2.1.2011

SITE DEVELOPMENT STUDY

Airport Business Park II

Introduction

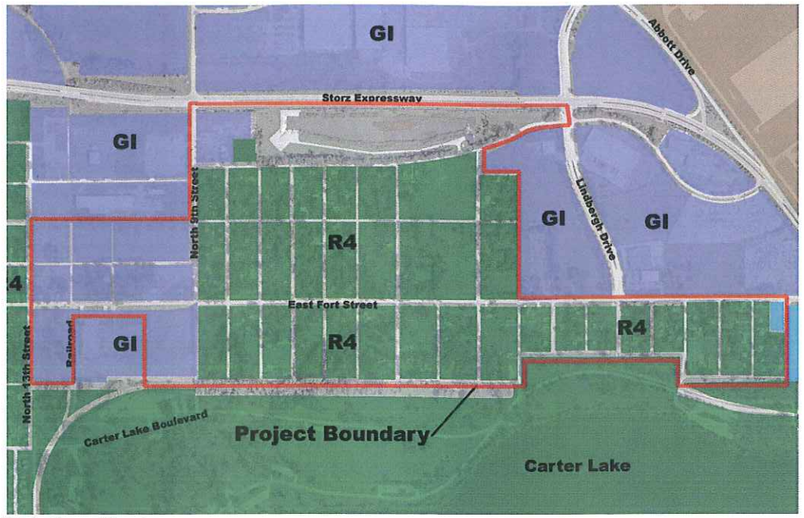
The following study is a unique public/private partnership of the Greater Omaha Chamber of Commerce, the City of Omaha Planning Department, the Civil Engineering and Planning firms Thompson Dreessen Dorner and Lamp Rynearson. The study's goal is to determine the feasibility of expanding the industrial capacity of the existing Airport Business Park to the south and to provide large level developable parcels for future industrial users. The study is part of the Chamber's and City's broader long-term commitment and efforts to spur economic and workforce development within the local community.

The project site is bounded by the Airport Business Park, Abbott Drive, the Storz Expressway to the North and East, Levi Carter Park to the south and 13th Street to the west. It is characterized by low density residential and commercial uses and a lack of adequate infrastructure. The site was selected to be studied for several reasons:

1) The site is already zoned industrial per the City of Omaha's Future Land Use Map
2) Proximity to Similar Users and a Capable Workforce, i.e. existing Airport Business Park
3) Physical Characteristics: The site is level and provides the potential for large easily developed parcels, capable of meeting the needs of a broad range of users
4) The Potential for Economic and Workforce Development within the Local Community
5) Strong Market Demand for Manufacturing Sites and Facilities
6) Adjacency to Transportation and Utility Infrastructure

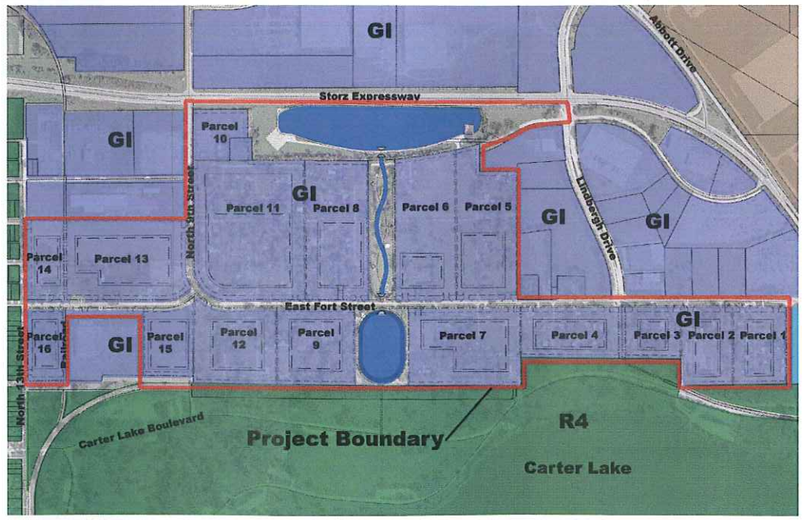
Initiated in the summer of 2010, the study began with a thorough analysis of existing infrastructure and physical constraints that limit development in the area. The team studied the existing storm water facilities and their capacity to accommodate additional run-off from proposed development, sanitary sewers, streets a nd other utilities within the project boundaries resulting in a utility master plan for the project site.

Based on prior local redevelopment efforts, the project has the potential to increase average property values by a factor of 10. Moreover, there is a strong historical demand for industrial lots of 10 acres or greater in the region and this project provides the potential for at least 10 lots of this size or greater. Larger lots also generate more jobs, accommodate larger employers and a broader range of users. In summary, the project represents a rare opportunity to create a unique, environmentally conscious industrial park that will spur economic development in the local community and metro Omaha as well as attract new businesses to the region and provide jobs.



Existing Zoning

Existing Transportation Network



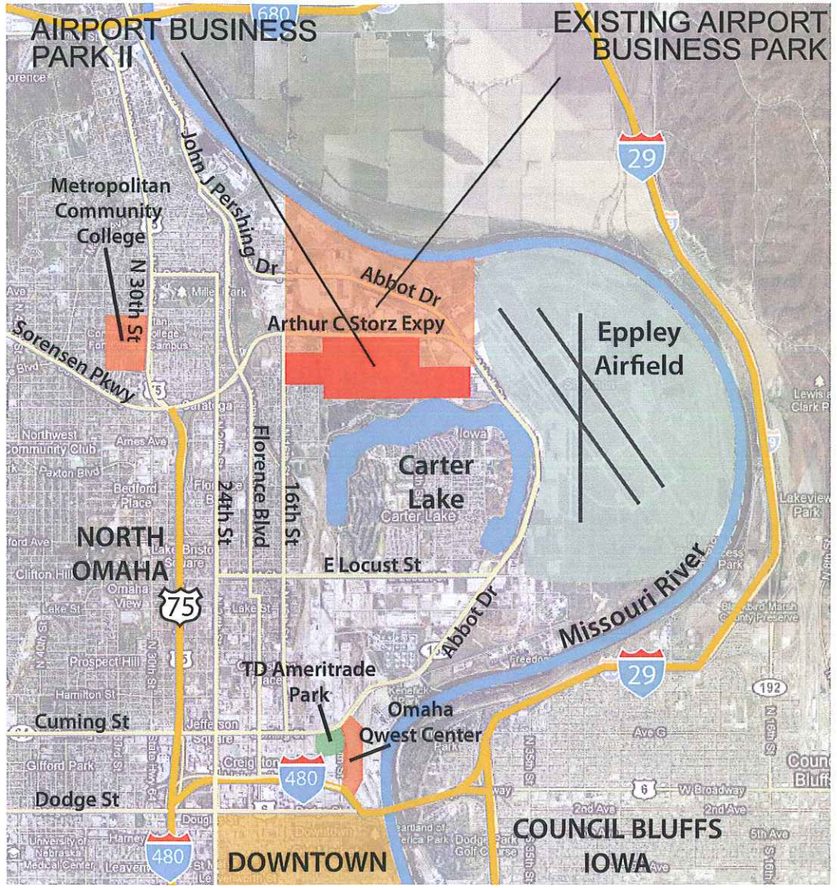
Proposed Zoning

Downtown Omaha

North 24th & Lake Street

Levi Carter Park

Metro Community College



Airport Business Park II is conveniently located within close proximity to Eppley Airfield, Interstates 29, 80, 480 and 680, the Missouri River and potential rail service. The site is immediately adjacent to Carter Lake and the resurgent North Omaha community. Demographically the site is surrounded by an available work force and more than 1.2 million people within a 60-minute drive.

The project site is in close proximity to numerous employers, educational institutions, parks and amenities such as Metro Community College, the Qwest Center Omaha and Arena, Downtown Omaha, Creighton University, Levi Carter Park and the rapidly revitalizing 24th Street Corridor, Lozier Manufacturing, Air Lite Plastics, OPPD and Omaha Paper.

The adjacent zoning is an advantage. The site is surrounded on 3 sides by General Industrial uses or Park zoning to the south which provide excellent buffers and compatible neighbors.

Currently the site is served by mass transit and the Master Plan envisions this service being maintained and enhanced. The site plan envisions fully integrating the Riverfront regional trail into its open space network.

Bob Kerrey Pedestrian Bridge

The Vision

Airport Business Park II will be a modern industrial park, integrated seamlessly within the context of its site, adjacent to the existing Airport Business Park. It will be distinguished by modern amenities, a distinct landscape, harmonious architectural styles and generous multi-use open spaces. Unique features of the plan will be the Circulation System, large Flexible Parcels, multi-use Open Spaces and Streetscapes.

CIRCULATION SYSTEM

The Circulation System has been designed to create a clear logical path of travel for all modes of transportation, minimize infrastructure costs and eliminate conflicts. A simple spine road will link all parcels and accommodate Trucks, Buses, Automobiles, Bicyclist and Pedestrians. The System is envisioned to be fully integrated with all existing local roads and transportation infrastructure.

FLEXIBLE PARCELS

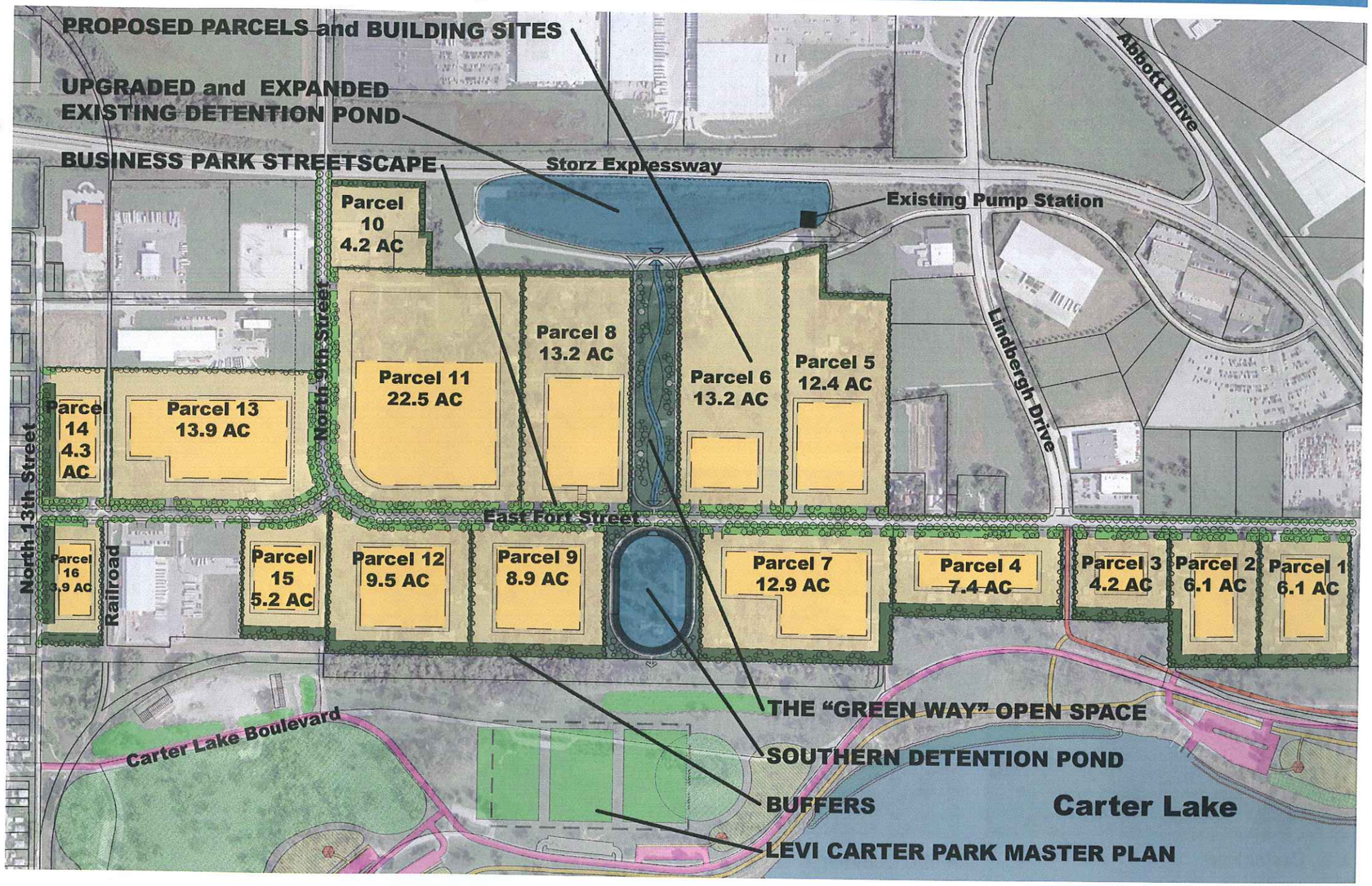
Each parcel has been carefully planned to accommodate multiple access points, future expansion and meet the physical needs of a wide range of industrial users on large level lots. Proposed lot sizes vary from 3.9 acres to 22.5 acres and can be easily adjusted or combined to meet the needs of specific users.

OPEN SPACES

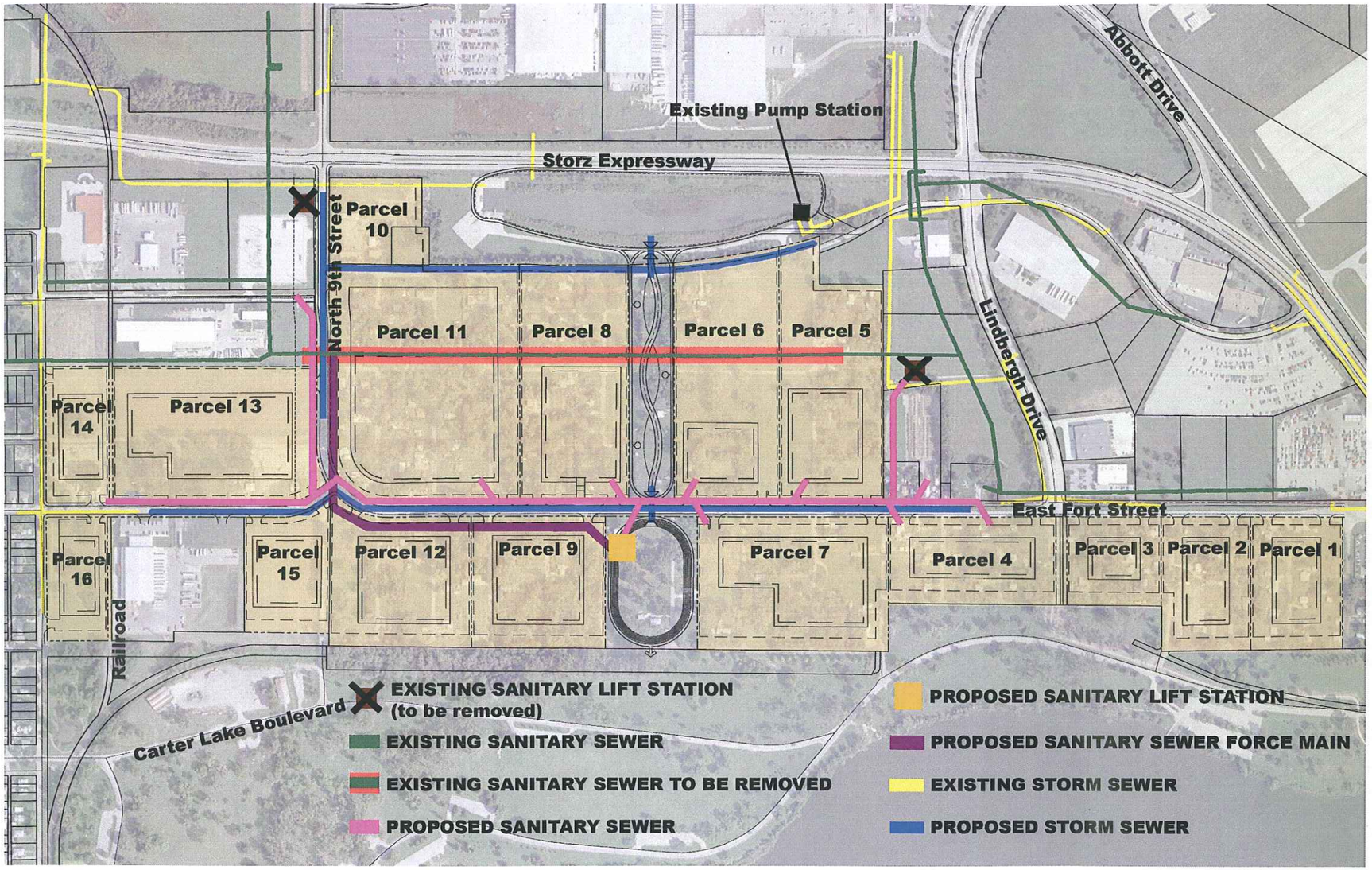
The site plan also carefully accommodates areas necessary to address on site storm water detention, envisioning them as multi-use recreational amenities that provide linkages with regional trail systems. Specifically the area surrounding the existing detention basin, the new "Green Way" and the new Southern Pond have been conceptualized as a unified park-like open space amenity that will benefit both Business Park tenants and the broader community.

STREETSCAPES

Streetscapes are envisioned as the 'back bone' of the site plan. They will be defined by shade trees, pedestrian sidewalks, berms and evergreen plantings screening visually intrusive uses. They will feature amenities such as bus stops, lighting and carefully sited signage. They will create a uniform public appearance and visually unify the project.
The Infrastructure for the Airport Business Park will meet the needs of industrial users in a cost effective and logical manner. The existing infrastructure has been carefully studied and analyzed to identify deficiencies and opportunities for improvement. The proposed master plan envisions expanding capacity to accommodate the needs of a wide range of users.



Infrastructure



The infrastructure concept plan was approached with the goal of completing construction in an efficient, environmentally friendly manner. Central to that theme was the planning for the management of storm water. The existing storm water infrastructure at the site is almost non-existent, with the exception being a regional detention and pumping facility located along the south side of the Storz Expressway. As part of an evaluation of the storm water infrastructure for the entire area, the Storz Detention facility was analyzed and resized to serve the new development area, as well as areas to the north of the Storz Expressway. It has been assumed for purposes of this study that the Read Street Storm water Pumping Station project, as recommended to the City of Omaha by Thompson Dreessen Dorner Inc in September 2010, will need to be completed in conjunction with Phase D, E or F of this proposed development.

Seeing the need for storm water detention, the project team sought to make the detention areas into a low maintenance amenity for both the public and future business's within the business park. This was accomplished with the placement of a new detention pond to the south of Fort Street and a channel connection to the expanded Storz Detention area to the north. The pond and channel connection is envisioned to be a dry, low maintenance landscaped area with walking trails, filling up temporarily during storms.

The two ponds will act as one system, with the storm water ultimately pumped to the Missouri River to the north. The sanitary sewer system will also be improved, eliminating two aging pump stations and replacing them with one lift station. This will be result in long term savings in maintenance and power consumption for the new Airport Business Park II and the surrounding area.

Transportation is a key element in the improvements to the development area. Fort Street and 9th Street are planned to be constructed to meet future build-out capacity and will provide easy, quick access to the Storz Expressway and Abbott Drive, leading to Interstates 80 and 29. The site also benefits from an existing rail spur, and will be served by multi-modal transportation and bus lines. The trail system planned for the business park will connect with regional trail system, giving potential employees of another option for commuting to work.

Phasing

The design team carefully analyzed the site and existing infrastructure to determine the most cost effective/ logical development sequence. The criteria included adjacency to existing infrastructure, areas with the lowest improvement costs and the ability to create a range of parcel sizes to accommodate multiple users. The phasing and scale of the improvements will be based on market demand and needs of potential users.

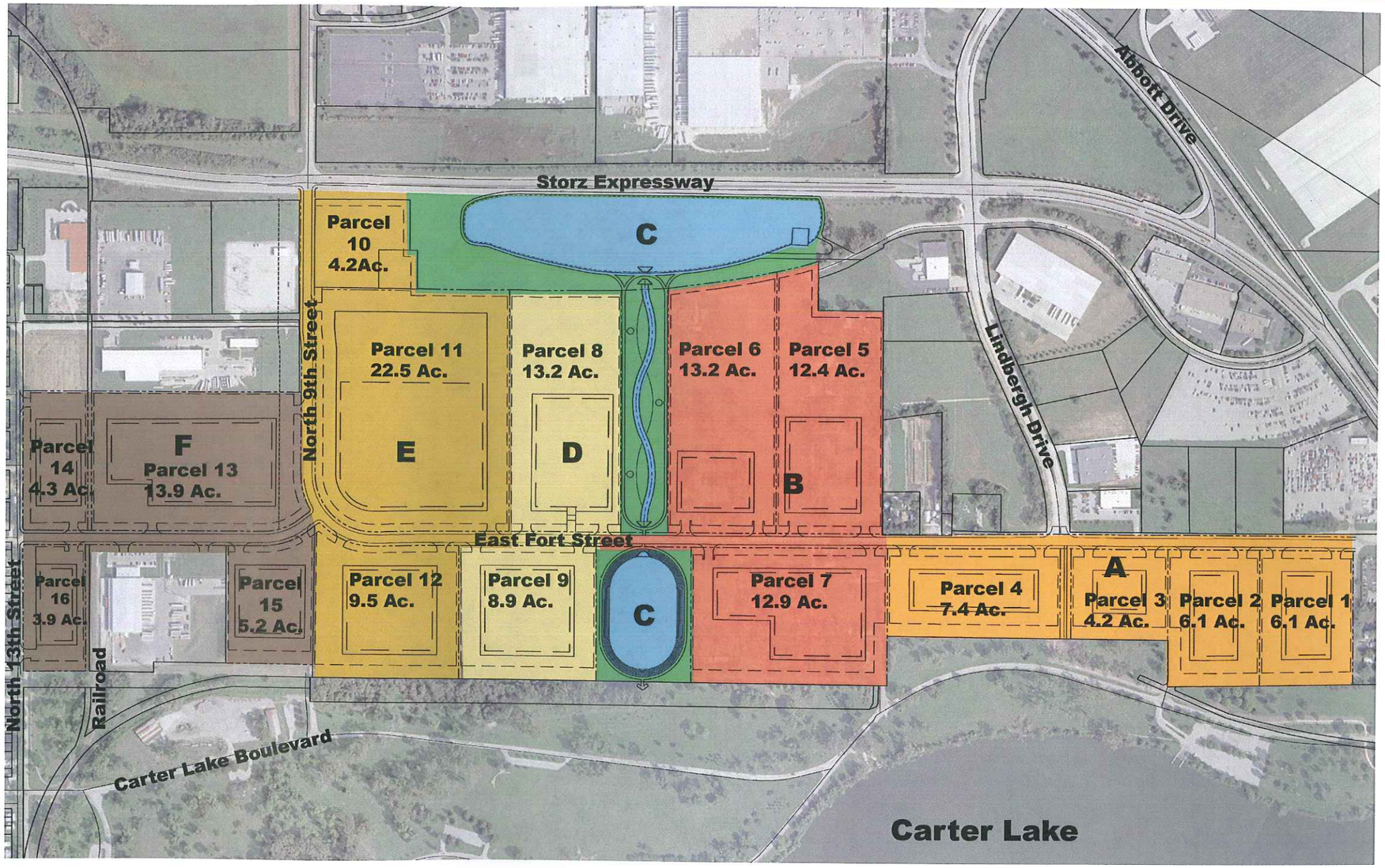
Phase A is immediately adjacent to the eastern edges of the existing park. It has the greatest potential for development based on its' proximity to the existing park, low density, flexibility in parcel sizes, the existing infrastructure and the low infrastructure costs.

Phase B will necessitate the complete implementation of the storm water infrastructure (Phase C), primarily the expansion of the existing storm water detention pond, the construction of the "Greenway", the southern pond and improvements to East Fort, North 9th Street. This phase possesses the advantages of being located near existing infrastructure, a low number of current users and adjacency to existing industrial users. It will feature the larger parcel sizes, from 12.5 acres to 13.2 acres that could be combined into larger parcels to meet market demands.

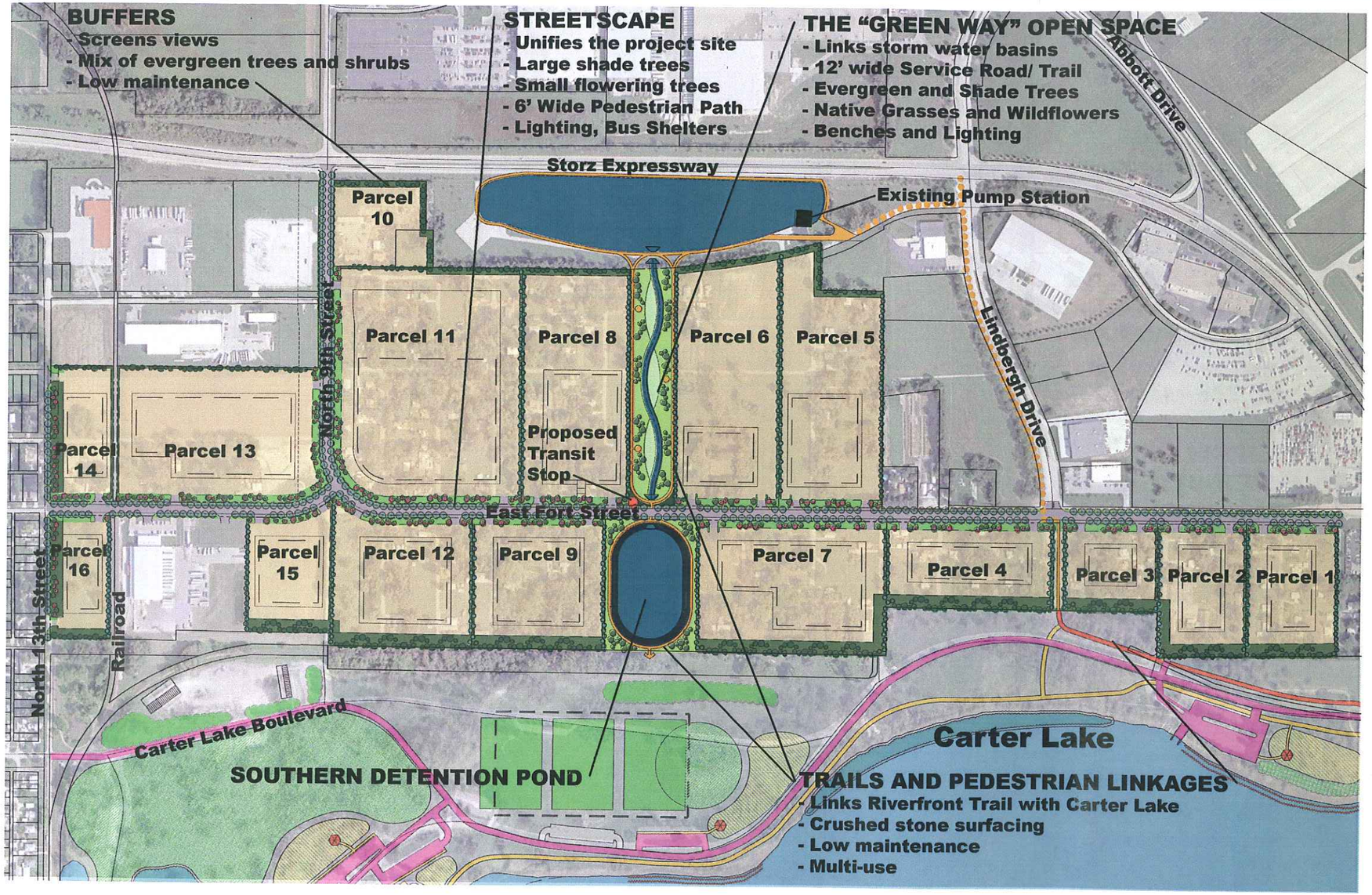
Phase C will include the expansion of the existing storm water detention pond, the construction of the "Greenway" and the southern pond. Upon completion of this phase, the remainder of the Business Park will have sufficient storm water capacity to accommodate all future development. This phase will be the first phase completed after Phase A.

Phase D, E and F will follow sequentially based upon market demand. Their exact size and layout are a reflection of the preferred infrastructure implementation, primarily storm and sanitary infrastructure. It is assumed that the Read Street Stormwater Pump Station will be completed as part of Phase D.

Based on infrastructure needs, the logical progression of the development will be to begin on the east end of the project and progress to the west. The need to bring utilities such as sanitary sewer and storm sewer back to the center of the site for service makes jumping to the west end of the project problematic, though not impossible.



Landscape Master Plan



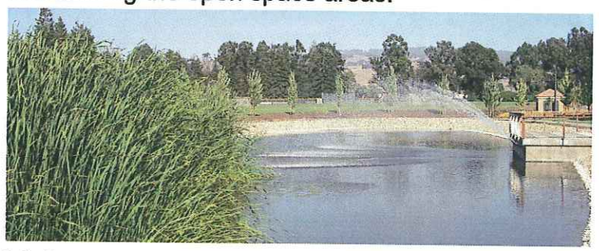
The Goal of the Landscape Master Plan is to create a cost effective, sustainable and low maintenance landscape that visually and physically unifies all phases. To achieve this, the plan proposes using a uniform palette of plant materials, site furnishings and standards that are inspired by and responsive to the landscape of the current Airport Business Park. It will be composed of several key landscape elements; street trees, site furnishings, buffers and multi-use open spaces.

Street trees will be located and planted per the City of Omaha's standards. At maturity, the street trees will create a lush, orderly, shaded streetscape, inspired by adjacent neighborhoods.

A standard group of site furnishings, including bus shelters, benches, fencing, signage and lighting will provide further continuity between phases and building sites, creating a strong unified visional impact.

Generous landscaped buffers, located along all property edges will soften and screen loading, parking and storage areas. They will be composed of low maintenance evergreen trees, shrubs and groundcovers on gently sloping berms.

The open space areas will combine the necessary storm water management infrastructure with attractive low maintenance sustainable landscaping. They will be composed of shade trees, grasses, benches and trails; they will feature a pedestrian network that provides recreational opportunities for tenants and the public linking the Business Park with the Riverfront Regional Trail and local pedestrian networks. It is anticipated that an owners association will be formed to assist the city in maintaining the open space areas.



Vision For Storm Water Basin

Feasibility Cost Estimate

The Feasibility Cost Estimate is a comprehensive and detailed summary of the costs necessary to create the Airport Business Park II. Key components of the feasibility cost estimate are as follows:

- Land Acquisition, Relocation and Demolition
- Grading and Erosion Control
- Sanitary Sewer
- Storm Sewer and Storm Water Detention Facilities
- Street Paving, Sidewalks and Traffic Signalization
- Power
- Water (off-site and interior)
- Landscaping and Site Amenities (benches, fencing, lighting, etc)
- Utility Relocation

The estimate reflects current pricing based on LRA's on-going experience with current construction standards and costs. The estimate also assumes that the construction of the project can be phased, into six discrete phases to meet market demand. The estimate includes contingencies for unknown site conditions and changes in regulations or design standards. The contingency also reflects the lack of a topographic survey that would identify currently unforeseen conflicts.

Proposed Improvement	Construction Cost	Engineering & Testing	Total Cost
LAND ACQUISITION	$27,525,800.00	$1,651,500.00	$29,177,300.00
GRADING AND EROSION CONTROL	$2,790,200.00	$474,300.00	$3,264,500.00
SANITARY SEWER	$1,117,500.00	$167,800.00	$1,285,300.00
STORM SEWER			
Interior	$3,943,200.00	$473,200.00	$4,416,400.00
* Off-Site	$3,956,000.00	$474,700.00	$4,430,700.00
PAVING	$2,752,100.00	$467,900.00	$3,220,000.00
POWER	$489,200.00	$14,700.00	$503,900.00
WATER			
Interior	$647,000.00	$38,800.00	$685,900.00
Off-Site	$205,400.00	$12,300.00	$217,800.00
UTILITY RELOCATION	$243,000.00	$14,600.00	$257,600.00
LANDSCAPING	$845,100.00	$152,100.00	$997,200.00
PLAN REVIEW FEE	$133,500.00	$0.00	$133,500.00
Total	$44,648,000.00	$3,941,900.00	$48,590,100.00

** The proposed Reed Street storm sewer pump station project costs have been included in Phase D. Detailed analysis in the future could shift the timing of that project to other phase.*

This estimate has been compiled utilizing unit prices for the 2011 construction season and should be adjusted for any construction beyond the 2011 calendar year.

Airport Business Park II - Description of Estimated Costs
Land Acquisition Cost
Consists of costs associated with acquiring either vacant property or properties with structures, which in turn, would require additional relocation costs.
Grading and Erosion Control
Consists of grading the project as necessary to pave the major streets and to provide positive drainage off each of the associated lots.
Sanitary Sewer
Consists of removing two (2) existing lift stations and portions of the existing force main as well as constructing one (1) new lift station and forcemain and the necessary internal sanitary sewer needed to serve the project.
Storm Sewer
Consists of the expansion of the existing Sotrz detention basin, the construction of an additional basin on the south side of the property, the construction of the connecting channel, and the storm sewer piping system to collect runoff from the street right-of-ways and lots.
Paving
Consists of Paving East Fort Street and North 9th Street within the public right-of-way, as well as the required side-walk.
Power
Consists of providing power service (per acre) as necessary to serve the project.
Water
Consists of abandoning in-place, the existing water mains, upgrading water mains and constructing new water main service to serve the project.
Utility Relocation
Consists of gas main termination as well as a contingent item to encompass any unforeseen utility in need of relocation.
Landscaping
Consists of landscaping for the public right-of-way as well as the landscaping, service road/trail and related appurtenances for the pond and storm water detention basin outlot. Landscaping shown on the proposed private lots will be paid for and installed by the lot owners.

Proposed Phase	Construction Cost	Engineering & Testing	Total Cost
PHASE A	$8,494,700.00	$656,200.00	$9,151,200.00
PHASE B	$7,280,700.00	$664,500.00	$7,945,600.00
PHASE C	$4,983,400.00	$503,300.00	$5,486,600.00
PHASE D	$9,697,700.00	$914,400.00	$10,612,000.00
PHASE E	$10,042,100.00	$825,100.00	$10,867,100.00
PHASE F	$4,149,400.00	$378,400.00	$4,527,600.00
Total	$44,648,000.00	$3,941,900.00	$48,590,100.00

This estimate has been compiled utilizing unit prices for the 2011 construction season and should be adjusted for any construction beyond the 2011 calendar year.

Airport Business Park II - Description of Cost Estimate Phasing
PHASE A
Parcels 1 through 4 inclusive of Land Acquisition, Grading and Erosion Control, Paving, Power, Water, Utility Relocation and Landscaping.
PHASE B
Parcels 5 through 7 inclusive of Land Acquisition, Grading and Erosion Control, Sanitary Sewer, Storm Sewer, Paving, Power, Water, Utility Relocation and Landscaping.
PHASE C
Outlot and Pond/Open Space inclusive of Land Acquisition, Grading and Erosion Control (included in storm sewer), Storm Sewer, and Landscaping.
PHASE D
Parcels 8 and 9 inclusive of Land Acquisition, Grading and Erosion Control, Sanitary Sewer, Storm Sewer (including the Reed Street Pump Station), Paving, Power, Water, Utility Relocation and Landscaping.
PHASE E
Parcels 10 through 12 inclusive of Land Acquisition, Grading and Erosion Control, Sanitary Sewer, Storm Sewer, Paving, Power, Water, Utility Relocation and Landscaping.
PHASE F