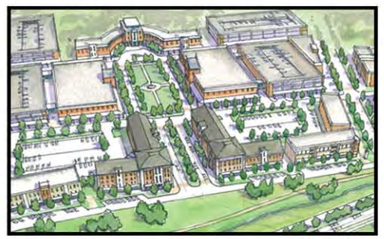
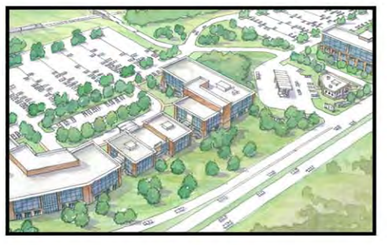




Fort Crook Road




Bellevue's Destination Corridor

HDR

BELLEVUE Chamber of Commerce The Voice of Business

CITY OF BELLEVUE, NEBRASKA

Bellevue, Nebraska

November, 2008

HDR

Fort Crook Road: Bellevue's Destination Corridor

Prepared for and Funded by a Partnership of:

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Executive Summary

Over the course of the next several years, Fort Crook Road will transform into a unique and exciting corridor that is punctuated by lively, mixed-use, pedestrian-oriented districts. These districts, which will front onto a redesigned Fort Crook Road, will be characterized by low and mid-rise buildings and urban character, whereby buildings, and the uses contained within them, will address the street and activate the sidewalk. Parking in these districts will be provided on-street and to the rear of buildings, either in surface parking lots or parking structures that are hidden from view. Streets will be enhanced with streetscape amenities such as street furniture, pedestrian lighting, and street trees. New development along the corridor will be pedestrian-oriented in order to encourage walking and facilitate active, street-level activity. Active uses such as restaurants and retail will be required on the first level of most buildings, while office and residential uses will be encouraged on the upper floors. Residential typologies will range from apartments and lofts to townhouses, condos, and live-work units. Residential options will encourage a variety of income levels, ranging from students and young professionals to corporate executives and empty nesters.

The Fort Crook Road Plan is the result of a two year study commissioned by the Bellevue Chamber of Commerce and the City of Bellevue. The study was undertaken in order to establish a market-driven framework that will assist the corridor in its return to prominence and make it a popular destination within the metropolitan area. The corridor is Bellevue's "central spine," and separates older development on the east from newer, suburban style development on the west. Presented with an opportunity to proactively guide the redevelopment of this aging community attribute, the study process developed a market-based and design-oriented plan for the corridor, coupled with an implementation strategy that will move the plan from vision to reality.

The planning process began in June 2005 and concluded in June 2007 with the unveiling of the final plan document. Throughout the process, a number of meetings where held with the clients, steering committee, major stakeholders, and the general public. Initial meetings were very broad in scope, while later meetings were more focused and served to further refine details from previous meetings. The result was a plan that achieved wide-spread consensus and provided a framework for future growth and development along the corridor.

Based on the results of the meetings, input from the steering committee, and the market assessment done as part of the planning process, it was determined that the Fort Crook Road corridor should evolve into Bellevue's "Destination Corridor." This corridor will be unlike any that currently exists within the metropolitan area. Instead of being auto-oriented and dominated by large set-backs, surface parking lots, and one or two uses, the corridor will transform, over time, into a series of lively, mixed-use, pedestrian-oriented districts. The three primary districts include the Corporate Village, the Galvin Corner Neighborhood, and the Fort Crook Road Village Center.

These districts, and the seven others designated for the corridor, will front onto a reconstructed Fort Crook Road. The reconstructed roadway will be reduced from 6 lanes to 4 lanes, have a reduced median, and be shifted to the west within the existing right-of-way. This reconstruction will "create" a substantial amount of new land on the east side of the right-of-way, which will revert back to the City and be used as an amenity or as an incentive to propel the redevelopment goals identified in the plan. Over time, this land will be redeveloped with a linear trail and new residential and mixed-use development.

In order to bring the vision for the Fort Crook Road corridor to reality, the planning process established a comprehensive implementation strategy. This strategy examines both public sector and private sector initiatives and actions that are necessary to initiate and propel the desired level of redevelopment activity. Areas of focus include strategic policies, procedural requirements, regulatory initiatives, and infrastructure investments. The ultimate strategy allows for a phased approach to be undertaken by the City of Bellevue and the private sector development community. Ultimate redevelopment of the corridor could occur within 20 - 30 years.

Project Overview

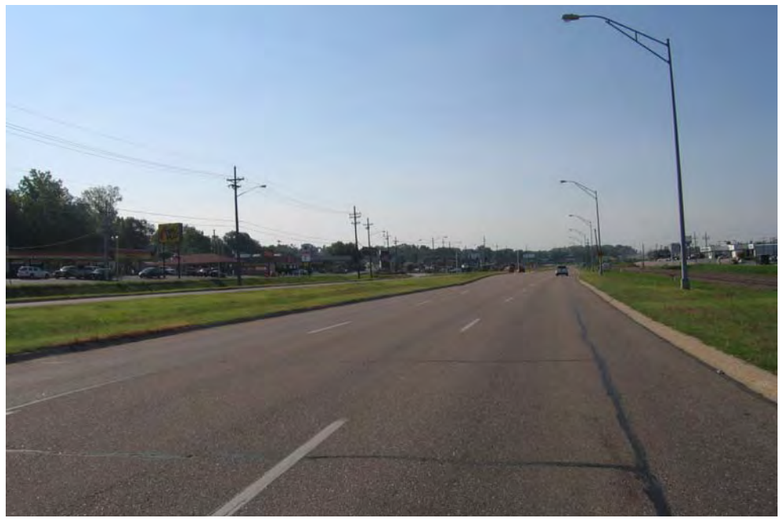
Across the country, communities of all sizes are realizing the potential of aging and/or declining commercial corridors. Whether bypassed by new roadway construction, as is the case with Fort Crook Road, or simply out-positioned by continued suburban growth, marginal commercial corridors can be repositioned as community assets in terms of quality of life and economic development potential.

Historically speaking, Fort Crook Road has been the primary route between Omaha, Bellevue, and points south. As Bellevue and Offutt Air Force Base have grown and prospered, the corridor established itself as a primary transportation route and important address for business. Over the years, both sides of the corridor were lined with franchise restaurants, shopping centers, car dealerships, offices, and industrial uses.

With construction of the parallel Kennedy Freeway and the establishment of more strategically located commercial centers, Fort Crook Road gradually lost its vitality and luster. Currently, the roadway's capacity greatly exceeds average daily traffic counts, and the adjacent Union Pacific rail line and drainageway inhibit mobility and create barriers to adjacent development. The corridor is currently lined by "marginal" commercial and industrial uses, and there is little, if any, consistency in landscaping, site design, and signage. In essence, Fort Crook Road has become the epitome of a deteriorating commercial "strip."

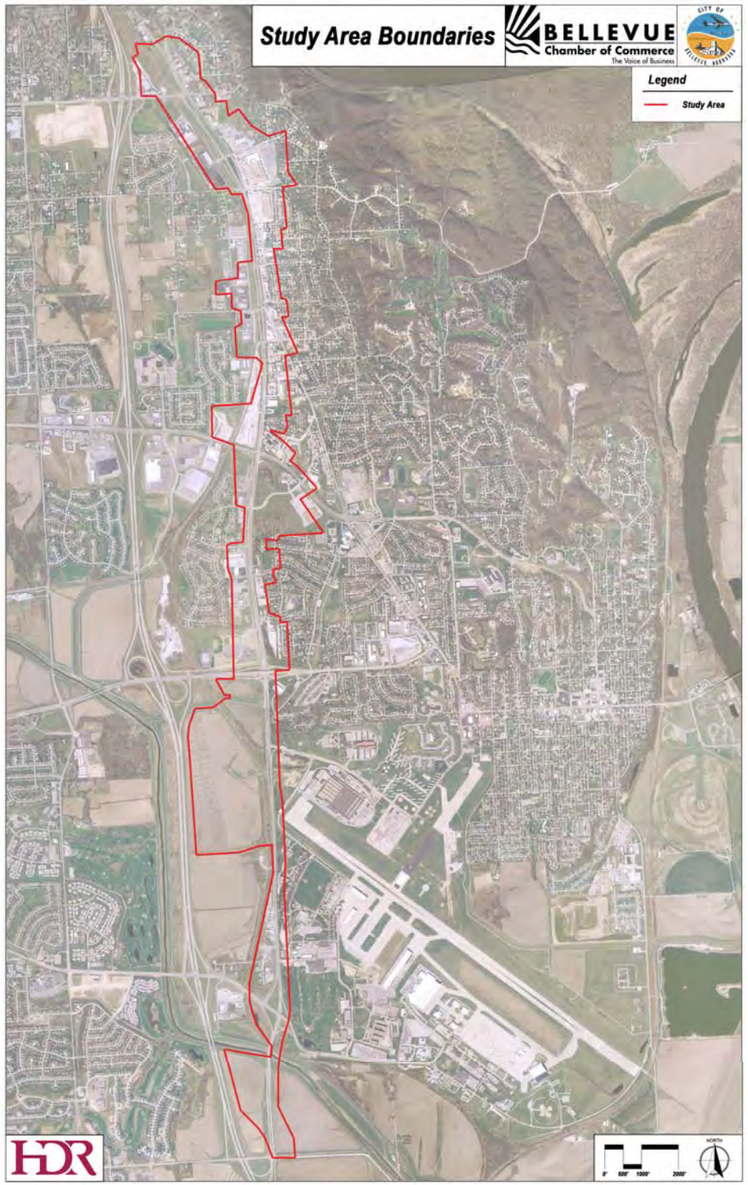
When faced with such a reality, communities can take one of two routes. They can let market forces continue the downward spiral, hoping for quick fixes and interim solutions, or they can proactively choose to address the issues "head-on." In the case of Fort Crook Road, the Bellevue Chamber of Commerce and the City of Bellevue have chosen the latter; they commissioned a comprehensive corridor planning process to lead the resurgence of this important community feature.

An undertaking such as this brings no easy solutions. Unlike other issues or problems, there are no easy formulas or templates to use when trying to reposition a corridor. Instead, solutions must be derived from the collective experience and knowledge of the daily users of the corridor, and expanded upon by the expertise of the Chamber of Commerce, City staff, and other key professionals. The process must be open to community participants, and utilize an iterative process to test various concepts and ideas. The resulting plan will lead to the re-emergence of Fort Crook Road as Bellevue's newest destination…a place to live, work, and play.



Fort Crook Road Study Area

The Fort Crook Road corridor Study Area is approximately 6.75 miles in length. It extends from Bellevue Boulevard on the north to its confluence with U.S. Highway 75 (the Kennedy Freeway) on the south. The Study Area extends from one to three blocks on either side of the roadway, depending upon adjacent platting and property ownership. The Study Area is bordered on the east by Bellevue's traditional neighborhoods, Olde Towne, and Offutt Air Force Base, and on the west by U.S. Highway 75 and areas of new suburban growth and development. It contains a variety of uses, ranging from agricultural land and single family homes to apartment buildings, auto-oriented commercial uses, and industrial uses.



Study Area Boundaries

Fort Crook Road History

As previously mentioned, the Fort Crook Road corridor has taken on the characteristics of a deteriorating commercial "strip." The transition from a once vibrant corridor to a dying commercial strip did not happen overnight. Change typically occurs gradually, and a variety of market forces have combined to result in the corridor's decline. By examining this history, an understanding of the market dynamics that led to the current decline can be realized, and it will be possible to identify opportunities for the future.

Fort Crook Road (former U.S. Highway 75) evolved as part of the regional roadway network. Originally connecting Omaha with Bellevue and points south, the roadway gained importance with the establishment of Fort Crook and later, the rapid growth of Offutt Air Force Base. As the military mission in Bellevue grew, development along the corridor burgeoned. New commercial, industrial, and residential uses lined the roadway. The majority of these uses served the growing community and influx of base personnel. Over time, Bellevue's growth and development merged with, and then eclipsed the roadway. Traffic volumes, increased by regional, local, and base traffic, necessitated the widening of the roadway to six lanes (three in each direction). With new businesses and ample traffic, the Fort Crook Road corridor was at its peak, both in terms of traffic and vitality of adjacent businesses.

Simultaneously, the State of Nebraska Department of Roads began fulfilling its goal of completing the State's expressway network. Desire to connect major communities within the state with expressways, emphasis was placed on key segments, including U.S. Highway 75 between the Omaha metropolitan area and Nebraska City. The highway's new alignment through Bellevue was designed as a limited access facility, and was located approximately 1/2 mile to the west, and parallel to, Fort Crook Road. Upon its completion in 1994, this new segment was designated as U.S. Highway 75, and Fort Crook Road was returned to local status.

With two parallel roadways, traffic volumes quickly declined on Fort Crook Road. The majority of regional traffic bypassed the arterial in favor of the new U.S. Highway 75. What little traffic that remained on Fort Crook Road was attributable primarily to local traffic or the two remaining significant draws along the corridor – the existing auto dealers and the corporate businesses that had backfilled into the former Southroads Mall.

Parallel Roadways—U.S. Highway 75 on the left and Fort Crook Road on the right

Fort Crook Road History

This reduction in traffic, combined with on-going market changes (rapid suburbanization of Sarpy County and Bellevue's zone of current development shifting to the west of U.S. Highway 75), ushered in the decline of the Fort Crook Road corridor. Bellevue's residential and commercial "centers of gravity" emerged farther to the west, along the east-west Cornhusker Road and Highway 370 corridors. Several existing neighborhoods along Fort Crook Road began to stagnate, and commercial spaces were vacated or replaced with marginal uses.

New Growth and Development West of U.S. Highway 75

The deterioration of the Fort Crook Road corridor and its resulting challenges were identified in a 2002 vision document commissioned by the Bellevue Chamber of Commerce. This document, titled "Bellevue Future: a Community Agenda" identified several challenges along the Fort Crook Road corridor, including the following:

- Adjacent industrial and marginal commercial uses that were established when Fort Crook Road was the primary route from Omaha to the south, and the principal entrance to Bellevue from the north. Existing development is, for the most part, classified as "strip commercial," with relatively uncontrolled signage.

- Fort Crook Road is an extremely wide, multi-lane roadway (three lanes in each direction, turn lanes, and an extremely wide center median and right-of-way), which results in a corridor whose capacity greatly exceeds its average daily traffic. Existing street width, combined with the parallel Union Pacific Railroad, creates a major barrier between uses on each side of the corridor.

- Limited landscaping on public or private property and no uniform site development or design standards. The lack of a formal development framework has resulted in a visually chaotic corridor.

- Industrial development where Fort Crook Road parallels the Union Pacific railroad, inhibiting development of higher value uses along this segment.

- Lack of pedestrian or bicycle access in the corridor, other than paved shoulders.

- Complex, wide intersections and relatively frequent access points, along with unsynchronized signals that interrupt traffic flow.

- Drainage ways and an active rail line paralleling the roadway in several areas.

Because of these significant challenges, and its prominent location within the community, the "Bellevue Future: A Community Agenda" vision document further stated that Fort Crook Road must transform itself and "*serve as a central community corridor, serving as a unifying linear center that knits Bellevue's three large development districts together*." Furthermore, the document stated that the corridor should:

- Evolve over time from an obsolete commercial strip to a new kind of linear city center, consisting of important community activity nodes connected by an attractive linear "necklace" of mixed uses and quality urban design.
- Contain design features that create a strong gateway for Bellevue.
- Be a multi-modal corridor that reflects the evolution of Fort Crook Road from a regional expressway to a commuter corridor.
- Redevelop obsolete and/or marginal current uses into major community and regional features, increasing the property value and revenue yield of the corridor to the city.

Goal of the Fort Crook Road Plan

The Fort Crook Road corridor was identified by the Bellevue Chamber of Commerce's economic development and community development task forces in 2004 as the "most pressing" need within the community. As a result, the Bellevue Chamber of Commerce and the City of Bellevue agreed to fund a planning process that would develop a conceptual redevelopment plan and accompanying design guidelines for the entire corridor. Building on the 2002 vision document, the intent of this study was to involve a visioning process to maximize public participation; examine and pursue design options for Fort Crook Road and intersecting roads; enhance the design of adjacent land uses and pedestrian and landscape elements; develop general design guidelines; and prepare a priority project list for improvements. It was desired that the plan ultimately address the following items:

- Organize the corridor as a unified development district, probably as a Business Improvement District (BID), providing a BID Board with the ability to plan and guide policy for the corridor.

- Prepare a comprehensive redevelopment plan for the Fort Crook Road corridor, including blighted area designation, opening the possibility of using tax increment financing (TIF) on a project-by-project basis.

- Develop a redevelopment plan for the Wilson site at the intersection of Fort Crook Road and Cornhusker Road. Redevelop the site as a major mixed-use project, including a range of uses that could include a hotel with small conference facility and office and commercial development. Develop a master plan for this site that emphasizes walkability, internal and shared access, and a strong relationship among the project's components.

- Design a comprehensive roadscape program for the Fort Crook Road corridor that includes landscaping, lighting, drainage way and greenway enhancement, a multi-use trail and pedestrian access along the corridor, connections between new development and the parallel trail, landscaped buffers along the railroad, a directional graphics system, and gateway and community entrance features.

- Examine modification of the street section to reflect its current community context, as a complement to the Kennedy Freeway.

- Develop a master plan for the Southroads area, working with property owners and major businesses to improve traffic patterns and develop strategies that help existing buildings function as components of a unified business district.

- Develop the plan for other marginal commercial uses with contemporary commercial, office, residential, and civic development.

- Establish "best practice" development standards for the Fort Crook Road corridor and provide incentives for their implementation.

Existing Conditions

The following section details the composition of the Fort Crook Road Study Area, including key physical features and an assessment of general market conditions and real estate opportunities.

Corridor Inventory and Analysis

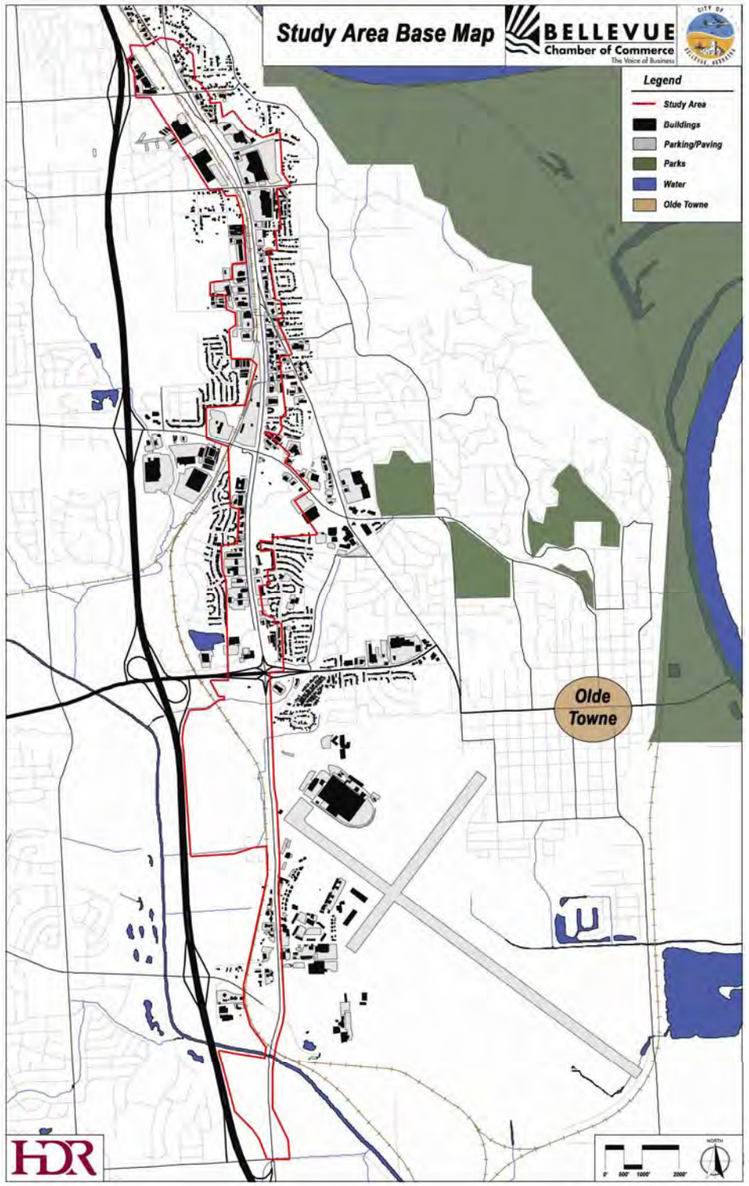
In order to gain a better understanding of the Fort Crook Road Study Area, an inventory and analysis was undertaken. This consisted of a Site Analysis, a Transportation Analysis, an Environmental Analysis, and a Regulatory Analysis. These analyses occurred primarily during the early stages of the study process, but were updated periodically as new information became available.

Site Analysis

The Site Analysis consisted of the examination of major physical features within the Study Area, including existing buildings, land uses, roads, parking, and open space, and is detailed on the following pages:

Study Area Base Map

The Study Area Base Map is the basis for all ensuing work efforts. This map documents the existing conditions within the study area, including existing buildings, streets, parking lots, and vacant land. The Study Area is outlined in red on this map.

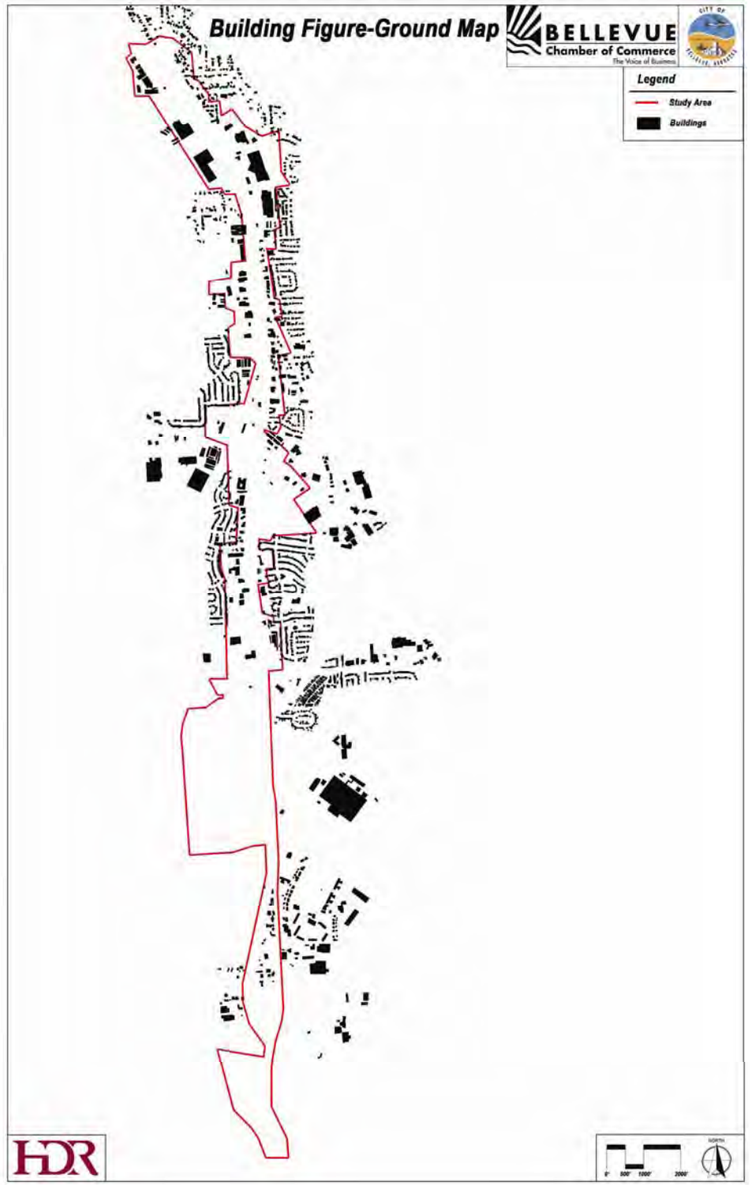


Study Area Base Map

Existing Conditions

Building Figure-Ground Map

This map examines the urban fabric of the Study Area (existing buildings and other built structures). As can be seen, the majority of the Study Area consists of auto-oriented uses, large surface parking lots, and/or open spaces. Relatively little exists in terms of pedestrian-oriented, mixed-use development. This lack of significant existing fabric creates a tremendous opportunity to establish a development pattern unique to the area. New structures can be designed to emphasize a mixed-use, pedestrian oriented nature for the district and help connect it to adjacent neighborhoods on each side of the corridor.

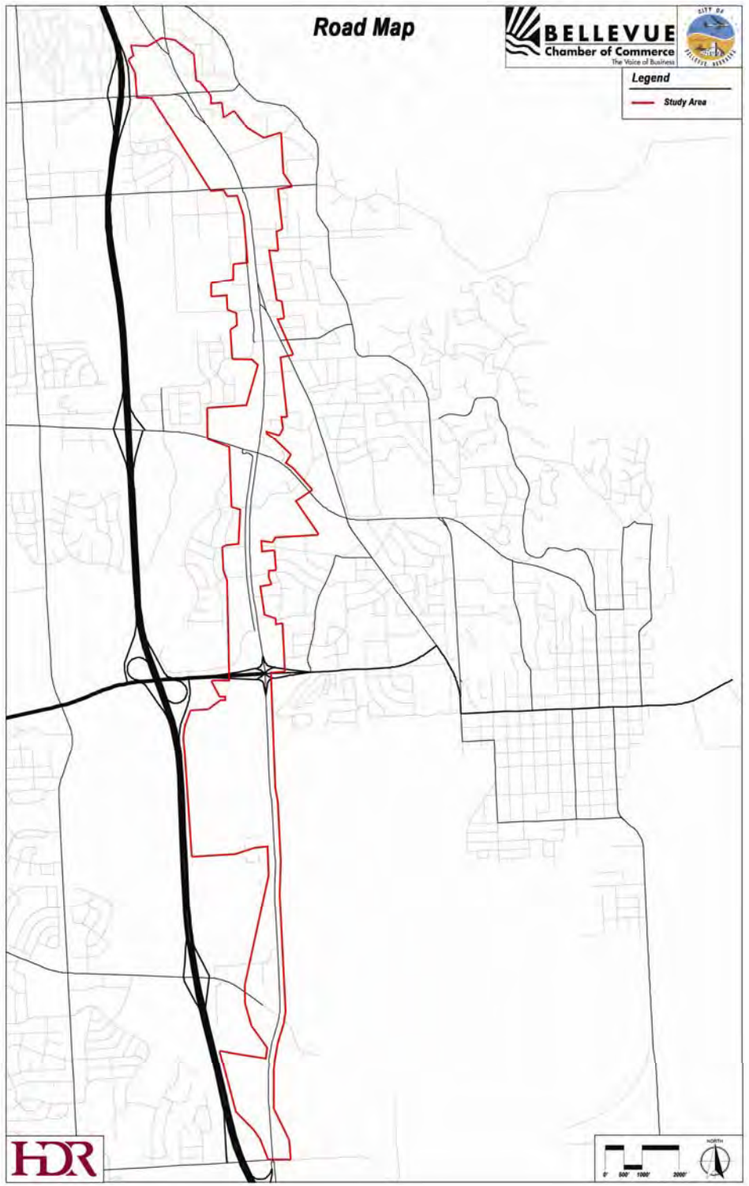


Building Figure-Ground Map

Existing Conditions

Road System Figure-Ground Map

The existing roadway network is auto-oriented and somewhat discontinuous. Fort Crook Road and Galvin Road are the major north-south routes in the Study Area, while Chandler Road, Cornhusker Road, and Highway 370 are the major east-west routes. Fort Crook Road is relatively well connected to the modified street grid that exists on the east side of the corridor. However, topography and the parallel railroad corridor limit connectivity with the street network on the west side of the corridor. As such, connectivity between the uses and neighborhoods on each side of the corridor is limited. The large block sizes and auto-orientation of the corridor severely curtail pedestrian activity.



Road Map

Existing Conditions

Open Space Diagram

With the exception of a few concentrations of buildings along the corridor, a majority of the Study Area is under-developed. These open spaces, vacant lots, and parking lots present a unique opportunity to redevelop/re-establish the urban fabric within this area. Large surface parking lots, medians, and vacant lots should not be looked upon as end uses, and instead as land holdings until the time is right to develop them with mixed-use structures.

Open Space Diagram

Existing Conditions

Parking Map

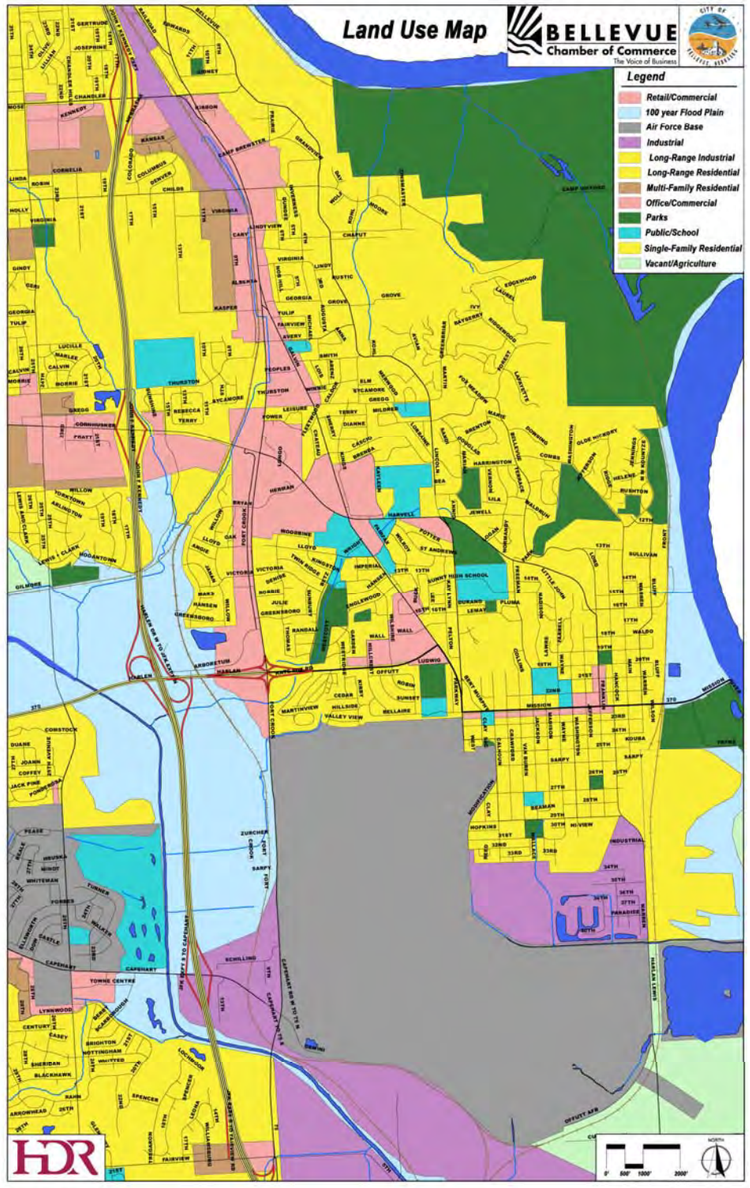
Large portions of the study area are given over to the storage of vehicles. This is especially true for the uses that front onto the corridor between Chandler Road and Highway 370. Many side streets allow on-street parking, while main streets such as Fort Crook Road, Galvin Road, Chandler, Cornhusker, and Highway 370 are devoted to moving traffic. On these main streets, off-street parking lots remove the visibility of the front door of the businesses farther from the street. Addressing the present and future demand for parking will be critical to the success of this area.

Parking Map

Existing Conditions

Land Use Map

The Fort Crook Road Study Area contains a variety of land uses. The vast majority of these uses, particularly north of Highway 370, consist of retail and/or commercial uses. South of Highway 370, the corridor fronts onto Offutt Air Force Base and the 100-year flood plain. Industrial uses are located to the south of the base, and at the northern end of the corridor, north of Childs Road. Residential uses, the majority of which are single-family in nature, are located either side of the retail/commercial/industrial uses that front onto the corridor. The majority of land uses along the corridor are single use in nature. It is anticipated that, over time, the Study Area will transition from these uses to a truly mixed-use (retail, office, and residential) environment.



Land Use Map

Transportation Analysis

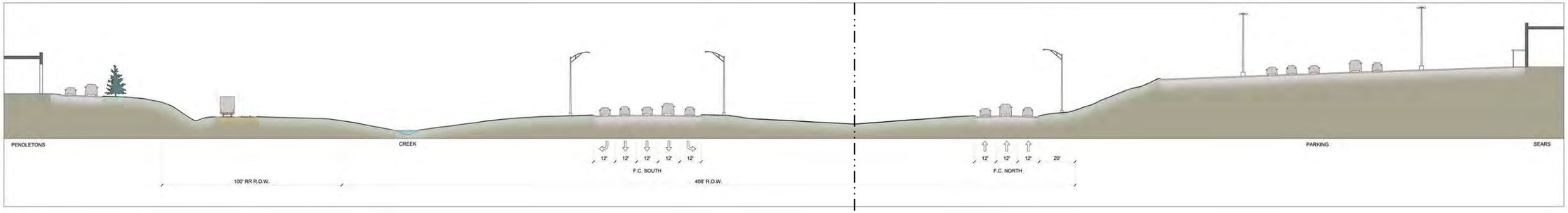
The Transportation Analysis examined Fort Crook Road's existing conditions. This included the existing roadway design, average daily traffic counts, intersection volumes, and programmed reconstruction.

Existing Roadway Sections

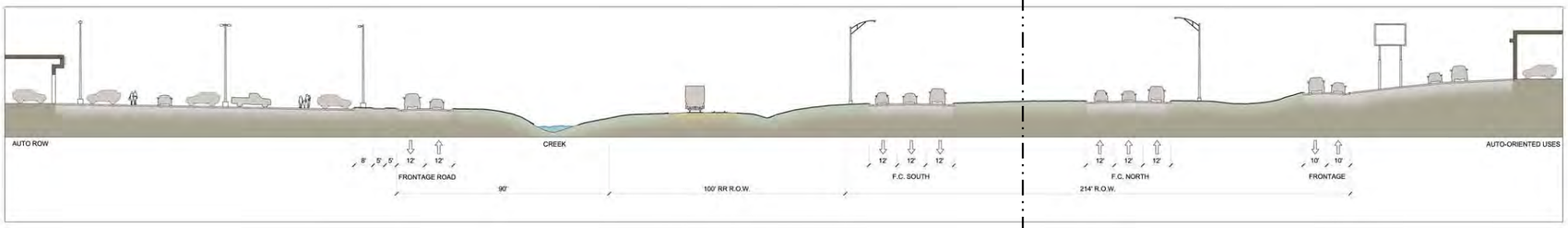
Fort Crook Road is currently a 6-lane section with three 12-foot lanes in each direction, a center median, and a right-of-way that ranges from 60 feet to 500 feet, but generally averages between 150 feet and 250 feet. Key segments of the corridor also include frontage roads on each side of the main roadway and designated left turn lanes. Existing sections for representative locations along the corridor are detailed below. The four sections include: Fort Crook Road at Childs (Sears), Fort Crook Road at Thurston (Auto Row), Fort Crook Road at Cornhusker (the Wilson Site), and Fort Crook Road at Schilling (Rumors). As shown, there is not one predominant section, with the roadway section varying based on its particular location along the corridor.

Sections shown on following page.

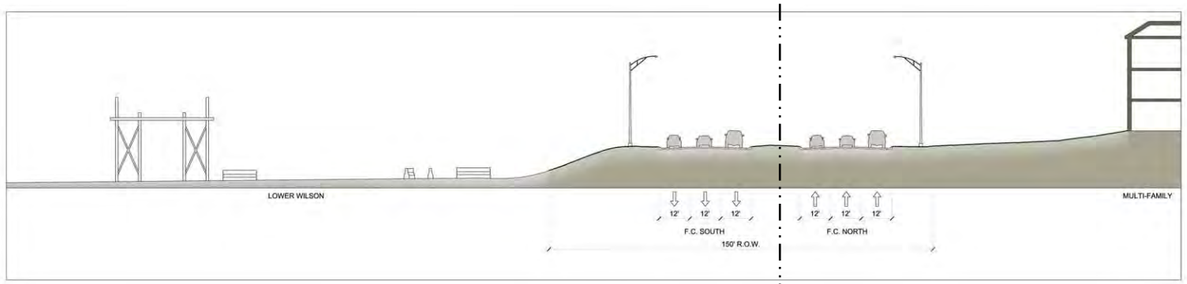
Transportation Analysis



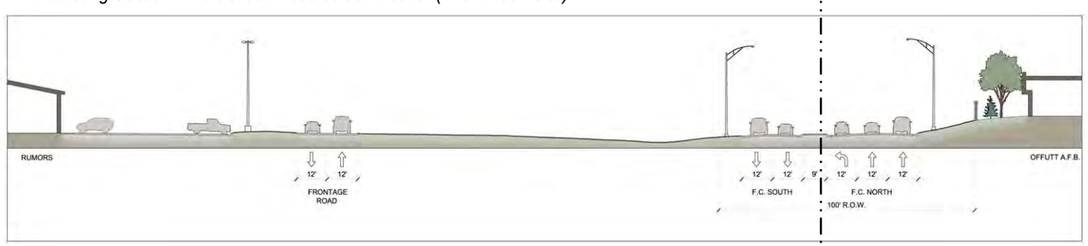
Existing Section – Fort Crook Road at Childs (Sears)



Existing Section – Fort Crook Road at Thurston (Auto Row)



Existing Section – Fort Crook Road at Cornhusker (The Wilson Site)



Existing Section – Fort Crook Road at Schilling (Rumors)

Transportation Analysis

2004 Average Daily Traffic Counts

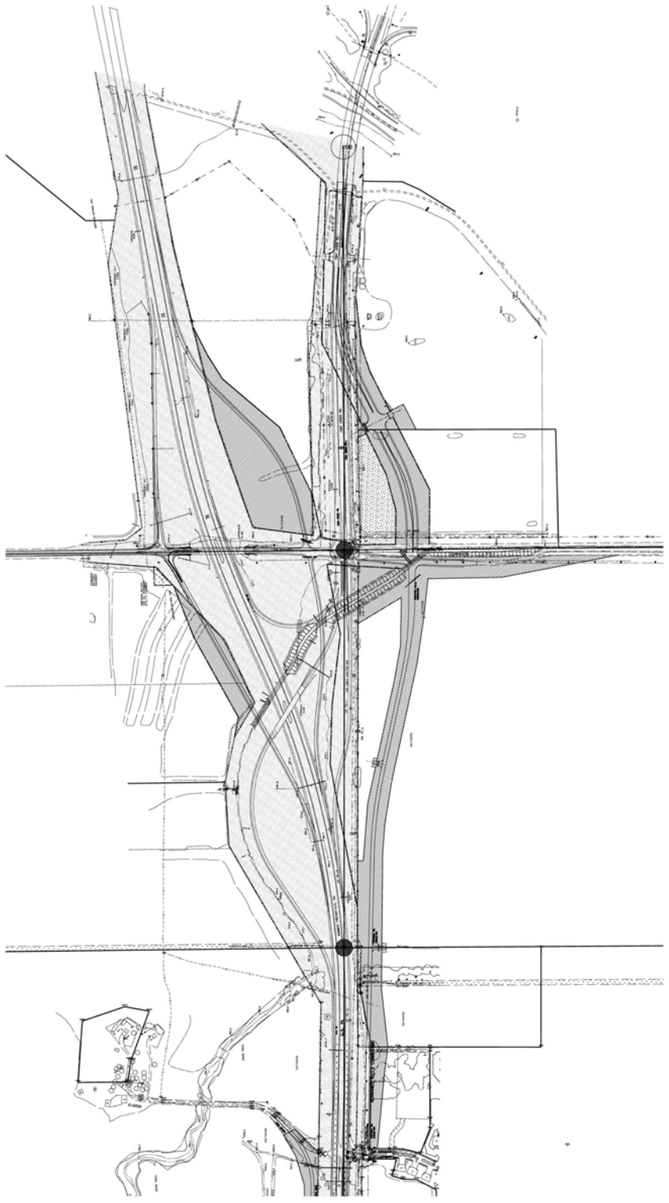
Based on MAPA's 2004 Traffic Flow counts, the average daily traffic along Fort Crook Road ranges from 7,100 to 28,900 vehicles per day (VPD). This is significantly lower than the 49,200 vehicles that used the road prior to the opening of the Kennedy Freeway (U.S. 75). The lowest counts occur between Capehart and Fairview (7,100 VPD) and Harrison Street and Chandler (9,300 VPD). The highest counts occur between Childs and Galvin (28,900 VPD) and Chandler and Childs (24,300 VPD). The remaining segments are between 10,600 VPD and 13,200 VPD.

2004 Intersection Volumes

Based on MAPA's 2004 Top Traffic Intersections report for Bellevue, seven of Bellevue's top twenty-nine traveled intersections by volume are located on Fort Crook Road. The fifth busiest intersection in Bellevue is the intersection of Fort Crook Road and Cornhusker Road, with 36,300 vehicles per day. Rounding out the top ten intersections for Bellevue, the intersection of Fort Crook Road and Lindyview Lane is number ten, with 30,800 VPD. The Fort Crook Road and Chandler intersection is number twelve, and the Childs intersection is number fourteen.

Programmed Reconstruction

As part of the on-going conversion of U.S 75 to freeway status between Bellevue and Nebraska City, the interchange between Fort Crook Road and Kennedy Freeway (U.S. 75) will be reconstructed over the course of the next several years. This reconstruction will eliminate direct access to/from Fort Crook Road to/from U.S. 75 and instead elevate Fairview Road as the dominant movement. This reconfiguration will occur over the next few years, and is reflected in all new plans shown in this report.



Future Fort Crook Road/ U.S. Highway 75 Interchange

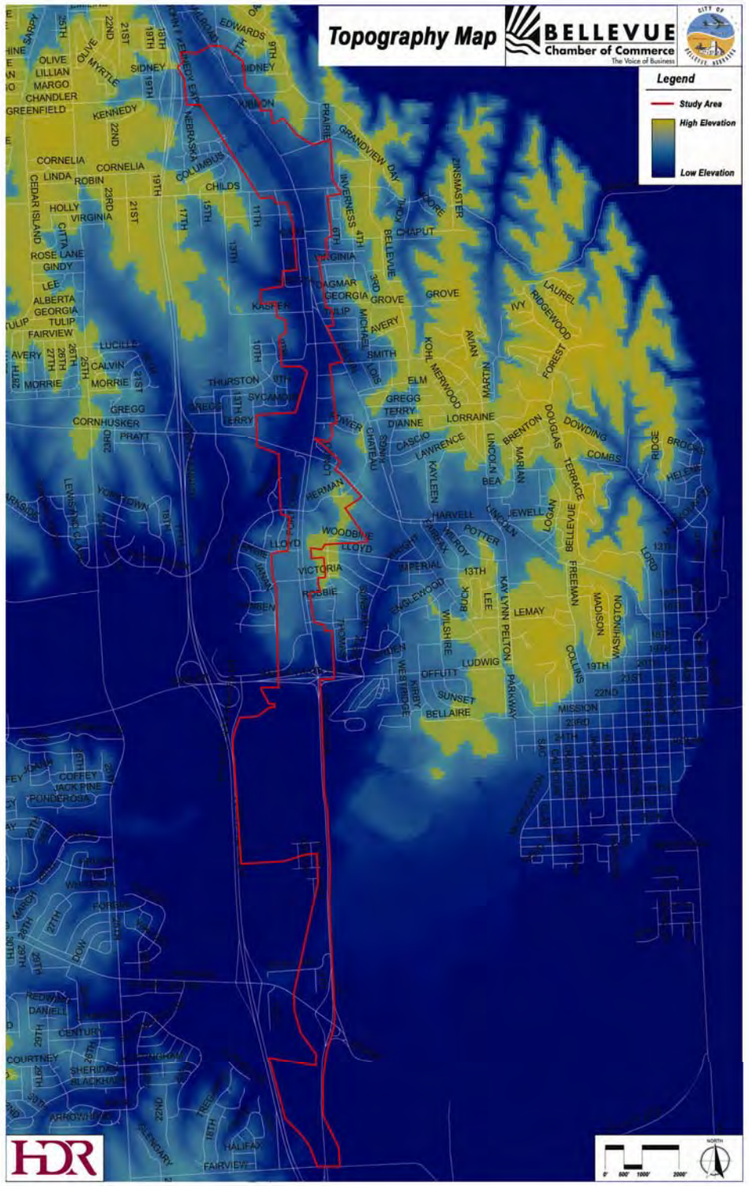
Environmental Analysis

Environmental Analysis

The Environmental Analysis examined a variety of features within the Study Area, including topography and floodplain. Because of their nature, an understanding of these features is necessary in order to determine potential site opportunities and impediments.

Topography

A large portion of Bellevue is located in the undulating bluffs that overlook the Missouri River. These bluffs are punctuated by creeks and valleys that drain into the Missouri River or one of its major tributaries. One of these creeks is Mud Creek, which runs in a north to south direction and drains into the Papio Creek. The upper portion of the Fort Crook Road corridor is located in the valley created by Mud Creek. As such, the roadway is relatively level and decreases in elevation from north to south. The walls of the valley created by Mud Creek are not insignificant and rise, for the most part, approximately 100 yards on either side of the roadway. Farther to the south, the lower reaches of the corridor are located in the broad valley created by the Papio Creek, which drains into the Missouri River. This portion of the corridor contains a few rises but is, for the most part, relatively level.



Topographic Map

Environmental Analysis

Floodplain

Because a significant portion of Fort Crook Road is located adjacent to Mud Creek or the Papio Creek, a large portion of the corridor is located within the 100-year and 500-year floodplain. Portions of the corridor are protected from flooding by a system of levees. Other portions are not protected, and have experienced flood conditions in the past. Addressing Mud Creek and the provision of storm water detention will be an important component of the Fort Crook Road Plan.

Floodplain Map

Regulatory Analysis

The Regulatory Analysis examined a variety of planning issues relating to the Study Area. These included a review of current Comprehensive Plan recommendations, an analysis of existing zoning within the area, and the identification of the "clear" zone at the base of Offutt Air Force Base's main runway.

Comprehensive Plan – The City of Bellevue updated its Comprehensive Plan in 2006. The new plan makes several references to the Fort Crook Road corridor. The following references occur in the Land Use Section:

- "The first proposed activity center, a neighborhood activity center, is suggested to be located at the intersection of Childs Road and Fort Crook Road, near the existing Southroads Mall. This area is suitable for an activity center for several reasons. First, the location is conveniently located on Fort Crook Road and is near the Kennedy Freeway. Second, this area is located in close proximity to several prominent Bellevue features, including Fontenelle Forest, Gifford Farm and Bellevue Boulevard. Third, the area is in need of revitalization. The construction of the Kennedy Freeway reduced automobile traffic on Fort Crook Road. Fewer cars along Fort Crook Road translated to fewer shoppers at Southroads Mall and other area merchants. This area now contains many vacant buildings that could be redesigned or razed to better accommodate the architectural and site design characteristics commonly found within activity center developments. Fourth, the Fort Crook Road study supports the establishment of an activity center and mixed use residential development along Fort Crook Road. A new activity center would spark revitalization, increase Bellevue's tax base, and provide a much needed alternative to conventional residential and commercial development."

- "The second proposed activity center, a community activity center, is suggested to be located at the intersection of 25th Street 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 Bellevue University is appealing to prospective students and existing students and could even help boost enrollment by offering appealing and engaging activities, housing styles, and hang-out spots.

- "The Bellevue preferred development concept suggests a large swath of flexible use zoning east of the Kennedy Freeway and north of Capehart Road. Additional areas of flexible use zoning are suggested at the northwest corner, the southwest corner, and the southeast corner of the intersection at Fairview Road and Fort Crook Road. These areas are suitable for flexible space zoning because of their close proximity to the proposed southern industrial park and to Offutt Air Force Base."

- "Fort Crook Road, which now bears little resemblance to what it once was, is in need of revitalization. This was validated by the results of the Bellevue comprehensive plan survey. Question eleven (11) asked respondents, which of the four (4) areas (Fort Crook, Northwest, Olde Towne, Riverfront) is in most need of redevelopment. Almost fifty percent (49.8%) of the respondents chose Fort Crook Road. This answer was the overwhelming favorite. HDR's recent Fort Crook Road study proposes mixed uses throughout the corridor. The preferred development concept conforms to the ideas and suggestions contained within this study. Mixed use zoning, which would support a more broad range of businesses uses, 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 / Fairview Road intersection."

The "Recommendations" chapter also references the Fort Crook Road corridor. The following references occur in the "Recommendations" Chapter:

Central District Recommendations

- Create a consistent sidewalk network that joins popular pedestrian activity centers, including: Bellevue East, library, Bellevue University, Offutt, community center, and Dowd 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 could travel safely from one destination to another without fear of having to walk or bike on the street.
- Evaluate students' needs of Bellevue University that would affect land use decisions. Bellevue University has seen significant increases in enrollment over the past ten (10) years. It is possible that the Central District is lacking services and amenities that would be heavily utilized by Bellevue University students.
- Establish and foster partnerships between the city, Bellevue University, and area developers. A partnership between these three (3) entities would help ensure that land use development in the Central District best accommodates the needs and interests of Bellevue University students.

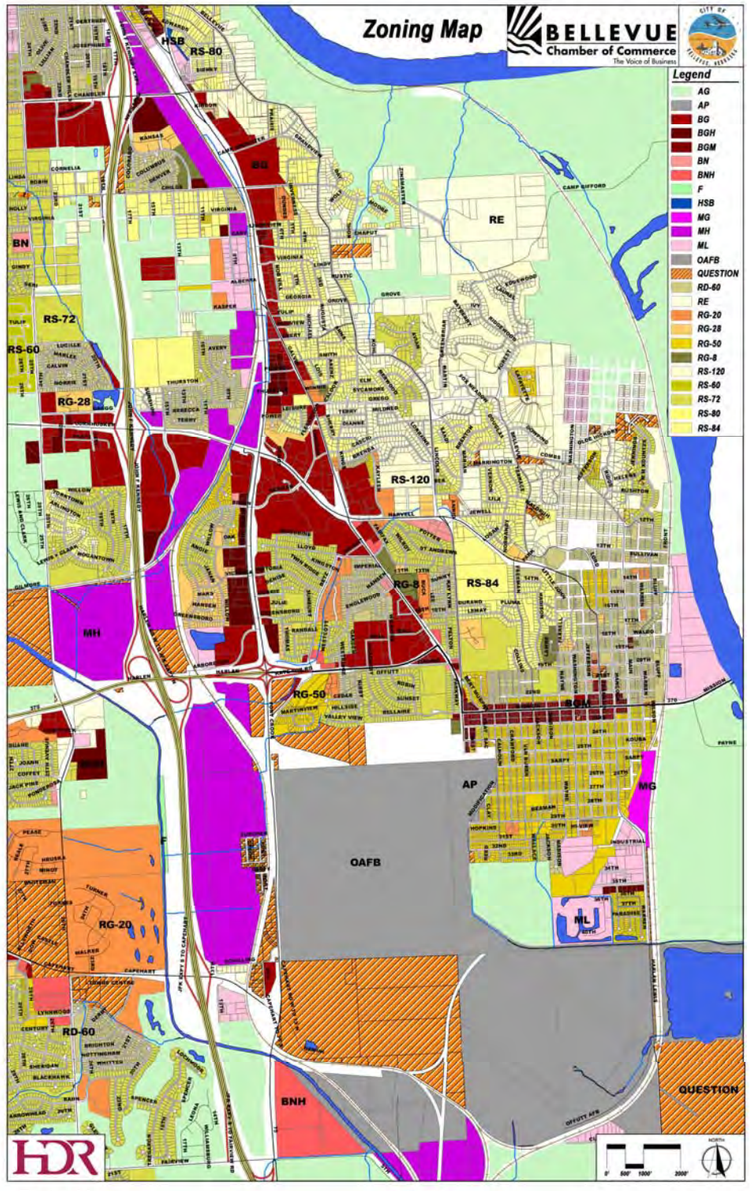
Bellevue Boulevard West District Recommendations

- Promote infill development. The Bellevue Boulevard West District contains a large number of infill development potential, especially along Fort Crook.
- Redevelop Fort Crook Road. The retail mass exodus along Fort Crook Road continues. All redevelopment options should be explored, including TIF.
- Better integrate commercial areas with residential areas. This district's largest commercial / retail district is Southroad's Mall. Southroad's Mall has completely turned its back on the adjacent residential neighborhoods. Additionally, there are only sporadic sidewalks that link the retail areas to the residential areas.
- 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 medium value. Additional upscale homes as well as multi family 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.

Regulatory Analysis

Zoning Regulations

The Study Area is comprised of several zoning districts, which allow for a variety of uses. These districts range from agricultural, single-family detached, and multi-family residential to commercial, industrial and Offutt Air Force Base zoning. The predominant zoning categories are the commercial, industrial, and air base zoning which, for the most part, line the corridor. Based on the market and the desires of the Steering Committee, it may be necessary for the formation of a new Mixed-Use zoning district. Another possibility would be to allow the existing base district(s), but create an overlay district to ensure appropriate urban design.

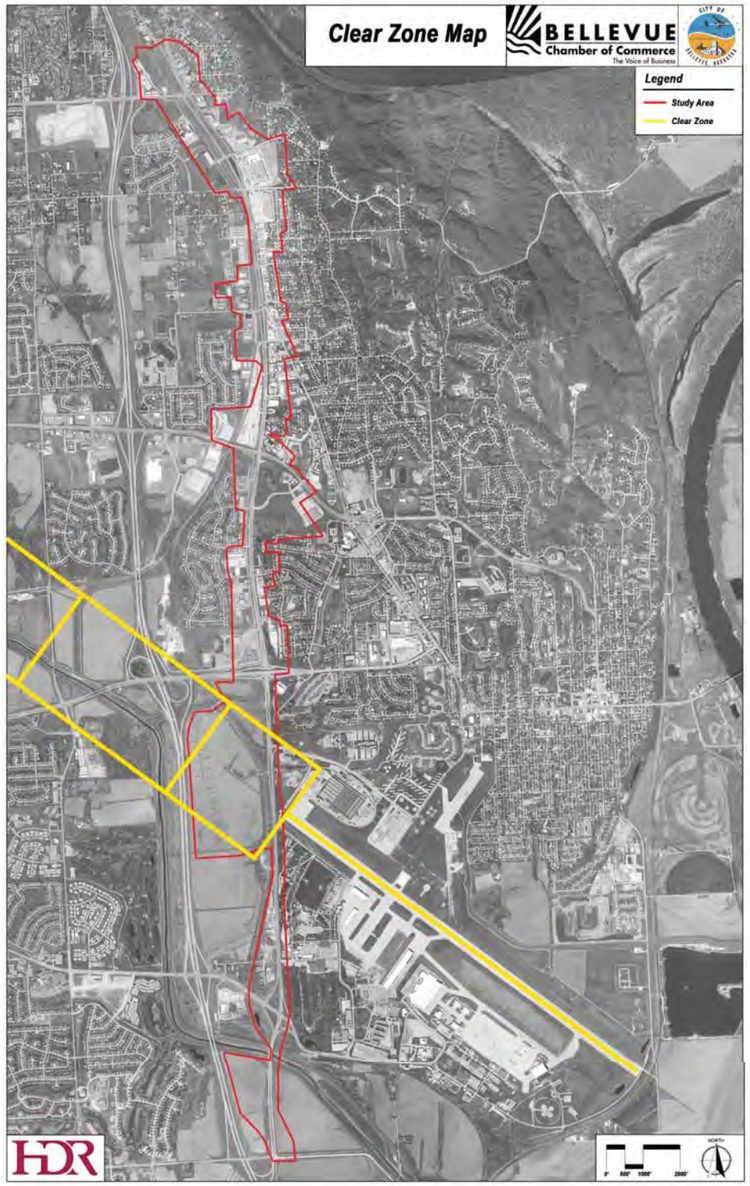


Zoning Map

Regulatory Analysis

"Clear" Zone

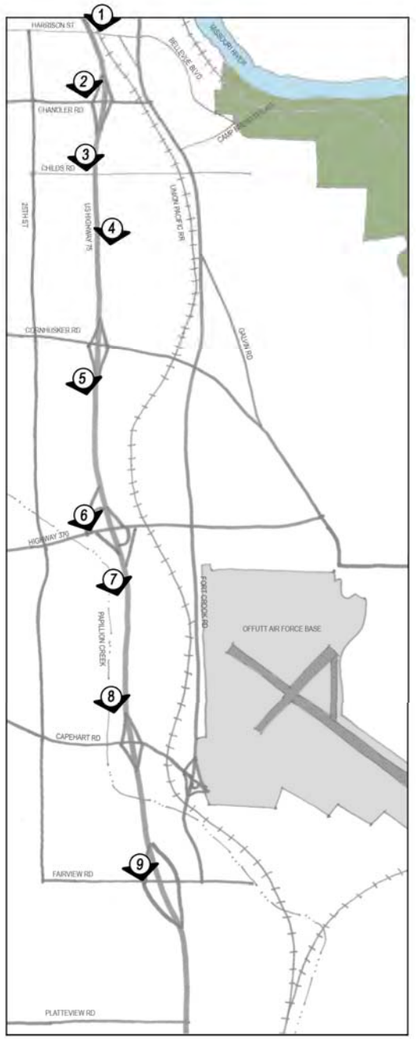
A portion of the Fort Crook Road corridor is located in the "clear" zone at the end of the main runway at Offutt Air Force Base. This zone extends to the north and west of the runway, and includes private property located between Fort Crook Road and the Kennedy Freeway. This land is currently used for crop production, and with the restrictions including no vertical structures, should either maintain this use or be preserved as a public passive open space use. The width of the "clear" zone surface in this location is 3,000'.



"Clear" Zone Map

Physical Features

The Fort Crook Road Study Area has a long history and contains a variety of attributes, including buildings, streetscapes, and architectural details, each of which speak to the nature of the area. The following section seeks to capture the essence of the Study Area's existing urban fabric through multiple photographs. The following thumbnail photographs provide a "snapshot" of the road corridor within the Study Area from North to South.



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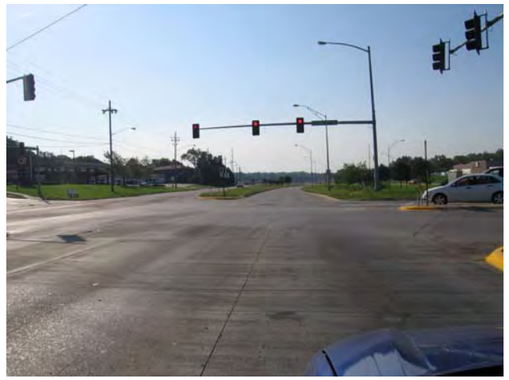

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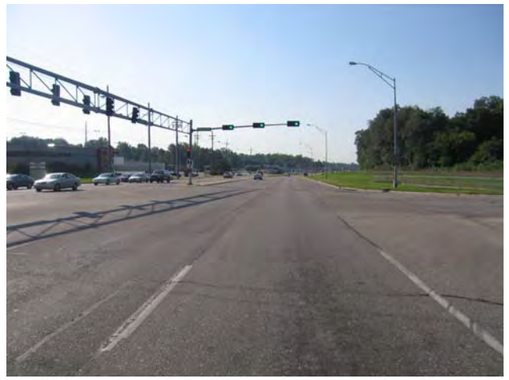

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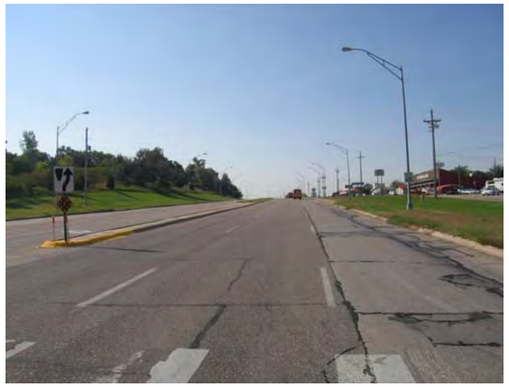

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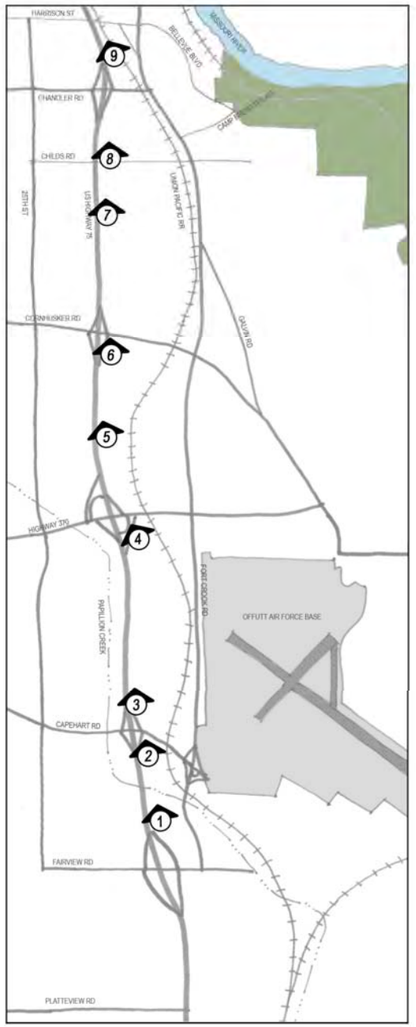
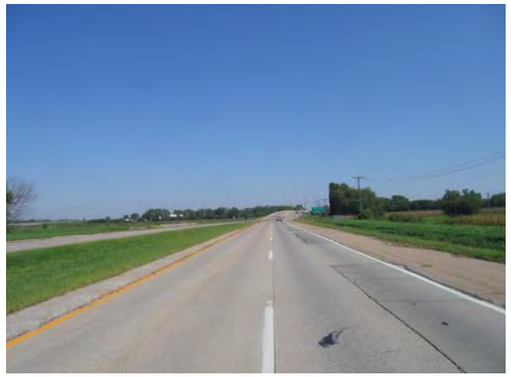
Physical Features

Thumbnail Photographs of the Existing Road Corridor within the Study Area from South to North.





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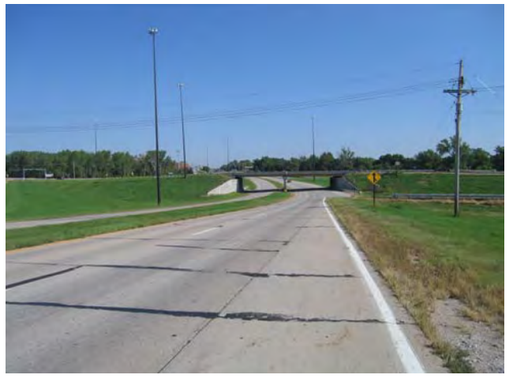

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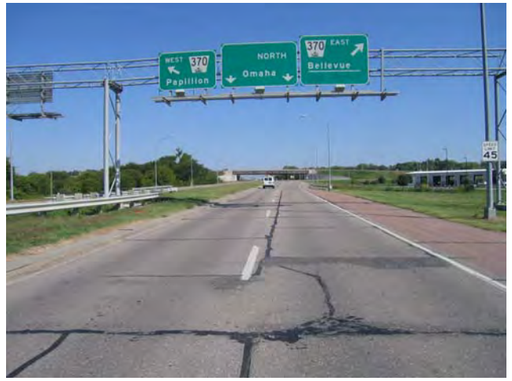

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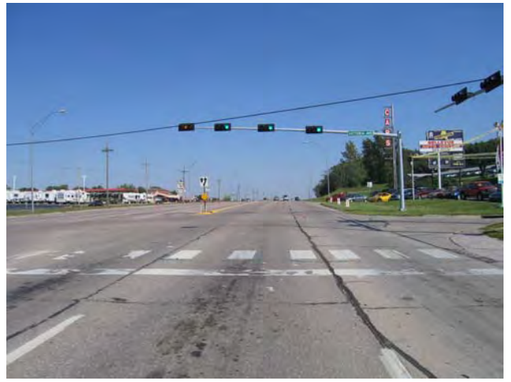

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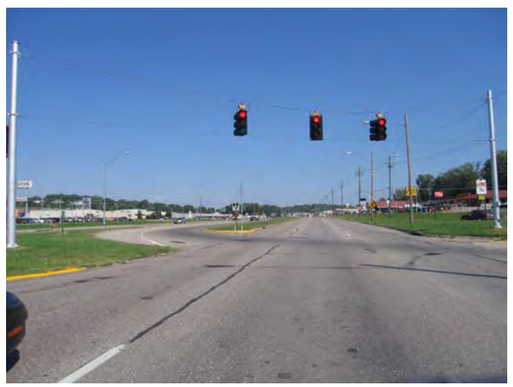

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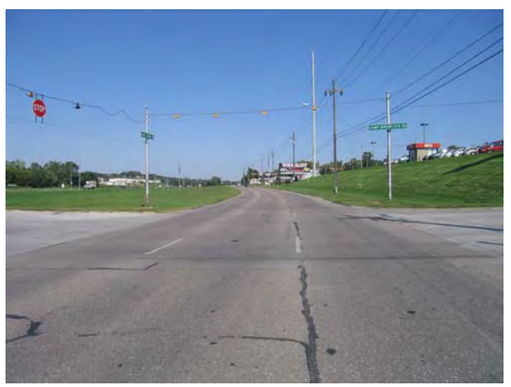

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General Market Assessment

A general market assessment was undertaken as part of the corridor analysis. This assessment was undertaken prior to the design charrette, and was utilized in the creation of the overall development concept and program. The key findings of the market assessment were organized by use type (retail, office, and residential), and are listed below.

Retail

Existing Conditions

- Competition – It will be difficult for the Fort Crook Road corridor to regain its stature as a "primary" commercial corridor. Undeveloped commercial sites proximate to existing and planned retail centers west of the Kennedy Freeway (along Cornhusker Road and Highway 370) will capture most larger-scale retail developments/tenants.
- Corridor Limitations – Significant limitations exist along the Fort Crook Road corridor, including:
  - Lack of lot depth at many key sites along the corridor, which limits the desirability for large scale redevelopment
  - Lower traffic counts (10 - 25,000 trips/day versus the desired 40 - 45,000) limits redevelopment potential.
- Demographics - Increased development of new homes in the market area proximate to, and west of, the Kennedy Freeway. Median household incomes west of the Kennedy Freeway are projected to be approximately 10% higher ($57,800) than those in the Fort Crook Road area ($52,500).
- Market Strength – A strong core group of automobile dealerships exists along the Fort Crook Road corridor. These dealerships provide significant sales tax revenue for the City.

Development Potential

- Potential to create one or more catalytic projects. Catalytic projects would be those uses that are capable of standing on their own and can help spur additional development around them. Such projects could include:
  - Creation of a business center at the Southroads Mall location.
  - Bellevue University expansion.
- A clustering of civic uses (City Hall, Library, Police Station, etc.).
- Catalytic project(s) could create new commercial development opportunities by creating activity and uses not otherwise present along the corridor or in the market.
- Presence of popular local restaurants along corridor offers alternative to national chain dining. This could create the potential to establish a dining destination area.
- Presence of a core group of auto dealers may present an opportunity to create a larger "auto mall" type destination by adding additional dealers or compatible uses.
- Addition of new multi-family residential housing along the corridor could provide a symbiotic relationship with new retail.

Office

Existing Conditions

- According to a May 2005 survey by CBRE Mega, Bellevue/ Sarpy County had a slightly higher vacancy rate (16.2%) than the Omaha market overall (14.8%).
- The planned moves by Northrop Grumman and Lockheed Martin to new buildings may create a significant increase in projected vacancies in the near term. Our current analyses indicate that over 125,000 square feet of largely Class B office space could be available as of November 2005.
- Southroads Mall attempting to transition from retail to office uses.

Development Potential

- The recent addition of "back office" uses at Southroads Mall indicates a potential market niche for the Fort Crook Road corridor (and the mall site in particular) as an office employment center.
- The limited supply of new, Class A space may indicate some opportunity in the office market. However, for a developer to proceed with a new Class A building, a major tenant would likely need to be secured. While STRATCOM is growing, no such potential tenant has yet been identified.

Residential

Single Family

While established, single-family neighborhoods exist contiguous to the Fort Crook Road corridor, sites along the corridor are better suited for multi-family development.

Multi-family For Sale (Condos and/or Townhomes)

- Existing Conditions
  - There are a limited number of "for-sale" multi-family developments in Sarpy County
  - Several new multi-family units have recently been built and are being sold in downtown Omaha.
  - Research and conversations with brokers in downtown Omaha indicate that there has been strong support (4 units sold per month) for units selling between $60,000 and $180,000.
- Development Potential
  - City median household income indicates that housing priced up to approximately $155,000 could be supported by current and projected future residents with similar earning power.
  - Projected growth in 55+ year old households may indicate an opportunity to offer the "empty nester" demographic new housing options.
  - Projected growth in the number of households in the first-home buying age group (25-34 years old) earning over $75,000/year indicates that higher-priced condos and townhomes may be supportable depending on consumer preferences and options.
  - In order for condos and townhomes to be desirable in the market, the character of Fort Crook Road would need to change to provide an attractive housing choice alternative. Altered road widths, park and/or parkway development, and/ or Municipal center creation are ways that this change might be affected.

Planning Process

The Fort Crook Road Plan followed a very thorough and deliberate process. It began in May/June 2005 with the Kick-Off Meetings and concluded in June 2007 with the unveiling of the final plan document. Throughout this process, a number of meetings were held with the client, steering committee, major stakeholders, and the general public. Initial meetings were very broad in scope, while later meetings were more focused and served to further refine details from the previous meetings. The result was a plan that achieved wide-spread consensus and provided a framework for future growth and development along the corridor. The following were key points in the planning process:

Kick Off Meetings

The Fort Crook Road Corridor Study kick-off meetings were held in May/June 2005. The meetings provided an overview of the project and finalization of the scope of work and preliminary project schedule. During these meetings, client goals and objectives were identified, the planning process was reviewed, and the multi-disciplinary team of experts in planning, urban design, landscape architecture, architecture, traffic engineering, railroad engineering, architectural rendering and market and real estate analysis were introduced.

Steering Committee

The next major step in the planning process was the naming of the Fort Crook Road Steering Committee by the Bellevue Chamber of Commerce and the City of Bellevue. The Steering Committee was comprised of elected officials, community leaders, key business representatives, representatives of adjacent neighborhoods, and City staff. The purpose of the Steering Committee was to provide direction to the consulting team in terms of plan direction and to communicate the planning process and findings/direction back to each of their representative constituencies.

Visioning Workshop

Following the selection of the Fort Crook Road Steering Committee, a Visioning Workshop was held on June 26, 2005 at Bellevue West High School. The Visioning Workshop was attended by the Steering Committee and provided an opportunity to introduce the consulting team, discuss the project's history, and lay out the proposed timeline. More importantly, it was also the first opportunity to gather public input. Participants were given the opportunity to discuss issues relating to the corridor, geographically locate key features, and establish a vision for the corridor.

Planning Process

SWOT Analysis

One of the key features of the Visioning Workshop was the SWOT Analysis. Participants were asked to identify the corridor's Strengths, Weaknesses, Opportunities and Threats. Responses for each category are listed below (the number of similar responses for each category are listed in parentheses):

<u>Strengths</u>

- Leads directly to Offutt AFB (4)
- Access to/from Omaha is easy (4)
- Bellevue University (3)
- Good traffic flow/feeds everything (2)
- Car Dealership Row (2)
- Southroads Mall, which is very wired for tech development (2)
- Hometown restaurants
- Lots of nearby potential customers – Ameritrade and east side of FCR
- Wide median could allow for streetscaping
- Shape of road
- Cornhusker / Ft. Crook intersection could become a node for development
- Richmont development
- Lied Center, Bellevue Public Schools
- Bellevue Welcome Center (area)
- Fontenelle Nature Center
- Nearby strong neighborhoods
- Gordman's (available office or other use)
- Bakery (as an employer)
- Post Office (as a draw)

<u>Weaknesses</u>

- Vacant buildings/lots (4)
- Unattractive, no consistent design along corridor (3)
- Kennedy Freeway pulls traffic and business away/loss of retail to better access areas of 75 and 370 (2)
- Core Slab property is an eyesore(2)
- Mud Creek/culverts and ditches (2)
- Empty Pendleton building/parking lot (2)
- Large electrical transmission towers (2)
- Limited turning access along the corridor, especially to the Car Dealerships when traveling north
- Too many stoplights, especially long light at Victoria as well as Lindyview
- Proximity to Omaha, which loses identity of Bellevue as an independent
- Railroad tracks means limited redevelopment potential
- Railroad traffic, need overpass at Chandler Road
- Weeds growing along roadway in ditches
- Poor proportion of retail to employees and residents on North Fort Crook
- No pedestrian walkway
- Rumors area across from Offutt AFB is blighted
- Run down properties or Vacated buildings, especially the Space Tech buildings
- Southroads
- Gordman's Building
- Signage is often incorrect and inconsistent, especially when designating North Ft Crook from South Ft Crook. No continuity between signs. No clear signage for Cornhusker and Fort Crook coming off of Kennedy Freeway
- Hotel across from Offutt (Offutt Motel / Lodge)
- Absentee landlords
- The name "Crook" can have a negative connotation
- Lack of gas stations or banks along corridor
- Trailer park is negative feature at the north entrance
- Space Tech park (future empty buildings)
- Access at key corners

<u>Opportunities</u>

- Wilson Concrete property redevelopment (3)
- Room for pedestrian walkway or trail (2)
- Pedestrian environment with a real "downtown" feel
- Weaknesses = opportunities
- Lots of room for development on North Fort Crook Road
- Offutt AFB has lots of potential customers
- Growth of Bellevue University
- Big name buildings to become available (Grumman)
- Redevelopment of empty buildings like Gordman's, empty car lot, etc.
- Southroads redevelopment or reuse
- Lots of room for redevelopment, plenty of open space, especially south of Offutt
- Give northbound people a reason to take Fort Crook instead of Kennedy Freeway
- K-Mart hilltop is the tallest spot in Bellevue
- Space tech businesses
- More greenspace along the corridor, streetscaping
- Areas for decent parks, water, trails
- Parks along flight line for Offutt
- Protecting and expanding natural rural areas
- Trail system connection to Keystone Trail
- Reduce the number of traffic lanes
- Street design / street lighting
- Minimize the amount of franchises along the corridor
- Additional use of Southroads space and draw of more workers / customers
- New design standards
- Denser development patterns
- Incentives for "Property Improvements"
- Opportunities of "Big Office Development"
- Welcome Center / Trail Connector

<u>Threats</u>

- Concern of South Omaha expanding into North / East Bellevue
- Poor accessibility
- Train occasionally stops at major intersections, backing up traffic for up to an hour (once a week)
- Closing of Offutt (if it ever makes the BRAC)
- Businesses closing
- Nothing getting done
- Uncontrolled development
- Taking too long
- Zoning
- Lack of design standards
- Business Pride / cleanliness
- Unknown joke "Kennedy Center"
- Nearby "newer" retail development
- Loss of employees / customers at Space Tech
- Access and key corners (traffic flow and timing)
- No consistent design or look in the area

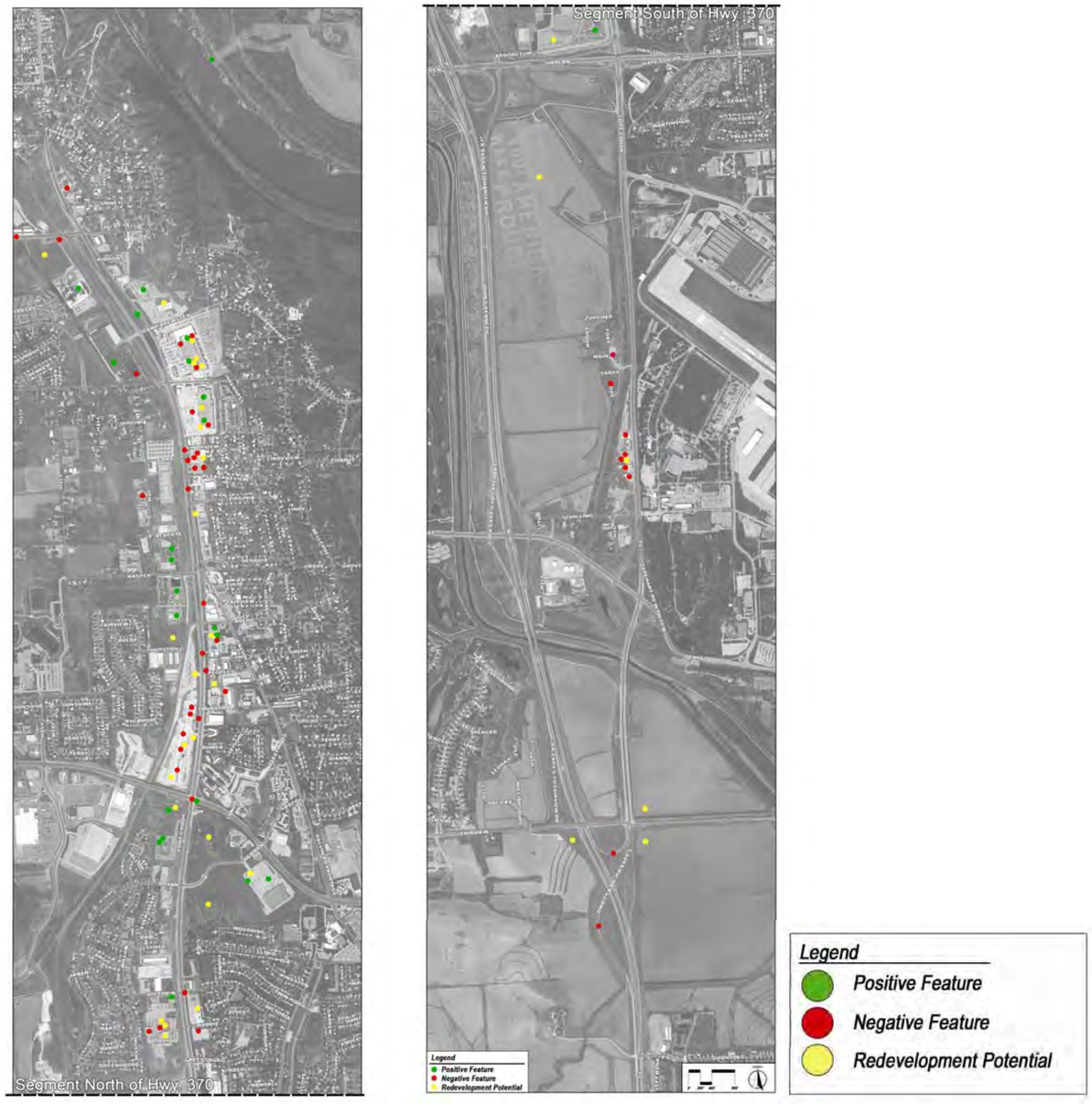
Planning Process

Following the SWOT Analysis, the participants were asked to identify areas along the corridor that were “positive,” “negative,” or had a “redevelopment potential.” They were given green, red, and yellow dots, respectively, to identify these sites. The following maps identify these locations.

Vision Statement

Following the SWOT Analysis, the participants crafted a vision statement for the corridor:

> *“Fort Crook Road is the central spine of Bellevue, the birthplace of Nebraska and the home of Offutt Air Force Base. It is a beautiful, well landscaped destination that includes a wide range of retail, restaurant, office, housing and civic uses, designed to create a livable pedestrian scale. It includes the community’s largest employers and is a vibrant family-friendly center that is easily accessible throughout the metro area, including via the regional trail system.”*



Positive Features, Negative Features, and Redevelopment Potential

Planning Process

Survey

In addition to the Visioning Workshop, the Bellevue Chamber of Commerce utilized a web-based survey in order to solicit public input on the corridor. The survey was posted on the Chamber's website, and received 102 on-line responses, which are summarized below.

The first question asked survey respondents to rate (from excellent to poor) a series of items relating to the corridor. Items receiving the highest (excellent) rankings included:

- Rail access
- Future development sites
- Prospects for future growth
- Local traffic flow
- Community entrances

Items receiving the lowest (poor) rankings included:

- Pedestrian environment/amenities
- Corridor image/appearance
- Landscaping/urban design features
- Park and open space amenities
- Design of development along the corridor

The most important issues to be faced by the corridor over the next several years included:

- Creating an environment along the corridor suitable for business redevelopment, growth, and retention
- Improving the corridor's appearance, aesthetics, and image
- Addressing poor traffic signal timing/traffic flow
- Competition/population growth elsewhere drawing customers away
- Declining traffic along the corridor

Respondent's favorite attribute(s) along the corridor included:

- Amarillo BBQ
- Bellevue Auto Row
- Village Inn
- The Lied Activity Center
- La Mesa Mexican Restaurant

Respondent's least favorite attribute(s) along the corridor included:

- The Wilson Concrete Plant site
- Vacant properties
- Poor aesthetics
- Timing of traffic signals
- Southroads Mall

The greatest assets or strengths of the corridor included:

- Easy access to downtown Omaha and the interstate system
- Potential for future redevelopment
- Ample room to work with/do things
- Auto dealers
- Accessible location within the metro area

The greatest liabilities or weaknesses of the corridor included:

- Poor appearance, image, and assortment of businesses along the corridor
- Lack of "anchors" or true destinations along the corridor
- Significant number of vacant lots and buildings
- Limited ability to draw traffic away from U.S. Highway 75
- Railroad conflicts

The most important goals for the corridor included:

- Improve the image and appearance of the corridor
- Utilize special incentives to attract development/recruit "destinations"
- Create an environment where people want to be
- Fill/redevelop vacant and marginal lots and buildings
- Prepare the Wilson Concrete site for future redevelopment

The top projects that respondents would like to see accomplished along the corridor included:

- Landscaping/streetscaping
- Common architecture/design standards
- Removal of rundown/vacant buildings and replace with new uses
- Redevelopment of Wilson Concrete site
- Improved traffic flow along the corridor

Design Charrette

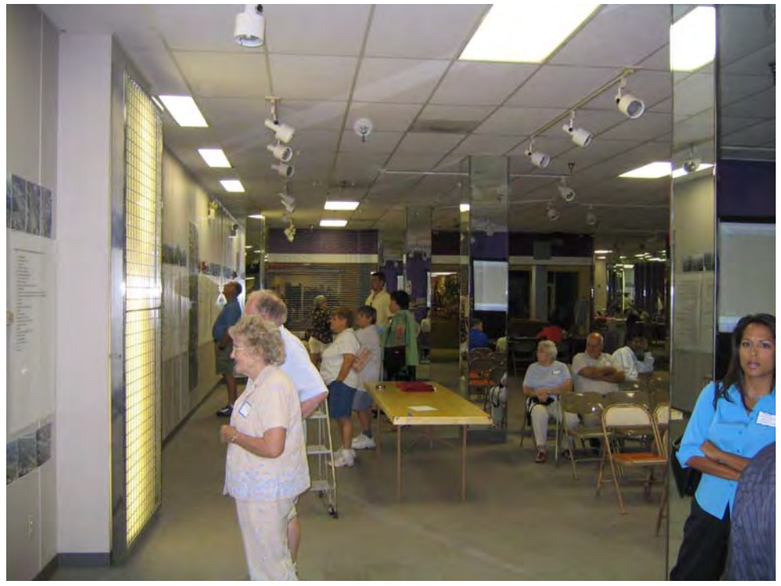
Design Charrette

The focus of the design phase of the Fort Crook Road Corridor Study was a five-day planning and design charrette, held from Monday, August 8th to Friday, August 12th 2005. A charrette is an intensive, collaborative exercise in which a group of experts work together with members of the steering committee and public to address complex planning and design problems. The benefits of the charrette process include the ability to apply diverse skills in a focused manner to the problems at hand; the development of an interactive and iterative process in which visions and ideas can be easily proposed, developed, tested, and revised; the ability to design in direct contact with the client, thereby soliciting input and facilitating a clearer understanding of both the process and potential outcomes; and finally, the capacity to engender broad-based communal support for the ultimate vision and plan for the corridor.

The Fort Crook Road charrette was structured to reflect the results of the previous data collection and analysis and the completed market assessment. In addition, it addressed the elements identified in the RFQ and issues determined by the Chamber and the City to be critical components of the ultimate plan. The charrette process, and the related design decisions, took place in public and established a clearly preferred option by the end of the charrette. This option, which will be discussed at length in the following sections, was refined and enhanced during the ensuing documentation phase.

Documentation

Taking the materials generated during the design charrette, the HDR Team refined them into a draft conceptual master plan for the corridor. This draft plan was developed in collaboration with the Client, steering committee, and stakeholders, and enabled the HDR Team to summarize the results of the design charrette and solicit additional input. Once the draft plan was approved, the final document was prepared.



Guiding Principles and Market Approach

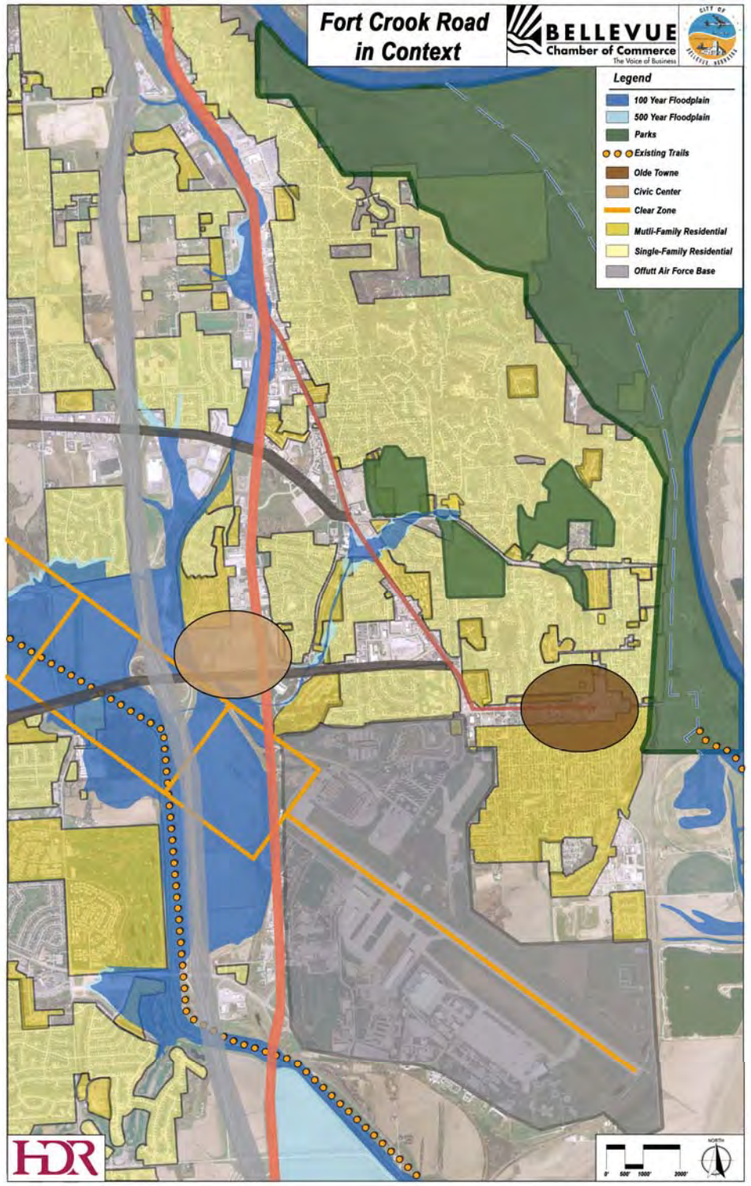
Guiding Principles

As mentioned before, the repositioning of a marginal corridor is difficult, at best. Because there are typically many inherent challenges, the consulting team established, during the design charrette, a set of strategic principles that would guide the redevelopment of the Fort Crook Road corridor. These 10 Guiding Principles consist of the following:

1. Look at the Big Picture First
2. Don't Attack the Problem All at Once
3. Leverage Bellevue's History and Traditional Attributes
4. Incorporate Natural Features and Amenities
5. Size Infrastructure Appropriately
6. Maximize Market Opportunities
7. Look to Create Public-Private Partnerships
8. Leverage Market Forces to Induce Private Investment
9. Incrementally Reduce the Amount of Land Zoned for Retail
10. Encourage Appropriate Scale Mixed-Use Infill Development

1. Look at the Big Picture First

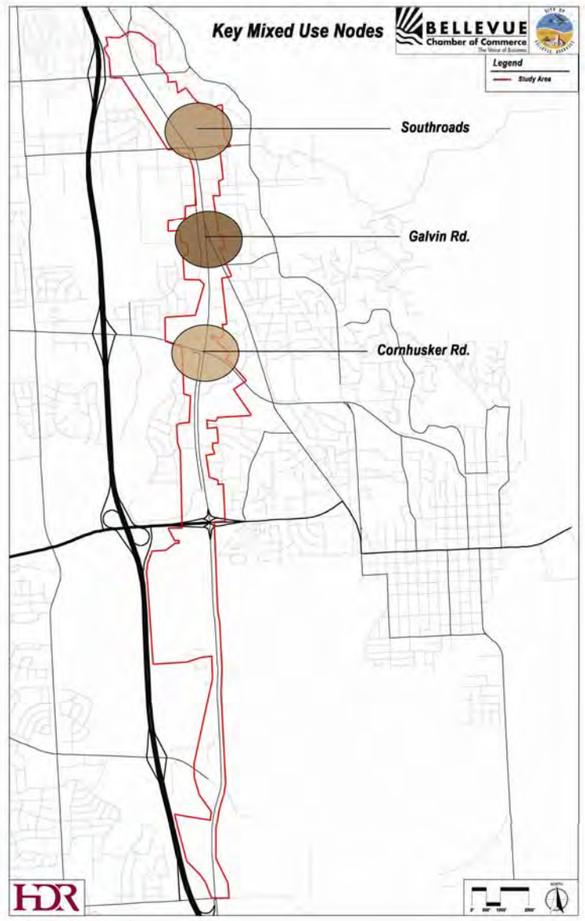
Although this plan addresses the Fort Crook Road corridor, it is imperative that solutions look beyond the immediate Bellevue area. The corridor is part of a much larger economic market, and as such it is imperative that the repositioning of the corridor be addressed along those terms. The corridor's competitive position should ideally be examined in terms of not only the Omaha metro area, but well beyond, into the eastern Nebraska and Western Iowa region. Solutions must be found that acknowledge that regional traffic will continue to bypass the corridor. Establishing the corridor as a unique niche market, or securing a catalyst-type project that will draw from the region, will be critical to the ultimate success of the corridor.



Fort Crook Road in Context

2. Don't Attack the Problem All at Once

When repositioning the Fort Crook Road corridor, it will be difficult, if not impossible, to address it all at one time. Instead, key locations should be identified and improvements should radiate from there. For instance, a 6-mile long streetscape project would be cost prohibitive and would likely not achieve the intended results. Instead, key nodes, such as Southroads Mall and the corridor's intersection with Galvin Road and Cornhusker Road, should be targeted for catalyst type projects. With a 25+ year time horizon, the plan must be flexible in nature, starting with the key nodes and slowly filling in the "gaps."



Three Key Nodes

Guiding Principles and Market Approach

3. Leverage Bellevue's History and Traditional Attributes

Bellevue's history can offer guidance for new development. Taking cues from the architecture and traditional development patterns of the past will promote the creation of a more authentic sense of place. New development in a familiar style will preserve what is unique about Bellevue and give the City a more distinctive image and style. Bellevue can incorporate design guidelines into redevelopment plans and zoning codes that will provide a long-term vision to guide future development while preventing development types that may detract from the city as a whole.

Officer Row Housing

4. Incorporate Natural Features and Amenities

To a certain degree, natural features and adjacent amenities, such as floodplains, steep slopes, and established neighborhoods, constrain development opportunities. However, those same constraints can also encourage more creative redevelopment solutions. Adjacent neighborhoods should be physically connected to corridor redevelopment activities, and natural features, such as Fontanelle Forest, Mud Creek, floodplains, and adjacent steep slopes, should be incorporated as corridor amenities when possible.

Fontenelle Bank, built in 1856

Map of Natural Features

Guiding Principles and Market Approach

5. Size Infrastructure Appropriately

Fort Crook Road is too wide for its current traffic volume. This presents an opportunity to "right-size" the facility and take advantage of the excess right-of-way. It is currently six lanes wide (three in each direction) and has a right-of-way approximately 500 feet wide at its widest point. This may have been appropriate when Fort Crook Road was the primary north/south regional corridor, but with the construction of the parallel Kennedy Freeway, it is now "overbuilt." By reconfiguring the roadway into a four-lane, tree-lined boulevard, the excess right-of-way can be turned into a greenway or leveraged for appropriate mixed-use and/or residential development opportunities.

Existing Roadway

6. Maximize Market Opportunities

Oftentimes, buildings and/or lots along declining commercial corridors contain marginal uses or sit vacant, not for lack of appropriate uses, but rather due to zoning that is out of sync with current market demand. One of the pitfalls of Euclidean Zoning is its lack of flexibility to adapt to changing market conditions. However, it is not uncommon for a vacant lot or a marginal use to be replaced by a high quality, neighborhood enhancing use once it has been rezoned. As such, searching out and optimizing market opportunities should be an important strategy for corridor redevelopment.

7. Look to Create Public-Private Partnerships

Private sector development activity has been extremely limited along the Fort Crook Road corridor, and public sector action alone is not enough to revitalize the 6.75 mile long corridor. However, public action that leverages private sector investment can begin to make a difference. Public-private partnerships maximize the impact of both investments. An initial public investment, whether through capital outlay or land donation, can make a redevelopment project feasible when the return on a private investment would otherwise not be enough to attract interest. Similarly, public investment in infrastructure or a community asset, such as a reconstructed road, a new building (i.e. a new police station), a trail, or a park, can leverage adjacent private sector development. A successful corridor redevelopment plan must optimize opportunities for public-private partnerships along the corridor.

8. Leverage Market Forces to Induce Private Investment

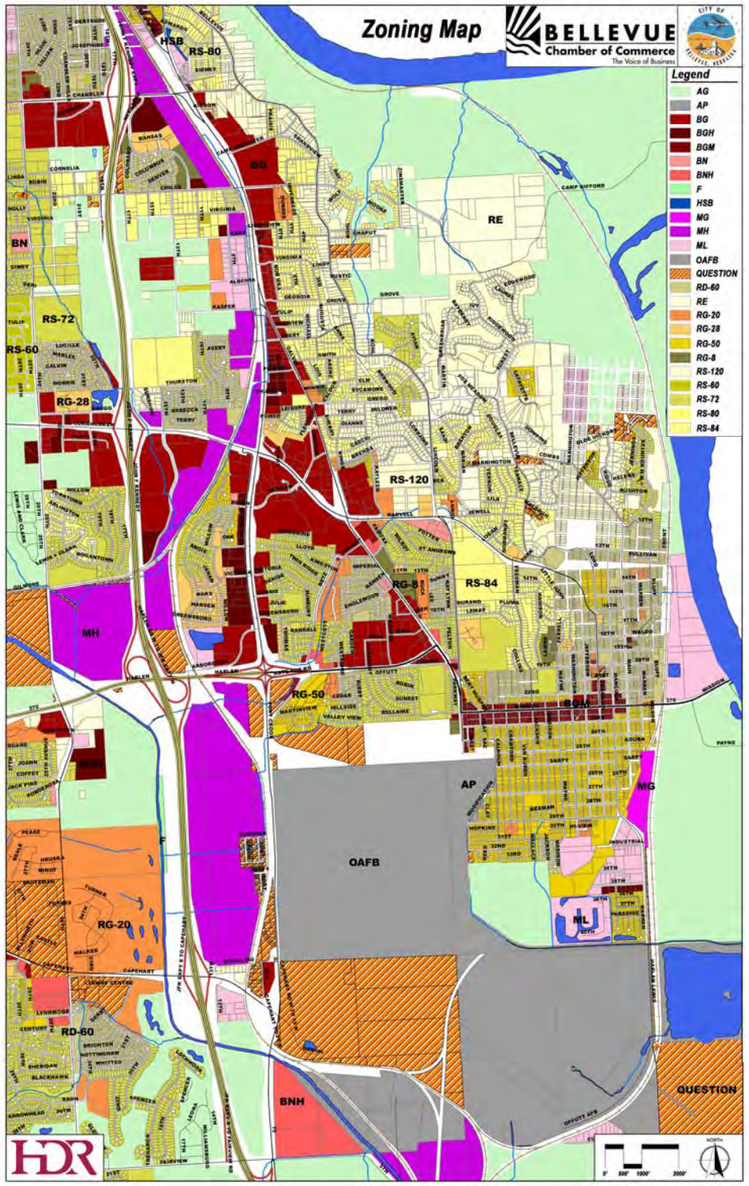
The Fort Crook Road corridor contains many sites that, due to their configuration and other physical constraints, may not be attractive to developers. However, there are often circumstances where, through minimal improvements, a particular site would become attractive to the market. It will be important to identify these redevelopment opportunities and determine what is necessary to induce market driven development that is compatible with corridor redevelopment goals.

Aerial Photo of the Wilson Site

Guiding Principles and Market Approach

9. Incrementally Reduce the Amount of Land Zoned for Retail

Bellevue contains an excessive amount of land zoned for retail. At one time, before the Kennedy Freeway was constructed and new concentrations of retail emerged along Cornhusker Road and Highway 370, the amount of retail for Bellevue was appropriate. Now, the retail "center of gravity" has shifted to the west and grown substantially, taking advantage of higher traffic counts and more affluent income levels. As a result, retail uses along Fort Crook Road have been de-valued and out-positioned. Left with an overabundance of retail zoning, the corridor now contains its "trademark" marginal uses and vacant buildings. Because the corridor will never compete with the new retail clusters along the Kennedy Freeway, Cornhusker Road, and Highway 370, it would be appropriate to incrementally reduce the amount of land zoned for retail along Fort Crook Road. Rezoning for residential uses or mixed-uses would provide market-appropriate alternatives that would spur redevelopment activity which is compatible with corridor redevelopment objectives.



Zoning Map

Guiding Principles and Market Approach

10. Encourage Appropriate Scale Mixed-Use Infill Development

Encouraging appropriate infill development is critical to revitalizing not just the Fort Crook Road corridor, but other areas within the City of Bellevue. Without attractive infill options, developments will continue to cluster in suburban locations, at the expense of Fort Crook Road and other in-town locations. Mixed-use infill development should be pedestrian-oriented, and designed as outlined in the individual sub-area plans. For Fort Crook Road, appropriate infill development will typically be two to four stories with a mix of two or three uses. This scale respects existing development and allows projects to be built affordably with efficient, well-designed surface parking as opposed to more expensive parking structures.

Example Rendering of Mixed Use Development

Guiding Principles and Market Approach

The deterioration of the Fort Crook Road corridor did not happen over night, and neither will its resurgence. In order to be truly successful, the repositioning of the corridor must follow the aforementioned guiding principles and be based on a sound market approach. Key elements of the market approach include:

Maximize Development Opportunities:

Initiate Catalytic Projects that will Facilitate Additional Development – Identify and initiate special projects (at key locations) that will be catalysts for additional projects. Potential locations include the Southroads area, the Galvin Road intersection, and the Cornhusker Road intersection.

Capture Development Opportunities that are Unique to the Corridor – Work with Fort Crook Road's competitive strengths. The corridor will never be able to compete "head to head" with suburbia and/or the Kennedy Freeway. Instead, identify and capture redevelopment opportunities that are unique to the corridor.

Do Not Compete with other Developments – Major retailers will concentrate along corridors that are currently experiencing rapid retail and residential growth, such as the Kennedy Freeway, Cornhusker Road, and Highway 370. Fort Crook Road should not try to compete for similar uses where it stands little chance of succeeding.

Create Something Different in the Market – Fort Crook Road must compete in the regional market place. As such, it would be wise to emphasize development that is unique to the metropolitan area. This could include uses such as pedestrian-oriented, mixed-use development and niche residential typologies, such as townhomes and/or walk-up flats. By emphasizing something that is unique to the market place, the corridor will take advantage of its accessibility, "stand out" amongst the competition, an begin to establish necessary critical mass.

Take Advantage of Growth in Key Demographic Categories – Demographic and market analysis have shown that growth is occurring within key age and household income cohorts within Bellevue. As a result, corridor development should emphasize design principles and amenities that are sought after by these key cohorts.

Establish Development Potential when aligned with the Corridor's Redevelopment Framework – If developed according to the Guiding Principles and Market Approach offered in this section, certain retail, residential, office, institutional, and civic uses should experience successful development along the Fort Crook Road corridor.

Provide City/Public Development Assistance:

A number of public incentives can be offered to induce development along Fort Crook Road. Incentives can range from the relatively standard public policies and practices to much more proactive recruitment of quality development.

Establish a Vision and a Plan - Clearly defining the vision for the future, and developing a plan to achieve it, is the first step in revitalizing an area. An ambitious and realistic plan can inspire private sector interest, confidence, and investment.

Land Donation – Opportunities to sell publicly owned land below market rate, or lease it under favorable terms, should be considered as a public incentive to "jump-start" corridor redevelopment.

Tax Increment Financing (TIF) – Designating an area as "Blighted" and establishing a redevelopment district will allow the utilization of Tax Increment Financing to offset redevelopment costs.

Use of Tax Credits – Certain redevelopment projects, having met applicable criteria, may qualify for state and federal tax credits.

Infrastructure Improvements – Public investment in infrastructure improvements that are identified in the plan establish the City's commitment to the project and can lead to follow-on private sector investment.

Public/Private Partnerships – Collaboration between the public and private sectors can address pressing community needs while reducing expenses and creating a benefit for the entire community.

Developer Recruitment/Solicitation – Establishing and following a Developer RFP process for the redevelopment of key City-owned sites can help ensure that the community gets the type and quality of development it desires, and typically drives additional redevelopment activities.

Recommendations

Based on the results of the Visioning Workshop, the Market Assessment, and the ideas and principles generated during the weeklong Design Charrette, it was determined that the Fort Crook Road corridor should evolve into Bellevue's Destination Corridor. This "new" corridor would be unlike any that currently exists in the metropolitan area. Instead of remaining auto-oriented and dominated by large set-backs, surface parking lots, and a few uses, the corridor will transform, over time, into a series of lively, pedestrian-oriented, mixed-use "destinations" that will be interspersed among some of Bellevue's newest and most exciting neighborhoods. The corridor will be characterized by mixed-use buildings and urban character. Buildings, and the uses contained within them, will be required to address the street and activate the sidewalk. Parking will be provided on-street and to the rear of buildings, in surface parking lots that are hidden from view. The corridor's existing street network will be modified and enhanced with streetscape amenities such as street furniture, pedestrian lighting, and street trees, and an off-street bike trail will extend the length of the corridor and connect to the regional trail system.

New development within the "destination" nodes will be required to be pedestrian-oriented in order to encourage walking and facilitate active, street-level activity. A mixture of uses within the areas will be encouraged both horizontally and vertically. Active uses such as restaurants and retail will be required on the first level of buildings, while office and residential uses will be encouraged on the upper floors. Residential options along the corridor will be developed to encourage a variety of income levels, from students and young professionals to corporate executives and empty nesters. Residential typologies will range from apartments and townhouses to live-work units, condos, and single-family homes.

Corridor Redevelopment Concept

As emphasized in the previous section, the Fort Crook Road corridor is no longer the preeminent retail corridor in Bellevue. Based on the market assessment, it is highly unlikely that the corridor will ever again regain its stature as a significant commercial corridor. As a result, a market based solution for repositioning the corridor does not involve big box and/or auto-oriented retail uses. Instead, it must build off of the corridor's potential and establish itself as a niche destination that will draw traffic on its own merits.

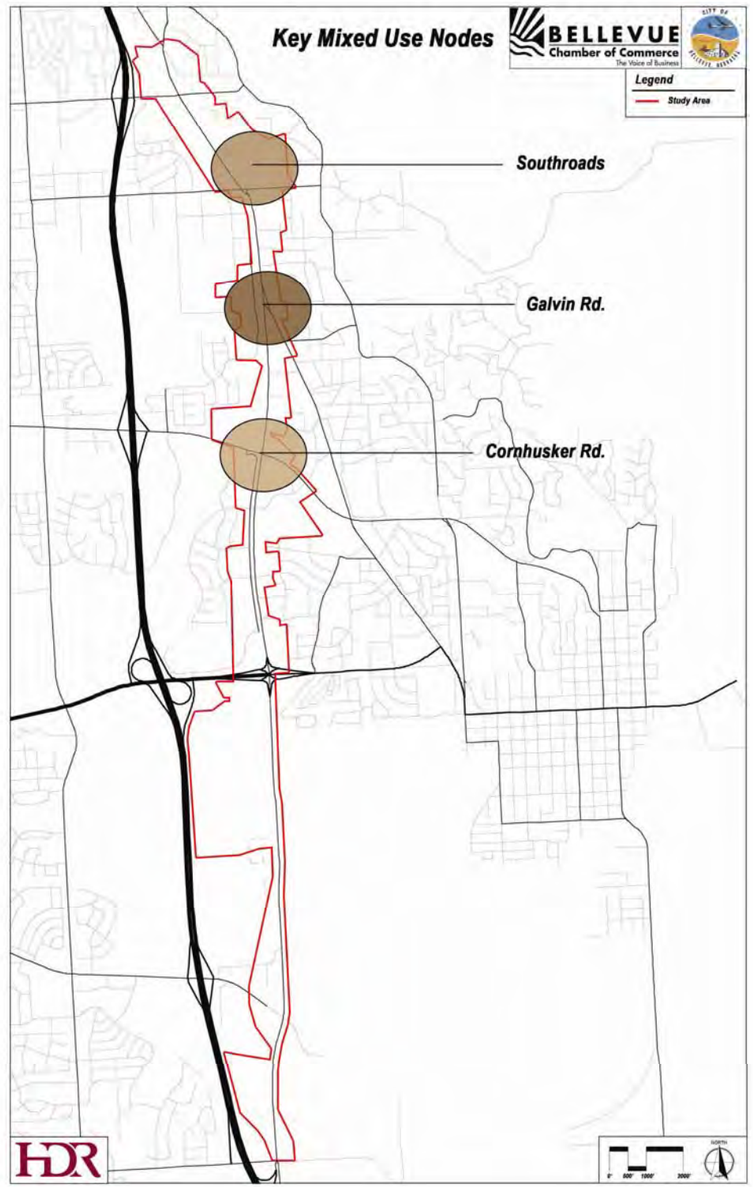
It is also important to note that repositioning the Fort Crook Road corridor can not be accomplished solely by providing streetscape amenities along the entire length of the corridor. To do so would greatly improve the appearance of the corridor, but would be a very costly endeavor that would not achieve the desired results. Instead, the appropriate corridor redevelopment concept must merge a market-based strategy with streetscape and other enhancements.

Focus Development on Mixed-Use, Pedestrian-Oriented Nodes

To create these nodes, it will be important to resist the temptation to address the corridor in the traditional north-south manner. Instead, the solution lies in terms of approaching it from an east-west perspective. The key is to develop a strategy that will tap the market of the rapidly growing suburban area located to the west of the Kennedy Freeway, and bring it back to the east, not just to the Kennedy Freeway, but the extra quarter-mile to the Fort Crook Road corridor.

Once back to the Fort Crook Road corridor, the focus should not be on the corridor itself, but rather on the key nodes that must be established along the corridor. These nodes, or "destinations," must be established at important locations along the corridor, such as the Southroads Mall site, the Galvin Road intersection, and the Cornhusker Road intersection. Development at these nodes should not be allowed to occur in a conventional manner (i.e. auto-oriented), rather, it will be imperative to develop them in a unique manner that elevates them in the market place. To stand out and become a niche type destination, these nodes should be developed in a mixed-use, pedestrian-oriented format.

Two of the nodes (Cornhusker Road and the Southroads area) are seen as catalyst sites. A large portion of the Cornhusker Road site is owned by the City of Bellevue, and as such, should be developed through a developer RFP process to ensure that the design and use of the site, when developed, is compatible with the plan. Appropriate development of these sites will spur additional redevelopment activities, and is critical for corridor-wide redevelopment. Failure to "set the tone" with these sites will make it difficult, at best, to achieve the desired level of redevelopment along the corridor.

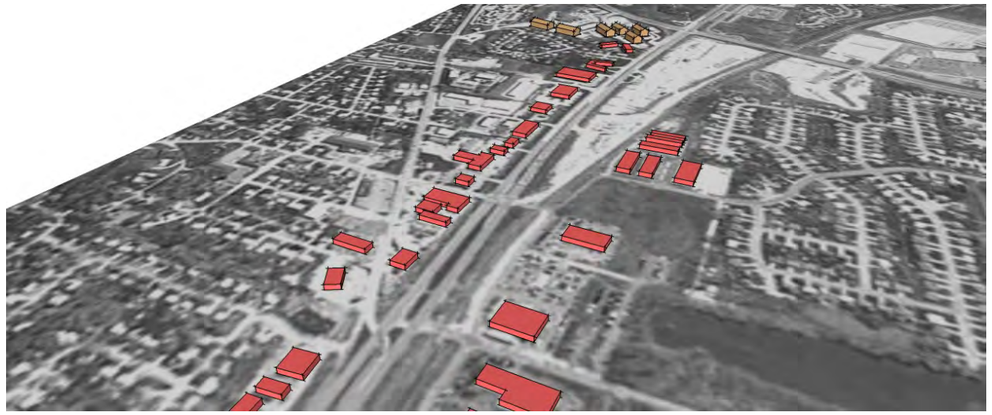


Map of Three Key Nodes

Recommendations

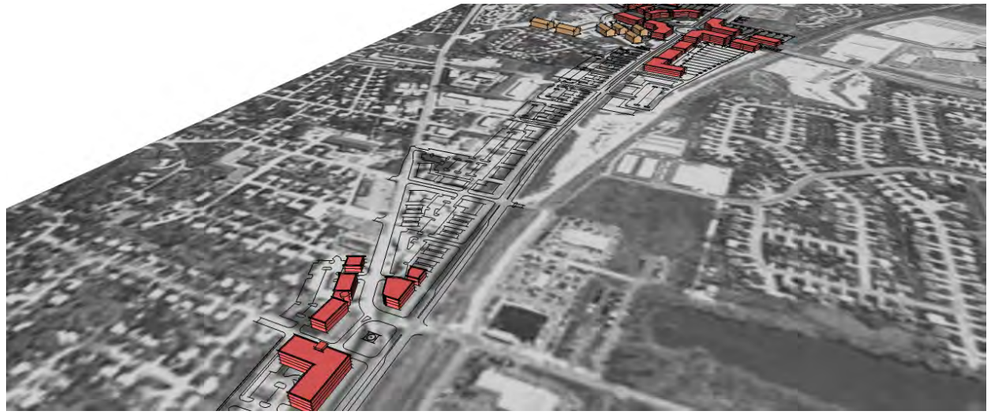
Transition of Uses along the Corridor

The three key nodes will become the focal point for mixed-use development along the corridor. Although all existing uses along the corridor will be "grandfathered in" (allowed to exist in their present state), there is currently an excessive amount of retail along the corridor. As these retail uses begin to transition over time, new retail uses can be given incentives, or directed, to relocate to the key nodes and not allowed in the intervening spaces. The intervening spaces will then be "backfilled" with new residential units (such as the apartment and townhouse units identified in the market assessment). This will accomplish three important things: It will focus retail activity on the three key mixed-use, pedestrian-oriented nodes along the corridor; it will gradually allow the corridor to "right size" itself in terms of retail use; and it will, over time, increase the number of "rooftops" along the corridor, providing additional customers for the now right-sized and repositioned retail uses.

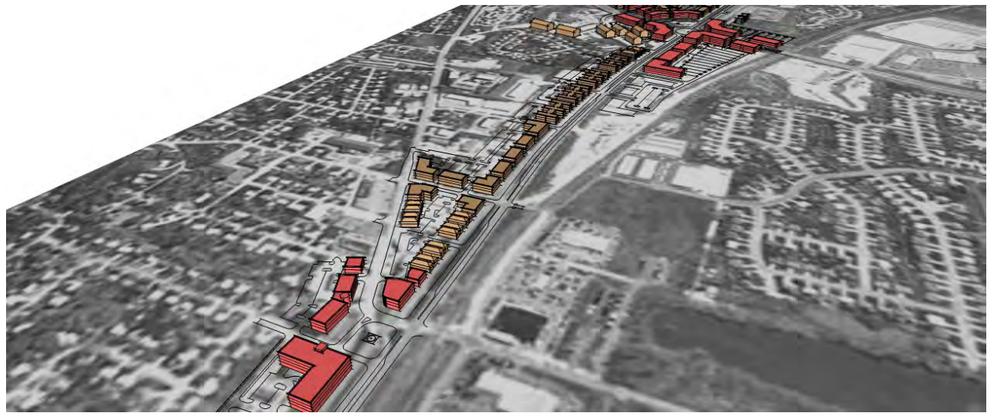


Transition of Uses along the Corridor

Current – Overabundance of retail uses (in red) dominate the Fort Crook Road corridor.



Step One – Direct new retail uses to key nodes along the corridor.



Step Two – "Backfill" new residential uses (brown) between the key nodes.

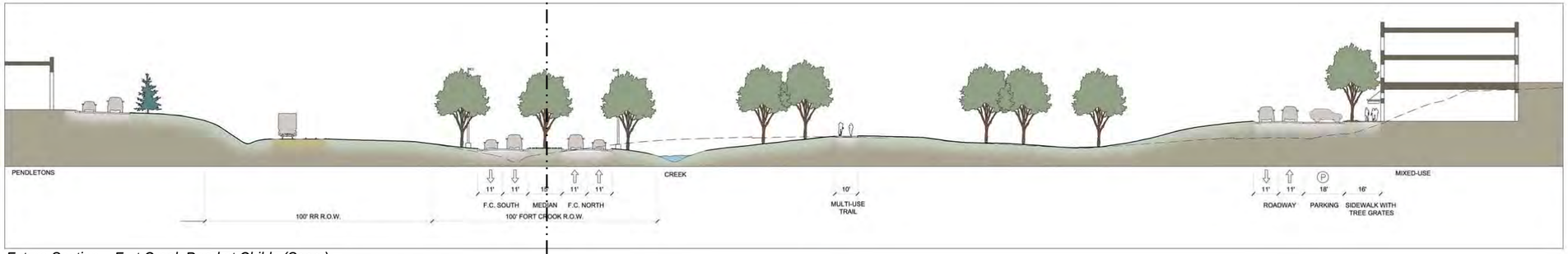
Recommendations

Reconstruct Fort Crook Road

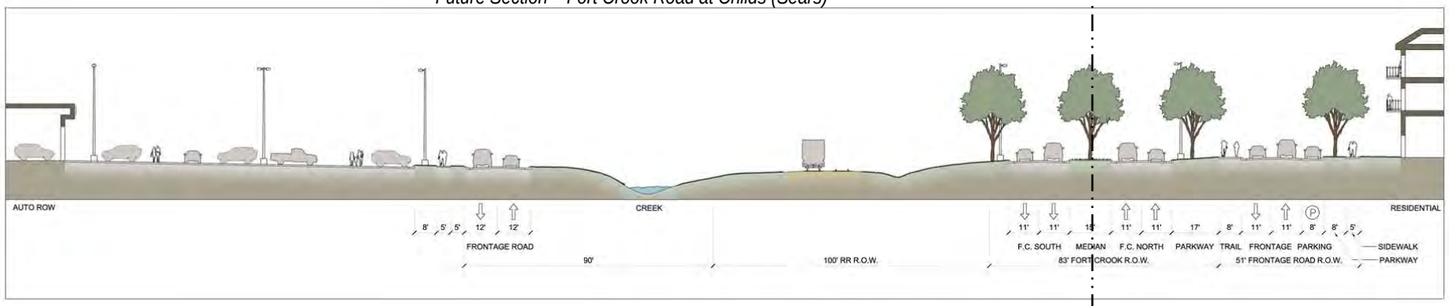
In addition to establishing the “destination” nodes along the Fort Crook Road corridor, the roadway itself, and the associate infrastructure, should be reconstructed. One of the key recommendations is to reconstruct Fort Crook Road so that the roadway is more compatible with its reduced traffic volume and mixed-use neighborhood character. As previously mentioned, Fort Crook Road was designed to handle substantially greater volumes of traffic than it currently does. With less traffic, and taking into consideration the likely rate of future traffic growth along the corridor, it is recommended that Fort Crook Road could be reduced from six lanes down to four lanes. The new section would consist of two north-bound lanes, two south-bound lanes, a 15 foot center median, and designated turn lanes at appropriate locations. Along with the reduction in lanes, it is also recommended that the entire roadway be shifted to the west within the existing right-of-way. This new section would occur between Railroad Avenue and Highway 370. Ending just to the north of Highway 370, it would “flare out” and realign with the current section, which would be kept from this point south to Fairview Road. The benefits of constructing the new road section south from Highway 370 are negated by the cost of reconstructing the interchange and the minimal redevelopment potential that exists within this area.

Sections shown on following page

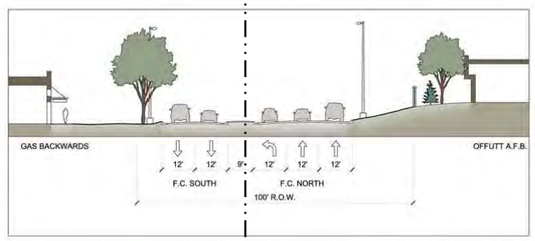
Recommendations



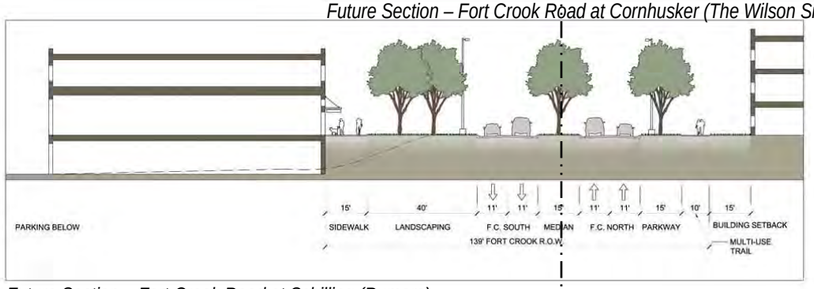
Future Section – Fort Crook Road at Childs (Sears)



Future Section – Fort Crook Road at Thurston (Auto Row)



Future Section – Fort Crook Road at Cornhusker (The Wilson Site)



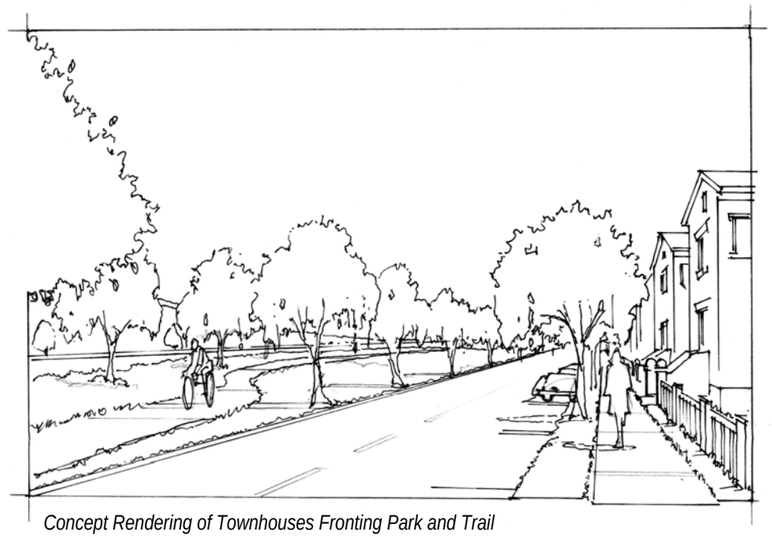
Future Section – Fort Crook Road at Schilling (Rumors)

Recommendations

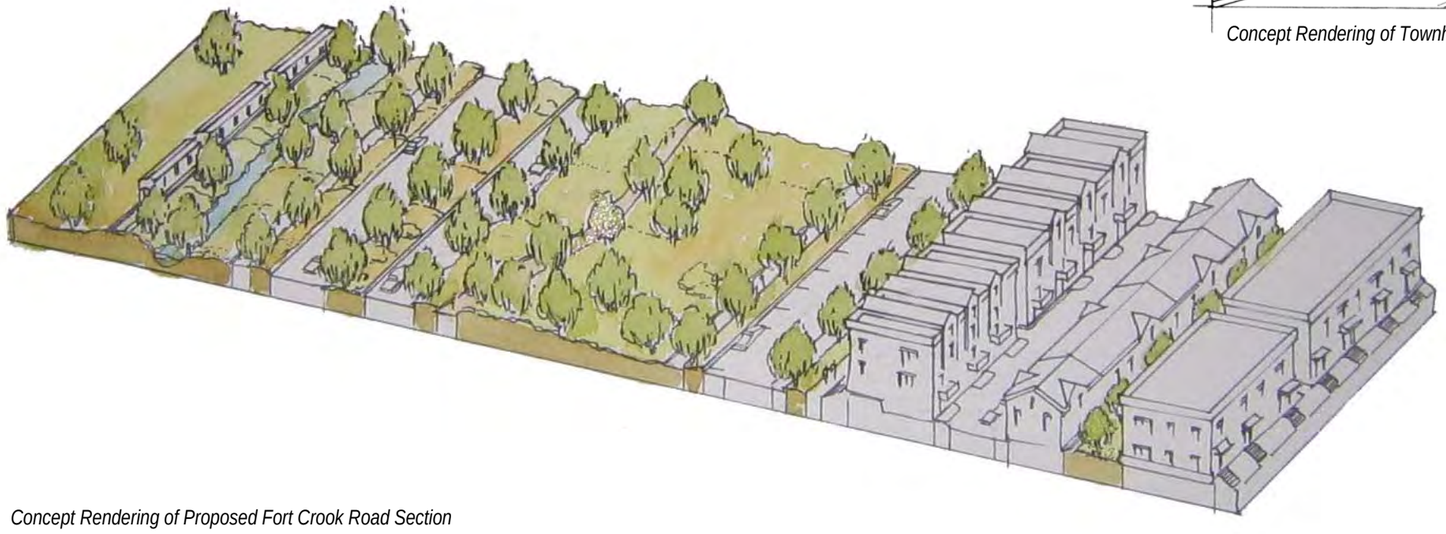
Development Opportunity

By reducing the number of lanes from six to four, reducing the width of the median, and shifting the roadway to the west within the right-of-way, a substantial amount of new land is “created” on the east side of the Fort Crook Road right-of-way. This land, which would revert back to the City of Bellevue, creates a unique opportunity for corridor redevelopment. Depending upon its location, the City can convert the “new” land into a linear park and/or trail, sell it at market rate to a developer(s) who would build according to the corresponding design guidelines, or sell it at reduced cost as an incentive to stimulate corridor development. The idea is to create either an incentive or an amenity that will propel the redevelopment goals outlined in the plan. Ideally, the excess land would be developed with a linear park, a trail, and new residential or mixed-use development. The ideal configuration would allow the new development to front onto valuable green space, and provide a development opportunity that is directly connected to the regional trail network.

Concept Rendering of Townhouses Fronting Park and Trail



Concept Rendering of Townhouses Fronting Park and Trail



Concept Rendering of Proposed Fort Crook Road Section

Recommendations

Corridor Sub-Area Plans and Design Guidelines

The Fort Crook Road corridor has been sub-divided into ten sub-areas. Each of these sub-areas has its own individual purpose and identity, but contributes, both functionally and aesthetically, to the entire Fort Crook Road corridor. Each sub-area is examined on the following pages, with a brief overview followed by a set of urban design guidelines. Architectural Guidelines, to be used for new building design in each sub-area, follow discussion of the last sub-area. The ten sub-areas are:

- North Gateway Neighborhood
- Chandler Commons
- Corporate Village
- Galvin Corner Neighborhood
- The "Upper" Wilson Site
- The "Lower" Wilson Site
- Fort Crook Road Village Center
- The 370 Technology District
- Offutt Row Office/Technology District
- Fairview Commons.

The intent of the sub-area plans and design guidelines is to inform the recommended appearance and function of each sub-area. These sub-area plans represent what is achievable for the long-term build-out of the corridor (25+ years). It is recognized that various factors, such as changing market conditions and timing, will play a significant role in the ultimate development of the sub-areas. As such, the final design of each area may differ somewhat from the plans and design guidelines contained within this document. The following sub-area plans and design guidelines are merely recommendations. Redevelopment need not follow them to the letter, but it must respect the intent of the plan.

The Urban Design Guidelines for Fort Crook Road will establish a development framework for the entire corridor. Because of the length of the corridor (approximately 6.75 miles), guidelines will be established by sub-area, and will consist of the following:

Streets – A framework of new streets will be established. These streets will define new development blocks as well as vehicular and pedestrian traffic patterns.

Development Blocks – These new blocks, as defined by the street network, will provide structure for the corridor and help frame public spaces and the limits of new development.

Parks, Open Spaces, and Trails – Public parks, open spaces, and trails will be established. These spaces, interspersed along the corridor, will become catalysts for new development.

Land Uses – Permitted land uses for each development block along the corridor will be defined. Permitted uses will range from single use blocks (i.e. residential) to a mix of uses at key nodes along the corridor.

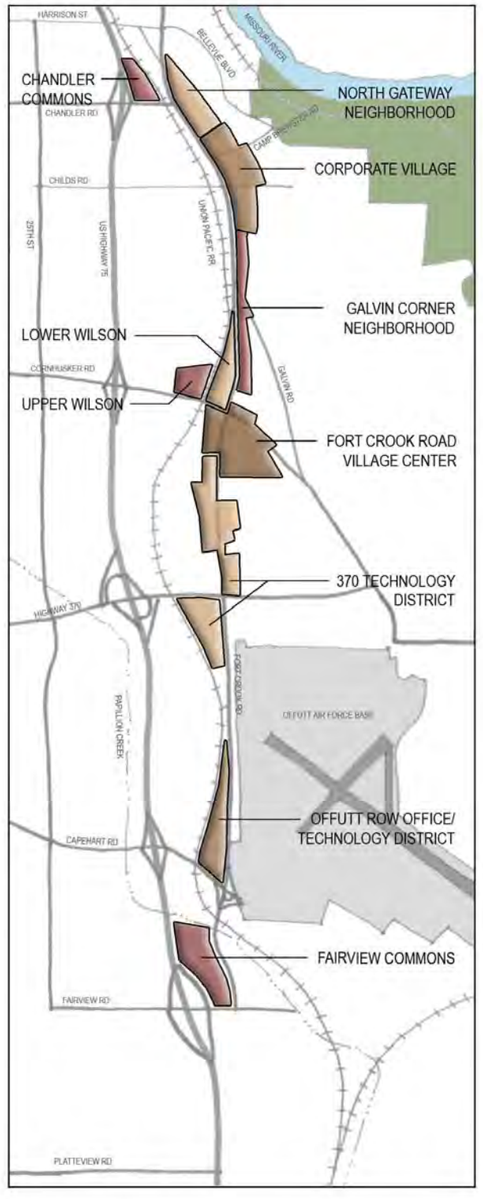
Building Setbacks – Building setback lines will be established. These setbacks will help define the character of the streets and the space between the buildings and sidewalks.

Building Heights – Minimum and maximum building heights will be established for each block. These heights will help create a consistent pattern of development along the corridor.

Special Requirements – Important design requirements will be identified. These will include items such as shopfront requirements, terminated vistas, important corners, primary facades, and the identification of key locations for civic buildings.

Secondary Access and Service – Curb cuts, alleys, and service lanes will be identified. These should be located to minimize their impact on primary streets and the pedestrian realm.

Parking – Parking should be designed to accommodate a range of uses. On-street, surface, and structured parking zones will be identified.



Fort Crook Road Development Sub-Area Map

The North Gateway Neighborhood

View of the North Gateway Neighborhood looking to the southeast from above the intersection of Railroad Avenue and Fort Crook Road. Townhouses and condos front onto a new neighborhood green.

The North Gateway Neighborhood

A reconstructed Fort Crook Road is reduced to two lanes in each direction, has a 15 foot landscaped median, and is shifted to the west within the existing right-of-way.

A vertical landmark (entrance signage, clock tower, etc.) terminates the view down Fort Crook Road and Railroad Avenue.

Beds of colorful perennials form an entrance garden at the intersection of Railroad Avenue and Fort Crook Road

Townhouses and condos front onto a new neighborhood green.

A new bicycle/pedestrian trail parallels Fort Crook Road and the new residential frontage street.

Apartments and condos front onto a small crescent park.

The current eastern extent of the right-of-way. All proposed development located to the west of this line could be developed within the existing right-of-way.

The North Gateway Neighborhood is located on the east side of Fort Crook Road, between Railroad Avenue and Sears. The vast majority of this neighborhood is created out of excess right-of-way that will be created by the reconstruction of Fort Crook Road. By reducing Fort Crook Road from six lanes to four lanes, reducing the median to 15 feet, and pushing the roadway to the west within the right-of-way, excess land will be "freed-up" and returned to the City. Once returned to the City, the property would then be sold to developers at, or below, market rate, or the City could initiate a developer solicitation process. The ultimate goal is to leverage the land in order to achieve quality new redevelopment along this segment of the corridor. In return for the land, developers will be required to design new projects in accordance with the approved design guidelines.

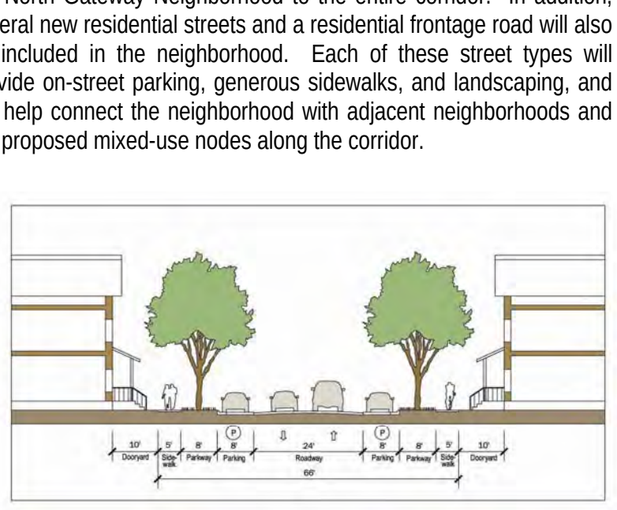
As shown, the northern portion of this neighborhood is developed around a new neighborhood green. Both townhouses and condos front onto, and help activate, the central green. Parking for the new residential units is internal, accessible by rear alleys, while visitor parking is located on the street. A corridor entrance garden, containing colorful annuals and perennials, is located at the intersection of Fort Crook Road and Railroad Avenue. The focal point of this garden is a vertical monument or a grand piece of public art. This feature is designed to terminate key views and would be appropriate for entrance signage and/or a community clock.

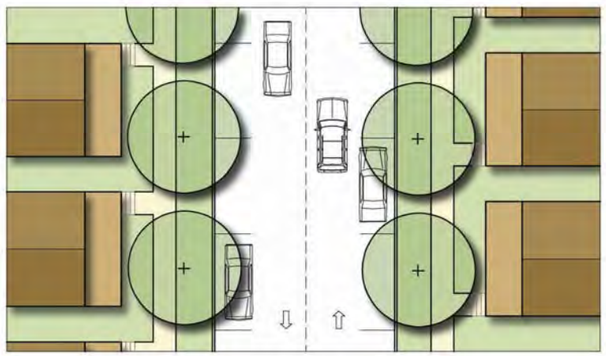
A new paved bicycle/pedestrian trail passes the entrance gardens and parallels Fort Crook Road, connecting the northern portion of the neighborhood with the southern portion. This trail, which is easily accessible from all homes within the neighborhood, provides a direct link to the region's trail network. The southern portion of the neighborhood is developed around a similar public space. In this case, a small crescent park, with condos, apartments, and townhouses fronting onto, and activating it.

A significant portion of the North Gateway Neighborhood could be built within the existing Fort Crook Road right-of-way. This is important, as it would allow the City of Bellevue to initiate desired development activity along the northern reaches of the corridor during the early phases of corridor redevelopment. By developing this portion of the corridor into a neighborhood, market demand for townhouse and condo/apartment units could be tapped, the City would begin the corridor's necessary transition from commercial to residential use, and additional "rooftops" that would support the corridor's future mixed-use nodes would be provided.

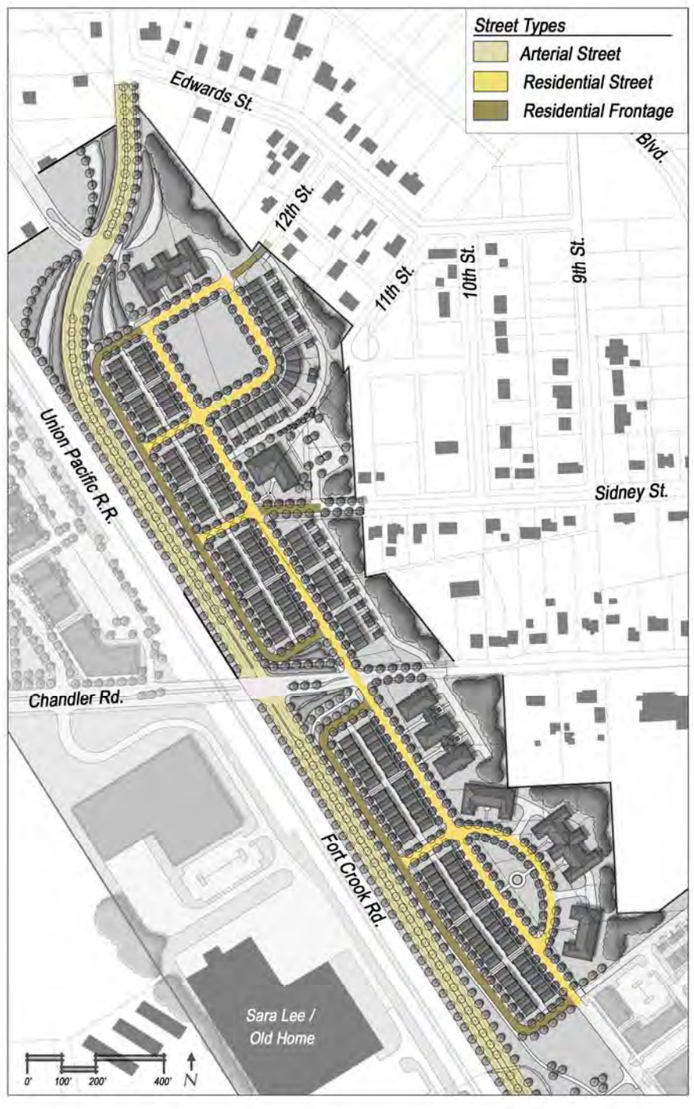
Street Types

Fort Crook Road will be a major part of the public realm. Designed as an urban boulevard, this arterial street will be two lanes in each direction with a 15' landscaped median. With it's adjacent multi-use trail, it will serve vehicles, bicycles, and pedestrians, and will connect the North Gateway Neighborhood to the entire corridor. In addition, several new residential streets and a residential frontage road will also be included in the neighborhood. Each of these street types will provide on-street parking, generous sidewalks, and landscaping, and will help connect the neighborhood with adjacent neighborhoods and the proposed mixed-use nodes along the corridor.



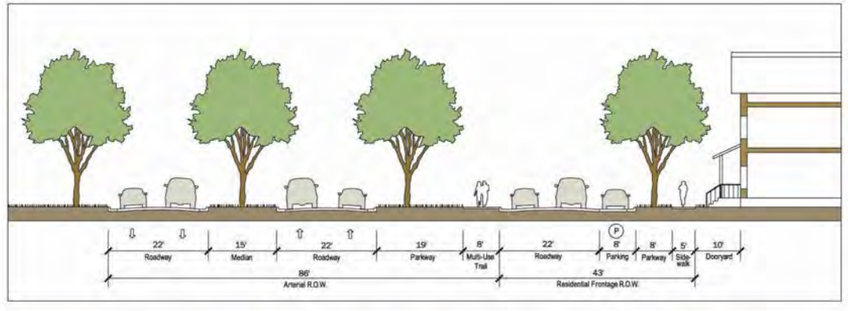


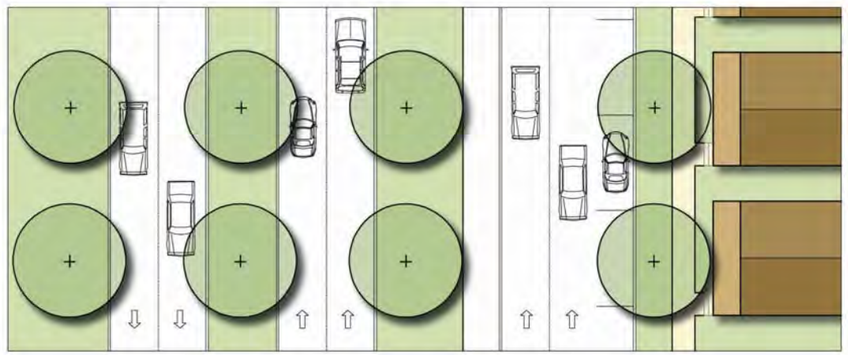
Residential Street



Southlake, Texas

Saint Paul, Minnesota

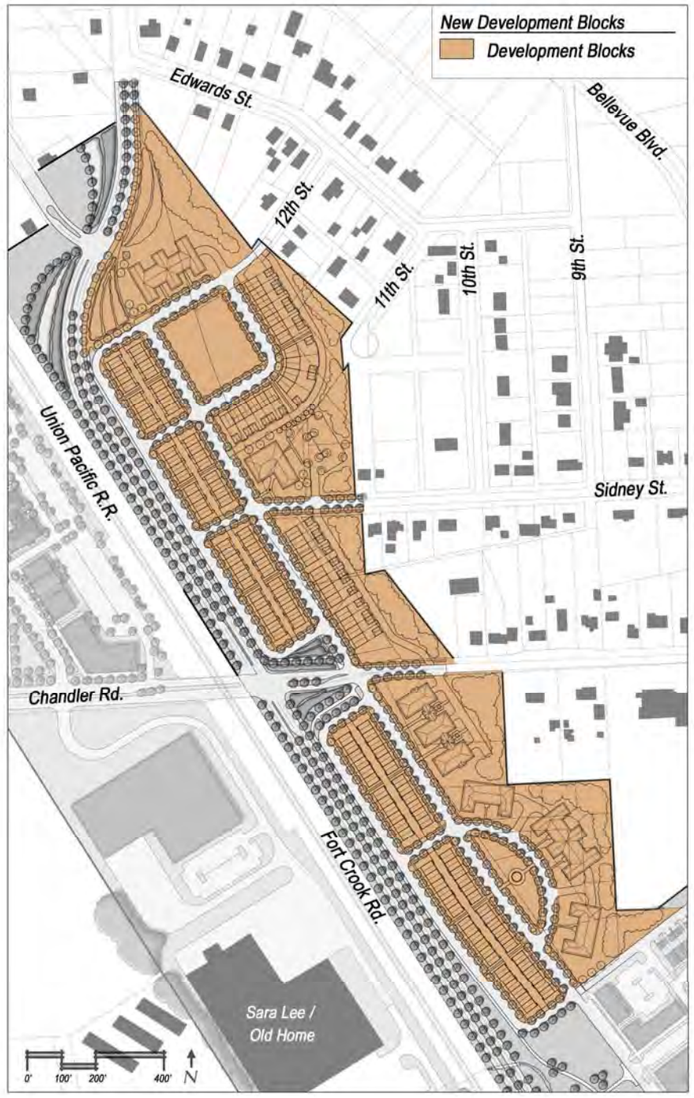




Arterial Street and Residential Frontage

New Development Blocks

The North Gateway Neighborhood is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of residential unit types. A new neighborhood green and residential streets establish the basic block structure and help integrate the site into the adjacent neighborhood and the corridor. The largest blocks are located adjacent to the existing neighborhood, while the smaller blocks, designed to contain townhouses, are oriented in a north-south direction and are located within the new-found land in the area currently occupied by the Fort Crook Road right-of-way.



Rendering showing the potential development of the North Gateway area with residential units fronting a common greenspace and a clock tower creating a landmark for the development.

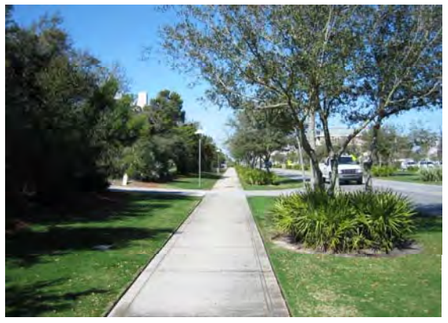
Parks, Open Spaces, and Trails

The North Gateway Neighborhood includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point is the entry garden located at the intersection of Fort Crook Road and Railroad Avenue. This garden, heavily landscaped with colorful annuals and perennials, is the forecourt for a vertical landmark tower that acts as the corridor's primary entry feature.

The neighborhood green and the small crescent park are the focal points for their adjacent residential units. These intimate spaces are appropriately landscaped and designed to foster interaction among residents and visitors. Ideally, these spaces would be programmed for neighborhood events.

Fort Crook Road and the residential streets are the primary connection between the neighborhood and the other nodes along the corridor. As such, are designed as "green streets" with wide sidewalks, pedestrian accommodations, and appropriate landscaping. In addition, significant landscaping is provided on the west side of Fort Crook Road, and acts as buffer between the street and the adjacent railroad tracks. The Fort Crook Road trail parallels the east side of Fort Crook Road. This trail has direct access to the adjacent residential units, and connects directly to the regional trail network.

Minneapolis, Minnesota



Rosemary Beach, Florida

Longmont, Colorado

Saint Paul, Minnesota

Southlake, Texas

Blaine, Minnesota

Land Uses

The North Gateway Neighborhood is primarily residential in nature. It contains sites for townhouses and multi-family residential units, which could be condos or apartments. The residential units line Fort Crook Road or are focused on two public open spaces, one a neighborhood green and the other a crescent park.

Richmond, Virginia

Council Bluffs, Iowa

Longmont, Colorado

Dallas, Texas

Saint Paul, Minnesota

Orlando, Florida

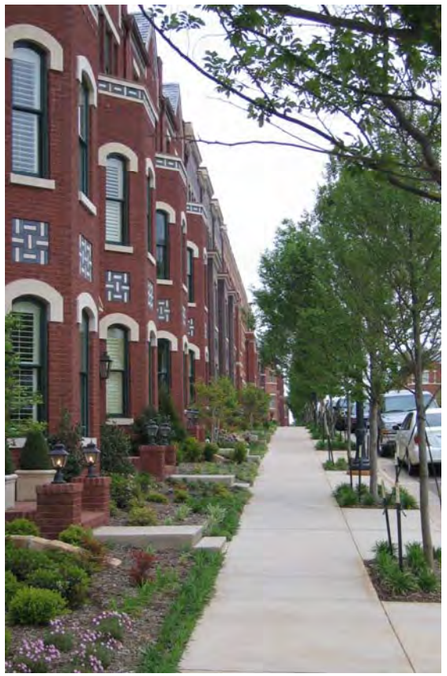
Building Setbacks

Buildings within the North Gateway Neighborhood will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Townhouses will have a 10' front yard setback to allow for a stoop and a shallow front yard. Multi-family residential units north of Chandler Road will have 15' front yard setbacks, and multi-family residential units south of Chandler will have 20' front yard setbacks. These setbacks are designed to allow for front porches and a shallow front yard.

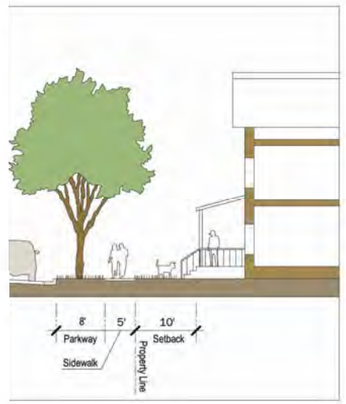
Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, or courts.

Saint Paul, Minnesota

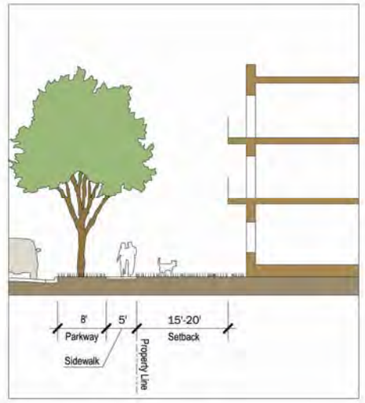
Boston, Massachusetts



Southlake, Texas



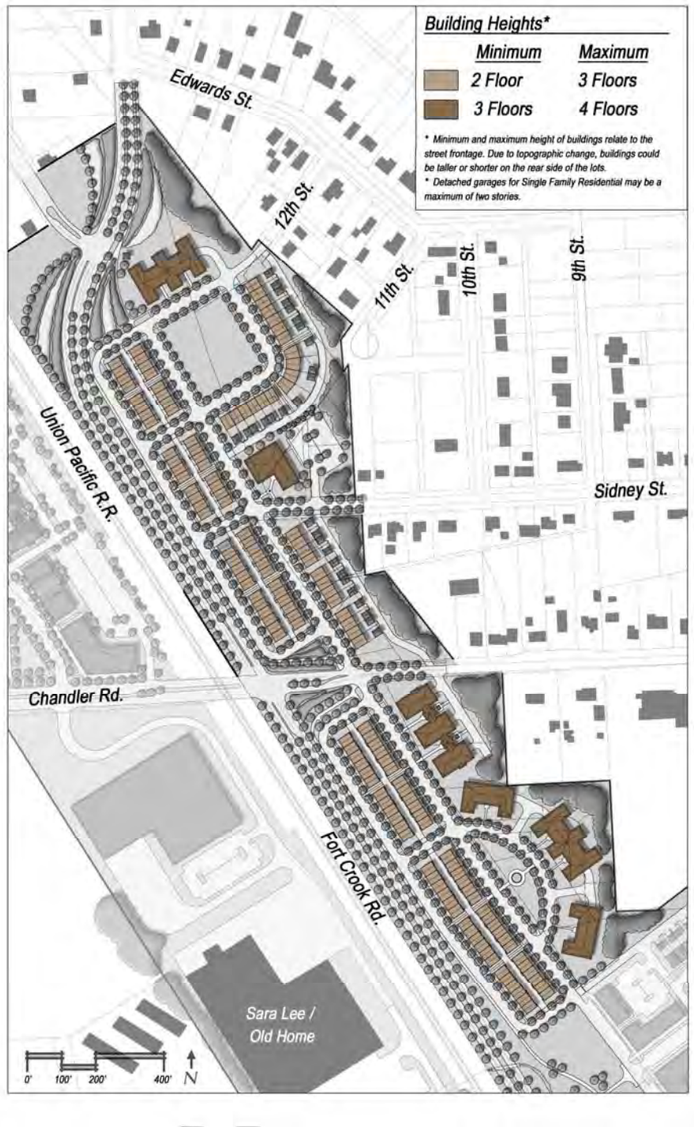
10 Foot Residential Setback



15-20 Foot Multi-Family Setback

Building Heights

Buildings within the North Gateway Neighborhood will have a range of heights. However, all of the buildings must be between 2 and 4 stories in height. Townhouses can be 2 to 3 stories in height, while multi-family residential units can be 3 to 4 stories in height. Small variances in building height are encouraged on any given block face.



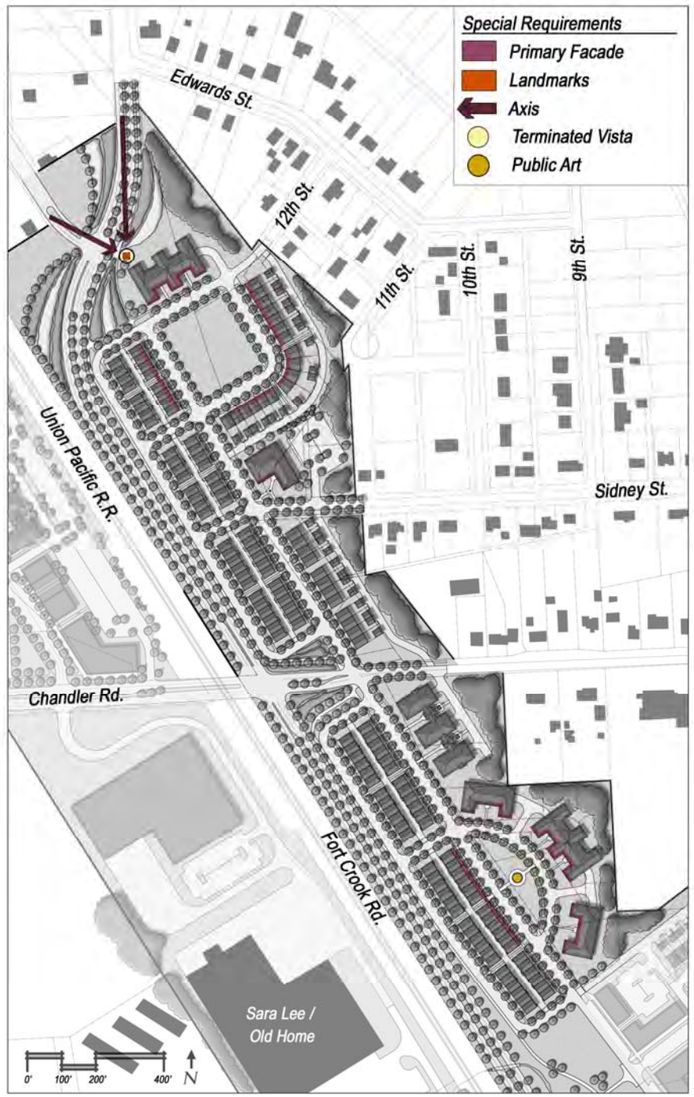
Omaha, Nebraska

Stapleton, Colorado

Minneapolis, Minnesota

Special Requirements

The design of individual buildings within the North Gateway Neighborhood should respond to key functional and aesthetic cues, such as prominent view corridors and open spaces. Buildings surrounding the neighborhood green and crescent park will be highly visible from their respective open spaces and approaching streets. As such, primary façades should receive special architectural features, such as façade enhancements and entrance embellishments. The landmark feature at the intersection of Fort Crook Road and Railroad Avenue terminates the view down both streets. As such, it should be designed, and emphasized, accordingly.



Orlando, Florida

Dallas, Texas

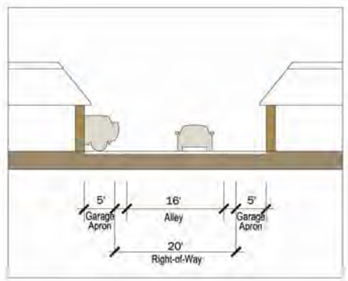
Orlando, Florida

Secondary Access and Service

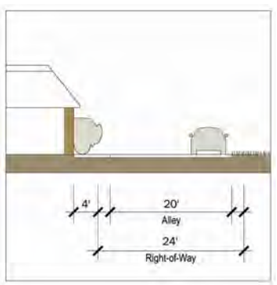
Access to all multi-family buildings within the North Gateway Neighborhood should be located to the rear or side of the building. Dumpsters are required to be internal to the block and accessed by service lanes. Townhouse garages will be accessed from alleys. No service doors shall face onto primary streets or parks and open space.

Southlake, Texas

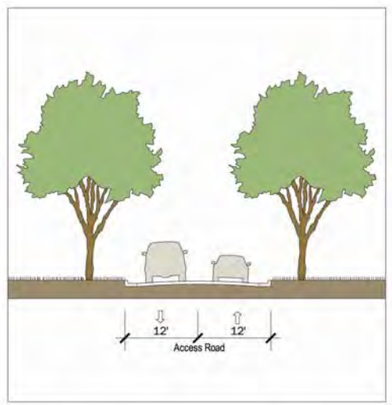
Saint Paul, Minnesota



Typical Alley Section



Single Loaded Alley Section



24 Foot Access Drive

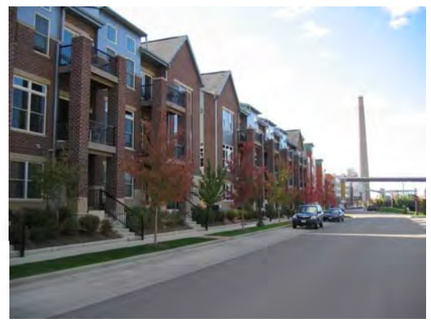
Saint Charles, Missouri

Parking

All residential buildings will have dedicated parking for their residents. Parking for multi-family units will be in surface parking lots located to the rear of buildings or located internally within the buildings. Townhouses will have 2-car attached garages. Visitor parking will provided “on-street.”

Alexandria, Virginia

Denver, Colorado



Saint Paul, Minnesota

Chandler Commons

View of Chandler Commons looking to the northeast, with Chandler Road in the foreground and Fort Crook Road in the background.

Chandler Commons

Chandler Commons is located on the north side of Chandler Road, between the Kennedy Freeway and Fort Crook Road. The site is located at one of the major entrances to the Fort Crook Road corridor, and is currently occupied by several industrial uses. During the course of the public involvement process, these uses were identified as "marginal" and "not appropriate" for a major corridor entrance. As these uses transition, it is desired that the site redevelop into a small pedestrian-oriented mixed-use neighborhood.

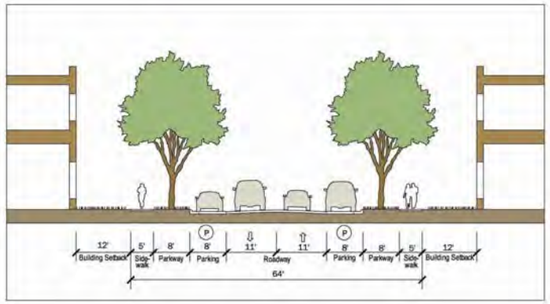
The neighborhood should be organized around a linear "main" street that intersects with Chandler Road. A small "town green" should be developed at this intersection, and designed to open up views into the site and act as a focal point for the neighborhood. Mixed-use buildings should front onto the green and "main" street. These buildings should contain street level retail and restaurants, with upper level office and residential uses. Parking should be provided both "on-street" and in large surface parking lots located to the rear of the buildings.

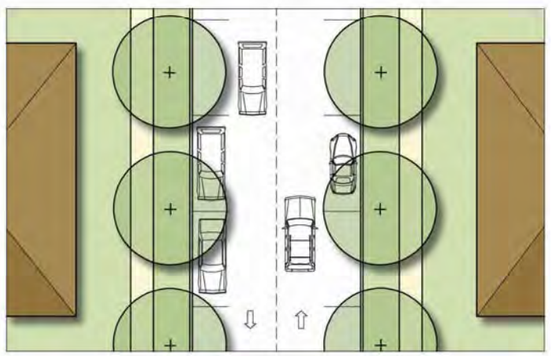
Multi-family buildings should be located immediately to the north of the mixed-use buildings. Instead of the typical "garden style" design, where buildings are haphazardly arranged, these buildings will be placed more formally, and will front directly onto the "main" street. Parking will be provided within the buildings, and visitor parking will be located "on-street" or in surface lots located to the rear of the buildings. The leasing office/clubhouse should be located at the end of the "main" street, where it should ceremonially terminate the view down the street.

Designed accordingly, the Chandler Commons neighborhood would be an appropriate entrance for the Fort Crook Road corridor. More importantly, it would create a special environment where a person could live, work, shop, and play, all within walking distance.

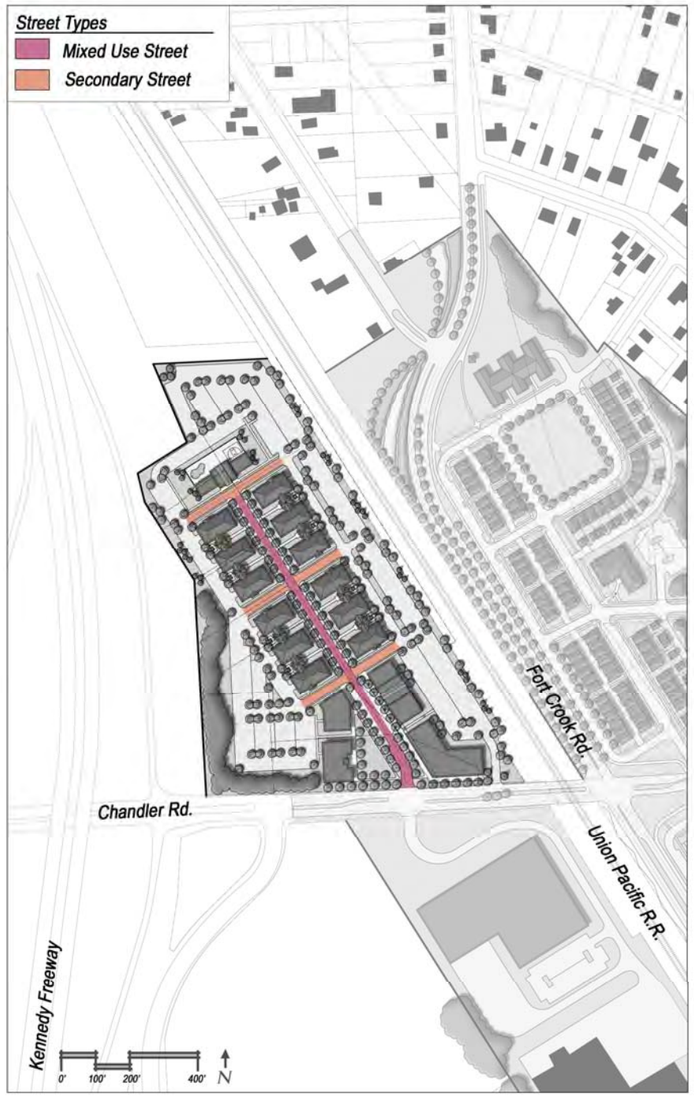
Street Types

The streets in Chandler Commons will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will help connect the sub-area to the corridor and adjacent neighborhoods. The streets will consist of a tree-lined commercial "main" street and several secondary "access" streets. The "main" street should provide on-street parking, generous sidewalks, and landscaping, and should be designed as an active public space that provides entries for shops, offices, and residential units. The secondary streets provide access from the "main" street to the surface parking lots that are located to the rear of buildings.

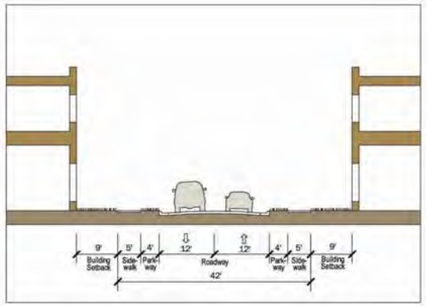


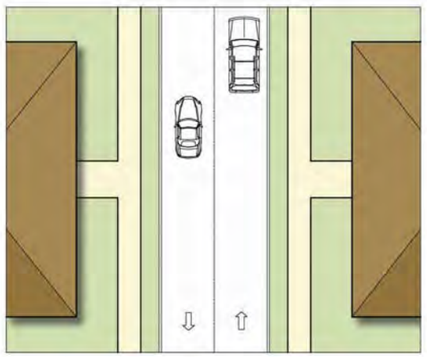


Mixed Use Street

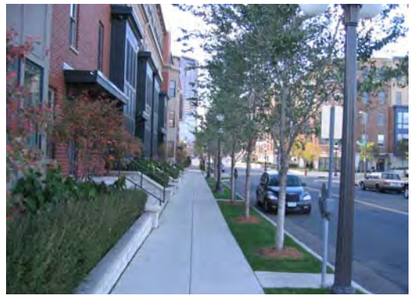


Glen Ellyn, Illinois





Secondary Street

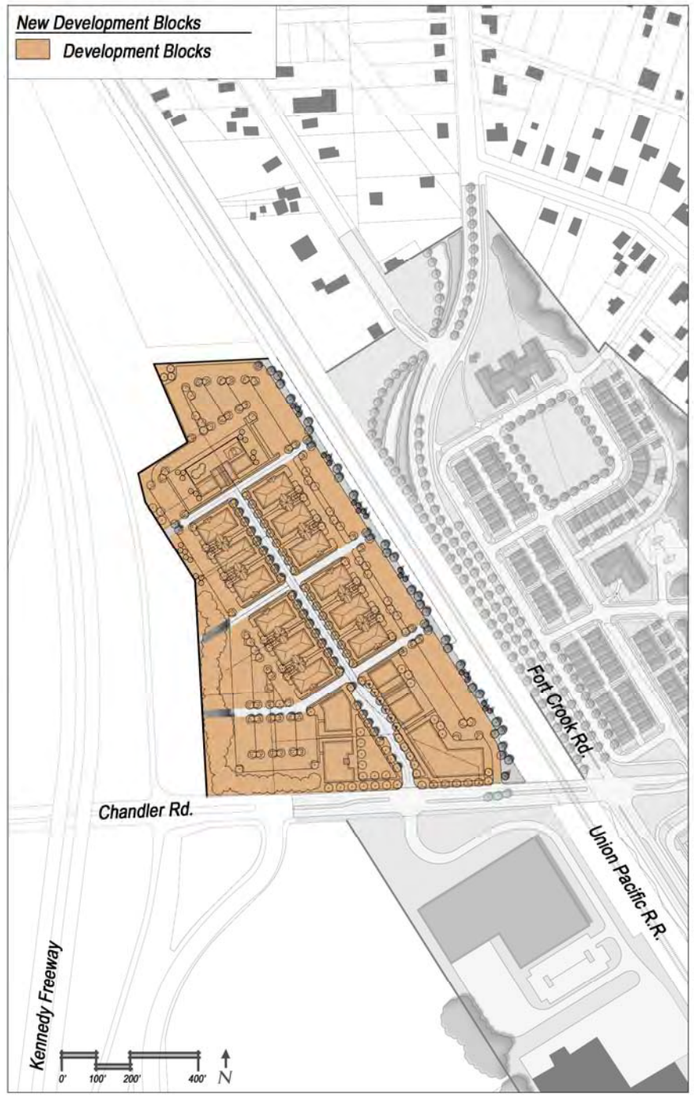


Saint Paul, Minnesota

Ashland, Nebraska

New Development Blocks

Chandler Commons is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The extension of the “main” street through the site establishes the basic block structure and helps connect the site with the corridor. The secondary access streets intersect the “main” street at right angles, allowing for standardized blocks suitable for pedestrian-oriented redevelopment.



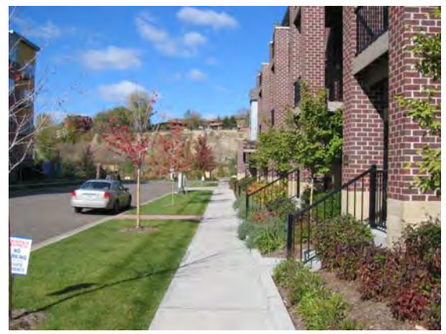
Rendering showing the potential development of the Chandler Commons sub-area. Uses would include mixed-use buildings close to Chandler Road on the right, and multi-family residential units terminating at a clubhouse on the left.

Parks, Open Spaces, and Trails

Chandler Commons includes two key open space features. The focal point is the “town” green that is located at the intersection of the new “main” street and Chandler Road. This public space, designed to allow views into the site and to accommodate programmed activities, should be surrounded by mixed-use buildings. These uses will help enliven the space and make it a center of neighborhood activity. The new “main” street, which acts as the spine through the site, should be emphasized as a “green street” with wide sidewalks, pedestrian accommodations, and appropriate landscaping.

Southlake, Texas

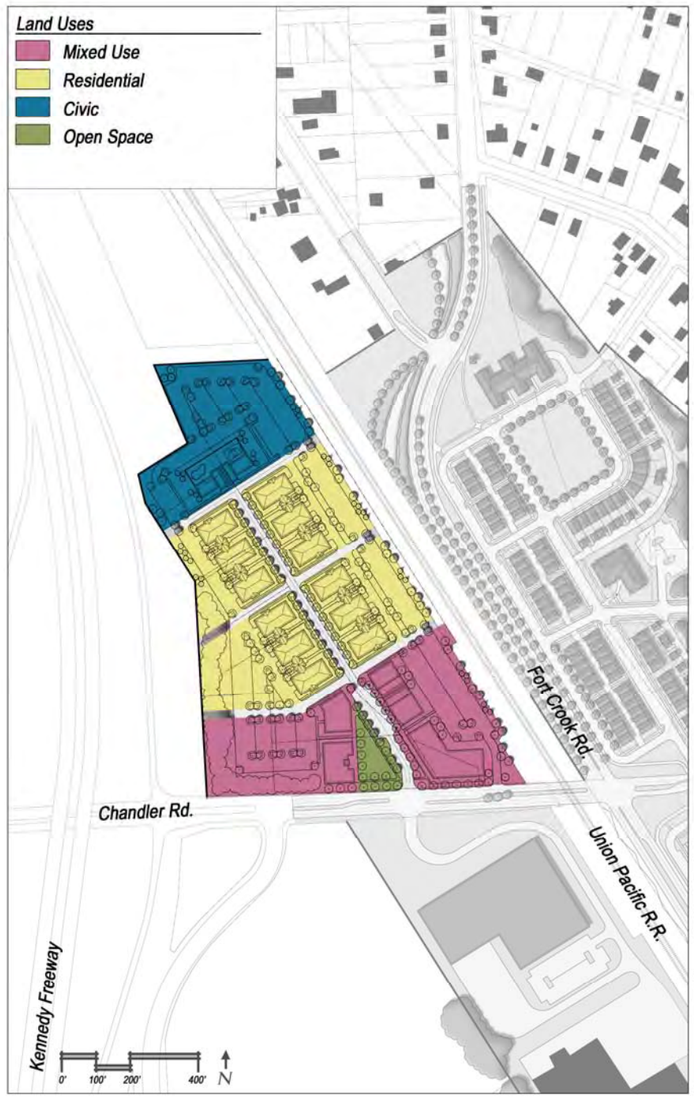
Rosemary Beach, Florida



Saint Paul, Minnesota

Land Uses

Chandler Commons is a mixed-use district, with a “civic” building, mixed-use structures, and multi-family residential buildings. The mixed-use buildings, fronting onto Chandler Road and the “town” green, should contain ground floor retail, with offices and residential above. Multi-family buildings, containing condos or apartments, will be located to the north of the mixed-use buildings, and a “civic” building (possibly a meeting facility or the leasing office/clubhouse for the multi-family buildings) will terminate the north end of the “main” street.




Minneapolis, Minnesota


Gaithersburg, Maryland


Saint Charles, Missouri


Boise, Idaho


Flower Mound, Texas


Minneapolis, Minnesota

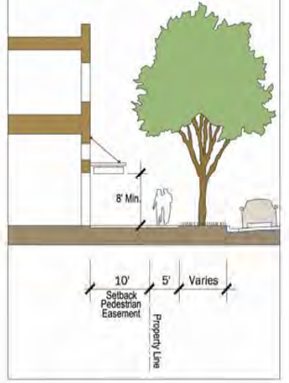
Building Setbacks

Buildings within Chandler Commons will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings along Chandler Road should have a 30' pedestrian easement. This setback, to be used in conjunction with the sidewalk, will create a generous sidewalk/pedestrian realm, including opportunities for outdoor dining. Mixed-use buildings along the "main" street should have a 10' pedestrian easement. This setback combined with a 10' sidewalk, will provide ample room for outdoor dining and similar uses. To the north, residential buildings fronting onto the "main" street should have a 12' setback. This will allow for front porches and shallow front yards. The civic building that terminates the "main" street should have a 4' setback. The "town" green will require an public green setback to ensure that views are maintained into the site. This setback, due to the unique angle of the site, will vary.

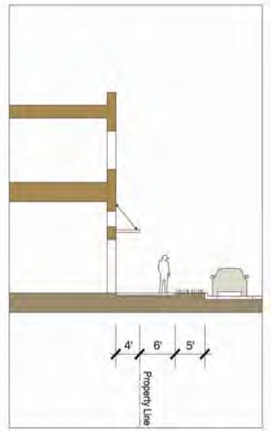
Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.

Lincoln, Nebraska

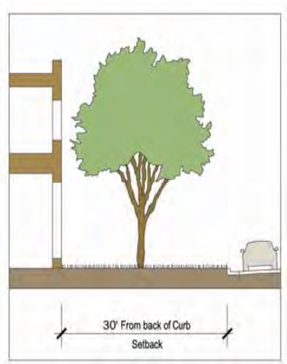
Minneapolis, Minnesota



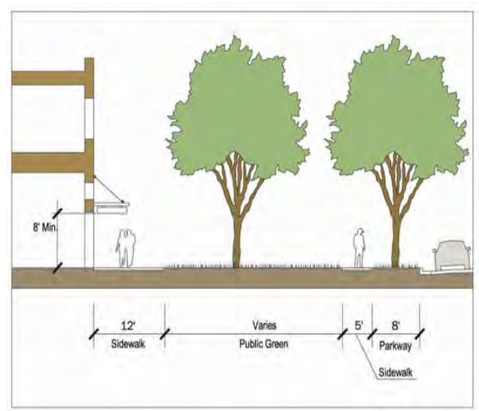
10 Foot Pedestrian Easement



4 Foot Civic Setback



30 Foot Setback

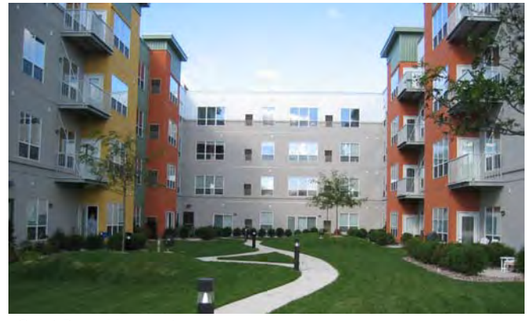


Public Green Setback

Building Heights

Buildings within Chandler Commons will have a range of heights. However, all of the buildings must be between 2 and 4 stories in height. The mixed-use and multi-family buildings should be between 2 and 4 stories in height, while the civic building should be between 2 and 3 stories in height. However, it is recommended that the civic building be designed with a design feature or a focal point that terminates the “main” street axis. This feature can be greater that 3 stories in height. Throughout the site, small variances in building height are encouraged on any given block face.

Charleston, South Carolina

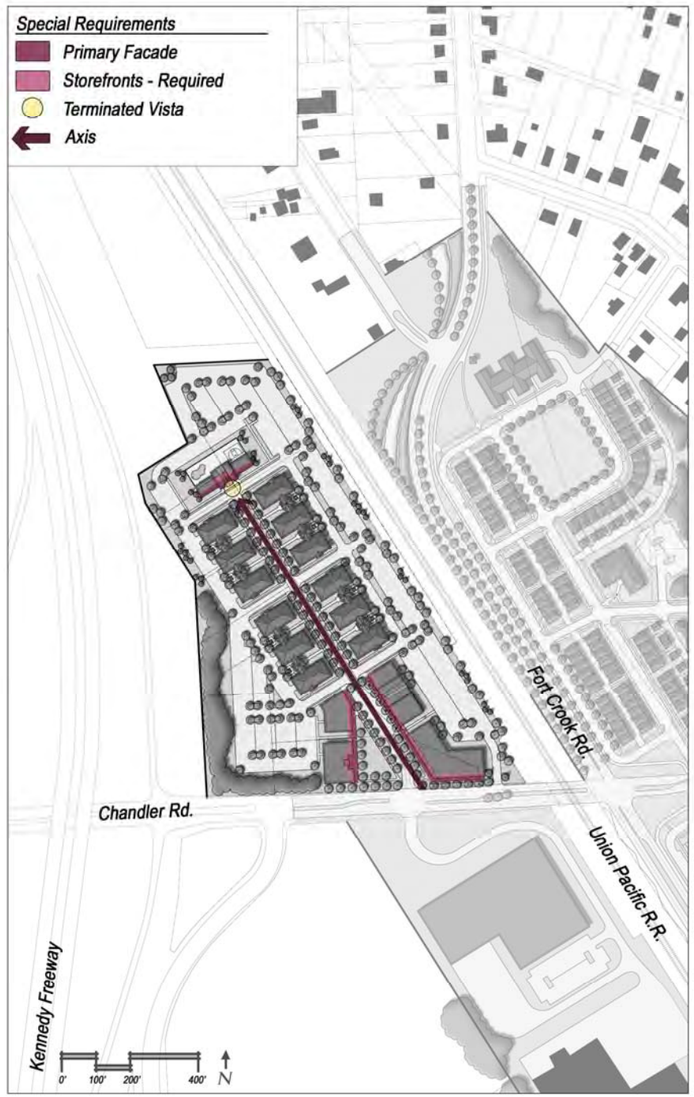


Saint Paul, Minnesota

Omaha, Nebraska

Special Requirements

The design of individual buildings within Chandler Commons should respond to key functional and aesthetic cues, such as prominent view corridors and open spaces. The mixed-use buildings that front onto the “town” green are to be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, will activate the public realm. The “civic” building and buildings surrounding the “town” green will be highly visible from the open space and the “main” street. As such, primary façades should receive special architectural consideration, such as building façade enhancements. The civic building at the northern end of the “main” street should also be designed with a grand façade or special design feature that terminates the vista down this key street.



Southlake, Texas

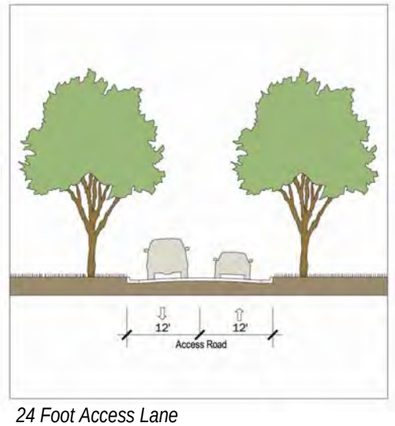
Minneapolis, Minnesota

Denver, Colorado

Secondary Access and Service

Secondary access and service to all buildings within Chandler Commons should be located at the rear of the building. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. Internal garages in the multi-family buildings will be accessed from rear lanes. No service doors shall face onto primary streets or parks and open space.

Saint Paul, Minnesota



24 Foot Access Lane

Gaithersburg, Maryland

Southlake, Texas

Parking

Because Chandler Commons must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by “on-street” parallel stalls. Overflow customer parking and employee parking (long term users) is accommodated in parking lots which are located on the interior of blocks and accessible by service lanes. These lots/structures should not be visible from major public streets, but they should be easily accessible by pedestrians. All residential buildings will have dedicated parking for their residents, and will be located off-street, either in small surface lots or interior garages.

Saint Paul, Minnesota

Southlake, Texas

Alexandria, Virginia

The Corporate Village

View of the Corporate Village looking to the east, with Fort Crook Road in the foreground. Camp Brewster Road is on the left and Childs Road is on the right.

The Corporate Village

The Corporate Village (located on the Southroads Mall site) is one of three primary nodes identified for redevelopment along the Fort Crook Road corridor. Because of its strategic location and potential to spur additional redevelopment activity, the site is seen as one of the key catalysts for corridor-wide redevelopment. From a market perspective, if this site is redeveloped into a community-oriented asset, redevelopment of the remainder of the corridor becomes much more likely.

However, redevelopment of the Southroads site cannot be left to chance or allowed to redevelop in a piecemeal or unplanned manner. Based on input from the Fort Crook Road Steering Committee, the market assessment done as part of the planning process, input from the urban design charrette, and the City of Bellevue and the Bellevue Chamber of Commerce, it has been determined that the Southroads site should be redeveloped into a pedestrian-oriented, mixed-use corporate village that will be the catalyst for future redevelopment along the Fort Crook Road corridor. If developed to its fullest potential, the Corporate Village could evolve into Bellevue's newest and most exciting district. Instead of being auto-oriented and dominated by large setbacks, surface parking lots, and one or two uses, the site will transform, over time, into a very lively, mixed-use, pedestrian-oriented urban district.

The Corporate Village will be characterized by low and mid-rise buildings and urban character. Buildings, and the uses contained within them, will be required to address the street and activate the sidewalk. Parking will be provided on-street and to the rear of buildings, either in parking structures or surface parking lots hidden from view. The area's existing street grid will be extended into the site and enhanced with streetscape amenities such as street furniture, pedestrian lighting, and street trees. New development within the district will be required to be pedestrian-oriented in order to encourage walking and facilitate active, street-level activity. A mixture of uses within the area will be encouraged both horizontally and vertically. Active uses such as restaurants and retail will be required on the first level of most buildings, while office and residential uses will be encouraged on the upper floors. Residential options within the area will be developed to encourage a variety of income levels within the district, from young professionals to corporate executives and empty nesters. Residential typologies will range from apartments and lofts to townhouses and condos.

TD Ameritrade and other corporate/technology businesses will be the focal point of the Corporate Village. Corporate, administrative, and/or operations facilities for these businesses will front directly onto the central green, which is designed to replicate a town square in appearance and function. Structured employee parking would be located to the rear and sides of the new corporate buildings. Located between these buildings and the Fort Crook Road corridor will be a series of mixed-use buildings. These buildings will contain retail or restaurant space on the ground level and office or residential space on the upper levels.

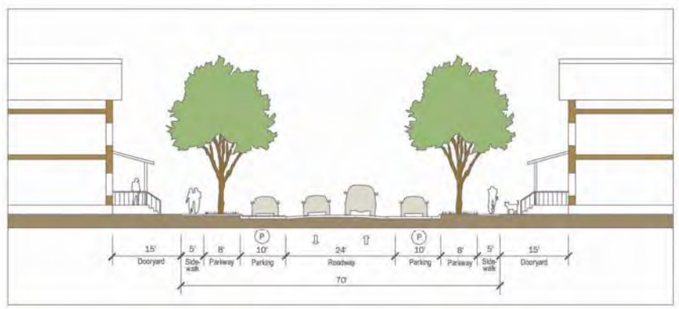
The entire Corporate Village would front onto a new greenway and reconfigured section of Fort Crook Road. This heavily landscaped greenway will contain a new multi-use trail that will link the Bellevue Loop with Omaha's Lewis and Clark/Riverfront trail, and provide corporate employees and others with direct access to the metro's entire trail network.

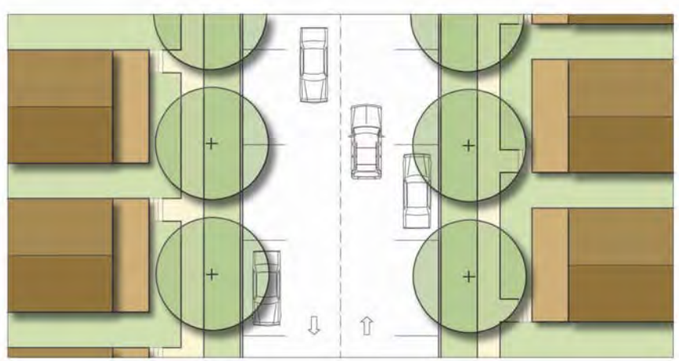
Future phases of the project will add additional retail, hospitality, office, and residential structures, all developed in a mixed-use, pedestrian-oriented framework. It is anticipated that later phases of the Corporate Village will occur both north and south of the existing site, thus providing critical mass and making it a true live, work, shop, and play environment. This "critical mass" will be the impetus for additional redevelopment along the entire Fort Crook Road corridor.

Street Types

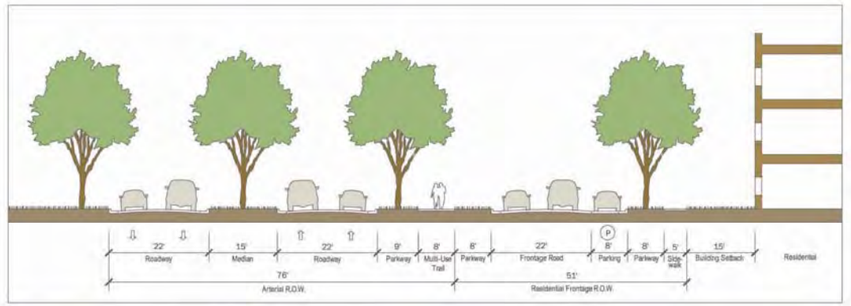
The streets in the Corporate Village will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the district to the corridor and surrounding neighborhoods. The streets will range from intimate residential streets to Fort Crook Road, a major tree-lined arterial street. All streets within the Corporate Village should provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.

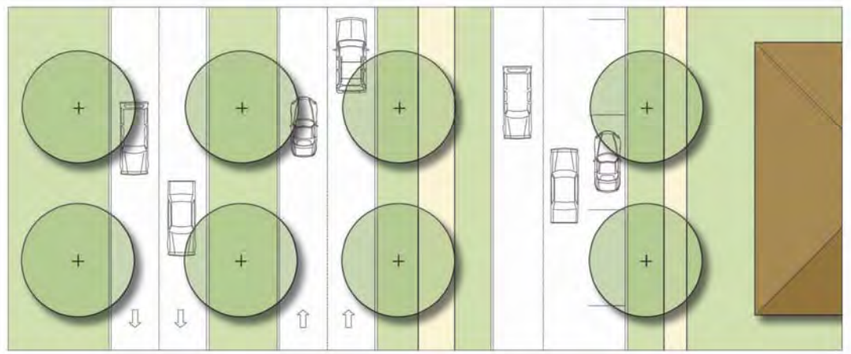
Blaine, Minnesota





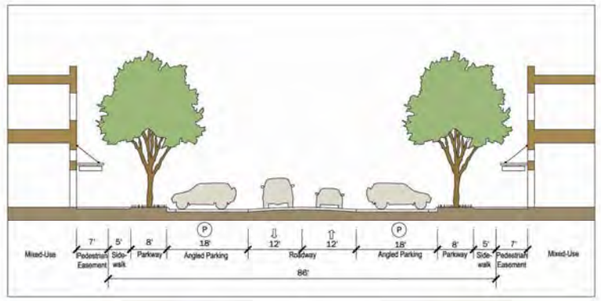
Residential Street

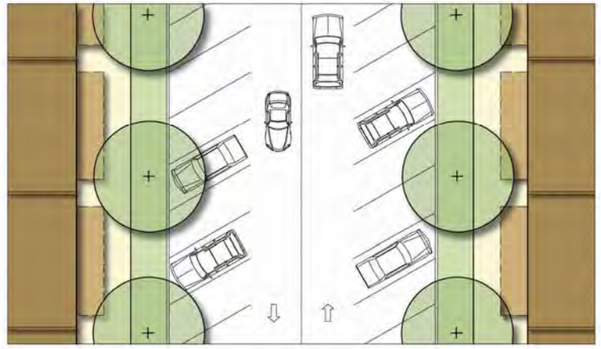




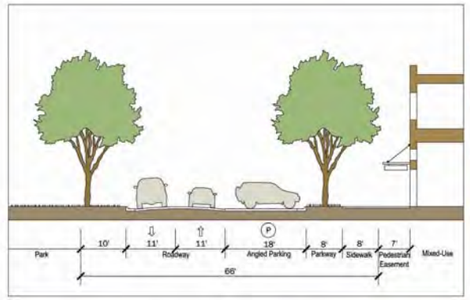
Arterial Street and Residential Frontage

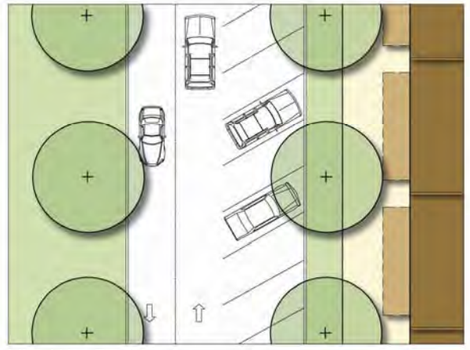
Street Types



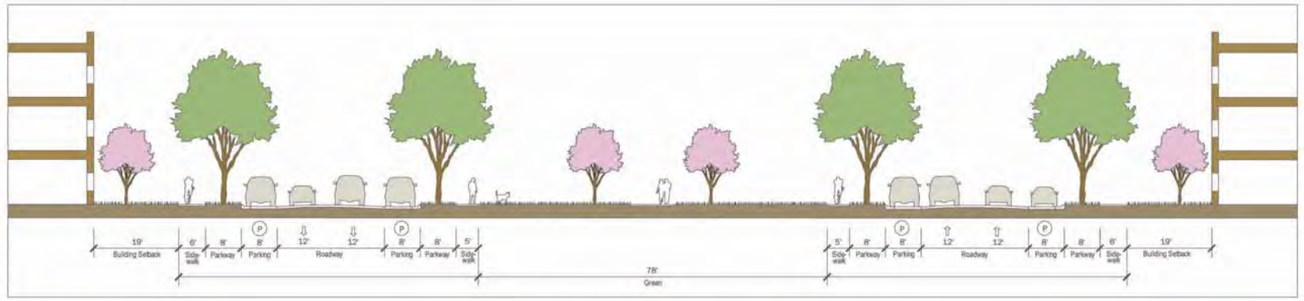


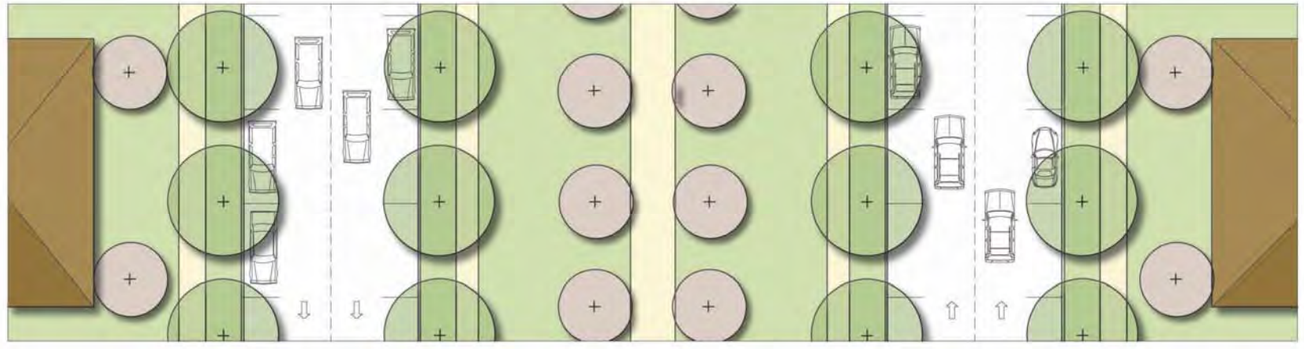
Mixed Use Street





Mixed Use Frontage

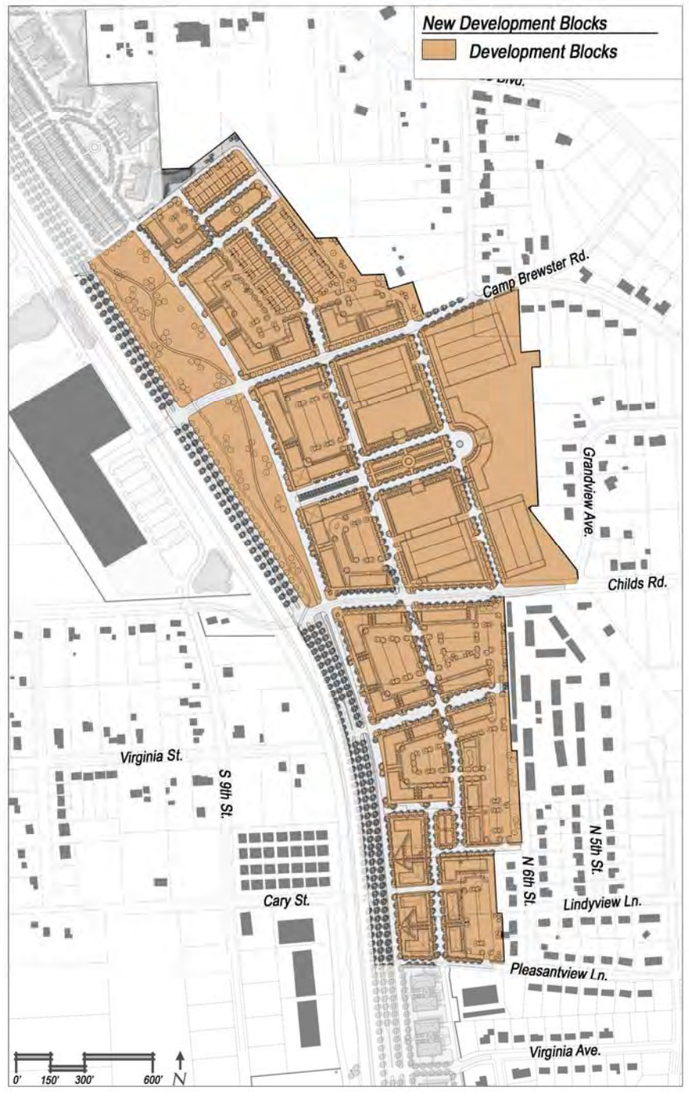




Special Street

New Development Blocks

The Corporate Village is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The extension of both Camp Brewster Road and Childs Road through the site establishes the basic block structure and helps integrate the site into the adjacent neighborhood. The largest blocks are the greenway blocks that front onto Fort Crook Road and the "corporate" blocks located between Camp Brewster Road and Childs Road. The mixed-use and residential blocks located to the north and south of the corporate core are smaller in scale.



Rendering showing the potential redevelopment of the Southroads Mall site as a mixed-use urban district. A large greenway parallels Fort Crook Road and includes a multi-use trail.

Parks, Open Spaces, and Trails

The Corporate Village includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point is the large greenway and trail that runs parallel to Fort Crook Road. This greenway, which is heavily landscaped and incorporates Mud Creek as a site amenity, provides an open space amenity for the mixed-use buildings that front onto it.

A landscaped boulevard and central green lead to, and act as the nucleus for, the corporate buildings at the center of the village. To the north and south, a neighborhood green and a neighborhood square act as focal points for their adjacent residential units. These intimate spaces are designed to foster interaction among residents and visitors alike.

Fort Crook Road and the mixed-use and residential streets are the primary connection between the Corporate Village and the other nodes along the corridor. As such, the streets are designed as “green streets” with wide sidewalks, pedestrian accommodations, and appropriate landscaping. In addition, significant landscaping is provided on the west side of Fort Crook Road, and acts as buffer between the street and the adjacent railroad tracks. The Fort Crook Road trail parallels the east side of Fort Crook Road, and provides direct access to the regional trail network.

Orlando, Florida

Addison, Texas

Portland, Oregon

Land Uses

The Corporate Village is a complete mixed-use district, and will contain a variety of uses, including retail, office, residential, and open spaces. Mixed-use buildings in the core of the district will have ground floor retail with office and residential uses above. Parking lots and/or structures will be located adjacent to the office/technology uses, and residential uses will transition into the adjacent neighborhoods. The greenway and neighborhood greens and/or squares are the focal points of their respective neighborhoods.

Denver, Colorado

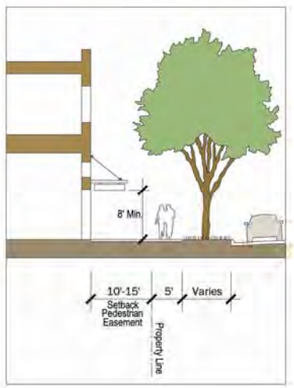
Sugar Land, Texas

Denver, Colorado

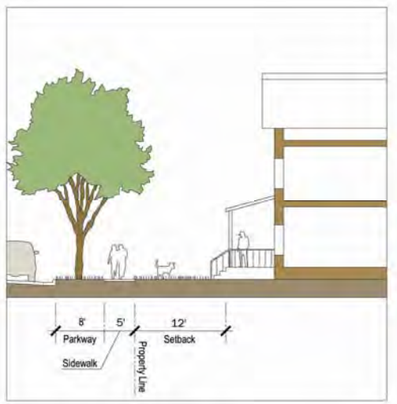
Building Setbacks

Buildings within the Corporate Village will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings along mixed-use streets will have setbacks ranging from 10 – 24 feet, depending on location. These setbacks, to be used in conjunction with the required wide sidewalks, will create a generous pedestrian realm and provide opportunities for outdoor dining and other similar activities. Buildings along residential streets will be set back anywhere from 12 to 15 feet, depending on location. The 12 foot setback coincides with townhouses and the 15 foot setback corresponds to multi-family buildings. These setbacks will allow for shallow front yards, stoops, and porches.

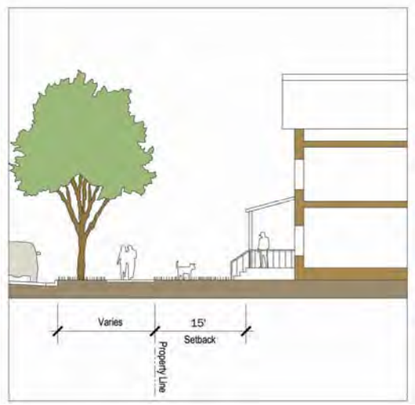
Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.



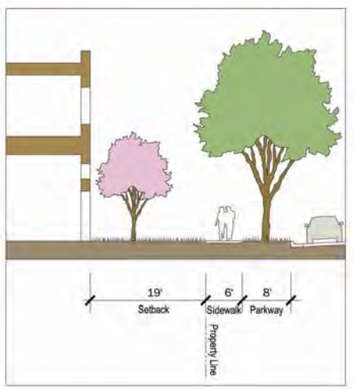
10-15 Foot Pedestrian Easement



12 Foot Residential Setback



15 Foot Residential Setback



19' Mixed Use Setback

Building Heights

Buildings within the Corporate Village will have a range of heights. With the exception of ancillary buildings, all buildings must be between 2 and 4 stories in height. Mixed-use buildings and apartment buildings should be 2 to 4 stories in height. Townhouses, located at the northern portion of the village, should be 2 to 3 stories in height. Small variances in building height are encouraged on any given block face. In the areas where parking garages are identified, the buildings shielding the garage structure should be taller than the garage in order to screen the view of the garage from the primary public realm.

Longmont, Colorado

Saint Paul, Minnesota

Boston, Massachusetts

Special Requirements

The design of individual buildings within the Corporate Village should respond to key functional and aesthetic cues, such as prominent view corridors, open spaces, and terminated vistas. The mixed-use buildings in the village should be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, will activate the public realm and help establish the area as a "people place." Because of the importance of active streets, Corporate Village storefronts are required on key streets and encouraged along others. Buildings that front on the greenway and neighborhood greens/ squares will be highly visible from those spaces and approaching streets. As a result, they should receive special architectural attention, such as façade enhancements and important corner detailing. Several important vistas in the Corporate Village should be terminated by enhanced façades, special architectural detailing, and/ or public art.

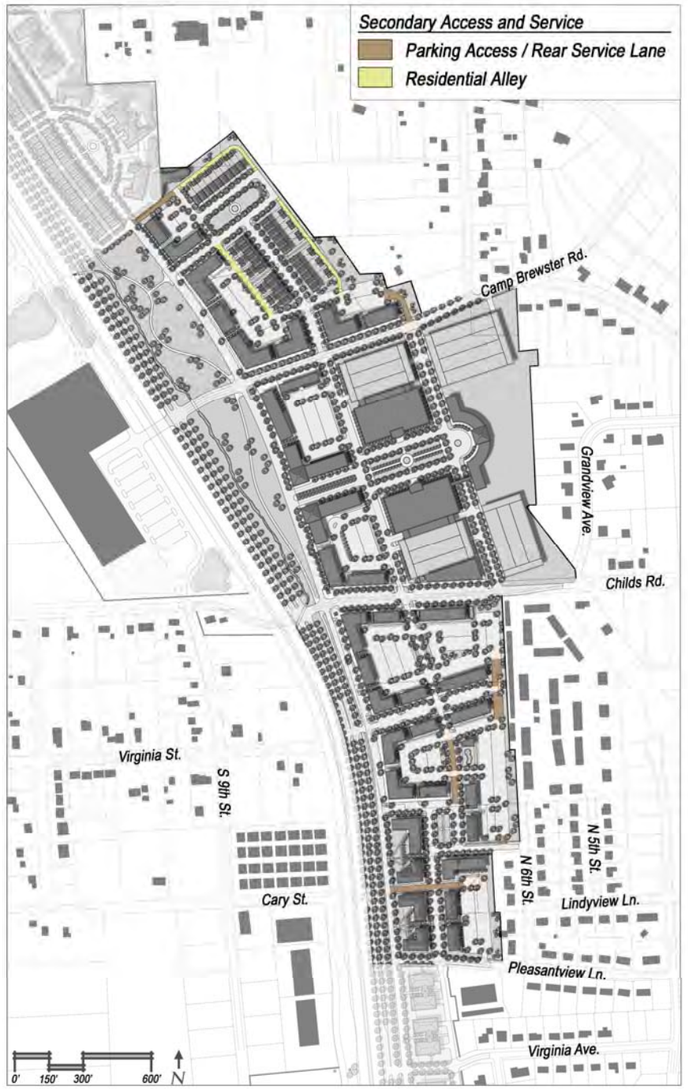
Dallas, Texas

Dallas, Texas

Denver, Colorado

Secondary Access and Service

Secondary access and service to all buildings within the Corporate Village should be located at the rear of the building. Residential garages will be accessed from alleys. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space.

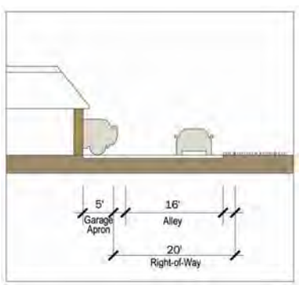


Omaha, Nebraska

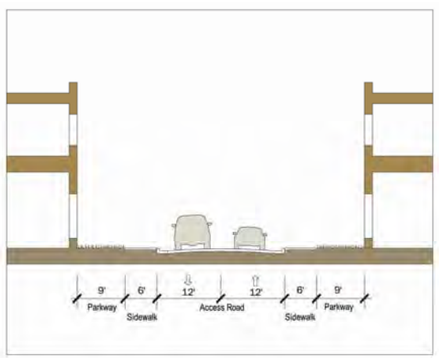
Addison, Texas

Colleyville, Texas

Southlake, Texas



Single Loaded Alley Section



24 Foot Access Lane

Parking

Because the Corporate Village must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by “on-street” parallel parking stalls. Overflow customer parking and employee parking (long-term users) is accommodated in surface lots or parking structures, which are located on the interior of blocks and accessible by service lanes. These lots/ structures should not be visible from major public streets, but they should be easily accessible by pedestrians. All residential buildings will have dedicated parking for their residents, and will be located off-street, either in small surface lots or garages.

Gaithersburg, Maryland

Lincoln, Nebraska

Addison, Texas

The Galvin Corner Neighborhood

View of the Galvin Corner Neighborhood, looking to the southeast. The new public square and neighborhood businesses at the intersection of Galvin Road and Fort Crook Road are in the foreground.

The Galvin Corner Neighborhood

Reconstructed Fort Crook Road reduced to 4 lanes and shifted to the west in the right-of-way

New trail located on the east side of Fort Crook Road, with a segment going south on Galvin Road

Pedestrian-oriented, mixed use buildings surround the new "neighborhood square" created by the reconfigured intersection

Reconfigured intersection of Galvin Road and Fort Crook Road

New multi-family buildings front onto the trail and road, replacing existing commercial uses along the corridor

Parking for the new residential units is located to the rear of the buildings

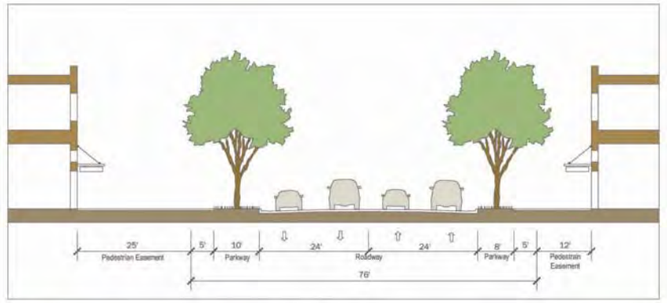
The Galvin Corner Neighborhood is located on the east side of Fort Crook Road, between Southroads Mall and Cornhusker Road. This area is currently occupied by a wide variety of commercial uses, and has the characteristics of a "strip" commercial corridor. Several of the existing uses along this stretch are "marginal" in nature, and vacant buildings and lots are present.

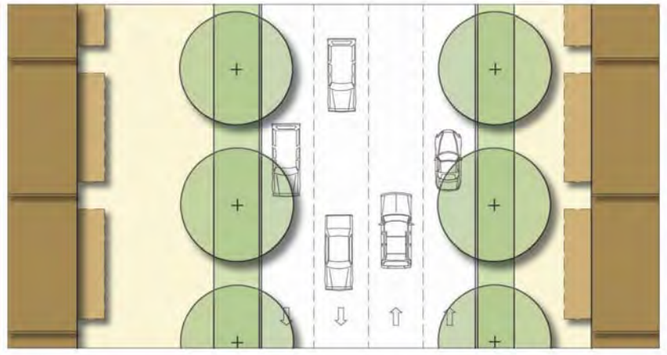
This new neighborhood owes its existence to the reconstruction of Fort Crook Road. As the road is reconstructed, it will be reduced from 6 lanes to 4 lanes. The median will be reduced to 15 feet, and the entire roadway will be shifted to the west within the existing right-of-way. This combination of measures will "free up" extra land on the east side of the road. This "new" land will be developed with a parallel multi-use trail and, over time, new multi-family residential buildings. This transition from commercial uses to residential uses is a critical component of the corridor redevelopment strategy, and will strategically reduce the overabundance of commercial uses along the corridor; direct new pedestrian-oriented, mixed-use development to key nodes; and add new residential "rooftops" to the corridor, thus boosting market support for the mixed-use nodes.

One of the key nodes along the Fort Crook Road corridor, and the focal point of this neighborhood, will be developed at the intersection of Galvin Road and Fort Crook Road. Currently, this intersection is designed with "high speed" geometries. Galvin Road merges into Fort Crook Road and takes up a significant amount of right-of-way. Once Fort Crook Road is reconstructed and the roadway is pushed to the west, the Galvin Road intersection can be reconstructed into a traditional right angle intersection. This will "calm" the intersection and allow the construction of a new neighborhood square (Galvin Corner) at this location. The square and surrounding pedestrian-oriented, mixed-use buildings will become the focal point not only for the new multi-family buildings to be constructed along the corridor, but for the adjacent neighborhood as well.

Street Types

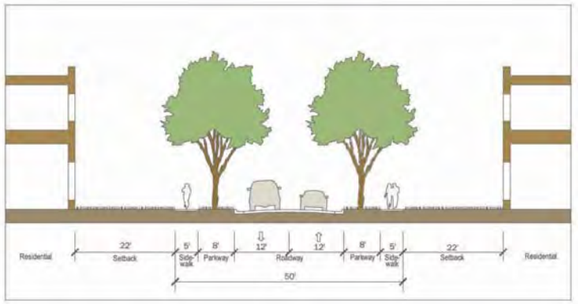
The streets in Galvin Corner Neighborhood will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding neighborhoods. The streets will vary from a tree-lined Fort Crook Road, which will be designed as an arterial street, to intimate residential streets. Streets may provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.

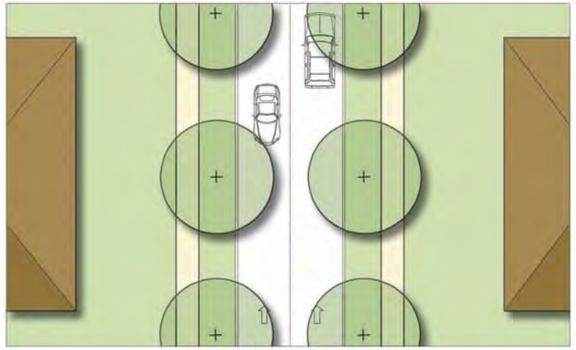




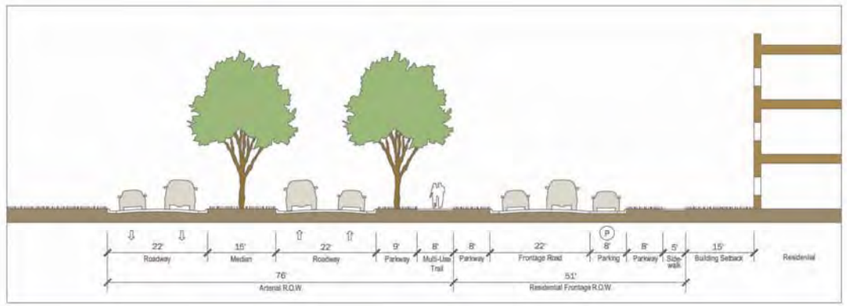
Collector Street

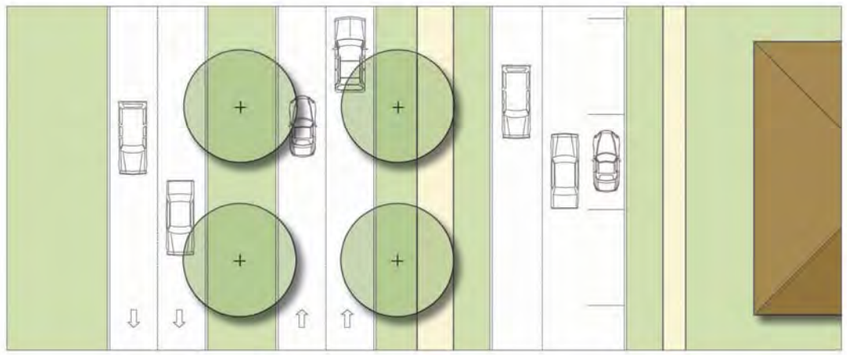
Street Types



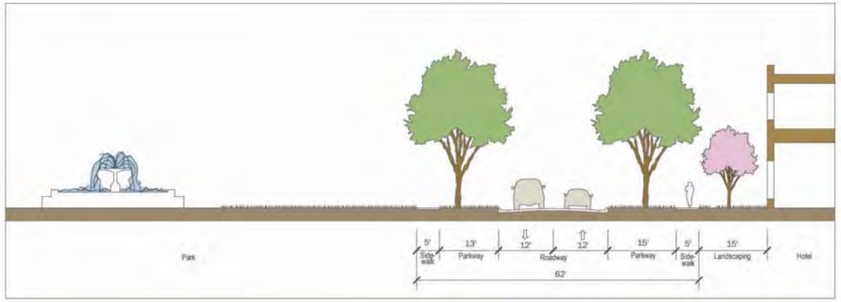


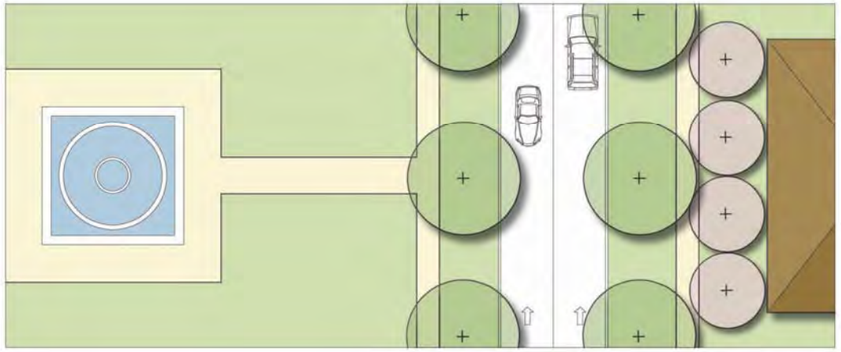
Residential Street





Arterial Street and Residential Frontage

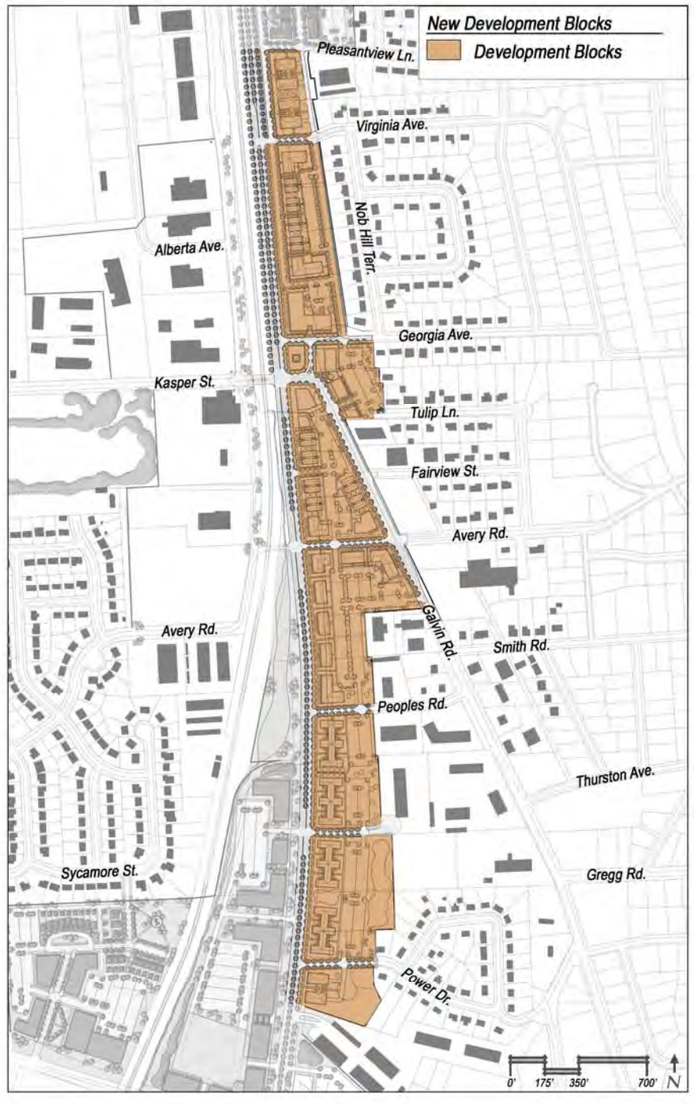




Mixed Use Street

New Development Blocks

The Galvin Corner Neighborhood is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The extension of existing neighborhood streets west to the Fort Crook Road corridor establishes the basic block structure and helps integrate the site into the adjacent neighborhood. Most blocks in the neighborhood are similar in size. The small block located at the intersection of Galvin Road and Fort Crook Road is designated as a neighborhood square.



Rendering showing the potential development at the Galvin Road and Fort Crook Road intersection. Galvin Road is realigned to intersect Fort Crook Road at a perpendicular angle, resulting in the creation of a neighborhood square surrounded by mixed-use buildings.

Parks, Open Spaces, and Trails

The Galvin Corner Neighborhood includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point is the neighborhood square located at the intersection of Galvin Road and Fort Crook Road. The square acts as the focal point for this mixed-use node and adjacent neighborhoods, and is designed as an active, programmable space that will draw residents and visitors alike.

Fort Crook Road and the neighborhood's mixed-use and residential streets are the primary connection between the Galvin Corner Neighborhood and the other nodes along the corridor. As such, the streets are designed as "green streets" with wide sidewalks, pedestrian accommodations, and appropriate landscaping. In addition, significant landscaping is provided on the west side of Fort Crook Road, and acts as buffer between the street and the adjacent railroad tracks.

The Fort Crook Road trail runs north–south and parallel to the east side of Fort Crook Road and along Galvin Road. This trail is an amenity for adjacent uses, and provides direct access to the regional trail network.

Southlake, Texas

Longmont, Colorado

Omaha, Nebraska

Land Uses

The Galvin Corner Neighborhood will be a mixed-use district, with retail, office, and residential uses. Retail and office uses will be located in mixed-use buildings surrounding the neighborhood square at the intersection of Galvin Road and Fort Crook Road. Residential uses, primarily 4-plex and small multi-family buildings (apartments and condos) will be located to the north and south of the mixed-use node, along Fort Crook Road.

Dallas, Texas

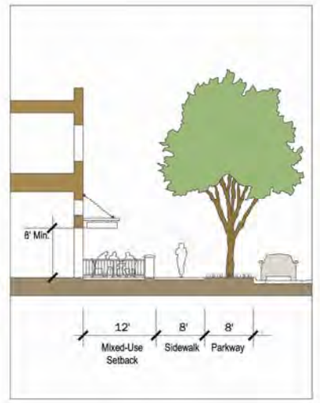
Tampa, Florida

Denver, Colorado

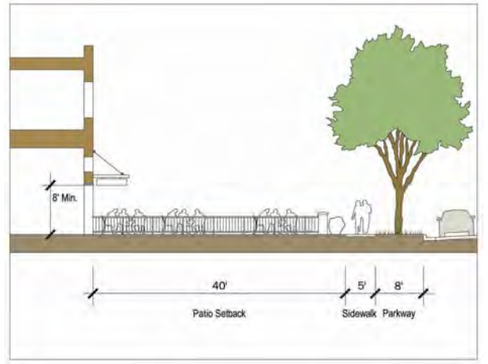
Building Setbacks

Buildings within the Galvin Corner Neighborhood will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings along mixed-use streets will have 12 foot setbacks. These setbacks, to be used in conjunction with the required sidewalk, will create a generous pedestrian realm and provide opportunities for outdoor dining and other similar activities. A 40 foot patio easement is required along the block face to the east of the neighborhood square. This space, which fronts directly onto the square, is an ideal location for a large outdoor dining patio or similar space. Buildings along residential streets will be set back anywhere from 15 to 20 feet, depending on location. These setbacks will allow for front yards, stoops, and porches.

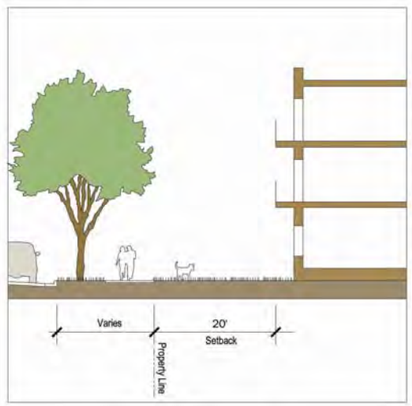
Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.



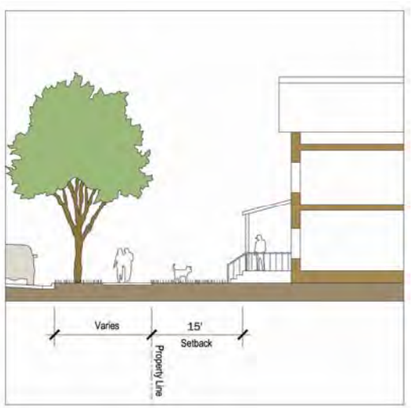
12 Foot Mixed Use Setback



40 Foot Patio Setback



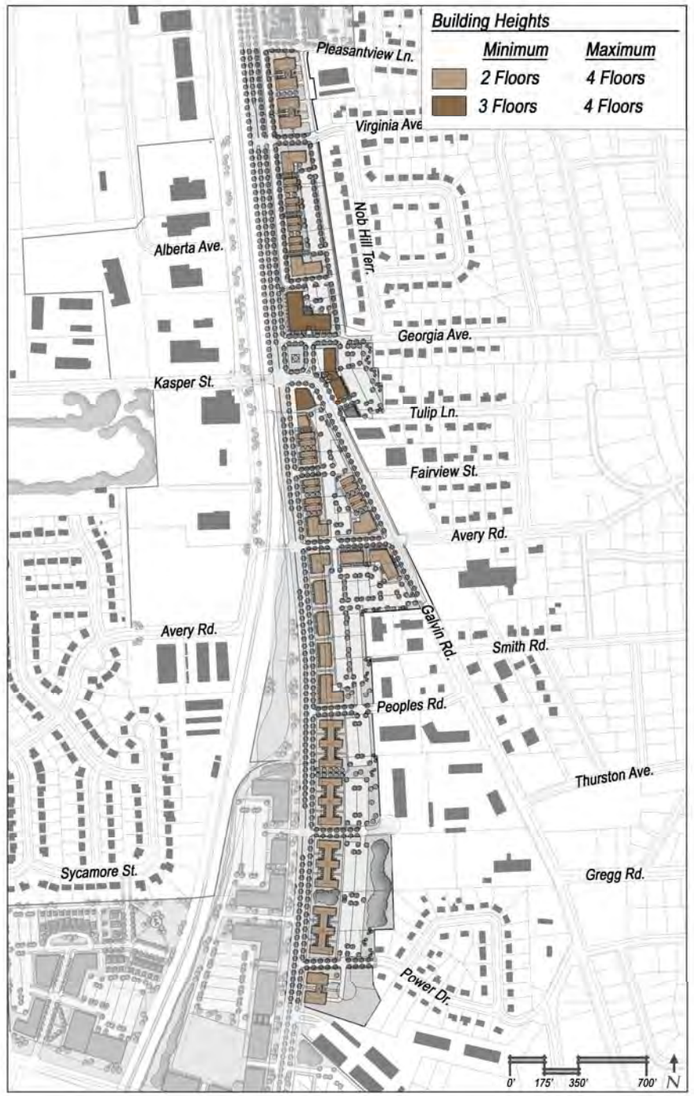
20 Foot Residential Setback



15 Foot Residential Setback

Building Heights

Buildings within the Galvin Corner Neighborhood will have a range of heights. All buildings must be between 2 and 4 stories in height. Apartment buildings should range from 2 to 4 stories in height, and mixed-use buildings surrounding the neighborhood square should be 3 to 4 stories in height. Small variances in building height are encouraged on any given block face.



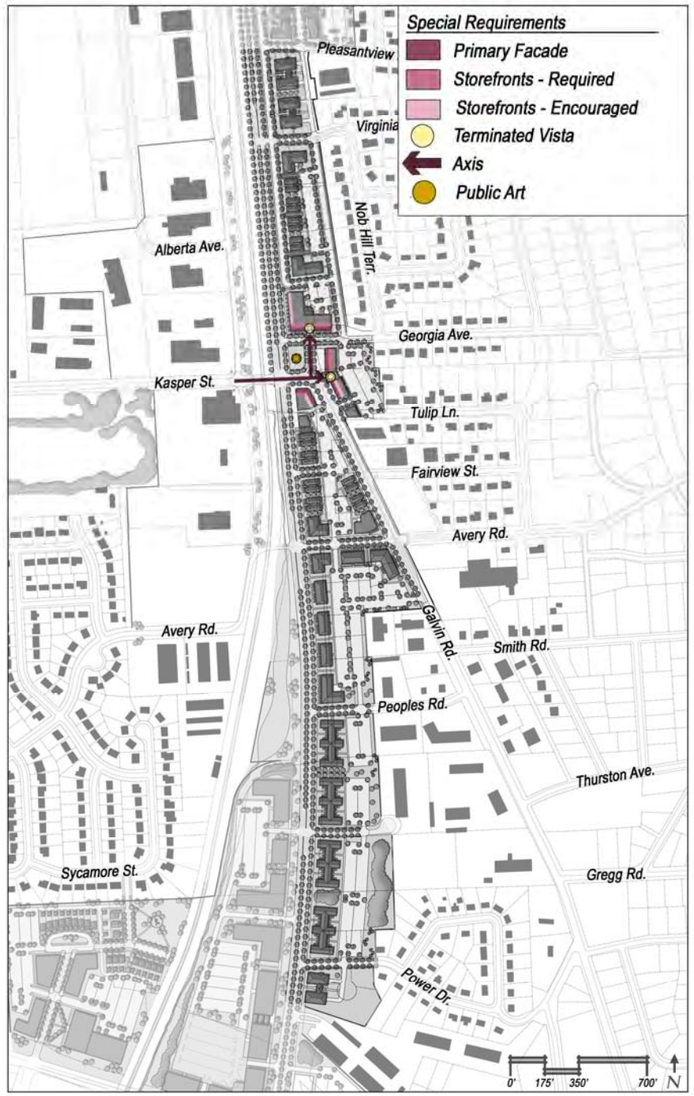
Portland, Oregon

Charleston, South Carolina

Saint Petersburg, Florida

Special Requirements

The design of individual buildings within the Galvin Corner Neighborhood should respond to key functional and aesthetic cues, such as prominent view corridors, open spaces, and terminated vistas. The mixed-use buildings in the village should be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, will activate the public realm and help establish the area as a "people place." Because of the importance of active streets, those buildings that front onto the neighborhood square are required to have storefronts. Storefronts on mixed-use buildings that do not front onto the neighborhood square are optional. Buildings that front onto the square are highly visible from that space and approaching streets. As a result, they should receive special architectural attention, such as façade enhancements and important corner detailing. Key vistas in the Galvin Corner Neighborhood should be terminated by enhanced facades, special architectural detailing, and/or public art.



Colleyville, Texas

Denver, Colorado

Mobile, Alabama

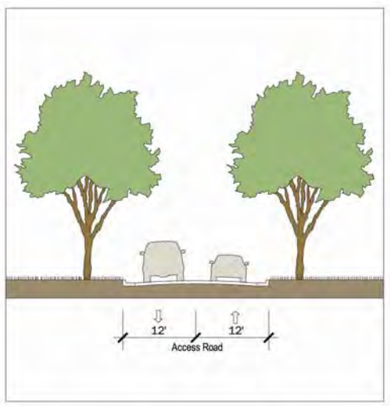
Secondary Access and Service

Secondary access and service to all buildings within the Galvin Corner Neighborhood should be located to the rear of the building. Residential garages will be accessed from alleys or service lanes. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space.

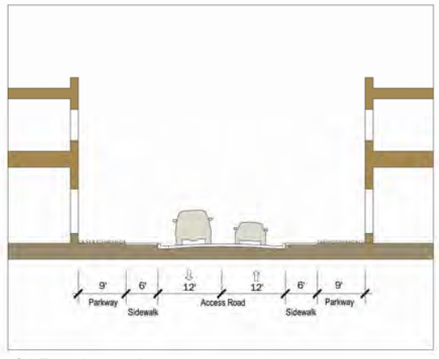
Southlake, Texas

Addison, Texas

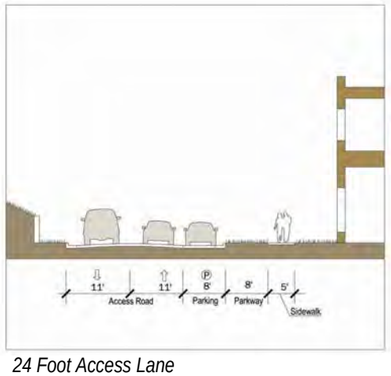
Rosemary Beach, Florida



24 Foot Access Lane



24 Foot Access Lane



24 Foot Access Lane

Parking

Because the Galvin Corner Neighborhood must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by "on-street" parallel parking stalls. Overflow customer parking and employee parking (long-term users) is accommodated in surface lots which are located on the interior of blocks and accessible by service lanes. These lots/structures should not be visible from major public streets, but they should be easily accessible by pedestrians. All residential buildings will have dedicated parking for their residents and guests, and will be located off-street, either in small surface lots or garages.

Blaine, Minnesota

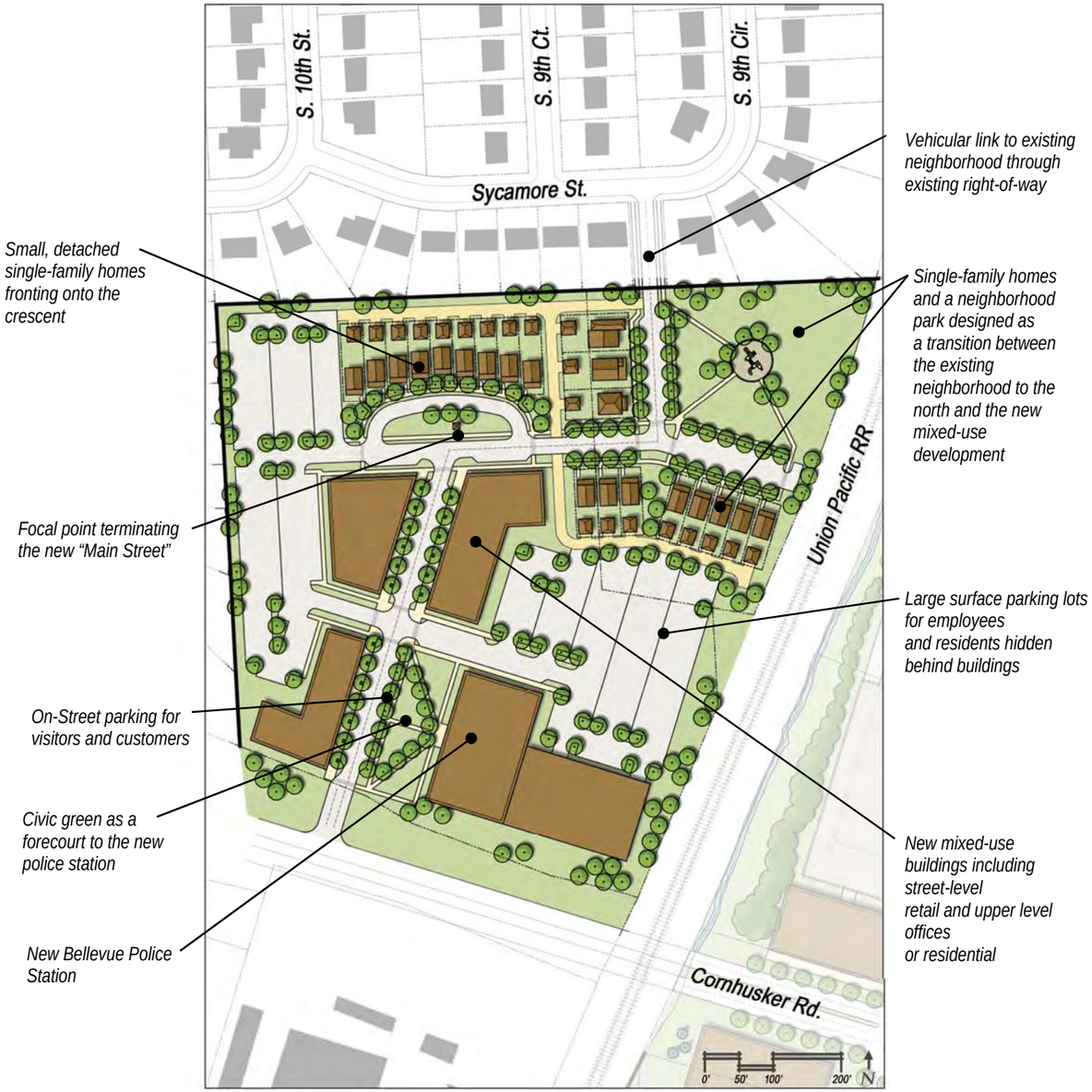
Falcon Heights, Minnesota

Saint Charles, Missouri

The "Upper" Wilson Concrete Site

View of the proposed "Upper" Wilson Concrete Site looking north from Cornhusker Road. Bellevue's new Police Station is located in the right foreground.

The "Upper" Wilson Concrete Site



The "Upper" Wilson Concrete site is located on the north side of Cornhusker Road, immediately to the west of the Union Pacific rail line. Commercial uses are located directly to the south of the site, and an existing residential neighborhood is located immediately to the north and the west. The site has been identified by the City of Bellevue as a possible location for a new police station.

The development concept established for the site leverages the benefit of the police station to maximize the site's potential. Instead of locating a single use on the site, the development concept creates a framework that will lead to a mixed-use, pedestrian-oriented district. By creating an overall composition that new development can fit into, value has been created, and the remaining pieces of the site can be delivered, at a profit, to developers who agree to follow the site development guidelines. This will allow the City to establish a site where the sum is greater than its individual pieces, and at the same time maximize the return on its original investment.

The site is developed around a new street that is constructed perpendicular to Cornhusker Road. This street, designed as a "main street," contains on-street parking and is lined by mixed-use buildings. The street level of these buildings should contain retail and/or restaurant space, while the upper floors should contain office and/or residential space. The new street extends two blocks to the north, and terminates at the crescent, which is designed to contain a grand civic monument or a piece of public art.

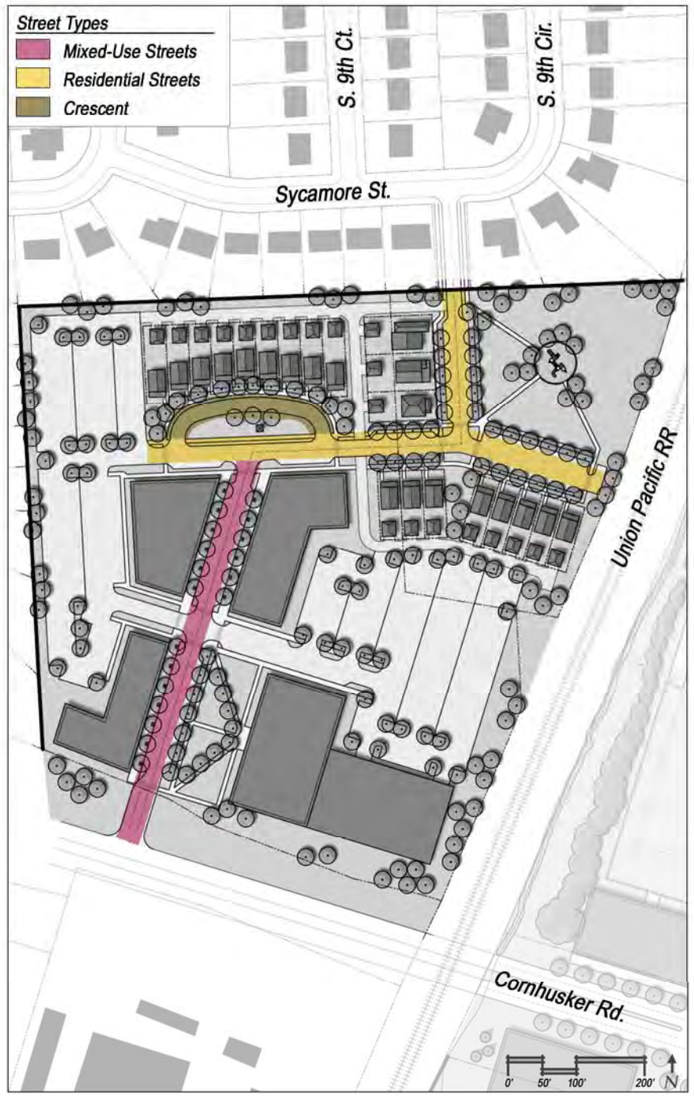
The police station fronts onto a civic green, which is designed to be the focal point for the site and acts as a forecourt for the new civic building. As shown, the police station is designed as a three story, 72,000 square foot facility (24,000 square feet with an attached garage. Approximately 191 parking stalls are provided, with visitor parking "on-street" and employee parking and visitor overflow parking located in the large surface parking at the rear of the building. The 25,000 square foot garage contains a sally port and protected parking/storage for police vehicles and equipment.

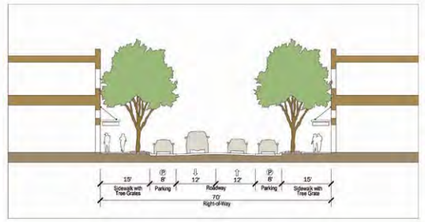
Parking for the mixed-use buildings to the north and west is provided either "on-street" or in large surface parking lots located to the rear of the buildings. The "on-street" parking serves customers and visitors, while the rear surface parking lots are designed for employees, residents, and overflow customer parking.

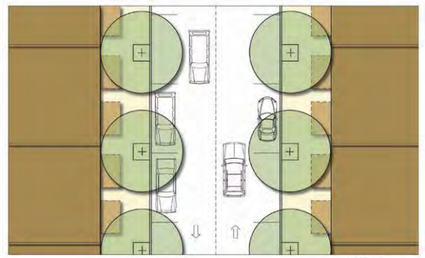
Twenty small, single family homes are located to the north of the mixed-use buildings. These homes are designed with generous front porches and front directly onto the crescent and the small neighborhood park. They are rear-loaded, with garages accessed via alleys or rear lanes. The homes function as a small neighborhood within walking distance of the "main street," and act as a transition between the existing neighborhood to the north and the new mixed-use development and police station to the south.

Street Types

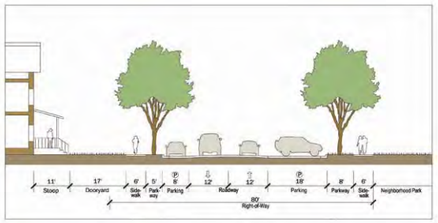
The streets in the "Upper" Wilson Concrete site will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding neighborhoods. The streets will range from a tree-lined commercial "main street" to intimate residential streets. All street types should provide an opportunity for on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide "front doors" for shops, offices, and residential units.

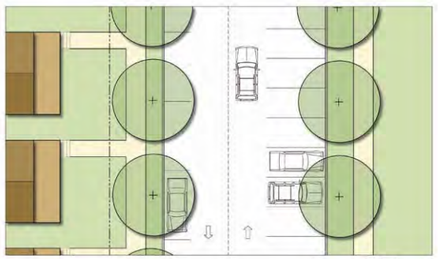




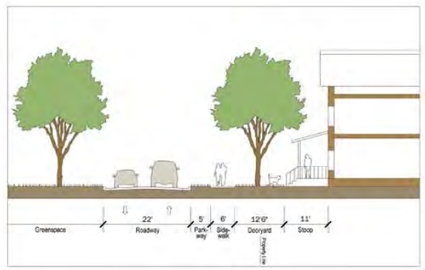


Mixed-Use Street

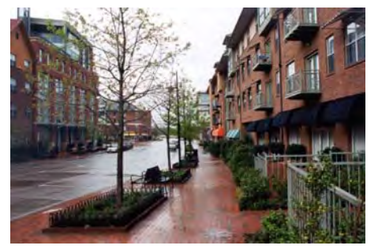




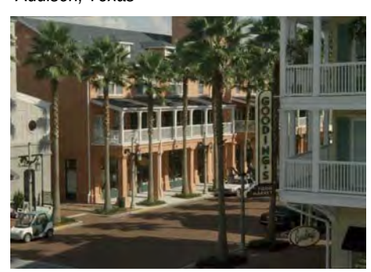
Residential Street



Residential Crescent



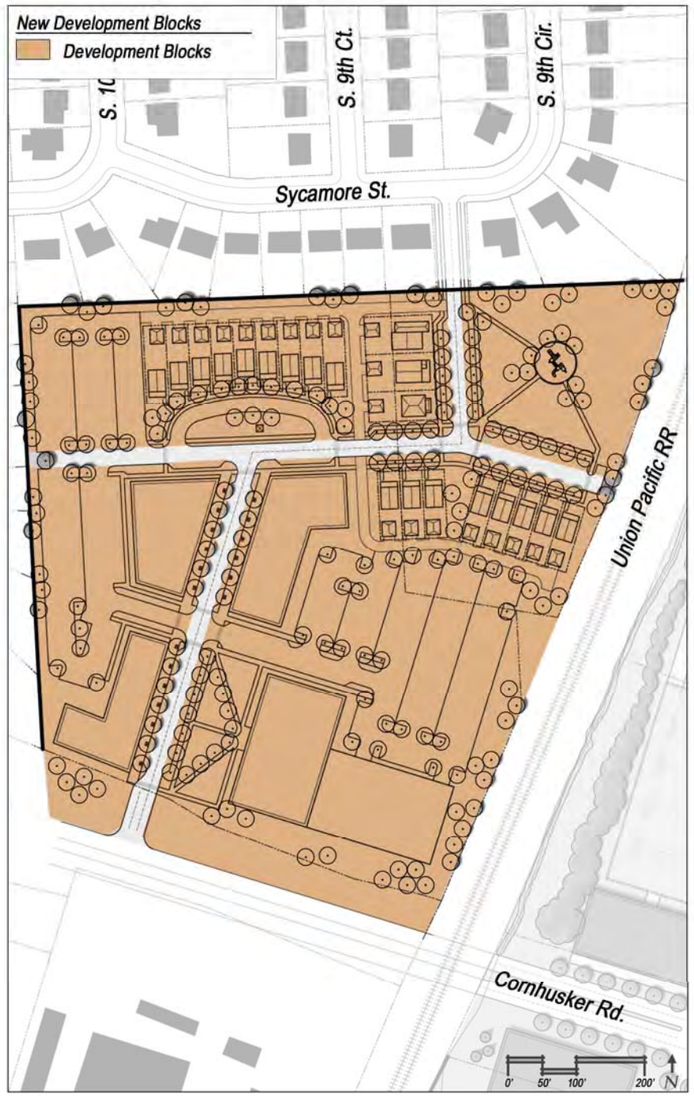
Addison, Texas



Orlando, Florida

New Development Blocks

The “Upper” Wilson Concrete site is divided into four development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The extension of the “main street” and connection to the existing neighborhood to the north establishes the basic block structure, integrating the site into the adjacent neighborhood. The largest block is located adjacent to the rail line and Cornhusker Road, and contains a mix of uses, including the police station, a mixed-use building, and single-family homes. The smallest block is designated as the neighborhood park.



Rendering showing the development potential within the “Upper” Wilson site. The Police Station and associated surface parking lot are located on the right side of the image.

Parks, Open Spaces, and Trails

The “Upper” Wilson Concrete site includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point of the proposed development is the civic green, located in front of the police station. This green acts as the forecourt to the building and, with its prominent location, could be programmed for a variety of uses and events throughout the year.

To the north of the civic green is the crescent, which terminates the “main street.” This crescent acts as a buffer between the adjacent residential units and the mixed-use buildings to the south. It also helps to create a unique address and provide an amenity for the adjacent homes.

To the east of the crescent is the neighborhood park, which provides a play area for residents of this development and from the adjacent neighborhood. The neighborhood park also acts as a transition between the existing neighborhood to the north and the development on this site.

The “main street” is emphasized as a primary public space within the sub-area. As such, it will be designed as a “green street” with wide sidewalks, pedestrian accommodations, and appropriate landscaping.

Addison, Texas

Gaithersburg, Maryland

Southlake, Texas

Southlake, Texas

Rosemary Beach, Florida

Southlake, Texas

The “Upper” Wilson Concrete Site Design Guidelines

Land Uses

The “Upper” Wilson Concrete site will be a mixed-use district, with a civic building, mixed-use structures, and single-family residential units. The police station will be located on the southeast corner of the site. Immediately to the north and west will be a grouping of mixed-use buildings, with ground floor retail and offices or residential above. Rear-loaded single-family homes will be located to the north, adjacent to the existing residential neighborhood.

Colleyville, Texas

Flower Mound, Texas

Lincoln, Nebraska

Southlake, Texas

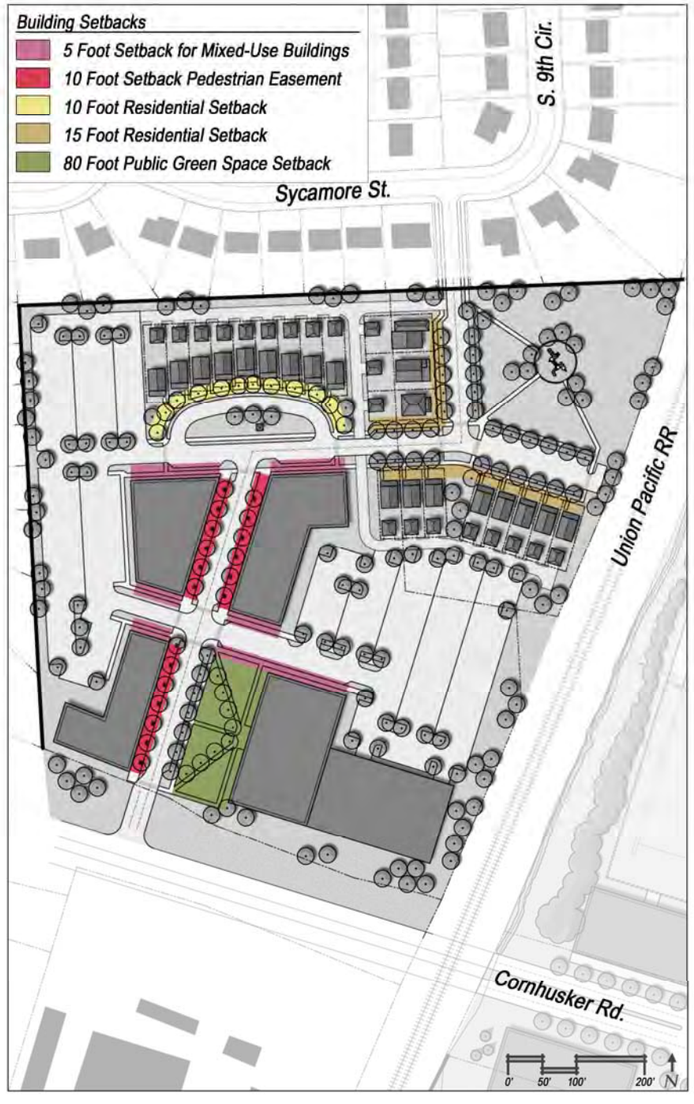
Southlake, Texas

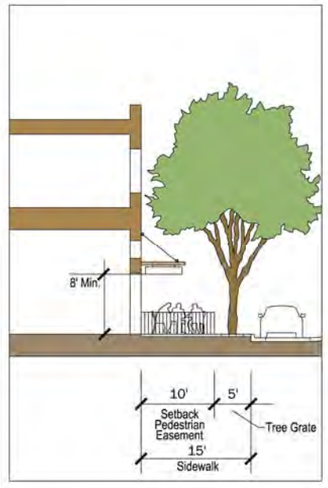
Saint Charles, Missouri

Building Setbacks

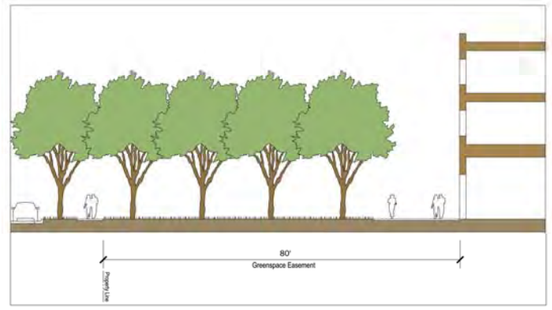
Buildings within the “Upper” Wilson Concrete site will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban building wall and a high quality public realm. Buildings along the “main street” should be placed 10 feet from the property line. This “build-to line” allows for a 10 foot pedestrian easement that will be used in conjunction with a 5 foot sidewalk, and will create a generous 15 foot sidewalk / pedestrian realm, including opportunities for outdoor dining. Also fronting on the “main street,” the civic building should be located behind an 80 foot public green space setback. This will allow for the civic green to act as a forecourt for the police station. Houses along residential streets will have setbacks of 10 or 15 feet, depending upon their location. The 10 foot setback coincides with homes fronting on the crescent, and the 15 foot setback corresponds to the homes fronting onto the neighborhood park. These setbacks will allow for shallow front yards and front porches.

Seventy-five percent (75%) of the linear frontage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear frontage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.

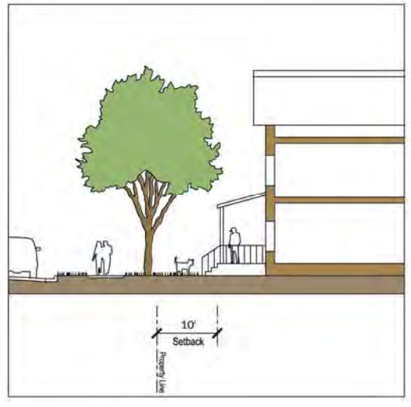




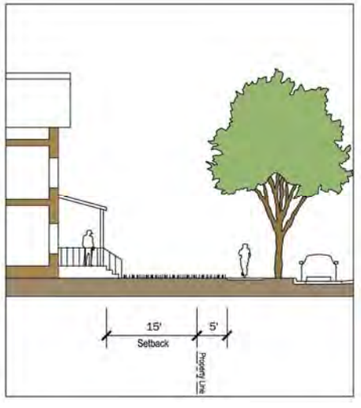
Mixed Use Setback



80' Green Space Setback



Residential Crescent Setback

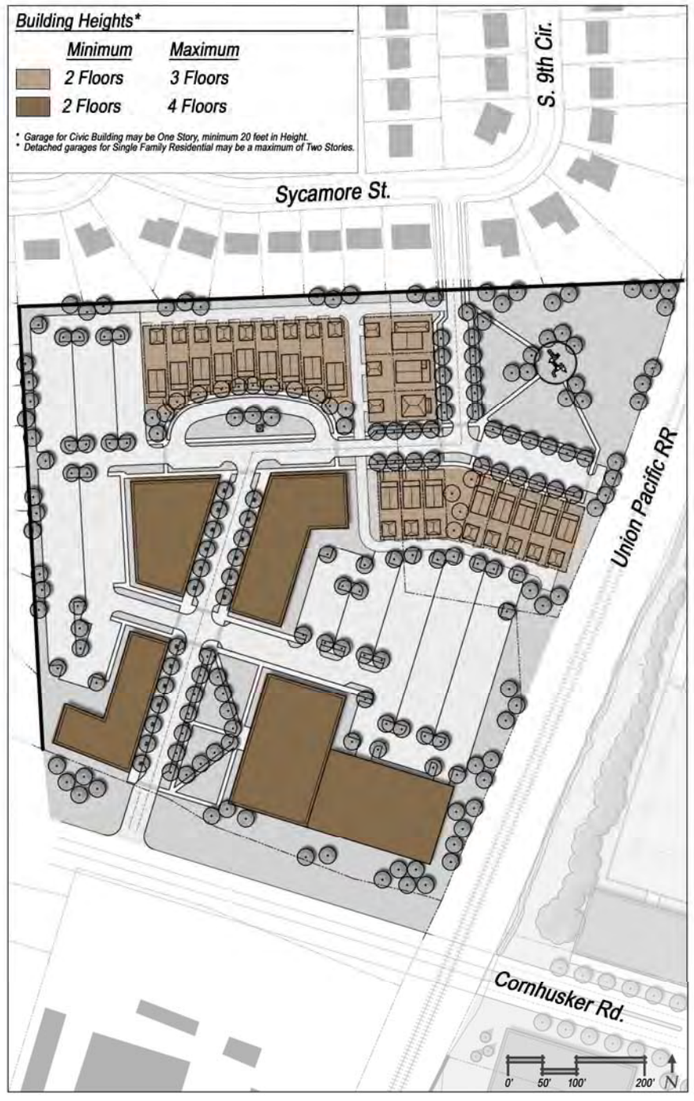


Residential Park Setback

Building Heights

Buildings within the “Upper” Wilson concrete site will have a range of heights. However, all of the buildings must be between 2 and 4 stories in height. The “main street” frontage will contain buildings up to 4 stories in height, while the residential frontage will contain buildings up to 3 stories in height. Small variances in building height are encouraged on any given block face.

Detached garages for single-family residential units may be a maximum of 2 stories in height to allow for a small residential unit, or loft above the garage.



Southlake, Texas

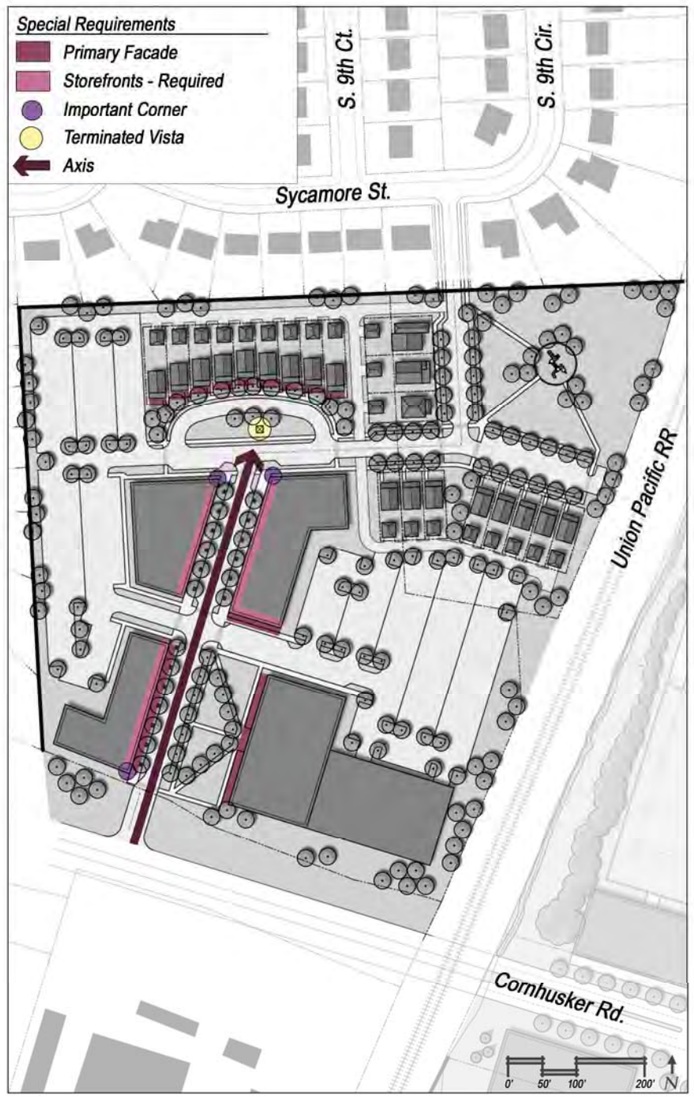
Omaha, Nebraska

New Orleans, Louisiana

Council Bluffs, Iowa

Special Requirements

The design of individual buildings within the “Upper” Wilson Concrete site should respond to key functional and aesthetic cues, such as prominent view corridors and open spaces. The mixed-use buildings that front onto the “main street” are to be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, helping to activate the public realm and help establish the sub-area as a “people place.” Buildings surrounding the civic green will be highly visible from the green, Cornhusker Road, and the “main street.” As such, primary facades and important corners should receive special architectural features, such as façade enhancements, turrets, and/or entrance embellishments. The northern end of the “main street” should be terminated by a vertical element, such as a piece of public art, a clock tower, or obelisk.



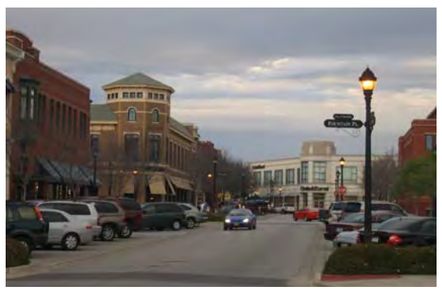

Charleston, South Carolina


Portland, Oregon


Orlando, Florida

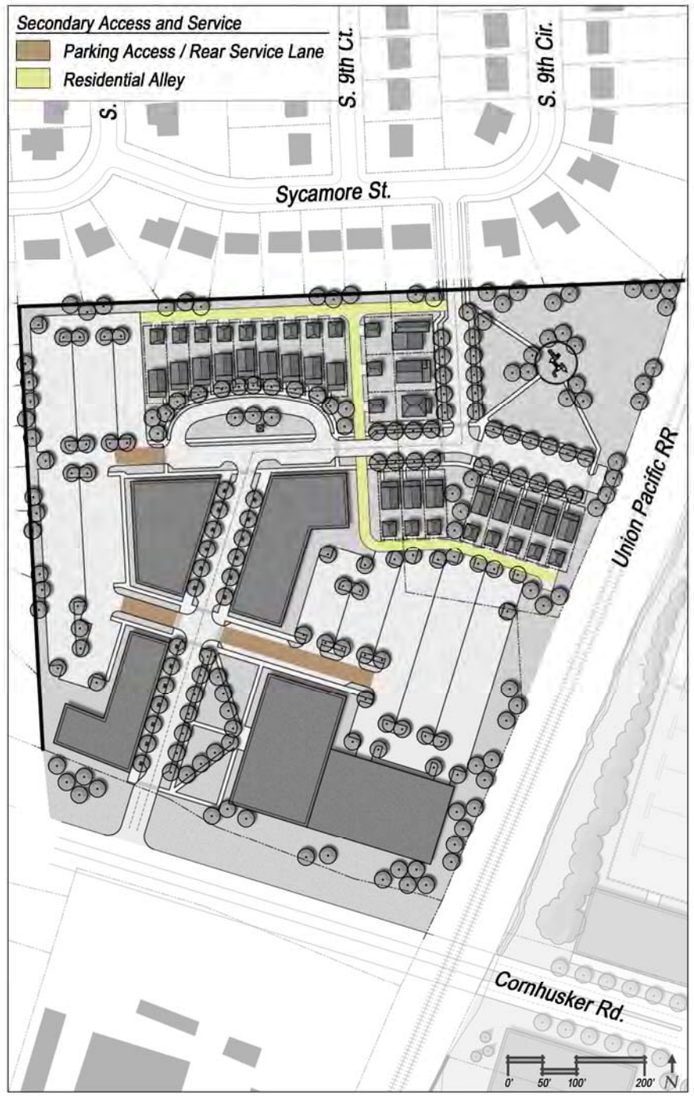

Portland, Oregon

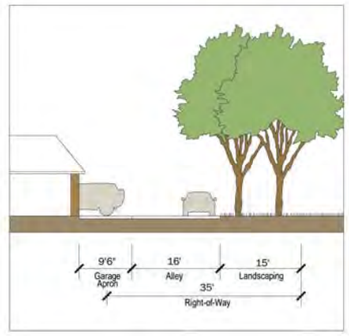

Addison, Texas


Southlake, Texas

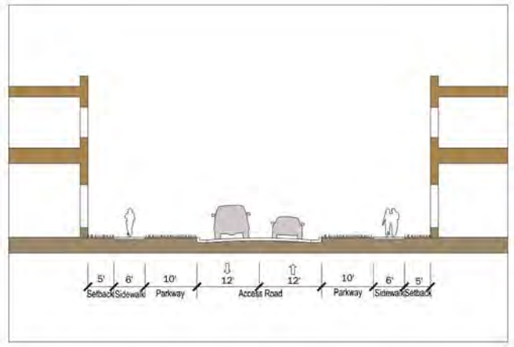
Secondary Access and Service

Secondary access and service to all buildings within the “Upper” Wilson Concrete site should be located at the rear of the building. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. Residential garages will be accessed from alleys. No service doors shall face onto primary streets or parks and open space.





Alley



Parking Access

Lincoln, Nebraska

Addison, Texas

Colleyville, Texas

Parking

Because the “Upper” Wilson Concrete site must accommodate a variety of user needs, ranging from short-term users to long-term users, parking will be provided in a variety of forms. Parking for customers and visitors (short-term users) is provided in on-street parallel parking stalls. Overflow customer parking and employee parking (long-term users) is accommodated in surface parking lots, which are located on the interior of blocks and accessible by service lanes. These lots should not be visible from major public streets, but they should be easily accessible by pedestrians. All single-family residential buildings will have dedicated parking for their residents, and will be located off-street, either in small surface lots or garages.


Colleyville, Texas


Falcon Heights, Minnesota


Glen Ellyn, Illinois


Gaithersburg, Maryland


Grapevine, Texas

Omaha, Nebraska

The “Lower” Wilson Concrete Site

View of the proposed “Lower” Wilson Concrete site looking northwest from the intersection of Fort Crook Road and Cornhusker Road. The Hotel / Conference Center and mixed-use buildings front onto the open space created by a new traffic circle.

The “Lower” Wilson Concrete Site

The “Lower” Wilson Concrete site is located at the northwest corner of the intersection of Fort Crook Road and Cornhusker Road, immediately to the east of the Union Pacific rail line. Existing commercial uses are located directly to the south and the east of the site. Because of existing topography, much of the site is depressed below adjacent streets and existing development, and much of it is located within the 100-year floodplain. Even with these site challenges, the local development community has shown an interest in redeveloping all or portions of this key site.

The Fort Crook Road charrette identified the “Lower” Wilson Concrete site as one of the key redevelopment opportunities along the corridor. Appropriate redevelopment of this strategic site could be the catalyst for corridor-wide redevelopment. Inappropriate development, on the other hand, could render subsequent corridor redevelopment efforts difficult, at best. Because of the site’s prime location and City ownership, it was determined that development of this key parcel should not occur in an unplanned or piecemeal fashion. In other words, site development should not be left to chance. Instead, development of the entire site should be master planned as a pedestrian-oriented, mixed-use district, and the City should embark on a developer solicitation process to ensure that appropriate development is achieved. If done correctly, the site can be developed over time by one or more developers and, as in the case of the “Upper” Wilson Concrete site, result in a project in which the sum is greater than its individual pieces. In short, correctly done, the “Lower” Wilson Concrete site could become a prized public destination that would maximize the return on the City’s original investment and be a catalyst for corridor-wide redevelopment.

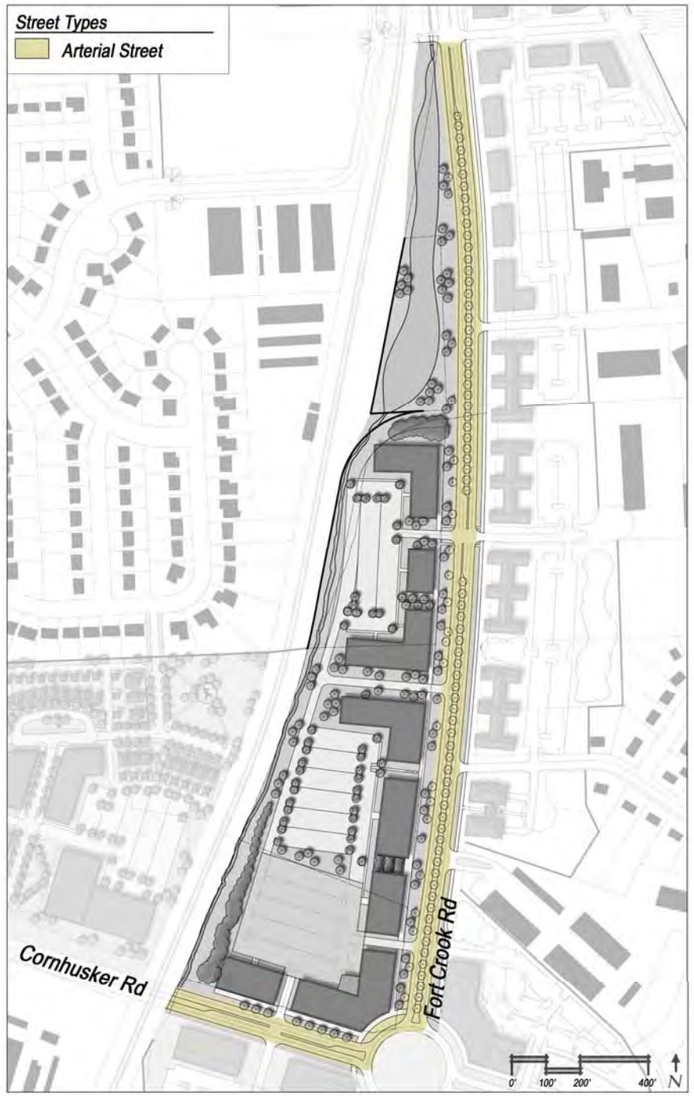
Redevelopment of the “Lower” Wilson Concrete site will need to take into consideration the existing site challenges. Due to the aforementioned topographic and floodplain issues, it is recommended that all future buildings on the site be constructed on piers, as opposed to filling in the floodplain or locating new buildings “in the hole.” By putting the buildings on piers, they will be raised above the floodplain and can address Fort Crook Road and Cornhusker Road at grade. This will help enliven the pedestrian experience along Fort Crook Road and be more aesthetically pleasing than the air handling units and ancillary hardware that one would see if the buildings were developed at the existing grade. Another benefit of putting the buildings on piers is that the existing grade can be utilized for parking. Surface parking is an accepted use in a 100-year floodplain, and optimizes an otherwise difficult site challenge.

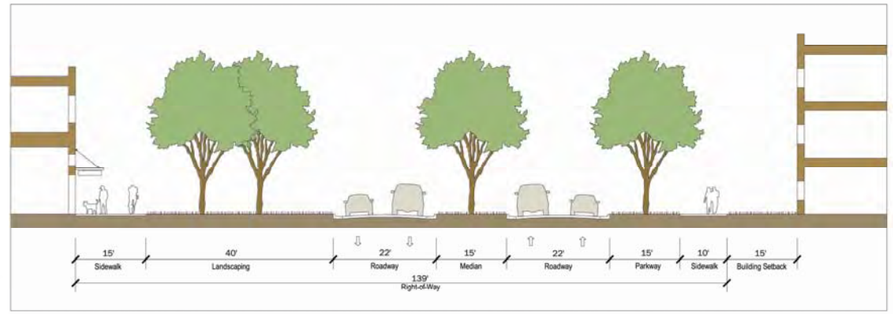
The basic concept for the “Lower” Wilson Concrete site is to locate all new buildings to the eastern and southern periphery of the site, away from the railroad tracks and creek. These mixed-use, office, and retail structures will be built on piers, raising them above the floodplain and allowing them to address Fort Crook Road and Cornhusker Road at-grade. Primary entrances for each building would be from the surface parking lots located below and to the rear of each building, while ceremonial main entrances would be from the Fort Crook Road and Cornhusker Road frontages.

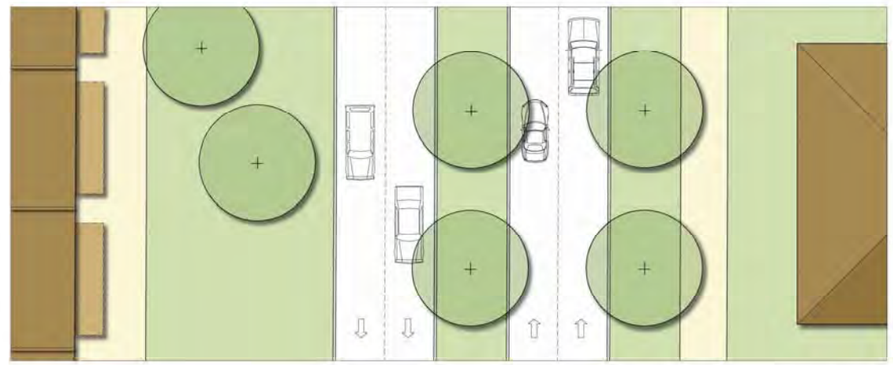
The most prominent building on the site would front onto the proposed traffic circle at the intersection of Fort Crook Road and Cornhusker Road. This is the preferred site for a multi-story hotel and conference center, addressing a need identified in previous Chamber-sponsored studies. Other buildings on the site would include mixed-use buildings with street level retail and upper level offices and/or residential units, office / technology buildings, and one retail pad. Parking for these structures would be located to the rear of the buildings. The majority of this parking would be on surface parking lots located “in the hole.” Where necessary, a parking deck(s) could be constructed above the surface lots. This would provide additional parking if necessary, with the added benefit of providing vehicular access to the buildings at grade. A triangular parcel of land, located to the north of the buildings and parking, would provide passive open space and an opportunity for a stormwater detention lake.

Street Types

Fort Crook Road and Cornhusker Road will be a major part of the public realm. They will serve pedestrians and bicyclists, as well as vehicles, and will connect the site to the remainder of the corridor. The road will have two travel lanes in each direction with a generous landscaped median. They will be lined by wide sidewalks and extensive streetscape amenities. In addition, they will be active public spaces that provide entries for the hotel, shopfronts, and offices.



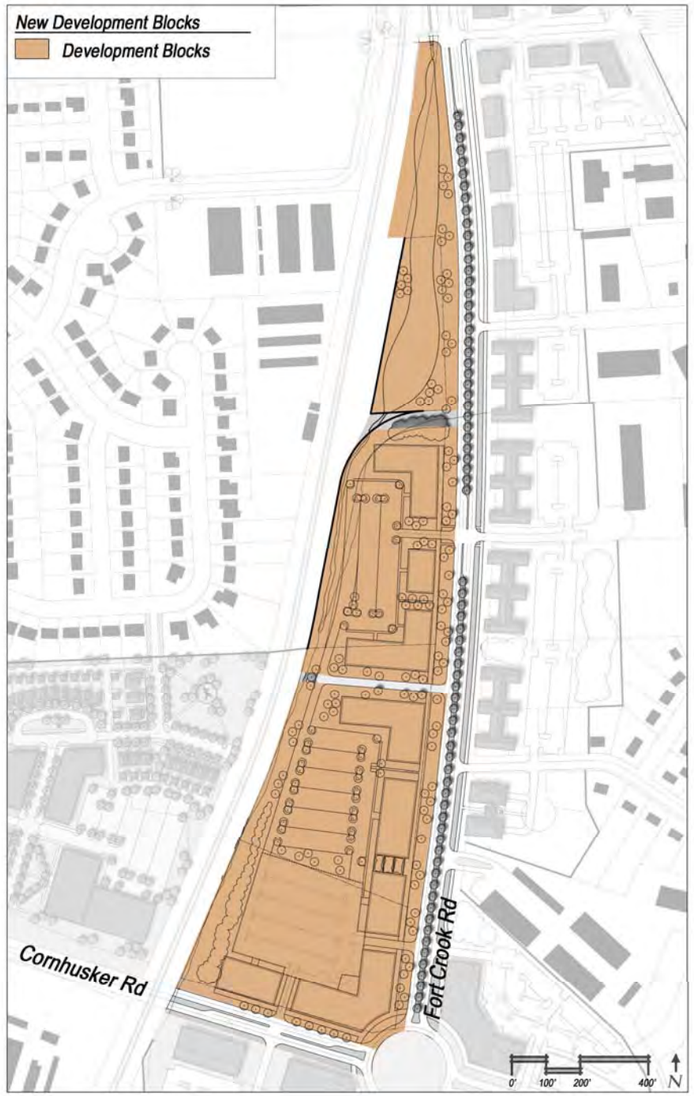




Proposed Fort Crook Road

New Development Blocks

The “Lower” Wilson Concrete site is divided into three development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The blocks are delineated by parking access lanes, which establish the basic block structure and divide the site into pedestrian-scale increments. The northernmost block is designated as passive open space and should be used for stormwater detention.



Rendering showing the potential development of the “Lower” Wilson property, with buildings fronting on the new traffic circle and retail uses along Cornhusker Road and Fort Crook Road.

Parks, Open Spaces, and Trails

The “Lower” Wilson concrete site includes two types of public spaces, and each will vary in scale, function, and design. Fort Crook Road and Cornhusker Road are emphasized as pedestrian promenades. At such, they will be designed as “green streets” with wide sidewalks, pedestrian accommodations, and appropriate landscaping. They will be the primary pedestrian experience on the site, and will frame the active uses that will line the streets. The northern portion of the site will be a passive open space that contains a stormwater detention lake. This space will be utilitarian in nature, but will be designed as an amenity for adjacent uses and will be appropriate for informal use and/or passive recreational activities.

Addison, Texas

Saint Charles, Missouri

Addison, Texas

The “Lower” Wilson Concrete Site Design Guidelines

Land Uses

The “Lower” Wilson Concrete site will be a mixed-use district. It will be focused on the hotel / conference center, which will be sited in a very prominent location fronting on the traffic circle at the intersection of Fort Crook Road and Cornhusker Road. The hotel will be flanked by mixed-use buildings, with street-level retail and upper level office and/or residential uses. Two office / technology buildings and a retail pad site will be located to the north of the mixed-use buildings. The northern portion of the site will be reserved for the stormwater detention lake and associated passive open space.

Colleyville, Texas

Dallas, Texas

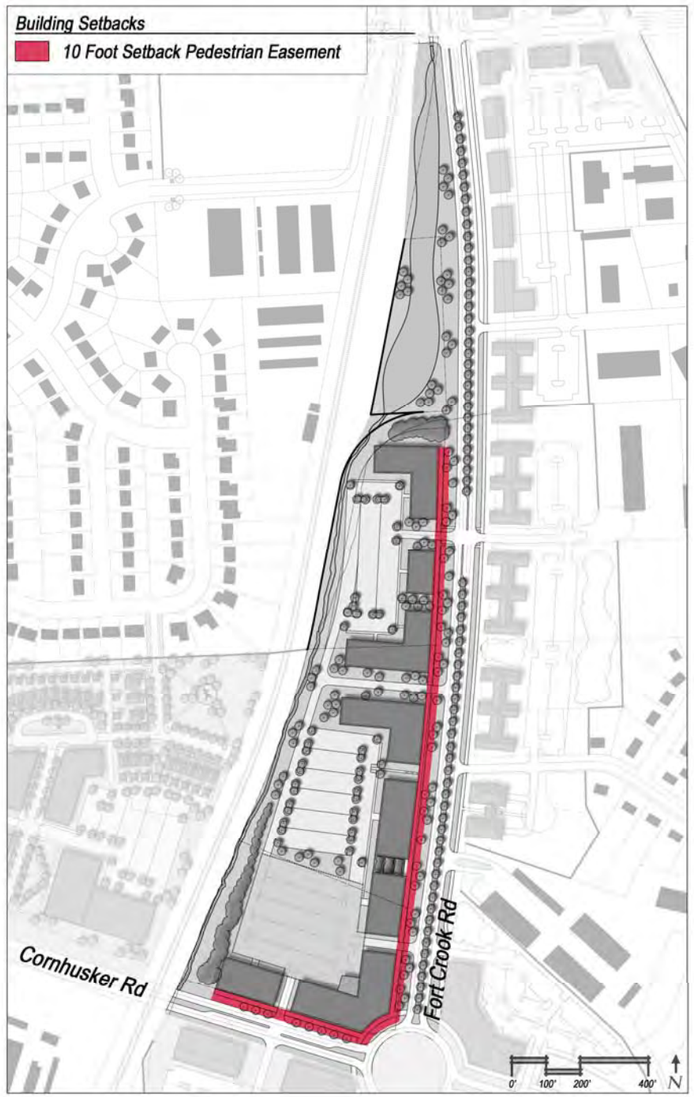
Dallas, Texas

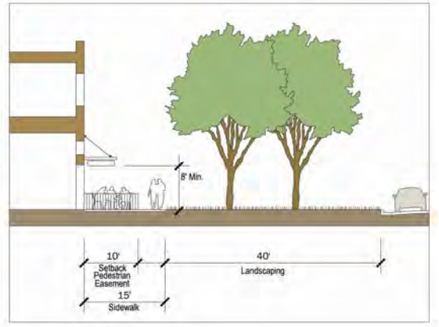
Southlake, Texas

Building Setbacks

Buildings within the “Lower” Wilson Concrete site will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban building wall and a high quality public realm. Buildings along Fort Crook Road and Cornhusker Road should be placed 10 feet from the property line. This “build-to” line allows for a 10 foot pedestrian easement that will be used in conjunction with a 5 foot sidewalk to create a 15 foot wide sidewalk, or will be reserved for outdoor patio areas related to the uses within the shopfronts. This setback, when combined with the 5 foot sidewalk and 40 foot landscape buffer included within the right-of-way, will create a generous 55 foot pedestrian realm that will buffer pedestrian traffic from the adjacent roads and provide an opportunity for significant outdoor dining.

Seventy-five percent (75%) of the linear fronttage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, courts, or plazas.



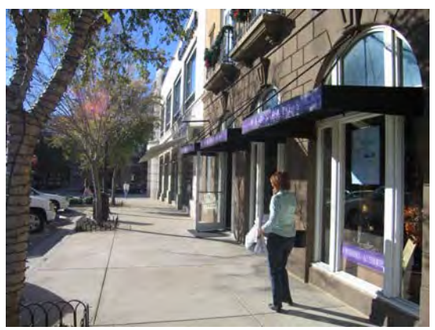


Mixed-Use Setback Pedestrian Easement

Addison, Texas

Falcon Heights, Minnesota

Portland, Oregon



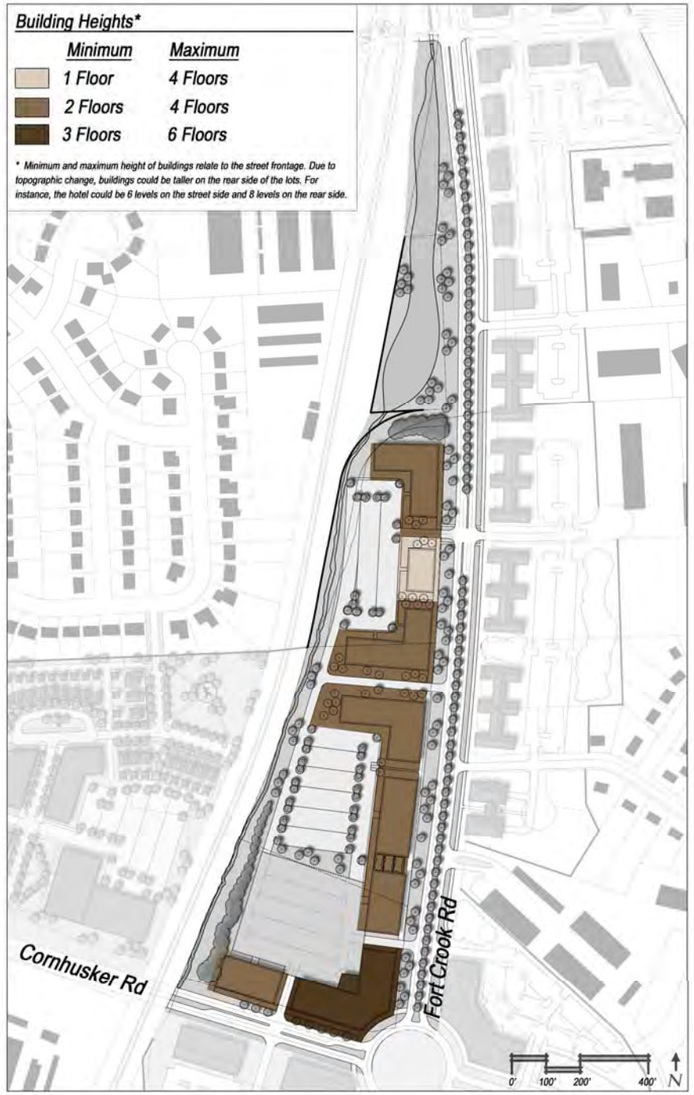
Southlake, Texas

Chicago, Illinois

Building Heights

Buildings within the “Lower” Wilson Concrete site will range from 1 to 6 stories in height. These heights pertain to the number of stories as counted from their Fort Crook Road and / or Cornhusker Road façades. Because the site drops an additional 2 stories from the frontage grade to the existing grade located “in the hole,” it is possible for a building to contain additional stories when counted from the rear.

The retail pad site is the most flexible, and can contain a building ranging from 1 to 4 stories in height. The Hotel / Conference Center, due to its prominent location and use, should be a minimum of 3 stories in height and a maximum of 6 stories in height. The remaining buildings (mixed-use and office / technology) can range from 2 to 4 stories in height. Small variances in building height are encouraged on any given block face to provide variety to the block face.



Dallas, Texas

Boston, Massachusetts

Portland, Oregon

Omaha, Nebraska

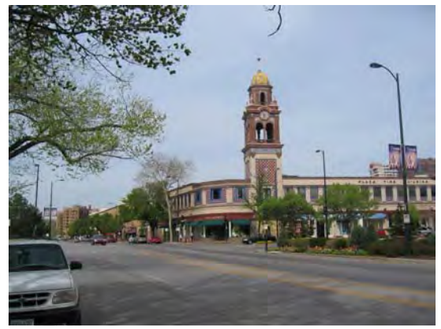
Omaha, Nebraska (Building on Piers)

Omaha, Nebraska (Building on Piers)

Special Requirements

The design of individual buildings within the “Lower” Wilson Concrete site should respond to key functional and aesthetic cues, such as prominent pedestrian ways and important public spaces. Because the hotel / conference center is located on the traffic circle, a key public space along the corridor, its primary façade should receive special architectural design treatment. This could include the use of special materials, detailing, and/or massing. Because one of the key goals of the overall plan is to create an active pedestrian environment along Fort Crook Road, storefronts will be required along certain frontages within the district, and highly encouraged in other areas. In addition, several buildings, because of their key locations, will be required to emphasize focal points, such as important corners, for enhanced architectural detailing. These are shown in the plan diagram on this page.

Dallas, Texas



Kansas City, Missouri

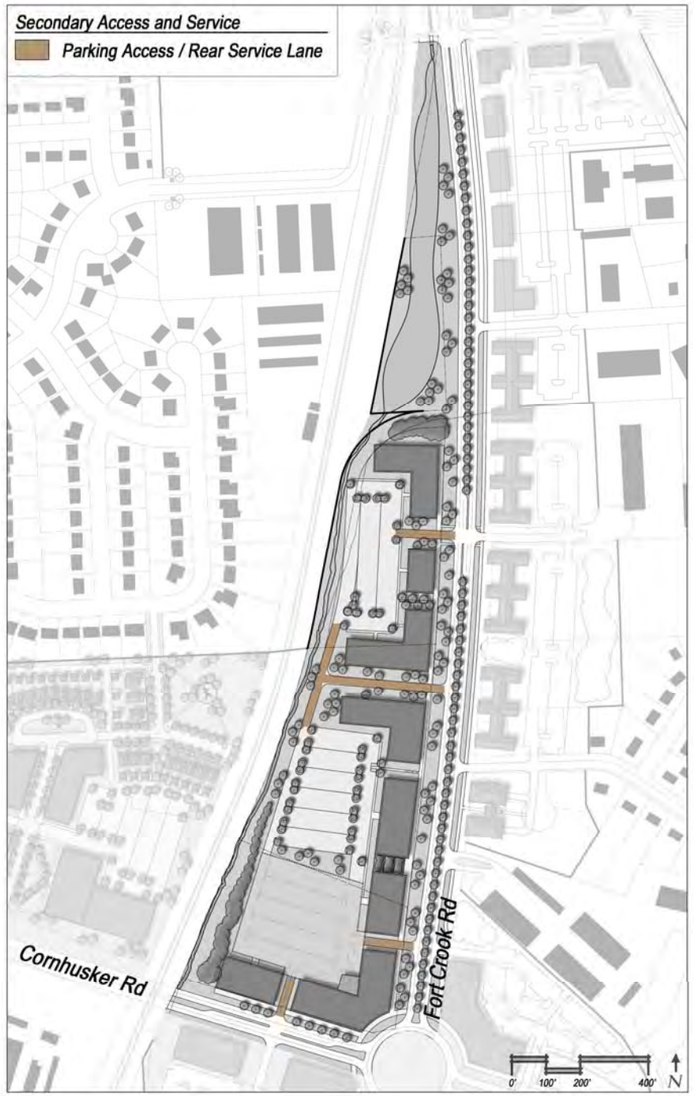
Colleyville, Texas

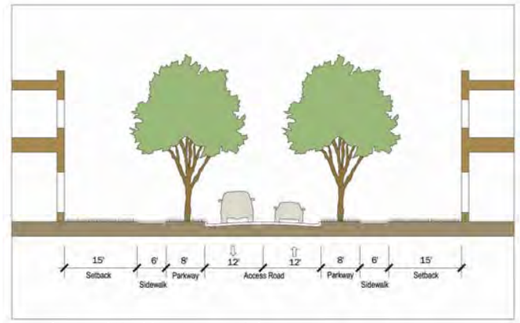
Dallas, Texas

Addison, Texas

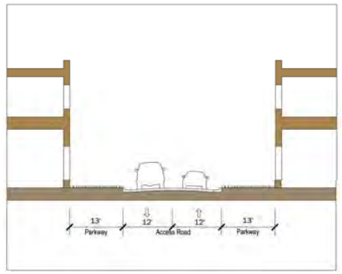
Secondary Access and Service

Secondary access and service to all buildings within the “Lower” Wilson Concrete site should be located at the rear of the buildings. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or open space.





Landscaped Parking Access Drive



Parking Access Drive

Addison, Texas

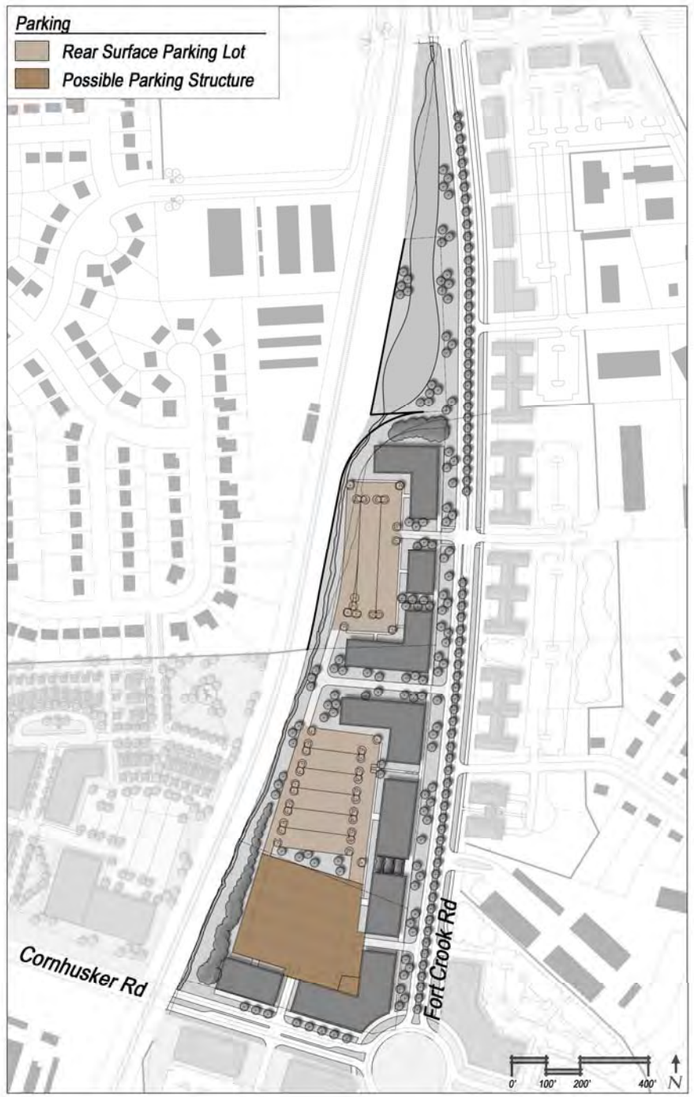
Gaithersburg, Maryland

Southlake, Texas

Addison, Texas

Parking

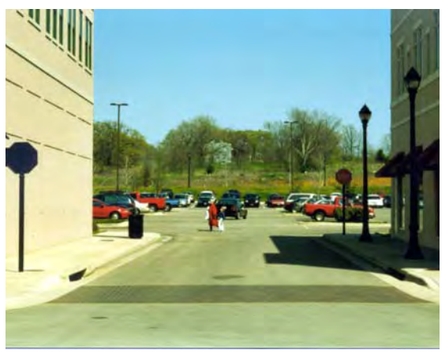
Because the "Lower" Wilson Concrete Site must accommodate a variety of user needs, ranging from hotel guests and office tenants to retail customers and residents, a substantial amount of parking must be provided within the district. A majority of the parking will be provided in the large surface parking lots that are located "in the hole" and to the rear of the buildings. These lots will be accessed from Fort Crook Road by access drives that will be located within the "breaks" in the building wall. As demand increases, a parking deck may become necessary. This deck could be located on the south end of the site, with direct access from both Fort Crook Road or Cornhusker Road. This deck will provide a rear "at-grade" parking opportunity, and could be tied directly into the hotel/conference center's functional main entrance.



Southlake, Texas

Southlake, Texas

Addison, Texas



Southlake, Texas

The Fort Crook Road Village Center

View of the Fort Crook Road Village Center looking to the southeast. Fort Crook Road is in the foreground and Harvell Drive is on the left.

The Fort Crook Road Village Center

New roundabout at the intersection of Cornhusker Road and Fort Crook Road

Mixed-use village center buildings fronting onto the roundabout

Reconstructed Fort Crook Road with parallel bicycle/pedestrian trail

Civic building on prominent location overlooking village center

Multi-family buildings within walking distance of the village center and civic campus

Civic campus centered on new quadrangle

On-street parking along mixed-use street

Surface parking located to the rear of buildings

Passive open space on steep slope

The Fort Crook Road Village Center is located at the intersection of Fort Crook Road and Cornhusker Road. The site fronts onto the proposed Fort Crook Road roundabout, and climbs the hill to the south and the east. The site is relatively undeveloped, but contains steep topography. When considered with the Lower Wilson Site, the combined development at this intersection comprises one of the key pedestrian-oriented, mixed-use nodes on the corridor.

Development of the site is oriented to the roundabout. Mixed-use buildings, with street-level retail and office and residential units above, front onto a small park and the roundabout beyond. To the south, multi-family buildings, with condos and/or apartment units, line the multi-use trail and the reconstructed Fort Crook Road. A grand staircase rises up the hill, connecting the "lower" buildings with the neighborhood above. The staircase leads directly to a grand civic building, which sits on a prominent site overlooking the development below.

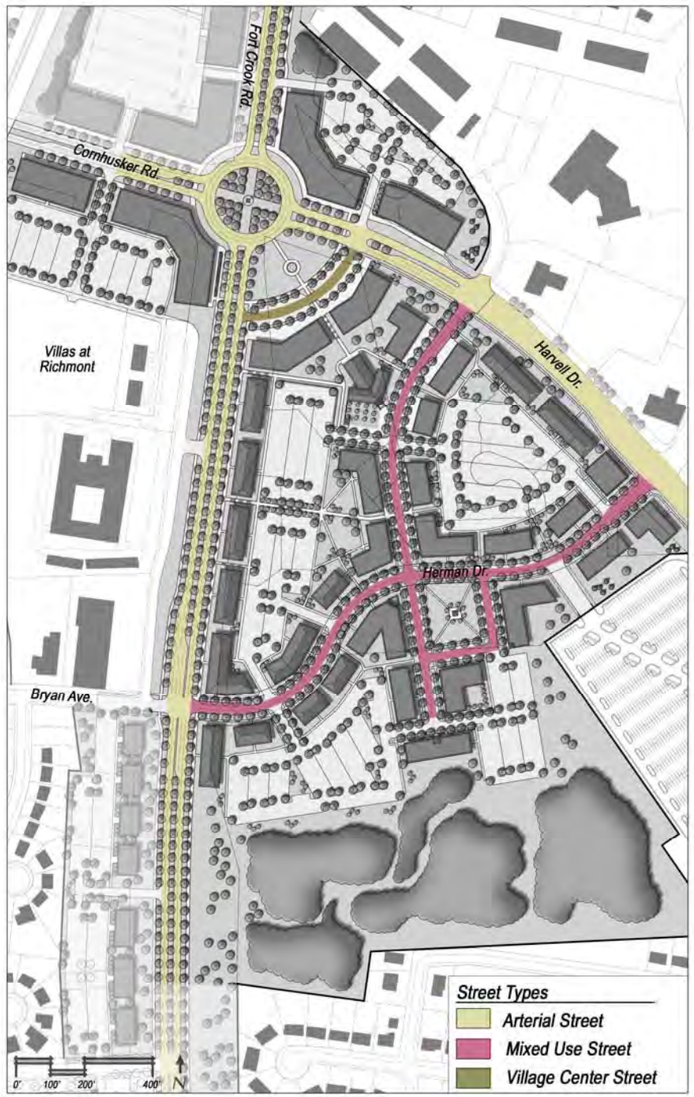
Beyond the civic building lies another pedestrian-oriented, mixed-use street. Reminiscent of a "main" street in a mountain village, this street should be lined with boutiques, small professional offices, and cafes, with residential units above. Parking is located "on-street" or in surface parking lots located behind the buildings. To the south, this street leads directly to a small civic campus that is completely integrated into the village center. Focused on a "quad," this campus could be the home to a variety of uses. However, expansion of Bellevue University, which is located immediately to the southeast, would be the most appropriate.

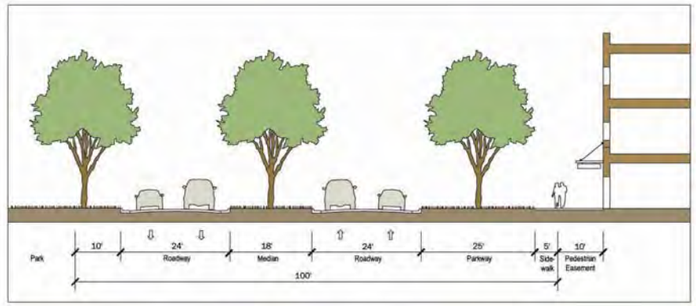
A passive open space, such as a park or arboretum, is located on the steep terrain south of the civic campus site. Apartments and condos, fronting on Herman Drive and Harvell Drive, round out development of the Fort Crook Village Center

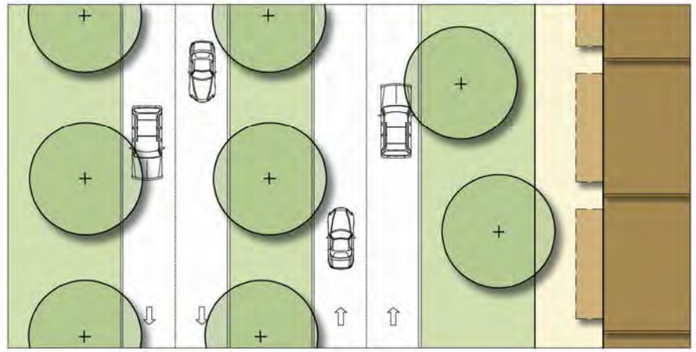
The integration of retail, office, residential, and educational uses has created some of the most unique, stimulating, and successful environments in the country. Development of a true pedestrian-oriented, mixed-use village center, similar to what is being built on the former Aksarben race track site in Omaha, could give Bellevue the competitive edge it needs to attract and retain the "best and brightest" students and companies - the ones that can choose to locate to any location in the country.

Street Types

The streets in the Fort Crook Road Village Center will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the district to the corridor and surrounding neighborhoods. The streets will range from mixed-use and village center streets to Fort Crook Road, a major tree-lined arterial street. All streets within the Village Center should provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.

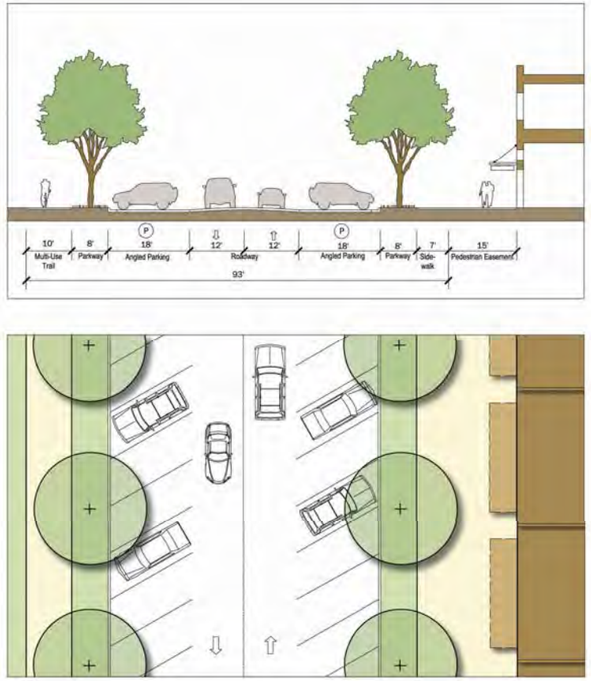




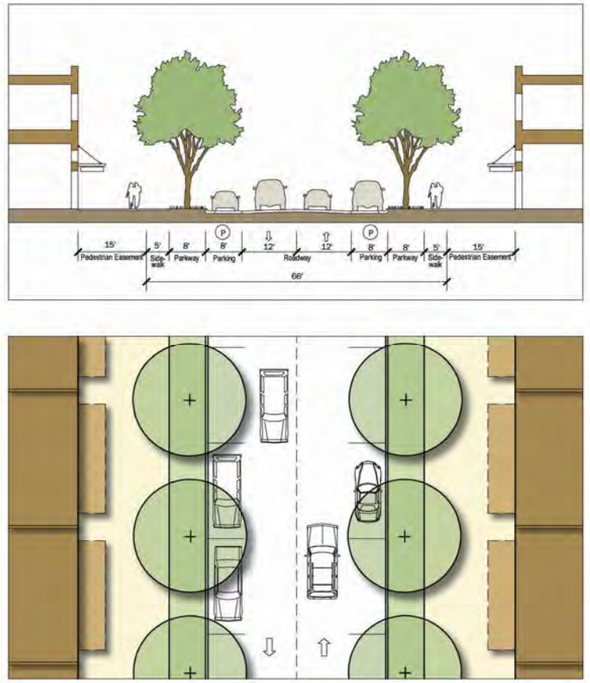


Arterial Street

Street Types



Village Center



Mixed Use

New Development Blocks

The Fort Crook Road Village Center is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. Existing streets, such as Herman Drive, help establishes the basic block structure and integrate the site into the adjacent neighborhoods. Due to the severe topography of the site, blocks in this sub-area are significantly larger than the blocks in other sub-areas. Where possible, mid-block walkways reduce the distance and/or provide shortcuts for pedestrians.

Rendering showing the new roundabout created at the intersection of Fort Crook Road and Harvell Drive. Mixed-use buildings front along a public greenspace, while Fort Crook Road is lined with multi-family residential units. The top of the image shows a quadrangle surrounded by academic buildings for Bellevue University.

Parks, Open Spaces, and Trails

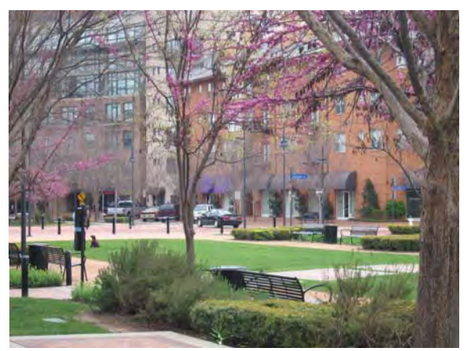
The Fort Crook Village Center includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point for the village center is the small park that fronts onto the roundabout. This park opens up views to the mixed-use buildings beyond, and is designed to be an active space suitable for community events. A secondary focal point is located on the south side of the village center. This space, known as the "quad," is designed to be the center of activity for the civic campus. South of the civic campus is a steep wooded hillside. Because of its topography and poor access, this site would be appropriate for a passive open space, such as a park or an arboretum.

Fort Crook Road and the neighborhood's mixed-use streets are the primary connection between the village center and the and the adjacent neighborhoods. As such, the streets are designed as "green streets" with wide sidewalks, pedestrian accommodations, and appropriate landscaping.

The Fort Crook Road trail runs north–south and parallel to the east side of Fort Crook Road in the village center. In addition, a segment veers off at the roundabout and follows Harvell Drive to the southeast. This trail is an amenity for adjacent uses, and provides direct access to the regional trail network.

Southlake, Texas

Omaha, Nebraska



Addison, Texas

Land Uses

The Fort Crook Village Center is a complete mixed-use district, and will contain a variety of uses, including retail, office, residential, civic and open space uses. Mixed-use buildings in the core of the district will have ground floor retail with office and residential uses above. Civic buildings will typically be single use structures. Parking lots will be located on the interior of blocks, and residential uses will transition into the adjacent neighborhoods. Village center parks and open spaces will be the focal points for their respective neighborhoods.

Minneapolis, Minnesota

Blaine, Minnesota

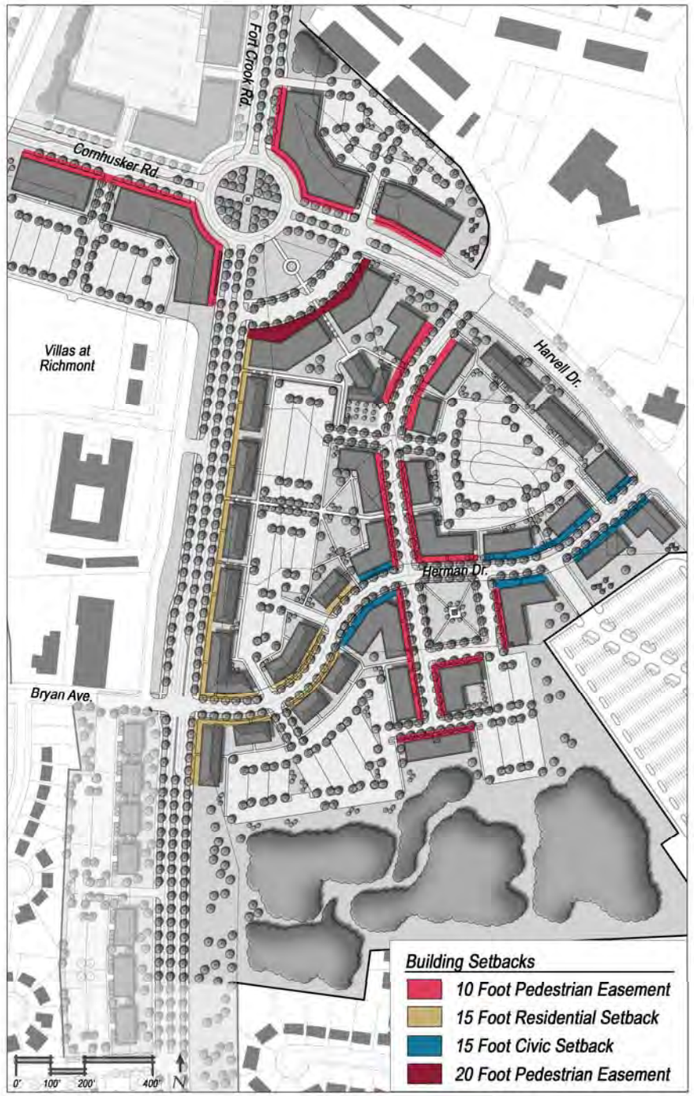
Boise, Idaho

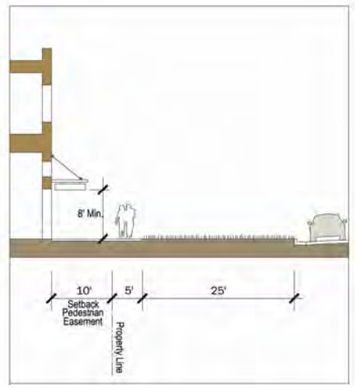
Building Setbacks

Buildings within the Fort Crook Village Center will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. The mixed-use buildings that front onto the small park by the roundabout (the 100% corner) will contain restaurants and retail space on their main level. In order to provide ample room for outdoor dining, these buildings will have a 30 foot pedestrian easement. When combined with the sidewalk, 40 feet of space will be available in the pedestrian realm.

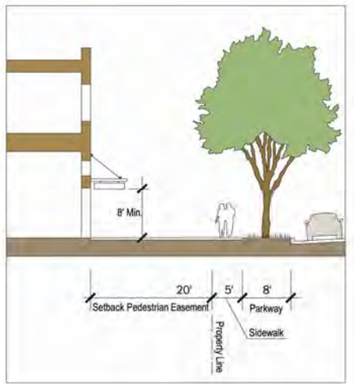
Buildings that front along mixed-use streets will have 10 foot setbacks. These setbacks, to be used in conjunction with the required wide sidewalks, will create a generous pedestrian realm and provide opportunities for outdoor dining and other similar activities. Buildings along residential streets will have 15 foot setbacks to accommodate shallow front yards and porches. Buildings within the civic campus will also be required to be set back 15 feet. This will allow ample room for urban campus style landscaping.

Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.

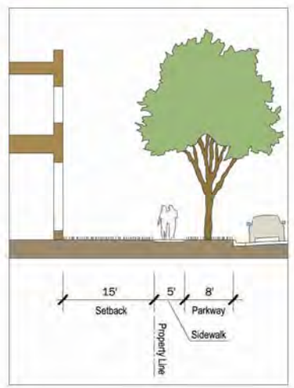




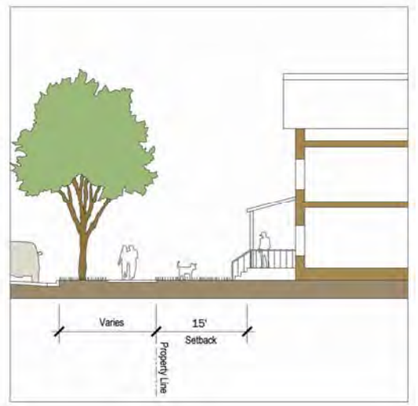
10 Foot Pedestrian Easement



20 Foot Pedestrian Easement



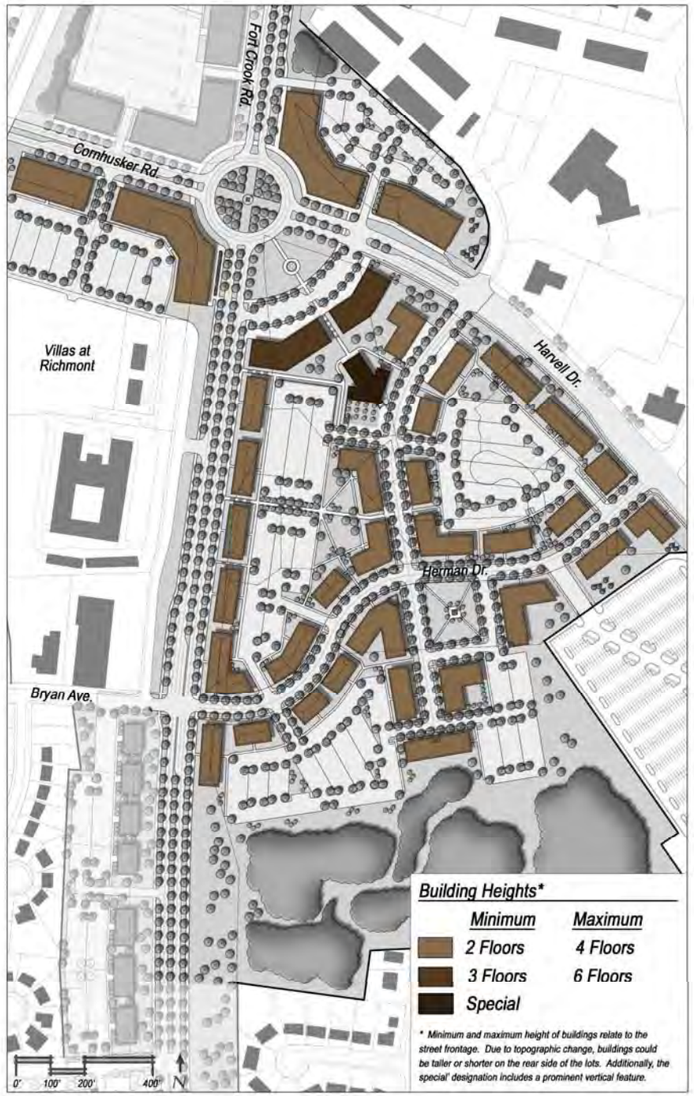
15 Foot Civic Setback



15 Foot Residential Setback

Building Heights

Buildings within the Fort Crook Village Center will have a range of heights. Because of their prominent location, the mixed use buildings fronting onto the small park by the roundabout must be between 3 and 6 stories in height. The remaining buildings within the village center must be between 2 and 4 stories in height. The one exception is the prominent civic building at the head of the grand staircase, which could be taller. Because of its unique nature, key design elements could be taller than 6 stories in height. In order to ensure compatibility with the district, design review of this building will be required.



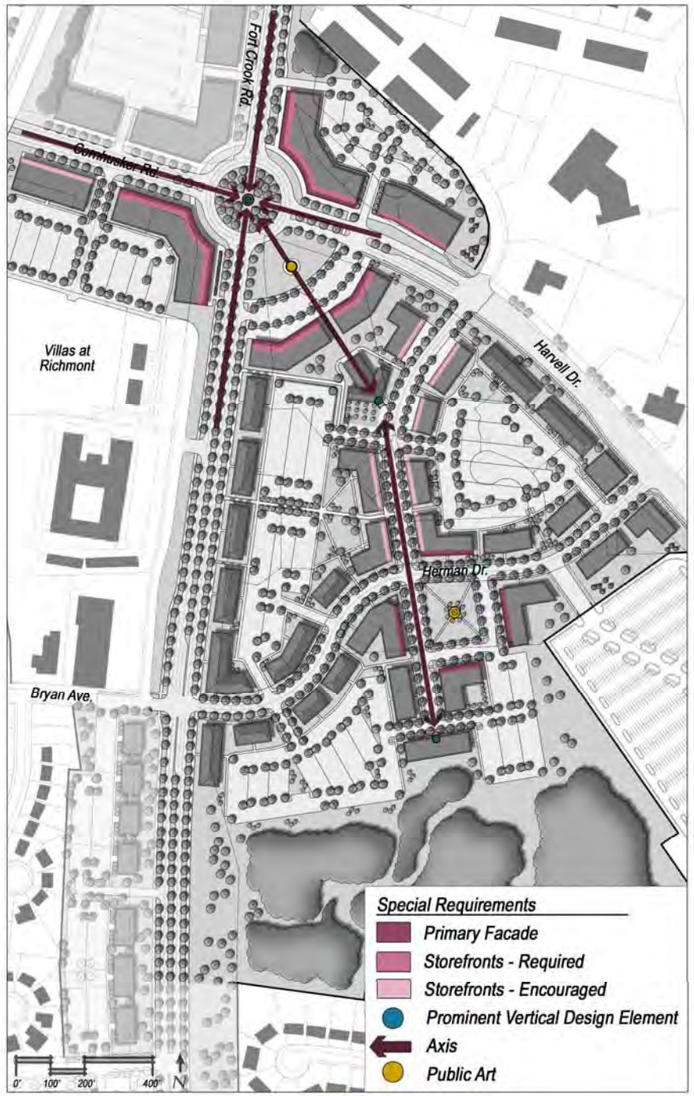
Denver, Colorado

Falcon Heights, Minnesota

Charleston, South Carolina

Special Requirements

The design of individual buildings within the Fort Crook Village Center should respond to key functional and aesthetic cues, such as prominent view corridors, open spaces, and terminated vistas. The mixed-use buildings in the village center should be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, will activate the public realm and help establish the area as a "people place." Because of the importance of active streets, village center storefronts are required on key streets and encouraged along others, as designated. Buildings that front on the small park and quad will be highly visible from those spaces and approaching streets. As a result, they should receive special architectural attention, such as façade enhancements and important corner detailing. Several important vistas in the Fort Crook Village Center should be terminated by enhanced façades, special architectural detailing, and/or public art.



Fort Walton Beach, Florida

Denver, Colorado

Omaha, Nebraska

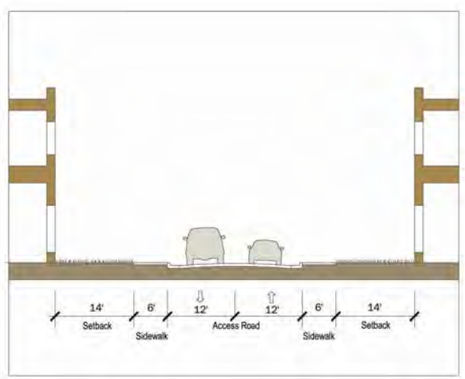
Secondary Access and Service

Secondary access and service to all buildings within the Fort Crook Village Center should be located at the rear of the building. Residential parking will be accessed from alleys or service lanes. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space.

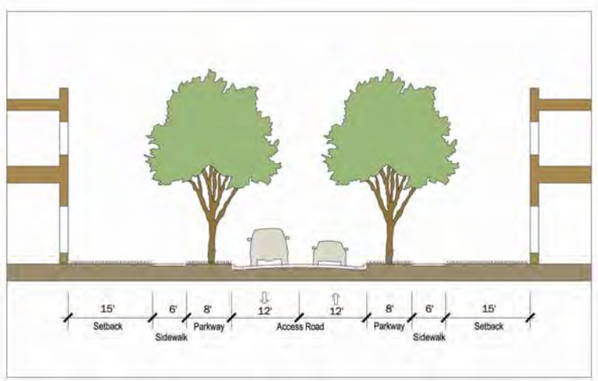
Falcon Heights, Minnesota

Southlake, Texas

Southlake, Texas



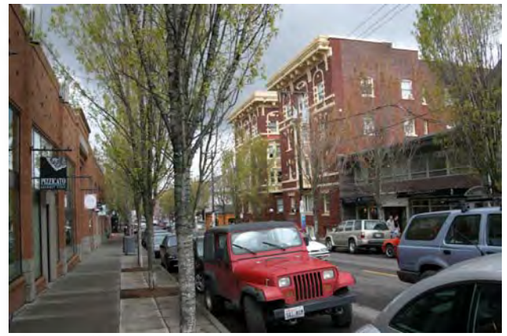
24 Foot Access Lane



24 Foot Access Lane

Parking

Because the Fort Crook Village Center must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by "on-street" parallel parking stalls. Overflow customer parking, student parking, and employee parking (long-term users) is accommodated in surface lots which are located on the interior of blocks and accessible by service lanes. These lots should not be visible from major public streets, but they should be easily accessible by pedestrians. All residential buildings will have dedicated parking for their residents and guests, and will be located off-street, either in small surface lots or garages.

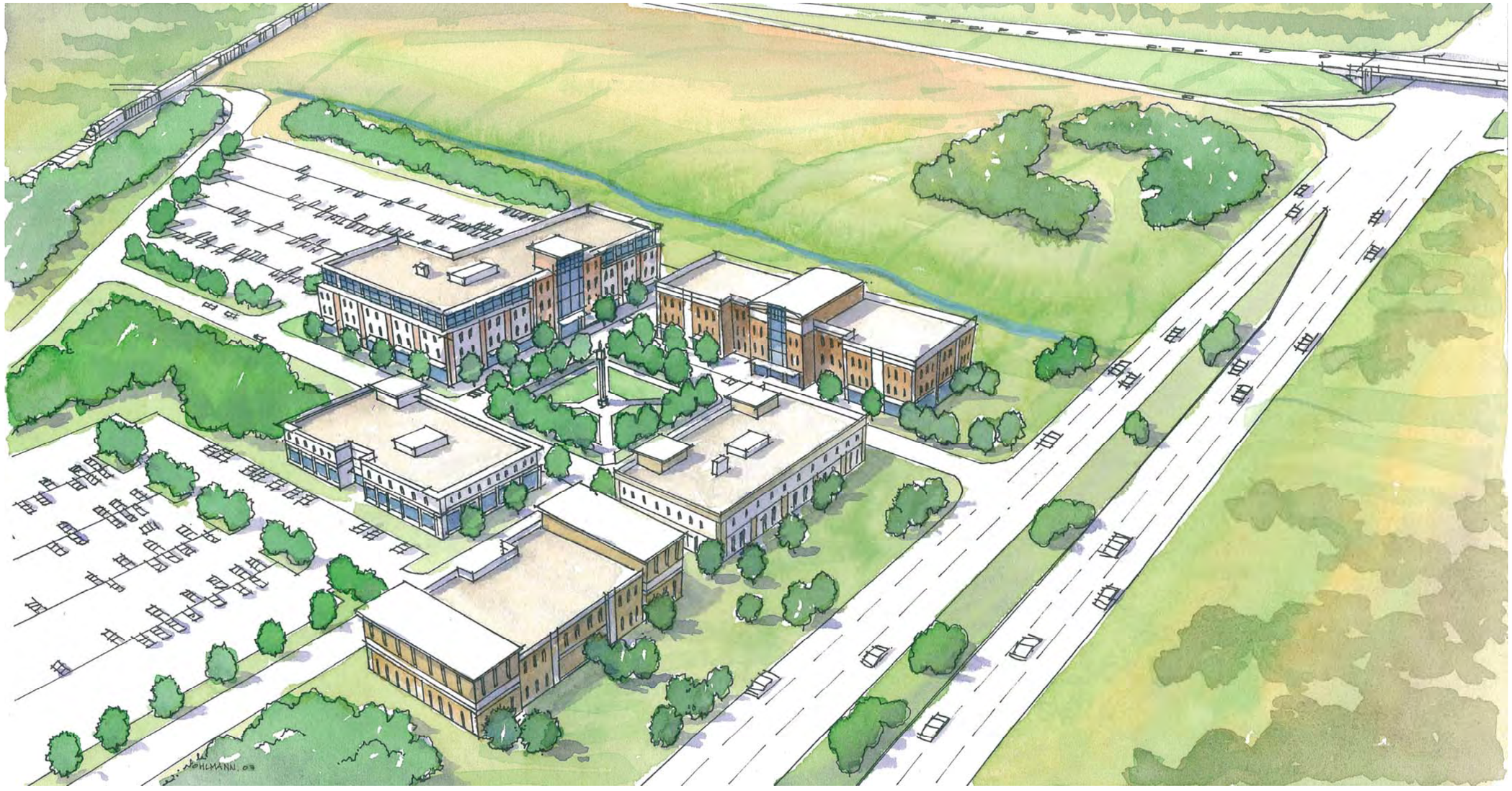


Portland, Oregon

Blaine, Minnesota

Ashland, Nebraska

The 370 Technology District



View of an office and technology campus at the southwest corner of Fort Crook Road and Highway 370. View is looking to the northwest from above the Offutt main gate.

The 370 Technology District

Reconstructed Fort Crook Road and parallel trail

Buildings suitable for small office/ technology uses

Campus for large phased office/ technology use

Buildings suitable for mid-sized office/technology uses

Transition between existing and reconstructed Fort Crook Road sections

Existing Fort Crook Road section

Office/Technology campus development outside Offutt's main gate

The 370 Technology District is located along Fort Crook Road between Cornhusker Road and the main gate of Offutt Air Force Base. This section contains a variety of uses, some of which are marginal in nature or that are not the "highest and best use" for this key location along the corridor. In order to take advantage of the corridor's proximity to Offutt Air Force Base and address a niche within the market, this segment of the corridor should redevelop with office and technology uses. The goal is not to push out existing uses, but to show how, over time, existing parcels can be repositioned to address the need of new office and technology space.

Fort Crook Road will be reconstructed between Cornhusker Road and Arboretum Drive. As in the segments to the north, the road will be reduced from 6 lanes to 4 lanes, the median will be reduced to 15 feet, and the roadway will be shifted to the west within the existing right-of-way. This will free up new land on the east side of the road and allow construction of the Fort Crook Road bicycle/pedestrian trail.

Between Greensboro Avenue and Arboretum Drive, Fort Crook Road will transition back to its original section, which will be maintained from this point south to the Kennedy Freeway interchange. Reconstruction of this southern segment of Fort Crook Road is not feasible due to the limited redevelopment opportunities that exist south of Highway 370 and the expense involved in retrofitting the Fort Crook Road/Highway 370 single point interchange.

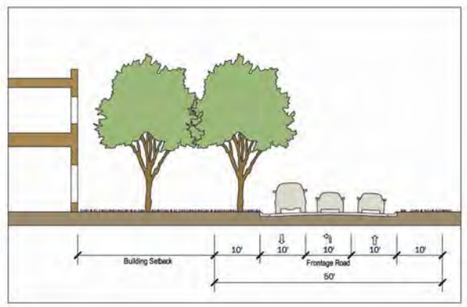
The 370 Technology District sub-area plan identifies several locations for new office/technology buildings. These buildings are shown in a variety of sizes and configurations, suitable for small, mid-sized, and large office/technology uses. These sites should be master planned, with the buildings fronting onto Fort Crook Road and the parking lots located to the rear or side of the buildings.

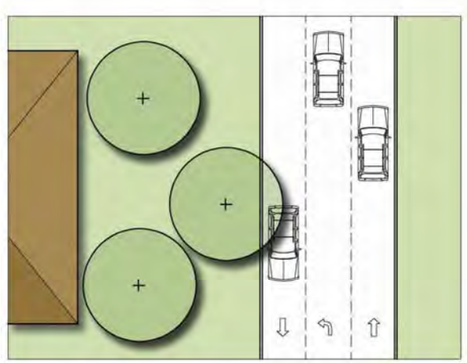
Another example is the office/technology campus development shown directly to the west of Offutt's main gate. This development, which contains a hotel in addition to the aforementioned uses, is designed around a central green with on-street parking and large surface parking lots located to the rear of the buildings. The buildings are positioned outside the "clear" zone, while the surface parking lots are located within it.

The key point of the 370 Technology District is that existing parcels of land along this segment of the corridor can be repositioned, over time, to satisfy current and future demand for new office and technology space.

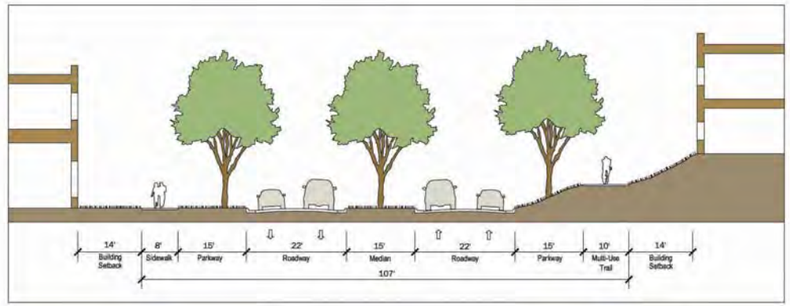
Street Types

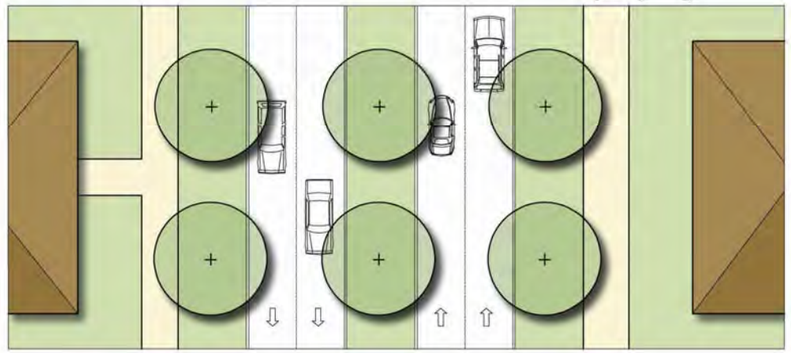
The streets in 370 Technology District will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding neighborhoods. The streets will vary from a tree-lined Fort Crook Road, which will be designed as an arterial street, to collector roads, frontage roads, and residential streets. Streets may provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.





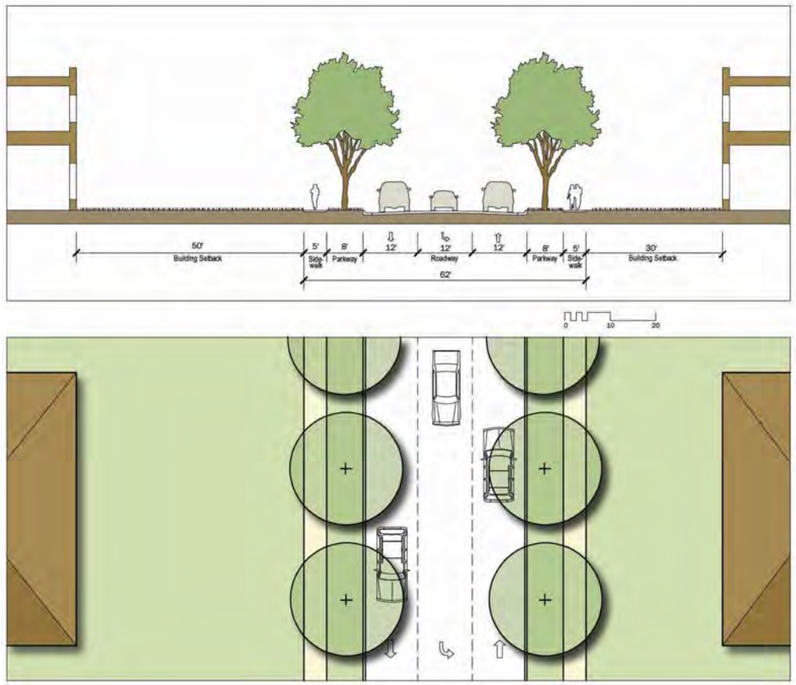
Frontage Road





Arterial Street

Street Types

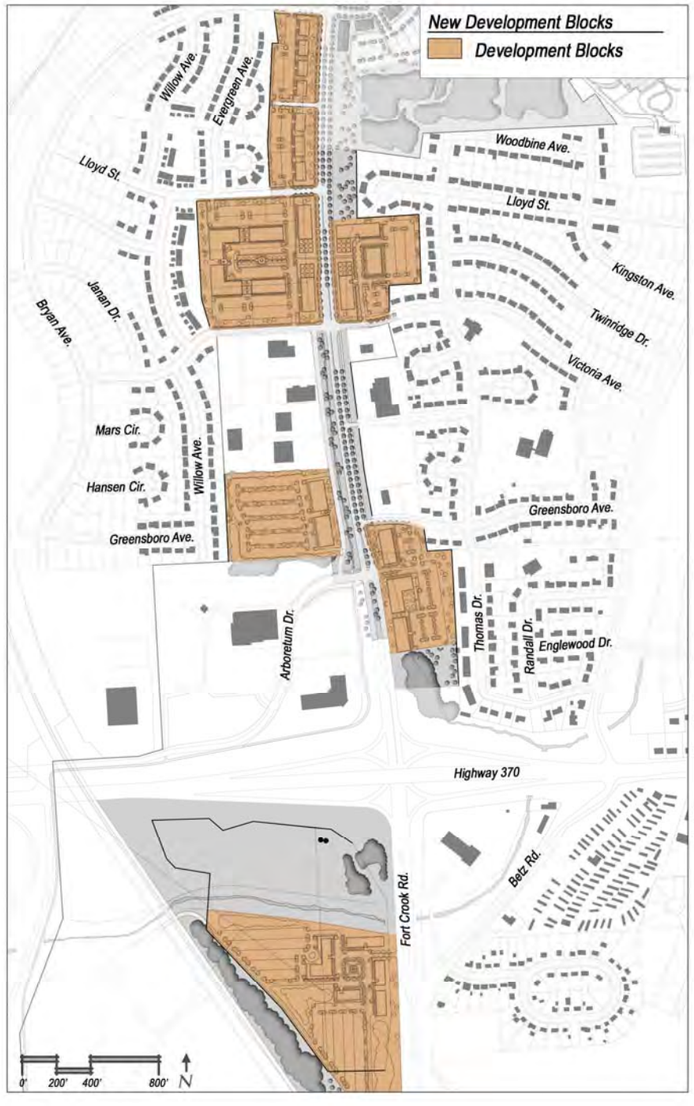


Local Street

Parking Lot Access

New Development Blocks

The 370 Technology District is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. The extension of existing neighborhood streets to the Fort Crook Road corridor establishes the basic block structure and helps integrate the site into the adjacent neighborhood. Most blocks in the neighborhood are similar in size and function.



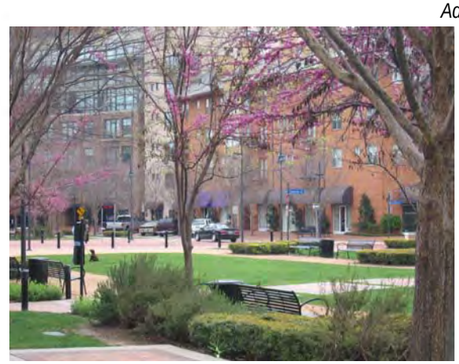
Rendering showing the potential development of the property due west of the gate to Offutt Air Force Base. Office buildings and a potential hotel are arranged around a town square, while remaining outside of the "clear" zone for the Offutt runways.

Parks, Open Spaces, and Trails

The 370 Technology District includes a variety of open space features. These spaces vary in scale, function, and design. The district has two primary focal points – the civic space created by two "book-end" office campuses flanking Fort Crook Road and the civic square that is the center of the office/technology campus located across from Offutt's main entrance. In addition, Fort Crook Road is designed as a "green street," with pedestrian accommodations and appropriate landscaping. The multi-use trail runs on the east side of the road and parallel to it. This trail is an amenity for adjacent uses, and provides direct access to the regional trail network.


Arlington, Virginia


Addison, Texas


Addison, Texas

Land Uses

The 370 Technology District contains a variety of existing uses. These uses will transition over time, and be replaced with new office and technology uses. These uses should be located at choice locations along the corridor. As new projects come "on-line," they should be integrated with open space amenities and other necessary uses, such as retail and hospitality uses.

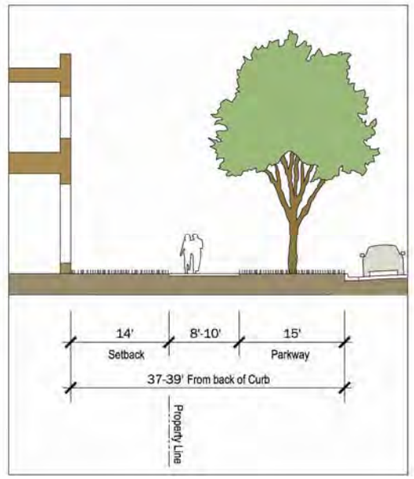
La Vista, Nebraska

Omaha, Nebraska

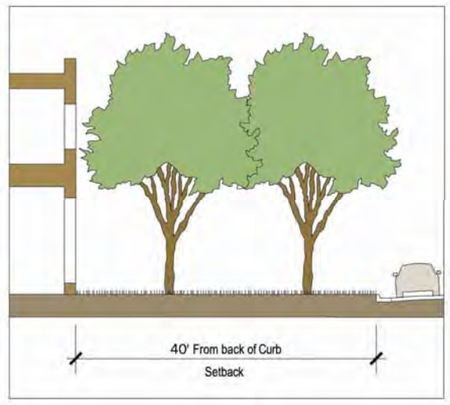
Fort Worth, Texas

Building Setbacks

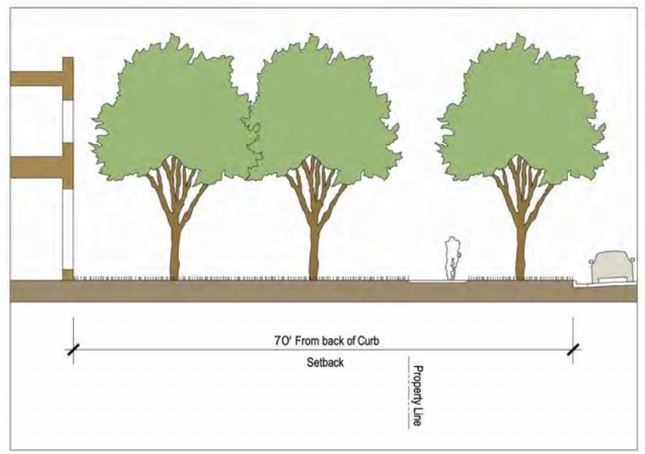
Buildings within the 370 Technology District will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings setbacks will range from 14 feet to 70 feet, depending on location. The goal is to ensure that new buildings front onto Fort Crook Road and have ample front yards for appropriate landscaping.



14 Foot Setback



40 Foot Setback



70 Foot Setback

Building Heights

Buildings within the 370 Technology District will have a range of heights. However, no buildings should be taller than 4 stories in height. The small office/technology buildings at the north end of the district should be 1 to 4 stories in height, while the others should be 2 to 4 stories in height. Small variances in building height are encouraged on any given block face.

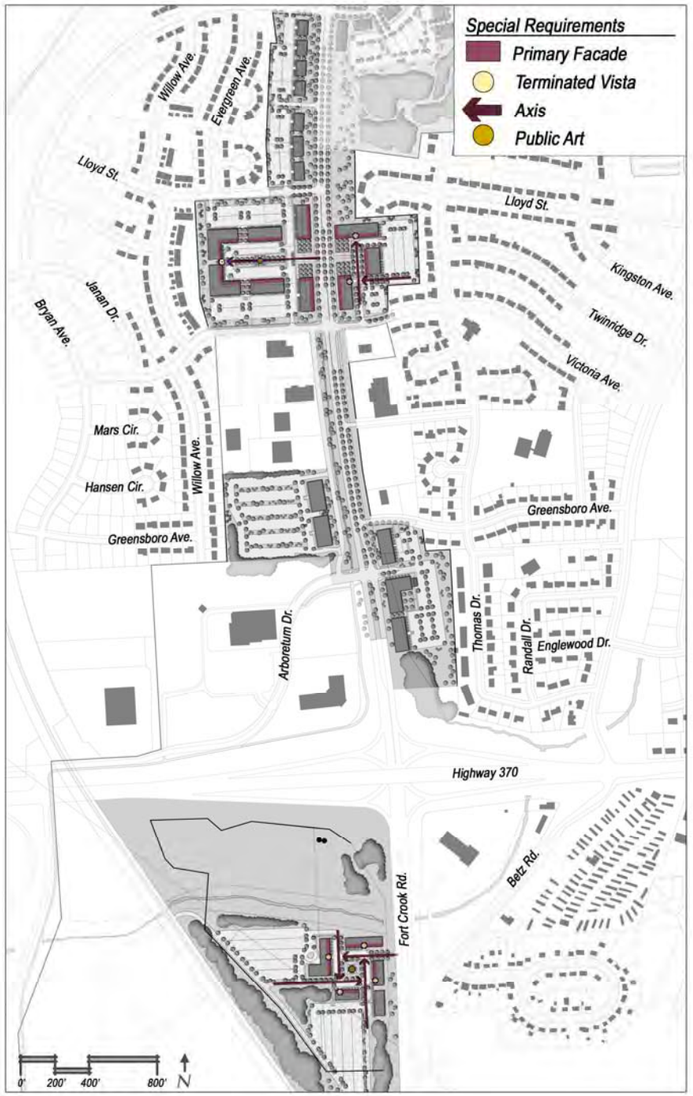
La Vista, Nebraska

Sugar Land, Texas

Southlake, Texas

Special Requirements

The design of individual buildings within the 370 Technology District should respond to key functional and aesthetic cues, such as prominent view corridors, open spaces, and terminated vistas. Buildings that front onto civic spaces or squares are highly visible from those spaces and approaching streets. As a result, they should receive special architectural attention, such as façade enhancements and important corner detailing. Key vistas in the district should be terminated by enhanced facades, special architectural detailing, and/ or public art.



Rosemary Beach, Florida

Sugar Land, Texas

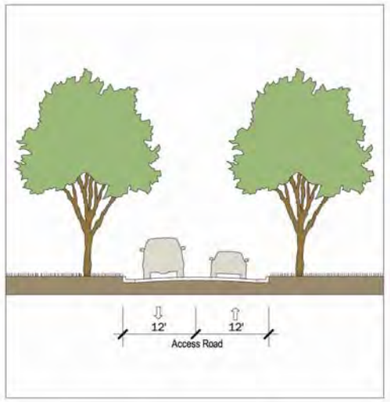
Sugar Land, Texas

Secondary Access and Service

Secondary access and service to all buildings within the 370 Technology District should be located at the rear of the building. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space.

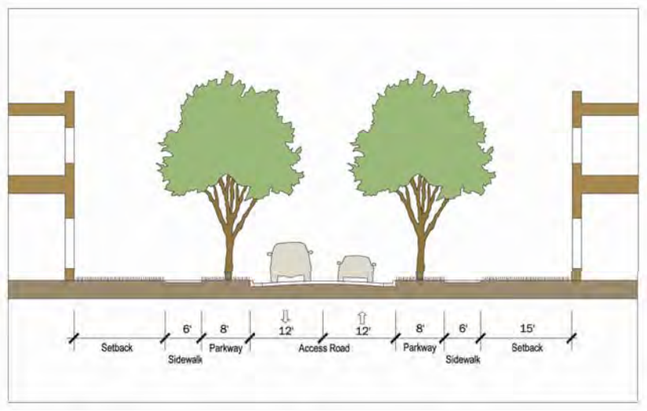
Gaithersburg, Maryland

Falcon Heights, Minnesota



24 Foot Access Lane

Southlake, Texas



24 Foot Access Lane

Parking

Because the 370 Technology District must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by “on-street” parallel parking stalls. Overflow customer parking and employee parking (long-term users) is accommodated in surface lots which are located on the interior of blocks and accessible by service lanes. These lots should not be visible from major public streets, but they should be easily accessible by pedestrians.

Falcon Heights, Minnesota

La Vista, Nebraska

Blaine, Minnesota

The Offutt Row Office and Technology District

View of Offutt Row looking west from above Offutt Air Force Base. Fort Crook Road is in the foreground and Schilling Drive is in the background.

The Offutt Row Office and Technology District

The Offutt Row Office and Technology District is located on the west side of Fort Crook Road, immediately to the north of Capehart Road and west of Offutt Air Force Base. This area contains many "marginal" uses, and was repeatedly identified during the study as a segment of the corridor that is in need of immediate redevelopment. With its close proximity to the base and its deteriorated appearance, a concerted effort should be made to redevelop this area. Redevelopment efforts should focus on new office and technology uses, as well as more utilitarian uses, such as a gas station.

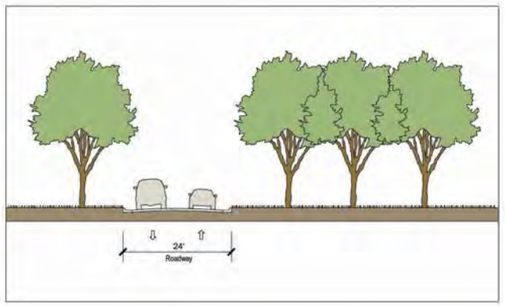
New office and technology uses should front directly onto Fort Crook Road. They should have well landscaped front yards, with surface parking lots located to the rear of the buildings. This configuration will improve the aesthetics of the corridor, while maintaining its functionality, and close proximity to the base.

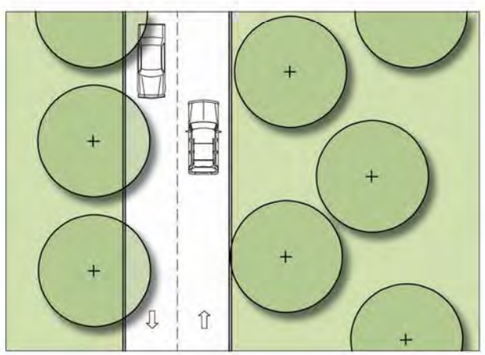
New office and technology buildings should be provided in a variety of sizes, making them suitable for small, medium, and large employers. This flexibility will allow the market to address changing demand, and help position the corridor for long term success.

Utilitarian structures are also necessary along the corridor. In this case, a "gas-backwards" prototype gas station is shown at the intersection of Schilling Drive and Fort Crook Road. This gas station, with its convenience store fronting the intersection and the gas pumps located to the rear, has improved aesthetic value and is a design that is winning favor in other parts of the country.

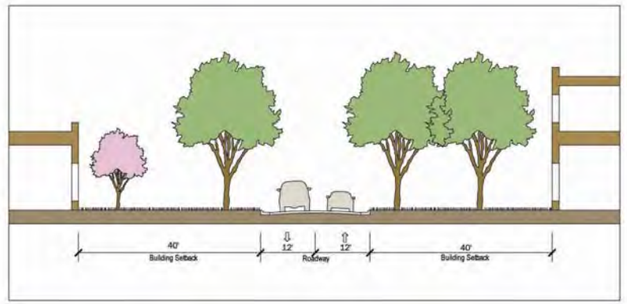
Street Types

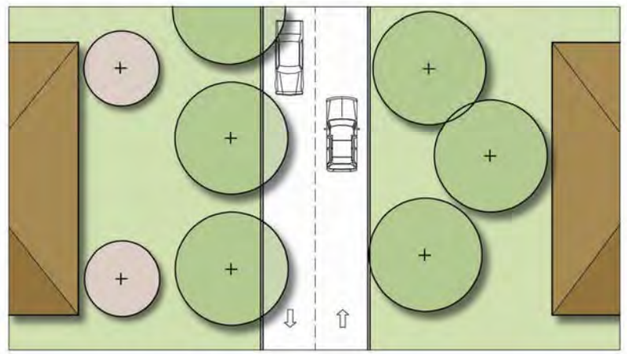
The streets in Offutt Row Office and Technology District will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding areas. The streets, which consist of a collector street and a local street, will be well landscaped and act as a front door for the new office and technology uses.





Local Street





Collector Street

New Development Blocks

The Offutt Row Office and Technology District is divided into several development blocks that are scaled to increase pedestrian activity and accommodate a mixture of uses and building types. Local access and the extension of Schilling Drive establishes the basic block structure and helps integrate the site into the adjacent areas. Most blocks in the neighborhood are similar in size and function.

Rendering showing an arrangement of various sizes of office complexes able to accommodate both small to large businesses. A wide landscape buffer separates the buildings from Fort Crook Road.

Parks, Open Spaces, and Trails

The Offutt Row Office and Technology District is rather limited in terms of open spaces features. The district has only one unique feature – the required landscaped front yard of the office and technology buildings that line Fort Crook Road. Done appropriately, building placement and landscaping should drastically improve the appearance of this segment of the corridor.

Sugar Land, Texas

Land Uses

The Offutt Row Office and Technology District contains a variety of existing uses, including an OPPD substation. With the exception of the substation, these uses will transition over time. Redevelopment efforts in this area will focus on developing new office, technology, and utilitarian uses, such as a gas station.

Rockville, Maryland

La Vista, Nebraska

Omaha, Nebraska

Building Heights

Buildings within the Offutt Row Office and Technology District will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings setbacks will range from 20 feet to 50 feet, depending on location. The goal is to ensure that new buildings front onto Fort Crook Road and have ample front yards for appropriate landscaping.

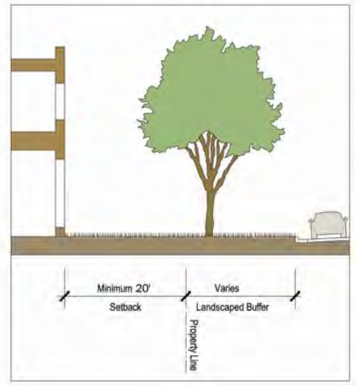
Southlake, Texas

La Vista, Nebraska

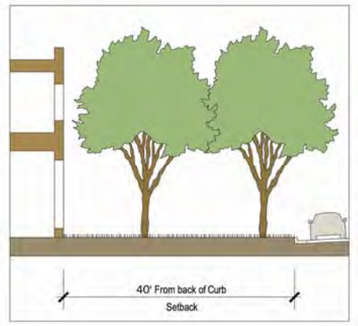
Fort Worth, Texas

Building Setbacks

Buildings within the Offutt Row Office and Technology District will have a range of allowable heights. However, no buildings should be taller than 6 stories in height. Small variances in building height are encouraged on any given block face.



20 Foot Minimum Setback



40 Foot Setback

Rosemary Beach, Florida

Saint Paul, Minnesota

Saint Louis, Missouri

Special Requirements

The design of individual buildings within the Offutt Row Office and Technology District should respond to key functional and aesthetic cues, such as prominent view corridors and open spaces. The office and technology buildings that front onto Fort Crook are highly visible from the street. As a result, they should receive special architectural attention, such as façade enhancements and important corner detailing.

Sugar Land, Texas

La Vista, Nebraska

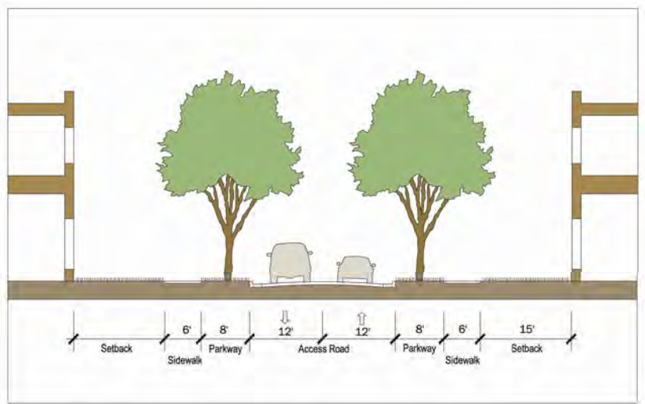
Secondary Access and Service

Secondary access and service to all buildings within the Offutt Row Office and Technology District should be located at the rear of the building. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space.

Addison, Texas

Gaithersburg, Maryland

Southlake, Texas



24 Foot Access Lane

Parking

Because the Offutt Row Office and Technology District must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by designated visitor parking areas within the surface parking lots. Employee parking (long-term users) is accommodated in surface lots which are located on the interior of blocks and accessible by service lanes. These lots should not be visible from major public streets, but they should be easily accessible by pedestrians.

La Vista, Nebraska

Omaha, Nebraska

Falcon Heights, Minnesota

Fairview Commons

View of the Fairview Commons traditional neighborhood, looking to the southwest. Fort Cook Road is in the foreground and the Kennedy Freeway lies beyond the neighborhood.

Fairview Commons

Cottage housing with alley access

Trail and greenway buffering neighborhood from the highway

Village green programmed with art fairs, farmers markets, etc.

Pedestrian-oriented, mixed-use neighborhood center with street-level retail and upper level office and residential uses

On-street parking with overflow parking located to the rear of buildings.

Multi-family units fronting onto neighborhood street

Townhouses within easy walking distance of the neighborhood center

Estate housing fronting onto neighborhood park

Fairview Commons is located north of Fairview Road, between Fort Crook Road and the Kennedy Freeway. The site is currently used for crop production, and will be reduced in size with the reconstruction of the Kennedy Freeway/Fort Crook Road interchange. Access to the site will be via two intersections off of Fort Crook Road.

The site is designed as a pedestrian-oriented, mixed-use neighborhood. It is developed with an interconnected street grid, and is centered on the neighborhood center. The neighborhood center contains a village green that acts as a focal point for community and neighborhood events. Buildings on the north side of the village green are mixed-use in nature, with street level retail and upper level office and residential uses. Buildings on the south side of the village green are multi-family structures, with apartments and condo units. Parking is provided on the streets as well as in surface parking lots located to the rear of the neighborhood center buildings.

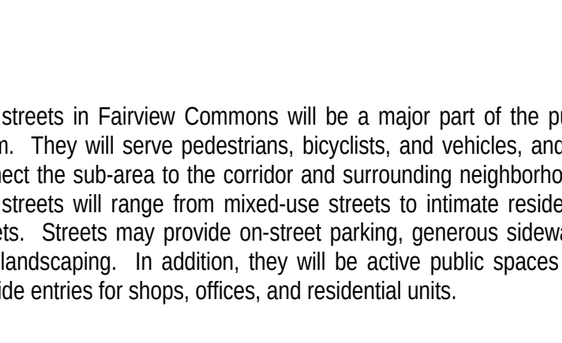
Townhouses line the neighborhood's principal street south of the neighborhood center. These units front onto the street with small stoops, and have garage access off of rear alleys. Farther to the south, large estate homes front onto a neighborhood park. These homes have large lots that back up to a walking trail and greenway that surrounds the neighborhood. The greenway is not just an amenity, but also functions as a heavily landscaped buffer that shelters the neighborhood from the adjacent roadways.

The neighborhood located to the north of the neighborhood center consists of single-family cottages. These cottages have small front yards, wrap-around porches, and garages accessed from rear alleys. Several of these units front onto a small park that is located in the median of the neighborhood's primary street.

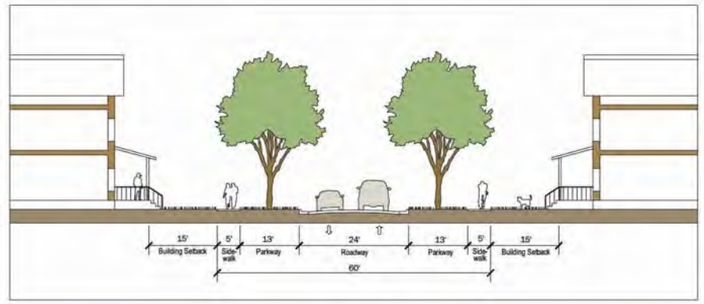
With the exception of some older Bellevue neighborhoods that were developed before 1940, Fairview Commons will be unique within the market. It is designed with a mix of housing typologies that results in a variety price points, compared to the single price point that characterizes most new suburban subdivisions. In addition, it will truly be a neighborhood where a person could live, work, shop, and play, all within walking distance.

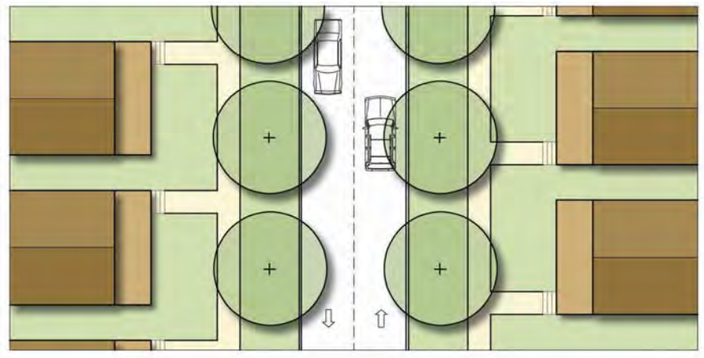
Street Types

The streets in Fairview Commons will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding neighborhoods. The streets will range from mixed-use streets to intimate residential streets. Streets may provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.



Mixed Use Street





Residential Street

Orlando, Florida

Southlake, Texas

New Development Blocks

The streets in Fairview Commons will be a major part of the public realm. They will serve pedestrians, bicyclists, and vehicles, and will connect the sub-area to the corridor and surrounding neighborhoods. The streets will range from mixed-use streets to intimate residential streets. Streets may provide on-street parking, generous sidewalks, and landscaping. In addition, they will be active public spaces that provide entries for shops, offices, and residential units.

Rendering showing the development of a pedestrian-oriented, mixed-use neighborhood. Housing units range from townhomes, condos, and apartments, to large single-family units. A village green is surrounded by several mixed-use buildings where residents can walk to and congregate.

Parks, Open Spaces, and Trails

Fairview Commons includes a variety of parks and open spaces. These public spaces vary in scale, function, and design. The focal point is the neighborhood green located in the heart of the neighborhood center. This green acts as the focal point for this mixed-use node and adjacent neighborhoods, and is designed as an active, programmable space that will draw residents and visitors alike.

The neighborhood's primary north-south street is the primary link within the neighborhood, connecting the bookend neighborhood parks through the neighborhood center and green. As such, the street is designed as a "green street," with wide sidewalks, pedestrian accommodations, and appropriate landscaping.

Significant open space and landscaping is provided on the periphery of the neighborhood. Combined with the trail that encircles the neighborhood, this open space functions as an amenity and as a buffer between the neighborhood and adjacent roadways.

Grayslake, Illinois

Portland, Oregon

Grayslake, Illinois

Orlando, Florida

Addison, Texas

Land Uses

Fairview Commons will be a mixed-use district, with retail, office, and residential uses. Retail, office, and multi-family uses will be located in mixed-use buildings surrounding the neighborhood green. Residential uses, primarily townhouses and single-family detached units, will be located to the north and south of the neighborhood center.

Longmont, Colorado

Dallas, Texas

Portland, Oregon

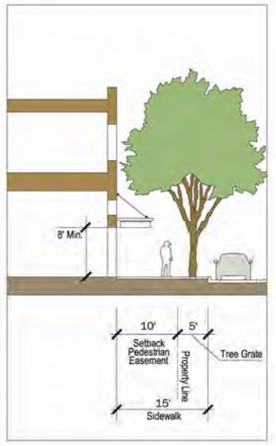
Omaha, Nebraska

Saint Charles, Missouri

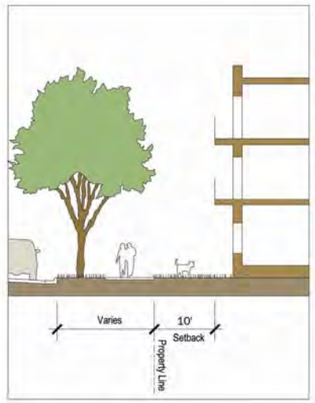
Building Setbacks

Buildings within Fairview Commons will have designated setback requirements. These requirements, combined with the other guidelines in this section, will help ensure a strong urban wall and a high quality public realm. Buildings along mixed-use streets will have 10 foot easements. These easements, to be used in conjunction with the required sidewalk, will create a generous pedestrian realm and provide opportunities for outdoor dining and other similar activities. Buildings along residential blocks will be set back 10 to 15 feet, depending on location. These setbacks will allow for front yards, stoops, and porches.

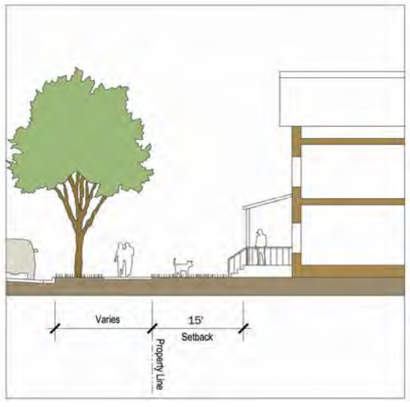
Seventy-five percent (75%) of the linear footage of the setback zones should be occupied by buildings. This will help ensure a strong urban wall along the street. The remaining 25% of the linear footage of the setback zone will provide design flexibility for the façade, and can be utilized for pedestrian entrances, gardens, courts, or plazas.



10 Foot Pedestrian Easement



10 Foot Setback

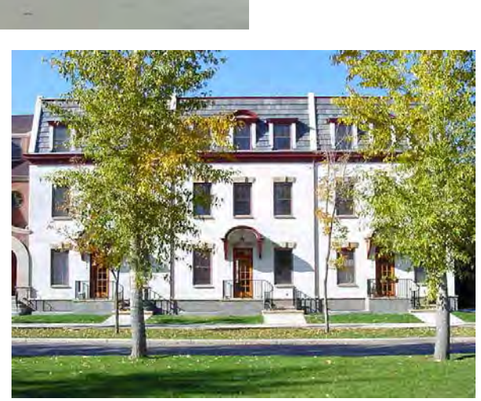


15 Foot Residential Setback

Building Heights

Buildings within Fairview Commons will have a range of heights. All buildings must be between 2 and 4 stories in height. Mixed-use buildings fronting onto the village green should range from 2 to 4 stories. Multi-family buildings should range from 2 to 3 stories in height, and single-family homes should be 2 stories in height. Small variances in building height are encouraged on any given block face.

Orlando, Florida



Longmont, Colorado

Omaha, Nebraska

Special Requirements

The design of individual buildings within Fairview Commons should respond to key functional and aesthetic cues, such as prominent view corridors, open spaces, and terminated vistas. The mixed-use buildings in the neighborhood center should be lined by retail storefronts. These storefronts, designed to open up to the sidewalk, will activate the public realm and help establish the area as a "people place." As such, mixed-use buildings that front onto the village green are required to have storefronts. These same buildings are highly visible from the green and approaching streets. As a result, village green fronting buildings should receive special architectural attention, such as façade enhancements and important corner detailing. Key vistas in Fairview Commons should also be terminated by enhanced facades, special architectural detailing, and/or public art.

Orlando, Florida

Orlando, Florida

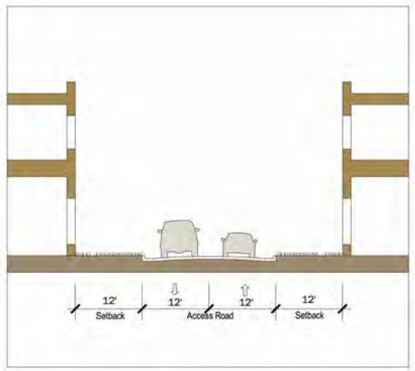
Kansas City, Missouri

Secondary Access and Service

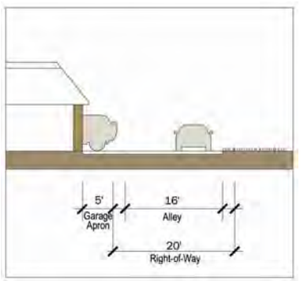
Secondary access and service to all buildings within Fairview Commons should be located at the rear of the building. Loading areas and dumpsters are required to be internal to the block and accessed by service lanes. No service doors shall face onto primary streets or parks and open space. Residential garages will be accessed from alleys or service lanes.

Omaha, Nebraska

Lincoln, Nebraska

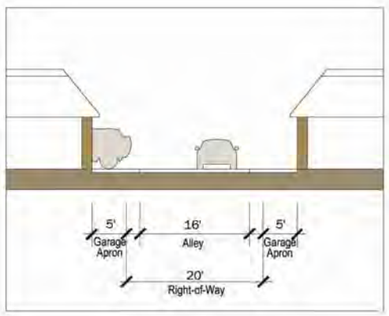


24 Foot Access Lane



Single Loaded Alley Section

Gaithersburg, Maryland



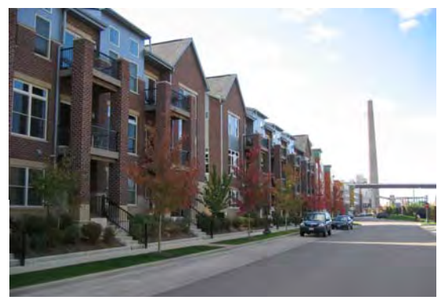
Typical Alley Section

Parking

Because Fairview Commons must accommodate a variety of user needs, ranging from short term users to long term users, parking will be provided in a variety of forms. Parking for customers and visitors (short term users) is provided by “on-street” parallel parking stalls. Overflow customer parking and employee parking (long-term users) is accommodated in surface lots which are located on the interior of blocks and accessible by service lanes. These lots should not be visible from major public streets, but they should be easily accessible by pedestrians. All residential buildings will have dedicated parking for their residents and guests, and will be located off-street, either in small surface lots or internal garages.

Southlake, Texas

Longmont, Colorado



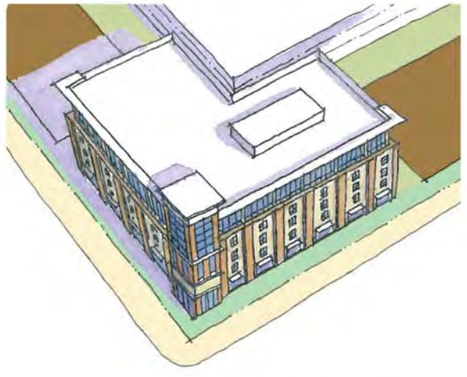
Saint Paul, Minnesota

Building Types for Fort Crook Road

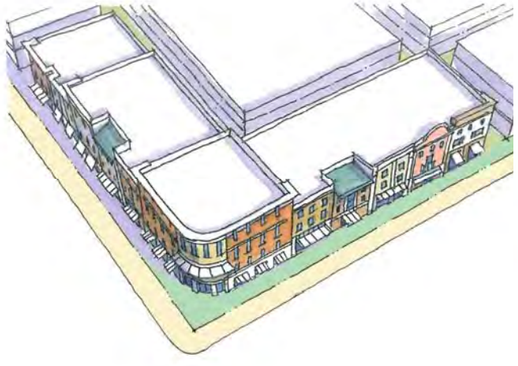
The Architectural Guidelines for Fort Crook Road will establish a design framework for all new buildings along the corridor. These guidelines will apply to all new buildings, regardless of which sub-area they are located in, and will consist of the building types, architectural guidelines and permitted materials.

Building Types

A range of permissible building types that can be built along the corridor will be defined. These will range from townhouses and apartment buildings to mixed-use buildings and office/technology buildings. All buildings should be simple masses with an articulated base, middle, and cap. Special attention should be given to the design of the base of each building so as to enhance the pedestrian experience and improve the overall quality of the street and public realm. Guidelines will include direction for building placement and massing.



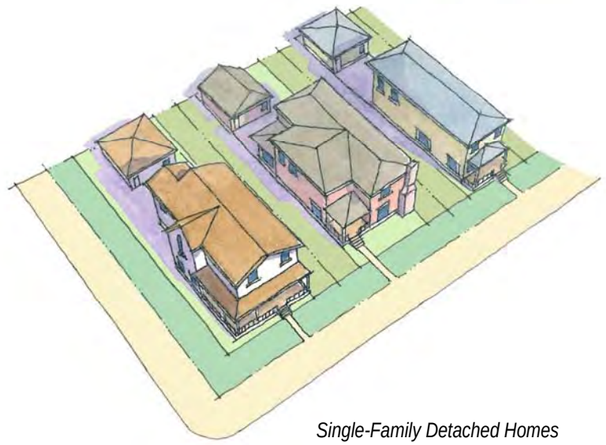
Office/Technology Buildings



Mixed-Use Buildings

Apartment Buildings

Townhouses



Single-Family Detached Homes

Office/Technology Buildings

With the expanded mission at Offutt Air Force Base, there is a desire and need for new office and technology space close to the base. To compete for this type of tenant, this space should be located in, or close to, a pedestrian-oriented, mixed-use environment that will provide the amenities and lifestyle that many of today's employees, and employers, desire. The Fort Crook Road Plan creates several opportunities along the corridor for these types of facilities. Because these buildings are a significant feature along the corridor, it will be imperative that they be properly designed and integrated into the built environment.

Placement

Office/technology buildings must address the street with principal façades and functional and/or ceremonial entries. Within "village center" locations, ground floor active uses, such as retail or restaurants, should be encouraged.

Massing

Office/technology buildings should be designed to form a street wall. Primary facades should be articulated, and divided vertically into a base, middle, and a cap.

Base – The base of office/technology buildings should visually connect the building to the ground. It should contain the building's entries and accommodate street-level storefronts in village center locations. Canopies or awnings should be encouraged.

Middle – The middle level of office/technology buildings should be divided into bays of regularly spaced openings. The dominant expression should be a masonry wall with punched openings. Curtain wall systems are permitted, but should not exceed 60 percent of the wall surface.

Cap – The cap, or top of the building, should be accentuated from the middle of the façade by any one of several mechanisms, including, but not limited to a change in material, a projected cornice, or a setback.

Other – The building façade should be articulated horizontally by bays of regularly spaced openings. Entries and key corners provide special opportunities for design enhancements.

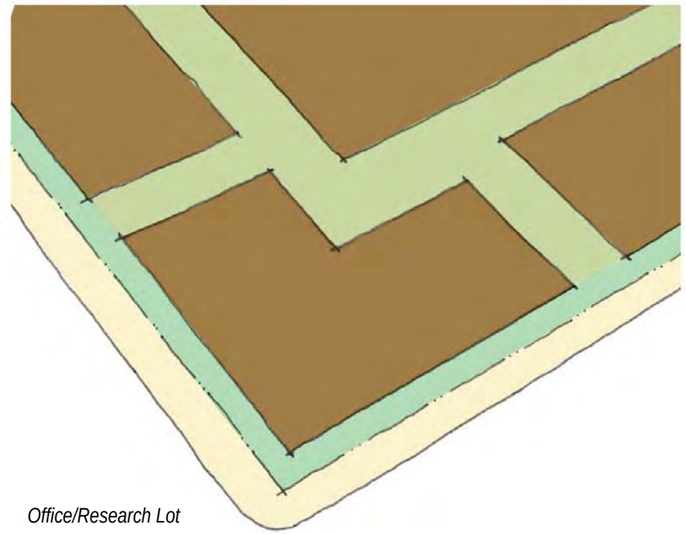
Central Market, Southlake, Texas

Sundance Square, Fort Worth, Texas

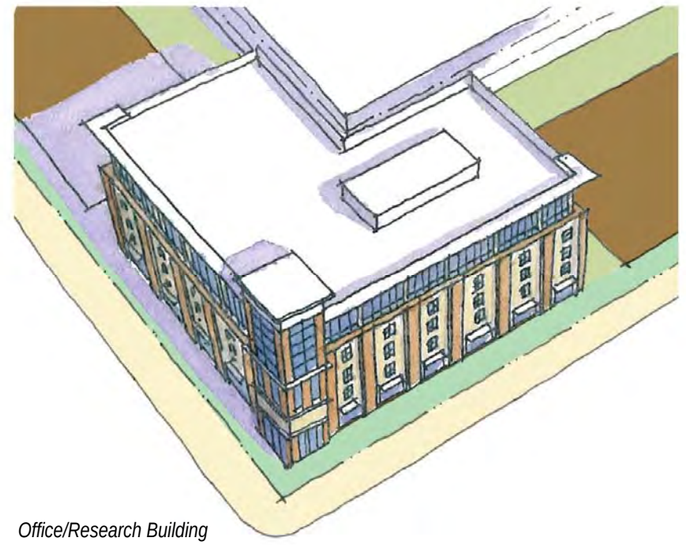
West Village, Dallas, Texas

Parker Square, Flower Mound, Texas

Addison Circle, Addison, Texas



Office/Research Lot



Office/Research Building

Mixed Use Buildings

Many of the key nodes along the Fort Crook Road corridor will have a pedestrian-oriented, mixed-use "main street" character. Much of this character will be provided by mixed-use buildings, which contain ground floor retail uses and upper level office or residential uses. Because these buildings vary in size, full block buildings should be articulated into smaller increments to read as several buildings.

Placement

Mixed-use buildings must address the street with storefronts and primary entries. Required setbacks are used in conjunction with the existing sidewalk to create a generous pedestrian realm that can accommodate outdoor dining. Canopies and/or awnings are highly encouraged.

Massing

Mixed-use buildings should be designed to form a street wall. Building massing should vary across the length of the block. This will reinforce the composition of the building(s) as a series of buildings. No single façade expression should exceed 120 feet in length. The facades shall be divided vertically into a base, middle, and a cap.

Base – The base of mixed-use buildings should visually connect the building to the ground. It should contain the building's main entries and accommodate street-level storefronts. Ground floors should be designed with storefronts to allow for convenience retail and other commercial uses. Canopies or awnings should be encouraged.

Middle – The middle level of mixed-use buildings should be divided into bays of regularly spaced openings. The dominant expression should be a masonry wall with punched openings. Curtain wall systems are permitted, but should not exceed 50 percent of the wall surface. Bay windows, recessed and projecting balconies, and corner elements are encouraged.

Cap – The cap, or top of the building, should be accentuated from the middle of the façade by any one of several mechanisms, including, but not limited to a change in material, a projected cornice, a setback, or a parapet with a unique profile. The tops shall contribute to the reading of the massing of the building(s) as a series of small incremental buildings.

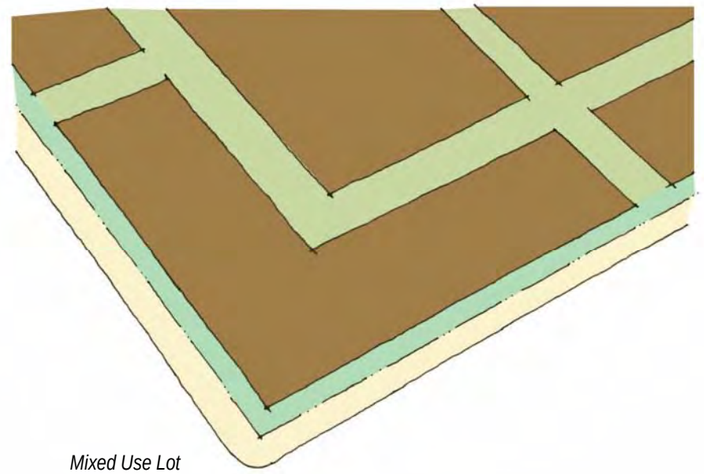
Other –Entries and key corners provide special opportunities for design enhancements and signage.

Southlake Town Center, Southlake, Texas

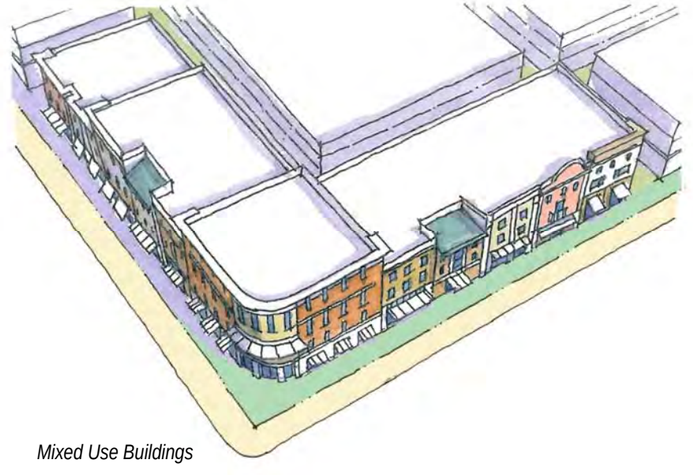
Kentlands, Gaithersburg, Maryland

Old Market, Omaha, Nebraska

Village at Colleyville, Colleyville, Texas



Mixed Use Lot



Mixed Use Buildings

Apartment Buildings

The addition of residential units along the corridor is a major element of the Fort Crook Road Plan. A variety of residential typologies will be provided, including apartments, townhouses, and single family units. The residents of these units will help activate the corridor and provide a base of customers for the repositioned retail uses. Apartment buildings are a key element in this offering, and they should be designed to be contextual with adjacent development. Many locations along the corridor are suitable for new apartment development.

Placement

Apartment buildings should address the street and be set back to provide a space for landscaping and porches. Street level units should be elevated above the sidewalk in order to increase privacy and separation from pedestrian traffic. Separate entries for ground level units that face the street should be encouraged in order to distinguish the street as a residential address. Rear units should have sufficient yard depth to adequately separate them from service and parking areas. Resident parking should be integrated into the block, and separated from the apartment building by a courtyard or landscaped rear yard.

Massing

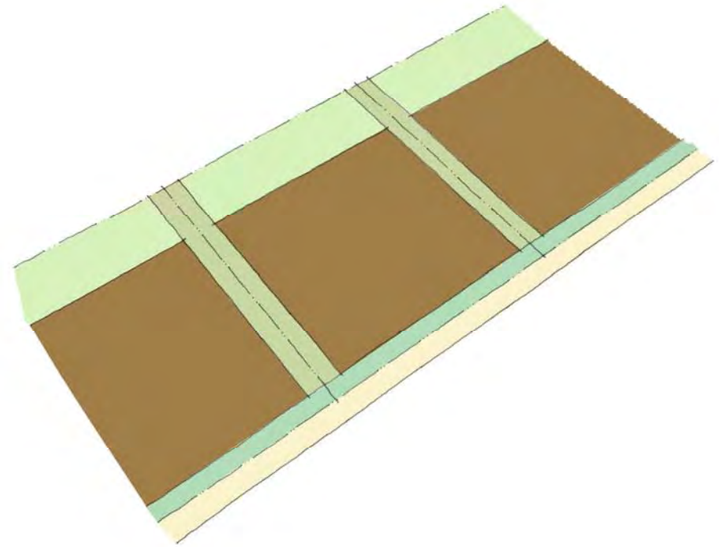
Apartment buildings should be designed with key elements such as entry stoops, terraces, porches, balconies, bay windows, sloped roofs, dormers, and awnings. Larger apartment buildings should be designed to reduce their apparent size with projecting wings, façade setbacks, varying roof profiles, and changes in color, form, and materials. When possible, ground floor units with individual front doors and front yards should be provided in order to create a richer street fabric.

New Town, St. Charles, Missouri

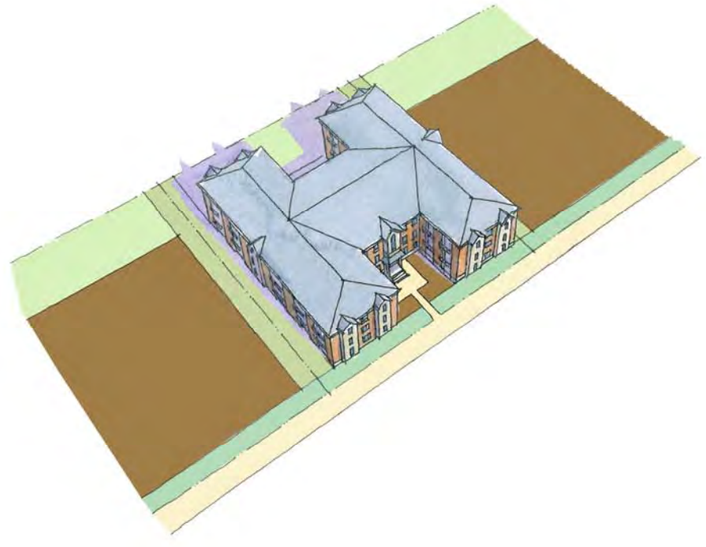
Pearl District, Portland, Oregon

Addison Circle, Addison, Texas

Omaha, Nebraska



Apartment Building Lot



Apartment Building

Townhouses

Townhouses are a key component of the Fort Crook Road Plan. Identified as a key market niche, these residential scale buildings will help extend the residential scale of adjacent neighborhoods into the Fort Crook Road corridor. Found in several historic neighborhoods within the metro area, these residential typologies will form pedestrian-scaled residential streets enriched with porches, landscaped yards, bay windows, and varied roof lines.

Placement

Townhouses will be oriented to the street and have appropriate setbacks based on their individual sub-area plans. These setbacks will contain space for front yard landscaping and porches. All units should be elevated above the sidewalk to increase privacy and separation from the street. Garages must be located in the rear yard, and can be either attached or detached. Garage doors should not face the street, and must be accessed via rear service lanes or alleys.

Massing

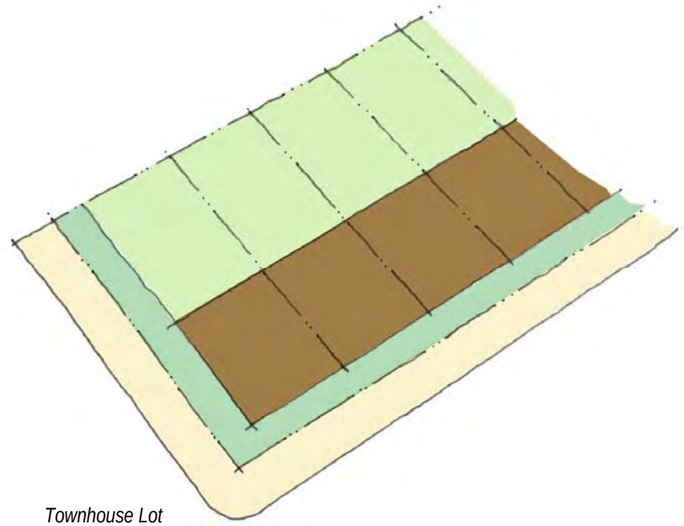
The area has a rich tradition of architectural styles that should serve as models for new townhouse units. Typically developed in rows, each townhouse should be no more than three stories in height and distinguishable from its neighbor by use of separation walls, window treatment, terraces, balconies, entries, and/or changes in plane, material, color, roofscape, or other special elements.

Southlake Town Center, Southlake, Texas

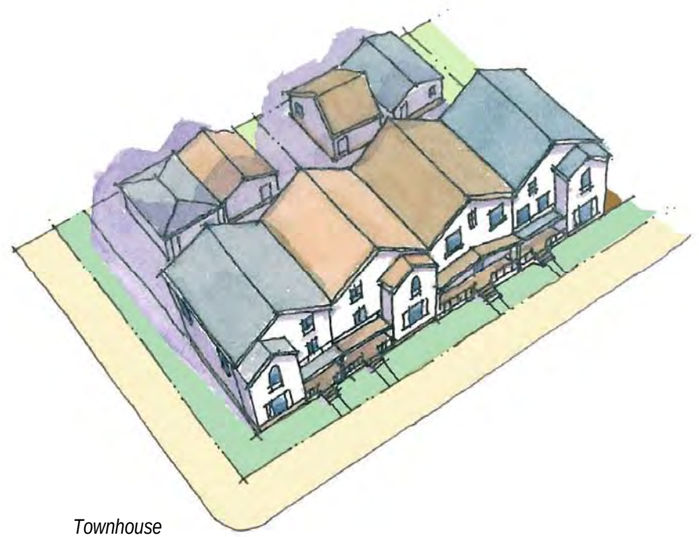
Village at Colleyville, Colleyville, Texas

Uptown, Dallas, Texas

New Town, St. Charles, Missouri



Townhouse Lot



Townhouse

Single-Family Detached Homes

Single-family detached homes are another appropriate use for some areas along the Fort Crook Road corridor. These residential units should be constructed as a transition between new, higher density development along the corridor and existing neighborhoods. In addition, they should be a key component of walkable neighborhood development in the southern reaches of the corridor. This residential typology should form the basis of lower density, pedestrian-oriented streets, which should be enriched with small landscaped front yards, usable porches, and varied rooflines. Excellent historic prototypes can be found throughout the area.

Placement

Single-family detached homes must be oriented to the street and have appropriate setbacks based on their individual sub-area plans. These setbacks will contain space for front yard landscaping and usable front porches. All units should be elevated above the sidewalk in order to increase privacy and separation from the street. Garages must be located in the rear or side yard, and can be either attached or detached. Where alleys exist, garages must be rear-loaded. If no alleys exist, garages may be front-loaded, but garages must be set back a minimum of 20 feet behind the front façade line of the house.

Massing

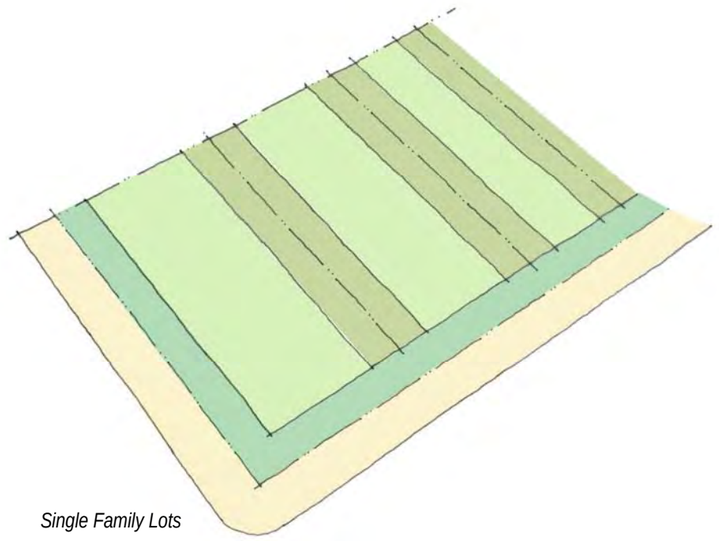
The area has a rich tradition of historical architectural styles that should serve as models for new single-family units. Developed on individual lots, single-family units should be designed in a variety of styles and typically be no more than 2 stories in height. Front and/or wrap-around porches, special window treatment, and changes in material, color, roofscape and/or other special elements should distinguish adjacent units from one another.

New Town, St. Charles, Missouri

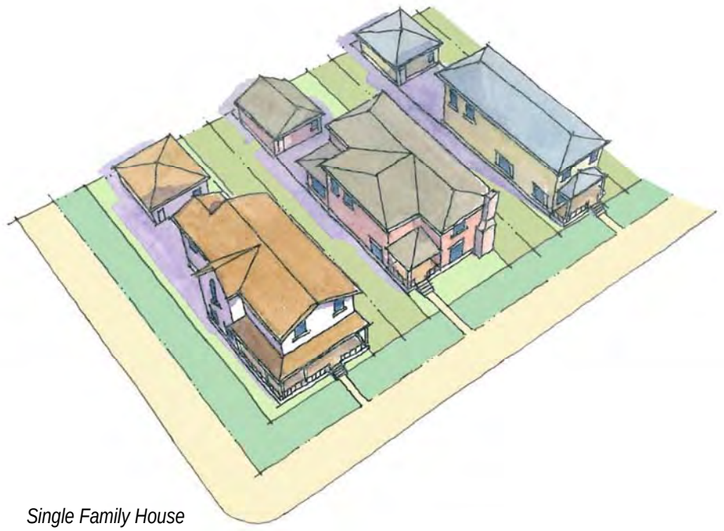
Kentlands, Gaithersburg, Maryland

Fallbrook, Lincoln, Nebraska

Celebration, Orlando, Florida



Single Family Lots



Single Family House

Massing

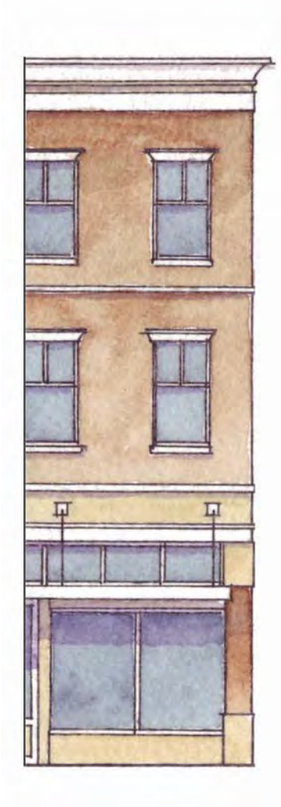
Buildings along the Fort Crook Road corridor will have a variety of forms and compositions. Office/technology, mixed-use buildings, and apartment buildings should be composed of simple volumes, primarily two to four stories in height (with a taller ground floor), and either flat or pitched roofs. Buildings with flat roofs must include a parapet surround across the entire primary (front) façade and both side façades. The top of this parapet shall be no less than 18" higher than the highest point of the roof plane, and must be high enough to screen all roof-mounted mechanical equipment from view from any point on the adjacent street. Pitched roofs shall be, where possible, symmetrical hips or gables, with an overhang between 12" and 30" beyond the façade of the building. Roof brackets and rafter tail treatments are encouraged.

Village at Colleyville, Colleyville, Texas

Rendering of proposed Chandler Commons

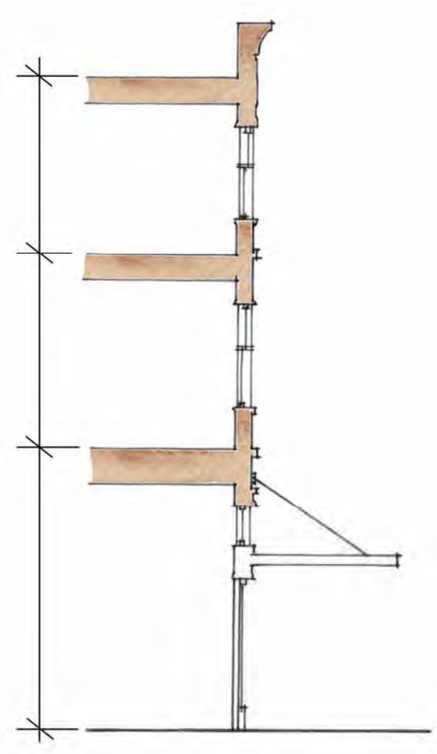
Height

Buildings should be between twenty and eighty feet tall as measured from grade at street level. First floors are typically between thirteen and eighteen feet for retail and hotel uses and ten feet for residential uses. Upper floor-to-floor heights are a minimum of twelve feet for office uses and a minimum of nine feet for residential uses.



Min. 12' for upper level office use or min.9' for upper level residential

13-18' for retail and hotel uses or 10' for first floor residential



Façade Composition

Building façades along the Fort Crook Road corridor should be composed into a base, middle, and a cap, and subdivided horizontally into two or more bays in 12- to 18-foot increments. The base of a building typically comprises the first floor. Longer buildings are typically subdivided into multiple smaller facades. The ground floor of a mixed-use building may be expressed as a single storefront composition.

Contemporary Façade

Traditional Façade

Windows and Curtain Wall Composition

In buildings along the Fort Crook Road corridor, windows on upper stories should be vertical in proportion, and arranged in simple, orderly composition. In buildings with upper story office uses, windows can be single, paired, or combined to fill the entire width of the respective bay. Windows on the upper levels of office/ technology buildings and office-oriented mixed-use buildings should comprise 30 to 40 percent of the wall area of the street façade. For residential-oriented mixed-use buildings and apartment buildings, windows should comprise 20 to 30 percent of the wall area of the street façade. Curtain wall systems are appropriate at special locations on buildings, such as prominent corners or key entrance features.

Screening of Service Areas and Mechanical Units

All mechanical units – dedicated units located on or near individual buildings as well as communal facilities – and service areas should be screened from public view. These may include air conditioners, electrical transformers, and trash collection equipment, including receptacles, compactors, and off-street loading and unloading areas. Trash collection areas, loading and service areas must be incorporated into the building envelope, or be screened from public view by a masonry wall. This wall must be at least 6’ tall or at least 1’ higher than the container that it screens. All screen walls must be landscaped and built of durable masonry materials similar in type and detailing to the buildings they serve.

Dormers and Mechanical Penthouses

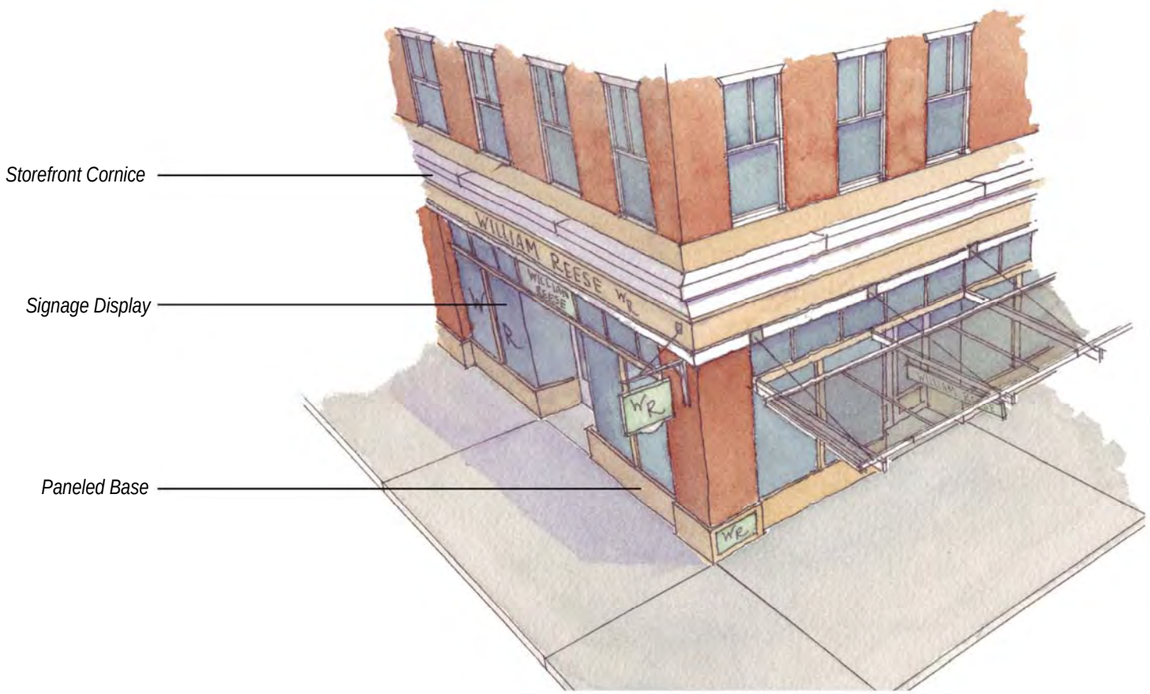
All rooftop mechanical equipment shall be concealed from view. Mechanical penthouses should be subdivided into bays that complement the bay structure of the façade and shall be clad in similar material as the façade.

Storefronts and Entrances

First floor storefronts should have glazed doors and large display windows that align with upper level bays. Display window sills should be no higher than 30 inches above the sidewalk. Between 45 and 65 percent of the storefront wall area should be glazed. Storefronts entrances can be flush with the front façade or recessed up to 4 feet.

Trim and Cornice Elements

Storefronts should be designed using piers, columns, or pilaster, and trim to frame display windows. Large panels or a deep cornice expression at the top of the storefront will serve as an area for signage (refer to section on signage) or awning/ canopy. The caps (tops) of buildings should be delineated by some form of cornice expression, using trim material, brackets and panels, or accentuated masonry. The silhouette can be straight or eccentric to create a profile against the sky, ornamentation can be simple or elaborate, and the depth of the projections can be shallow or deep to modulate the shadow on the building face.



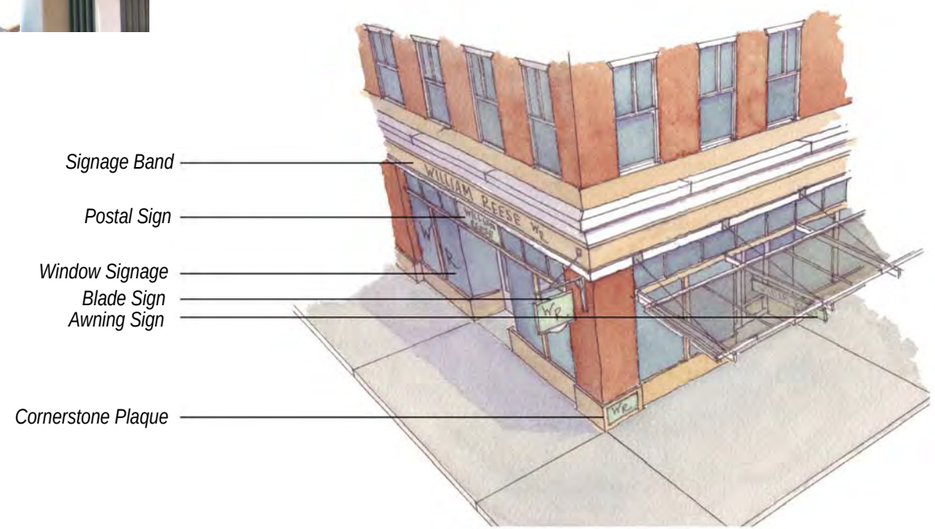
Canopies and Porches

Canopies are fixed horizontal (or nearly horizontal) elements suspended from the façade of the building to which they are attached. Building lobby entrances and storefronts should be sheltered by canopies, which are used to protect pedestrians from inclement weather. Canopies can be quite expressive, designed to reflect the primary design motifs of the store or restaurant to which they are attached. Ground floor residential units that front onto the street should have a porch, stoop, or entrance portico.

Signage

Monument signs are permitted along the auto-oriented portion of the corridor that is located south of Cornhusker Road (south of the Fort Crook Road Village Center). North of Cornhusker Road (including the Village Center), the corridor is designed to be pedestrian-oriented. As such, signs should be integrated into the architectural design of each building. These signs should not dominate the façade or interfere with adjacent buildings, and installation should comply with applicable City of Bellevue sign regulations.

Storefront signage should be oriented and scaled to pedestrians, and mounted perpendicular to the sidewalk or mounted on the underside of canopies. Street facing signs should be installed on panels above the display windows. Recommended materials for commercial signage include painted or carved wood signs, painted wall signs, sheet metal “blade” signs, and lettering applied to glass. Individual lettering and small logos may be illuminated within an opaque background. Signs should be lighted with exterior sources.

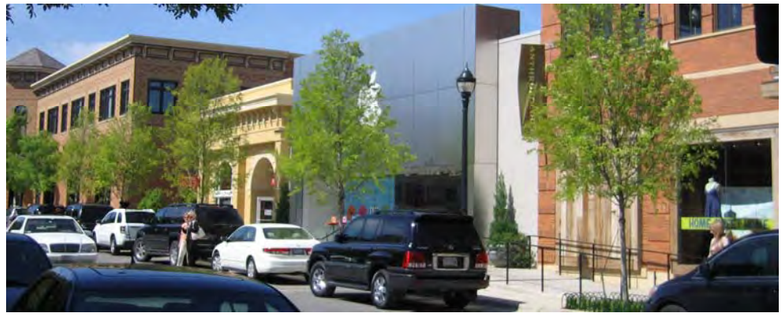


Landscaping

Groundcover shall be an indigenous species appropriate to the local climate. It shall be contained in a formal or informal bed, and shall not rise to a height of more than18" (i.e. Little Bluestem) above the adjacent grade. Shrubs shall also be indigenous species appropriate for the local climate. They shall be formally or informally arranged, and shall not rise to a height of more than 36" above the adjacent grade. Shrubs placed against the façade of a building shall not rise to a height greater than the sill of the lowest window opening on that façade. Tree species shall also be indigenous species appropriate for the local climate. Trees shall be formally or informally arranged. Trees with full canopies are encouraged as they can provide shade and protect windows and building interiors from direct sunlight. Trees shall not be planted immediately adjacent to building windows; a minimum distance of 15' shall be maintained between the trunk of a designated shade tree and the closest window opening on an adjacent structure.

Street Trees

Shade trees provide multiple benefits to the urban environment. They create shade, reduce glare, buffer wind, and cleanse the air. Trees also help create pedestrian-scale space and make use of the streetscape more acceptable by pedestrians. A formal, rhythmic application of landscape design (see street plans for respective sub-areas) using trees of similar characteristics will help create a cohesive, unifying effect. However, plant diseases and pests (Dutch Elm Disease, Pine Bark Beetle, etc.) can decimate areas where single species are planted. As a result, street tree selection should include multiple species, alternating color, form, and texture from block-to-block. Street tree types should be the same on both sides of the street, free of fruit and thorns, single trunk, and irrigated in commercial areas. Tree grates or other means of pedestrian safety should be provided where high pedestrian activity is expected.



Permitted Materials

The following materials are permitted for new construction along Fort Crook Road:

Cladding – Primary building materials should be brick, cut stone, cast stone, and/or precast concrete. Fiber-cement panels, fiber-cement siding, and metal panels may also be used. Above street level, masonry-like building systems (DryVit, etc.) are acceptable to the extent that they are detailed to match the masonry detailing on the street level. The strongest use of details and accents (windows, entries, etc.) should be used in the pedestrian zone at the base of each building.

Flat Roofing – Membrane roofing or shallow pitch gable/hip roof behind parapet wall with composition shingles.

Sloped Roofing – Composite shingles, slate (including manufactured slate products), and standing seam metal roofing.

Windows – Pre-finished aluminum, steel, or aluminum clad wood; traditional double-hung profile for residential or hotel applications; upper-floor retail and office uses can have double-hung or fixed picture unit profiles; mullions, or similar divided light (SDL) units.

Aluminum Curtain Wall Systems – Pre-finished aluminum or steel curtain wall systems.

Storefronts and Building Entrances – Pre-finished aluminum, steel, aluminum clad wood, or decorative metal, with clear glass display windows; decorative translucent glass or opaque glass with ceramic glazing is permitted in transoms 9 feet or higher above the finished floor. Doors and display windows can be trimmed with pilasters and columns, fiber-cement panels, dense polyurethane, or cellular PVC trim, or composite millwork for built-up sections. Structural steel shapes may be expressed as lintels and columns. Awnings shall be canvas, wood, or metal, with a shallow slope and project 4-8 feet from the façade.

Doors – Paneled wood, fiberglass, or steel for residential unit entry doors.

Trim – Window and door trim should be dense polyurethane, cellular PVC, or pre-finished extruded aluminum panning in traditional brickmold or casing profiles. Lintels, sills, belt courses, copings, and cornices shall be standard sized brick, cut stone, cast stone, precast concrete, or composite millwork for built-up sections. Copings may also be pre-finished aluminum. Wood wrapped in coil stock aluminum is not permitted.

Columns or Pilasters – Architecturally correct Classical proportions made of fiberglass or composite materials.

Railings – Wrought iron, pre-finished aluminum, or steel picket, cellular PVC or composite with square balusters.

Canopies – Metal and glass-roofed canopies with steel frame and ornamental steel, fiberglass, or composite columns are appropriate.

Street Trees – Trees planted with tree grates or within tree wells will, of necessity, be smaller than trees located on large lawns/planting areas. Indigenous (recommended by the Nebraska Statewide Arboretum), single trunk trees with a 3 inch caliper should be large enough to provide some shade at planting time, and significantly more as they develop, assuming proper cultivation/maintenance activities.

Exceptions to Sub-Area Plans and Design Guidelines

As the Fort Crook Road corridor redevelops, it is possible that there will be unique and/or extenuating circumstances where it will not be possible to redevelop sites in keeping with the sub-area plans and corresponding design guidelines. If a compelling reason can be made for construction of an auto-oriented, stand-alone building, the "Sub-Area Exception" Guidelines will apply. In general, new, expanded, or redeveloped uses along the street should be developed in a pedestrian friendly manner. Parking must be located to the rear or the side of the building, with buildings or additions brought forward towards the roadway in order to help create a more traditional "street edge." All buildings should have a front door that is connected directly to the sidewalk (supplemental side/rear doors that provide access from the parking lot may also be provided). Business signs should be monument style and are to be located in the shallow landscaped front yard. Over time, the simple design approach afforded by the "Sub-Area Exception" Guidelines, coupled with corridor street tree planting efforts, can help Fort Crook Road transition from a marginal "strip" corridor into an enhanced "people place." However, it bears repeating: Under no circumstances should the current commercial strip environment, with its front yard parking and buildings located on the rear portion of the property, be allowed. Continuation of this development pattern will only perpetuate the corridor's current problems and stifle the market-based approach to repositioning the corridor.

"Sub-Area Exception" Guidelines Conceptual Rendering

Park, Open Space and Trail Concept

As described in the individual sub-area plans above, parks, open spaces, and trails are an integral component of the Fort Crook Road Plan. The majority of the sub-areas are designed with one or more parks and/or open space amenities. These parks and open spaces are not "left over" parcels that are difficult to develop. To the contrary, they are typically designed as the focal point of their respective neighborhoods or developments. Often they are designed as "greens" or town squares, surrounded by residential or mixed use development, and provide the amenity value desired by today's market. Where two or more parks are in close proximity, they are often connected by a "green street." Green streets are what the name implies - streets that have a higher degree of streetscape amenities, such as street trees, pedestrian lighting, and street furniture.

One of the major features of the corridor plan is the Fort Crook Road Trail. This paved multi-use trail for bikers and pedestrians (ranging from 8' to 12' wide) starts at the northern gateway into Bellevue and continues all the way to the south end of the corridor, where it hooks into the Bellevue Loop trail, which connects to the Keystone trail, the spine of the metro area's regional trail system. The trail runs along the east side of the road from Bellevue Boulevard south to Highway 370. Just to the north of Highway 370, the trail crosses Fort Crook Road at a signalized intersection and runs along the west side of the road, where it connects into the existing trail at the Bellevue School's Welcome Center. Avoiding the busy, auto-oriented single-point intersection of Fort Crook Road and Highway 370, the trail turns west along the Highway 370 frontage road to the signalized intersection. Crossing Highway 370 at this location, the trail runs south along the east edge of the Kennedy Freeway right-of-way, to where it connects with the Bellevue Loop.

When constructed, this trail will complete an important link in the regional trail system. Direct access will be provided to both the Keystone Trail (via the Bellevue Loop) and the Riverfront Trail system. Just as important, the trail will also become a significant amenity for new development along the Fort Crook Road corridor. The trail, which will run in the landscaped parkway adjacent to Fort Crook Road (average 15' setback from roadway), will be readily accessible by the new residential and mixed-use projects that will line the corridor. This presents a incredible opportunity, as few locations within the metro area have "front door" access to the regional trail system.

Mud Creek, often seen as an eyesore and prone to flooding, will be reconfigured in certain key locations. Where opportunity presents, the channel will be improved and incorporated into the landscaped parkway that will run along Fort Crook Road. On the northern portion of the Wilson Concrete site, a landscaped storm water detention basin is proposed. This basin would act as passive open space for most of the year, but catch, and infiltrate storm water during heavy rainfall events.

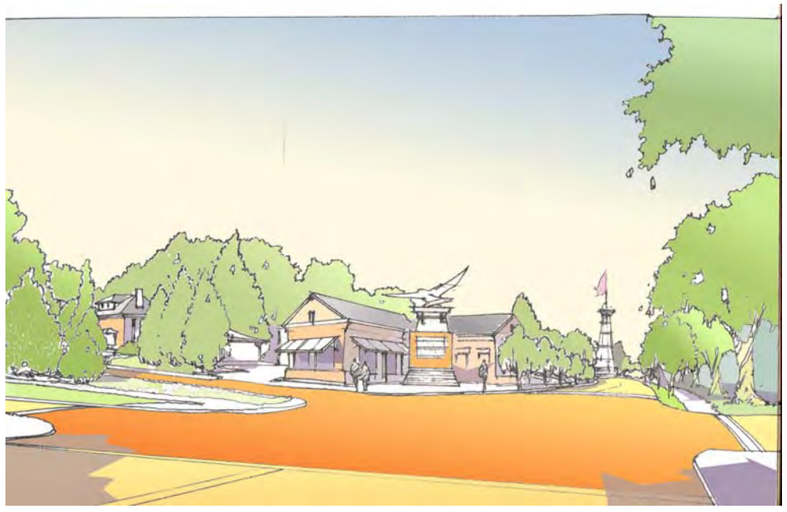
Park, Open Space, and Trail Map

Additional Corridor Elements

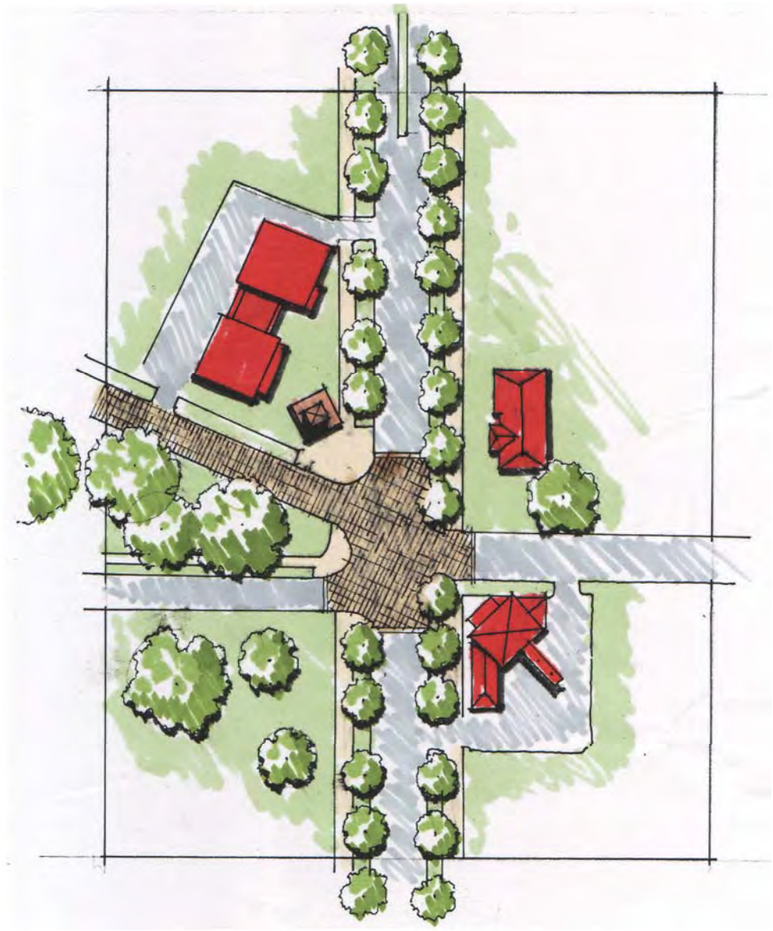
There are several additional areas of importance along the corridor that need to be addressed. These include the following:

North Gateway

The North Gateway to Bellevue occurs where Omaha's 13th Street enters Bellevue. At the intersection with Harrison Street and Bellevue Boulevard, 13th Street transitions into Fort Crook Road. This is the ceremonial entrance into Bellevue, one that is experienced by many metro area residents on their way to Fontenelle Forest from Mandan Park, and/or Mount Vernon Gardens. Because this entrance acts as a community gateway, the commercial building (formerly Alexander's BBQ) on the southeast corner of the intersection could be converted into a visitor center. An entrance pylon or significant piece of public art could be located on the corner.



Conceptual Rendering of North Gateway, Looking to the South



Plan View of North Gateway

Auto Row

The auto dealers located along Fort Crook Road are one of the corridor's major assets. They generate a substantial amount of traffic for the corridor, and are a major source of tax revenue for the community. As such, everything possible should be done to maintain their competitive advantage along the corridor. From an urban design perspective, this includes facilitating the development of additional compatible uses (i.e. new dealerships, auto body shops, etc.) and the visual enhancement of the multi-block long Auto Row. This could include special signage that identifies the dealerships both individually and as a group ("Auto Row"); monumental pylons that identify the entrances to, and the boundaries of, Auto Row; and special landscaping that is compatible with auto dealerships.

Industrial Uses

Light industrial uses are appropriate at two locations along the Fort Crook Road corridor. The first location is the large vacant lot on the west side of the road, immediately south of Chandler Road. This site is north of the existing Sara Lee/ Old Home and Pendleton facilities, and could have improved site access by extending the existing frontage road to the north. If developed as an industrial use, the building should front onto the new frontage road, be heavily landscaped, and locate parking and loading facilities to the side or rear of the structure. Additional light industrial uses are recommended farther to the south, on the east side of Fort Crook Road at Fairview Road. This site has been identified in the comprehensive plan as an appropriate location for industrial uses.

Blight Study

As part of the Fort Crook Road corridor study, S.B. Friedman & Company was asked to perform a preliminary blight eligibility study for the Southroads area. The Study Area was roughly bounded by Lindyview Road on the south, Ramsgate Court on the east, Fort Crook Road on the west, and the parcel north of Camp Brewster Road on the north, and was approximately 62 acres in size. Notable buildings and/or businesses in the Study Area included:

- Former Gordman's department store (vacant)
- Burger King (vacant)
- Southroads Mall
- Sears
- Firestone Tire & Service Center
- U.S. Bank
- Scooter's Coffee
- Bellevue Check Cashing & Pawn
- No Frills Supermarket

The purpose of the study was to determine if the Study Area qualified as blighted according to Nebraska State Statutes and could ultimately be eligible for Tax Increment Financing (TIF). State statute defines a two-part test. If an area meets the requirements of the quantitative/objective criteria, it can then be subjected to analysis under qualitative criteria. If an area meets both sets of qualifications, it can be designated as blighted by a municipality. "Blighted" areas are those areas that substantially impair or arrest the sound growth of the community, retard the provision of housing accommodations, or constitute an economic or social liability and are detrimental to the public health, safety, morals, or welfare in their present condition and use.

The blight eligibility study for the Southroads Study Area determined that it met two of the objective factors (population decline and average per capita income) required for a finding of blight. Four qualitative factors (deterioration of structures, faulty lot layout, deterioration of site improvements, and a combination of detrimental factors) were also found to exist to a significant degree within the study area. As a result, the Southroads Study Area met the statutory requirements for a finding of blight.

Implementation

A successful implementation strategy is necessary in order to achieve the ideas and concepts generated in the preceding sections. This strategy should examine both public sector and private sector actions that will be necessary to initiate and propel the desired level of redevelopment activity. Areas of focus include regulatory changes, economic incentives, marketing approaches, and infrastructure investments. The ultimate strategy will allow a phased approach to be undertaken by both the City of Bellevue and the private sector development community.

Strategic Policies

Specific strategies can better position the Fort Crook Road corridor as a target redevelopment area. The following list outlines strategic policies that should be utilized to foster the desired development activity within the Study Area:

Establishment of Leadership Committee

In the initial stages of the redevelopment of Fort Crook Road, a leadership committee is needed to guide the implementation of the redevelopment plan. Made up of public and private members, the committee will serve as the primary promoters and managers of corridor development until such time as funding allows for a City and/or Chamber of Commerce Economic and Community Development Manager or Fort Crook Road Business Improvement District Executive Director.

Timeframe: High Priority

Evaluation of Land Ownership

Evaluating land ownership is the first step toward redevelopment. In addition to identifying current owners, research of potential tenants and users should identify near term development prospects and analyze short-term supply and demand balances for each land use. Once land uses are determined, the location and amount of land required for specific projects should be established. Property that is currently on the market or whose owners may be interested in selling or leasing are given special attention as immediate opportunities. If the appropriate land cannot be acquired through the immediate opportunities, preliminary negotiations can be conducted with other land and/or business owners.

Timeframe: High Priority

Public Financing Program

Research on appropriate financing tools should be investigated as potential incentives for spurring development. In addition to tax increment financing (TIF), an aggressive effort to use New Markets Tax Credits (NMTC) should be considered. A business improvement district (special taxing district) also might be considered, particularly to support marketing and other services. Other financing options, including various transportation, environmental, and infrastructure funding sources may be available at the local, state, and federal level.

Timeframe: High Priority

Phased Development Program

Proposed projects should be prioritized and phased appropriately. Additionally, an infrastructure plan should be included to support any proposed development. Community involvement is strongly suggested at this phase of the development process.

Timeframe: High Priority

Incentives for Redevelopment

Large projects present the best opportunities to make a significant impact on the redevelopment of the corridor. However, smaller projects can also make meaningful improvements. The City can encourage land use transitions by offering relocation or property acquisition assistance for the commercial and residential development recommended in this plan. To offer additional incentives, the City should acquire vacant or dilapidated property to sell at a reduced rate for redevelopment based on appropriate uses and design.

Timeframe: High Priority

Catalyst Projects

A catalyst project is a project that has the potential to make an impact far beyond its own property lines. Catalyst projects spur follow-up development that multiplies the impact of the initial investment. Several sites along Fort Crook Road have the potential to serve as catalysts for the redevelopment of a specific sub-area or the entire corridor. To encourage catalyst projects, the City and Chamber should actively solicit development of four major development sites within the Study Area. These four key sites include:

- Wilson Concrete Site
- Corporate Village Site
- Galvin Corner Site
- Fort Crook Village Center Site

After an agreement has been made with owners regarding the sale or transfer of the property in question (i.e. the Wilson Site), a developer solicitation process can commence to find a developer to complete the project(s). Ideally, a master developer would oversee development of all associated parcels with the project(s).

Timeframe: High Priority

Civic Investments

The location of public facilities in areas targeted for redevelopment not only illustrates the City's commitment to the success of the area, but can also act as a catalyst for follow-up private investment. Public facilities anchor the development of an area and can provide a customer and/or employment base that is attractive to additional commercial and housing development. The construction of city facilities, based on design guidelines, also sets the design precedence for the corridor. The City of Bellevue should consider locating new public facilities along Fort Crook Road as a way of promoting the redevelopment of the corridor.

Timeframe: High Priority

Implementation

Recommended Programs & Projects

Based on the framework established by the strategic policies listed on the previous page, several programs and projects will be necessary in order to achieve the desired results of the plan. These include the following:

Procedural Requirements

Planning Board Approval - Upon completion of the plan, the City should request that *Fort Crook Road: Bellevue's Destination Corridor* be brought before the Planning Board and approved as a Sub-Area Plan.

Timeframe: High Priority

City Council Approval - Based on a positive recommendation from the Planning Board, *Fort Crook Road: Bellevue's Destination Corridor* should be brought before the City Council and approved as a Sub-Area Plan. If the City Council approves the plan, all future development proposals for the projects within the sub-area boundaries will have to be reviewed by the Planning Department. Only those redevelopment plans that are in concurrence with the *vision, goals, and design guidelines* as set forth by the plan should be approved.

Timeframe: High Priority

Fort Crook Road Blight Study - A comprehensive blight study should be undertaken for the entire Fort Crook Road corridor. This study, based on statutory requirements, would determine those areas along the corridor that meet the determination of blight. This is a procedural requirement that would open the door for the potential use of TIF at approved locations along the corridor. Once undertaken, the corridor-wide blight study should be brought before the City Council for a formal declaration of blight.

Timeframe: High Priority

Southroads Technology Center Redevelopment Concept Plan - A redevelopment concept for the Southroads site (that incorporates the Corporate Village Plan included in this document and the blight designation from above) should be prepared and approved by the City Council. This will open the door for the use of TIF, as necessary, within the Fort Crook Road TIF District.

Timeframe: High Priority

Right-of-Way Reclamation - Making use of excess Fort Crook Road right-of-way (ROW) is essential for the implementation of many recommendations in this plan. The City should initiate action to take possession of the excess ROW from the Nebraska Department of Roads.

Timeframe: High Priority

Reclaimed Right-of-Way Allocation - The City should offer owners of land adjacent to the reclaimed ROW to take possession of the additional land for a nominal charge. In exchange, property owners will agree to redevelop the land in accordance to the Fort Crook Road Redevelopment Plan. Excess ROW should be sold at a reduced rate to private developers who will develop land according to the area plan. Funds from ROW sales can be used to offset costs of other redevelopment programs.

Timeframe: Medium Priority

Implementation

Regulatory Requirements

Initiate Changes in Zoning or Create Overlay District - A variety of zoning districts encompass the Fort Crook Road corridor. In order to proactively ensure that conventional development patterns (i.e. suburban/ auto-oriented) do not occur along the corridor, the City should initiate the re-zoning of those areas to a mixed-use or appropriate residential zoning classification. An appropriate alternative to rezoning would be to establish a design overlay district (based on the guidelines in this document) for the corridor.

Timeframe: High Priority

Adoption of Design Guidelines - Design is critical to the redevelopment of the Fort Crook Road Corridor. Each sub-area in the Corridor has specific guidelines to support transformation of the area. Design guidelines for each of the 10 sub-areas should be adopted, and include street types; development blocks; parks, open space, and trails; land use; building setbacks; building heights; secondary access; parking; and other special requirements.

Timeframe: High Priority

Design Review - Urban design and architecture play a significant role in the Fort Crook Road Plan. Because of the plan's urban design and architectural orientation (and guidelines), appropriate City Staff will need to be designated (or hired) and trained for the review of corridor redevelopment submittals.

Timeframe: High Priority

Funding and Operations

Fort Crook Road Redevelopment Fund - A designated Fort Crook Road Redevelopment Fund (FCRRF) will offer incentives targeted development and redevelopment activities discussed in the corridor. Public and non-profit funds for enacting the recommendations of this Master Plan are limited. At the same time, the Fort Crook Road corridor is home to a number of private corporations and institutions, all of which are heavily invested in the corridor and its redevelopment efforts. A consortium of these entities should be created, with the purpose of establishing a fund to move critical elements of the Plan forward.

The fund should focus primarily on those elements of the on-going redevelopment effort for which no obvious sources of funding can be found. To the extent that municipal revenue sources are significantly limited, the public sector can be looked to for leadership in the areas of program administration and staff oversight. To the extent that viable profit-making businesses and development activities can be undertaken along the corridor, the private sector should take the lead. The primary purpose of the proposed redevelopment fund is to address those areas and issues for which public, private or other institutional financial support cannot be found.

To this end, the private and institutional leadership that helped create the Fort Crook Road planning process should evaluate their potential to create an initial three-year fund, financed at $100,000 per year.

Timeframe: High Priority

Fort Crook Road Business Improvement District – As Fort Crook Road emerges as a viable and exciting corridor, it will be necessary to establish a Business Improvement District (BID). This BID will have an Executive Director and an elected Board, and will be responsible for planning and guiding future policy along the corridor. Issues such as maintenance and upkeep, security, and uniform marketing of the corridor will be addressed by the Board.

Timeframe: High Priority

Bellevue Economic and Community Development Manager - A staff person at the City or the Chamber should be designated as the manager for Fort Crook Road redevelopment and other similar endeavors. This position would be similar to the successful manager position that oversees Omaha's Destination Midtown District. A percentage of annual FCRRF revenues should be used to help fund the manager position.

Timeframe: Medium Priority

Program Public Venues – In order to promote the corridor to residents, visitors, and tourists, festivals, farmers' markets, and other activities/ events should be programmed. Suitable locations for these events include the numerous greens, plazas, and squares that have been designated in the individual sub-areas along the corridor.

Timeframe: Low Priority

Implementation

Transportation Enhancements

Fort Crook Road Traffic Study - Transportation system improvements are necessary to support the proposed redevelopment of Fort Crook Road. To identify needed improvements, a traffic study should be undertaken to define current and future conditions along the corridor; develop and evaluate an improvement plan based on four-lane, tree-lined boulevard with a landscaped center median; recommend a plan of action, including functional design of plan elements, cost estimates, implementation schedule and impact assessments.

Timeframe: High Priority

Fort Crook Road Trail Plan – A comprehensive trail plan must be undertaken in order to confirm the route and provide a detailed design of the trail and its connections. Of particular importance is how the Fort Crook Road Trail will connect to the region's existing trail network.

Timeframe: High Priority

Enhanced Transit – As the corridor begins to redevelop, transit service should be enhanced in order to provide alternative mobility options, reduce the need for parking infrastructure, and facilitate a vibrant character for the area. The City and Metro Area Transit (MAT) should initially examine the introduction of one of MAT's Retro Circulator buses to the corridor

Timeframe: High Priority

Fort Crook Road Reconstruction - Fort Crook Road should be reconstructed based on the Fort Crook Road plan and the results of the traffic study.

Timeframe: Medium Priority

Fort Crook Road Multi-Use Trail - A new bicycle/pedestrian trail and greenway is designated to run along the Fort Crook Road corridor. The trail will provide safe multi-modal access for the corridor and create a natural amenity for the surrounding redevelopment.

Timeframe: Medium Priority

Fort Crook Road Landscaping – The transformation of Fort Crook Road from a conventional commercial corridor to a signature boulevard for the City of Bellevue is based on careful roadway and landscape design. Fort Crook Road should be heavily landscaped in order to buffer the corridor from the railroad's impacts and create a more pedestrian friendly environment without limiting business visibility.

Timeframe: Low Priority

Streetcar Feasibility Study - Over time, as development momentum increases, a streetcar feasibility study should be undertaken in order to determine demand and financing options for this form of urban transit.

Timeframe: Low Priority

Comprehensive Sidewalk Network - A comprehensive sidewalk network would ensure pedestrians are able to safely access important activity centers including: Bellevue East, Bellevue Schools Welcome Center, Bellevue Social Center, Library, Bellevue University, Offutt Air Force Base, community center, and Dowd Pool.

Timeframe: Low Priority

Corridor Gateways and Landmarks

Gateway Signage and Design Features - In the re-creation of Fort Crook Road as a signature Bellevue corridor, special gateways, signage, and design features should be located at key corridor entrances. Minor, inexpensive improvements to signage and landscaping at key gateways, such as Fort Crook and Chandler Roads, will help enhance the appearance of the corridor before the final landmarks are in place.

- Fort Crook Road and Bellevue Boulevard

Timeframe: Low Priority

- Fort Crook Road and Chandler Road

Timeframe: Low Priority

- Fort Crook Road and Cornhusker Road

Timeframe: Low Priority

- Fort Crook Road and Highway 370

Timeframe: Low Priority

- Fort Crook Road and Fairview Road

Timeframe: Low Priority

Fort Crook Road Roundabout - The inclusion of an enhanced greenspace on the roundabout will re-emphasize the importance of this area for pedestrian access and provide landmark feature around which mixed use development will be oriented.

Timeframe: Low Priority

Implementation

Natural Systems

Mud Creek - A significant portion of the Fort Crook Road corridor is located adjacent to Mud Creek. This creek, which drains the upper portion of the Fort Crook Road corridor, has experienced flooding conditions in the past. In order to address this occurrence, a comprehensive storm water study needs to be undertaken for Mud Creek. This study should identify the possible flooding impacts on redevelopment of the corridor, particularly the Lower Wilson Site. Solutions to the flooding should maintain the creek as a natural amenity and incorporate the proposed adjacent trail and greenway.

Timeframe: High Priority

Fort Crook Road Greenway - Excess ROW, Mud Creek and significant changes in topography present an opportunity to reintroduce nature to the Fort Crook Road corridor. A greenway, or linear natural area, can serve as an organizing feature for new development, provide an amenity for prospective business tenants and homeowners, and create attractive surroundings for the multi-use trail.

Timeframe: Medium Priority

Parks, Streets, and Civic Places

Neighborhood Public Spaces - The newly created neighborhoods and business districts along Fort Crook Road are characterized by public green and civic spaces. These spaces are detailed in the Design Guidelines section of the report (pages 43 - 156). Neighborhood greens, parks, plazas and squares have been designated at key locations along the corridor. These spaces are the focal points of their respective neighborhoods, and are to be designed as public spaces that foster interaction among residents and visitors.

Timeframe: High to Low Priority (The timeframe of neighborhood improvements will be determined by the development agreement between the City and private developer.)

Enhanced Streetscapes – Streetscapes are key components of all 10 sub-area plans. Streets should be designed as extensions of neighborhood public spaces with tree planting and landscaping as identified in their respective sub-area plans.

Timeframe: Medium to Low Priority

Implementation Matrix

This section summarizes, in tabular form, all of the projects listed above. The Implementation Matrix includes a description of each project, the personnel who would be involved in implementing it, and those who would need to oversee it. Where relevant and definable, capital costs associated with each project are listed, as is an overall budget for carrying out each project program.

Each project is ranked according to priority (high, medium and low priority). The lead agency for each program is identified, as well as potential funding sources. Finally, the matrix lists a potential time-frame for accompanying each

The Implementation Matrix is envisioned as a living document. In that sense, it is anticipated that the recommendations identified in it will change over time. Some recommendations may be rejected or replaced over time; others might sprout new recommendations and projects. The strength of the plan is that it was developed in an interactive consensus-driven format that involved the efforts of the Client and the general public, and derives from an agreed-upon vision for the future.

The format and consensus should take on a life of their own once the document has been completed and handed over to the Bellevue Chamber of Commerce and the City of Bellevue. Others must pick up on the activities and concepts outlined in the plan and move to bring them to fruition. The Implementation Matrix, in particular, should be used as a benchmark and guide, but not as a cookbook.

Fort Crook Road Implementation Matrix

Matrix Abbreviations

BID = Business Improvement District
BPD = Bellevue Police Department
CC = Bellevue City Council
City = City of Bellevue
COC = Bellevue Chamber of Commerce
Consultants = Consultants
Developers = Land Developers
DHS = Department of Homeland Security
FCRRF = Fort Crook Road Redevelopment Fund
MAPA = Metropolitan Area Planning Agency
MAT = Metro Area Transit
NDEQ = Nebraska Department of Environmental Quality
NDOR = Nebraska Department of Roads
NRD = Papio-Missouri River Natural Resource District
UP = Union Pacific
HP = High Priority
MP = Medium Priority
LP = Low Priority
* = Based on the project and phasing, final budgets will vary
** = Cost to back of curb only (streetscape amenities NOT included)

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Strategic Policies									
Establishment of Leadership Committee	City, COC	City, COC	None	Nominal	HP	City	Administrative	Immediate	178
Evaluate Land Ownership									
• Identify Immediate Opportunities - Identify desirable property that is currently or likely to be on the market.	City, COC	City, COC	None	Nominal	HP	City	Administrative	Immediate	178
• Identify Acquisition Needs - Based on supply and demand balances for land uses, identify the location and amount of land needed.	City, COC	City, COC	None	Nominal	HP	City	Administrative	Immediate	178
Public Financing Program - Research all possible local, state, and federal funding sources.	City	City	None	Nominal	HP	City	Administrative	Immediate	178
Phased Development Program	City, COC	City	None	Nominal	HP	City	Administrative	Immediate	178
Incentives for Redevelopment									
• Land Use Transitions - Offer relocation or property acquisition assistance to attract appropriate new commercial and residential uses.	City, BID	City, BID	None	TBD*	HP	City, BID	Administrative	Immediate and On-Going	178
• Property Acquisition - The City should acquire vacant or dilapidated property to sell at a reduced rate for redevelopment based on appropriate	City	City	None	TBD*	HP	City	Administrative	Immediate and On-Going	178

Strategic Policies (cont.)									
Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Catalyst Projects - The City and Chamber should actively solicit development of four major development sites within the Study Area.									
• Wilson Concrete Site	City	City, COC, BID	None	TBD*	HP	City	City, Developers	Immediate - 3 Years	178
• Corporate Village Site (Southroads Mall)	City, COC, BID	City, COC, BID	None	TBD*	HP	City, COC	City, COC, Developers, Grants, Administrative, Baer Foundation	3 - 5 Years	178
• Galvin Corner Site	City, COC, BID	City, COC, BID	None	TBD*	HP	City, COC	City, COC, Developers, Grants, Administrative	3 - 5 Years	178
• Fort Crook Road Village Center Site	City, COC, BID	City, COC, BID	None	TBD*	HP	City, COC	City, COC, Developers, Grants, Administrative	3 - 5 Years	178
Civic Projects	City	City, Consultants	TBD	TBD	HP	City	City, Bonds	Immediate and On-Going	178

Procedural Requirements									
Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Planning Board Approval of *Fort Crook Road: Bellevue's Destination Corridor*	City	City, COC	None	Nominal	HP	COC	Administrative	Immediate	179
City Council Approval of *Fort Crook Road: Bellevue's Destination Corridor* as a sub-area plan	City	City, COC	None	Nominal	HP	COC	Administrative	Immediate	179
Fort Crook Road Blight Study	City	City	None	Nominal	HP	City	Administrative	6 Months	179
Southroads Technology Center Redevelopment Plan	COC	COC	None	$100,000	HP	City	COC, City, Grants, Baer Foundation	6 Months	179
Right-of-Way Reclamation	City	City, City, NDOR	None	Nominal	HP	City	Administrative	Immediate	179
Reclaimed Right-of-Way Allocation	City	City, Consultants	None	Nominal	MP	City	COC, City, Grants, NDOR	9 Months	179

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Regulatory Requirements									
Initiate Changes in Zoning or Create Overlay District	City	City	None	Nominal - $150,000	HP	City	Administrative	3 - 6 Months	180
Adoption of Design Guidelines	City	City, Consultants	None	Nominal	HP	City	Administrative	3 - 6 Months	180
Design Review	City	City	None	Nominal	HP	City	Administrative	Immediate and On-Going	180

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Funding and Operations									
Fort Crook Road Redevelopment Fund	City, COC	COC	None	$100,000 annually for three years initial phase	HP	COC	Fort Crook Road Stakeholders, COC	Immediate	180
Fort Crook Road Business Improvement District	City, COC, BID	COC, BID Executive Director or Corridor Manager	None	BID Executive Director	HP	City	Property Owners	1 - 3 Years	180
Bellevue Community and Economic Development Manager	City, COC	City, COC	None	Manager Salary	MP	City, COC	City, COC	1 - 3 Years	180
Program Public Venues	BID, COC	BID, COC	None	TBD*	LP	BID	Administrative, FCRRF Grants, Volunteer	3 Years and On-Going	180

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Fort Crook Road Transportation Enhancements									
Fort Crook Road Traffic Study	City, MAPA	City, Consultants	None	As part of citywide traffic study	HP	City	City, MAPA	1 - 3 Years	181
Fort Crook Road Trail Plan	City	City, Consultants	None	$75,000	HP	City	City, NRD, Grants	1 - 3 Years	181
Enhanced Transit	MAT, City, MAPA	MAT, City	None	TBD*	MP	MAT	MAT, City, Revenues	3 - 5 Years	181
Fort Crook Road Reconstruction	City	City	$15 - $20 million**	TBD*	MP	City	City	3 - 10 Years	181
Fort Crook Road Multi-Use Trail	City	City	$2 million	TBD*	MP	City	City, NRD, Grants	3 - 5 Years	181
Roundabout- A roundabout at the intersection of Fort Crook and Cornhusker Roads to manage traffic.	City	City	$350,000 - $450,000	TBD*	MP	City	City, Developers	5 - 7 Years	181
Fort Crook Road Corridor Landmark - The traffic circle is an opportunity for a corridor landmark or monumental public art.	City	City, Consultants	$100,000 - $250,000	TBD*	LP	City	City, Private Funding, Grants	5 - 7 Years	101
Fort Crook Road Landscaping	City	Consultants	$300,000	TBD*	LP	City	City, Developers, Grants	3 - 10 Years	181
Streetcar Feasibility Study	City, MAPA	City, Consultants	None	$200,000	LP	City	City, MAT, MAPA	5 - 10 Years	181
Comprehensive Sidewalk Network - Complete sidewalk network at key activity centers.	City	City, Consultants	$6 / square foot	TBD*	LP	City	City, Developers, Grants	5 - 10 Years	181

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Corridor Gateways and Landmarks									
Corridor Gateways									
• Fort Crook Road and Bellevue Boulevard	City	City, BID, Consultants	$100,000	TBD*	LP	City, COC	City, Developers, Grants, Private Funding, FCRRF	5 - 10 Years	181
• Fort Crook Road and Chandler Road	City	City, BID, Consultants	$20,000	TBD*	LP	City, COC	City, Developers, Grants, Private Funding, FCRRF	5 - 10 Years	181
• Fort Crook Road and Cornhusker Road	City	City, BID, Consultants	$20,000	TBD*	LP	City, COC	City, Developers, Grants, Private Funding, FCRRF	5 - 10 Years	181
• Fort Crook Road and Highway 370	City	City, BID, Consultants	$50,000	TBD*	LP	City, COC	City, Developers, Grants, Private Funding, FCRRF	5 - 10 Years	181
• Fort Crook Road and Fairview Road	City	City, BID, Consultants	$20,000	TBD*	LP	City, COC	City, Developers, Grants, Private Funding, FCRRF	5 - 10 Years	181
Fort Crook Road Roundabout	City	City, Consultants	$150,000 - $200,000	TBD*	LP	City	City, Developers, Grants, Private Funding, FCRRF	3 - 5 Years	181

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Natural Systems									
Mud Creek Flooding Study	City	City	None	To be completed as part of FEMA /Corps of Engineers study	HP	City	NDEQ, NRD	Immediate	182
Mud Creek Improvements	City	City	TBD*	TBD based on study	MP	City	NDEQ, NRD	3 - 5 Years	66
Fort Crook Road Greenway - A new greenway with a multi-use trail will be the main amenity for the northern end of the corridor.	City, Developers	City, Consultants	$1.5 million	TBD*	MP	City	City, Developers, Grants, Private Funding, FCRF	3 - 5 Years	182

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Parks, Streets, and Civic Spaces by Neighborhood									
North Gateway Neighborhood									
• Corridor Landmark - Landmarks will be located at key locations along the corridor. A vertical landmark (clock tower, entrance sign, obelisk, etc.) to terminate the view down Fort Crook Road and Railroad Avenue.	City, BID	City, BID, Consultant	$10,000 - $50,000	TBD*	MP	BID	City, COC, FCRRF, Private Funding	1 - 3 Years	44
• Interior Neighborhood Streets	City, Developers	City	$1.5 - $2 million**	TBD*	MP	City, Developers	City, Developers	3 - 5 Years	45
• Enhanced Streetscapes	City	City	$80,000	TBD*	MP	City, Developers	City, Developers	3 - 5 Years	45
• Neighborhood Green - A neighborhood green is the focal point for the northern portion of the neighborhood. Condos and townhouses will front on the green to help activate the space.	City, Developers	City, Consultants	$200,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	3 - 5 Years	47
• Small Crescent Park - The southern portion of the neighborhood will be organized around a small crescent park fronted by condos, townhouses, and apartments.	City, Developers	City, Consultants	$100,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	3 - 5 Years	47
Chandler Commons									
• Interior Neighborhood Streets	City, Developers	City	$450,000**	TBD*	MP	City	City, Developers	3 - 5 Years	56
• Enhanced Streetscapes	City	City	$23,000	TBD*	MP	City, Developers	City, Developers	3 - 5 Years	56
• Small Town Green - A small town green will open up views into the neighborhood.	City, Developers	City, Consultants	$60,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	3 - 5 Years	58
• Neighborhood Club House - A neighborhood club house will terminate the view of Main Street and will serve as a community gathering space and	Developers	Developer	None	$400,000	LP	Developer	Developer	5 - 7 Years	59

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Parks, Streets, and Civic Spaces by Neighborhood (cont.)									
The Corporate Village									
• Corporate Plaza - A formal plaza designed as a village green is the focal point of The Corporate Village.	BID, COC, Developers	City, Consultants	$225,000	TBD*	HP	City	City, Developers, TIF, Grants, Private Funding, FCRRF, Tenants	1 - 3 Years	66
• Interior Neighborhood Streets	City, Developers	City	$3 million**	TBD*	MP	City	City, Developers	3 - 5 Years	67 - 68
• Enhanced Streetscapes	City	City	$147,000	TBD*	MP	City,	City, Developers	3 - 5 Years	67 - 68
• Neighborhood Greens - Small neighborhood green spaces will organize the residential development at the north and south ends of the site.	City, Developers	City, Consultants	$150,000	TBD*	LP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	5 - 7 Years	70
Galvin Corner Neighborhood									
• Traffic study for intersection improvements	City, MAPA	City	None	$100,000 - $200,000	HP	City	City	1 - 3 Years	78
• Reconfigured Intersection - The intersection of Galvin Road and Fort Crook Road will calm traffic and allow for the creation of a neighborhood square.	City, MAPA	City	$250,000 - $300,000	TBD*	MP	City	City, Developers	1 - 3 Years	78
• Galvin Corner Neighborhood Square	City, Developers	City, Consultants	$60,000	TBD*	MP	City	City, Developers, TIF, Grants, Private, Funding, FCRRF	3 - 5 Years	82
• Interior Neighborhood Streets	City, Developers	City	$1.4 million**	TBD*	LP	City	City, Developers	5 - 7 Years	79 - 80
• Enhanced Streetscapes	City	City	$70,000	TBD*	LP	City, Developers	City, Developers	3 - 5 Years	79 - 80

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page Number
Parks and Civic Spaces by Neighborhood (cont.)									
"Upper" Wilson Concrete Site									
• "Main Street" - Redevelopment of the Upper Wilson Concrete site will be organized around a new main street running perpendicular to Cornhusker Road.	City	City	$125,000	TBD*	HP	City	City, Developers	1 - 3 Years	90
• Civic Green - The civic green serves as the forecourt for the Police Station.	City	City, Consultants	$75,000	TBD*	HP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	1 - 3 Years	93
• Neighborhood Crescent Green - The green provides 'front yard' space for small lot, single family detached homes on the north end of the site.	City, Developers	City, Consultants	$30,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	3 - 5 Years	93
• Neighborhood Park - A large neighborhood park on the northeast corner of the site will serve as a transition from the mixed use area to the existing residential neighborhood to the north.	City, Developers	City, Consultants	$300,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF, SID to north	3 - 5 Years	93
• Vehicular Link - Using existing ROW a vehicle connection should be made between the redeveloped concrete site and the existing neighborhood to the north.	City	City	$80,000	TBD*	LP	City	City, Developers	5 - 7 Years	90
• Interior Neighborhood Streets	City, Developers	City	$300,000**	TBD*	LP	City	City, Developers	5 - 7 Years	91
• Enhanced Streetscapes	City	City	$13,000	TBD*	LP	City, Developers	City, Developers	3 - 5 Years	91
"Lower" Wilson Site									
• Interior Neighborhood Streets	City, Developers	City	$250,000**	TBD*	HP	City	City, Developers	1 - 3 Years	102
• Enhanced Streetscapes	City	City	$12,000	TBD*	HP	City, Developers	City, Developers	1 - 3 Years	102
• Passive Open Space - A storm water detention lake will be constructed as passive open space.	City	City, Consultants	$180,000	TBD*	HP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	1 - 3 Years	104

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Parks and Civic Spaces by Neighborhood (cont.)									
Fort Crook Road Village Center									
• Interior Neighborhood Streets	City, Developers	City	$1 million**	TBD*	MP	City	City, Developers	3 - 5 Years	113 - 114
• Enhanced Streetscapes	City	City	$51,000	TBD*	MP	City, Developers	City, Developers	3 - 5 Years	113 - 114
• Civic Building - The Village Center site has dramatic topographic changes that can be used to the advantage of the area. The top of the hill overlooking the village center is an ideal place for a prominent civic building. The building will be connected to the development below with a grand public staircase.	City	City	Based on development program	TBD*	MP	City	City	3 - 5 Years	116
• Village Green - A village green fronts onto the roundabout park adding emphasis to the pedestrian orientation of the area.	City	City	$150,000	TBD*	LP	City	City, Developers, TIF, Grants, FCRRF	5 - 7 Years	116
• Civic/University Quadrangle - A green space will serve as the interface between a mixed-use retail area and civic or university campus.	City, Institution	Institution	None	$200,000	LP	Institution	City, Developers, TIF, Grants, Private/ Institutional Funding, FCRRF	5 - 7 Years	116
• Passive Open Space - The steep southern slope of the site can be developed as an arboretum or other passive open space feature.	City	City	$70,000	TBD*	LP	City	City, Developers, TIF, Grants, Private/ Institutional Funding, FCRRF	7 - 10 Years	116
The 370 Technology District									
• Interior Neighborhood Streets	City, Developers	City	$1.5 - $2 million**	TBD*	LP	City	City, Developers	3 - 5 Years	125 - 126
• Enhanced Streetscapes	City	City	$84,000	TBD*	LP	City, Developers	City, Developers	3 - 5 Years	125 - 126
• Central Green - A small central green will organize a small technology campus adjacent to Offutt's main gate.	City	City, Consultants	$100,000	TBD*	LP	City	Developers	7 - 10 Years	128
• Green - Small green north of Victoria	City	City, Consultants	$85,000	TBD*	LP	City	Developers, District Tenants	7 - 10 Years	128

Program	Administration	Personnel	Capital Costs	Budget	Priority	Lead Agency	Funding Source	Time Frame	Page
Parks and Civic Spaces by Neighborhood (cont.)									
Offutt Row Office and Technology District									
• Interior Neighborhood Streets	City, Developers	City	$700,000**	TBD*	MP	City	City, Developers	5 - 7 Years	137 - 138
• Enhanced Streetscapes	City	City	$34,000	TBD*	MP	City, Developers	City, Developers	5 - 7 Years	137 - 138
Fairview Commons									
• Neighborhood Street Grid	City	City	$2 - $2.5 million**	TBD*	MP	City	City, Developers	5 - 7 Years	148
• Enhanced Streetscapes	City	City	$118,000	TBD*	MP	City, Developers	City, Developers	5 - 7 Years	148
• Village Green - A formal village green will provide a central community gathering space for the new neighborhood.	City, Developers	City, Consultants	$100,000	TBD*	MP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	5 - 7 Years	150
• Neighborhood Park - A neighborhood park in the southern portion of the site will create an open space amenity around which larger, estate homes will be clustered.	City, Developers	City, Consultants	$200,000	TBD*	LP	City	City, Developers, TIF, Grants, Private Funding, FCRRF	5 - 7 Years	150

Acknowledgements / Project Team

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Bellevue Residents, Employees, and Visitors

Fort Crook Road Stakeholders and Steering Committee Members

- Brian Bald, McCallie Associates, Inc.
- Lori Bickford, Bank of Nebraska
- Tim Burke, Omaha Public Power District
- Jack Charvat, Bellevue City Council Member
- Connie Christians
- Toby Churchill, Sarpy County Economic Development Corporation
- Abbie Cornett, Nebraska State Senator
- Mike Corrigan, Metropolitan Utilities District
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- Jerry Hare, City of Bellevue Public Works Department
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- Terry Herring, TC Herring Associates
- Bev Hill
- Doug Hill, Hill–Farrell Associates, Inc.
- Cal Hinz
- Tim Holland
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- Mike Jungers, Heartland Marketing & Communications
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- Donna McDaniel, Bellevue University
- John “Mac” McLean
- Dick Moser, Best Western White House Inn
- Mark Obermeyer, CB Richard Ellis/MEGA
- John Ott, Bellevue City Council Member
- Bernie Pilachowski
- Kevin Power, KPE Consulting Engineers
- Michelle Pridell
- Thomas Richards, Omaha Public Power District
- Jerry Ryan, former Mayor
- George Rybar, Offutt Collision Repair
- Lisa Rybar, City of Bellevue Mayor’s Office
- Rita Sanders, Richmont Village
- Rick Sanders, SARCO, Inc.
- Tom Schluckbier
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- Mary Simmons, Aquila
- John Stacey, Bellevue City Council Member
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- THS
- Trico

Special Recognition

- Ed Babbitt, Mayor
- Bellevue City Council
- The City of Bellevue

The Fort Crook Road Corridor Planning Team

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