

BELLEVUE PLANNING COMMISSION

Thursday, July 26, 2018 7:00 PM
Bellevue City Hall
1500 Wall Street
Bellevue, NE 68005

1. CALL TO ORDER:

- a. Pledge of Allegiance
- b. Roll Call
- c. The Open Meetings Act location
- d. Approve Minutes of May 24, 2018 Regular Meeting
- e. Accept into the record all staff reports, attachments, memos, and handouts regarding each application.

2. CONSENT AGENDA/PUBLIC HEARINGS:

3. PUBLIC HEARINGS:

- a. Request to amend Sections 5.22, 5.23, 5.24, and 5.26, City of Bellevue Zoning Ordinance, regarding Exercise, Fitness, and Tanning Spa as a permitted use. Applicant: City of Bellevue.
- b. Request to amend Article 7, City of Bellevue Zoning Ordinance, regarding digital signs. Applicant: City of Bellevue.
- c. Request to approve the 2018 Comprehensive Plan update. City of Bellevue.

4. CURRENT BUSINESS

- a. Discussion of Complete Streets Ordinance.

MINUTE RECORD

Bellevue Planning Commission Meeting, May 24, 2018, Page 1

The Bellevue Planning Commission held a regular meeting on Thursday, May 24, 2018 at 7:05 p.m. in the Bellevue City Council Chambers. Upon roll call, present were Commissioners Perrin, Cain, Baumgartner, Jacobson, Ackley, Casey, and Smith. Absent were Ritz and Madden. Also present were Chris Shewchuk, Planning Director, and Tammi Palm, Land Use Planner.

Notice of this meeting was given in advance thereof by publication in the Bellevue Leader and posting in two public places, and was also given to the Chairperson and members prior to the meeting. These minutes were written and available for public inspection within ten days of the meeting.

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

Motion was made by Ackley, seconded by Casey, to approve the minutes of the February 22, 2018 regular meeting as presented. Upon roll call, all present voted yes. Motion carried unanimously.

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

The following item was on the consent agenda:

Request to rezone Lot 33B1, Pleasant Hill or Martin's Subdivision, from RS-72 to RE for the purpose of a 30' x 40' garage addition. Applicant: Michael Belcastro. Location: 8006 South 25th Street. Case #: Z-1804-02.

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

MOTION was made by Casey, seconded by Baumgartner, to recommend APPROVAL of a request to rezone Lot 33B1, Pleasant Hill or Martin's Subdivision, from RS-72 to RE for the purpose of a 30' x 40' garage addition. Applicant: Michael Belcastro. Location: 8006 South 25th Street. Case #: Z-1804-02. APPROVAL based upon lack of perceived negative impact upon the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to CITY COUNCIL for PUBLIC HEARING on June 25, 2018.

Jacobson explained the public hearing procedures.

PUBLIC HEARING was held on a request for a conditional use permit for Lot 1, Saint Matthew The Evangelist Church Addition, for the purpose of a religious assembly/church. Applicant: Saint Matthew. Location: 12330 South 36th Street. Case #: CUP-1804-02.

Douglas Dreessen, 10836 Old Mill Road, Omaha, Nebraska, was present on behalf of the applicant. He provided a brief summary of the proposed site plan. The site plan displays a majority of the parking to the south of the proposed church. There is a shared access drive with Chadwick Apartments, a 90-unit apartment complex to the south of the church. The site is balanced for grading, with no problems with storm water or utilities.

Shewchuk advised Mr. Dreessen provided an alternate site plan earlier in the week. He inquired which site plan was to be considered. Dreessen commented he is waiting for additional input. He mentioned he has not heard back from the civil engineer for Chadwick Apartments or his traffic engineer. He stated the difference between the two site plans is the shared access point. He mentioned he has concerns with a large number of people leaving the church and trying exit out of this one spot. He stated the proximity to 36th Street, with trying to make a left hand turn, appears to be tight. In addition, there is an 8% grade at this location of the property. Dreessen stated he is having a traffic engineer evaluate both options. He explained even though this is all on private property, he would prefer not to have his firm associated with a project which has a huge traffic issue. Dreessen requested conditional approval and flexibility to utilize either driveway configuration. He mentioned the conditional approval from the Planning Commission would keep the church on track with their construction timeline while providing him more time to evaluate the access point. He explained the applicant would prefer this option.

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

MINUTE RECORD

Bellevue Planning Commission Meeting, May 24, 2018, Page 2

Shewchuk displayed the second site plan submitted by Dreessen earlier in the week. He requested clarification if this site plan is the site plan on which the applicant is seeking approval on. Dreessen replied it is not. He explained it is the alternate site plan. This site plan shows 350 parking stalls, with four or five lanes, which empty onto a common drive, as opposed to everyone trying to leave on one drive. There is a secondary access to the north which goes around the north side of the existing church structures. He stated he has concerns with a lot of traffic trying to exit all at once onto the south road. Dreessen reiterated he also has concerns with the 8% grade near the southern access point. The alternate site plan allows for queue up nearly all the way to the west property line.

Ackley questioned Dreessen if he is recommending the alternate site plan because the traffic can exit onto 36th Street more efficiently and stack farther to the west on the church's property. Dreessen replied that was correct. He mentioned there are a lot of proposed parking stalls and people familiar with the site will want to use the south access rather than weaving through the property to the north access. He advised this will back up traffic through the shared drive creating a traffic problem. Ackley inquired if the alternate plan provides more parking. Dreessen replied it does. He explained there would need to be adjustment with the southern landscaped islands, as the alternate plan currently shows these on Chadwick's property. He mentioned the church's original plan is to expand parking to the west.

Shewchuk advised staff cannot recommend approval to the alternate site plan with the islands and the required landscaping located on the property to the south. He explained it would need to be on the church's property. Dreessen replied that is not an issue. He stated the islands can be moved to the north and some parking stalls can be removed. He mentioned the church is considering leaving some parking on the west side of the property until a later time. Shewchuk requested clarification as to the location of the future parking. Dreessen advised there is an entire row of parking stalls to the west of the storm sewer shown on the plan. Shewchuk questioned if the alternate site plan was approved, where the last row of parking would be located. Dreessen explained the last set of islands would be cut in half. The entire bottom tier would be left off. He explained he was directed to do that from a storm sewer standpoint. He mentioned the details can be worked out. Shewchuk commented he understands it can be worked out. He explained since he is making the request for site plan approval with a conditional use permit, the Commissioners need to make sure they know what they are approving. Shewchuk explained to Dreessen he needs to understand what gets approved is what needs to be built. Dreessen commented he understood. He stated if the plan was approved with the parking lot islands on the church's property, and the apartments are fine with the shared drive, he does not see a problem with the alternate site plan. Dreessen mentioned the church is expecting approval on the original site plan submittal, which is the site plan with the one connection to the common driveway. Shewchuk commented he does not see a lot of difference in the plans. He stated there is the ability for vehicle to stack on either site plan.

Jacobson requested clarification as to the original site plan submitted by the church.

Ackley requested clarification as to the proposed grade near the southern access on the original site plan. Dreessen stated the layouts are similar. The proposed grade near the shared access on the first site plan is 8.5% and the second one is 8%.

Jacobson clarified there were no concerns listed in the packet regarding traffic. Shewchuk replied the driveway as originally presented was found acceptable.

Casey inquired if the access road between the church and apartments would be a right in/right out. Dreessen replied it will not; it will be a full access point. He explained to the north of that is a median island that will be in 36th Street. Turns will be able to be made in every direction at the shared access point. The connection will be two lanes out and one lane in. The two lanes will be a left turn and right turn only. Shewchuk explained the Chadwick Apartments' existing drive to the south is currently a full movement access. He stated this access will be changed to a right in/right out when the 36th Street widening is done. Shewchuk explained the church will also maintain their full access point at the north end of their property by the school. Casey questioned if the church is anticipating regular activities which will occur during the peak a.m. and p.m. traffic hours. Dreessen replied he did not have that information.

Ackley inquired if the school to the north would continue to use the northern access. Dreessen replied that was his understanding. Conversation ensued on this topic.

Jacobson commented it sounds like the parking lot and potential future expansion of the parking lot covers the church for the foreseeable future. He questioned Dreessen if he feels that statement is true. Dreessen stated his understanding from the church is the proposed parking and future parking will be

MINUTE RECORD

Bellevue Planning Commission Meeting, May 24, 2018, Page 3

adequate to meet their needs. Shewchuk commented they do not have a lot of room to expand. Dreessen agreed.

Jacobson questioned if the overall plan for the area includes trail connection. Shewchuk explained 36th Street will have a trail along it when it is widened. He mentioned the city owns property to the west of the church's property along the creek, and if that area develops a trail system may develop. Dreessen commented there is a trail proposed for the west side of 36th Street. He explained as part of the construction plans, the intersection will be designed to serve now as well as function efficiently when 36th Street is widened. It will include a ten foot wide trail that will have a 2% cross slope. It will make the access road even steeper. He mentioned it would be 8.5% to 8.8%.

Casey inquired about the seating capacity in the church. Shewchuk replied the parking requirement is one stall per four seats in the assembly area. There are 233 required parking stalls, which would be over 900 seats in the main area. The plan indicates there are 294 stalls.

Cain mentioned when Chadwick Apartments were proposed there were representatives present from both the church and apartments. Her recollection is neither party had concerns with traffic. She requested clarification if that was correct. Shewchuk commented he did not recall.

Ackley mentioned curb cuts along 36th Street have been limited, which is why the apartments have one access. He questioned if the easement for the shared access went all the way along the boundary line of the property, or if it was along the first 100 to 150 feet off of 36th Street. Dreessen replied it was the latter. He commented he did not know the exact dimension of the easement. Discussion followed on this topic.

Ackley questioned if there was enough green space shown on the site plan. Palm explained there needs to 19 square feet of landscaped area per parking stall. The plan which was originally submitted meets the requirements. The alternate site plan would need to be calculated to see if the requirement is met.


Baumgartner inquired if the drive that empties into 36th Street will have two lanes for those cars exiting. One lane for vehicles turning left, one lane for vehicles turning right, or single lane that goes into 36th Street. Dreessen replied it will be the former. He explained there will be one lane coming in on the north side, the middle lane will be left only, and the south lane will be right only.

Ackley questioned if the Commission approves the site plan and there are revisions later on would the revised site plan come back to the Commission for approval. Shewchuk explained if there are minor revisions it would not; however, if there were major changes it would need to come back to the Planning Commission. He advised if the Commission is okay with either of the site plans submitted tonight the motion should reflect that. Discussion followed.

MOTION was made by Ackley, seconded by Cain, to recommend APPROVAL of a request for a conditional use permit for Lot 1, Saint Matthew The Evangelist Church Addition, for the purpose of a religious assembly/church. Applicant: Saint Matthew. Location: 12330 South 36th Street. Case #: CUP-1804-02. APPROVAL of the site plan as proposed in the package, or in the alternative, a site plan which changes the approach to 36th Street to allow more stacking, leaving that to discretion of staff. APPROVAL based upon the site plan meets the criteria for a conditional use permit, fulfills the requirements of the zoning ordinance, and lack of perceived negative impact to the surrounding area. Upon roll call, all present voted yes. MOTION carried unanimously.

This item will proceed to CITY COUNCIL for PUBLIC HEARING on June 25, 2018.

Meeting adjourned at 7:58 p.m.



Shirley R. Harbin
Planning Assistant



City of Bellevue

Office of the Planning Department

AGENDA ITEM 3a.

TO: Planning Commission
FROM: Tammi Palm, Land Use Planner
DATE: July 19, 2018
RE: Exercise, Fitness, and Tanning Spas

Section 2.08 of the Zoning Ordinance contains a definition for exercise, fitness, and tanning spas. These are defined as:

An establishment that provides exercise facilities for the purposes of running, jogging, aerobics, weight lifting, court sports, and/or swimming, as well as locker rooms, showers, massage rooms, tanning beds, hot tubs, saunas or other related accessory uses; however, excluding any uses defined as “adult entertainment establishments.”

While this definition exists, we do not currently list these facilities as permitted uses in the Zoning Ordinance. We have several of these businesses presently operating in our community in various commercial zoning districts. As such, staff is recommending the inclusion of Exercise, Fitness, and Tanning Spas as a permitted use in Sections 5.22 BG General Business District, 5.23 BGM Metropolitan General Business District, 5.24 BGH Heavy General Business District, and 5.26 FX Flex Space District.

PLANNING DEPARTMENT RECOMMENDATION:

APPROVAL of the addition of Exercise, Fitness, and Tanning Spa as a permitted use in Sections 5.22, 5.23, 5.24, and 5.26 as presented



City of Bellevue

Office of the Planning Department

AGENDA ITEM 3b

To: Planning Commission
From: Chris Shewchuk, Planning Director *CMS*
Date: July 20, 2018
Subject: Amendment to Article 7, Zoning Ordinance

Article 7 of the Zoning Ordinance, regarding Sign Regulations, addresses digital billboards and provides specific guidelines for their use. These guidelines are not written anywhere as specifically pertaining to signs that are not billboards, although those guidelines have been given to sign installers when digital signs have been permitted. In addition to the regulations pertaining to digital signs, we are proposing changes to the zoning districts where such signs are allowed.

The proposed amendments are shown below in Table 7F of the Zoning Ordinance:

TABLE 7F PERMITTED SIGN CHARACTERISTICS BY ZONING DISTRICT

	RE RS	RA AG	RG	INS(a)	M	BN BNH	BG BGH	BGM	FX	ML MH
Animated/ Digital(c)	N	N	N	N P(b)	N	N P(b)	S	S	S	S
Changeable Copy	N	N	N	P(b)	N	N P(b)	S	S	S	S
Illumination, Internal	N	N	N	P(b)	N	S(b)	S	S	S	S
Illumination, External	N	N	P	P(b)	P	S(b)	S	S	S	S

P = Allowed without sign permit
S = Allowed only with sign permit
N = Not allowed

a. This column does not represent a zoning district. It applies to institutional uses permitted under the zoning ordinance in residential zoning districts. Such uses may include, but are not necessarily limited to, churches, school, funeral homes, and cemeteries.

b. No direct light or significant glare from the sign shall be cast on to any adjacent zone lot this is zoned and used for residential purposes.

c. ~~Signs shall not change panels or messages within at least 15 seconds and flashing lights or brightness of signs may be regulated based on vehicular traffic safety.~~

c. The following regulations shall apply to animated and digital signs:

--The image displayed on the sign shall not change more frequently than every 15 seconds.

--The image shall remain static during its display period (no movement or motion shall be permitted).

--Signs shall be equipped with a sensor or other device to automatically adjust the day/night light intensity to a level of no greater than 5,000 nits during daylight hours and no greater than 750 nits during nighttime hours.

--The City reserves the right to further regulate individual signs based on vehicular traffic safety.

PLANNING DEPARTMENT RECOMMENDATION:

APPROVAL of the proposed amendment to Article 7, City of Bellevue Zoning Ordinance.



City of Bellevue

Office of the Planning Department

AGENDA ITEM 3c

To: Planning Commission
From: Chris Shewchuk, Planning Director *CMS*
Date: July 20, 2018
Subject: 2018 Comprehensive Plan Update

Planning Department staff has been working on a review of the Comprehensive Plan and proposed updates to the plan. We recently received suggested revisions from MAPA regarding Offutt Air Force Base and the Joint Land Use Study for the base. These revisions are currently under review and I expect to include them in our final recommendation for updates to the plan. I am not ready to move forward with them at this time, therefore I am requesting the Planning Commission vote to **continue this item to the August 23 Planning Commission meeting.**



City of Bellevue

Office of the Planning Department

AGENDA ITEM 4a

To: Planning Commission
From: Chris Shewchuk, Planning Director *cms*
Date: July 20, 2018
Subject: Discussion of Complete Streets Ordinance

On October 25, 2010 the City Council passed Resolution No. 2010-51 and on July 24, 2011 the City Council passed Ordinance No. 3610, both regarding Complete Streets policies and practices. City Council President Jim Moudry has proposed an ordinance to repeal Ordinance No. 3610; Mr. Moudry's proposal is scheduled for introduction at the August 13 City Council meeting. Prior to Council consideration of this item, the Administration would like to receive the Planning Commission's comments on the proposal.

Attached for your review prior to discussion are the approved resolution and ordinance, as well as Mr. Moudry's agenda cover sheet which provides his reasoning for making the proposal.

A RESOLUTION OF THE CITY COUNCIL PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP IMPLEMENTATION STRATEGIES TO INCREASE THE USABILITY OF ALL THE STREETS FOR ALL MODES OF TRAVEL FOR CITIZENS OF ALL AGES AND ABILITIES IN BELLEVUE, NEBRASKA.

WHEREAS, The City of Bellevue wishes to ensure that all users of our transportation system are able to travel safely and conveniently on all streets and roadways within the public right-of-way in Bellevue; and

WHEREAS, a complete street is defined as one which provides a safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities; and

WHEREAS, complete streets better serve the needs of those who use transit by providing access to transit systems; and

WHEREAS, complete streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, complete streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, complete streets are essential in providing safe routes to school for children; and

WHEREAS, complete streets policies have been adopted legislatively by at least fourteen states, and more than 150 communities across our country have adopted Complete Streets policies; and

WHEREAS, the City of Bellevue currently has a limited complete streets policy applying particularly to streets developed in new subdivisions; and

WHEREAS, the City of Bellevue Public Works Department has a Master Sidewalk Plan and other programs to improve the ability of Bellevue's streets to meet the travel needs of all users; and

WHEREAS, the concept and principles of complete streets are entirely compatible with the direction and plans embodied in the 2010 Bellevue Strategic Plan update; and

WHEREAS, it is the desire of the City of Bellevue to formalize a commitment to the principles of complete streets for all of our streets;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA, that the City of Bellevue commits to a Complete Streets Policy which has the following elements:

1. Any roadway in the city of Bellevue which is to be newly constructed or completely reconstructed must be designed and constructed to

A. Provide for the safety and convenience of all users of all ages and of all abilities: pedestrians, bicyclists, transit users, and motorists; and

B. Address the needs of all users both along roadway corridors and crossing the corridors.

2. Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street. Consideration shall particularly include proportionality: is the scope of work needed to make a complete street reasonable in relation to the scope of the proposed roadway maintenance or improvement?

3. Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the City Council, with documentation of the reason for the exception.

4. An annual report will be made to the City Council by the City Administrator showing progress made in implementing this policy.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that this Complete Streets Policy will apply to the scoping, design, and construction of projects.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that the Public Works Department will review current design standards, including the design standards embodied in the most recent version of the subdivision regulations which apply to new roadway construction, to assure that they reflect the best available design standards and guidelines, and effectively implement the Complete Streets Policy above stated to ensure a smooth integration of newly annexed areas.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that these design standards also serve as guidance for all existing roadway rehabilitation, reconstruction, or resurfacing, to

the extent that the work required is reasonably proportional to the scale of the proposed rehabilitation, reconstruction, or resurfacing.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that application of design standards will be flexible to permit context-sensitive design, fitting the roadway design within the context of the neighborhood, recognizing that all streets are different and user needs will be balanced.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that exceptions may be made when:

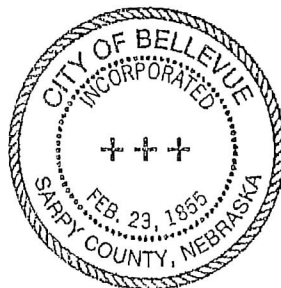
☐ The project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.

☐ There is documentation that there is an absence of use by all except motorized users now and would be in the future even if the street were a complete street.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that staff in the Public Works Department be directed to develop ordinances, resolutions, programs, and recommendations for funding to implement the Complete Streets Policy, for consideration by the City Council; and that these shall identify the complete streets needs and recommend a plan to meet those needs, including for sidewalks, throughout the city.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF BELLEVUE, NEBRASKA, that the City Council commits to including Complete Streets Policy and principles in all future City plans.

PASSED AND APPROVED THIS 25th DAY OF October 2010.



CITY OF BELLEVUE

Mary W. L. L. L.
Mayor

ATTEST:

Jay Dammas
City Clerk

ORDINANCE RECORD *Planning*

No. 72 B—REDFIELD & COMPANY INC., OMAHA

ORDINANCE NO. 3610

AN ORDINANCE TO CREATE ARTICLE VII TO CHAPTER 28 OF THE BELLEVUE MUNICIPAL CODE ESTABLISHING BELLEVUE'S COMPLETE STREETS POLICY, STATING GUIDING PRINCIPLES AND PRACTICES SO THAT TRANSPORTATION IMPROVEMENTS ARE PLANNED, DESIGNED AND CONSTRUCTED TO ENCOURAGE WALKING, BICYCLING AND TRANSIT USE WHILE PROMOTING SAFE AND EFFICIENT OPERATIONS FOR ALL USERS; AND TO PROVIDE FOR THE EFFECTIVE DATE OF THIS ORDINANCE.

BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF BELLEVUE, NEBRASKA.

Section 1. That new Sections 28-151 through 28-157 of new Article VII of Chapter 28 are hereby created to read as follows:

ARTICLE VII. COMPLETE STREETS

Sec. 28-151. Planning, Design and Construction.

The Bellevue Planning and Public Works Departments will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe and efficient operation for all users, as provided for hereafter. Complete Streets are streets designed and operated to enable a multimodal, context sensitive, framework of streets that provide safe, efficient access and use for all users.

Sec. 28-152. Incorporation by Planning and Public Works Departments.

The Bellevue Planning and Public Works Departments will develop, with citizen input, then incorporate Complete Streets principles into: Bellevue Planning and Public Works plans, manuals, rules, regulations and programs as appropriate.

Sec. 28-153. Freight.

Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be a priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.

Sec. 28-154. Exceptions.

Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

- a. To ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);
- b. Where the Planning or Public Works Director issues a documented exception concluding that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety; or
- c. Where other available means or factors indicate an absence of need, including future need.

ORDINANCE RECORD

No. 72 B—REDFIELD & COMPANY INC., OMAHA

Sec. 28-155. Achievement; Annual Progress Report.

Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. The city administrator shall make an annual report to the city council showing the progress made in implementing complete streets.

Sec. 28-156. Advisory Panel - Mayor to Appoint.

The Mayor of Bellevue, Nebraska will appoint a five (5) member Citizen Complete Streets Advisory Panel. Three of the members will be appointed to four (4) year terms and two of the members will be appointed to two (2) year terms. The Panel will develop recommendations to the Planning Commission and City Council for meeting the Performance Measurements in Sec. 28-157.

Sec. 28-157. Performance Measurement.

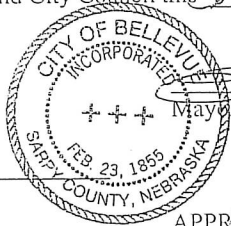
Performance measurement will be by, but not limited to, the miles of bicycle routes created; new linear feet of pedestrian accommodation; increase in use of public transportation, bicycling and walking; the miles of connection added between trails; the increased efficiency of traffic flow through the use of sophisticated traffic control devices, turn lanes, traffic circles, and the leveling or decrease of transportation-related accidents.

It is the Bellevue City Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

ADOPTED by the Mayor and City Council this 24 day of January 2011.

ATTEST:

Ray Dammet
City Clerk



APPROVED AS TO FORM:

[Signature]
City Attorney

First Reading 10-25-10

Second Reading 11-8-10

Third Reading 1-10-11 Postponed to 1-24-11

CITY OF BELLEVUE, NEBRASKA
AGENDA ITEM COVER SHEET

COUNCIL MEETING DATE:	08/13/2018	AGENDA ITEM TYPE:	
		SPECIAL PRESENTATION	<input type="checkbox"/>
		LIQUOR LICENSE	<input type="checkbox"/>
		ORDINANCE	<input checked="" type="checkbox"/>
		PUBLIC HEARING	<input type="checkbox"/>
		RESOLUTION	<input type="checkbox"/>
		CURRENT BUSINESS	<input type="checkbox"/>
		OTHER (SEE CLERK)	<input type="checkbox"/>

SUBJECT:

Repeal Complete Streets Ordinance in Bellevue Municipal Code Chapter 28, Article VII, Complete Streets

SYNOPSIS:

Ordinance to repeal Bellevue Municipal Code Chapter 28, Article VII mandating Complete Streets.

FISCAL IMPACT:

N/A

BUDGETED ITEM: ☐ YES ☐ NO GRANT/MATCHING FUNDS ☐ YES ☐ NO
IF NO, EXPLAIN: IF YES, %, \$, EXPLAIN:

N/A

PROJECT NAME, CALENDAR AND CODING:

Requestor	Project Name:	
	Expected Start Date:	Expected End Date:
	CIP Project Name:	
	MAPA # and Name:	
	Street District # and Name:	
Finance	Distribution Code:	[Fund-Dept-Project-Subproject-Funding Source-Cost Center]
	GL Account #:	GL Account Name:

RECOMMENDATION:

Approve the ordinance to repeal Bellevue Municipal Code, Chapter 28, Article VII, Complete Streets.

BACKGROUND:

Ordinance 3610, passed on January 24, 2011, added Article VII to Chapter 28 of the Bellevue Municipal Code, requiring Complete Streets for Bellevue. Article VII states, "The city planning and public works departments will plan for, design and construct all new city transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe and efficient operation for all users, as provided for hereafter." It further states, "The city planning and public works departments will develop, with citizen input, then incorporate complete streets principles into: city planning and public works plans, manuals, rules, regulations and programs as appropriate." The Complete Streets ordinance forces the planning, design, and construction of all transportation modes, adding to project cost, when the need and utilization of these alternate modes may be limited and not cost effective. An example of increased cost can be seen in the 36th Street project addition of a bike lane and trail. This ordinance would repeal the Complete Streets ordinance and allow the planning, design, and construction for alternate transportation modes to be a choice, where it makes sense, and not a mandated requirement.

ATTACHMENTS:

1	Ordinance 3908	4	
2		5	
3		6	

SIGNATURES:

ADMINISTRATOR APPROVAL: _____

FINANCE APPROVAL: _____

LEGAL APPROVAL: _____