Crete, Nebraska

General Redevelopment Plan
Redevelopment Area #1.

Prepared for:

The City of Crete, Nebraska.

CRETE

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GENERAL REDEVELOPMENT PLAN

Purpose of Plan/Conclusion

The purpose of this **General Redevelopment Plan** is to serve as a guide for implementation of development and redevelopment activities within **Redevelopment Area #1,** in the City of Crete, Nebraska. Redevelopment and development activities associated with the **Nebraska Community Development Law**, State Statutes 18-2101 through 18-2154, should be utilized to promote the general welfare and enhance the tax base, as well as promote economic and social well-being of the Community.

A **General Redevelopment Plan** prepared for the Crete Community Development Agency (CDA) must contain the general planning elements required by Nebraska State Revised Statues, Section 18-2111 re-issue 2012 items (1) through (6). A description of these items is as follows:

> (1) The boundaries of the redevelopment project area with a map showing the existing uses and condition of the real property therein; (2) a land-use plan showing proposed uses of the area; (3) information showing the standards of population densities, land coverage and building intensities in the area after redevelopment; (4) a statement of the proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, or building codes and ordinances; (5) a site plan of the area; and (6) a statement as to the kind and number of additional public facilities or utilities which will be required to support the new land uses in the area after redevelopment.

Furthermore, the **General Redevelopment Plan** must further address the items required under Section 18-2113, "Plan; considerations", which the CDA must consider prior to recommending a redevelopment plan to the Planning Commission and City Council for adoption. These "considerations" are defined as follows:

> "...whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted and harmonious development of the City and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and

other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewage, and other public utilities, schools, parks, recreational and community facilities and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations, or conditions of blight."

Location

The general boundary description for **Redevelopment Area #1** is as follows: Beginning at the intersection of the north line of 14th Street and the west line of Norman Avenue, thence south along said west line to its intersection with the south line of 10th Street, thence east along said south line to its intersection with the east line of Linden Avenue, thence north along said east line to its intersection with the south line of 12th Street, thence east along said south line to its intersection with the east line of Grove Avenue, thence north along said east line to its intersection with the south line of 15th Street, thence east along said south line to its intersection with the east line of Forest Avenue, thence north along said east line to its intersection with the north line of 16th Street, thence west along said north line to its intersection with the east line of Grove Avenue, thence north along said east line to its intersection with the south line of 18th Street, thence east along said south line to its intersection with the east line of Forest Avenue, thence north along said east line to its intersection with the south 19th Street, thence east along said south line to its intersection with the east line of Boswell Avenue, thence north along said east line to its intersection with the south line of Lot 2 of the Benne's Addition Hilltop View 1st Addition, thence east along said south line of Lot 2 to its intersection with the east line of said Lot 2, thence north along said east line to its intersection with the south line of 20th Street, thence crossing 20th street to the north line of said 20th Street, thence west along said north line to its intersection with the east line of Lot 1 of the Benne's Addition Hilltop View 1st Addition, thence north to the south line of the Wanek's Subdivision, thence east along said south line and continuing east along the south line of the Nestle Purina facility, which is also a northern Corporate Limit Line, thence continuing east along said Corporate Limit Line and its extension across Iris Avenue to the east line of said street, thence north along said east line to its intersection with the south line of 29th Street, thence east along said south line to its intersection with the east line of County Road 2400, thence north along said east line to its intersection with the north line of Highway 33/103, also known as the north Corporate Limit Line, thence southwesterly along said Corporate Limit Line to its intersection with an east Corporate Limit Line, also known as the intersection with the centerline of Boswell Avenue, thence continuing southwesterly along the centerline of the Burlington Northern Santa Fe Railroad Corridor to its intersection with the extended west line of Ivy Avenue, thence south along extended line to its intersection with the north line of 14th Street, thence west

along said north line to its intersection with the east line of Linden Avenue, thence north along said east line to its intersection with the centerline of the Burlington Northern Santa Fe Railroad Corridor, thence southwesterly to its intersection with the extended west line of Main Avenue, thence south along said extended line and continuing south along the west line of Main Avenue to its intersection with the north line of 14th Street, thence west along said north line to its intersection with the west line of Norman Avenue, also known as the point of beginning.

The referenced **Redevelopment Area #1,** in the City of Crete, Nebraska, includes the following identified Additions, Blocks and/or Lots:

Original Town Addition:

All of the following Blocks: 1, 16, 17, 78, 80, 92, 93, 98, 99, 110–112, 116, 117, 121, 127–133, 138–144, and 159.

Benne's Addition Hill top View 1st Addition:

All of the following Lots: 1 and 2.

Wanek's Subdivision:

All of the following Lots: 1 and 2.

Crete Industrial Park Subdivision:

All of the following Lots: 1–4, Part of Lot 5 and Lots 9 and 10.
The remainder of Lot 11.

Crete Industrial Park 2nd Addition:

Replat of Lot 1 (Wal-Mart).

Irregular Tracts of Land:

All of the Nestle Purina facility – Parcel ID #s 760082804 & 760117144.

All of the properties east of Betten Drive including:

- Crete Area Medical Center – 760049645.
- Crete Area Medical Clinic – 760130477.
- Sid Dillon Auto Dealership – 760049637 & 760131368.

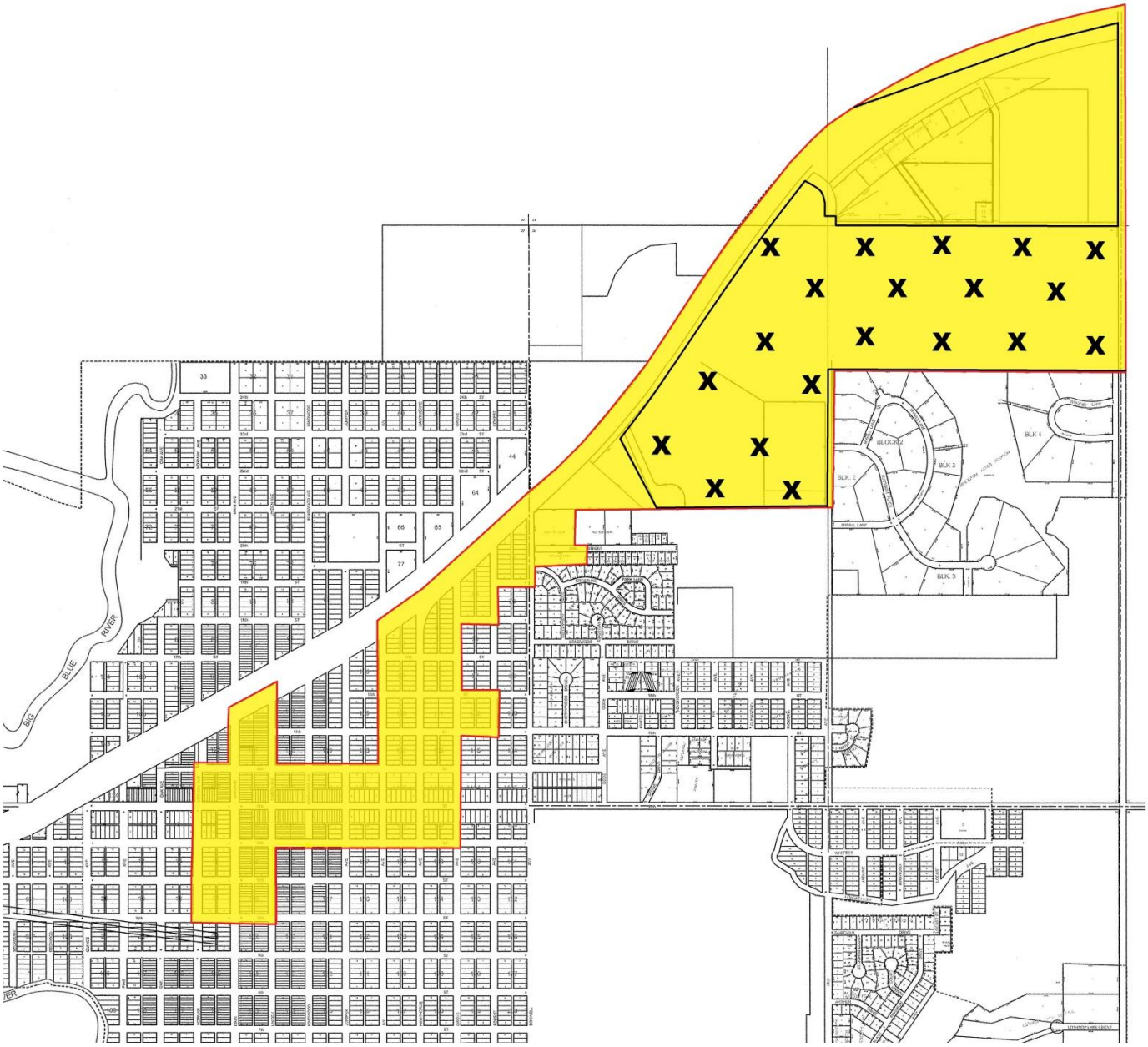
The vacant tract of land south of East 29th Street – 760049874.

Illustration 1, Context Map, identifies the location of **Redevelopment Area #1** in relation to the City of Crete. The primary streets and roads within the **Redevelopment Area** include Highway 33/103, Hawthorne Avenue, 13th Street and Main Avenue.

CONTEXT MAP

REDEVELOPMENT AREA #1
CRETE, NEBRASKA

NORTH



LEGEND

- Redevelopment Area #1
- X X Redevelopment Area #1 (Outside Corporate Limits)
- City of Crete Corporate Limits

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ILLUSTRATION 1

The planning process for the **Redevelopment Area** has resulted in a listing of general planning and implementation recommendations. As discussed in the **Blight and Substandard Determination Study,** the average age of the structures, insanitary and unsafe conditions, deterioration of site or other improvements and the existence of conditions which endanger life or property by fire or other causes are a sufficient basis for designation of **Redevelopment Area #1** as **blighted** and **substandard.**

Planning and Implementation Recommendations

To eliminate blighted and substandard conditions and enhance private development and redevelopment activities within the **Redevelopment Area,** the City of Crete will need to consider the following general planning and redevelopment actions. **Tax Increment Financing should be considered as a tool to assist in financing both development and redevelopment projects.**

- Create an **"Economic Development Initiative"** for job creation in the **Redevelopment Area** that concentrates on the use of Tax Increment Financing for the expansion of existing and the development of new businesses in conformance with the City's Future Land Use Map and Zoning Regulations.

- Prepare an **Annexation Plan** for properties in **Redevelopment Area #1,** currently outside the Corporate Limits. **Acquire, demolish and replace** functionally and economically obsolescent commercial, industrial and residential properties throughout the **Redevelopment Area**.

- Create a Downtown **"Facade Improvement Program"** to address the deteriorating conditions of the front facades of the 1880 to 1950s commercial buildings. Downtown Crete, including Main Avenue and 13th Street, from Norman to Hawthorne Avenues has streets, sidewalks and light poles that were replaced in 2006 in conjunction with water main upgrades. It is recommended that the City of Crete develop and implement a Phase I Downtown Revitalization Project, with funding from the Nebraska Department of Economic Development, to identify needed infrastructure replacements, safety improvements and business development and retention activities.

Upper-level windows and 1st floor storefronts are in need of restoration.

- **Downtown parking** needs to be addressed. On-street parking generally supports the needs of patrons to the Downtown commercial area of **Redevelopment Area #1**. Promote the redevelopment of upper floors of buildings to create new housing and professional service offices. This will require public parking areas in and adjacent the Downtown for use by residents and employees.

- Promote the following **priority business types** for new highway commercial uses: hotel/motel with an incorporated community meeting room, family style and fast food restaurants, and small scale professional service offices and/or retail strip malls.

- **Reuse of vacant lots** is needed in both Downtown Crete and along the Highway Corridor. The study of **Redevelopment Area #1** identified parcels that are vacant and/or underutilized. Future commercial, public/quasi-public and residential uses should in accordance with the **Future Land Use Plan** should be marketed for new businesses in these locations.

- Implement **Highway Corridor enhancements** that provide landscaped areas for better separation between pedestrian sidewalks and the edges of the highway. Pedestrian crosswalks at intersections along Hawthorne Avenue and 13th Street need to be improved with better crosswalk markings and signage.

- **Traffic speed calming techniques** are needed along both 12th and 14th Streets. These streets are currently utilized as alternative east/west streets between Hawthorne and Main Avenues to avoid traffic signals along the 13th Street Highway Corridor. At a minimum, four-way stop signs and painted pedestrian crosswalks are needed at each intersection.

- Implement **alternative energy systems** throughout the **Redevelopment Area.** This would include the consideration and possible use of wind, solar, geothermal, hydropower and methane energy systems in both existing and new buildings.

- **Implement enhancements** along the Highway 33/103 Corridor, including Hawthorne Avenue and 13th Street. The City of Crete should coordinate the planting of landscaping strips between the street and sidewalk in a phased implementation project.

- All properties within **Redevelopment Area #1** are recommended to be replatted in support of future redevelopment efforts.

<u>Infrastructure Systems throughout the Redevelopment Area:</u>

Municipal Infrastructure:

- Underground infrastructure systems along Main Avenue and 13th Street are of appropriate size and in good condition, while water mains are undersized in the residential areas between Linden and Ivy Avenues, and from Grove to Boswell Avenues. Sewer and water mains throughout these residential areas are approximately 80+ years of age. As these utility mains continue to age, they will need repeated maintenance and, eventually, require replacement.

- Municipal sidewalks along the Highway 33/103 Corridor are in good condition, but should have a greater separation from the Highway with landscaping techniques, including native flowers, grasses and other plantings that require minimal maintenance.

- Streets in poor condition, such as Forest Avenue from Highway 33/103 to 18th Street, and 19th Street between Forest and Boswell Avenues, should be planned for resurfacing or paving.

Privately Owned Infrastructure:

- To facilitate the redevelopment of **Redevelopment Area #1,** all privately owned water and sewer service lines are recommended to be replaced in conjunction planned improvements to structures or property. Privately owned and maintained water and sewer service lines that extend from municipal mains to individual structures are typically undersized, constructed of outmoded materials, and are deteriorating. Privately owned and maintained driveways, access roads and parking areas were observed to be deteriorating and in substandard condition.

Implementation

Both a time line and budget should be developed for the implementation of this **General Redevelopment Plan.** Each of these processes should be designed in conformance with the resources and time available by the City. A reasonable time-line to complete the redevelopment activities identified in the **Plan** would be eight to 12 years.

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed development and redevelopment activities. These include local and federal funds commonly utilized to finance street improvement funds, i.e. LB840, Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for development and redevelopment projects in the **Redevelopment Area** is deemed to be an essential and integral element of the **Area.** The use of TIF in connection with such projects is contemplated by this **General Redevelopment Plan** and such designation and use of TIF will not constitute a substantial modification to the **Plan.**

The City agrees, when approving the **General Redevelopment Plan,** to the utilization of TIF for appropriate development and redevelopment projects and agrees to pledge the taxes generated from such projects for such purposes in accordance with the Act. Any redevelopment project receiving TIF is subject to a Cost Benefit Analysis. TIF, as a source of public financing, ultimately impacts taxing authorities in the City of Crete and Saline County. Proposed projects using TIF must meet the Cost Benefit Analysis and the "But For" test. Accordingly, "But for TIF" a redevelopment project could not be fully executed and constructed in the Community.

1. Future Land Use Patterns.

The existing land use patterns within **Redevelopment Area #1** are described in detail in the **Blight and Substandard Determination Study**. In general, the **Redevelopment Area** consists of residential, commercial, industrial, public/quasi-public, parks/open space and vacant land use types. The field survey identified properties and structures classified as being in a deteriorating condition, as well as vacant lands that have remained undeveloped in spite of having available utilities.

Illustration 2, Future Land Use Map, represents an effort to encourage land uses that reflect the land use plan contained within the ***"Crete Comprehensive Plan – 2006"*** and the current **Zoning Regulations.** The **Future Land Use Map** recommends the development of future commercial uses along the Highway 33/103 Corridor and in Downtown Crete. Single family residential uses currently located a block either side of both Hawthorne Avenue and 13th Street are identified as either commercial or multifamily uses in **Illustration 2**, due to the fact the **Zoning Regulations** allowing single family residential uses in Commercial and Multifamily Districts. This was done to alleviate the mixture of land uses in these areas and to advocate for an expansion of commercial uses along the highway corridor.

Industrial uses are to remain within the Nestle Purina facility. Multifamily residential uses are depicted either adjacent or behind commercial land uses to buffer single family areas, both within and beyond the **Redevelopment Area**. Single family residential uses are shown in areas that are both in conformance with the **Future Land Use Plan from the 2006 Comprehensive Plan** and the current **Zoning Regulations**.

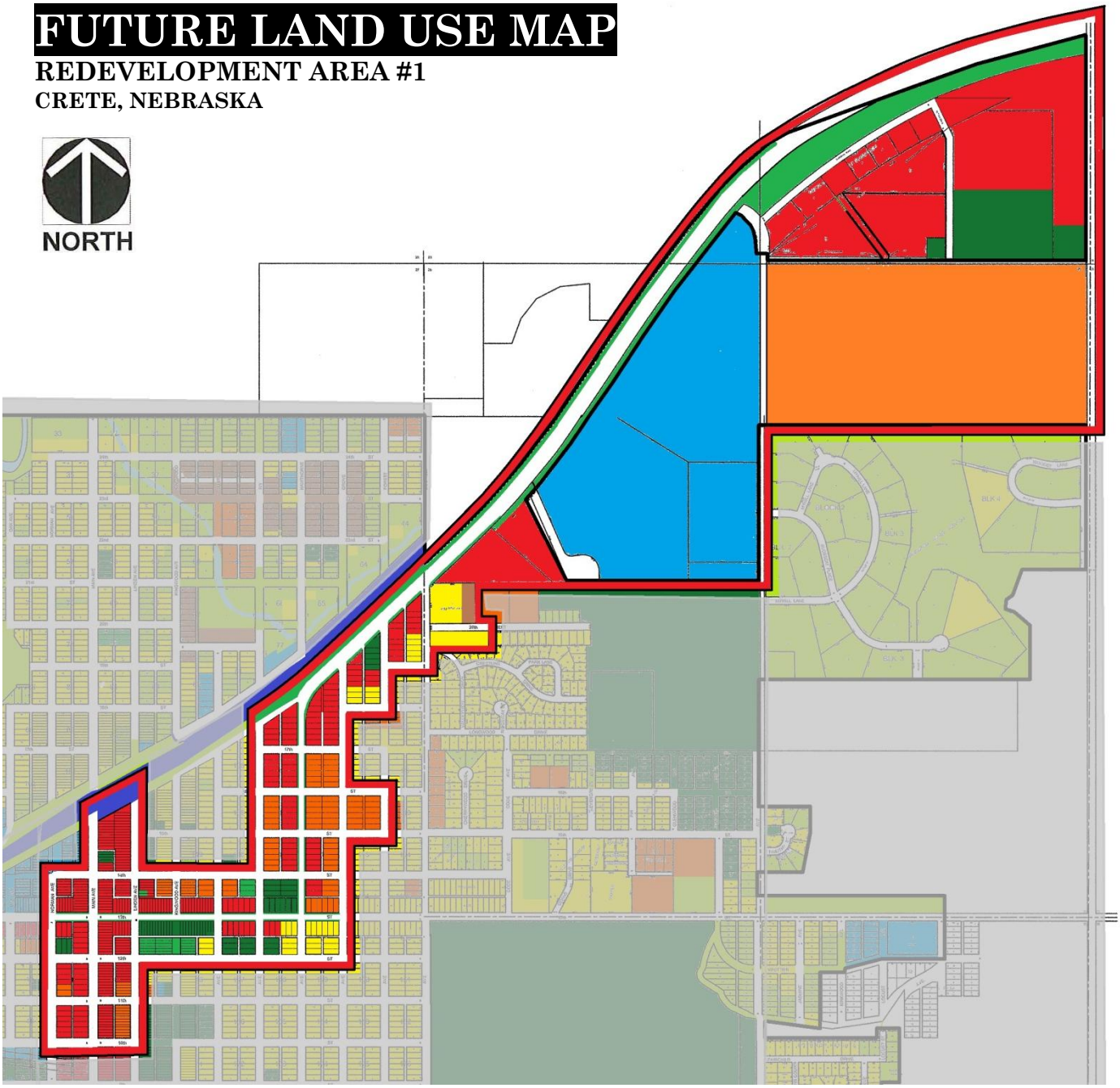
2. Future Zoning Districts.

The recommended **Future Zoning Map** for **Redevelopment Area #1** is identified in **Illustration 3**. The **Future Zoning Map** is in conformance with the current ***"Crete Comprehensive Plan – 2006"*** and specifically with the **Future Land Use Map**, **Illustration 2**. The entire **Redevelopment Area** is reconfigured to support future developments highlighted in the ***"Crete Comprehensive Plan."*** The only recommended zoning change is the area along the south side of 14th Street, from the alley between Linden and Kingwood Avenues, east to the alley between Ivy and Hawthorne Avenues. This was done to reinforce this region as a residential area comprised of both single and multifamily uses.

FUTURE LAND USE MAP

REDEVELOPMENT AREA #1

CRETE, NEBRASKA



LEGEND

- PARKS/RECREATION
- PUBLIC/QUASI-PUBLIC
- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- MOBILE HOME RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- RAILROAD CORRIDOR
- REDEVELOPMENT AREA BOUNDARY

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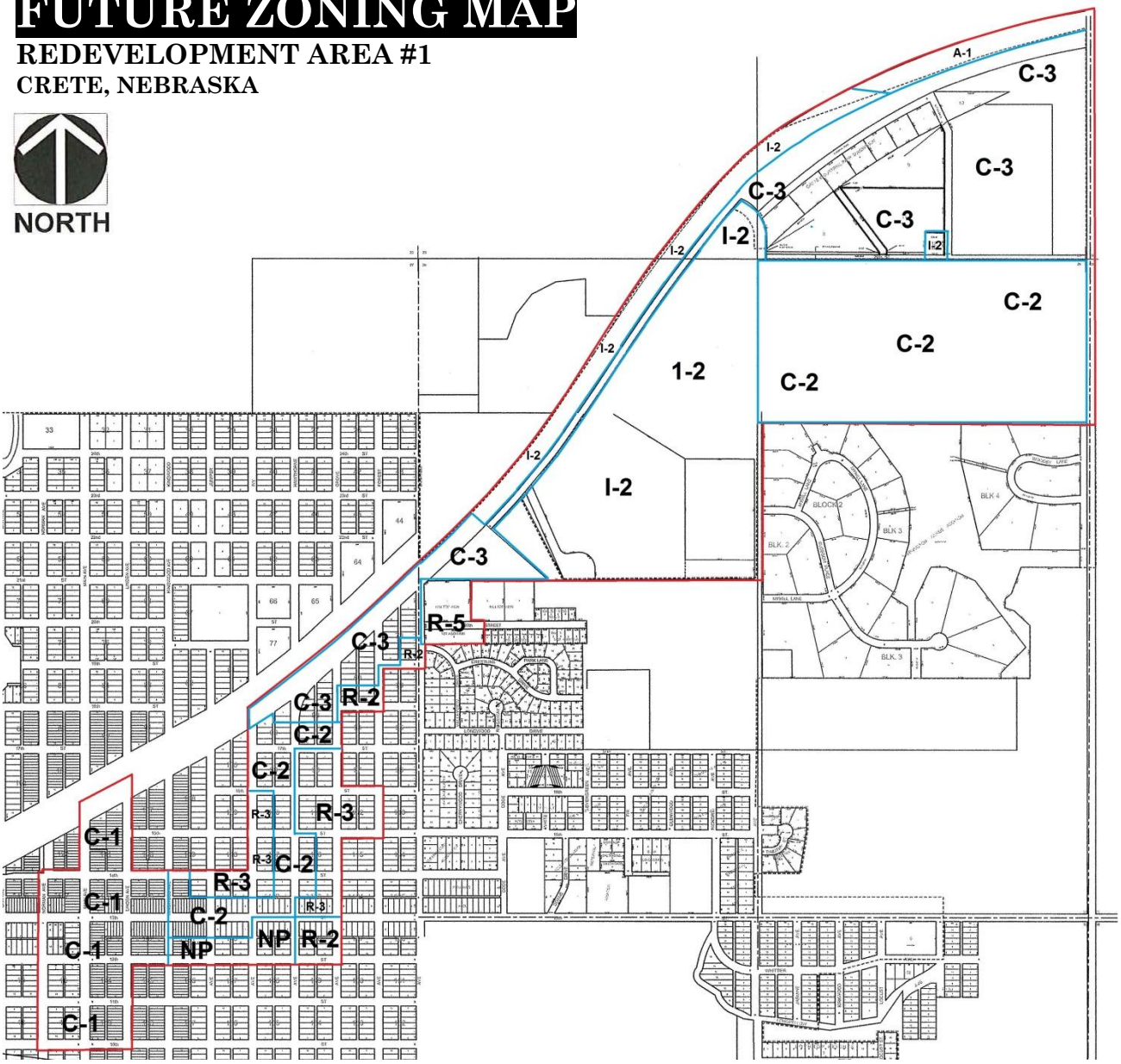
ILLUSTRATION 2

FUTURE ZONING MAP

REDEVELOPMENT AREA #1
CRETE, NEBRASKA



LEGEND

R-2	Two-Family Residential
R-3	Multiple-Family Residential
R-5	Mixed Residential
N-P	Neighborhood Professional
C-1	Central Commercial
C-2	General Commercial
C-3	Highway Commercial
I-2	Heavy Industrial
	Zoning District Boundary
	Redevelopment Area Boundary

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ILLUSTRATION 3

3. Recommended Public Improvements

The primary purpose for a **General Redevelopment Plan** is to allow for the use of public financing in a specific area. This public financing is planned and implemented to serve as a "first step" for public improvements and encourage private development within the **Redevelopment Area.** The most common form of public improvements occur with infrastructure, specifically streets, water, sanitary sewer and storm sewer systems, sidewalks, open space and recreational uses. The primary infrastructure concerns in the **Area** are the need to monitor utility and infrastructure systems in order to make repairs or replacement as these systems continue to age.

Pedestrian and vehicular safety should be a concern along the Highway 33/103 Corridor, which also includes Hawthorne Avenue and 13th Street. The tendency of vehicles to exceed posted speed limits along these corridors hinders the ability of pedestrians and bike riders to cross this busy street. There is also a need for additional landscaping to further separate sidewalks from the Highway. These issues should be resolved or mitigated to enhance the safety of the Highway 33/103 corridor.

The Blight and Substandard Determination Study focused on the public improvement needs for new water and sewer mains, primarily within residential areas along north/south streets. Many privately owned driveways, access roads and parking areas are in substandard condition and a detriment to potential redevelopment activity.

It is recommended that the City of Crete work closely with developers to ensure that future streets within **Redevelopment Area #1** are implemented in conformance with City development standards. New or redeveloped streets, sidewalks, alleys, and privately owned water and sewer service lines shall meet the provisions of the Subdivision Regulations of Crete.

4. Alternative Energy Considerations

Development and redevelopment projects on the scale of those identified in document are supplementing the standard energy sources for lighting, heating and cooling, with alternative energy systems such as wind, solar, geothermal, biomass and methane. Individual buildings and large commercial developments are strongly accessing these alternative energy sources in combination with ***"green building"*** techniques.

"LEED" building certification also guides the use of energy conservation methods to reduce the consumption of energy by HVAC systems in new and rehabilitated buildings. In the United States, LEED certification is recognized as a standard for measuring building sustainability. Achieving this certification demonstrates that the building meets the ideals of being "green."

Roof top application of an older building in Philadelphia.

Solar panels on top of the Denver Convention Center.

A Helix Wind Turbine on top of a Lincoln, Nebraska Office building.

Conclusions

A successful **General Redevelopment Plan** for **Redevelopment Area #1** should guide redevelopment and development opportunities, while securing the viability of this **Area** as a combined Downtown and Highway Commercial service area, while supporting adjacent residential uses. New construction should not imitate, but be compatible by similar materials, colors and heights exhibited by existing structures within, and adjacent the **Redevelopment Area.**

The Crete CDA and the City of Crete should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in **Redevelopment Area #1**. The demolition of existing buildings will enhance the visual appearance of the **Area,** making it more attractive for future development. Prior to transportation network improvements, the City and the CDA should develop a plan to accommodate efficient infrastructure development and improvements.

The following identifies estimated costs for the improvement of various infrastructure features in Redevelopment Area #1.

Normal Street Replacement

Costs are dependent on street width and thickness of pavement or overlay. Concrete paving of 6" thick with integral curbs costs an estimated $45 per square yard. Asphalt overlay has a cost of $3 per square yard, per inch of thickness of asphalt overlay.

The cost to construct a 6" thick, 30' wide concrete street is $150 per linear foot. The cost to construct a 6" thick, 60' wide concrete street is $300 per linear foot.

The cost to construct a 2" thick, 30' wide asphalt overlay is $20 per linear foot. The cost to construct a 2" thick, 60' wide asphalt overlay is $40 per linear foot.

Ramped Curb Cuts
$1,250 each

Sanitary Sewer
$50 to $60 per linear foot

Water Valves
$750 each

Fire Hydrants
$2,500 each

Overlay of Parking Lots
Asphalt overlay costs $3 per square yard per inch of thickness of asphalt overlay. Therefore the cost of a 2" overlay of a 150 x 150 foot parking lot is $15,000.

Paved Alleys

The cost for paved alleys is dependent on alley width and pavement thickness. A 6" thick concrete alley would cost $45 per square yard.

The cost of a 6" thick, 16 foot wide concrete alley is $80 per linear foot.
The cost of a 6" thick, 20 foot wide concrete alley is $100 per linear foot.

Storm Sewers

The cost of Storm Sewers is dependent upon the size of the storm sewer pipe and on the number of inlets required. A breakdown of approximate unit prices is as follows:

15" RCP costs $22 per linear foot
18" RCP costs $26 per linear foot
24" RCP costs $35 per linear foot
30" RCP costs $44 per linear foot
36" RCP costs $52 per linear foot
42" RCP costs $61 per linear foot
48" RCP costs $70 per linear foot

Inlets cost an estimated $2,500 each. Therefore, assuming 470 linear feet of 30" storm sewer and four inlets per block, a block of storm sewer would cost $30,680.

Public and Private Foundations

This **General Redevelopment Plan** addresses numerous community and economic development activities for **Redevelopment Area #1,** in Crete, Nebraska. The major components of this **General Redevelopment Plan** will be accomplished as individual projects, however, a comprehensive redevelopment effort is recommended. Just as the redevelopment efforts should be tied together, so should the funding sources to ensure a complete project. The use of state and federal monies, local equity and tax incentives coupled with private funding sources, can be combined for a realistic and feasible funding package. The following provides a summary listing of the types of funding to assist in implementing this **General Redevelopment Plan.** Each selected redevelopment project should be accompanied with a detailed budget of both sources and uses of various funds.

Building Improvement District
Tax Increment Financing
LB 840 or LB 1240
Historic Preservation Tax Credits
Low Income Housing Tax Credits
Sales Tax

Community Development Block Grants - Re-Use Funds
Local Lender Financing
Owner Equity
Small Business Association-Micro Loans
Community Assistance Act
Donations and Contributions
Intermodal Surface Transportation Efficiency Act

Private Foundations

American Express Foundation
Kellogg Corporate Giving Program
Marietta Philanthropic Trust
Monroe Auto Equipment Company Foundation
Norwest Foundation
Piper, Jaffray & Hopwood Corporate Giving
Target Stores Corporate Giving
Pitney Bowes Corporate Contributions
Burlington Northern Santa Fe Foundation
US West Foundation
Woods Charitable Fund, Inc.
Abel Foundation
ConAgra Charitable Fund, Inc.
Frank M. and Alice M. Farr Trust
Hazel R. Keene Trust
IBP Foundation, Inc.
Mid-Nebraska Community Foundations, Inc.
Northwestern Bell Foundation
Omaha World-Herald Foundation
Peter Kiewit and Sons Inc. Foundation
Thomas D. Buckley Trust
Valmont Foundation
Quivey-Bay State Foundation

GENERAL REDEVELOPMENT PLAN AMENDMENTS

PROJECT NAME / LOCATION AND COST	RESOLUTION #
1. _____ $_____	_____
2. _____ $_____	_____
3. _____ $_____	_____
4. _____ $_____	_____
5. _____ $_____	_____
6. _____ $_____	_____
7. _____ $_____	_____
8. _____ $_____	_____
9. _____ $_____	_____
10. _____ $_____	_____