

## **(7) Tax or Special Assessment Delinquency Exceeding the Fair Value of the Land**

An examination of public records was undertaken to determine the status of real estate taxes of properties located within Redevelopment Area #2. Individual examination of 78 percent (768 properties) of the total 986 parcels included in Redevelopment Area #2 was completed. The results of this examination of a representative sample concluded that only a small percentage of the total parcels in the study area had tax or special assessment delinquency issues. The results are detailed below.

### **1. Delinquent Taxes.**

Public records were examined for the purposes of determining the extent of delinquent taxes on parcels within the Redevelopment Area. The examination of 78 percent of the total parcels individual records indicated only 54 parcels (7% of the 768 parcels examined) were classified as delinquent by Hall County.

### **2. Real Estate Taxes.**

The tax values within the Redevelopment Area generally appear to be equivalent to market value of the properties.

### **3. Tax Exempt.**

A total of 32 parcels were identified as fully homestead exempt and an additional 15 parcels were determined to be partially homestead exempt of the representative sample of 768 parcels. These 47 full and partially exempt parcels are primarily single family homes located throughout Redevelopment Area #2 and represent a small fraction of the property tax revenue generated within the entire Area.

## **Conclusion**

**Financial burdens associated with properties in the overall Redevelopment Area are not sufficient to constitute a blighting factor.**

**(8) Defective or Unusual Condition of Title**

Whenever land is sold, mortgaged or both, a title insurance policy is typically issued, at which time any title defects is corrected. Once title insurance has been written, all other titles in the same subdivision or addition will only have to be checked for the period of time subsequent to the creation of the addition or subdivision as everything previous is the same and any defects will already have been corrected. Thus, the only possibility for title problems are from improper filings, since plating on properties that have not been mortgaged or sold is very small.

**Conclusion**

Examination of public records does not provide any basis for identifying any defective or unusual conditions of title. Such few conditions as may exist would contribute to neither any existing problem nor to difficulty in acquisition or redevelopment and are therefore not found to exist at a level nearly large enough to constitute a blighted factor in Redevelopment Area #2.



## **(9) Improper Subdivision or Obsolete Platting**

Several residential neighborhoods contain small lots. Although the owners were able to acquire adequate land for the current uses, they did not re-subdivide the property to reflect the existing land uses. The lot layout and size of residential parcels lack uniformity.

Residential parcels in developed neighborhoods north of Anna Street, as well as Bismark Road are generally platted as 66' x 132' lots. Although these blocks were platted with eight parcels, the majority of blocks were developed with 10 to 12 houses. Improper platting is also evident in Vantine's, Pleasant Home and Koehler Subdivisions where blocks were platted without individual lots. Areas such as these must rely upon meets and bounds descriptions for property ownership, which is detrimental to development and redevelopment efforts in regard to assembling larger parcels of land.

Residential areas contain very few vacant lots. The largest concentration of undeveloped residential lots are located south of Highway 34 in the Palu and Knott subdivisions. However, neither of these subdivisions have fully developed streets or underground infrastructure.

Commercial, residential and industrial areas throughout Redevelopment Area #2 contain a variety of irregular tracts of land that have not been subdivided. Although some of these areas were developed within the rectangular grid system of street and block development, individual lots were irregularly sized and configured. Large irregular tracts of land are associated with the high density commercial development along south Locust Street, south of Stolley Park Road. Under utilized land is evident to the rear of developed commercial property along south Locust Street. These larger parcels allowed for construction of large scale commercial structures such as motels and discount retail, but rear portions of the properties are inaccessible and unattractive for further development.

The field survey analysis identified inconsistent setbacks, vehicular entry conflicts and incompatible development as the result of improper subdivision practices.

### **Conclusion**

**A strong presence of improper subdivision or obsolete platting exists throughout the Redevelopment Area.**



**(10) The Existence of Conditions Which Endanger Life or Property by Fire and Other Causes**

The result of the parcel-by parcel field survey, along with information obtained from pertinent City departments, assisted in determining the existence of conditions which endangered life or property by fire and other causes. The age of infrastructure is the primary problem throughout the northern portions of South Locust Corridor Redevelopment Area #2. Information described below is the accumulation of support data and interview with the City of Grand Island Public Works personnel and additional utility department staff. For more detailed information and specific maps and illustrations, please refer to the appropriate utility departments.

**1. Age of Structure**

Approximately 67.6 percent of the structures in Redevelopment Area #2 are 40+ years of age, built prior to 1959. There are wood-framed and masonry buildings with wooden structural elements located throughout the Area, many of which are in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorated or dilapidated (317, 34.3 percent of the total 924 structures).

**2. Inadequate Provisions for, or Lack of Means of Egress**

Potential life threatening conditions exist in some buildings which lack adequate means of egress. The field survey identified 130 (30.9 percent) of the 924 structures having standard porches, steps and fire escapes.

**3. Fire Protection**

Water mains in the northern portions of Redevelopment Area #2 generally range in age from 60 to 70 years of age (possibly older). A few segments have been replaced, but overall, the system meets current needs. Materials used to construct some of these original mains are prone to deterioration and breakage, as well as maintenance problems. According to today's standards, a minimum 6" diameter residential water main and 8" main in commercial districts is recommended to insure adequate water pressure for fire protection purposes.

**Conclusion**

The conditions which endanger life or property by fire and other causes are strongly present throughout the Redevelopment Area.



## **(11) Other Environmental and Blighting Factors**

The Nebraska Community Development Law includes in its statement of purpose an additional criterion for identifying blight, viz., "economically or socially undesirable land uses." Conditions which are considered to be economically and/or socially undesirable include: (a) incompatible uses or mixed-use relationships, (b) economic obsolescence, and (c) functional obsolescence. For purpose of this analysis, functional obsolescence relates to the physical utility of a structure and economic obsolescence relates to a property's ability to compete in the market place. These two definitions are interrelated and complement each other.

**Incompatible and mixed land uses exist throughout Redevelopment Area #2. A combination of residential and industrial uses or residential and commercial uses are located in close proximity. Conflicts occur within and adjacent to the Area due to lack of proper separation or buffering.**

Although some limited public improvements have occurred through the Redevelopment Area in the past years, additional efforts are needed. Without some type of public assistance and coordination of effort, a difficult challenge will be rendered for future private projects to be successful ventures. Numerous problems or obstacles exist for comprehensive redevelopment efforts by the private sector in the Area; problems that only public assistance programs can help remedy. These include removal of substantially dilapidated structures, socially undesirable land uses and upgrading or development of streets and sidewalks. These types of programs are proven stimulants to the creation of successful private developments.

### **Conclusion**

**Other Environmental and Blighted Factors are present to a strong extent throughout the Redevelopment Area to warrant a blighted condition. The Redevelopment Area contains a large number of functionally obsolete structures.**

**(12) Additional Blighting Conditions**

According to the definition set forth in the Nebraska Community Development Law, Section 18-2102, in order for a redevelopment area to be determined "blighted" it must (1) meet the eleven criteria by reason of presence and (2) contain at least one of the five conditions identified below:

1. Unemployment in the designated blighted and standard area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the City for forty years and has remained unimproved during that time;
4. The per capita income of the designated blighted and standard area is lower than the average per capita income of the City or Village in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses.

One of the aforementioned criteria is prevalent throughout the designated blighted area.

The average age of the residential or commercial units in the area is at least forty (40) years.

According to the field survey conducted by the Consultant in September of 1998, an estimated 64.8 percent of the residential and commercial structures within Redevelopment Area #2 were identified as being built prior to 1959, or 40+ years of age.

Conclusion

One of the five blight determination criteria is strongly present throughout the Redevelopment Area.



## **5. DETERMINATION OF REDEVELOPMENT AREA ELIGIBILITY**

There is a reasonable distribution of at least 10 of the 12 factors present in the approximately 814 acre Redevelopment Area #2, to constitute a blighted area and a predominance of all four factors to constitute a substandard area.

### **Substandard Factors**

1. Dilapidated/deterioration;
2. Age or obsolescence.
3. Inadequate provisions for ventilation, light, air, sanitation, or open spaces.
4. Existence of conditions which endanger life or property by fire and other causes.

### **Blighted Factors**

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout.
3. Faulty lot layout in relation to size, adequacy, accessibility or usefulness.
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Improper subdivision or obsolete platting.
8. The existence of conditions which endanger life or property by fire and other causes.
9. Other environmental and blighting factors;
10. The average age of the residential and commercial units in the area is at least forty years.

Although all of the previously listed factors are reasonably present throughout the Redevelopment Area, the degree of dilapidated and deteriorated and the average age of structures, the diversity of ownership and the existence of conditions which endanger life or property by fire and other causes, could be sufficient basis for designation of the Area as a blighted and substandard area.

Both the Grand Island CRA and City Council are encouraged to have legal representation review the findings of this blight and substandard determination study, to compare these findings to the requirements set forth in the Nebraska Community Development Law and, in turn advise as to the declaration of the Redevelopment Area as to blighted and substandard. The finding of blight and substandard would indicate the South Locust Corridor Redevelopment Area #2 is in need of revitalization and strengthening to ensure it will contribute to the physical, economic and social well-being of the City of Grand Island. Indications are, the Area, on the whole, has not been subject to comprehensive, sufficient growth and development through investment by the private sector nor would the areas be reasonably anticipated to be developed without public action or public intervention.



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## APPENDIX

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**Structural/Site Conditions  
Survey Form**

Parcel # \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

**Section I:**

1. Type of Units: \_\_\_ SF \_\_\_ MF \_\_\_ Mixed Use \_\_\_ Duplex \_\_\_ No. of Units
2. Units: \_\_\_\_\_ Under construction/rehab \_\_\_\_\_ For Sale \_\_\_\_\_ Both
3. Vacant Units: \_\_\_\_\_ Inhabitable \_\_\_\_\_ Uninhabitable
4. Vacant Parcel: \_\_\_\_\_ Developable \_\_\_\_\_ Undevelopable
5. Non-residential Use: \_\_\_\_\_ Commercial \_\_\_\_\_ Industrial \_\_\_\_\_ Public  
\_\_\_\_\_ Other/Specify: \_\_\_\_\_

**Section II: Structural Components**

	Primary Components	(Substandard) Critical	(Major) Substandard	Minor	None	Sound
1	Roof					
2	Wall Foundation					
3	Foundation					
___ Concrete ___ Stone ___ Rolled Asphalt ___ Brick ___ Other						
	Secondary Components	(Substandard) Critical	(Major) Substandard	Minor	None	Sound
4	Roof					
___ Asphalt Shingles ___ Rolled Asphalt ___ Cedar ___ Combination ___ Other						
5	Chimney					
6	Gutters, Downspouts					
7	Wall Surface					
___ Frame ___ Masonry ___ Siding ___ Combination ___ Stucco ___ Other						
8	Paint					
9	Doors					
10	Windows					
11	Porches, Steps, Fire Escape					
12	Driveways, Side Condition					

**Final Rating:**

\_\_\_ Sound \_\_\_ Deficient-Minor \_\_\_ Deficient-Major \_\_\_ Substandard  
**Built Within:** \_\_\_ 1 year \_\_\_ 1-5 years \_\_\_ 5-10 years  
 \_\_\_ 10-20 years \_\_\_ 20-40 years \_\_\_ 40-100 years \_\_\_ 100+ years

**Section III: Revitalization Area**

1. Adjacent Land Usage: \_\_\_\_\_
2. Street Surface Type: \_\_\_\_\_
3. Street Condition: \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
4. Sidewalk Condition: \_\_\_\_\_ N \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
5. Parking (Off-Street): \_\_\_\_\_ N \_\_\_\_\_ # of Spaces \_\_\_\_\_ Surface
6. Railroad Track/Right-of Way Composition: \_\_\_\_\_ N \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
7. Existence of Debris: \_\_\_\_\_ MA \_\_\_\_\_ MI \_\_\_\_\_ N
8. Existence of Vagrants: \_\_\_\_\_ MA \_\_\_\_\_ MI \_\_\_\_\_ N
9. Overall Site Condition: \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P

**South Locust Corridor  
Redevelopment Area #2  
Blight and Substandard Determination Study**





**BLIGHT/SUBSTANDARD DETERMINATION STUDY  
SOUTH LOCUST CORRIDOR  
REDEVELOPMENT AREA #2  
GRAND ISLAND, NEBRASKA**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**AGE OF STRUCTURE**

1-5 years	27	2.9%	11	13	0	NA	3
5-10 years	22	2.4%	11	9	0	NA	2
10-20 years	55	6.0%	16	33	1	NA	5
20-40 years	195	21.1%	135	57	0	NA	3
40-100 years	623	67.4%	552	45	1	NA	25
100+ years	2	0.2%	2	0	0	NA	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>	<b>NA</b>	<b>38</b>

**FINAL STRUCTURAL RATING**

sound	291	31.5%	184	91	0	NA	16
deficient minor	316	34.2%	254	43	1	NA	18
deficient major	196	21.2%	178	13	1	NA	4
substandard	121	13.1%	111	10	0	NA	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>	<b>NA</b>	<b>38</b>

**STREET CONDITION**

none	0	0.0%	0	0	0	0	0
excellent	23	2.3%	16	1	0	5	1
good	774	78.5%	563	148	2	36	25
fair	187	19.0%	149	15	1	5	17
poor	2	0.2%	1	1	0	0	0
<b>TOTAL</b>	<b>986</b>	<b>100.0%</b>	<b>729</b>	<b>165</b>	<b>3</b>	<b>46</b>	<b>43</b>

**SIDEWALK CONDITION**

none	244	24.7%	113	74	2	31	24
excellent	19	1.9%	13	1	0	1	4
good	498	50.5%	420	55	0	9	14
fair	204	20.7%	166	31	1	5	1
poor	21	2.1%	17	4	0	0	0
<b>TOTAL</b>	<b>986</b>	<b>100.0%</b>	<b>729</b>	<b>165</b>	<b>3</b>	<b>46</b>	<b>43</b>

**DEBRIS**

major	14	1.4%	7	6	1	0	0
minor	55	5.6%	32	19	1	3	0
none	917	93.0%	690	140	1	43	43
<b>TOTAL</b>	<b>986</b>	<b>100.0%</b>	<b>729</b>	<b>165</b>	<b>3</b>	<b>46</b>	<b>43</b>

**OVERALL SITE CONDITION**

excellent	58	5.9%	41	7	0	2	8
good	386	39.1%	292	54	0	29	11
fair	487	49.4%	355	94	1	13	24
poor	55	5.6%	41	10	2	2	0
<b>TOTAL</b>	<b>986</b>	<b>100.0%</b>	<b>729</b>	<b>165</b>	<b>3</b>	<b>46</b>	<b>43</b>

**PARKING SPACES**

ranges	0-100		1-15	0-200	0-5	0-70	0-400
hard surface	637	64.6%	495	123	1	1	17
unimproved	161	16.3%	125	34	0	0	2
none	188	19.1%	109	8	2	45	24
<b>TOTAL</b>	<b>986</b>	<b>100.0%</b>	<b>729</b>	<b>165</b>	<b>3</b>	<b>46</b>	<b>43</b>

**South Locust Corridor  
Redevelopment Area #2  
Blight and Substandard Determination Study**







**BLIGHT/SUBSTANDARD DETERMINATION STUDY  
SOUTH LOCUST CORRIDOR  
REDEVELOPMENT AREA #2  
GRAND ISLAND, NEBRASKA**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**ROOF STRUCTURE**

sound	279	30.2%	169	93	0	N/A	17
none	2	0.2%	0	1	1	N/A	0
minor	397	43.0%	339	47	1	N/A	10
substandard	243	26.3%	217	15	0	N/A	11
critical	3	0.3%	2	1	0	N/A	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>		<b>38</b>

**WALL FOUNDATION**

sound	393	42.5%	266	109	0	N/A	18
none	3	0.3%	1	1	1	N/A	0
minor	429	46.4%	371	37	1	N/A	20
substandard	97	10.5%	88	9	0	N/A	0
critical	2	0.2%	1	1	0	N/A	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>		<b>38</b>

**FOUNDATION**

sound	400	43.3%	254	122	0	N/A	24
none	86	9.3%	83	3	0	N/A	0
minor	342	37.0%	299	28	1	N/A	14
substandard	92	10.0%	88	3	1	N/A	0
critical	4	0.4%	3	1	0	N/A	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>		<b>38</b>

**FOUNDATION TYPE**

Concrete	574	62.1%	408	132	2	N/A	32
Stone	26	2.8%	22	2	0	N/A	2
Rolled Asphalt	2	0.2%	0	1	0	N/A	1
Brick	223	24.1%	202	20	0	N/A	1
Other	16	1.7%	16	0	0		0
<b>TOTAL</b>	<b>841</b>	<b>91.0%</b>	<b>648</b>	<b>155</b>	<b>2</b>		<b>36</b>

**ROOF SURFACE**

sound	323	35.0%	227	78	0	N/A	18
none	2	0.2%	1	0	1	N/A	0
minor	329	35.6%	246	64	1	N/A	18
substandard	264	28.6%	248	14	0	N/A	2
critical	6	0.6%	5	1	0	N/A	0
<b>TOTAL</b>	<b>924</b>	<b>100.0%</b>	<b>727</b>	<b>157</b>	<b>2</b>		<b>38</b>

**ROOF TYPE**

Asphalt Shingles	661	71.5%	620	35	0	N/A	6
Rolled Asphalt	199	21.5%	93	83	0	N/A	23
Cedar	9	1.0%	8	1	0	N/A	0
Combination	3	0.3%	0	2	0	N/A	1
Other	50	5.4%	5	36	1		8
<b>TOTAL</b>	<b>922</b>	<b>99.8%</b>	<b>726</b>	<b>157</b>	<b>1</b>		<b>38</b>

South Locust Corridor  
Redevelopment Area #2  
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**BLIGHT/SUBSTANDARD DETERMINATION STUDY  
SOUTH LOCUST CORRIDOR  
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**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

<b>CHIMNEY</b>	124	13.4%	93	21	0	N/A	10
sound	543	58.8%	385	129	2	N/A	27
none	200	21.6%	195	4	0	N/A	1
minor	53	5.7%	50	3	0	N/A	0
substandard	4	0.4%	4	0	0	N/A	0
critical	924	100.0%	727	157	2		38
<b>TOTAL</b>							

<b>GUTTER, DOWNSPOUTS</b>	379	41.0%	268	90	0	N/A	21
sound	278	30.1%	224	39	1	N/A	14
none	221	23.9%	196	21	1	N/A	3
minor	43	4.7%	37	6	0	N/A	0
substandard	3	0.3%	2	1	0	N/A	0
critical	924	100.0%	727	157	2		38
<b>TOTAL</b>							

<b>WALL SURFACE</b>	434	47.0%	320	89	1	N/A	24
sound	2	0.2%	1	0	1	N/A	0
none	384	41.6%	318	55	0	N/A	11
minor	99	10.7%	84	12	0	N/A	3
substandard	5	0.5%	4	1	0	N/A	0
critical	924	100.0%	727	157	2		38
<b>TOTAL</b>							

<b>WALL SURFACE TYPE</b>	233	25.2%	212	10	0	N/A	11
Frame	133	14.4%	56	69	0	N/A	8
Masonry	301	32.6%	267	20	1	N/A	13
Siding	85	9.2%	53	27	0	N/A	5
Combination	48	5.2%	36	12	0	N/A	0
Stucco	122	13.2%	102	19	0		1
Other	922	99.8%	726	157	1		38
<b>TOTAL</b>							



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## B. REDEVELOPMENT PLAN

### EXECUTIVE SUMMARY

#### Purpose of Plan/Conclusion

The purpose of this Redevelopment Plan is to serve as a guide for implementation of redevelopment activities within the previously examined Redevelopment Area #2 in Grand Island, Nebraska. Redevelopment activities associated with the Community Development Law State Statutes, 18-2101 through 18-2154 should be utilized to promote the general welfare, the enhancement of the tax base, the economic and social well being, the development of any public activities and promotion of public events in the Area, along with any and all other purposes, as outlined in the Community Development Law.

A Community Development Authority (CRA) Redevelopment Plan must contain the general planning elements required by Nebraska State Revised Statues, Section 18-2111 re-issue 1991 items (1) through (6). A description of these items are 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 CRA Redevelopment Plan must further address the items required under Section 18-2113, "Plan; considerations", which the CRA must consider prior to recommending a redevelopment plan to the 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."

### Conclusion

The Redevelopment Plan applies to Redevelopment Area #2, which consists of the Blight and Substandard Determination Area. Illustration 6 delineates the Redevelopment Area.

Redevelopment Area #2 is unofficially bound as follows:

Beginning at the southwest corner of the intersection of First Street and Clark Street in the City of Grand Island, Nebraska, thence northwest along the south line of First Street to the southwest corner of Cedar Street, thence southeast along the west line of Cedar Street to the southwest corner of Cedar Street and Koenig Street, thence northeast along the south side of Koenig Street to the intersection of Koenig Street and Locust Street, thence east along the south line of Koenig Street to the southeast corner of the intersection of Koenig Street and Oak Street, thence south along the east line of Oak Street to the southeast corner of the intersection of Oak Street and Bismark Road, thence west along the south line of Bismark Road to the North-South alley running between Sycamore Street and Kimball Avenue, thence south along the east line of said alley to the southeast corner of the east end of Phoenix Avenue, thence west along the south line of Phoenix Avenue to the east line of the North-South alley between Pine Street and Sycamore Street, thence south parallel to Pine Street to a point on the north line of Fonner Park Road, thence east along the north line of Fonner Park Road to the west line of Stuhr Road, thence south along the west line of Stuhr Road (also the east corporate limit line) containing south to the point where the corporate limit line turns southwest along the north line of Stolley Park Road, thence continuing along the corporate limit line where it turns west along the center line of Stolley Park Road to the northeast corner of Lot 1 Block 1 of the Roush Subdivision, thence south to the south line of Stolley park Road along the corporate limit line at the northeast corner of Lot 1 Block 1 of the Roush Subdivision, thence west along the south line of Stolley Park Road to a point perpendicular to the west line of the Racquet Club Subdivision just west of Bellwood Drive, thence south along said west subdivision line to its intersection with the north



line of Lot 7 of the Burch Subdivision, thence west along said north line to its intersection with the west line of said Lot 7, thence south along the said line and continuing south along the west line of Lot 8 of the Burch Subdivision, thence continuing south along said west line where it continues south along the east line of Lot 1 of the Bellwood Subdivision to a point on the north line of Wedgewood Drive, thence across Wedgewood Drive to the south line of Wedgewood Drive at the north line of Lot 23 of Roush's Pleasantville Terrace Subdivision, thence east to the east line of said Lot 23, thence south along said east line (the line dividing Lots 22 and 23) and continuing south along said line which continues as the line dividing Lot 6 and 7 of Roush's Pleasantville Terrace Subdivision to a point on the south line of Brookline Drive, thence east along the south line of Brookline Drive to the line dividing Lots 2 and 3 of Mil-Nic Addition, thence south along said dividing line to the south line of Lot 3 of the Mil-Nic Addition, thence east along said south line of Lot 3 to its intersection with the west line of Matthews Subdivision, thence south along said west line to a point where it intersects with the east line of the Garrison Subdivision, thence continuing south and generally west and south along the angular east and southeastern line of the Garrison Subdivision to its intersection with the east line of Lot 2 of the Knox Second Subdivision, thence south along said east line of Lot 2 and continuing south along the east line of Lot 1 of the Knox Subdivision to a point on the north line of Midaro Drive, thence east along the north line of Midaro Drive to a point where Midaro Drive turns south, thence south along the east line of Midaro Drive to a point where Midaro Drive turns east, thence east along the north line of Midaro Drive to a point on the north line of Midaro Drive that intersects with the east corporate limit line, thence south along said east corporate limit line and continuing south along an extension of said line to a point where the corporate limit line turns east, thence continuing directly south to a point on the south line of Irregular Tract 23 located between south Locust Street and Midaro Drive in the NW1/4 of the SW1/4 of Section 27, T11N, R9W of the 6th P.M., thence west along said south line approximately 110 feet to its intersection with the east line of the Irregular Tract of land in the SW1/4 of the SW1/4 of Section 27, T11N, R9W of the 6th P.M., located along the east side of south Locust Street and its frontage road identified as Exchange Road, thence generally south, west and south along said east line of said Irregular Tract to its intersection with the east line of Lot 1 of the Desert Rose Subdivision (also the east corporate limit line) thence south, west and south along said east line of Lot 1 (also the east corporate limit line) to its intersection with the north line of U.S. Highway 34, thence east along said corporate limit line where said corporate limit line turns south across U.S. Highway 34 and intersects with the south line of U.S. Highway 34, thence west along said south line (which is also the corporate limit line) to its intersection with the center line of South Locust Street, thence south along said center line of South Locust Street (which is also the east corporate limit line) approximately 2,560 feet to a point where the corporate limit line turns west, thence west approximately 1,320 feet to a point where the corporate limit line turns north, thence north approximately 1,950 feet to a point where the corporate limit line intersects with



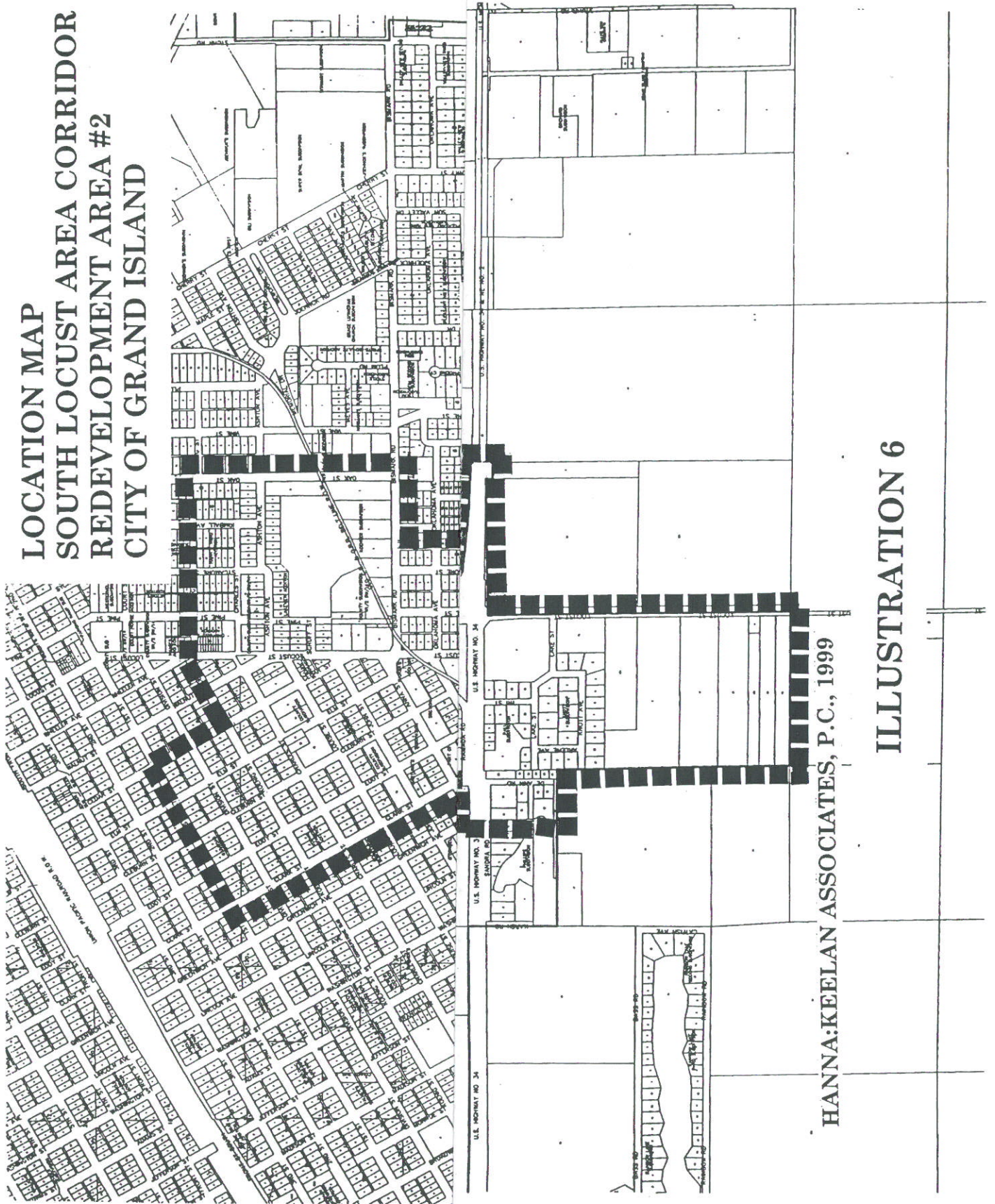
South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan

The Redevelopment Area #2 contains approximately 814 acres. Vacant parcels comprise an estimated 20 percent (161 acres) of the total land area. The majority of vacant land is associated with Fonner Park fairgrounds and the area generally located at the intersection of South Locust Street and Highway 34.

along the south line of the Phillips Subdivision, thence west along the corporate limit line north along an extended line which divides Lot 1 and 17, and Lot 12 and 15, and Lot 12 and 13 of the Phillips Subdivision to a point at the south line of Sandra road, a frontage road along the south side of U.S. Highway 34, thence north across Sandra Road and U.S. Highway 34 to the north line of U.S. Highway 34, thence east along said north line to the point at the southwest corner of Lot 1 of Woodland Second Subdivision, thence north along the west line of said Lot 1 and continuing north along the west line of Irregular Tracts 9B and 9A in the SW and NW 1/4's of Section 28, T11N, R9W of the 6th P.M., to a point on the Northwest corner of Irregular Tract 9A, thence east along the north line of Irregular Tract 9A to the northeast corner of Irregular Tract 9A, to where it intersects the west line of Lot 4 of the Woodland First Subdivision, thence north along said west line of Lot 4 and the west lines of Lots 5 and 6 of said Woodland First Subdivision and Lot 1 of Woodland Third and Lot 8 of Woodland First Subdivisions to the south line of Lot 1, American Legion Addition, thence west along south line of Lot 1 to its intersection with the west line of said Lot 1, thence north along said west line of Lot 1 of the American Legion Addition to the south line of Stagecoach Road, thence north across Stagecoach Road to a point on the north line of Stagecoach Road, thence east along the north line of Stagecoach Road to the west line of Chanticleer Street, thence north along said west line to its intersection with the north line of Holcomb Street, thence west along said north line to the east line of Lot 36 of the First Addition to Holcomb's Highway Homes, thence north along said east line and continuing north along the east line of Lot 9 of the First Addition to Holcomb's Highway Homes to a point on the south line of Stolley Park Road, thence west along the south line of Stolley Park Road to the southwest corner of the intersection of Stolley Park Road and Sylvan Street, thence north along the north line of Sylvan Street to a northwest corner of the intersection of Sylvan Street and Fonner Park Road, thence east along the north line of Fonner Park Road to the northwest corner of the intersection of Fonner Park Road and Eddy Street, thence north along the west line of Eddy Street to the southwest corner of the intersection of Eddy Street and Clark Street, thence north along the southwest line of Clark Street to the south corner of the intersection of Clark Street and Phoenix Avenue, thence southwest along the southwest line of Phoenix Avenue to the west line of Lincoln Street, thence northwest along the west line of Lincoln Street and Anna Street, thence northeast along the north line of Anna Street to the northwest intersection of Anna Street and Clark Street, thence north along the west line of Clark Street to the point of beginning.



**LOCATION MAP  
SOUTH LOCUST AREA CORRIDOR  
REDEVELOPMENT AREA #2  
CITY OF GRAND ISLAND**



HANNA:KEELAN ASSOCIATES, P.C., 1999

**ILLUSTRATION 6**

**South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan**





The planning process for Redevelopment Area #2 has resulted in a listing of general planning and implementation recommendations. As previously discussed in the Blight and Substandard Determination Study, there are several structural and substandard conditions which are detrimental to the health, safety and general welfare of the community and generally obsolete in respect to the development and living environment expectations of Nebraska communities, including the City of Grand Island. To eliminate these conditions and enhance private development activities within the Redevelopment Area, the City of Grand Island will need to consider the following planning and redevelopment actions:

- \* improvement of facades for commercial buildings throughout the South locust Street corridor;
- \* rehabilitation of commercial, industrial and residential properties;
- \* adaptive reuse of vacant buildings and properties;
- \* planned public spaces including green areas and sidewalks with emphasis along either side of South Locust Street;
- \* maintain and/or replace the current infrastructure in the Area;
- \* public assemblage of land to allow for larger scale redevelopments;
- \* screening and/or buffering of commercial and industrial areas from residential uses, including the use of berms and, or, landscaping to partially screen parking or storage areas and enhance pedestrian walkways;
- \* code enforcement program for the clean-up of areas in violation and detrimental to the health, safety and general welfare of the community; and
- \* condemnation and demolition of substantially deteriorated structures and replacement with appropriate residential, commercial or industrial development.

Both a timeline and budget should be developed for the Redevelopment Plan. Each of these processes should be designed in conformance with the resources and time available to the City. A reasonable timeline to complete the redevelopment activities identified in the Plan would be 10 to 15 years.



South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan

Residential areas east and west of the South Locust Street corridor are planned as multifamily areas, with two exceptions. Single family areas are identified to the north and south of Pier Park, along Ashton Avenue, Bismark Road and Sycamore Street. One other single family area is identified at approximately Stagecoach Road, one block east of South Locust Street. Multifamily areas are proposed to buffer lower density single family neighborhoods east and west of Redevelopment Area #2 from the South Locust Street commercial corridor. An existing mobile home park south of Highway 34, along De Ann Road is also recommended to remain at its current location.

Future land uses recommended for Redevelopment Area #2 are planned to be in conformance with the current zoning classifications depicted in Illustration 2 of the Blight and Substandard Determination Study. South Locust Street is the main transportation corridor throughout Redevelopment Area #2 and commercial uses are recommended to remain the primary redevelopment focus. Areas between Fonner Park Road and Highway 34, along either side of South Locust Street, are primarily composed of commercial uses, where as residential uses exist in some areas one block behind the commercial corridor within planned commercial use areas. The commercial corridor north of Fonner Park Road is planned for commercial uses only, due to commercial lots only fronting on South Locust Street and varying between one-half block to a full block in depth.

Illustration 7, Future Land Use Plan, represents an effort to encourage land uses which will stimulate future growth opportunities in Redevelopment Area #2. Such land uses would also be compatible with and make efficient use of the physical features of the landscape. The future land use classifications depicted in Illustration 7 are in conformance with the Grand Island future zoning classifications map, Illustration 8. The current Grand Island Comprehensive Plan was updated in 1992.

The existing land use patterns within Redevelopment Area #2 were described in the Blight and Substandard Determination Study portion of this document. In general, Redevelopment Area #2 consists of eight distinct land uses (See Illustration 3). The primary developed uses include single and multifamily residential, commercial, public/quasi-public, park/recreation and industrial.

### 1. Future Land Use Patterns

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed redevelopment activities. These include, in addition to city and federal funds commonly utilized, Community Development Block Grant funding, HOME funding, special assessments, general obligation bonds and tax increment financing.



Industrial uses are only present in the area generally located along Oklahoma Avenue, between Lincoln and Elm Streets. The abandoned Burlington Northern and Santa Fe railroad originally facilitated industrial uses at this location. Existing businesses are primarily "light industrial" in nature such as warehouses, electrical and plumbing supply companies, print shops and offices. Commercial uses are used to buffer multifamily uses to the south, while multifamily uses are adjacent to the north.

Public uses are recommended as the primary land use type throughout the Fonner Park multi-use area. Parks and open space are used at the west entrance to Fonner Park at Hedde Street and South Locust Street, as well as an existing ball park on the north side of Stolley Park Road at Bellwood Drive. Large vacant areas identified in the Existing Land Use Map, **Illustration 3**, within the Fonner Park grounds will facilitate a variety of public facilities in the future. Expanded recreation areas, exhibition and convention facilities would be ideally suited for these public use areas.

Infill development in conformance with the associated future land use and zoning criteria are advocated throughout Redevelopment Area #2 for numerous individual vacant parcels. These lots, or parcels, are cost effective to develop as all required infrastructure is present.

## 2. Future Zoning Districts

A future zoning plan for Redevelopment Area #2 is identified in **Illustration 8**. The plan illustrates the future zoning classifications in conformance with the City's Comprehensive Plan and current zoning classifications.

The future zoning recommendations for Redevelopment Area #2 are to remain in nearly the same configuration as the existing zoning map. Areas formally zoned 'TA' Transitional Agricultural, located south of Highway 34, are recommended for 'B-2' commercial uses along the South Locust Street frontage, with 'R-3' Multifamily Residential areas to the west. An additional area of 'R-4' Multifamily Residential, is proposed north of Highway 34 and west of the Ramada Road to replace a former 'TA' Transitional Agricultural zone.

All remaining portions of Redevelopment Area #2 are recommended to maintain the current zoning classifications.





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# REDEVELOPMENT PLAN

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### 3. Recommended Public Improvements

The primary purpose for the creation of a Redevelopment Plan, accompanied with the preceding Blight and Substandard Determination Study, is to allow for the use of various sources of public funding tools in a specific area of a community. This public intervention is planned to serve as a "first step" for redevelopment and to further encourage private development within Redevelopment Area #2. The most common form of public improvements are infrastructure specifically, streets, sidewalks, storm sewers, water and sanitary sewer systems. **Illustration 9** identifies recommended focus areas for general public improvements for Area #2. The following narrative describes these improvements.

Redevelopment Area #2 generally contains areas unique in land use and character that would benefit from public improvements and private redevelopments. The three areas of focus generally comprise the South Locust Street corridor, the residential neighborhood to the northeast of Ashton Avenue and Pine Street, and lastly the area southwest of Highway 34 and South Locust Street (See **Illustration 9**). Primary redevelopment focus should concentrate on infrastructure improvements along the South Locust Street corridor and in the residential neighborhoods discussed above.

The northeastern portion of Redevelopment Area #2, northeast of Ashton Avenue and Pine Street, is identified in **Illustration 9** as an area of focus for redevelopment. This neighborhood contains undersized water mains that are 4" in diameter, very deteriorated and prone to breaks and frequent maintenance problems, as identified in the Blight/Substandard Determination Study. This area is identified by the City of Grand Island for water main replacement and associated street repaving.

Neighborhood improvements are also recommended for the eastern portion of Phillips Subdivision, the Palu and Knott Subdivisions and the area to the south of these neighborhoods, the second area of focus identified in **Illustration 9**. These residential and commercial areas lack access to City sanitary and storm sewer systems, as well as the City water system in the region south of Lake Street. All existing streets south of Highway 34 are currently gravel surfaced with open storm water ditches and no sidewalks. The widening of South Locust Street, south of Highway 34, is planned to include infrastructure improvements for the developed portions of this southern residential and commercial neighborhood.





The widening of South Locust Street between Stolley Park Road and the southern corporate limit line, south of Highway 34, is of the primary area of focus of Redevelopment Area #2. Associated with this widening project is the conversion of existing parking areas, green spaces and business entry driveways to paved right-of-way to accommodate South Locust Street. The visual character of the South Locust Street corridor has historically been oriented to serve the automobile consumer, with little or no concessions provided to the pedestrian. Although several commercial properties along the South Locust Street corridor are well designed with appealing facades and landscaping, the majority of properties along this commercial corridor could benefit from rehabilitation and landscaping enhancement.

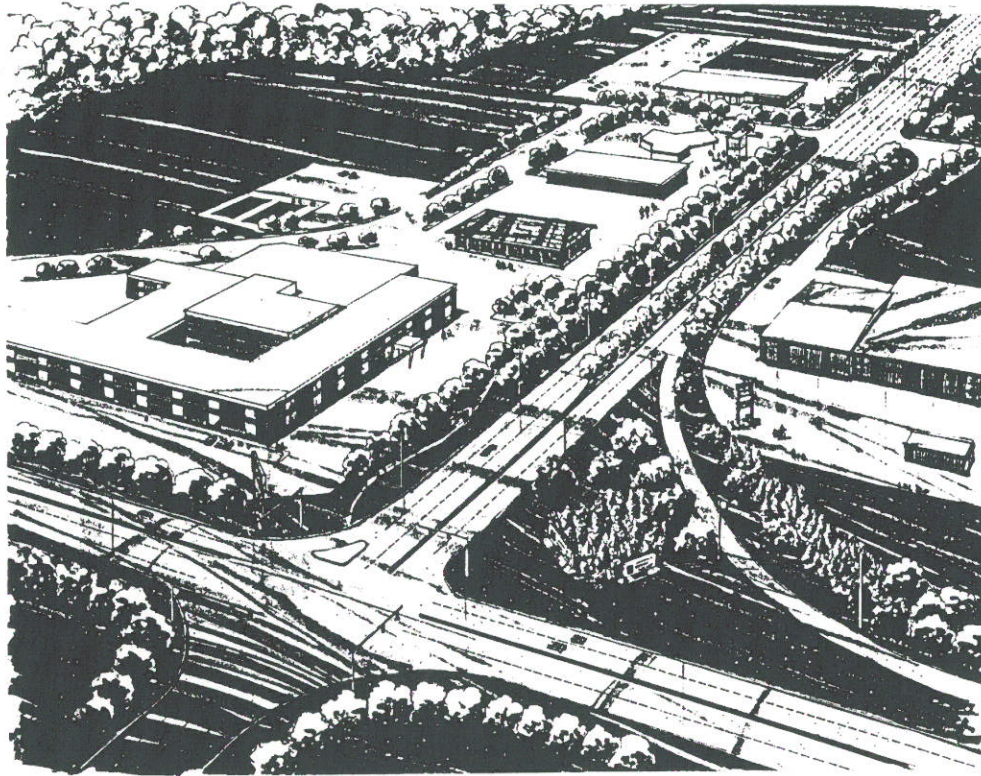
The June 3, 1980 tornados severely damaged the South Locust Street environs, and the corridor continues to exhibit some of the effects of the storm. Vacant parcels and, or parcels with remnants of foundations exist in portions of the redevelopment area. Safe pedestrian sidewalks are either lacking, or are in disrepair in the region south of Stolley Park Road.

The south Locust Street widening project and the Redevelopment Area #2 Blight/Substandard Determination Study and Redevelopment Plan present the area with an opportunity to take a progressive stance to impact change throughout the entire corridor and Redevelopment Area #2 as a whole. The following represent the recommendations to implement improvements within Redevelopment Area #2:

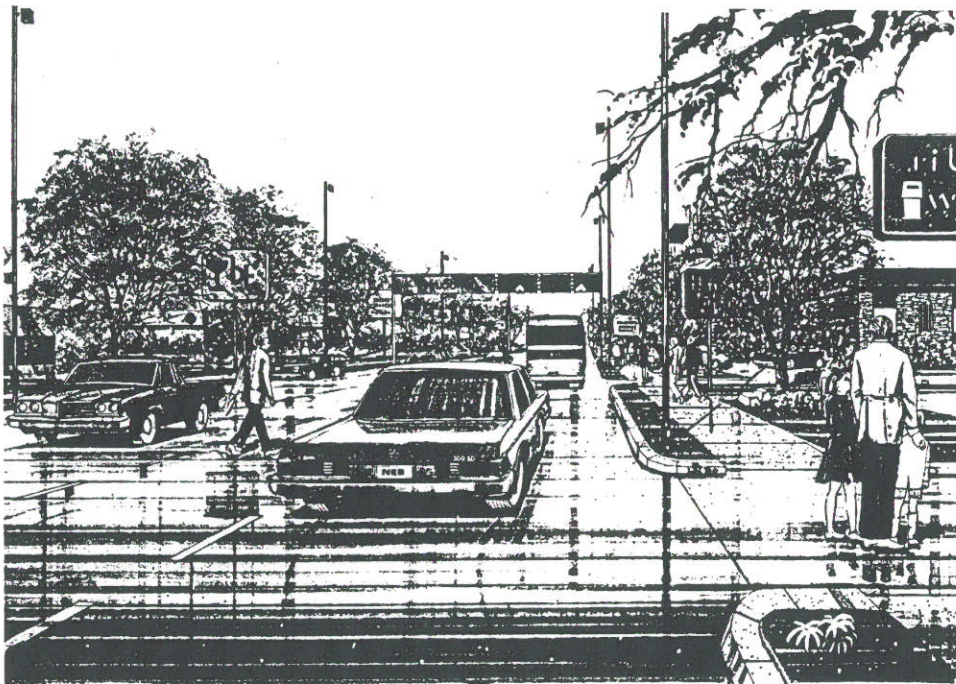
- A. Establish a zoning overlay district throughout the entire South Locust Street commercial corridor which restricts the use of billboards, creates uniform criteria for signage, landscaping, lighting, and parking.
- B. Consider the development of design standards for all new construction along the South Locust Street commercial corridor. Restrictions could potentially require the use of brick veneer, either partially or fully; a range of roof styles or parapet facades; or acceptable color ranges for building facades.
- C. A sidewalk, landscaping and street tree program should be implemented to provide safe pedestrian routes throughout the entire South Locust Street corridor and to influence the visual character of the commercial corridor. Pictorial excerpts from "Revitalizing South Locust - A Grand Entrance to Grand Island" are shown on the following page that provide guidance for future plans along the South Locust Street corridor.







**Gateway View**



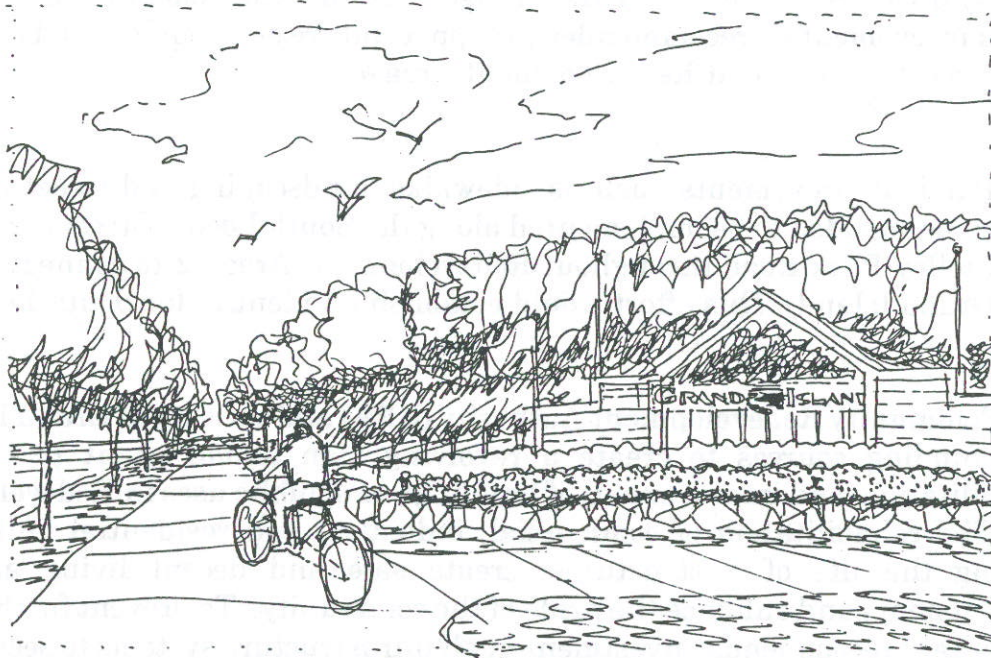
**Streetscape View**

**South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan**





- D. Encourage the establishment of a "gateway entrance" at the intersection of South Locust Street and Highway 34 in conformance with the recommendations contained within the Grand Island Comprehensive Land Use and Transportation Plan. The gateway entrance would be an integral part of the South Locust Street landscaping and street tree plan.



*Image at Landscaped Gateway Entry*

- E. Implement the proposed trail system along the Wood River environs to increase pedestrian access to and from the South Locust Street corridor. A trail system at this location would also enhance the visual character of the commercial corridor by encouraging improvements to the river environs. Improvements to these transportation systems in the South Locust Street corridor will allow the City to further meet the Goals and Objectives identified in the Comprehensive Plan adopted in 1992.

The three areas of focus highlight needed public improvements in the areas of highest need in Redevelopment Area #2. Throughout the entire Study Area, normal ongoing maintenance and repair projects will be necessary to preserve the economic viability of residential, commercial, industrial, public/semi-public and parks and open space areas. The field surveys indicated that several portions of Redevelopment Area #2 are in need of infrastructure improvements, but in much less areas of concentration than in the identified areas.



South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan

The combination of the recommendations listed above are to aid the City of Grand Island and the CRA in creating a viable and sustainable living environment in southeastern Grand Island, under the general provisions of the Nebraska Community Development Law, Chapter 18, Article 21 of the Statutes of The Great State of Nebraska. This Plan does not intend the displacement of families or persons residing in the Area. If necessary, for proper redevelopment activities, the City will conduct the necessary relocation of property owners or renters.

The Community Redevelopment Authority (CRA) and the City of Grand Island 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 #2. The rehabilitation of commercial, industrial and residential buildings would prolong the life of a structures, create safe and decent living and shopping environments and enhance the pride of the community. To prevent further decay, the Consultant recommends investment in all infrastructure systems to secure the entire Redevelopment Area#2. Prior to the transportation network improvements, the City and CRA should develop a plan in conjunction with the Grand Island Capital Improvement Plan and One and Six Year Street Plan to accommodate efficient infrastructure development and improvements throughout Redevelopment Area #2.

Public improvements such as sidewalks, landscaping and street trees are also recommended to be implemented along the South Locust Street corridor north of Stolley Park Road throughout Redevelopment Area #2 to connect to downtown Grand Island. This effort would establish an identity for South Locust Street.

Residential areas beyond the South Locust Street corridor, other than the identified areas of focus, are adequately sized and serviced with utility systems. However, as stated in the Blight/Substandard Determination Study, the advanced age and resulting maintenance needs, with emphasis in areas north of Fonner Park Road, will increasingly be problematic as the age of the infrastructure approaches 75 to 85 years of age. A phased schedule of infrastructure improvements is recommended to support future development and redevelopment projects throughout Redevelopment Area #2.



**The following identifies estimated costs for the improvement of various infrastructure features of the Redevelopment Area #2.**

(All costs include engineering fees)

Normal Street Replacement

\$150 per linear foot - New concrete

\$20 to \$25 per linear foot - New asphalt overlay

Storm Sewer

4' wide \$10 per running foot

10' wide \$30 per running foot

12' wide \$36 per running foot

Ramped curb cuts

\$500 each

Sanitary Sewer

\$50 to \$60 per linear foot

Water Valves

\$750 each

Hydrants

\$2,500 each

Parking Lots

2" overlay \$15,000 per quarter block

Paved Alleys

\$70 per linear foot

**Private Foundations**

American Express Foundation  
Kellogg Corporate Giving Program  
Maretta Philanthropic Trust  
Monroe Auto Equipment Company Foundation  
Norwest Foundation  
Piper, Jaffray & Hopwood Corporate Giving  
Target Stores Corporate Giving  
Pitney Bowes Corporate Contributions  
Union Pacific 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

To create an efficient and cohesive redevelopment package complete with funding sources it is recommended that one group or organization be tasked with the redevelopment project. The entity overseeing the physical transformation should also secure the appropriate dollars to create a successful and viable commercial district.



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Thomas D. Buckley Trust  
Valmont Foundation  
Quvey-Bay State Foundation  
Roger Foundation  
Exxon Education Foundation  
Kiewit Companies Foundation  
Alan & Marcia Baer Foundation  
Scaife Family Foundation  
Gilbert & Martha Hitchcock Foundation  
Dr. C. C. & Mabel L. Criss  
Weller Foundation, Inc.  
FirstTier Bank Omaha Charitable Foundation  
Winthrop & Frances Lane Foundation  
The Edward W. Hazen Foundation, Inc.  
Edgar Reynolds Foundation, Inc.  
The Buffett Foundation  
Lied Foundation Trust  
Phelps County Community Foundation  
Lew Foundation, Inc.  
Lincoln Family Foundation  
Armstrong McDonald Foundation  
Dewitt Wallace-Reader's Digest Fund

South Locust Corridor  
Redevelopment Area #2  
Redevelopment Plan



Kaufmann-Cummings Trust  
The Milton & Corinne Livingston  
Lincoln Foundation, Inc.  
Walter Scott, Jr. Charitable Foundation  
Robert Herman Storz Foundation  
Omaha Community Foundation  
The Steinhart Foundation, Inc.  
Ameritas Charitable Foundation

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