

LEO A DALY

PLANNING ARCHITECTURE ENGINEERING INTERIORS



Bellevue Rail-Served Industrial Park

Bellevue, Nebraska

April 10, 2015

FINAL DRAFT



EXCELLENCE BEYOND EXPECTATIONS

This page intentionally blank.



TABLE OF CONTENTS

Introduction	5
Site Overview	7
Community Profile	7
Land Use	8
Environmental	12
Transportation	15
Utilities	18
Proposed Site Layout	21
Appendix A: References	35
Appendix B: Acronyms	39
Appendix C: Cost Estimate	41
Appendix D: Other Documents	45
Appendix E: GO! Ready Process	47
Appendix F: Lot Layouts	57

Image Source: http://omahahomessearch.com/wp-content/uploads/2012/09/IMG_6755.jpg

PROJECT INTRODUCTION



Figure 1.1: Proposed Site

In an effort to strengthen economic development and attract new businesses to the Omaha metro area, the Omaha Chamber of Commerce, along with a six-county economic development partnership, launched an initiative called *GO! Ready*. The purpose of this initiative is to acquire and develop “shovel” ready sites for a wide-range of industries in order to attract companies to the area. Market studies indicate a short supply of these industrial “shovel” ready sites in the Omaha metro.

The Bellevue rail-served industrial park project was brought together by a committee composed of members from the Omaha Chamber of Commerce, the City of Bellevue, and Sarpy County. Meetings were also conducted with planners and engineers from Offutt Air Force Base, the Metropolitan Utilities District, the Omaha Public Power District (OPPD), Black Hills Energy, Union Pacific Railroad (UPRR), and Burlington Northern Sante Fe (BNSF) Railroad.

SITE OVERVIEW



Figure 1.2: Proposed Site

The proposed site consists of approximately 900 acres located in Bellevue, Nebraska. The site is adjacent to the southeast boundary of Offutt Air Force Base and is situated at the intersection of two major transportation routes, Highway 75 and the newly constructed Highway 34.

COMMUNITY PROFILE

Bellevue, a community located eight miles south of downtown Omaha in eastern Nebraska, has a population of approximately 53,000 residents. The median age of Bellevue residents is 34.8 years old.

The City maintains a strong economy, exemplified by unemployment rates below three percent. Military and defense make up the largest percentage of Bellevue's economy. The City is home to one of the largest military installations, Offutt Air Force Base, and also boasts more than 30 defense companies employing more than 2,500 people.¹ Other major industries in Bellevue include education, health and social services, as well as retail trade. These industries make up 19.6% and 12.8% of Bellevue jobs, respectively.²

The major employers in Bellevue include Offutt Air Force Base, Northrop Grumman, Lockheed Martin, Bellevue University, and TD Ameritrade Corporation.

Regionally, the Omaha metro area also sustains a strong and diverse economy. Currently, unemployment rates in the Omaha area fall below the national average at four percent. Since 2010, job growth in the metro has seen a steady increase. Omaha is home to the headquarters of ConAgra Foods, Mutual of Omaha, Berkshire Hathaway, Kiewit Construction Company, and Union Pacific Railroad.

In addition to a strong economy, Bellevue also provides a high quality of life to its residents, with low crime rates, low

^{1,2} "Bellevue's Advantage." Bellevue, Nebraska. DotNetNuke Corporation, 2009. <http://www.bellevue.net/Default.aspx?alias=www.bellevue.net/development>

SITE OVERVIEW



Figure 1.3: Site Boundaries

cost of living, and abundant recreation and entertainment opportunities. One of these recreational opportunities includes Fontenelle Forest, a 2,000 acre deciduous forest, with miles of hiking trails and a nature center. Bellevue is also minutes away from downtown Omaha attractions, including the CenturyLink Center, Henry Doorly Zoo and Aquarium, the Joslyn Art Museum, and the Holland Performing Arts Center.

LAND USE

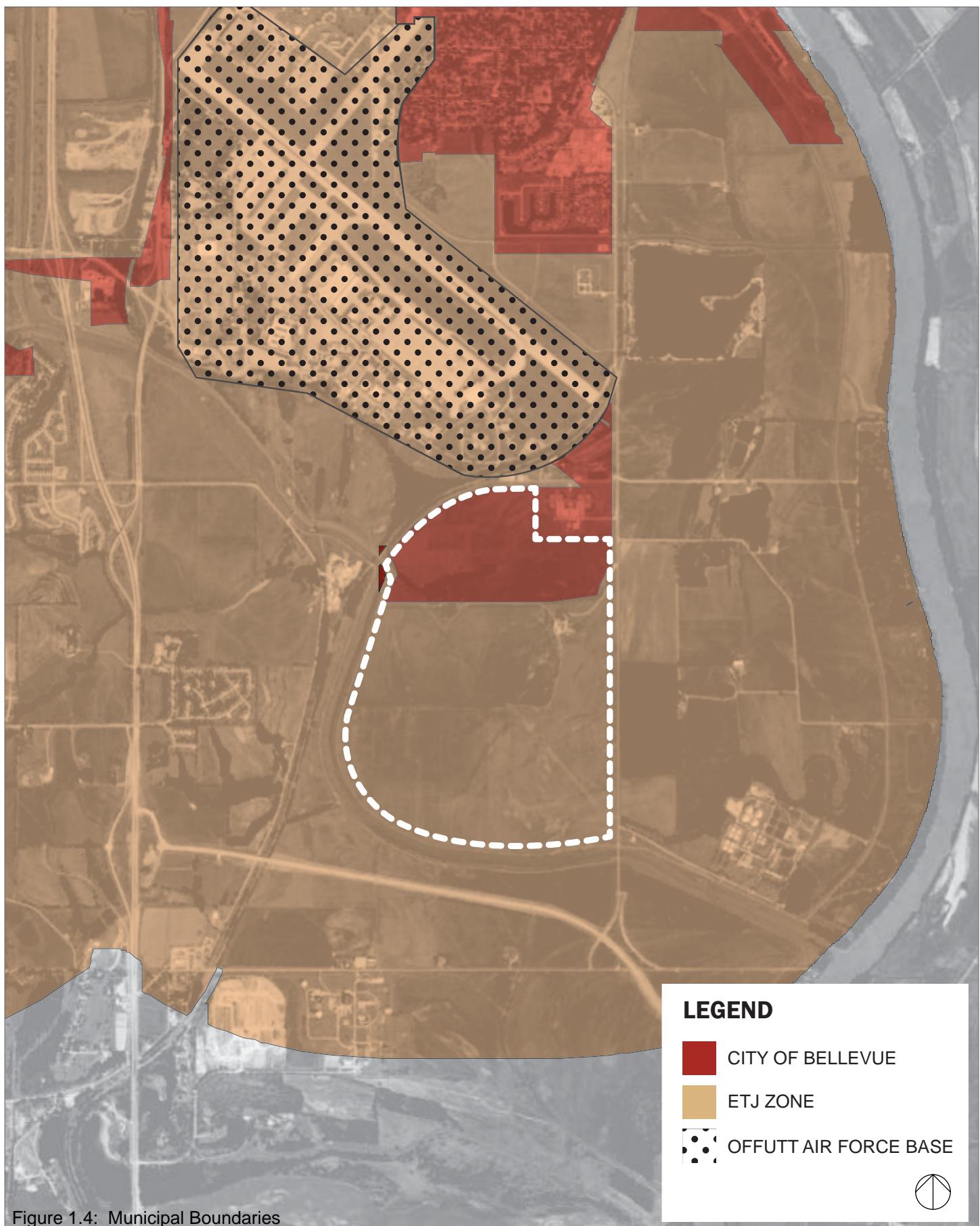
The proposed site is made up of three parcels. The two southern-most parcels are owned by a local farmer. The northern-most parcel is owned by the Bellevue Future Development, LLC. The site is currently being used as farmland and a homestead. Existing structures on-site include a 1911 one-and-a-half story

home with detached garage and multiple storage bins and farm sheds. Any future development of the site will require cooperation with the current occupants.

In addition to the various owners, the site also falls into two jurisdictions, the City of Bellevue and Sarpy County. With that, the site is located within the extraterritorial jurisdiction zone (ETJ) (see Figure 1.4). The ETJ allows the City of Bellevue to exercise authority in the Sarpy County portions of the site that fall within this ETJ zone.

Current zoning within the site includes General Business (northern lot) and Agricultural (southern two lots) (see Figure 1.5). Surrounding land uses consist of agriculture to the east, industrial uses to the south, and a small residential area to the west . The

SITE OVERVIEW



SITE OVERVIEW

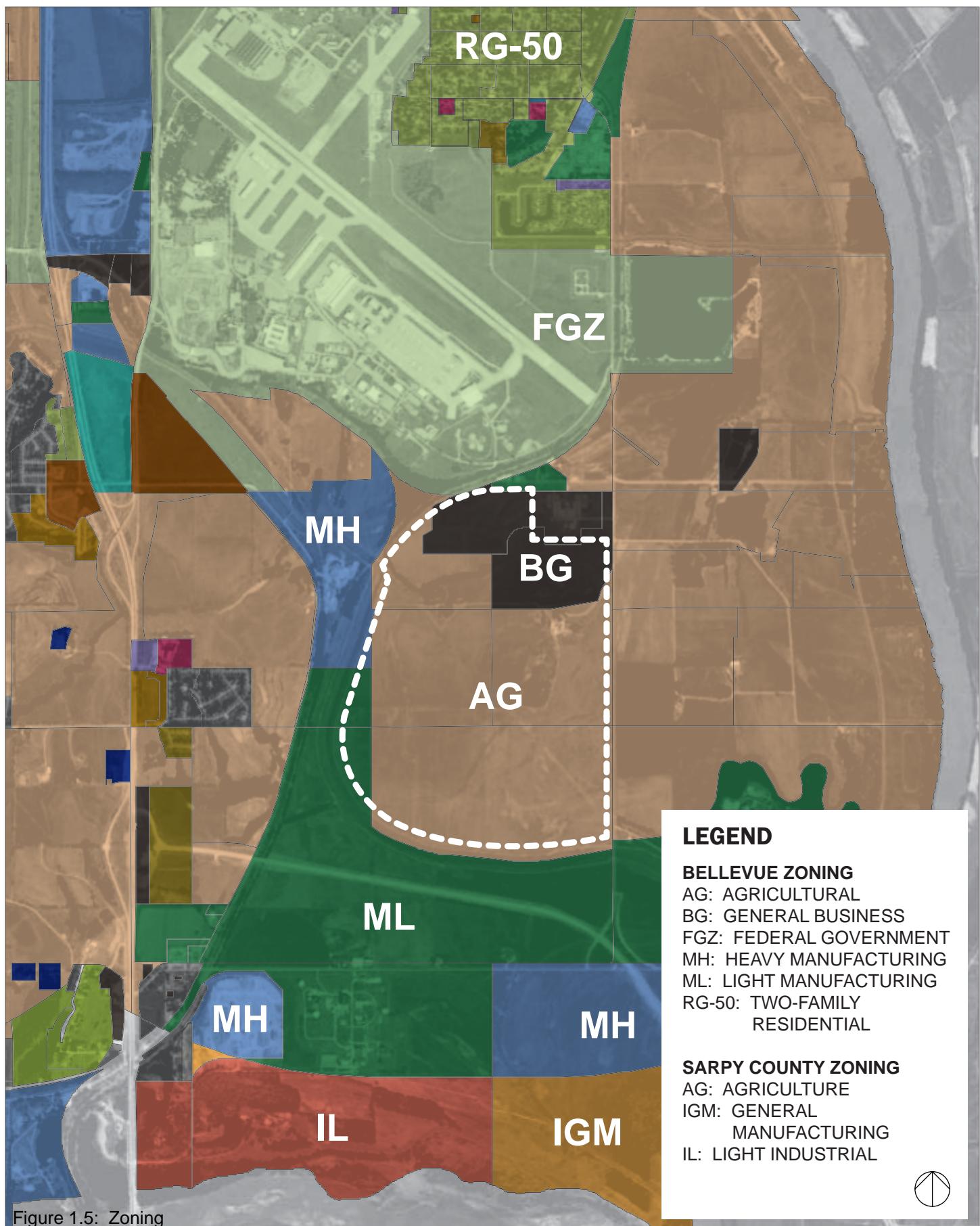


Figure 1.5: Zoning

SITE OVERVIEW

Papillion Creek Wastewater Treatment Plant is located southeast of the site across Harlan Lewis Road.

Due to the proximity of Offutt Air Force Base, the site is subject to the Air Installation Compatible Use Zone (AICUZ) (see Figure 1.6). The AICUZ consists of a clear zone (CZ), accident potential zones one and two (APZ 1, APZ 2), and noise zones (NZ). Certain zoning restrictions apply to land within this AICUZ zone, including height limitations, lighting requirements, and land use restrictions. This criteria is designated by the Federal Aviation Administration (FAA) and the Air Force.

The site is also subject to the Highway 34 Corridor Overlay District (see Figure 1.6). This district applies to areas within one mile of the centerline of Highway 34 to the north and south, bounded by the Missouri River to the east and 5th Street to the west. At this time, the development and zoning requirements of this overlay, in addition to the underlying base zoning, must be followed.

Aside from zoning restrictions, there is currently a 50-foot sanitary outlet sewer and water easement running diagonally through the site (see Figure 1.14). This easement allows the applicable utility companies access to

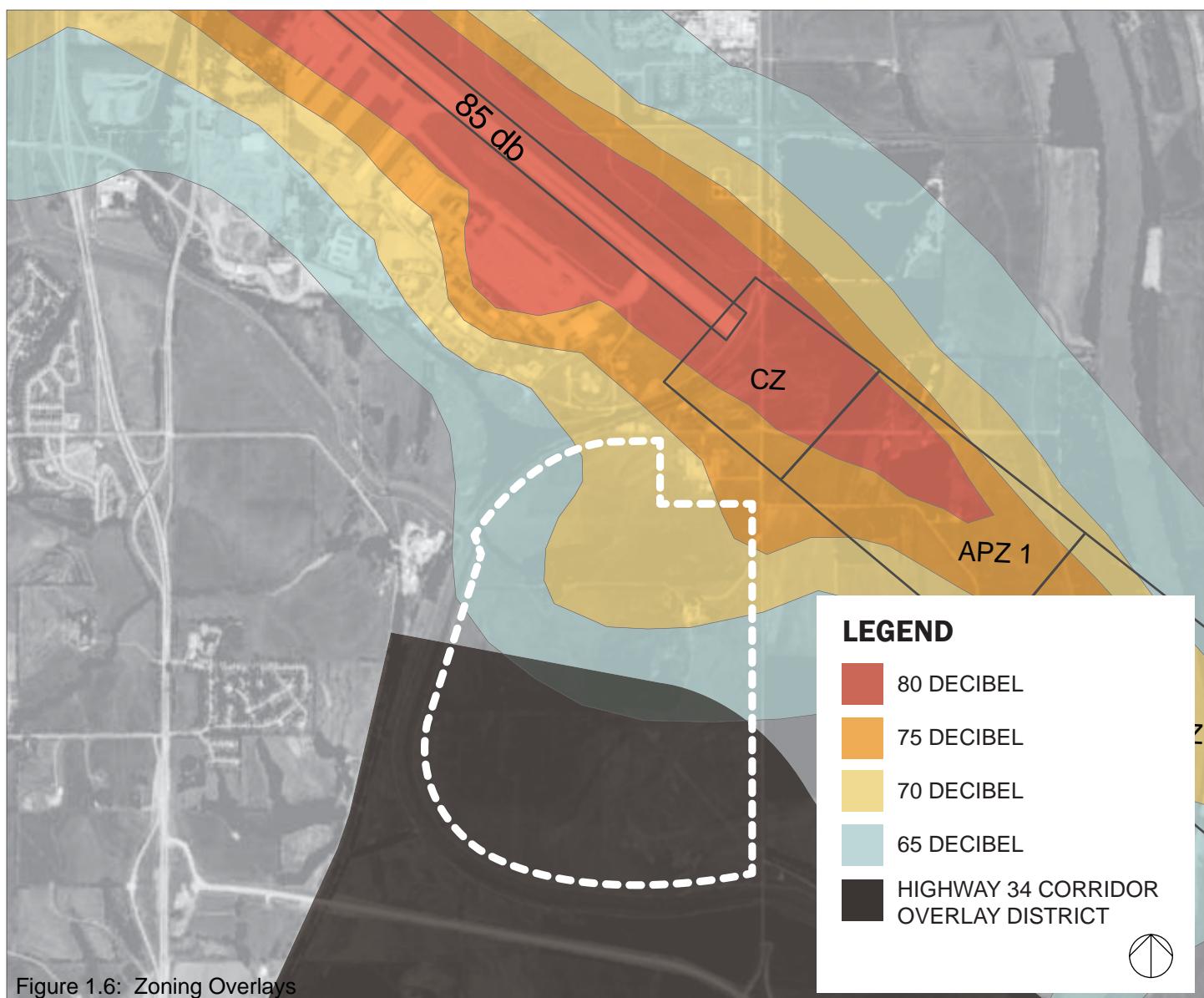


Figure 1.6: Zoning Overlays

SITE OVERVIEW

the land within the easement boundaries for construction or maintenance purposes.

ENVIRONMENTAL

Climate in Bellevue varies by season. July temperatures average 80 degrees Fahrenheit, while January temperature average 20 degrees Fahrenheit. Average rainfall is approximately 30 inches per year. Average snowfall is 25 inches per year. Wind speeds in the area range from five to eight miles per hour on any given day.

Topography within and around the proposed site is predominantly flat, with elevations ranging from 952 to 996 feet. Most elevation changes occur along Papillion Creek, which flows along the west and south boundaries of the site (see Figure 1.7).

Due to the proximity of the Missouri River, soils on the site are clay-like and silty in composition and are poorly drained to moderately well drained in some areas. Soil analysis, constructability, and cut and fill factors will be determined by a geotechnical report, which is to be contracted by the owner at a later date.

Although the site is located near the river, there is an 18.2 mile earthen levee in place that reduces the risk of flooding to areas within the levee boundary (see Figure 1.8). The levee was designed and constructed by the U.S. Army Corp of Engineers. It is currently operated and maintained by the Papio-Missouri River Natural Resources District. There are future plans to improve the levee in order to ensure compliance with the Federal Emergency Management Administration (FEMA) protection standards. These improvements include levee height increase and floodwall construction.

Additionally, there are two freshwater emergent and two freshwater forested/shrub wetlands listed with the U.S. Fish and Wildlife Service National Wetlands Inventory. These wetlands

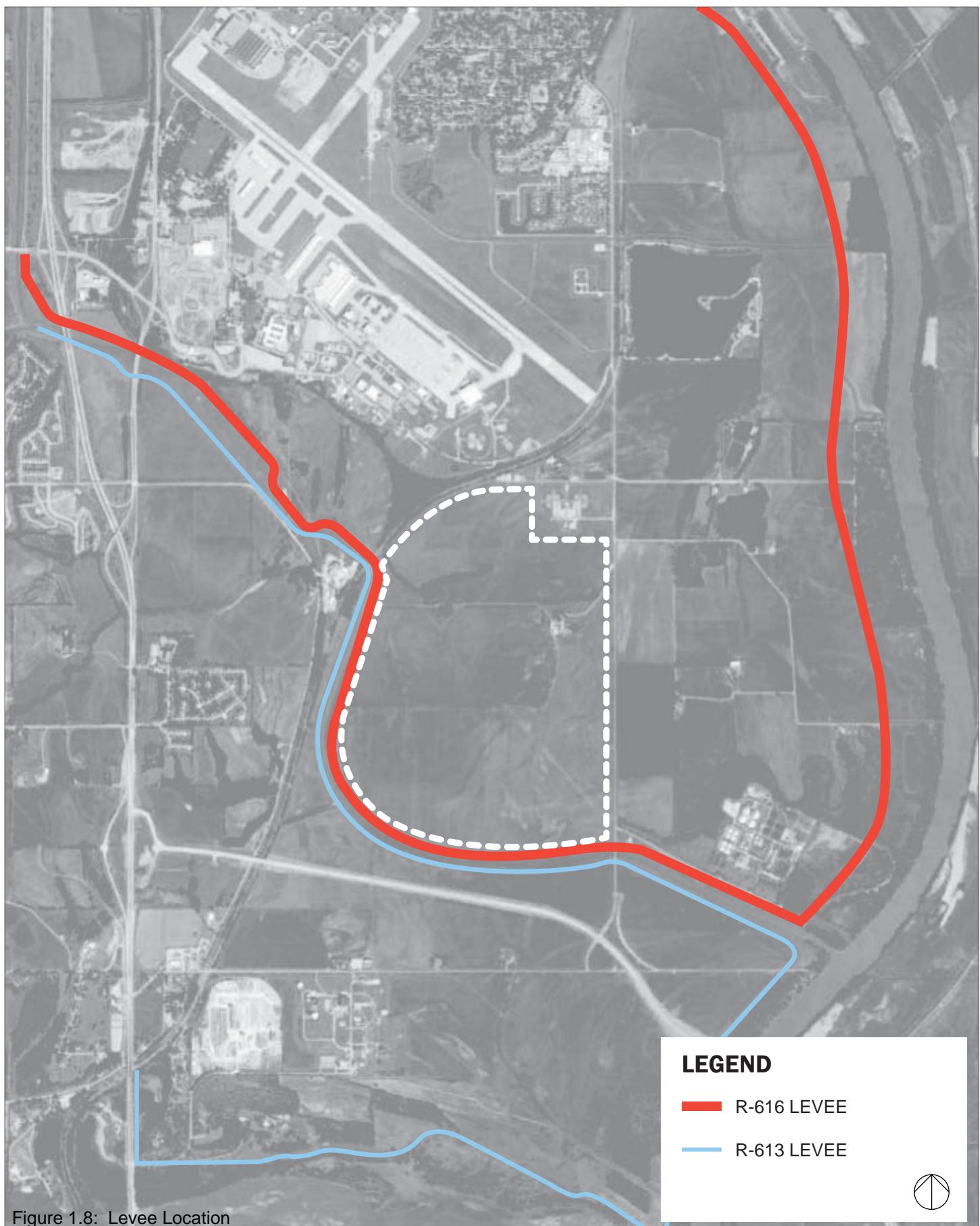


Figure 1.7: Topography

are located in the northwest portion of the site (see Figure 1.10).

At this time, an Environmental Assessment has not been conducted on the site. As such, mitigation measures involving endangered

SITE OVERVIEW



SITE OVERVIEW

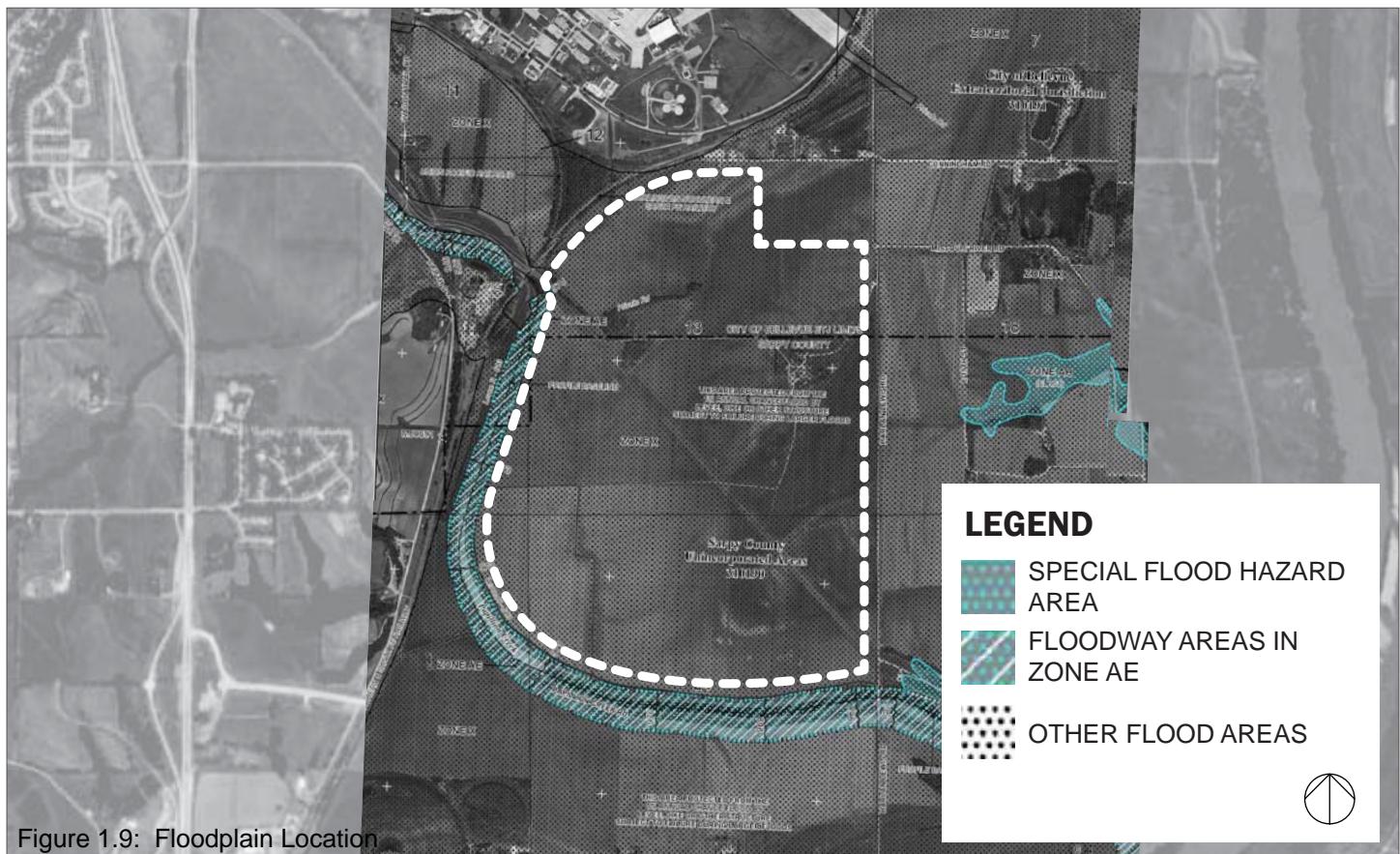


Figure 1.9: Floodplain Location

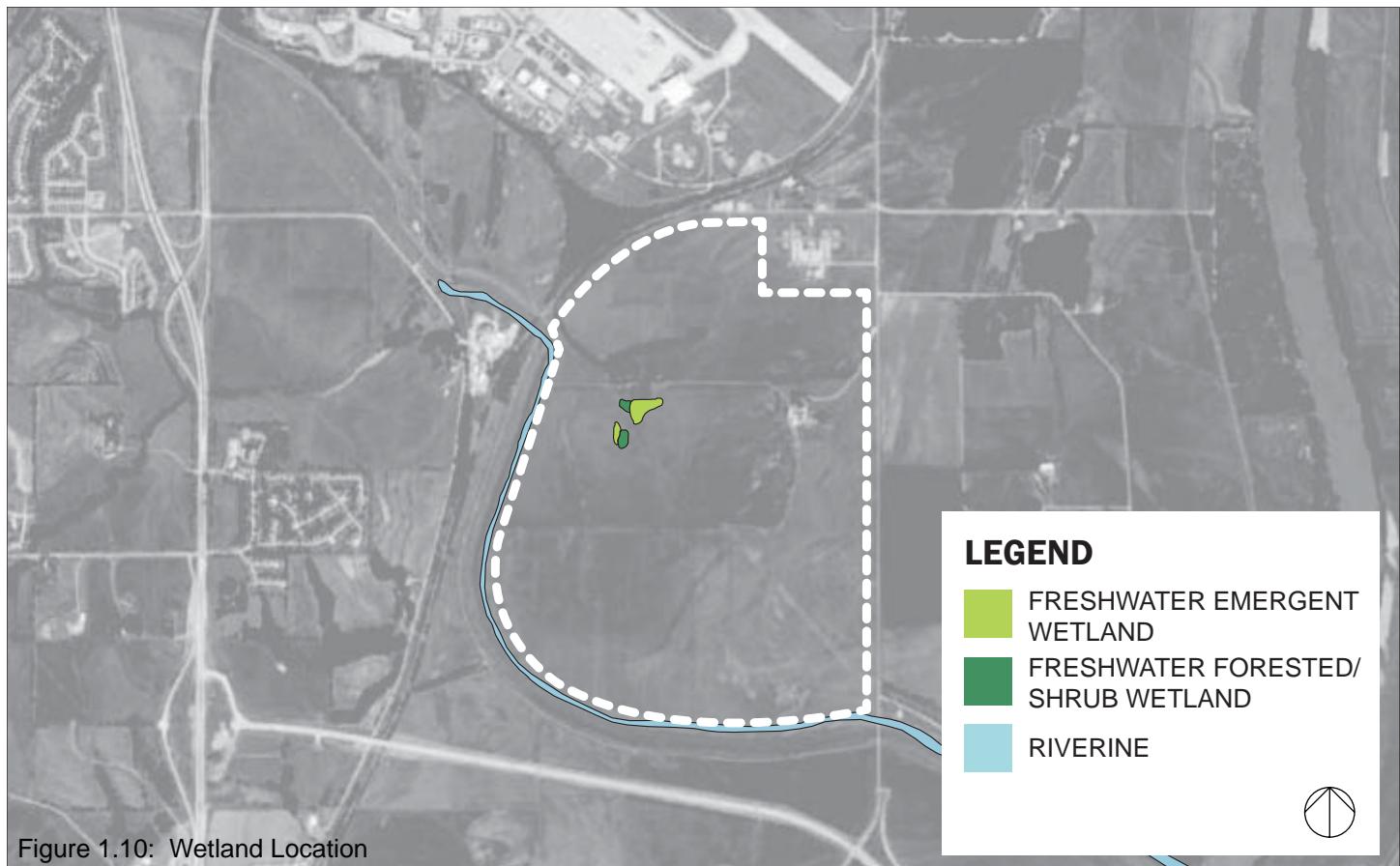


Figure 1.10: Wetland Location

or protected species, environmental contamination, or other environmental concerns are unknown.

TRANSPORTATION

The proposed site is located in a prime location for transportation of goods and services, with access to Highway 75 and the newly constructed Highway 34 within one mile. Both of these roadways are four lane highways managed by the Nebraska Department of Roads (NDOR). Interstate 80 is located approximately ten miles to the north of the site and is accessed from Highway 75. Highway 34 connects directly with Interstate 29, approximately five miles to the east of the proposed development.

Access to the proposed rail-served industrial park is located off of Harlan Lewis Road, an existing, minor arterial, two lane road managed by Sarpy County. Currently, there are no known improvement plans for Harlan Lewis Road.

Traffic counts on roadways surrounding the proposed site vary. NDOR estimates daily traffic counts along Highway 75 in Bellevue at approximately 43,000 vehicles per day.³

Future improvements to roads in the area include new on- and off-ramps from Highway 75 at Highway 34. This project is currently underway. Long range plans also indicate the westward expansion of Highway 34 across Highway 75.

Air service is also available in the area. Eppley Airfield is located approximately 15 miles north of the site. Eppley serves approximately 70-75 air carrier departures per day. The longest runway measures 9,500 feet.⁴

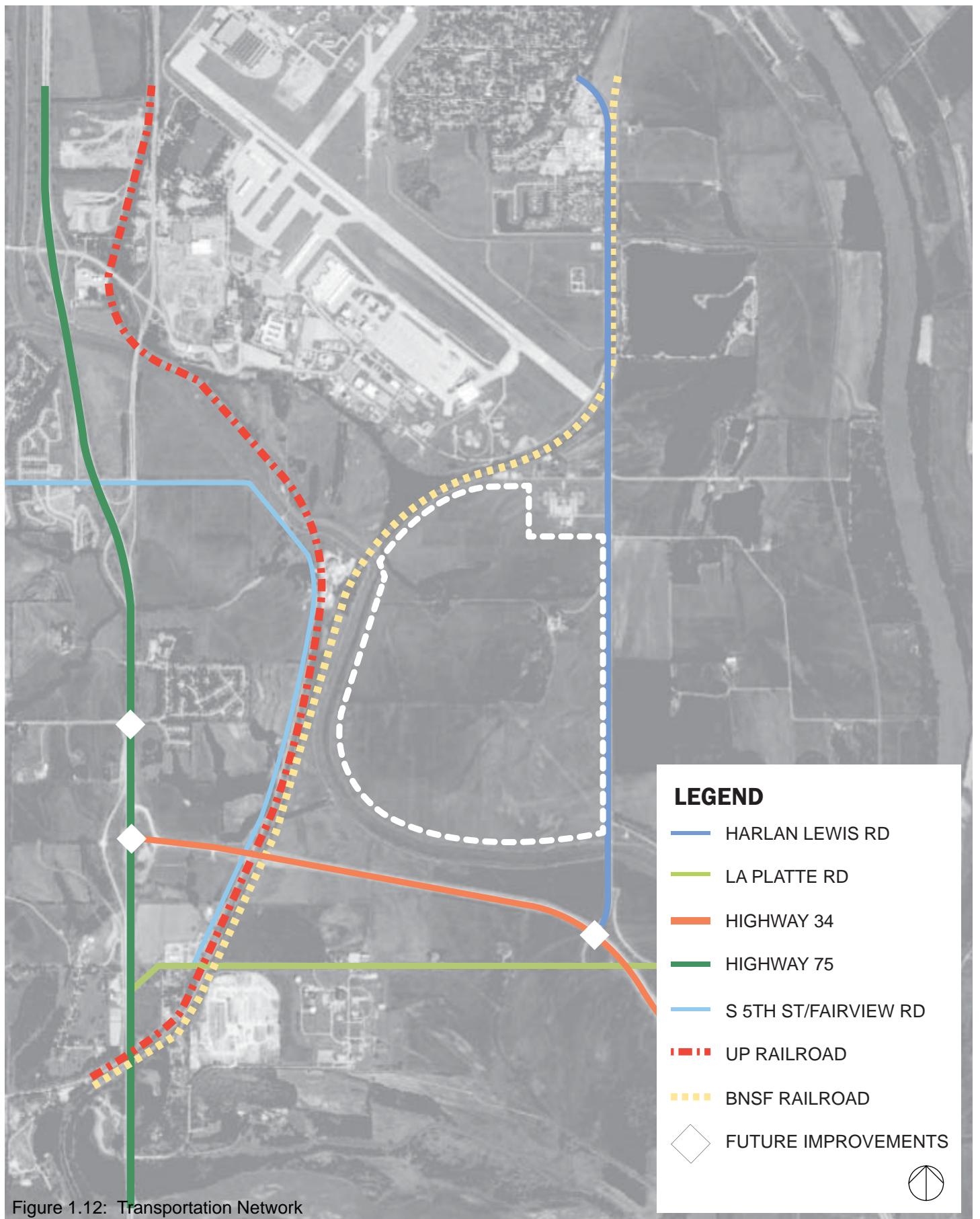
³ "2011 Continuous Traffic Count Data and Traffic Characteristics on Nebraska Streets and Highways." *Nebraska Library Commission*. April 2012. <http://nlcs1.nlc.state.ne.us/epubs/R6000/S009-2011.pdf>

⁴ "Facts & Statistics." *Omaha Airport Authority*. Accessed February 24, 2015. <http://www.flyoma.com/airport-authority/facts-statistics>



Figure 1.11: Existing Harlan Lewis Road

SITE OVERVIEW



SITE OVERVIEW

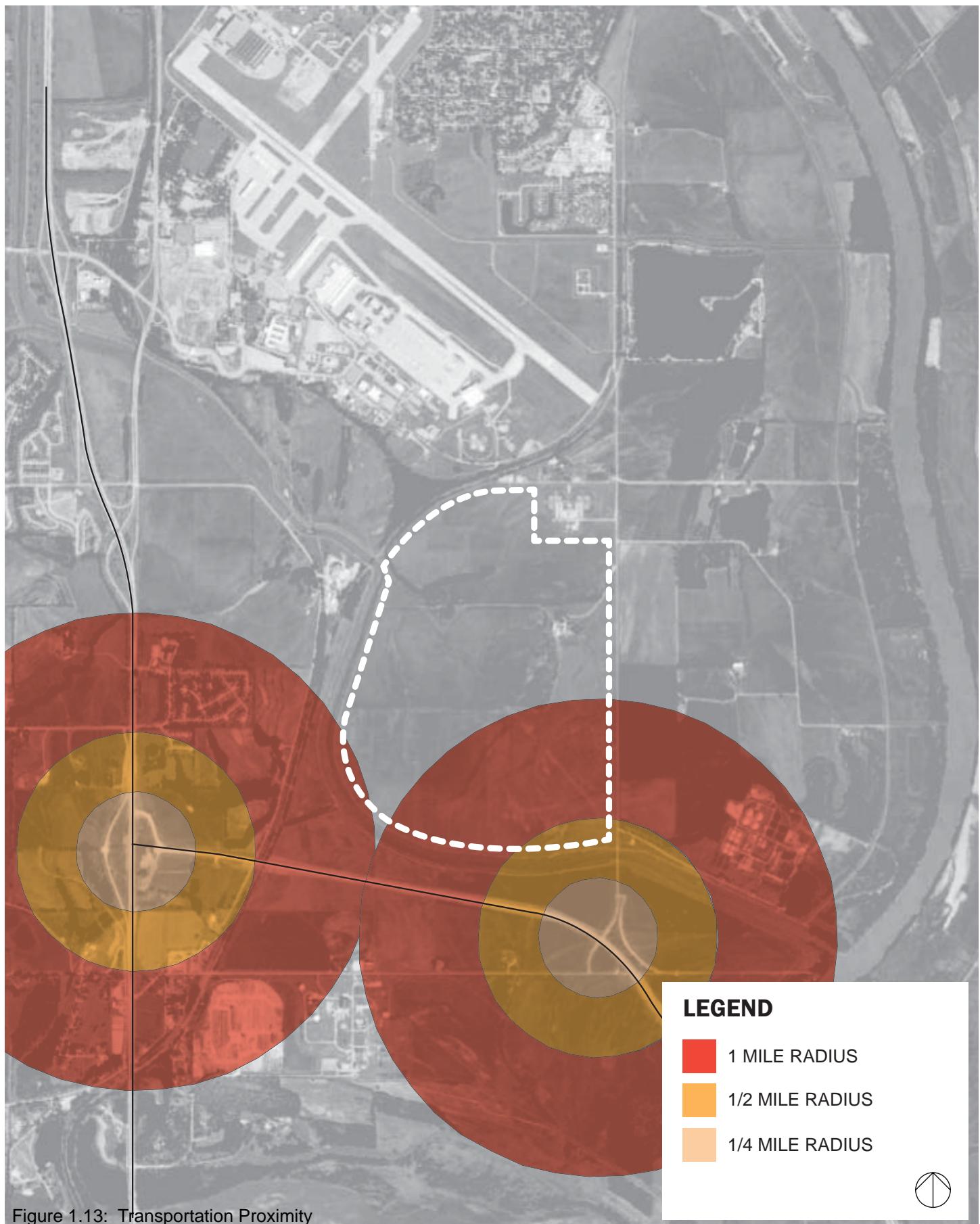


Figure 1.13: Transportation Proximity

SITE OVERVIEW

In addition, both Union Pacific Railroad (UPRR) and Burlington Northern Sante Fe (BNSF) Railroad run along the western boundary of the site. It is estimated that 12 to 15 BNSF trains pass through the area each day, traveling between Omaha and Kansas City.

UTILITIES

Electrical Service

The proposed site is located in proximity to multiple utility service providers. The Omaha Public Power District (OPPD) provides electrical service to the area. There is currently a 69 kV substation located directly south of the project site with the capacity to serve loads in the range of 30-40 MW. OPPD has indicated plans to expand capacity as needed for large scale projects.

Natural Gas Service

Black Hills Energy provides natural gas service in the area. The existing natural gas line runs along La Platte Road, turns north along Harlan Lewis Road and terminates at the entrance to the Papillion Creek Wastewater Treatment Plant. According to correspondence received from Black Hills Energy, the line has the capacity to serve a heat-load or small industrial user. Therefore, the proposed uses within the rail-served industrial park would require infrastructure upgrades in order to obtain natural gas service.

Telecommunication

There are two telecommunication providers in the area, Windstream Communications and Level 3 Communications (see Figure 1.14).

Water

Metropolitan Utilities District (MUD) provides water service to the site. There is currently

a 12 inch line running through the proposed site. This line serves the wastewater treatment plant. There is also a 12 inch and 6 inch line along the northern boundary of the site.

Due to the large volume users in the area (Offutt Air Force Base and the wastewater treatment plant), lines surrounding the area are at full capacity. Therefore, major development of the proposed site will require a water main extension from the west. According to representatives from MUD, these extensions will likely be in the form of a 12 inch water main extension from the Highway 75/Fairview Road area which will serve the northern portion of the site. The southern portion of the site will likely be served by a 12 inch water main extension from the Highway 34 corridor. Finally, a 12 inch main would also need to be installed along Harlan Lewis Road.

Fire flow

In addition to MUD water lines, there are also multiple underground water wells located within the site. These wells are primarily used for agricultural irrigation purposes, but also serve the homeowners on-site. Fire flow from water lines in the area exceeds 3,000 gallons per minute, which is adequate for most industrial uses.

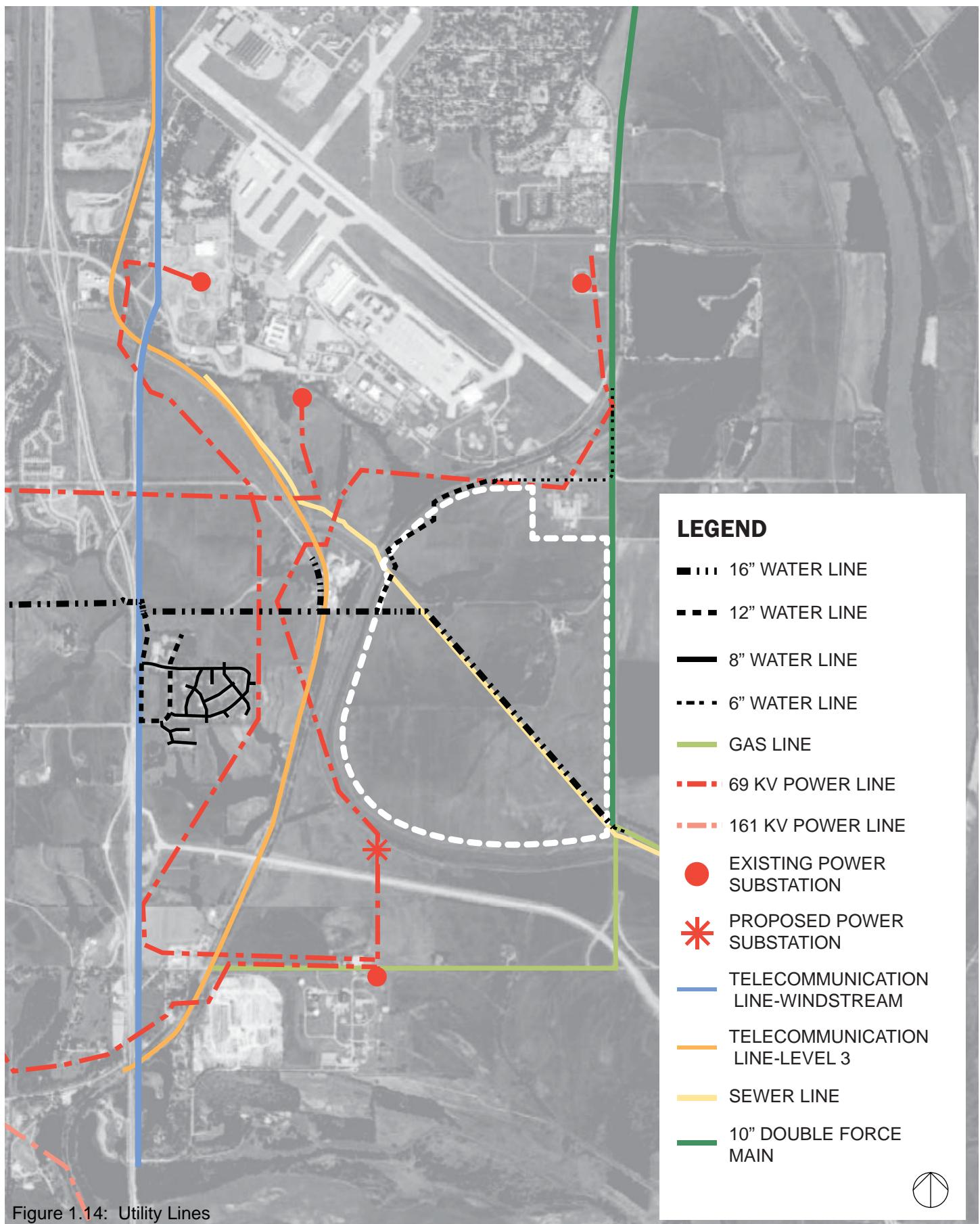
Sewer

An existing 12 foot by 12 foot reinforced concrete box culvert with sanitary sewer line currently runs diagonally through the proposed site. At this time, it is assumed that sanitary sewer lines from the development can tap into the sewer line running through the site.

Stormwater

The development as a whole will include areas to address the Papio-Missouri stormwater regulations. Any overflow above the capacity provided will be dealt with on individual lots.

SITE OVERVIEW



PROPOSED SITE LAYOUT



Due to the proximity to both the Union Pacific Railroad and Burlington Northern Sante Fe tracks, the proposed site provides a prime location for a rail-served industrial park.

The final concept for the development was driven by various factors. One of these factors was brought to light during discussions with Offutt Air Force Base planners and engineers. During this discussion, it was revealed that Offutt may need to expand the runway in the future. The expansion would consist of an additional 2000 feet of runway, with a 1000 foot runoff zone. This would then require the relocation of the existing BNSF rail line that runs along the south boundary of the current runway. The BNSF is agreeable to the relocation of their rail line with stipulations, including financing from other sources for the construction and a 50 foot easement on each side of the new track.

Ultimately, however, the relocation of the BNSF rail is dependent upon federal funding for the runway extension. It is estimated that this funding is at least 10 years away. Until that time, the rail will remain in its existing location. As such, the proposed site layout includes a phase one development plan (see Figure 2.2), as well as a future development plan (see Figure 2.3) that would be put into place at the time of the runway expansion and funding of the rail relocation.

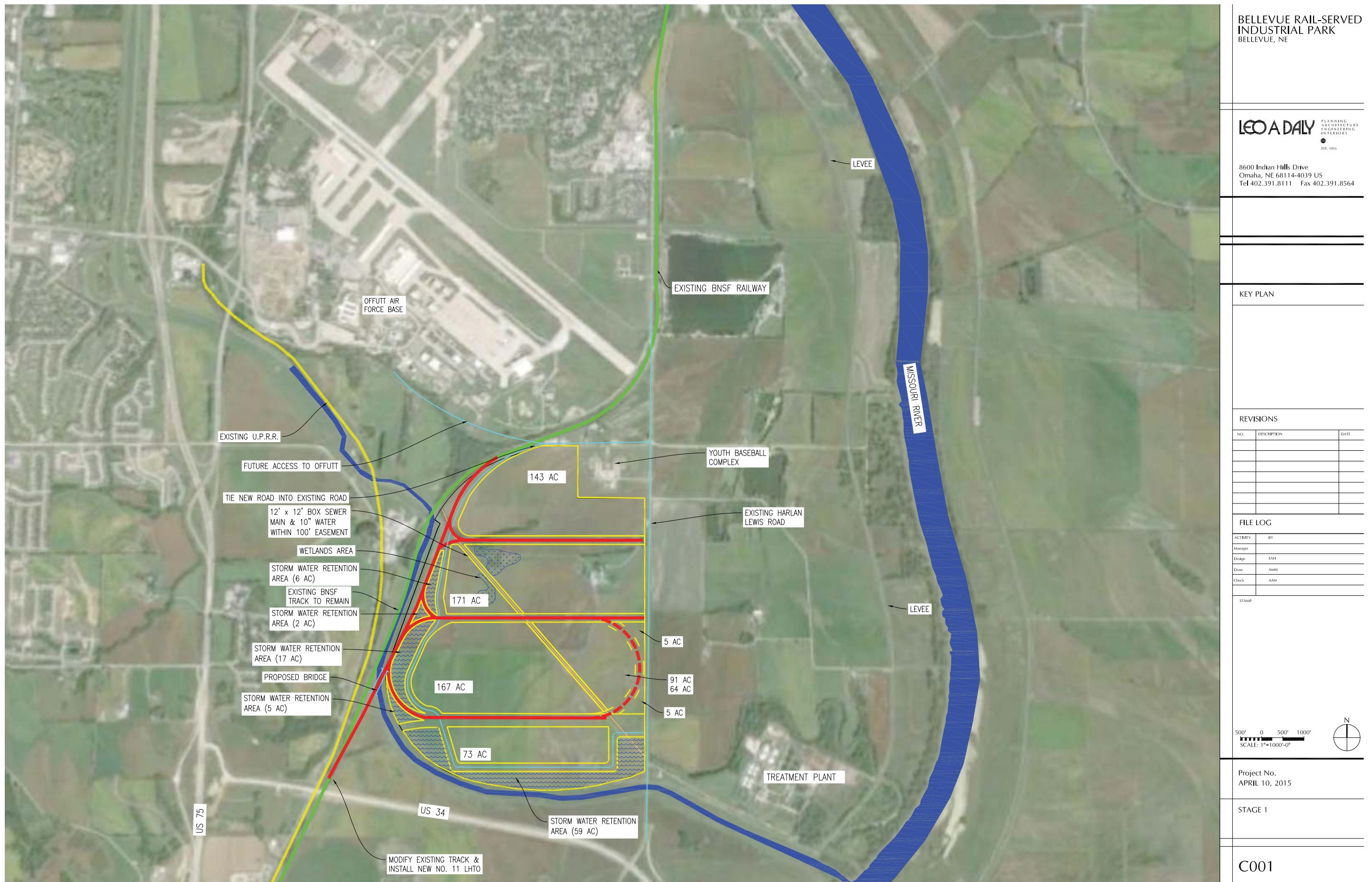
PHASING

During phase one, a spur line would be constructed from the existing BNSF line just north of Highway 34. The spur line would extend along the western boundary of the site and would reconnect with the existing BNSF line at the northwest corner of the proposed industrial park. A new rail bridge would need to be constructed over Papillion Creek. Additional spur lines would extend from the north/south spur line into the site in an east/west direction.

The east/west spur lines divide the site into lots, with lot sizes ranging from 72 acres to 171 acres.

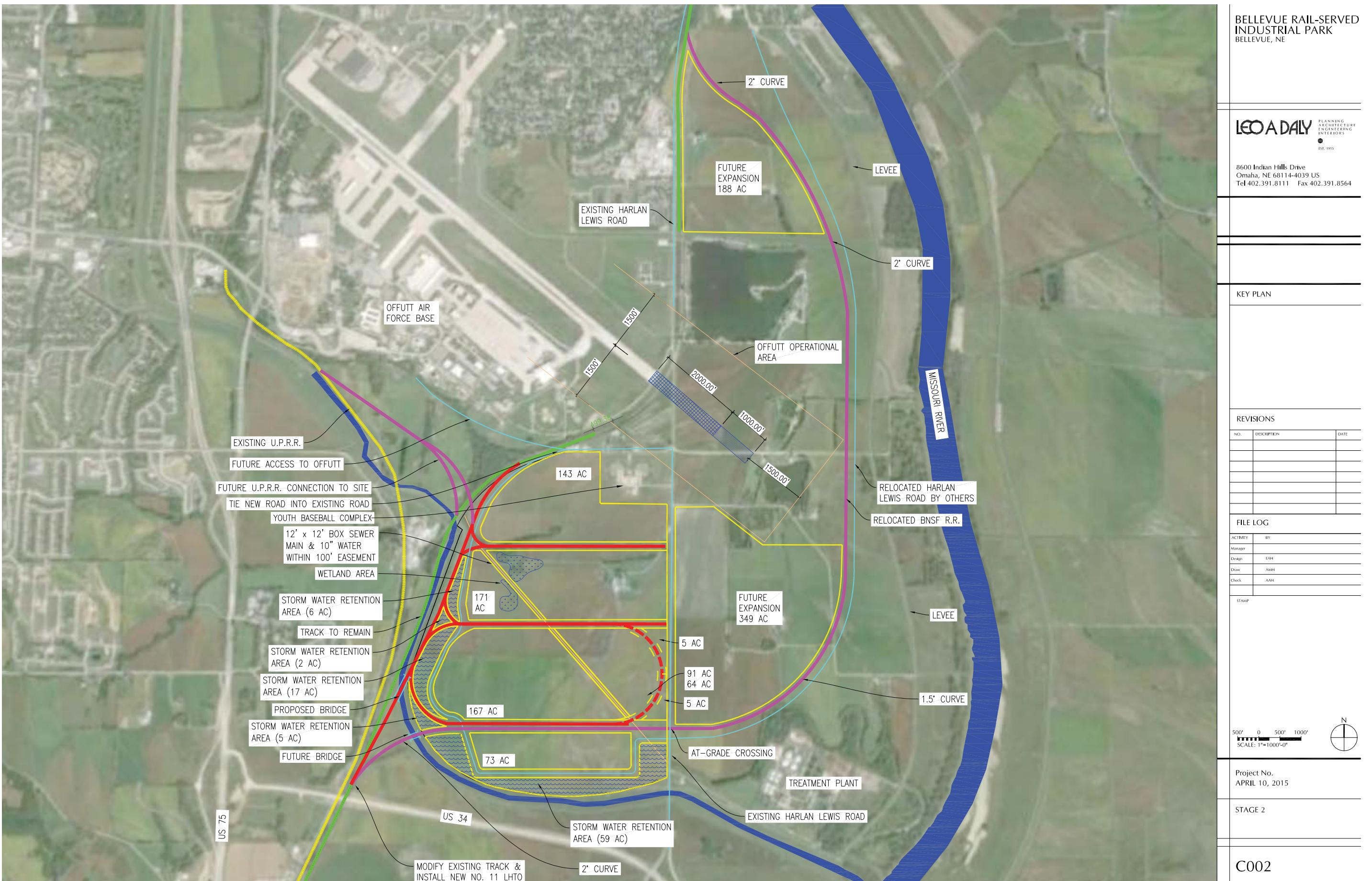
This page intentionally blank.

PROPOSED SITE LAYOUT



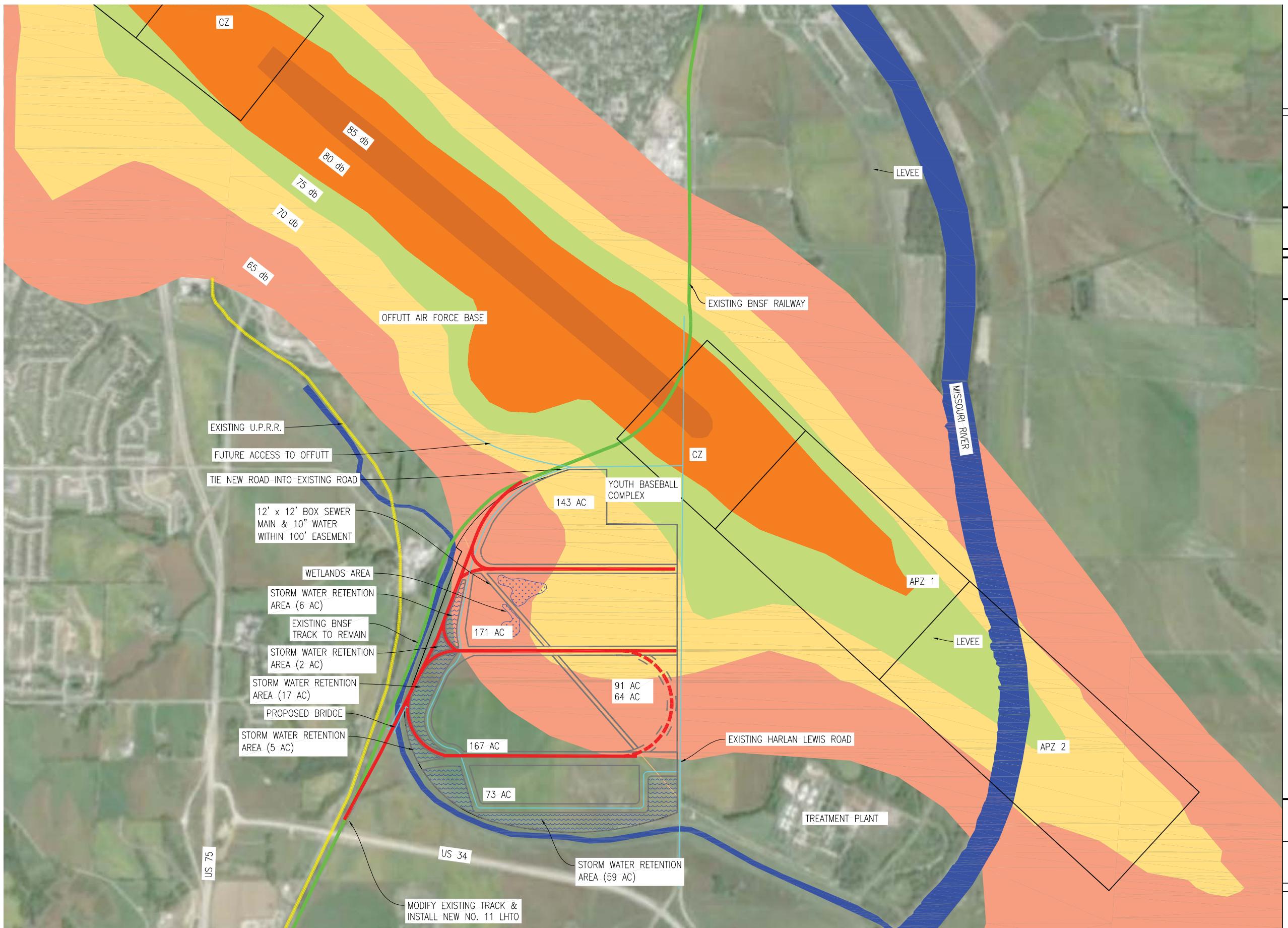
This page intentionally blank.

PROPOSED SITE LAYOUT



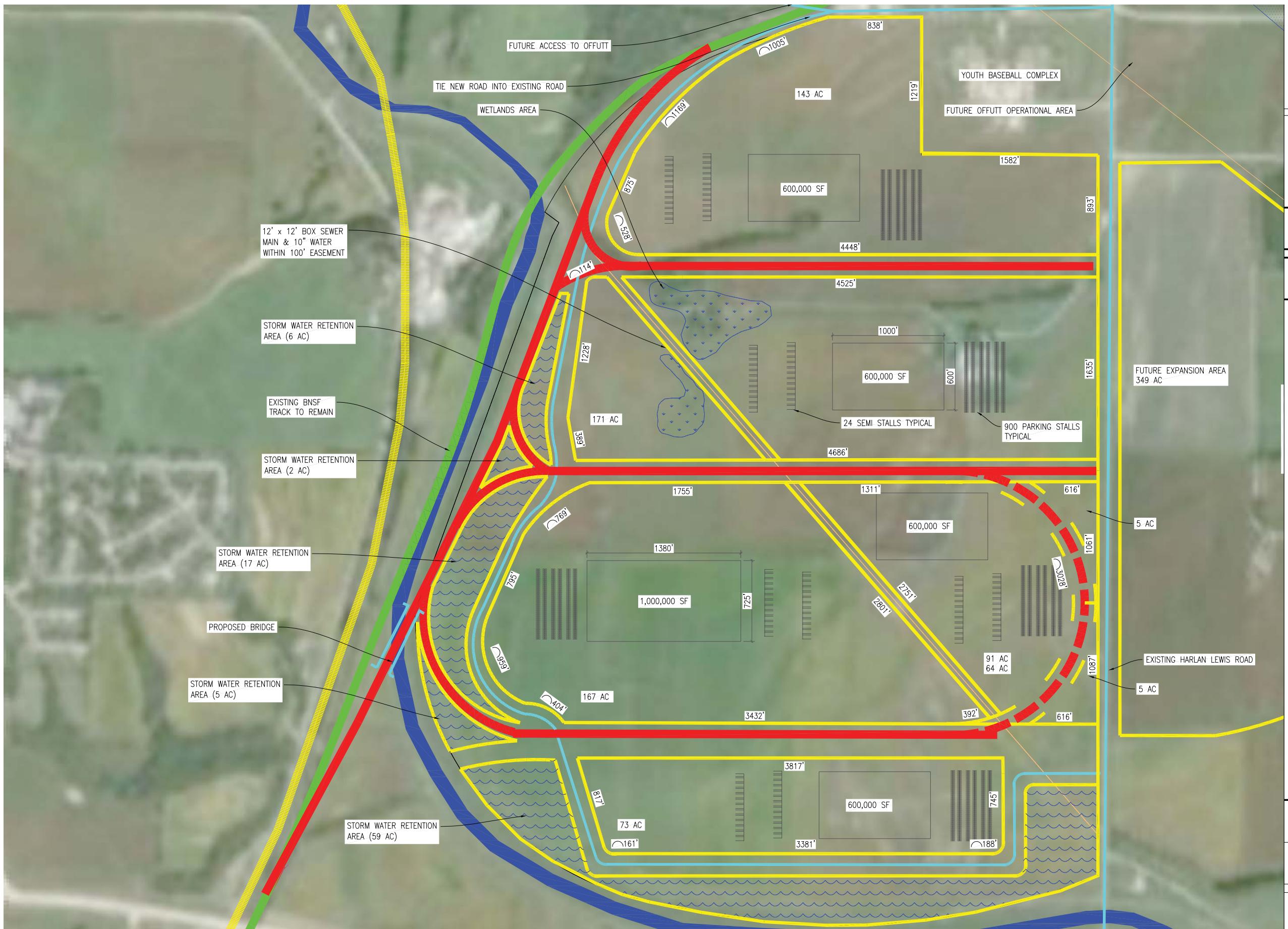
This page intentionally blank.

PROPOSED SITE LAYOUT



This page intentionally blank.

PROPOSED SITE LAYOUT



This page intentionally blank.

PROPOSED SITE LAYOUT

These lots could be further divided if desired. All lots would be rail-served except for the southern-most lot.

Additional improvements during stage one include the extension of Cunningham Road to connect with a south entry point at Offutt Air Force Base. An access road is also proposed around the perimeter of the industrial park. This access road would extend from the southern portion of the site at Harlan Lewis Road, extend around the western boundary of the site and reconnect with Cunningham Road on the north. Access roads into the individual lots are to be constructed by each developer.

Finally, approximately 90 acres of stormwater retention area will be constructed throughout the site. The retention areas will filter and release the drainage following the peak of a storm event.

During the future development stage of the proposed plan, the BNSF line and Harlan Lewis Road will be relocated as shown in the future development plan on page 25. All components constructed during phase one will remain in place.

During the future development phase, new elements will include the relocation of the BNSF line. The new line will start just north of Highway 34. The line will then cross a new bridge over Papillion Creek while curving approximately two degrees to the east. After crossing Harlan Lewis Road, the line will curve approximately one-and-a-half degrees to the north. The line will then roughly follow the layout of the levee (while maintaining a 600 foot separation distance) and reconnect with the exiting rail line just south of Mission Avenue in Bellevue.

Relocation of Harlan Lewis Road is also proposed during this phase. The new road will run parallel to the new rail line until it connects with Payne Drive through Haworth Park. The

existing Harlan Lewis Road will remain in place for local traffic from the proposed rail at-grade crossing to Cunningham Road. It will also remain in place to the north of Offutt in order to allow access to Base Lake.

PLANNING PRINCIPLES

It is proposed that the new site be re-zoned to a light manufacturing (ML) zone. However, Bellevue city planners recognized that a flex zone blending certain characteristics of the heavy and light manufacturing zones may be required.

The current light manufacturing zone allows uses including:

- Truck terminals (less than 4 bays)
- Warehouse (non-hazardous)
- Railroad through and spur tracks
- Light manufacturing
- Combination office/warehouse/fabrication
- Portable Outdoor Storage

It should be noted, however, that uses must also comply with the AICUZ zone.

In addition, the light manufacturing zone allows maximum ground coverage of 75 percent (compared to the 50 percent maximum ground coverage allowed in the heavy manufacturing zone). A 20 foot front setback, and ten foot side yard setback on street side corners are required in the ML zone. Height is limited by aircraft approach requirements.

As a result of the zoning restrictions within the ML zone district, a 100 acre site observing all zoning requirements of the district would retain approximately 75 acres for development. This takes into account setbacks requirements and maximum lot coverage allowances.

PROPOSED SITE LAYOUT

NEAR-TERM ACTIVITIES

The following are near-term activities that will assist in the progression of the proposed plan:

1. Obtain aerial topographic 3-D model of the area.
2. Aggressively pursue potential developers.
3. Begin development of BNSF rail spur as shown in phase one.
4. Coordinate rezoning for the site with the City of Bellevue Planning Department .
5. Coordinate the relocation of Harlan Lewis Road with Sarpy County.
6. Prepare preliminary engineering plans for phase one to include all infrastructure, grading, stormwater and rail spurs. This would provide “shovel ready” plans for a potential developer.
7. Begin strategy with all parties to acquire funding for future phases.
8. Coordinate with Offutt Air Force Base Strategic Plans and the effects Offutt plans will have on the alignments of the BNSF and Harlan Lewis Road. Allow a two to three year window for design, permitting and construction.

RECOMMENDATIONS TO SUPPORT PHYSICAL DEVELOPMENT

In order to better support the physical development of the proposed site, certain improvements may be required for the surrounding infrastructure.

For instance, improvements to Harlan Lewis Road could include widening to allow for shoulders and turn lanes (see Figures 2.6 and 2.7), as well as structural upgrades including thicker pavement to support heavy truck traffic.



Figure 2.6: Roadway Example



Figure 2.7: Roadway Example



Figure 2.8: Signage Example

PROPOSED SITE LAYOUT

Other improvements include the addition of street lighting, detached sidewalks, street trees and signage indicating entrance into the industrial park (see Figure 2.8). These enhancements should be addressed as the site develops and coordinated with the planning and public works departments.

COST ESTIMATE

The opinion of probable cost is \$32,400,000 for phase one of the proposed development and \$48,000,000 for future phases. A detailed cost estimate is outlined in Appendix C.

TIMELINE

Phase 1

Due to permitting processes with the BNSF, Army Corp of Engineers, and other agencies, a two year window must be provided. Preliminary engineering work should start by September 2015 for phase one.

Phase 2

The construction of the site spur tracks, roads, water, and sewer should occur as developers are secured.

APPENDIX A

REFERENCES



Figure A.1: Proposed Site

- Bellevue Industrial Park
2012: Utility Map, by Engineering Answers
- Bellevue Economics
“Bellevue’s Advantage.” *Bellevue, Nebraska*.
DotNetNuke Corporation, 2009. <http://www.bellevue.net/Default.aspx?alias=www.bellevue.net/development>
- Existing GIS and Aerials
2014: ETJ (GIS), by Sarpy County
2014: Contours (GIS), by Sarpy County
2014: Conveyance Divisions (GIS), by Sarpy County
2014: County Boundaries (GIS), by Sarpy County
2014: Municipal Boundaries (GIS), by Sarpy County
2014: Proposed Land Use (GIS), by Sarpy County
2014: Road Centerlines (GIS), by Sarpy County
2014: ROW (GIS), by Sarpy County
2014: Sanitary and Improvement Districts (GIS), by Sarpy County
2014: Zoning Districts (GIS), by Sarpy County
2014: Sewer Lines (GIS), by Sarpy County
2014: Sewer Nodes (GIS), by Sarpy County
- Flood Insurance Rate Map
2005: Sarpy County, Nebraska and Incorporated Area,
by Federal Emergency Management Agency
- General Soils Map
1973: Douglas and Sarpy Counties, Nebraska
University of Nebraska, Conservation and Survey Division
- Missouri River Levee Accreditation
2014: Units R-613 and R-616 Fact Sheet, by Papio-Missouri Natural Resource District
- National Wetlands Inventory
2015: National Wetlands Inventory, by
U.S. Fish and Wildlife Service

APPENDIX A

NDOR Traffic Study

“2011 Continuous Traffic Count Data and Traffic Characteristics on Nebraska Streets and Highways.” *Nebraska Library Commission*. April 2012. <http://nlcs1.nlc.state.ne.us/epubs/R6000/S009-2011.pdf>

Omaha Airport Authority

“Facts & Statistics.” *Omaha Airport Authority*. Accessed February 24, 2015. <http://www.flyoma.com/airport-authority/facts-statistics>

Sarpy County Property Information

2014: Parcel ID 011104198
2014: Parcel ID 010614028

U.S. 34 Nebraska Approach Missouri River Bridge, Bellevue

2007: Preferred Alternative Alignment, by Iowa Department of Roads
n.d.: U.S. 34 - Nebraska Approach Missouri River Bridge, Location Map and Basic Project Info

Zoning Ordinance

2011: Zoning Ordinance, Bellevue, Nebraska, by JEO

This page intentionally blank.

APPENDIX B

ACRONYMS



Figure B.1: Proposed Site and Rail from Highway 34

APZ	Accident Potential Zone
AICUZ	Air Installation Compatible Use Zone
BNSF	Burlington Northern Sante Fe Railroad
CZ	Clear Zone
ETJ	Extraterritorial Jurisdiction Zone
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Administration
ML	Light Manufacturing
MUD	Metropolitan Utilities District
NDOR	Nebraska Department of Roads
OPPD	Omaha Public Power District
UPRR	Union Pacific Railroad

APPENDIX C

COST ESTIMATE



Figure C.1: Proposed Site

The following spreadsheets outline an opinion of probable cost for phase one and future phases of development for the proposed rail-served industrial park. The cost estimates include hard costs, such as development of roads, infrastructure, landscaping and rail lines, as well as the costs of permitting, engineering, and legal fees.

APPENDIX C

GREATER OMAHA AREA SHOVEL READY INDUSTRIAL PROJECT						
STAGE 1 - SITE RAIL ACCESS FOR DEVELOPMENT						
8-Apr-15						
ITEM #	DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL COST	
ROADS						
1	Harlan Lewis Road (4 Lane Boulevard) (From 34 NE Cor of Baseball)	LF	\$ 800	3000	\$ 2,400,000	
2	Internal Street (50' back to back)	LF	\$ 400	12000	\$ 4,800,000	
3	Sanitary Box Culvert Load Treatment for Roads	EA	\$ 30,000	2	\$ 60,000	
4	Contingency for Roads				\$ 600,000	
5	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 2,000,000	
6					CONCEPT COST FOR ROADS	\$ 9,860,000
WATER SYSTEM						
7	Looped water line around development (10")	LF	\$ 100	23000	\$ 2,300,000	
8	Fire Hydrants	EA	\$ 4,000	70	\$ 280,000	
9	Interior Water Lines (8")	LF	\$ 80	0	\$ -	
10	Contingency for Water				\$ 250,000	
11	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 700,000	
12					CONCEPT COST FOR WATER SYSTEM	\$ 3,530,000
SEWER SYSTEM						
13	8" Sewer Lines	LF	\$ 80	8000	\$ 640,000	
14	Manholes	EA	\$ 3,000	20	\$ 60,000	
15	Connection to Main Line Sewer Box	LF	\$ 50,000	4	\$ 200,000	
16	Contingency for Sewer				\$ 100,000	
17	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 250,000	
18					CONCEPT COST FOR SEWER SYSTEM	\$ 1,250,000
STORM SEWER						
19	Storm Sewer Holding Area	Acre	\$ 20,000	40	\$ 800,000	
20	Storm Sewer Pumping Station	EA	\$ 600,000	1	\$ 600,000	
21	Contingency for Storm Sewer				\$ 150,000	
22	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 240,000	
23					CONCEPT COST FOR STORM SEWER	\$ 1,790,000
Landscaping/Seeding/Beautification						
24	Boulevard Landscaping	LS	\$ 100,000	1	\$ 100,000	
25	Holding Storm Sewer Area	LS	\$ 50,000	1	\$ 50,000	
26	Other Beautification (Signage)	LS	\$ 50,000	1	\$ 50,000	
27	Contingency for Landscaping/Seeding/Beautification				\$ 20,000	
28	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 50,000	
29					CONCEPT COST FOR LANDSCAPING/SEEDING/BEAUTIFICATION	\$ 270,000
INDUSTRIAL RAIL LINES						
30	Main Line Off Load Spur	LF	\$ 500	8800	\$ 4,400,000	
31	Main Line Off Load Spur Bridge over Papio	LS	\$ 2,000,000	1	\$ 2,000,000	
32	Industrial Rail Spurs between Buildings	LF	\$ 300	17000	\$ 5,100,000	
33	Sanitary Box Culvert Load Treatment	LF	\$ 100,000	2	\$ 200,000	
34	Contingency for Rail Lines				\$ 1,000,000	
35	Softcosts (Land, permitting, engineering, legal) (40%)				\$ 3,000,000	
36					CONCEPT COST FOR INDUSTRIAL RAIL LINES	\$ 15,700,000
37	PHASE 1 - TOTAL CONCEPT COST OF IMPROVEMENTS LISTED ABOVE					\$ 32,400,000
	APPROXIMATE COST OF DEVELOPMENT PER ACRE (Land only between Harlan Lewis & BNSF)					\$ 940
						\$ 34,468

APPENDIX C

GREATER OMAHA AREA SHOVEL READY INDUSTRIAL PROJECT						
PHASE 2 - CONTINUED RELOCATION OF BNSF TRACK AND HARLAN LEWIS ROAD						
8-Apr-15						
ITEM #	DESCRIPTION	UNIT	UNIT COST	QUANTITY	TOTAL COST	
ROADS						
1	Harlan Lewis Road (4 Lane Boulevard)	LF	\$ 800	22000	\$ 17,600,000	
2	Internal Street (50' back to back)	LF	\$ 400	0	\$ -	
3	Sanitary Box Culvert Load Treatment	EA	\$ 30,000	0	\$ -	
4	Contingency for Roads				\$ 180,000	
5	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 4,500,000	
6					CONCEPT COST FOR ROADS	\$ 22,280,000
WATER SYSTEM						
7	Looped water line around development (10")	LF	\$ 100	0	\$ -	
8	Fire Hydrants	EA	\$ 4,000	0	\$ -	
9	Interior Water Lines (8")	LF	\$ 80	0	\$ -	
10	Contingency for Water				\$ -	
11	Softcosts (Land, permitting, engineering, legal) (25%)				\$ -	
12					CONCEPT COST FOR WATER SYSTEM	\$ -
SEWER SYSTEM						
13	8" Sewer Lines	LF	\$ 80	0	\$ -	
14	Manholes	EA	\$ 3,000	0	\$ -	
15	Connection to Main Line Sewer Box	LF	\$ 50,000	0	\$ -	
16	Contingency for Sewer				\$ -	
17	Softcosts (Land, permitting, engineering, legal) (25%)				\$ -	
18					CONCEPT COST FOR SEWER SYSTEM	\$ -
STORM SEWER						
19	Storm Sewer Holding Area	Acre	\$ 60,000	0	\$ -	
20	Storm Sewer Pumping Station	EA	\$ 400,000	0	\$ -	
21	Contingency for Storm Sewer				\$ -	
22	Softcosts (Land, permitting, engineering, legal) (25%)				\$ -	
23					CONCEPT COST FOR STORM SEWER	\$ -
Landscaping/Seeding/Beautification						
24	Boulevard Landscaping	LS	\$ 1,000,000	1	\$ 1,000,000	
25	Holding Storm Sewer Area	LS	\$ 400,000	1	\$ 400,000	
26	Other Beautification (Signage)	LS	\$ 400,000	0	\$ -	
27	Contingency for Landscaping/Seeding/Beautification				\$ 200,000	
28	Softcosts (Land, permitting, engineering, legal) (25%)				\$ 620,000	
29					CONCEPT COST FOR LANDSCAPING/SEEDING/BEAUTIFICATION	\$ 2,220,000
MAIN LINE CONTINUATION						
30	Main Line Relocation With Bridge	LF	\$ 500	30000	\$ 15,000,000	
31	Signalized Intersections	EA	\$ 100,000	1	\$ 100,000	
32	North End Rail Reconfiguration for Siding & UPRR CONNECTION	LS	\$ 2,500,000	1	\$ 2,500,000	
33	Sanitary Box Culvert Load Treatment	LF	\$ 50,000	0	\$ -	
34	Contingency for Rail Lines				\$ 1,600,000	
35	Softcosts (Land, permitting, engineering, legal) (40%)				\$ 4,300,000	
36					CONCEPT COST FOR INDUSTRIAL RAIL LINES	\$ 23,500,000
Add overpass over BNSF Main Line on Harlan Lewis (800') \$1,500,000						
37					PHASE 2 - TOTAL CONCEPT COST OF IMPROVEMENTS LISTED ABOVE	\$ 48,000,000
APPROXIMATE COST OF DEVELOPMENT PER ACRE (Land only between Harlan Lewis & BNSF)						
				0	\$ -	

APPENDIX D

OTHER DOCUMENTS



Figure D.1: Proposed Site and Papillion Creek

The following items are documents to be provided by others at a later date:

- Labor Study
- Zoning Map and Letter from City Administrator with Designation
- Competitive Assessment Summary
- Title Search
- Geotechnical Engineering Report
- ALTA Survey
- Environmental Site Assessment
- Wetlands Field Delineation

APPENDIX E

GO! READY PROCESS

The forms included in the following pages outline the GO! Ready Site Development Fund and Application Process. An application is also included.



Figure E.1: Proposed Site from Highway 34

APPENDIX E



GO! Ready Site Development Fund

The Greater Omaha Economic Development Partnership has set an aggressive goal of developing 5 GO! Ready Certified Sites by 2018. We feel we can achieve and surpass this goal in an even faster timeframe with the creation of the **GO! Ready Site Development Fund**. The fund has been created to assist our Partners in achieving site control through long-term options and completing the necessary due diligence items to achieve **GO! Ready Status**.

Application Process: Funds will be awarded on a competitive process for ready sites. Those sites that meet the qualifications below can apply and be awarded funding based on availability. Applicants must commit to achieving **GO! Ready Status** for the site.

Match Requirement: \$1.00 in match is required for every \$2.00 requested from the fund. Maximum award amounts will be handled on a case by case basis.

Eligible Fund Expenses:

- Option Earnest Deposit – Option Agreement must ensure a minimum of two years of exclusive control by the applicant (can be a 1-year option with right of renewal for additional year)
 - 3 years is preferred and priority will be given to 3 year controlled sites
- Due Diligence Items
 - ALTA Survey
 - Title Commitment
 - Geotechnical Investigation
 - Natural Features/Wetlands Delineation
 - Endangered Species
 - Phase 1 Environmental
 - Other as may be required for the site
- Marketing
 - Commercial Broker incentives
 - Site photos, pre-design building, etc

Application Requirements:

- Demonstrate the site is controlled or owned by the Partner, or that the landowner is willing to enter into a specific option agreement (copy to be included with terms and conditions, including price)
- The Site meets the acreage requirements for the Targeted Industry and required utility minimum levels can be achieved – reference the Certification Criteria Document
- Demonstrate the source and commitment of matching funds covering the length of the Option Agreement



- Cost estimates for all due diligence items and commitment by the Partner to complete all due diligence items (provided no red flags identified by due diligence activities)
- Agreement with engineering firm to complete the A/E Deliverables Document
- Timeline to achieve GO! Ready Certified Status within 6 months
- Description of any marketing plans for the site and/or how the site will complement the Partnership's marketing efforts
 - Outline of commitment and funding for property marketing
- Memorandum of Agreement – The applicant will complete a Memorandum of Agreement with the Greater Omaha Economic Development Partnership that will outline the above.
-

Step 1: Complete Site Development Fund Application Process

Submit the following to the Review Team:

- **Site Development Fund Application** form, which includes:
 - 80% of Site Profile Guidelines (Excel) completed
 - Estimates for A/E Deliverables & Due Diligence items to be completed

Application Review Process:

- Applications are accepted on an ongoing basis.
- Applications will be reviewed normally within 10 business days
- A site tour may be requested to acquaint the review team with the proposed location
- The Review Team consists of the following:
 - Senior Vice President of Economic Development
 - Chair, Site Investigation and Development TAG
 - Senior Director, Client Services

Resource Task Force

For those Partners who would like assistance in conducting preliminary analysis of potential sites and preparing to submit for the GO! Ready Site Development Fund, we can assist in organizing a cross-functional ad hoc group consisting of Utility, State and local stakeholders.

Step 2: Complete GO! Ready Site Status

Within 6 months of approval of Site Development Fund Application, submit the following to the Review Team:

- **GO! Ready Site Status Approval Checklist**, which includes:
 - Site Profile Guidelines (Excel), 100% completed
 - A/E Deliverables & Due Diligence items completed

APPENDIX E



GO! Ready Site Development Fund Application Form

Applicant			
Name	Title		
Organization	Email		
Street Address	PO Box		
City	State	Zip	Telephone
Site Name			
Project Funding	Match Requirement: \$1.00 in match is required for every \$2.00 requested from the fund.		
Project Activity	GO! Ready Site Development Fund	Applicant's Match	Total Funds
Site Control			
Option Earnest Deposit			
Other:			
Due Diligence			
ALTA Survey			
Title Commitment			
Geotechnical Investigation			
Natural Features/Wetland Delineation			
Endangered Species			
Phase I Environmental			
Other:			
Marketing			
Commercial Broker Incentives			
Aerial Photos, pre-design building, etc.			
Other:			
TOTAL FUNDS			

- Application includes supporting budget documentation of the proposed project activities funding.
- Application includes letter(s) of commitment of matching funds.
- Is the site owned by the city, county, or economic development organization? Yes No**

If the site is already under an Option Agreement, does the source and commitment of matching funds cover the length of the agreement? Not under option agreement Yes, and the option agreement is included in the application submission.
 No, and the option agreement is included in the application submission along with an explanation.
Are there any known issues for the site? Yes, an explanation is provided below. No, there are currently no known issues.

GO! Ready Site Commitment & A/E Deliverables Agreement

The intent of the fund is to assist in bringing sites to GO! Ready status with all necessary due diligence documents completed.
 I commit to achieving GO! Ready Status for the site within 6 months of notice of award.
 Application includes proposal with an identified engineering firm to complete the A/E Deliverables and necessary due diligence documents (assuming no red flags identified by activities).

Marketing to Targeted Industries

1. What targeted industries do you envision for the site?
2. What are the marketing plans for the site? Include any marketing materials or plans in the application submission.
3. How will the site complement the partnership's marketing efforts?
4. What is the commitment and funding available/sources for property marketing?

In addition, application submission must include: Site Map Identifying Location Aerial of Site
 Site Profile Guidelines (Excel document, at least **80% complete**)

Note: The applicant will complete a Memorandum of Agreement with the Greater Omaha Economic Development Partnership.

Signature _____
Date _____

Please email this form and attachments to the Site TAG Review Team: **Mark Norman** (mnorman@selectgreateromaha.com), **Randy Thelen** (rthelen@selectgreateromaha.com) and **Tim O'Brien** (tobrien@oppd.com).



APPENDIX E

GO! Ready Site Status Approval Checklist



Recipient

Name	Title
Organization	Email
Site Name	

Site Criteria Checklist

To meet the GO! Ready Site Status, all criteria in the following checklist must be met and/or completed. Submit this form when you've completed & achieved all items listed and are requesting **GO! Ready Site Status**. Note: Must be completed within 6 months of Site Development Fund Application approval. Please place an "x" next to each completed item and include the Guidelines and all due diligence attachments in your submission.

A/E Deliverables Document completed and includes:

- Electronic Maps of the property showing existing infrastructure and extension routes as needed
 - ✓ Electrical
 - ✓ Telecommunications/Fiber
 - ✓ Natural Gas
 - ✓ Water (location of water source)
 - ✓ Sewer (location of treatment facility) and plan for treatment
 - ✓ Paved road(s)/Road Improvements
 - ✓ Transportation Map(s)
 - Distance to interstate/major highway
 - Ingress/egress
 - Proximity to commercial airport
 - Rail service
 - In addition, include site boundaries and city limits



GO! Ready Site Status Form

- Infrastructure can all be in place in less than 12 months and includes all details (cost, schedule, capacity in place and future). Capacities are appropriate for community, and site meets the required utility minimum levels for targeted industries. (Minimum guideline levels are in the Site Profile Guidelines - Target Industries section.)
- ✓ Electricity
 - ✓ Natural Gas
 - ✓ Water (also maximum volumes, pressure)
 - ✓ Sewer (treatment maximum volumes)
 - ✓ Site access near or adjacent to a major corridor
 - Roadway improvements are appropriate for industrial use and/or can be in place within 12 months
 - Surrounding land use map
 - Easements / right-of-ways map
 - FEMA/Flood Plain Map
 - Analysis of Risk
 - Map showing appropriate developable acreage outside of 100 year flood plain
 - Topography Map; Grading Plans (if applicable)
 - ✓ Cost and schedule for grading
 - ✓ Cost estimate for demolition
 - Soil types / Load Bearing Capacities
 - Completed site development timeline based on Site Profile Guidelines sections and all necessary due diligence work to be completed.
- Site controlled by applicant/partner or landowner willing to enter into an option agreement, and includes the following:**
- ✓ Option in place for at least 2 years (3 years preferred) from date Fund Application Form was submitted
 - ✓ Established and documented terms and conditions, price included
 - ✓ Title search completed and available
 - ✓ Closing able to occur in 90 days
- Target industries are identified and approved by stakeholders (submit letter confirming by EDC or relevant gov't. entity)**
- Site meets appropriate acreage for target industries and community**
- Alta/Wetlands Delimitation completed**
- Phase 1 Environmental assessment completed**
- ✓ If environmental concerns or wildlife concerns, plans will be in place to allow construction to begin in 90 days and remediation, if needed would take less than 6 months



GO! Ready Site Status Form

APPENDIX E

- Endangered Species Review completed
- If rail served, a document rail plan for service in 1 year along with a support letter by the appropriate rail road is provided. Map of how rail can be brought into site is provided (if applicable).
- Appropriate zoning is in place or an ability to change in 90 days by the local jurisdiction, if necessary, to appropriate zoning
- If applicable, a draft development agreement is available with covenants
 - ✓ Issues addressed would include building type, parking, construction material, landscaping, signage, etc.
- GO! Ready Site Profile Guidelines completed and submission includes all necessary due diligence documents and attachment's
- GO! Ready Site Due Diligence Document - 15-20 pages, appendix, supporting info, etc. included in submission

Please email this form and attachments to the Site TAG Review Team:

Mark Norman mnorman@selectgreateromaha.com

Randy Thelen rthelen@selectgreateromaha.com

Tim O'Brien tobrien@oppd.com

This page intentionally blank.

APPENDIX F

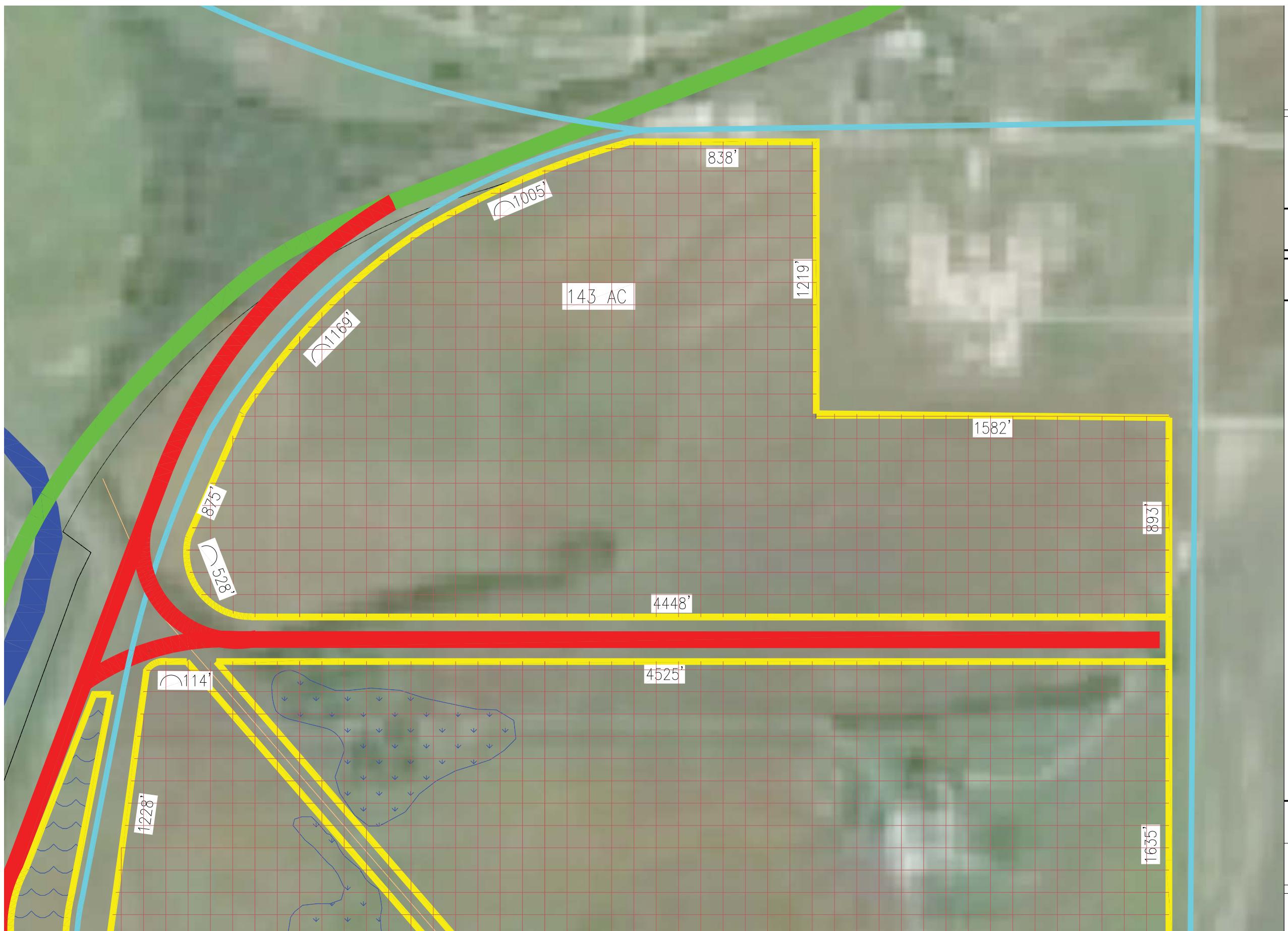
LOT LAYOUTS

The following drawings exhibit proposed lot layouts with a 100 foot grid overlay. These drawings are intended to assist with conceptual layouts for each lot.



Figure F.1: Proposed Site from Harlan Lewis Road

This page intentionally blank.



BELLEVUE RAIL-SERVED
INDUSTRIAL PARK
BELLEVUE, NE

LEO A DALY
PLANNING
ARCHITECTURE
ENGINEERING
INTERIORS
EST. 1915

8600 Indian Hills Drive
Omaha, NE 68114-4039 US
Tel 402.391.8111 Fax 402.391.8564

KEY PLAN

REVISIONS

NO.	DESCRIPTION	DATE

FILE LOG

ACTIVITY	BY
Manager	EAH
Design	EAH
Draw	AMH
Check	AMH

STAMP

100' 0 100' 200'
SCALE: 1"=200'-0"

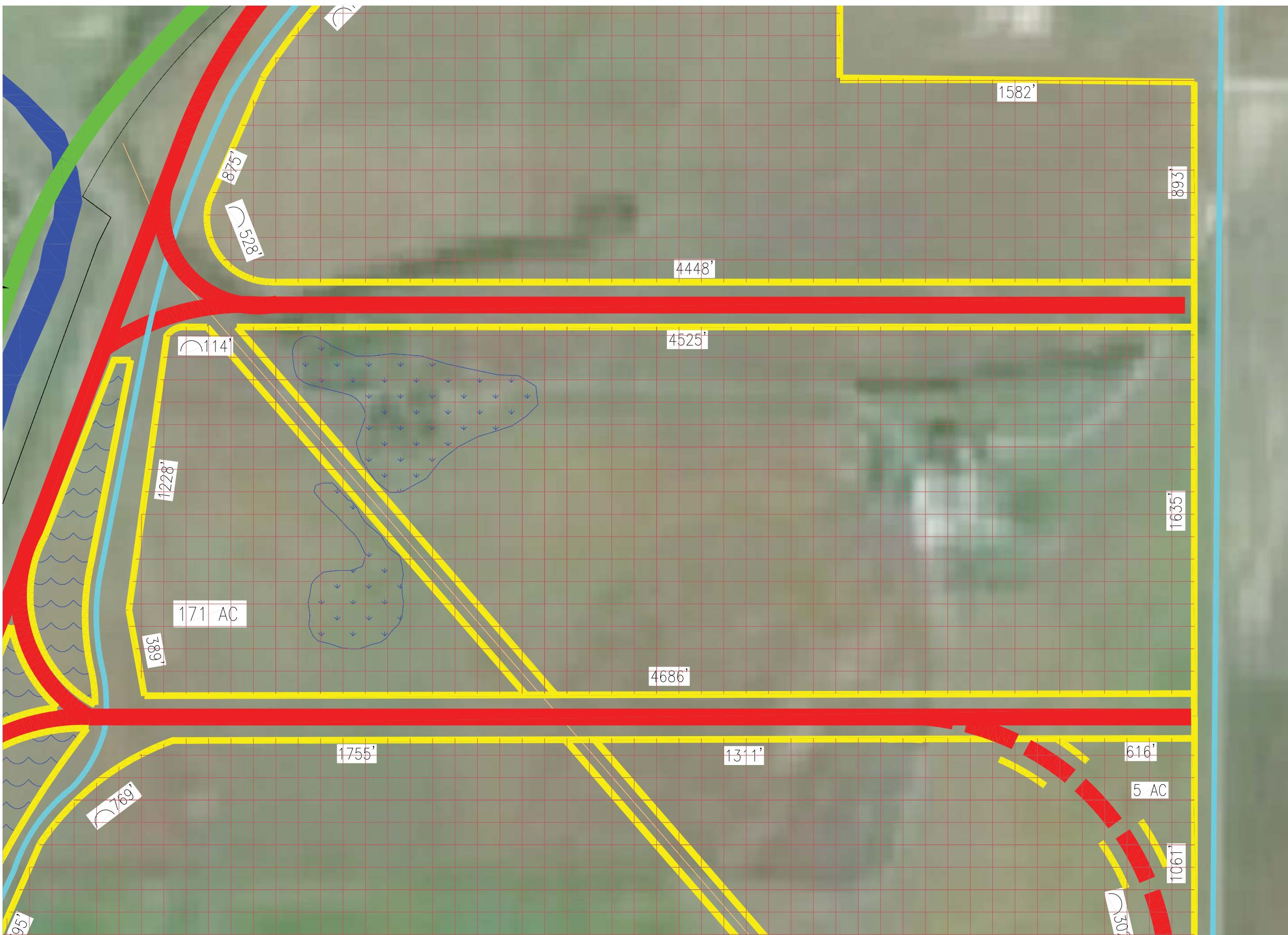


Project No.
APRIL 10, 2015

143 AC LOT WITH 100' GRID

C005

This page intentionally blank.



BELLEVUE RAIL-SERVED
INDUSTRIAL PARK
BELLVUE, NE

LEO A DALY
PLANNING
ARCHITECTURE
ENGINEERING
INTERIORS
EST. 1915

8600 Indian Hills Drive
Omaha, NE 68114-4039 US
Tel 402.391.8111 Fax 402.391.8564

KEY PLAN

REVISIONS

NO.	DESCRIPTION	DATE

FILE LOG

ACTIVITY	BY
Manager	
Design	EAH
Draw	AMH
Check	AAH

STAMP

100' 0 100' 200'
SCALE: 1"=200'-0"

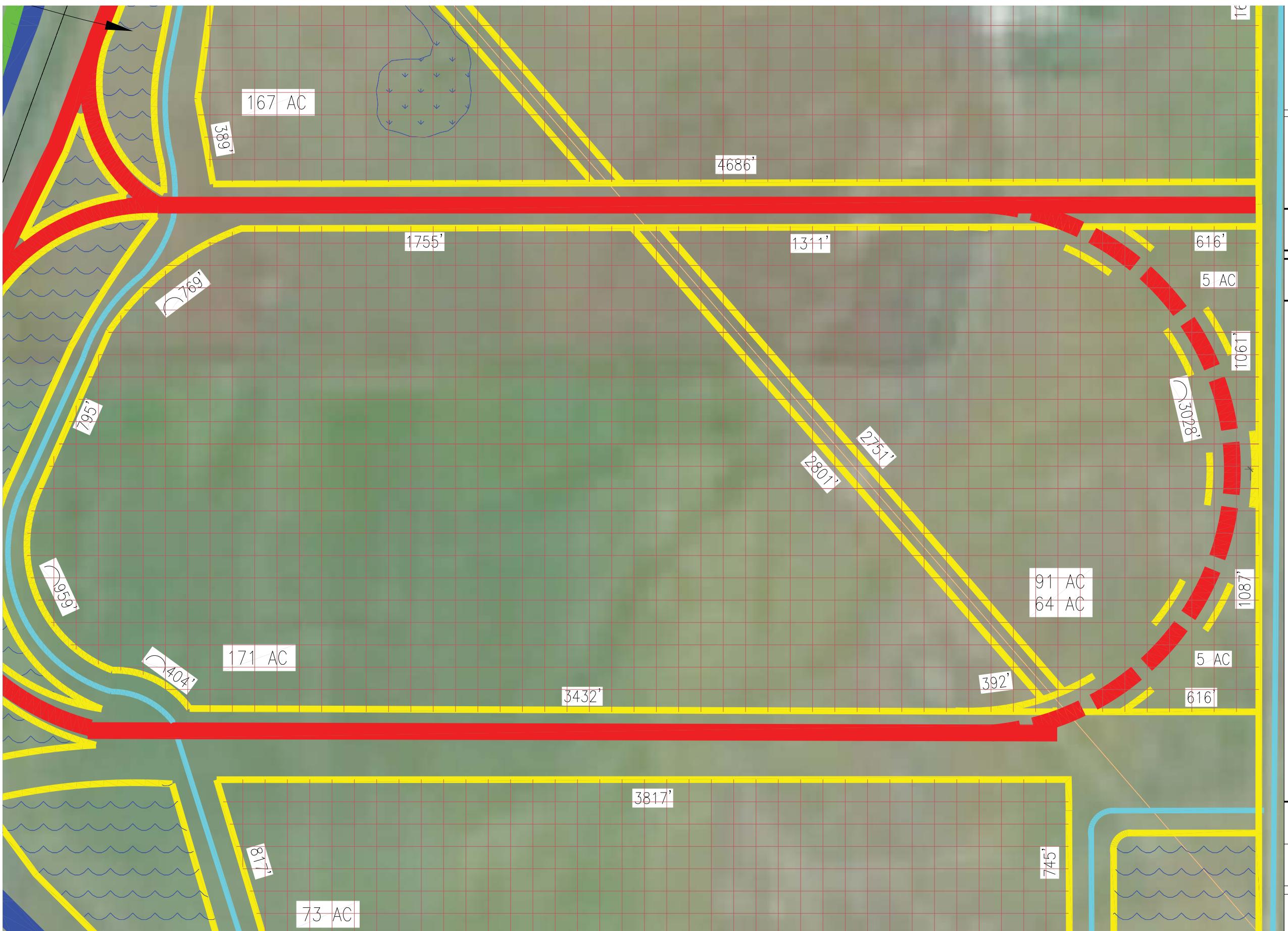


Project No.
APRIL 10, 2015

167 AC LOT WITH 100' GRID

C006

This page intentionally blank.



BELLEVUE RAIL-SERVED
INDUSTRIAL PARK
BELLVEUE, NE

LEO A DALY PLANNING
ARCHITECTURE
ENGINEERING
INTERIORS
EST. 1915

8600 Indian Hills Drive
Omaha, NE 68114-4039 US
Tel 402.391.8111 Fax 402.391.8564

KEY PLAN

REVISIONS

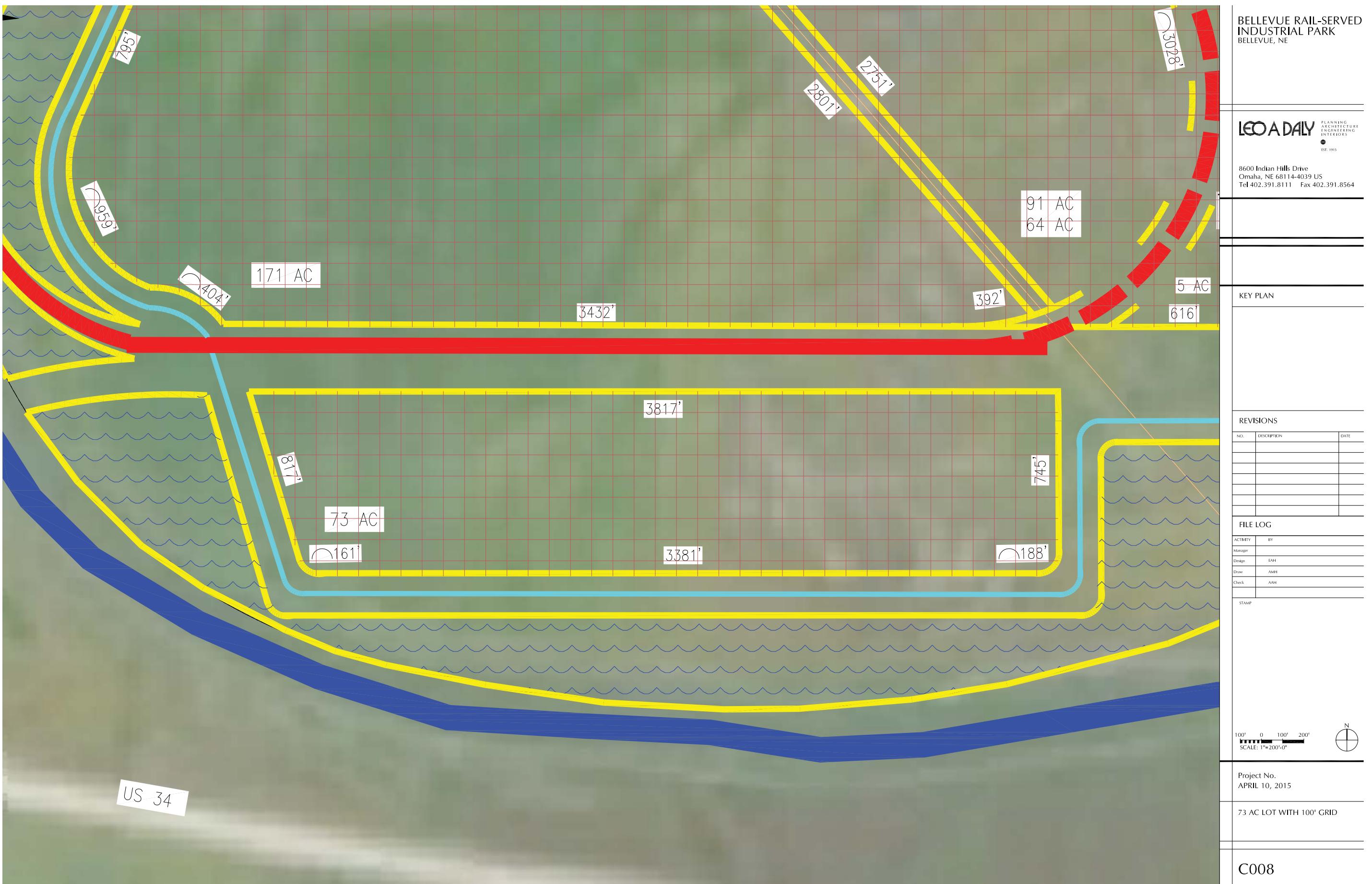
NO.	DESCRIPTION	DATE

FILE LOG

ACTIVITY	BY
Manager	EAH
Design	EAH
Draw	AMH
Check	AAH

STAMP

This page intentionally blank.



This page intentionally blank.

This page intentionally blank.

LEO A DALY

PLANNING
ARCHITECTURE
ENGINEERING
INTERIORS



EST. 1915

ABU DHABI
ATLANTA
AUSTIN
BENGHAZI
CHICAGO
COLLEGE STATION
DALLAS
DENVER
DOHA
FORT WORTH
HONOLULU
HOUSTON
ISTANBUL
LAS VEGAS
LOS ANGELES
MIAMI
MINNEAPOLIS
OMAHA
RIYADH
SACRAMENTO
SAN ANTONIO
SAN MARCOS
TAMPA
TRIPOLI
WACO
WASHINGTON, DC
WEST PALM BEACH

Contact:

Mr. Al A. Hottovy, PE, LEED® AP
Vice President, Director of Civil Engineering
8600 Indian Hills Drive
Omaha, NE 68114
T 402.391.8111
aahottovy@leoadaly.com

leoadaly.com

EXCELLENCE BEYOND EXPECTATIONS