HASTINGS
REDEVELOPMENT AREA NUMBER 5

BLIGHT AND SUBSTANDARD

DETERMINATION STUDY

MAY 1992

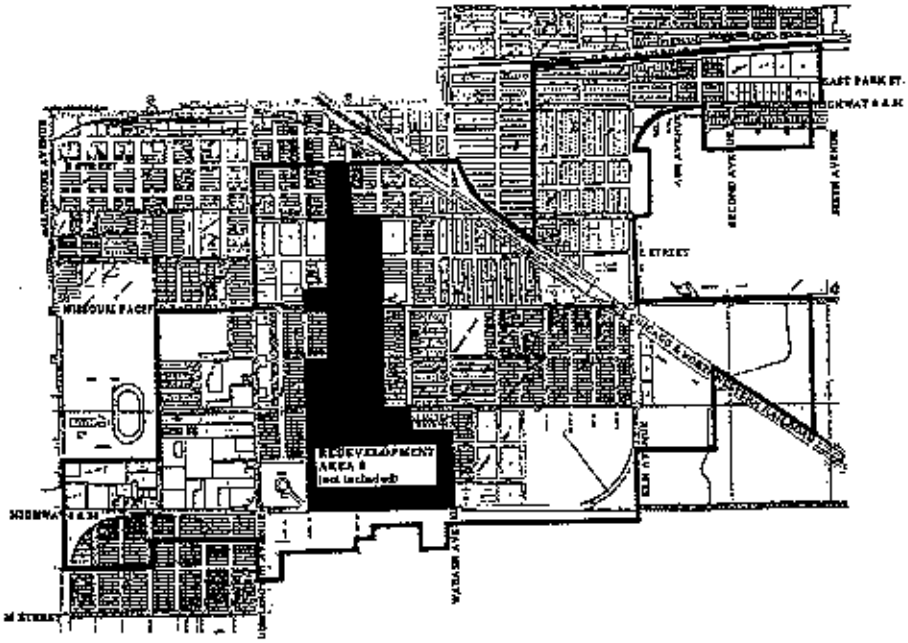

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TABLE OF CONTENTS

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List of Tables

Tables

List of Illustrations

Illustrations

BLIGHT AND SUBSTANDARD DETERMINATION STUDY

EXECUTIVE SUMMARY

Purpose of Study/Conclusion

The purpose of this Study is to determine whether all or part of the designated project area in Hastings, Nebraska qualifies as a blighted and substandard area within the definition set forth in the Nebraska Community Development Law, Section 18-2103.

The findings presented in this Study are based on surveys and analysis conducted for an area referred to as the "Study Area" bounded as follows: North on Baltimore Avenue from "L" Street approximately 610 feet north of Highway 6/34; East to Franklin Avenue; thence North to "F" Street; East on "F" Street to Burlington Avenue; thence North to "B" Street; thence East on "B" Street to approximately Wabash Avenue; thence Southeasterly to California Avenue; North on California Avenue to the Southern edge of the Burlington Northern Railroad Right-of-Way; thence East along the B.N.R.R. to Sixth Avenue; South on Sixth Avenue to Highway 6/34; thence West to Fifth Avenue; South on Fifth Avenue to "B" Street; thence West on "B" Street to First Avenue; North on First Avenue to Highway 6/34; thence West to Southwesterly along Highway 6/34 to "B" Street; thence East approximately 250 feet; South to "D" Street; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to "F" Street; thence East approximately 2,681 feet; thence South to the Union Pacific Railroad Right-of-Way; Northwesterly along the U.P.R.R. approximately 1,600 feet; thence South approximately 1,050 feet; thence West to Highway 6/34 (Elm Street) to Corporate Limits; thence Westerly along the Corporate Limits to Burlington Avenue; North on Burlington Avenue to "K" Street; thence West on "K" Street to Garfield Avenue; South on Garfield Avenue to "L" Street; and West on "L" Street to Baltimore Avenue.

Substandard Area

As set forth in the Nebraska legislation, a substandard area shall mean one which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of:

1. Dilapidated/deterioration;

2. Age or obsolescence;

3. Inadequate provision for ventilation, light, air, sanitation, or open spaces;

4. (a) High density of population and overcrowding; or
   (b) The existence of conditions which endanger life or property by fire and other causes; or
   (c) Any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, and is detrimental to the public health, safety, morals or welfare.

This evaluation included a detailed exterior structural survey of 909 structures within the Study Area; a parcel-by-parcel land use inventory; a field reconnaissance of the entire area, conversations with city department staff members and a review of pertinent reports and documents containing information which could substantiate the existence of blight and substandard conditions.

Blighted Area

As set forth in the Section 18-2103 (11) Nebraska Revised Statutes (reissue 1991), a blighted area shall mean "an area, which by reason of the presence of:

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. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;
9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;

11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;

is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one or more of the following conditions;

1. Unemployment in the study or designated blighted 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 an 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 study or designated blighted 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."

The mere presence of a majority of the stated factors may be sufficient to make a finding of blighted and substandard, however, this evaluation was made on the basis existing blighted and substandard factors must be present to an extent which would lead reasonable persons to conclude public intervention is appropriate or necessary to assist with any redevelopment activities. Secondly, the distribution of blighted and substandard factors throughout the Study Area must be reasonable so basically good areas are not arbitrarily found to be blighted simply because of proximity to areas which are blighted.

On the basis of this approach, the Study Area is found to be eligible as "blighted" and "substandard" within the definition set forth in the legislation. Specifically:

Substandard Factors

Of the four factors set forth in the Nebraska Community Development, one (1) is present to a significant/predominant extent and three (3) are present to a reasonable, but more limited extent.

The substandard factors which are present are reasonably distributed throughout the Study Area. The significant/predominant factor is the existence of conditions which endanger life or property by fire and other causes.

Strong Presence of Factor

The conditions which endanger life or property by fire and other causes were strong in presence and were sufficiently distributed throughout the Study Area to warrant a classification as a predominant factor.

The prevailing conditions evident in the buildings from the field survey included:

1. Inadequate provisions for or lack of means of egress;
2. Excessive debris;
3. Frame buildings; and
4. Vacant and partially vacant buildings.

Reasonable Presence of Factor

Age and obsolescence is prevalent throughout the Study Area. A total of 75.4 percent of the structures were built over twenty (20) years ago, and of these structures 67.5 percent were built over forty (40) years ago.

Dilapidated and deteriorating structures were present to a reasonable extent throughout the Study Area. A total of 16.8 percent of the structures were deteriorating with major deficiencies and 4.7 percent were deteriorated/dilapidated.

The conditions which provide inadequate provisions for ventilation, light, air, sanitation, or open spaces were present to a reasonable extent throughout the Study Area. The prevailing conditions evident during the field survey indicated over 21 percent of the structures were dilapidated or deteriorating.

Blighted Factors

Of the twelve factors set forth in the Nebraska Community Development Law, five (5) are present to a significant extent and five (5) are present to a reasonable, but more limited extent. The factors, tax or special assessment exceeding the fair value of land and defective or unusual condition of title had little or no presence.

The blighting factors which are present are reasonably distributed throughout the Study Area.

Strong Presence of Factor

Deteriorating or deteriorated structures are evident to a significant extent throughout the Study Area. A total of 87.1 percent of the structures inspected were found to be blighted and substandard.

Existence of defective or inadequate street layout is present to a significant extent throughout the Study Area. The street system presently limits the development potential of the available land. The remainder of the land is "land locked", devoted to streets and railroad right-of-ways. This condition limits development for commercial, industrial and residential land uses.

Diversity of ownership is present throughout the Study Area. This condition complicates land assembly and can substantially arrest potential for sound growth and development. The total number of owners in the Study Area is 453, more or less.

Improper subdivision or obsolete platting is strongly present throughout the Study Area. Conditions contributing to this factor include: resubdivided lots, lots of irregular size and lot sizes incompatible to desired land uses.

Conditions which endanger life or property by fire and other causes are present to some extent throughout the Study Area. Conditions contributing to this factor include: lack of adequate egress, excessive debris, inappropriate frame construction (buildings) and vacant/partially vacant buildings.

Reasonable Presence of Factor

Faulty lot layout exists to a reasonable extent throughout the Study Area. Conditions contributing to the presence of this factor include: underutilization of land and lack of accessibility/usefulness.

Insanitary and unsafe conditions exist throughout the Study Area. Conditions contributing to this factor include: vacant buildings, surface of parking lots, excessive debris, and evidence of vagrants.

Deterioration of site improvements is present to a reasonable extent throughout the Study Area. Contributing conditions include: absence of sidewalks, excessive debris, and unpaved and poorly maintained parking lots.

The Nebraska Community Development Law includes in its statement of purpose[1] an additional criterion for a finding of blight, viz., "economically or socially undesirable land-uses". Conditions which are considered to be economically and/or socially undesirable include (a) functional obsolescence, (b) economic obsolescence, (c) incompatible uses or mixed-use relationships, and (d) excessive dwelling unit density. Economically and/or socially undesirable land-uses are present to a significant extent throughout the Study Area.

In addition, one (1) of the required five (5) additional blight factors has a reasonable presence in the Study Area.

Conclusion

It is the conclusion of the Consultant retained by the City of Hastings C.R.A., the number, degree and distribution of blighting factors as documented in this report are beyond remedy and control solely by regulatory processes in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided in the Nebraska Community Development Law. It is also the opinion of the Consultant, the findings of this Blight and Substandard Determination Study warrant designating the Study Area both "substandard" and "blighted".

The conclusions presented in this report are those of the Consultant to examine whether conditions of blight/substandard exist. The local governing body should review this report and, if satisfied with the summary of findings contained herein, may adopt a resolution making a finding of blight/substandard and this report a part of the public record.

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[1] Community Development Law, Nebraska Revised Statutes Reissue, 1991 Section 18-2101.

TABLE 1
CITY OF HASTINGS
SUBSTANDARD FACTORS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

SUBSTANDARD FACTORS

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

Strong Presence of Factor ■
Reasonable Presence of Factor ◘
No Presence of Factor o

TABLE 2
CITY OF HASTINGS
BLIGHT FACTORS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

BLIGHT FACTORS

1.	A substantial number of deteriorated or deteriorating structures.	■
2.	Existence of defective or inadequate 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.	Tax or special assessment exceeding the fair value of land.	○
8.	Defective or unusual condition of title.	○
9.	Improper subdivision or obsolete platting.	■
10.	The existence of conditions which endanger life or property by fire or other causes.	■
11.	Other environmental and blighting factors.	◘
12.	One of the other five conditions.	◘

Strong Presence of Factor ■
Reasonable Presence of Factor ◘
No Presence of Factor ○

1. BASIS FOR REDEVELOPMENT

For a project in Hastings to be eligible for redevelopment under the Nebraska Community Development Law, the area must first qualify as a "substandard area" or as a "blighted area" within the definition set forth in the law. This study has been undertaken to determine whether conditions exist which would warrant designation of the Study Area as a "blighted and substandard area" in accordance with provisions of the law.

As set forth in Section 18-2103 (10) Neb. Rev. Stat. (reissue 1991), substandard area shall mean an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of the following:

1. Dilapidation/deterioration;

2. Age or obsolescence;

3. Inadequate provision for ventilation, light, air, sanitation, or open spaces;

4. (a) High density of population and overcrowding; or
   (b) The existence of conditions which endanger life or property by fire and other causes; or
   (c) Any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime;

is detrimental to the public health, safety, morales or welfare.

As set forth in the Nebraska legislation, a blighted area shall mean an area, which by reason of the presence of:

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. Tax or special assessment delinquency exceeding the fair value of the land;

8. Defective or unusual conditions of title;

9. Improper subdivision or obsolete platting;

10. The existence of conditions which endanger life or property by fire or other causes;

11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;

is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one of the following conditions:

1. Unemployment in the designated blighted 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 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."

The Consultant for the Hastings Redevelopment Area Five Blight and Substandard Determination Study was guided by the premise a finding of blight and substandard must be defensible and sufficient evidence of the presence of blighting factors should exist so members of the Hastings City Council (local governing body), acting as reasonable and prudent persons, could conclude public intervention is necessary or appropriate. Therefore, each factor was evaluated in the context of the extent of its presence, and the collective impact of all factors found to be present.

Also, these deficiencies should be reasonably distributed throughout the Study Area. Such a "reasonable distribution of deficiencies test" would preclude localities from taking concentrated areas of blight and expanding them arbitrarily into non-blighted areas for planning or other reasons. The only exception which should be made to this rule is where projects must be brought to a logical boundary to accommodate new

development and ensure accessibility, but even in this instance, inclusion of such areas should be minimal and related to an area otherwise meeting the reasonable distribution of deficiencies test.

2. THE STUDY AREA

The blight and substandard determination Study Area is comprised of 719.93 acres, more or less. As identified in Illustration 1 (Location Map), the Study Area is bounded as follows: North on Baltimore Avenue from "L" Street approximately 610 feet north of Highway 6/34; East to Franklin Avenue; thence North to "F" Street; East on "F" Street to Burlington Avenue; thence North to "B" Street; thence East on "B" Street to approximately Wabash Avenue; thence Southeasterly to California Avenue; North on California Avenue to the Southern edge of the Burlington Northern Railroad Right-of-Way; thence East along the B.N.R.R. to Sixth Avenue; South on Sixth Avenue to Highway 6/34; thence West to Fifth Avenue; South on Fifth Avenue to "B" Street; thence West on "B" Street to First Avenue; North on First Avenue to Highway 6/34; thence West to Southwesterly along Highway 6/34 to "B" Street; thence East approximately 250 feet; South to "D" Street; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to "F" Street; thence East approximately 2,681 feet; thence South to the Union Pacific Railroad Right-of-Way; Northwesterly along the U.P.R.R. approximately 1,600 feet; thence South approximately 1,050 feet; thence West to Highway 6/34 (Elm Street); South on Highway 6/34 (Elm Street) to Corporate Limits; thence Westerly along the Corporate Limits to Burlington Avenue; North on Burlington Avenue to "K" Street; thence West on "K" Street to Garfield Avenue; South on Garfield Avenue to "L" Street; and West on "L" Street to Baltimore Avenue.

Illustration 2 identifies the existing land uses within the Study Area. The Study Area consist of five land uses: residential, commercial, industrial, public/semi-public, and vacant land. The most predominant uses are vacant and residential land.

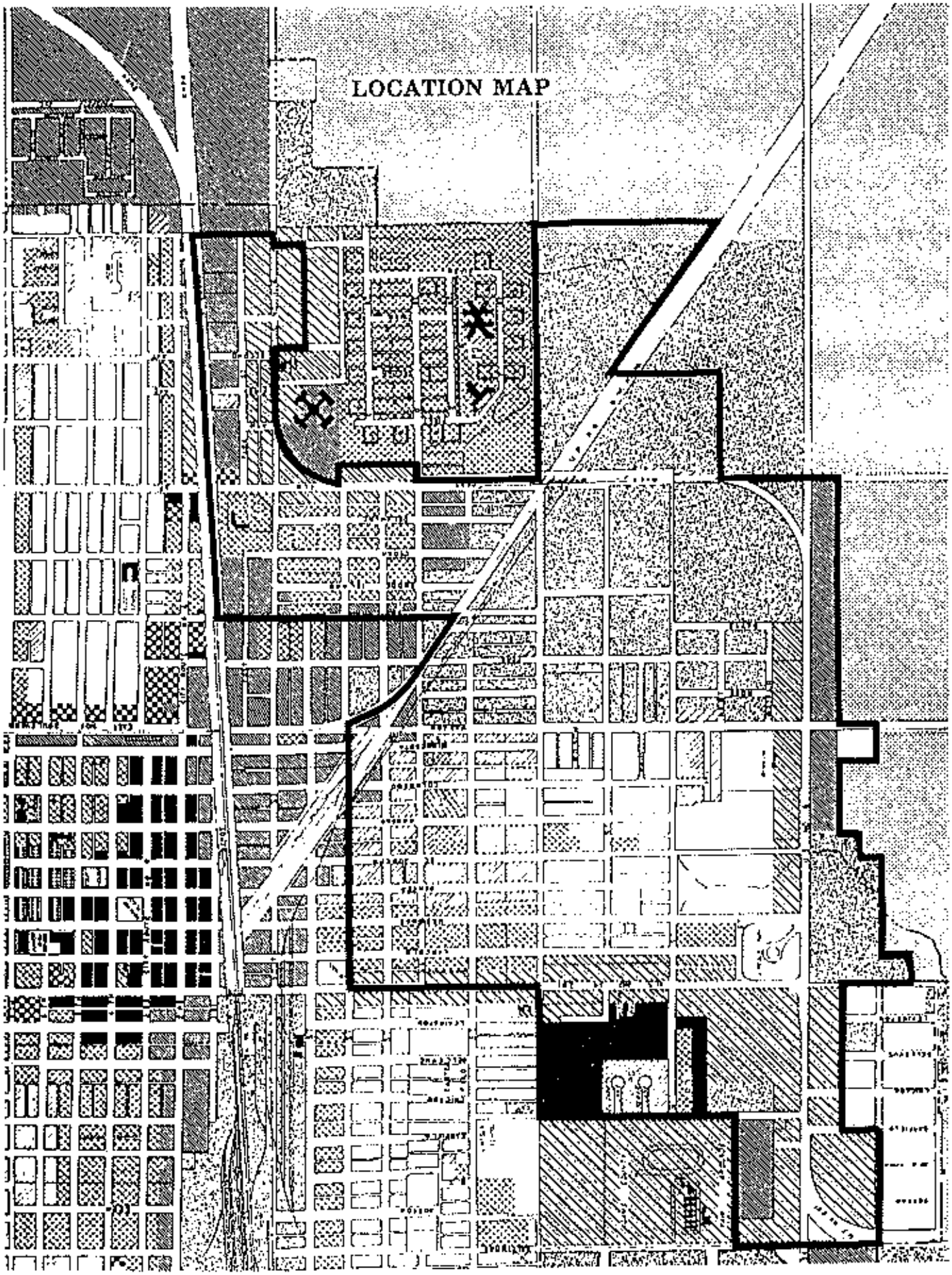


ILLUSTRATION 1

ILLUSTRATION 2

Residential land usage, as identified in Illustration 2, is located throughout the Study Area. The residential properties are predominantly single family. The housing stock is comprised of masonry, brick, and frame construction, with the majority of structures ranging in age from 40 to 100 years.

The commercial land use and building types, as identified in Illustration 2, exists primarily along both sides of Highway 6-34 and Burlington Avenue. These commercial uses tend to be the type of use associated with Highway Commercial Districts. The commercial buildings are predominantly over 20 years of age (72.2%) and are constructed from brick, steel and frame.

Industrial land use and building types exist on either side of the Railroad Right-of-Ways and along Highway 6-34 located in the southern portion of the Study Area. Over 73.9 percent of these buildings are over 20 years of age.

The Study Area contains both new and refurbished buildings. A high percentage of the structures in the Study Area (30.9%) have major structural deficiencies, functional and economic obsolescence and problems difficult to correct related to current code requirements.

Table 3 statistically identifies the existing land use patterns within the Study Area, in terms of number of acres and percentage of total for all existing land uses.

TABLE 3
CITY OF HASTINGS
EXISTING LAND USE
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

Land Use	Acres/Percent
Residential	164.96/22.9%
Commercial	78.87/11.0%
Industrial	53.73/7.5%
Public/Quasi Public	10.44/1.5%
Streets and Alleys	171.51/23.8%
Total Developed	479.51/66.6%
Vacant	240.42/33.4%
Total Acreage	719.93/100.0%

Source: Hanna:Keelan Associates, P.C., 1991

Illustration 3 identifies the existing zoning districts within the Study Area. The present zoning classification is compatible to existing uses.

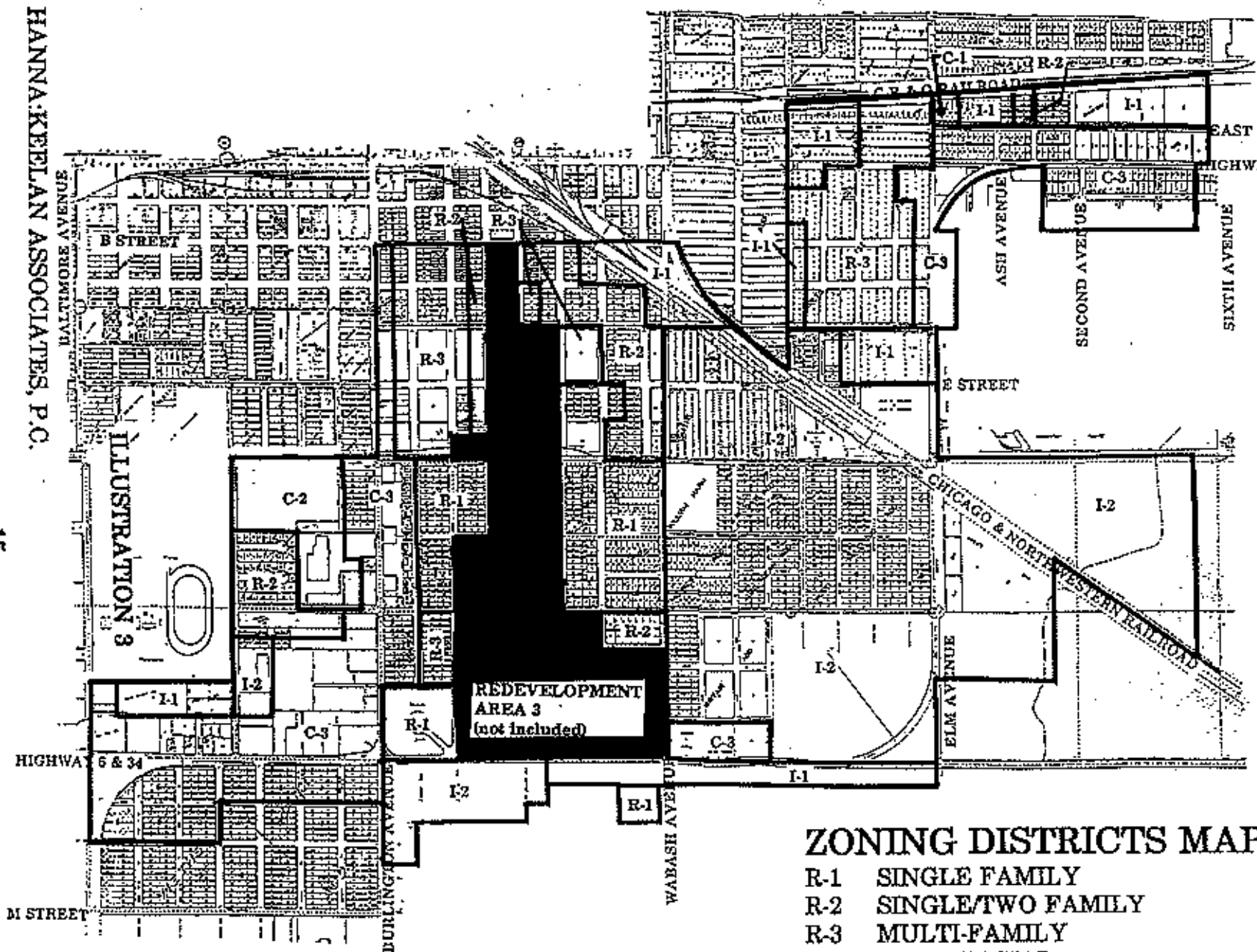


ILLUSTRATION 3

ZONING DISTRICTS MAP

R-1	SINGLE FAMILY
R-2	SINGLE/TWO FAMILY
R-3	MULTI-FAMILY
C-1	COMMERCIAL
C-2	COMMERCIAL
C-3	COMMERCIAL
I-1	INDUSTRIAL
I-2	INDUSTRIAL

3. THE RESEARCH APPROACH

The research approach implemented for the Hastings Redevelopment Area Five Blight and Substandard Determination Study included an assessment of the blight and substandard determination factors identified in the Nebraska Community Development Law. In brief, factors which were general in nature and existed in a continuous fashion, area wide, such as streets, alleys, sidewalks, driveways and other transportation systems, open spaces, parking areas, exterior structural condition, individual structures and properties and property ownership were investigated on an area-wide basis. Taxation status was investigated on a random-sampling basis excluding tax exempt properties.

The assessment of the aforementioned factors, excluding taxation status, was implemented utilizing an area-wide examination process as opposed to a random-sampling process, in an attempt to reduce errors associated with conducting a random-sampling method. In addition, an area-wide assessment provides the consultant with a more accurate understanding of the Study Area and allows for more informed conclusions and recommendations about the area.

4. ELIGIBILITY SURVEY AND ANALYSIS FINDINGS

An analysis was made of each of the blighted and substandard factors listed in the legislation to determine whether each or any are present in the Study Area, and if so, to what extent and in what locations.

The following represents a summary evaluation of each blight and substandard factor presented in the order of their listing in the law.

SUBSTANDARD FACTORS

(1) Dilapidation/Deterioration of Structures

The rating of building conditions is a critical step in determining the eligibility of a substandard area for redevelopment. The system for classifying buildings must be based on established evaluation standards and criteria and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Study Area, the standards and criteria used for evaluation, and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis is based on exterior inspections of all 909 structures within the Study Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the Study Area. The Structural Site Condition Survey Form is identified in Appendix 1.

1. Building Components Evaluated

   During the field survey, each component of a subject building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

   Primary Components. These include the basic elements of any building: foundation walls and girders, load bearing walls and columns, roof and roof structure, and floor structure.

   Secondary Components. These are components generally added to the primary structural components and are necessary parts of the building, including exterior curtain walls, non-bearing walls and ceilings, interior stairs, porches and steps, fire escapes, etc.

2. Criteria for Classifying Defects for Building Components

   Primary and secondary components were evaluated separately as a basis for determining the overall condition of individual structures. This evaluation considered the relative importance of specific components on the exterior of the building, and the effect that deficiencies in components will have on the remainder of the structure.

3. Building Component Classifications

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

Sound. Building components which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

Minor - Requiring Minor Repair. Building components which contain defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. Minor defects have no real effects on either structural or architectural components and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components. Minor defects are not considered in rating a building as structurally substandard.

Major - Requiring Major Repair (Deteriorating). Building components which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components by people skilled in the building trades.

Substandard (Dilapidated/Deteriorated). Building components which contain major defects (bowing, sagging, or settling to any or all exterior components causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

4. Final Building Rating

After completion of the building condition surveys, each individual building was placed in one of four categories based on the combination of defects found in various structural and architectural building components, each final rating is described below.

Sound. Sound buildings can be kept in a standard condition with normal maintenance. Buildings so classified have less than four minor defects.

Deficient-Minor. Buildings classified as deficient - requiring minor repairs- have more than three minor defects, but less than one critical defect.

Deficient-Major (Deteriorating). Buildings classified as deficient - requiring major repairs - have at least one critical defect, but less than two critical defects.

Substandard (Dilapidated/Deteriorated). Structurally substandard buildings contain defects which are so serious and so extensive the building must be removed. Buildings classified as structurally substandard have two or more critical defects. Critical defects are as follows:

> Structural. Each of four primary structural components can receive a rating of one critical defect. Two primary structural components, each receiving a rating of major defects, equals one critical defect.
>
> Building Systems. Two building systems, each receiving a rating of a major defect, equals one critical defect.
>
> Architectural. Four architectural components, each receiving a rating of a major defect, equals one critical defect.

The following combinations of major defects is equivalent to one critical defect.

> One major defect in the structural components plus one major defect in the building systems equals one critical defect.
>
> Two major defects in the architectural components plus one major defect in either structural components or the building systems equals one critical defect.

Major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as dilapidated buildings. The words building and structure are presumed to be interchangeable.

5. Field Survey Conclusions

The condition of the 909 primary buildings within the Study Area was determined based on the findings of detailed surveys. These surveys indicated the following:

- Ninety-eight (98) structures are classified as structurally sound;
- Six Hundred and Fifteen (615) structures are classified as minor defects;
- One Hundred and Fifty-Three (153) structures are classified as deteriorating major defects; and
- Forty-Three (43) structures are classified as substandard, dilapidated/deteriorated critical defects.

The survey indicates 196 (21.6%) of the 909 structures in the Study Area are either deteriorating or dilapidated.

Conclusion

The results of the structural condition survey for the study indicates deteriorating structures are present to a reasonable extent throughout the Study Area. Table 4 identifies the results of the structural rating process per building type.

TABLE 4
CITY OF HASTINGS
EXTERIOR SURVEY FINDINGS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

		Structural Rating				
Activity	Sound	Deficient (Minor)	Deficient Deteriorating (Major)	Sub standard Dilapidated	Structures	Substandard
Residential	72	512	129	27	740	156/21.1%
Commercial	21	77	13	3	114	16/14.0%
Public/Semi Public	2	6	2	0	10	2/20.0%
Industrial	3	20	9	13	45	22/48.9%
Total	98	615	153	43	909	196/21.6%
Percent	10.8%	67.7%	16.8%	4.7%	100.0%	

Source: Hanna:Keelan Associates, P.C., 1991

(2) Age or Obsolescence

According to the field survey conducted by the Consultant in November and December of 1991, 71.1 percent of the structures within the Study Area were built over twenty (20) years ago. Of these structures 45.9 percent were built over forty (40) years ago.

Conclusion

The result of the field surveys indicated the age and obsolescence of the structures in the Study Area is reasonably sufficient to constitute a substandard factor.

(3) Inadequate Provision for Ventilation, Light, Air, Sanitation or Open Spaces

The results from the exterior structural survey, along with other field data, provided the basis for the identification of insanitary and unsafe conditions. Factors contributing to insanitary and unsafe conditions are discussed below.

Over twenty-one percent (21%) of the structures in the Study Area are deteriorating or dilapidated. When not adequately maintained or upgraded to present day occupancy standards, buildings which are deteriorating or dilapidated pose special safety and sanitary problems. There is a significant number (156) of wood framed single and two-story residential buildings which are in need of structural repair or fire protection. The field analysis indicated thirty-eight (38) commercial and industrial buildings or 23.9 percent were substandard.

Within the Study Area, there are forty (40) parking lots on commercial, industrial and public/semi-public land parcels which are unpaved. These are characterized by irregular gravel and dirt surfaces with many depressions. The lack of maintenance and the ambient dust conditions of these areas are detrimental to abutting properties and represent an insanitary and unsafe condition.

Evidence of vagrants was found in 117 (11.8%) of the 992 land parcels in the Study Area, especially in areas in close proximity to railroads or industrial docks. Vagrants have created problems through vandalism, breaking into vacant structures and leaving debris strewn about.

Conclusion

The inadequate provision for ventilation, light, air, sanitation or open spaces is predominantly distributed throughout the Study Area.

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

1. Inadequate Provisions for or Lack of Means of Egress.

   Potential life threatening conditions exist in some buildings which lack adequate means of egress.

2. Excessive Debris.

   Debris located on several sites poses as a fire hazard as well as an area to harbor pest which are detrimental to the public's safety.

3. Frame Buildings.

   There are wood framed buildings throughout the Study Area which are in need of structural repair or fire protection. In several cases, industrial and commercial building framing has been left exposed and should be protected by a sprinkler system or covered with proper fire-resistive materials. There are significant wood framed single and two-story residential buildings which are in need of structural repair or fire protection. These buildings have been determined to be deteriorating or dilapidated.

4. Vacant Buildings and Partially Vacant Buildings.

   The Study Area contains a minimal amount of vacant and partially vacant buildings as determined by the visual field inspection. Many of the conditions cited in this section are prevalent in these structures. These structures also promote vandalism, vermin, insect infestation, and other hazards which, because of the lack of proper maintenance, endanger adjacent properties.

Conclusion

The conditions which endanger life or property by fire and other causes, while strong in presence, is predominantly distributed throughout the Study Area.

BLIGHT FACTORS

(1) Deteriorated or Deteriorating Structures

The rating of building conditions is a critical step in determining the eligibility of an area for redevelopment. It is important the system for classifying buildings be based on established evaluation standards and criteria, and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Study Area, the standards and criteria used for evaluation, and the findings as to the existence of deteriorating or deteriorated structures.

The building condition analysis is based on the exterior inspections of 909 structures within the Study Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the Study Area. The Structural Site Conditions Survey Form is identified in Appendix I.

1. Building Components Evaluated

Each component of a subject building was examined to determine whether it was in sound condition or had minor, major, or critical defects. Building components examined were of two types:

Primary Components. These include the basic elements of any building: foundation walls and girders, load bearing walls and columns, roof and roof structure, and floor structure.

Secondary Components. These are components generally added to the primary structural components and are necessary parts of the building, including exterior curtain walls, non-bearing walls and ceilings, interior stairs, porches and steps, fire escapes, etc.

2. Criteria for Classifying Defects for Building Components

Primary and secondary components were evaluated separately as a basis for determining the overall condition of individual structures. This evaluation considered the relative importance of specific components on the exterior of the building, and the effect that deficiencies in components will have on the remainder of the structure.

3. Building Component Classifications

The four categories used in classifying building components and systems and the criteria used in evaluating structural deficiencies are described below.

Sound. Building components which contain no defects, are adequately maintained, and require no treatment outside of normal ongoing maintenance.

Minor - Requiring Minor Repair. Building components which contain defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. Minor defects have no real effects on either structural or architectural components and the correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated components. Minor defects are not considered in rating a building as structurally substandard.

Major - Requiring Major Repair. Building components which contain major defects over a widespread area and would be difficult to correct through normal maintenance. Buildings in the major deficient category would require replacement or rebuilding of components by people skilled in the building trades.

Substandard - (Dilapidated/Deteriorated). Building components which contain major defects (bowing, sagging, or settling to any or all exterior components causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

4. Final Building Rating

After completion of the building condition surveys, each individual building was placed in one of four categories based on the combination of defects found in various structural and architectural building components, each final rating is described below.

Sound. Sound buildings can be kept in a standard condition with normal maintenance. Buildings so classified have less than four minor defects.

Deficient-Minor. Buildings classified as deficient - requiring minor repairs - have more than three minor defects, but less than one critical defect.

Deficient-Major. Buildings classified as deficient - requiring major repairs - have at least one critical defect, but less than two critical defects.

Substandard. Structurally substandard buildings contain defects which are so serious and so extensive the building must be removed. Buildings classified as structurally substandard have two or more critical defects. Critical defects are as follows:

> Structural. Each of four primary structural components can receive a rating of one critical defect. Two primary structural components, each receiving a rating of major defects, equals one critical defect.
>
> Building Systems. Two building systems, each receiving a rating of a major defect, equals one critical defect.
>
> Architectural. Four architectural components, each receiving a rating of a major defect, equals one critical defect.

The following combinations of major defects is equivalent to one critical defect.

> One major defect in the structural components plus one major defect in the building systems equals one critical defect.
>
> Two major defects in the architectural components plus one major defect in either structural components or the building systems equals one critical defect.

Minor deficient and major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as deteriorated buildings. The words building and structure are presumed to be interchangeable.

5. Field Survey Conclusions

The condition of the 909 primary buildings within the Study Area was determined based on the findings of detailed survey of each building. These surveys indicated the following:

- Ninety-Eight (98) structures are classified as structurally sound;
- Six Hundred Fifteen (615) structures are classified as deteriorating minor defects;
- One Hundred Fifty Three (153) structures are classified as deteriorating major defects; and
- Forty-Three (43) structures are classified as substandard, dilapidated/deteriorated critical defects.

The survey clearly indicates 811 of 909 (89.2%), of the structures throughout the Study Area are either deteriorating or dilapidated.

Conclusion

The results of the structural condition survey indicates deteriorating or deteriorated structures are evident to a significant extent throughout the Study Area. Table 5 identifies the results of the structural rating process per building type.

TABLE 5
CITY OF HASTINGS
EXTERIOR SURVEY FINDINGS
COMMUNITY REDEVELOPMENT AUTHORITY
STUDY AREA

		Structural Rating			
Activity	Sound	Deficient (Minor)	Deficient Deteriorating (Major)	Sub standard Dilapidated	Structures	Blighted
Residential	75	512	129	27	740	668/90.3%
Commercial	21	77	13	3	114	93/81.6%
Public/Semi Public	2	6	2	0	10	8/80.0%
Industrial	3	20	9	13	45	42/93.3%
Total	98	615	153	43	909	811/89.2%
Percent	10.8%	67.7%	16.8%	4.7%	100.0%	

Source: Hanna:Keelan Associates, P.C., 1991

(2) Existence of Defective or Inadequate Street Layout

The street pattern within the Study Area consists of a grid system which is used throughout the City of Hastings. Street Right-of-Way widths range from 60 to 80 feet within and bordering the Study Area.

Existing streets provide a high level of accessibility to the majority of the Study Area. However, problem conditions exist in the Study Area. The western and southwestern portions of the Study Area lack appropriate access and street development. Basic problem conditions include:

1. Limited Vehicular Accessibility

The principle vehicular circulation system linkage of the Study Area with the majority of other points in Hastings are Baltimore Avenue, Burlington Avenue, Wabash Avenue and Elm Street all of which are north-south arterials dissecting the Study Area from west to east. In addition, Highway 6-34 traffic travels through the southern and eastern areas of the Study Area. Other streets in the Study Area provide less direct linkages to other parts of the City due to existing barriers.

The northeast portion of the Study Area is bisected by railroad lines in an east and west alignment and a southeast and northwest alignment. The existence of these rail lines creates a hazard for vehicular and pedestrian traffic in the Study Area while also disrupting the grid street system used for vehicular circulation throughout Hastings. The existing street layout in this Study Area limits vehicular movement, north and south bound traffic is interrupted periodically by railroad traffic. Two uninterrupted crossings are easily accessed from streets within the Study Area, the Burlington Avenue underpass and the Highway 6-34 (Elm Street) overpass.

An uninterrupted grid street system provides ready access from all directions to specific locations within the City. However, as is evident in the Study Area, where built barriers interrupt the continuity of the grid, or where restrictions are placed upon the direction of traffic flows, accessibility to locations in the vicinity of these constraints can be seriously impaired. Good vehicular accessibility is important for most commercial and industrial enterprises and is desirable for residential development.

The railroad right-of-ways are located approximately 30 feet both sides of the railroad tracks. These railroad right-of-ways serve at least two purposes: (1) act as a safety mechanism; and (2) act as a sound buffer zone to adjacent sites.

Throughout the Study Area, the composition of the railroad right-of-way was considered to be in "fair" to "poor" condition. This area is utilized in several ways, including storage, warehousing and also a place for excessive debris to collect, including numerous abandoned cars.

There appears to be minimal enforcement of the municipal code provisions in these railroad right-of-ways within the industrial districts of the project area.

2. Inadequate Provision of Pedestrian Movement

Sidewalks to provide for pedestrian flow throughout the Study Area are lacking. Since a large portion of land in the Study Area is vacant, sidewalks have not been developed. According to the field survey conducted by the consultant, an estimated 557 (56.1%) land parcels did not have sidewalks. Approximately 269 (27.1%) of the land parcels in the Study Area had sidewalks which were in "excellent" or "good" condition.

3. Lack of Adequate Parking

With the increased use of the automobile as a mode of transportation, a strain has been placed on the urban infrastructure to accommodate not only car movement, but car parking as well. Because street layout and block development in the Study Area preceded this trend toward widespread use of the private automobile, an adequate provision for parking is a major concern, not only for the present time, but also for the future, sound growth of the area.

Available on and off street parking areas are inadequately defined and subject to inconsistent public use.

Conclusion

One or more of the discussed conditions are strongly present throughout the Study Area.

(3) Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

Building use and condition surveys, property ownership and sub-division records and field surveys have resulted in the identification of several problem conditions associated with faulty lot layout in relation to size, adequacy, accessibility, or usefulness of land within the Study Area. The size and arrangement of lots within the Study Area has resulted in conditions which adversely affect the sound growth and development of the area. These problem conditions include:

1. Underutilization of land.

   There are numerous large vacant land parcels in the Study Area as indicated in Illustration 2, existing land use. The vacant land parcels comprise 33.4 percent of the total land area. The underutilization of vacant land does little to contribute to the viability of the Study Area and surrounding areas. In fact, such conditions can result in making the area a liability to the overall economic and social well-being of the entire community.

2. Lack of Accessibility/Usefulness.

   The current lot layout and lack of the development has left large vacant parcels "landlocked". Other vacant lots lack interior street systems to provide access throughout the land parcel. Land which is "landlocked" is deprived of economic potential since no reasonable vehicular access is obtainable.

3. Lack of Planned Open Space.

   With a shift in land use in portions of the area towards office, commercial and both high and low density residential uses, planning of open space becomes a concern. Because of excessive land use and lot coverage, courtyards, plazas and mini-parks are generally lacking in the area. These spaces provide a retreat from the normal work environment during lunch hours and break periods, and are generally a welcome attraction in the urban environment. Modern planning generally requires certain amounts of open space, addressing both current and future use.

Conclusion

Problems relating to faulty lot layout are present to a reasonable extent in the majority of the Study Area.

(4) Insanitary and Unsafe Conditions

The results of the field survey (structural condition analysis, along with other field data) provided the basis for this identification of insanitary and unsafe conditions in the Study Area. Factors contributing to insanitary and unsafe conditions are discussed below.

1. Residential Buildings.

   Over 36.0 percent of the single family residential buildings are 40 to 100 years of age. This results in sub-standard living units in need of rehabilitation services.

2. Commercial and Industrial Buildings.

   The majority (64.1%) of the commercial and industrial buildings in the Study Area are over 20 years of age, 31.4 percent are between 40 to 100 years of age. Problem conditions found to exists include lack of egress, natural ventilation and lack of adequate storage of materials. In some cases the lack of maintenance has posed safety hazards for occupants.

3. Vacant Buildings.

   Vacant or partially vacant structures exist to a minimal degree throughout the Study Area. Apart from the many structural deficiencies prevalent in the vacant buildings, these properties evidence neglect and deferred maintenance.

   Insanitary and unsafe conditions associated with vacant structures are found to exist, including improper means of lack of egress from upper floors; widespread infestation of pigeons and associated debris; and general lack of maintenance. These conditions impact occupied floors of partially vacant buildings due to water seepage, rodents or insects, and dust and dirt accumulation.

4. Surface parking lots.

   Within the Study Area there are forty (40) parking lots on commercial, industrial and public/semi-public land parcels which are unpaved. These are characterized by irregular shaped gravel and dirt surfaces with many depressions. The lack of maintenance and the ambient dust conditions of these areas are detrimental to abutting properties and represent an insanitary and unsafe condition.

5. Excessive Debris.

Debris is present in the form of discarded materials in the commercial and industrial areas and abandoned cars along the U.P.R.R. Right-of-Way. The vacant land and other structures contain litter to a lesser degree. The debris is not only unsightly, but also promotes certain safety hazards.

6. Vagrants.

The evidence of vagrants was found in portions of the Study Area, especially in areas in close proximity to railroads or industrial docks. Vagrants have created problems through vandalism, breaking into vacant structures and leaving debris at the properties.

Conclusion

Insanitary and unsafe conditions are present to a reasonable extent in the majority of the Study Area.

(5) Deterioration of Site Improvements

Field observations were performed to determine the condition of site improvements within the Study Area, including streets, alleys, sidewalks, curbs and gutters, traffic control devices and off-street parking. Appendix 2 documents the present condition of these improvements.

There are several unpaved streets in the blocks which are adjacent the north side of the east-west railroad alignment. These streets exists in areas where warehousing and industrial uses are predominate, however, residential areas are interspersed among these uses in areas with unpaved streets. A total of 17.8 percent of the parcels in the Study Area have unpaved and/or substandard or major deficient streets.

The absence of sidewalks contributes significantly to the blighted conditions of the Study Area. The absence of sidewalks is evident throughout the Study Area. The total percentage of parcels within the Study Area having no sidewalks is 56.1 percent.

The total percentage of parcels having debris within the Study Area is 47.1 percent.

A total of four hundred and fourteen (414) or 57.3 percent of the parcels within the Study Area received an overall site condition rating of "fair" or "poor", as per the results of the field survey.

Conclusion

Deterioration of site improvements is present to a reasonable extent in the majority of the Study Area.

(6) Diversity of Ownership

The majority of the Study Area contains blocks which have been platted into smaller lots to originally accommodate residential development. The areas to the southeastern and southwestern portions of the Study Area have been platted into larger lots to accommodate commercial and industrial development.

This diversity of ownership makes redevelopment difficult. The assemblage of larger sites is difficult to accomplish when a number of property owners are involved.

The total number of owners in the Study Area is estimated to be 453. The situation is excaberated by the fact several of those blocks with only one or two owners are public or institutional users, or are owned by and utilized for activities associated with the railroad systems. The remaining properties, which are privately held and which would be the most likely candidates for redevelopment, rarely have fewer than four owners in one block.

The blocks with unusually large numbers of owners are scattered throughout the residential districts of the Study Area. The majority of the one and two ownerships are generally located within the industrial and commercial district areas adjacent Highway 6-34.

Land assemblage is a necessity for major redevelopment. Without it, only small, individual renovation activities of existing buildings is possible. In order for the kinds of redevelopment to occur which are currently desirable, economically feasible, which will attract financial support and public patronage required to repay such financial support; it is necessary to assemble larger parcels of property. Such assemblage is most difficult without public intervention and constitutes one of the greatest deterrents to significant redevelopment within the Study Area.

Conclusion

Diversity of Ownership in the Study Area is strongly present as a Blight Factor.

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

A random sampling of public records was undertaken to determine the status of real estate taxes of properties located within the Study Area.

1. Delinquent Taxes.
   Public records have been examined for the purpose of determining the extent of delinquent taxes currently outstanding on parcels within the Study Area. Approximately 9 of 102 (8.8%) of the properties examined had delinquent taxes.

2. Real Estate Taxes.
   The tax values within the Study Area generally appear to be appropriate in relation to market values of the properties.

   Of the 909 parcels studied, it is estimated 54, or 5.9% are exempt from taxation. The majority of the tax exempt properties are owned by governmental subdivisions.

Conclusion

There are some indications of problems, however, financial burdens upon properties in the overall Study Area would not appear to be sufficient to constitute a blighted factor.

(8) Defective or Unusual Condition of Title

Examination of individual deeds and encumbrances has been undertaken as part of this blight and substandard determination study. The study of property ownership data did not provide any basis for identifying any defective or unusual conditions of title.

Conclusion

Defective or unusually condition of title is not found to be prevalent as a blighting factor within the Study Area.

(9) Improper Subdivision or Obsolete Platting

Improper subdivision and obsolete platting is a constraint throughout the Study Area.

The majority of blocks in the Study Area have experienced some degree of subdividing, since original platting. The present platting of lots or lack of, in these blocks, can be considered improper and obsolete for the type of commercial, industrial and residential land uses desired.

Efforts to overcome problems of inadequate subdivision and obsolete platting and to secure sites of reasonably adequate size and shape for modern development purposes, require the assemblage of adjacent parcels. This assemblage of parcels is complicated due to the numerous subdivisions and property owners within the Study Area. Improper subdivision or obsolete platting exist throughout the Study Area.

Conclusion

Improper subdivision or obsolete platting inhibits sound growth and development in the Study Area. There exists a strong presence of improper subdivision or obsolete platting throughout the Study Area.

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

1. Inadequate Provisions for or Lack of Means of Egress.

   Potential life threatening conditions exist in some buildings which lack adequate means of egress.

2. Excessive Debris.

   Debris located on several sites poses as a fire hazard as well as an area to harbor pest which are detrimental to the public's safety.

3. Frame Buildings.

   Some of the commercial, industrial and retail buildings within the area are of wood frame or partial wood frame construction. In many cases, the framing should be protected by a sprinkler system or covered with proper fire-resistive materials. There are significant wood framed single and two-story residential buildings which are in need of structural repair or fire protection, as well. These buildings have been determined to be deficient or substandard, in all instances.

4. Vacant Buildings and Partially Vacant Buildings.

   The Study Area contains a minimal amount of vacant and partially vacant buildings as determined by the visual field inspection. Many of the conditions cited in this section are prevalent in these structures. These structures also promote vandalism, vermin, insect infestation, and other hazards which, because of the lack of proper maintenance, endanger adjacent properties.

Conclusion

The conditions which endanger life or property by fire and other causes is strong in presence throughout the Study 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.

Substantial public improvements have occurred throughout the Study Area over the last ten plus years. A few of these include street and sidewalk improvement, commercial and industrial development and residential development. Private development has been undertaken on a piecemeal basis. The opportunity for redevelopment capable of carrying its own financial weight has already been accomplished within the Study Area. 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 project area; problems that only public assistance programs can help remedy. These include removal of dilapidated structures, excessive debris and upgrading or development of streets, sidewalks and railroad crossings. These types of programs are proven stimulants to the creation of successful private developments.

1. Incompatible Uses or Mixed Use Relations.

   The Study Area is divided into eight (8) zoning districts. These include three (3) residential districts, R-1, R-2, R-3, three (3) commercial districts, C-1, C-2, C-3, and two (2) industrial districts, I-1, I-2.

   Within the Study Area, conditions exist in which structures and sites have uses that are incompatible with the zoning district in which they are located. For example, residential zones adjacent industrial zones. This type of incompatible land use is apparent throughout the Study Area.

   The Study Area in its entirety contains mixed and incompatible land uses and undesirable mixed uses. The industrial districts include non-compatible commercial establishments and residential properties, whereas the commercial districts include non-compatible industrial and residential uses. This is particularly evident of properties east of Wabash Avenue

2. Economic and Functional Obsolescence

The Study Area contains a significant amount of vacant land as indicated in Illustration 2, Existing Land Use. A total of approximately 33.4 percent of the Study Area consist of vacant land. Vacant land is one of the indications of both functional and economic obsolescence.

Conclusion

Other Environmental, Blighted Factors are present to a reasonable extent throughout the Study Area.

(12) Additional Blighting Conditions

According to the definition set forth in the Nebraska Community Development Law, Section 18-2102, in order for an 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 substandard 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 substandard 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 within the designated blighted area.

A. 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 November and December of 1991, 34.6 percent of the residential structures within the Study Area were identified as being built prior to 1950.

An age estimation for all structures in the study area revealed 71.7 percent of the structures were constructed 20+ years ago and of these 46.0 percent were built 40+ years ago.

The average age of the residential and commercial structures within the Study Area meets and exceeds the forty (40) years average age requirement set forth for blight determination eligibility.

Conclusion

One of the five blight determination criteria is prevalent within the Study Area.

5. DETERMINATION OF STUDY AREA ELIGIBILITY

The Study Area meets the requirements of the Nebraska Community Development Law for designation as both a "blighted and substandard area". There is a reasonable distribution of at least ten of the twelve factors present in the 720 acre Study Area to constitute a blighted area and a predominance of one of the four factors to constitute substandard.

Substandard Factors

1. Inadequate provision for ventilation, light, air, sanitation, or open spaces; and

2. 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. Existence of conditions which endanger life or property by fire or other causes;

9. Other environmental and blighting factors; and

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 within the Study Area, the conclusion of the Consultant is the substantial number and distribution of deteriorated and deteriorating structures and the average age of buildings, as documented in this report, is in itself a sufficient basis for designation of the area as a blighted and substandard area.

In addition to the above, other environmental, blighting and substandard factors were found to be present throughout the 720 acre Study Area.

The extent of blight and substandard for each of the factors addressed in this study are presented in Tables 1 and 2. The eligibility findings indicate the Study Area is in need of revitalization and strengthening to ensure it will contribute to the physical, economic and social well-being of the City of Hastings. 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.

It is also the conclusion of the Consultant, after careful study of the Study Area, the entire area is appropriate for inclusion into one continuous area contiguous with other approved blighted and substandard areas.

APPENDICES I AND II

APPENDIX I

Parcel # _____

Address _____

_____

STRUCTURAL/SITE CONDITIONS SURVEY FORM

Section I:

1. Type of Unit: _____SF _____MF _____Mixed Use _____Duplex _____No. of Units
2. Unit: _____Under construction/rehab _____For Sale _____Both
3. Vacant Unit: _____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	C	S	M	N
2. Wall Foundation	C	S	M	N
3. Foundation	C	S	M	N

_____Concrete _____Stone _____Rolled Asphalt _____Brick _____Other

Secondary Components	Critical	Substandard	Minor	None (sound)
4. Roof	C	S	M	N
5. Chimney	C	S	M	N
6. Gutters, Downspouts	C	S	M	N
7. Wall Surface	C	S	M	N
8. Paint	C	S	M	N
9. Doors	C	S	M	N
10. Windows	C	S	M	N
11. Porches, Steps, Fire Escapes	C	S	M	N
12. Driveway, Side Condition	C	S	M	N

_____Asphalt Shingles _____Rolled Asphalt _____Cedar _____Combination _____Other

_____Frame _____Masonry _____Siding _____Combination _____Stucco _____Other

Final Rating

_____Sound _____Deficient-Minor _____Deficient-Major _____Substandard

Built Within: _____1 year _____1-5 years _____5-10 years _____10-20 years _____20-40years _____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. Existance of Debris _____MA _____MI _____N
8. Existance of Vagrants _____MA _____MI _____N
9. Overall Site Condition _____E _____G _____F _____P

NOTE: E=Excellent, G=Good, F=Fair, P=Poor, N=None or No, Y=Yes, MA=Major, MI=Minor

Appendix II

CITY OF HASTINGS
FIELD SURVEY RESULTS
COMMUNITY REDEVELOPMENT AUTHORITY STUDY AREA

	Total	Residential*	Commercial	Industrial	Public/ Quasi-Public	Vacant
Age of Structure						
1 - 5 years	12	7	2	2	1	NA
5 - 10 years	50	34	15	1	0	NA
10 - 20 years	201	166	24	9	2	NA
20 - 40 years	349	288	44	13	4	NA
40 - 100 years	290	238	29	21	2	NA
100+ years	7	7	0	0	0	NA
Final Structural Rating						
Sound	918	72	21	3	2	NA
Deficient Minor	615	512	77	20	6	NA
Deficient Major	153	129	13	9	2	NA
Sub-Standard	43	27	3	13	0	NA
Street Condition						
None	0	0	0	0	0	0
Excellent	66	39	16	6	0	5
Good	536	402	61	20	7	46
Fair	265	198	31	11	2	23
Poor	119	101	3	7	1	7
Sidewalk Condition						
None	583	416	67	35	5	60
Excellent	87	73	2	1	0	11
Good	163	119	30	4	3	7
Fair	132	113	11	4	2	2
Poor	22	19	2	0	0	1
Debris						
Major	141	93	12	22	0	14
Minor	459	377	42	16	1	23
None	389	270	60	6	9	44
Vagrants						
Yes	31	14	2	7	0	8
Probable	86	50	7	19	0	10
No	875	680	105	17	10	62
Overall Site Condition						
Excellent	49	26	0	0	2	21
Good	256	156	58	6	4	32
Fair	502	426	41	15	4	16
Poor	181	131	15	23	0	12
Developable (Vacant Only)						80
Nondevelopable (Vacant Only)						3
Parking Spaces (Ranges)		0-70	1-150	0-20	5-15	NA

*Includes Multi-Family Residential

Source: Hanna:Keelan Associates, P.C., Field Survey, 1992

REDEVELOPMENT PLAN

EXECUTIVE SUMMARY

Purpose of Plan/Conclusion

The purpose of this Plan is to serve as a redevelopment guide for implementation, by the Community Redevelopment Authority (CRA), of the previously designated Study Area. All Community Development Law State Statutes, 18-2101 thru 18-2154, and any to follow in this general section, 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 Study Area, along with any and all other purposes, as outlined in the Community Development Law.

A CRA Redevelopment Plan must contain the general planning elements required by Nebraska State Revised Statues, Section 18-211 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 planning process for the CRA Study Area has resulted in a comprehensive listing of planning recommendations. As previously discussed in the blight and substandard determination study, there are many existing land uses, structural and substandard conditions which are nonconforming in nature, detrimental to the health, safety and general welfare of the community and generally obsolete in respective to the development and living environment norms of today's Nebraska community and the City of Hastings. To eliminate these conditions and enhance private development activities within the Study Area, the City of Hastings will need to consider the following planning and redevelopment actions:

* an official reclassification of both land use and zoning districts to produce an appropriate, acceptable land use pattern, whereby each land use composition is complementary and is not detrimental to the next;

* systematic removal of substandard and dilapidated structures within the area;

* rehabilitation of both owner and renter occupied single family structures in areas experiencing stable, low density residential conditions;

* consideration for planned open space, in the form of small scale neighborhood parks;

* improved, planned off-street parking;

* scattered street development and improvements within the area, accompanied with storm sewer, curbing, street lighting and sidewalk improvements;

* public assemblage of land to allow for both planned multi-family residential and commercial development;

* increased density development for residential areas;

* consideration for screening and/or buffering of commercial areas from residential uses;

* improved planned streetscapes within the area; and

* code enforcement program for the clean up of areas in violation and detrimental to the health, safety and general welfare of the community.

* public assemblage of the Union Pacific Rail Line proposed for abandonment for the development of passive recreation uses.

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 with the City. A reasonable timeline to complete those redevelopment activities identified in the plan would be seven (7) to ten (10) years.

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 to finance street improvement funding, community development grant funding, special assessments and general obligation bonds.

1. Future Land Use Patterns

The existing land use patterns within the Study Area were described in detail in the blight and substandard determination study portion of this document. In general, the 720 acre Study Area, more or less, consists of five (5) land uses. The primary land uses are streets and alleys, vacant land, industrial, commercial and residential. It appeared from the field survey incompatible land uses exist in the Study Area.

Illustration 4, Future Land Use, represents a long term effort to remedy the problem of incompatible land uses within the Study Area as well as provide for future business and residential opportunities of the area.

It can be observed in Illustration 4, primary medium density residential land uses are reserved generally for the following areas: an area between Burlington and Pine Avenue and Highway 6/34 and "B" Street, this area excluding previous redevelopment area 3; area between the Union Pacific and Burlington Rail Lines between California and Second Avenue; and a small area adjacent to the east of the Adams County Fairgrounds. The existing residential types in these areas is predominately single family homes and multiple family structures generally less than 8 units. High density residential areas are between the Burlington Rail Line and "B" Street and approximately 2nd and 6th Avenues, a block bounded by Cedar and Elm Avenues and "E" and "D" Streets and an area generally bounded by Wabash and Rhode Island Avenues and "F" and "H" Streets. These areas are predominately vacant land and mobile home parks. It is recommended these areas be developed through a transitional process to produce higher density residential uses. In some areas this transitional process can occur as development demand necessitates, in other areas a gradual transition of the area may have to occur for several years. Public involvement by the City of Hastings, assembling and offering the redevelopment, vacant properties and properties having vacant/dilapidated housing and infrastructure development can be first steps in this transitional process. These high density residential areas in close proximity to commercial and industrial nodes of the city including the central business district, where pertinent services exist, should to the public's best interest be developed for high density residential uses.

Future commercial land uses are identified in Illustration 4 as being in close proximity to Highway 6/34 (Elm Street) and Burlington Avenue, arterial streets. The commercial land uses can serve as a buffer between residential and industrial land uses. Special attention should be given for commercial land uses along Elm Street as the U.P.R.R. Rail Line is abandoned and Highway 6/34 west of Burlington Avenue. Commercial redevelopment efforts along Burlington Avenue should focus on improved streetscape, attracting general retail instead of highway commercial/light industry typical uses and creating a corridor commercial plan to facilitate development.

Within the commercial areas, it is recommended, the existing single family dwellings in poor condition be razed and reverted to commercial land uses. This would allow for opportunities of expansion of existing commercial uses as well as the assemblage and offering of land by the City of Hastings for commercial development.

Future industrial land usage within the Study Area should be concentrated in areas adjacent to Highway 6/34. The proposed abandoning of the U.P.R.R. Rail Line which dissects the area, will have a significant influence on the type of future industrial uses which will locate in the area. In comparison to the existing land use pattern, Illustration 4 identifies some future industrial land use areas presently occupied by residential use or vacant properties. The City should give careful consideration to facilitating transitional land use activities in these areas, by assembling properties in capacity large enough in scale to accommodate future industrial park development.

The abandonment of the U.P.R.R. Rail Line in the Study Area creates an opportunity for the City of Hastings to expand recreational activities. The purchase and assemblage of the abandoned railroad is essential for redevelopment and coordination of a long-range recreational trail system in Hastings.

The greatest overall use of the trails facility is for recreational purposes with the majority of its users including walkers, joggers, runners and bicyclists of all ages. The primary function of trail use is to promote recreation and public health while adding to the network of greenspace in Hastings. This is a direct benefit to all citizens. Trails park space is for the enjoyment and education of all users and adds to the general quality of life in Hastings.

Future street usage is discussed in detail in Sections 3 and 4 of the Redevelopment Plan.

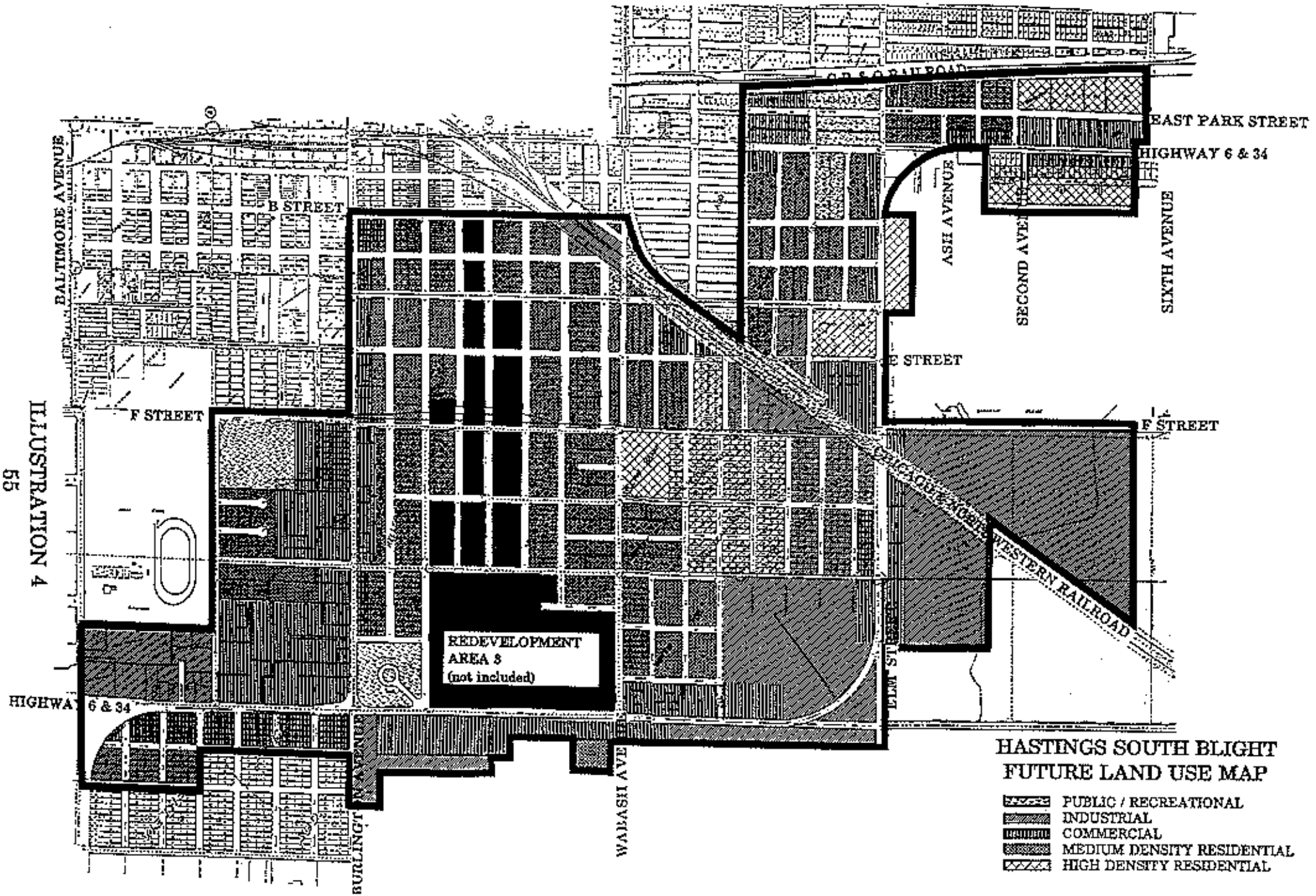


ILLUSTRATION 4

2. Future Zoning Districts

Future zoning districts for the Study Area are identified in Illustration 5. The Consultant utilized the current zoning district classifications available with the City of Hastings in designing future zoning districts. In turn, the permitted uses and development density allowed within the proposed future zoning districts are the same as those currently permitted in the respective zoning classifications identified in the City's official zoning ordinance. In general, future zoning districts overlay related future land use districts.

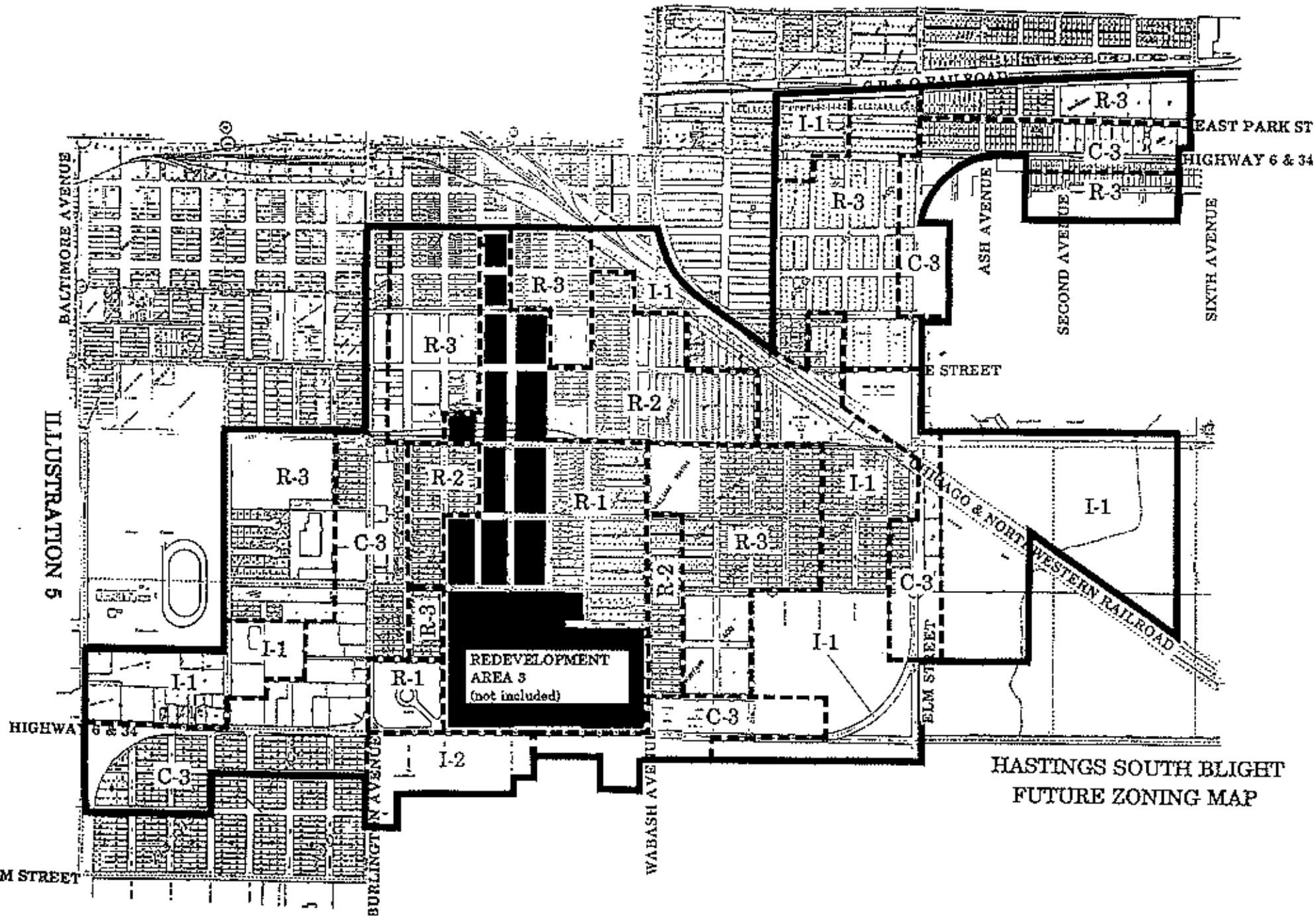
High density residential development has been designated for three parcels which are currently predominantly vacant land. The first parcel is bounded by "D" and "E" Streets and Elm and Cedar Streets, this is almost entirely vacant land. The third parcel is located between "F" and "H" Streets and adjacent to the east of the Adams County Fairgrounds. This parcel is predominately vacant, a few single family residences and multi-family dwellings exist in the southern portion of this area. The Consultant recommends development of multi-family dwellings be limited to the north side of "H" Street as the larger open space to the north should be reserved for recreational purposes. There are several additional high density residential districts throughout the Study Area. These districts represent mobile home parks and primarily high density uses.

The remainder of the residential districts (R-1 and R-2) overlay future residential land uses. The majority of the residential districts in the Study Area exemplify medium density development of vacant lots in established residential areas.

Commercial zoning districts are located on both sides of Highway 6/34, Elm Street and Burlington Avenue. A number of parcels in the C-3 zoning district are in transition. The areas in transition should remain or become commercial uses. The C-3 zoning district does provide a buffer for residential districts from a major arterial as well as including existing commercial uses and providing ample room for future commercial uses.

The proposed industrial zones in the study area reflect what currently exists except for a transition of I-2 industrial uses to a less extensive industrial zoning district of I-1. The majority of the I-1 zoning districts parallel the Union Pacific Rail Line and are located in the southeast and southwest portions of the Study Area. The industrial districts do have ample space for future industrial development.

Special attention was given to increasing the density of residential land usage, providing additional commercial areas and the buffering of proposed graduated land uses when determining future zoning districts for the Study Area. Overall, an estimated sixty-five (65%) of the Study Area has been recommended for a change in zoning classification.



HASTINGS SOUTH BLIGHT
FUTURE ZONING MAP

HANNA:KEELAN ASSOCIATES, P.C.

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 injection of public intervention into a specific area. This public intervention is planned and implemented to serve as a "first step" for redevelopment and encourage private development within the area. The most common form of public intervention is the improvement of the public infrastructure, specifically streets, water and sewer systems and sidewalks. Illustration 6 identifies the recommended public improvements for the area. The following narrative describes these improvements.

A. Relocation of Union Pacific Rail Line - The Union Pacific Railroad has proposed to construct a new rail line around Hastings, Nebraska and to abandon the present rail line through the city. A portion of the line to be abandoned is located in this redevelopment area. The line is located in the northeast portion of this Study Area. The relocation of this line will result in a net savings of 2 "at grade" crossings of the Union Pacific Mainline located at Pine and Wabash Avenues.

   The removal of the railline provides several options for the future use of the right-of-way. An appropriate use which would benefit the citizens of Hastings is the development of a trails system.

B. Grade Separation Removal - The relocation of the Union Pacific Rail Line will make the Elm Street overpass obsolete. The overpass is in need of repair. An option which will become available is the removal of the overpass. The removal of the overpass will benefit future improvements to Elm Street/Highway 6/34 for heavy traffic design capacities. The future "on grade" crossing of the abandoned railroad right-of-way will allow for access to land which previously was "land locked" due to the overpass.

C. Widening and Resurfacing of Elm Street to three lanes between Highway 6/34.

D. Resurfacing of Highway 6/34 between Sixth Avenue and Elm Street.

E. Development of interior street network for commercial and industrial uses located between Burlington and Baltimore Avenues and north of Highway 6/34.

F. Development of east-west local street east of Highway 6/34, "F" Street.

G. Continuation and Paving Development of grid street system between Wabash and Cedar Avenues and Highway 6/34 and "G" Street.

H. Resurfacing of Lincoln Avenue from "B" to "E" Street.

I. Resurfacing of Hastings Avenue from "B" to "F" Street.

J. Resurfacing of South Street from California Street to Elm Avenue.

K. Gap Paving of East Park Street from First Avenue to Sixth Avenue.

L. Gap Paving of Second Avenue from East Park Street to Highway 6/34.

M. Gap Paving of Rhode Island Street south from "D" Street to the railroad right-of-way.

N. Gap Paving of Ross Street from "F" to "E" Streets.

O. Gap Paving of "K" Street from Garfield to Burlington Avenues.

P. Paving Construction of street, curb and gutter of Wabash Avenue from Highway 6 to Kent Street.

Q. The development and repair of sidewalks in existing residential areas and areas adjacent arterial streets.

Each proposed resurfacing and paving proposal should include the improvement/ creation of curbs and gutter, drainage structures, sidewalks and public lighting.

ILLUSTRATION 6

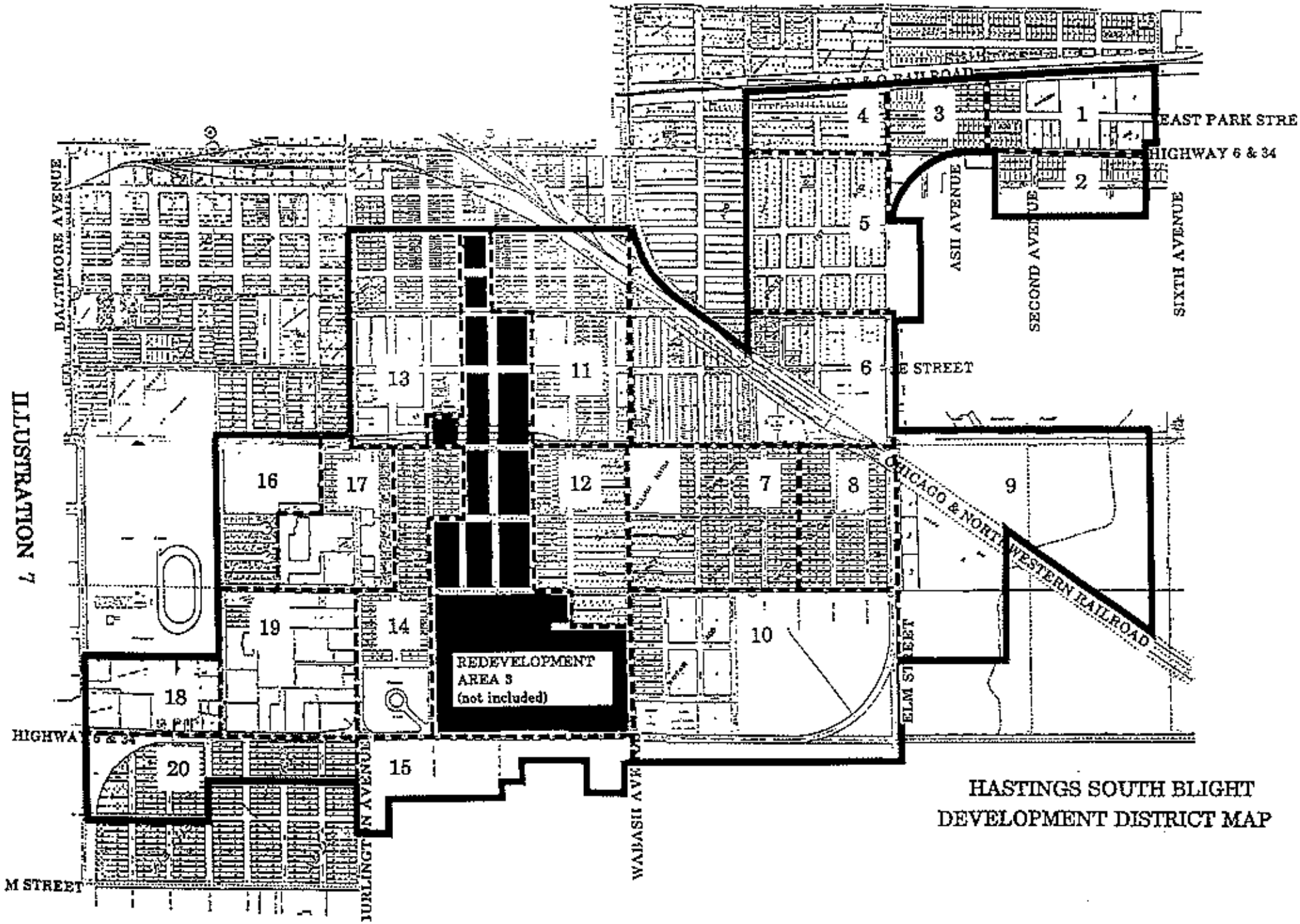


ILLUSTRATION 7

HASTINGS SOUTH BLIGHT DEVELOPMENT DISTRICT MAP

HANNA:KEELAN ASSOCIATES, P.C.

- District 10 - District should be reserved for mixed commercial and industrial uses and medium to high density residential uses. Currently the district is primarily vacant land. The northwest portion of the district which includes Wayfair Addition should be developed as medium to high residential uses. This would require further development of the adjacent street grid network. The areas adjacent Highway 6/34 should be developed into highway commercial areas to provide services for motorists who will travel Highways 6/34. Consideration should be given to keep ingress and egress locations at a minimum along the highway to reduce traffic hazards created by vehicles turning into and out of the commercial area. Between this district and the residential areas north and northwest, consideration should be given to non-retail uses. Special attention should be given the proper design of the site to allow for adequate off-street parking and screening (vegetation, earth berms, fencing) of the area from adjacent residential land uses.

- District 11 - District should be reserved for medium density residential development. Community development efforts should continue in the area to improve sidewalk network. The City should continue its effort of removing dilapidated structures, provide financial assistance in rehabilitation of homes, and general clean-up activities in the district. A concentrated effort should be made to plat individual lots for residential development consistent with surrounding residential land use. Light industrial uses should continue near the railroad line, the clean-up of debris in these areas is strongly encouraged.

- District 12 - District should be reserved for low to medium density residential development. Community efforts should continue to complete the sidewalk network in the district. The residential units in the southeast portion of the Study Area are relatively new and require few improvements. The City should continue its effort of removing dilapidated structures and general clean-up activities in the district.

  A concentrated effort should be made to infill the existing vacant lots with single and two family residential units.

- District 13 - District should be reserved for medium density residential uses and strip commercial development along Burlington Avenue. The city should continue its effort of removing dilapidated structures, provide financial assistance in rehabilitation of homes and general clean-up activities in the district. A concentrated effort should be made to plat individual lots for residential development consistent with surrounding residential land use. Residential uses along Burlington Avenue should be removed as residences become substandard. The residential uses should be replaced with commercial uses. Future public improvement efforts in the district include resurfacing of Lincoln Avenue from "E" to "B" Street and Hastings Avenue from "F" to "B" Street.

- District 14 - District should be reserved for medium density residential development, mixed commercial and industrial uses and Taylor Park. The mixed commercial and industrial uses should be located adjacent Burlington Avenue and provide off-street parking for vehicles to increase safety by reducing blind spots and limiting pedestrian and motor vehicle interaction, especially adjacent Taylor Park. Residential areas exist throughout the area. The city should continue its efforts of removing dilapidated structures and general clean-up activities in the district. Community development efforts should include continual maintenance and upgrading of facilities in Taylor Park, general clean-up activities, removal of dilapidated structures and continual improvement of streets and sidewalks.

- District 15 - District should remain commercial and light industry. The City should encourage the paving of driveways and parking lots and general clean-up of the existing uses.

- District 16 - This district should be reserved for medium density residential uses and park space. Residential development should occur on platted lots. The development of the north cul-de-sac would open up several more developable lots. The large open space to the north would make an excellent location for playing fields and other recreational facilities if land assemblage can be accomplished.

- District 17 - District should be transitioned into future strip commercial uses. The City should make a concentrated effort to relocate existing residential uses and assemblage of the land for commercial redevelopment. Special attention should be given the proper design of the sites to allow for adequate off-street parking and buffering of the area from adjacent industrial and residential land usage. Public improvement efforts should encourage the proper circulation system for maximum safety along Burlington Avenue.

- District 18 - District should remain commercial to industrial with future emphasis on light industrial land usage. The opportunity exists for the City to systematically acquire vacant and dilapidated properties for assemblage and resale for appropriate redevelopment. The district is in need of clean-up of debris and the removal of substandard buildings. Consideration should also be given the planned development of off-street parking areas and hard-surfaced streets to improve vehicular accessibility in the district;

- District 19 - District should remain commercial to industrial land uses. The opportunity exists for the city to systematically acquire vacant land for assemblage and resale for appropriate redevelopment. The district is in need of an interior street system, off-street parking, landscaping and general clean-up of debris. These public improvements will provide greater accessibility and increase usage of the property.

- District 20 - This area should be reserved for future commercial development. The City should concentrate on the securement, assemblage of vacant properties in the area for the resale of properties for commercial development. Consideration should be given to keep ingress and egress locations at a minimum along the highway to reduce traffic hazards created by vehicles turning into and out of commercial areas. Recommended public improvements would include hard surfacing of local streets as the area develops.

APPENDIX III

AUTHORIZATION

1. Purpose of Plan. This Redevelopment Plan has been adopted for the purpose of promoting the general welfare, the economic and social well being of the Hastings community, the development of any public activities and public events in the Hastings community, the enhancement of the tax base, and for any and all other purposes as otherwise described in this plan, and in the community development laws of the State of Nebraska, Neb, Rev. Stat. Sec. 18-2101 et seq., as amended from time to time.

2. Powers of Authority. In order to carry out the purposes and goals of this Redevelopment Plan, the Authority shall have the specific authority within the Community Redevelopment Area to clear areas and install public improvements, sell or retain land for public use, dispose of both real and personal property for fair value, acquire real property, and rehabilitate and resell it for dwelling purposes, and to provide grants, loans, or other means of financing to public or private parties in order to accomplish the rehabilitation or redevelopment in accordance with this Redevelopment Plan, subject however, to the provisions of Paragraph 4 which follows.

3. Activities Consistent With Plan. Any of the activities described in this Plan, when undertaken within the boundaries of the Community Redevelopment Area, and for one or more of the purposes set forth in this Plan, shall be deemed to be in accordance with the Redevelopment Plan notwithstanding the fact that the activities may not be entirely consistent with the Redevelopment Plan description of activities for any particular redevelopment project area. It is the understanding and intention of the Authority that the detailed description of activities in the Redevelopment Plan is included for the purpose of indicating the types of activities which are considered appropriate within the entire Community Redevelopment Area. The detail in the Redevelopment Plan description is conceptual only, and is not intended to establish or fix the specific type of redevelopment activities for any particular redevelopment project area. Accordingly, all powers afforded to community redevelopment authorities under Neb. Rev. Stat. Sec. 18-2101 et seq., as amended from time to time, may be exercised by the Authority without further amendment to the Redevelopment Plan, so long as the exercise of those powers is carried on within the Community Redevelopment Area, and is consistent with the concepts for redevelopment as shown in the Redevelopment Plan, subject however, to the provisions of Paragraph 4. The specific type of redevelopment activities for any particular redevelopment project area shall be established in the redevelopment contract between the Authority and the Redeveloper, or where there is no contract, then such specific activities shall be described in a resolution adopted by the Authority.

4. The powers of the CRA described herein are subject to the following:

a) Prior to incurring any debt, the CRA shall furnish details of the transaction to the City Administrator for review.

If such debt will be considered as "qualified tax exempt obligations" under Section 265(b)(3)(B)(i)(III) of the Internal Revenue Code of 1986, as amended, the CRA shall also submit to the City the following:

(i) a request for allocation of qualified tax exempt obligation pursuant to Section 148(f)(4)(C)(iv) of the Internal Revenue Code stating the principal amount of said qualified tax exempt obligation, and the calendar year the transaction will be accomplished; and

(ii) Any and all documentation requested by the governing body, the City Administrator, or the City Attorney pertaining to said transaction.

The CRA will incur no qualified tax exempt obligations without first obtaining the approval of the Hastings City Council, and the City's allocation of the obligation pursuant to Section 148(f)(4)(C)(iv) of the Internal Revenue Code.

b) The CRA will not enter into any transaction or group of transactions with respect to a redevelopment project, totaling $125,000.00 in the aggregate, or more, without first obtaining the approval of the Hastings City Council. For the purposes of this subparagraph, the term "transaction" shall mean any purchase, sale or lease of real or personal property by the CRA; any grant, loan or other means of financing provided by the CRA to a public or private party; or expenditure of any CRA funds for improvements to be made upon any property owned by the City; provided, the limitations of this subsection (b) shall apply only to transactions to the extent they are funded by revenues derived by the CRA's certification of a tax levy pursuant to Neb. Rev. Stat. § 18-2107(11).

5. In order to expedite the City's consideration of any requests made pursuant to paragraph 4 above, all staff reviews and City Council meetings shall be conducted as soon as its practical, and the City Council will call special meetings where appropriate.