

***PROJECT NAME:***

Fort Crook Road 2040

***PROJECT LOCATION:***

Bellevue, NE

***PROJECT PURPOSE:***

- Create a vision for the corridor using the principals of Transit-oriented Development, Total Mobility Systems, and Green Infrastructure.
- Transform Fort Crook Road into a multi-modal conduit that will attract new residents, businesses, and visitors.
- Integrate Bellevue into the expanding mobility network of the larger metropolitan area.
- Create a catalysis for growth, infill development, and density along Bellevue's central spine.

## ***ROLE OF THE LANDSCAPE ARCHITECT:***

- Interact with the client, stakeholders, and the community in order to fully understand the project requirements and address community sensitivities.
- Utilize an iterative and interactive design charrette process to build consensus among multiple, oftentimes competing, stakeholder interests.
- Refine the preferred alternatives in a collaborative environment to reach the most creative and effective design.

## ***SPECIAL FACTORS AND PROJECT SIGNIFICANCE:***

Bellevue is quickly approaching a point where land available for new “greenfield” development within its jurisdiction will no longer exist. With no outlet for continued growth, the population will stagnate, tax revenues will remain flat, and services will suffer. It will be difficult to maintain the existing quality of life the city’s residents currently enjoy.

To avoid negative consequences of curtailed growth opportunities, Bellevue must proactively position itself for success, and embrace infill redevelopment and density at its core. The Fort Crook Road corridor has the existing capacity to support this type of growth.

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

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

## A CATALYST FOR GROWTH

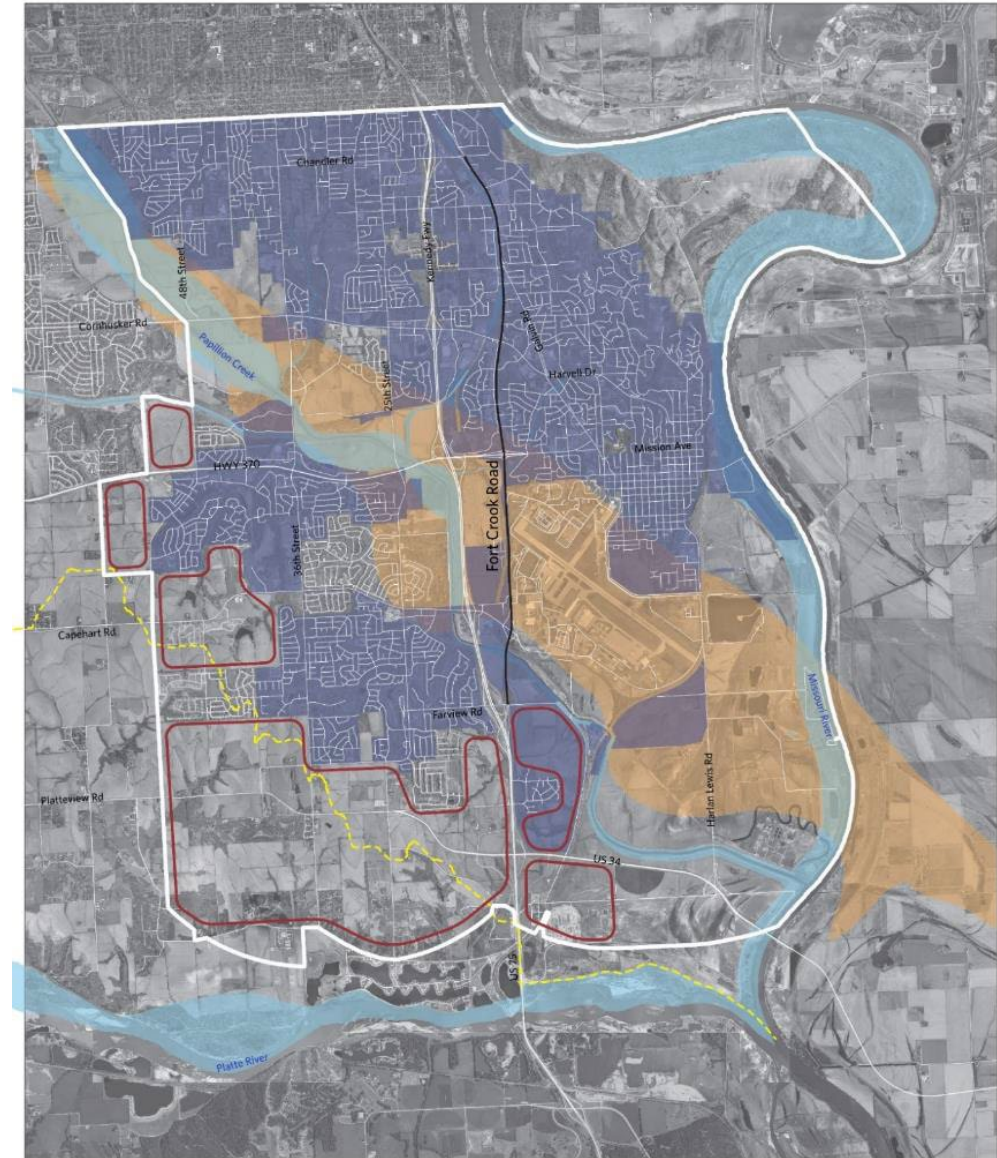
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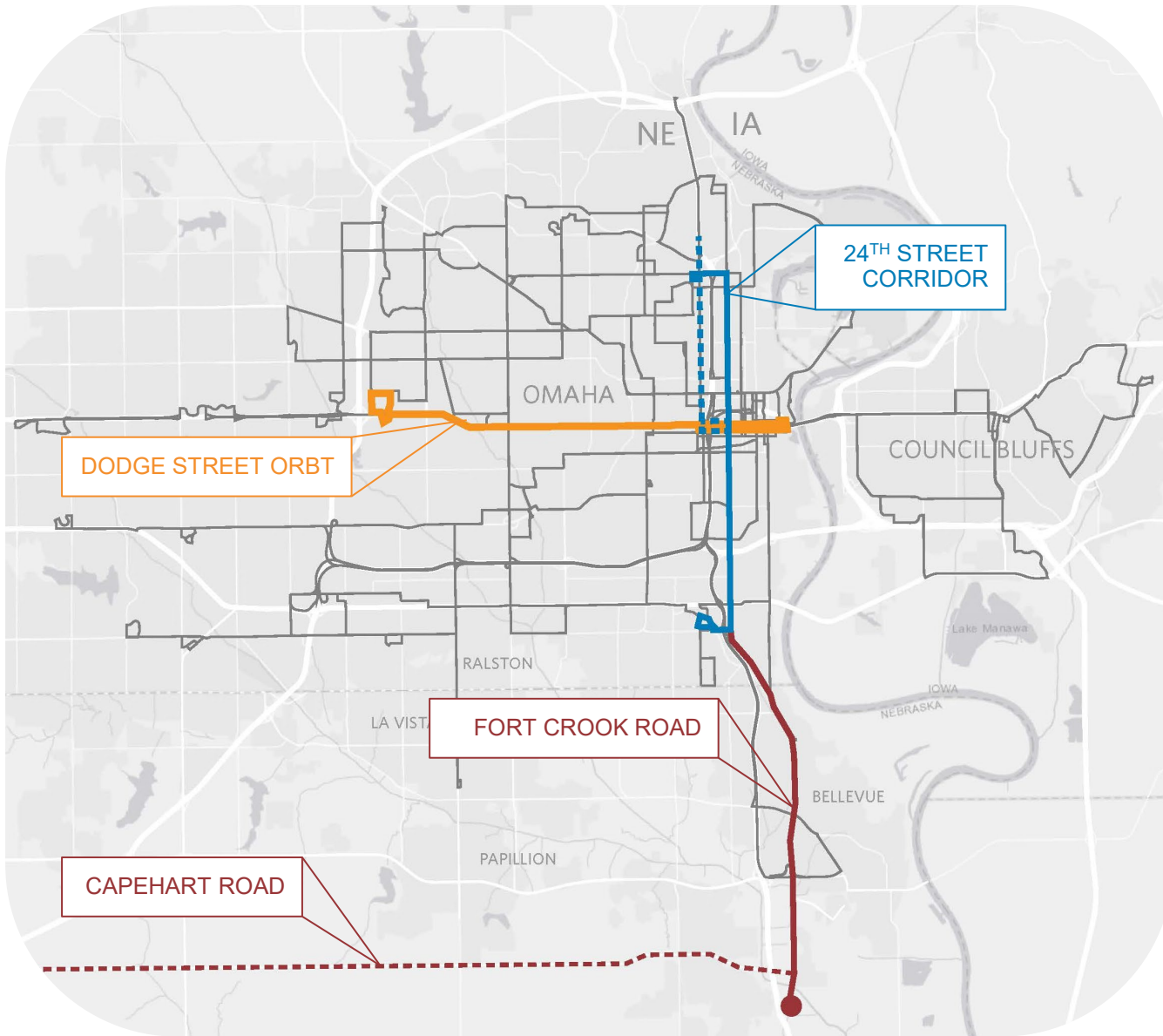
To avoid the plight of other communities that have suffered from curtailed growth opportunities, Bellevue must proactively position itself for success, and embrace **infill** **redevelopment** and **density at its core**.

There is no better place to support this type of growth than Fort Crook Road corridor.

### LEGEND

-  EXTRA TERRITORIAL JURISDICTION (ETJ)
-  CITY LIMITS
-  FEMA FLOOD ZONES
-  AIR INSTALLATION COMPATIBLE USE ZONES (AICUZ)
-  SOUTH SARPY COUNTY RIDGELINE
-  LAND AVAILABLE FOR FUTURE DEVELOPMENT





## CONNECT TO 24<sup>TH</sup> STREET BRT LINE

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



### NORTH OF 370: EXISTING CROSS SECTION

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



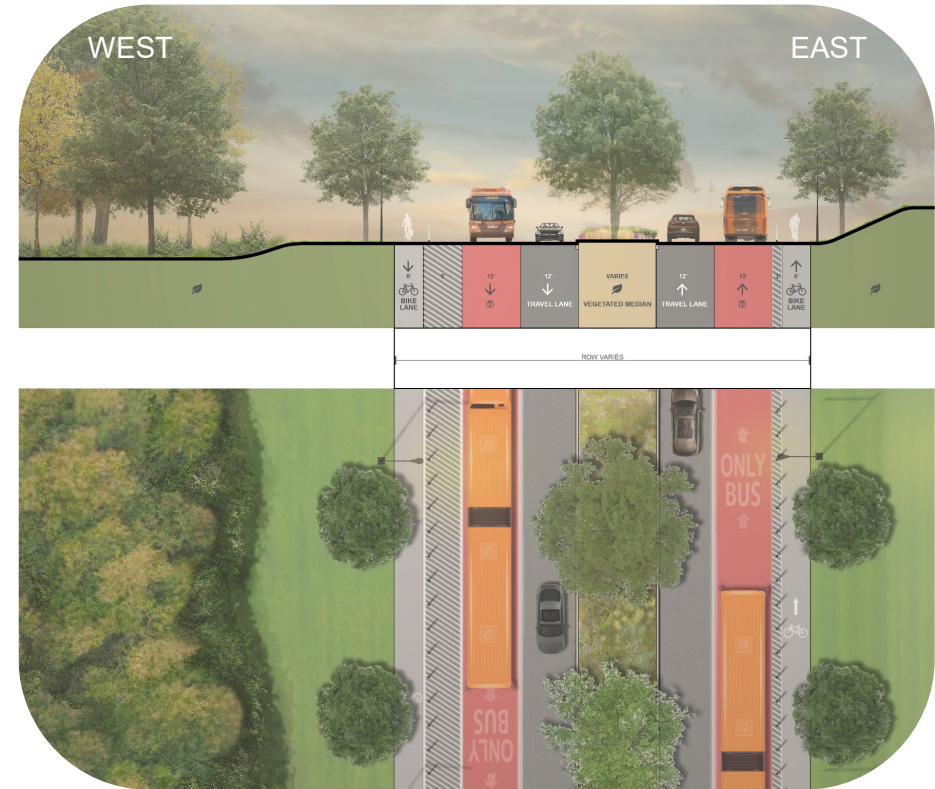
### NORTH OF 370: PROPOSED CROSS SECTION

By consolidating vehicular traffic to the northbound lanes, the southbound lanes can transition into a bi-directional exclusive transitway and bi-directional protected bikeway. The transitway and bikeway are positioned on the west side of the right-of-way to take advantage of the parallel railroad tracks, which by its design, reduces the number perpendicular street crossings/intersections along its route, therefore limiting the number of potential conflicts for the BRT and cyclists.



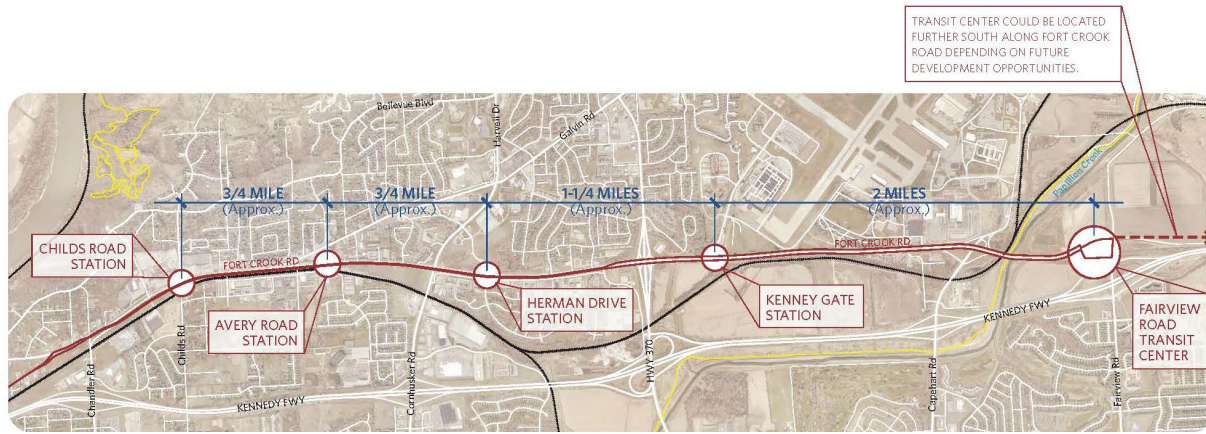
### SOUTH OF 370: EXISTING CROSS SECTION

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



### SOUTH OF 370: PROPOSED CROSS SECTION

The proposed cross section is adapted to better-fit the existing pavement width along this southern section. The inside lanes in each direction will accommodate vehicular traffic, while the outside lanes will be marked as exclusive transitway. Outside the transitway, the shoulder in each direction will be striped as a protected bikeway.

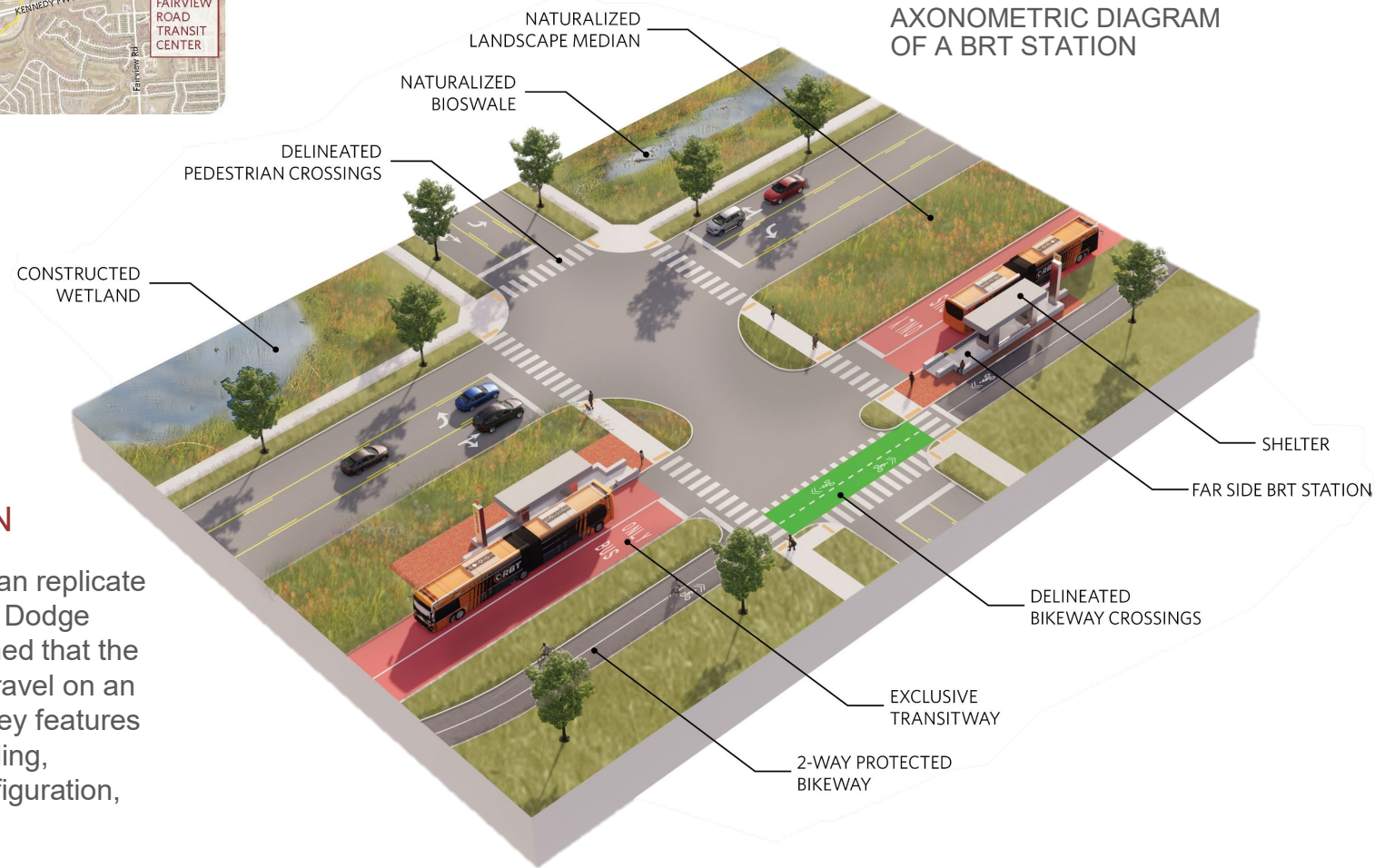


## STATION SPACING

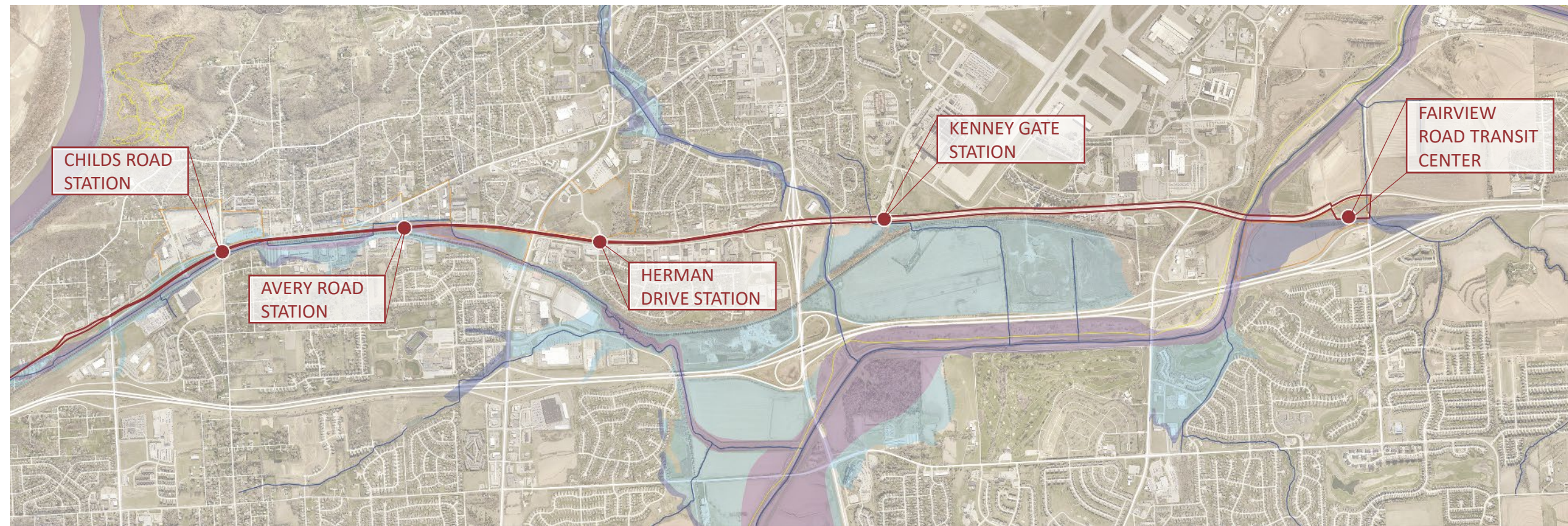
BRT's goal is to transport riders greater distances and at a higher rate of speed. As such, station spacing becomes critically important. The goal is to find the sweet spot in the spacing, typically somewhere between 3/4 and 1-mile apart.

## STATION LAYOUT AND DESIGN

The BRT stations highlighted in this plan replicate those on the existing ORBT line along Dodge Street in Omaha. As such, it is assumed that the Fort Crook Road line, although it will travel on an exclusive transitway, will be similar. Key features include far side stations, curbside loading, standard passenger loading zone configuration, shelters, and amenities.







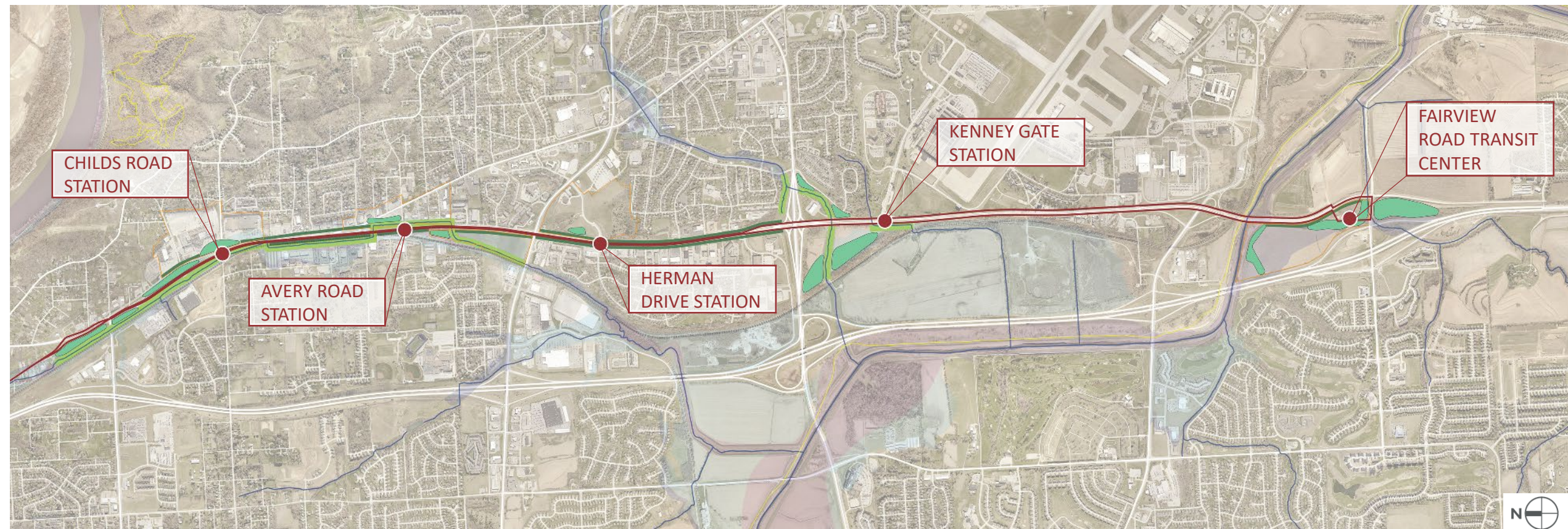
**LEGEND**

- FORT CROOK ROAD
- EXISTING STREAM
- BRT STATION
- FLOODWAY
- DEVELOPMENT AREA
- 100-Yr FLOODPLAIN
- REGIONAL TRAIL
- 500-Yr FLOODPLAIN
- RAILROAD



**FLOODWAY / FLOODPLAIN IMPACTS**

Several segments of the Fort Crook Road corridor are either impacted, or adjacent to areas that are impacted, by land that is designated as floodway or floodplain. Prior to the start of large-scale redevelopment, it will be important to develop a comprehensive and sustainable approach to address the challenges of daylighting, channel restoration, strategic fill/balancing, and green infrastructure.



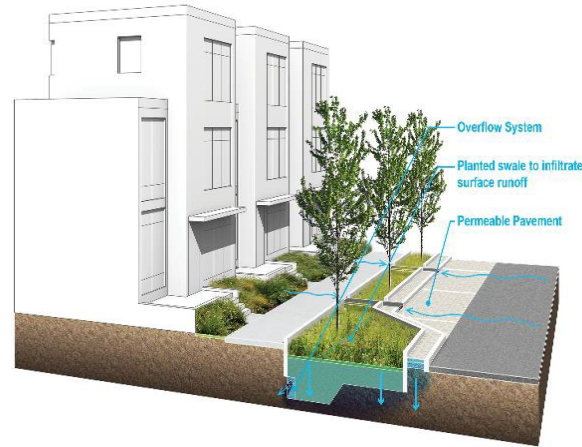
**LEGEND**

- FORT CROOK ROAD
- EXISTING STREAM
- BRT STATION
- DETENTION BASIN or CONSTRUCTED WETLAND
- DEVELOPMENT AREA
- ENHANCED DRAINAGE CHANNEL
- REGIONAL TRAIL
- RAILROAD
- STREETSIDE BMPs (Bioswale, Rain Garden, etc.)

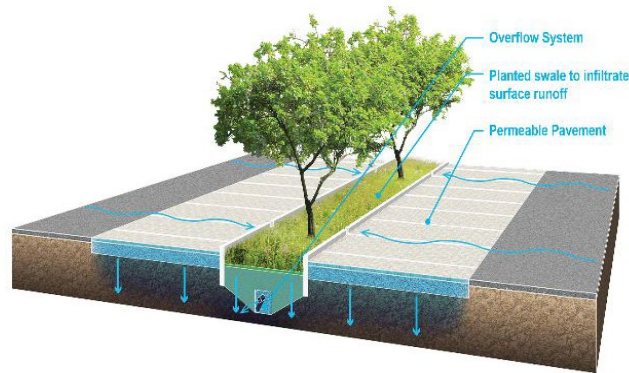
**STORMWATER FACILITIES**

The Fort Crook Road corridor should be designed to minimize the impact of stormwater runoff on the corridor. A key goal of the plan is to encourage the development of stormwater facilities throughout the corridor. Done correctly, these facilities can act as amenities for adjacent redevelopment projects and provide an opportunity to spread, slow down, and/or treat stormwater runoff before it enters the Papillion Creek and other drainageways. These facilities should be designed to work together towards an integrated stormwater management approach.

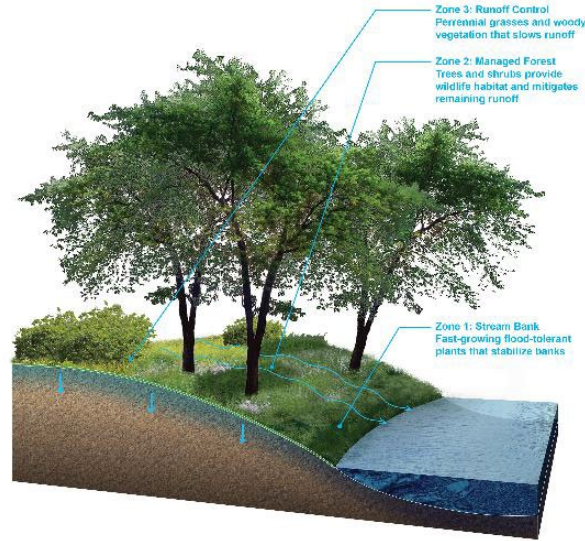
# EXAMPLES OF STORMWATER FACILITIES



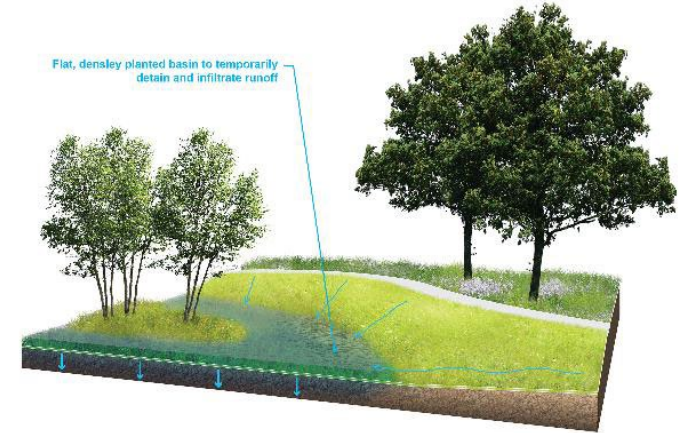
Bioswale Planter



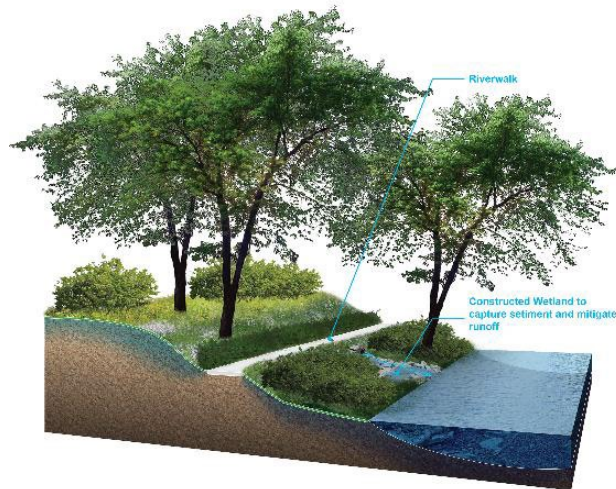
Parking Lot Island Bioswale



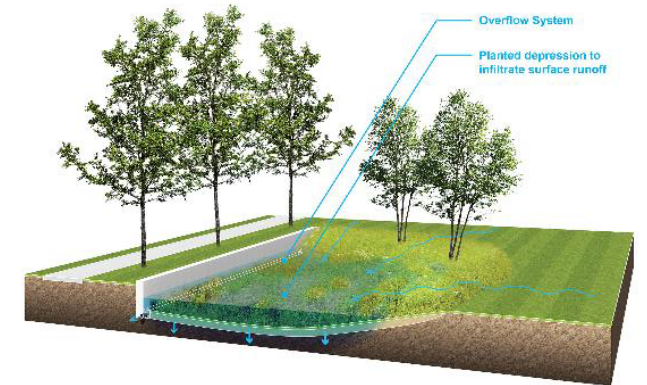
Riparian Buffer



Infiltration Strip



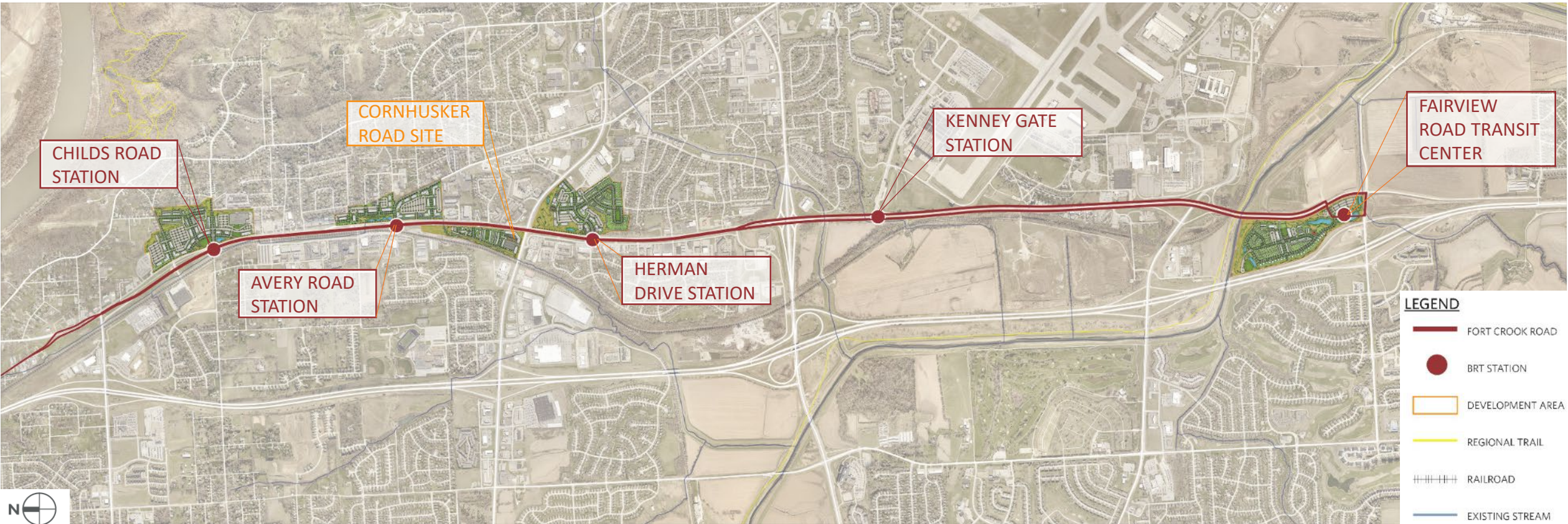
Constructed Wetland



Rain Garden

## COORDINATED REDEVELOPMENT

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





## CHILDS ROAD STATION

The Childs Road Neighborhood will be located on the site of the former Southroads Mall. As development momentum builds along the corridor with the implementation of BRT, the timing will be right to transition the site into a new walkable urban neighborhood. With a BRT station at the intersection of Fort Crook Road and Childs Road, the focal point of the neighborhood will be a large public open space on the east side of the corridor.

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

### LEGEND

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



Looking east over the Childs Road station and Fort Crook Road toward the village center

## AVERY ROAD STATION

Galvin Road will be reconstructed so that it intersects Fort Crook Road at a right angle. As with the Childs Road neighborhood, this new neighborhood will focus on its BRT station and adjacent open space. This space will consist of a public green space and significant naturalized area containing a constructed wetland and stormwater chain. Six-story mixed-use buildings will wrap around the public space. These buildings will contain active uses on the ground level.

The remainder of the neighborhood will be comprised of apartment buildings, designed in a configuration and unit count that would be attractive to local production apartment developers.



Looking southeast over Fort Crook Road at the Avery Road neighborhood



Avery Road BRT Station looking northeast toward the neighborhood development



## CORNHUSKER ROAD SITE

The Cornhusker Road neighborhood does not have an adjacent BRT station, but it is within easy walking distance of both the Avery Road and Herman Drive stations. The neighborhood will work with the topography by embedding two buildings and a parking deck into a hillside, essentially functioning as a retaining wall. The site will contain a variety of residential typologies. This combination will help provide density and typology variation along the corridor, with a goal of adding transit ridership and customers for the corridor's repositioned retail market.



### LEGEND

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



Looking south over Harvell Drive toward the neighborhood

## HERMAN DRIVE STATION

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

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

## FAIRVIEW ROAD NEIGHBORHOOD & TRANSIT CENTER

The Fairview Road neighborhood will be centered on a small community green and urban plaza. The green and plaza will be flanked by a grouping of mixed-use buildings and an apartment building. The ground floor of the mixed-use buildings would contain active uses that would front onto, and open-up to, the green and plaza. Extending out from the neighborhood center will be townhomes and single-family detached village homes and estate homes. The neighborhood will be encircled by greenways and trails, which would act as a buffer from the adjacent roadways.



Looking east over the Kennedy Freeway at the Fairview Road neighborhood



Looking southwest over Fort Crook Road toward the neighborhood



BRT Transit Center & "Gas Backwards" Station

## INCREMENTAL REDEVELOPMENT

To maintain the integrity of the vision for the Fort Crook corridor, auto-oriented stand-alone buildings must adhere to the following guidelines:

- Developed in a pedestrian friendly manner
- Parking located at the rear or side of the building
- Building and additions brought forward towards the street
- Front door must be connected directly to the front sidewalk

