

***HASTINGS, NEBRASKA***  
***REDEVELOPMENT AREAS***  
***#12 & #13***

***BLIGHT AND SUBSTANDARD  
DETERMINATION STUDIES &  
GENERAL REDEVELOPMENT PLANS***

Prepared For:  
Hastings Community Redevelopment Authority

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# ***BLIGHT AND SUBSTANDARD DETERMINATION STUDIES***



**#12**



**#13**



# BLIGHT AND SUBSTANDARD DETERMINATION STUDIES

## *EXECUTIVE SUMMARY*

### Purpose of Studies/Conclusions

The purpose of the **Blight and Substandard Determination Studies** is to apply the criteria set forth in the Nebraska Community Development Law, Section 18-203, to designated **Redevelopment Areas #12 (Hastings State Hospital, or Regional Center) and #13 (Imperial Mall and Hastings Municipal Airport), in Hastings, Nebraska**. The results of both Studies will assist the Hastings Community Redevelopment Authority (CRA), the City Council and the Authority's legal council to compare the findings of these Studies to the proper statutory requirements as to the declaration of the Redevelopment Areas as both **blighted and substandard**.

### Location

The findings presented in the Blight and Substandard Determination Studies are based on surveys and analyses conducted for the **Hastings Redevelopment Areas #12 and #13**. The following are general descriptions of each respective Redevelopment Area.

**Redevelopment Area #12** consists of all lands associated with the Hastings Regional Center. Highland Road is the eastern border of the Redevelopment Area, while the Corporate Limits of the City of Hastings, Nebraska, is the north, west and south borders of the Redevelopment Area. A portion of the northern boundary in Redevelopment Area #12 is not bordered by the Hastings Corporate Limits, but by a line extended from the western end of the northern boundary, ending at its intersection with Highland Road.

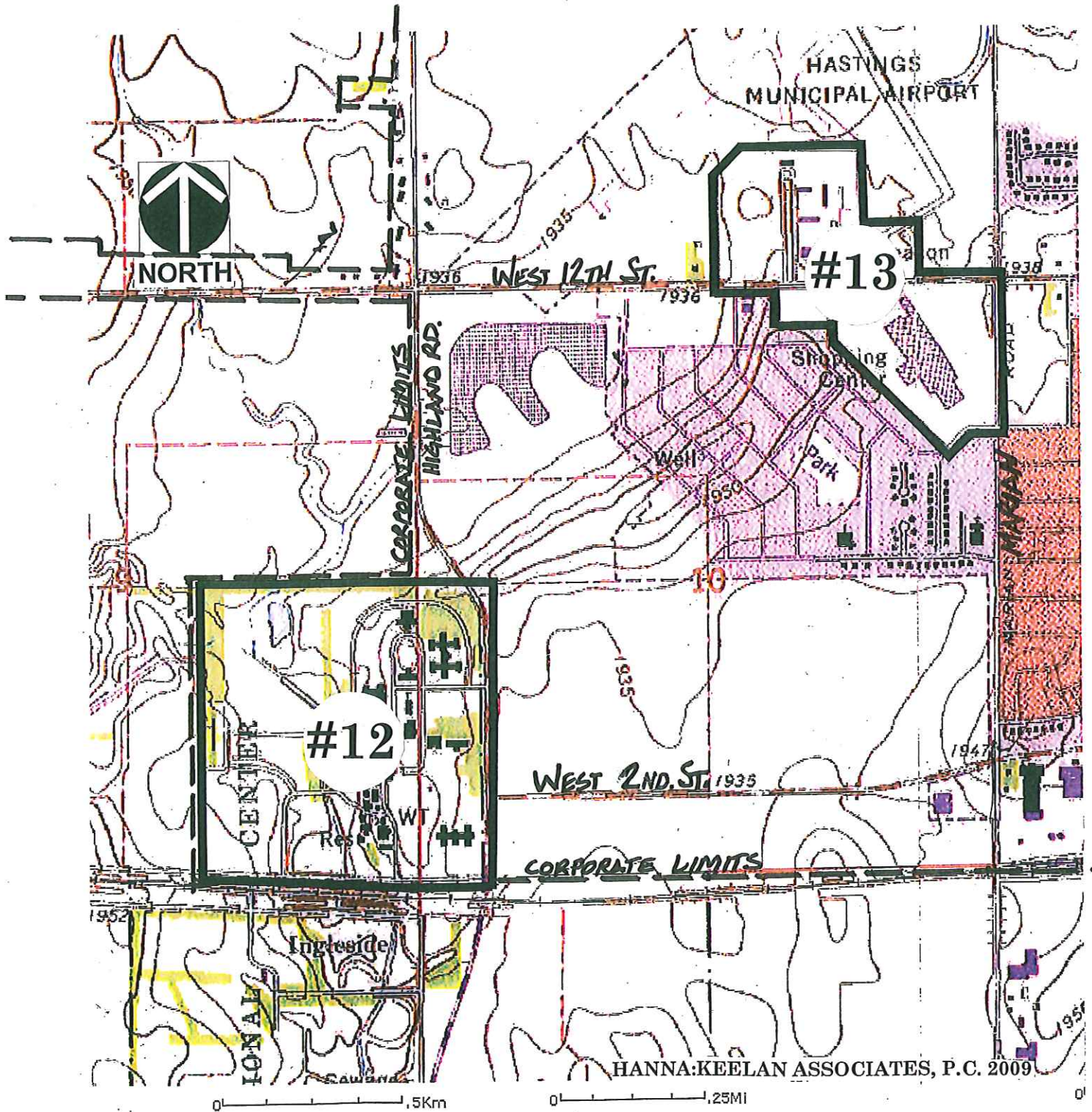
**Redevelopment Area #13** consists of all lands associated with the Hastings Municipal Airport and the Imperial Mall areas. Lands associated with the Hastings Municipal Airport are bound by Marian Road on the east, City of Hastings Corporate Limits on the north and east, and lastly by west 12<sup>th</sup> Street on the South. Portions of the eastern boundaries of the Hastings Municipal Airport are not bound by the City's Corporate Limits, but, instead, by parcel territory outlining the Airport property. Lands associated with Imperial mall are bound by West 12<sup>th</sup> Street to the north and Marian Road to the east. The southern and western borders of Redevelopment Area #13 consist of the Imperial Mall property lines. Redevelopment Area #13 also includes an abandoned grocery store, the Imperial Theater and a vacant restaurant building, fronting on West 12<sup>th</sup> Street.

The Redevelopment Areas are described as located within the Corporate Limits of the City of Hastings, Adams County, Nebraska. Redevelopment Area #12 includes the right-of-way of Highland Road and its intersection with West 2<sup>nd</sup> Street. Redevelopment Area #13 includes the right-of-way of West 12<sup>th</sup> Street and the right-of-way of Marian Road North. All the Redevelopment Areas are included within the Corporate Limits of the City of Hastings.

**Illustration 1** identify the Redevelopment Areas, in relation to the City of Hastings.



**CITY CONTEXT MAP  
REDEVELOPMENT AREAS #12 & #13  
HASTINGS, NEBRASKA**



**ILLUSTRATION 1**

Hastings Redevelopment Areas #12 & #13  
Blight and Substandard Determination Studies



## ***SUBSTANDARD AREA***

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

1. Dilapidated/deteriorating structures;
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 17 and 22 structures**, for Redevelopment Areas #12 and #13, respectively, a parcel-by-parcel field inventory, conversations with pertinent City of Hastings officials and staff and a review of available reports and documents containing information which could substantiate the existence of substandard conditions.

## ***BLIGHTED AREA***

As set forth in the Section 18-2103 (11) Nebraska Revised Statutes (Cumulative Supplement 1994), 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; and
12. 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 exists;
  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 40 years;
  3. More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for 40 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 City in which the area is designated; or
  5. The area has had either stable or decreasing population based on the last two decennial censuses."

While it may be concluded the mere presence of a majority of the stated factors may be sufficient to make a finding of blighted and substandard, this evaluation was made on the basis that 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 development or redevelopment activities. Secondly, the distribution of blighted and substandard factors throughout the Redevelopment Area must be reasonably distributed 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 Redevelopment Areas are found to be eligible as "blighted" and "substandard", within the definition set forth in the legislation. Specifically:**

## ***SUBSTANDARD FACTORS - REDEVELOPMENT AREA #12***

Of the Four Substandard Factors set forth in the Nebraska Community Development Law, all four Factors in Redevelopment Area #12 were found to be present to at least a reasonable extent. The Substandard Factors, present in the Area, are reasonably distributed throughout the Redevelopment Area.

**TABLE 1A  
SUBSTANDARD FACTORS  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**

|    |   |   |
|----|---|---|
| 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. | ☉ |
|    | <b>Strong Presence of Factor</b>  | ☉ |
|    | <b>Reasonable Presence of Factor</b>  | ☐ |
|    | <b>No Presence of Factor</b>  | ○ |

Source: Hanna:Keelan Associates, P.C., 2009

### **Strong Presence of Factor -**

The field study method used to analyze exterior building conditions determined that 12, or 70.6 percent of the 17 total structures, in Redevelopment Area #12, were ***deteriorating or dilapidated***. This Factor is of a strong presence throughout the Area.

Based on the results of a parcel-by-parcel field analysis, all 17 structures within the Redevelopment Area were ***40+ years of age*** (built prior to 1969). The Factor of **age or obsolescence** is a strong presence in the Redevelopment Area.

The parcel-by-parcel field analysis determined that the Substandard Factor *existence of conditions which endanger life or property by fire and other causes* was a strong presence throughout Redevelopment Area #12. This includes factors such as graveled surfaced roads with open storm water ditches and structures with inadequate doors and windows. Additionally, undersized water mains, as well as the advanced age of both water and sewer mains throughout portions of the Redevelopment Area, represent inadequate utility systems.

#### **Reasonable Presence of Factor -**

The conditions which result in *inadequate provision for ventilation, light, air, sanitation or open space* are reasonably present and distributed throughout Redevelopment Area #12. The primary contributing Factors include several wood frame buildings and masonry buildings with wooden structural elements that are prone to catch fire, as well as portions of the Redevelopment Area having underground utilities that are undersized, or excessively old and prone to breakage and maintenance. The Burlington Northern and Santa Fe Railroad, which abuts the southern boundary of the campus, could potentially endanger adjacent property, pedestrians and motor vehicles by moving incidents, as well as by chemicals or materials transported by railcars.

*The prevailing substandard conditions, evident in buildings and the public infrastructure, as determined by the field survey, include:*

1. Aging structures;
2. Dilapidated/deteriorated structures;
3. "Fair" to "Poor" site conditions, and vacant agricultural lands with no municipal improvements;
4. Gravel surfaced roads in the southwest portion of Redevelopment Area #12 with open storm water drainage ditches;
5. Masonry buildings with wooden structural components in deteriorating buildings, as potential fire hazards;
6. Parcels lacking adequate accessibility to public land use types; and
7. Age and associated condition of underground water and sewer mains in portions of the Redevelopment Area.



## ***SUBSTANDARD FACTORS - REDEVELOPMENT AREA #13***

Of the Four Substandard Factors set forth in the Nebraska Community Development Law, three Factors in Redevelopment Area #13 were found to be present to a strong extent. The Substandard Factors, present in the Area, are reasonably distributed throughout the Redevelopment Area.

**TABLE 1B  
SUBSTANDARD FACTORS  
REDEVELOPMENT AREA #13  
HASTINGS, NEBRASKA**

|                                      |   |   |
|--------------------------------------|---|---|
| 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. | ■ |
| <b>Strong Presence of Factor</b>     |   | ⊙ |
| <b>Reasonable Presence of Factor</b> |   | ■ |
| <b>No Presence of Factor</b>         |   | ○ |

Source: Hanna:Keelan Associates, P.C., 2009

### **Strong Presence of Factor -**

Based on the results of a parcel-by-parcel field analysis, approximately 15 (68.2 percent) of the total 22 structures within Redevelopment Area #13 were ***40+ years of age*** (built prior to 1969). The Factor of ***age or obsolescence*** is a strong presence in the Redevelopment Area.

### **Reasonable Presence of Factor -**

The conditions which result in ***inadequate provision for ventilation, light, air, sanitation or open space*** are reasonably present and distributed throughout the Redevelopment Area. Additionally, undersized water mains, as well as the advanced age of both water and sewer mains throughout portions of Redevelopment Area #13, represent inadequate utility systems.

The parcel-by-parcel field analysis determined that the Substandard Factor *existence of conditions which endanger life or property by fire and other causes* was a strong presence throughout Redevelopment Area #13. Though only a few of the structures were found to be in a deteriorating condition, portions of the Redevelopment Area have underground utilities that are undersized, or excessively old and prone to breakage and maintenance.

*The prevailing substandard conditions, evident in buildings and the public infrastructure, as determined by the field survey, include:*

1. Aging structures;
2. "Fair" to "Poor" site conditions, or site conditions unimproved for residential development;
3. Asphalt surfaced roads and parking lots in need of resurfacing or of concrete paving;
4. Frame buildings, metal buildings and masonry buildings with wooden structural components that are deteriorating or dilapidated, and represent potential fire hazards; and
5. Age and associated condition of underground water and sewer mains in portions of the Redevelopment Area #13.

## ***BLIGHT FACTORS***

Of the 12 Blight Factors set forth in the Nebraska Community Development Law, seven are present to a strong extent and two are present to a reasonable, but more limited extent, in Redevelopment Area #12. The Factors “diversity of ownership” and “tax or special assessment excluding the fair value of land,” were of little or no presence and “defective or unusual condition of title,” was not reviewed. The Blighting Factors which are present are reasonably distributed throughout the Hastings Redevelopment Area #12.

**TABLE 2A  
BLIGHT FACTORS  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**

|     |  |    |
|-----|--|----|
| 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 land.              | ○  |
| 8.  | Defective or unusual condition of title.   | NR |
| 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.  | ☐  |
|     | <b>Strong Presence of Factor</b>   | ☐  |
|     | <b>Reasonable Presence of Factor</b>   | ■  |
|     | <b>Little or No Presence of Factor</b>   | ○  |
|     | <b>NR = Not Reviewed</b>   |    |

Source: Hanna:Keelan Associates, P.C., 2009

## **Strong Presence of Factor -**

***Deteriorated or Dilapidated Structures*** are a strong presence in Redevelopment Area #12. A total of 70.6 percent of the 17 structures were found to be deteriorating or dilapidated.

***Faulty Lot Layout*** existed to a strong extent throughout Redevelopment Area #12. Conditions contributing to the presence of this Factor included inadequate lot sizes and several individual lots with limited accessibility.

***Insanitary or Unsafe Conditions*** are a strong presence throughout the entire Redevelopment Area. Conditions contributing to this Factor included substandard structures and age of structures, as well as the presence of abandoned and dilapidated buildings or underutilized buildings. The hazards associated with the Burlington Northern and Santa Fe Railroad, just beyond the southern boundary of the campus, impacts the safety of motor vehicles, as well as for the possibility of hazardous chemical spills.

***Deterioration of Site or Other Improvements*** is a strong presence throughout the area, where, of the total parcels examined, 77.2 percent, or 17 of the total 22 parcels, had "fair" to "poor" overall site conditions.

***Improper Subdivision or Obsolete Platting*** is a strong presence throughout Redevelopment Area #12. Records with the Adams County Assessors Office indicate that there are only two separate deed records for the entire Area. One tract contains 40 acres and the larger tract has a total of 120 acres. Redevelopment efforts may be hindered by the fact that no individual platting of property is associated with the individual structures throughout the Regional Center campus.

The ***Existence of Conditions Which Endanger Life or Property*** by fire or other causes is strongly present throughout the Redevelopment Area. Conditions related to this Factor included the advanced age of wood frame buildings, several of which were deteriorating and/or dilapidated. The Redevelopment Area also contains underground utility mains that are undersized, or excessively old and prone to breakage and repetitive maintenance. The Burlington Northern and Santa Fe Railroad could potentially endanger adjacent property, pedestrians and motor vehicles by moving incidents, as well as by chemicals or materials transported by railcars.

***One of the Required Five Additional Blight Factors*** has a strong presence throughout Redevelopment Area #12. Based on the field survey analysis, the estimated average age of buildings throughout the campus is 87 years.



## **Reasonable Presence of Factor -**

***Defective or Inadequate Street Layout*** is reasonably present in Redevelopment Area #12, due to the existence of large areas of land with little or no acceptable road access, the presence of a few dead-end roads; a significant number of gravel surfaced roads, with open storm water ditches, as well as gravel surfaced private entry lane roads and driveways.

In regards to ***Other Environmental and Blighting Factors***, the presence of economically and socially undesirable land uses and functional obsolescence is reasonably present throughout the Redevelopment Area. Several buildings in the Redevelopment Area represent dormitory and administrative type buildings that were excessively large or no longer meet the needs of current uses and/or are currently abandoned.

## **Conclusion**

It is the conclusion of the Consultant retained by the City of Hastings CRA that the number, degree and distribution of blighting factors, as documented in this Study for Redevelopment Area #12, 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, that the findings of the Blight and Substandard Determination Studies warrant designating the Redevelopment Area as "**substandard**" and "**blighted**."

The conclusions presented in both Studies, are those of the Consultant, engaged by the City of Hastings CRA to examine whether conditions of blight/substandard exist. The local governing body (City Council) should review these Studies and, if satisfied with the summary of findings contained herein, may adopt a resolution making a finding of blight/substandard and these Studies a part of the public record.

Of the 12 Blight Factors set forth in the Nebraska Community Development Law, five are present to a strong extent and three are present to a reasonable, but more limited extent, in Redevelopment Area #13. The Factors “deteriorated or deteriorating structures,” “diversity of ownership” and “tax or special assessment excluding the fair value of land,” were of little or no presence and “defective or unusual condition of title,” was not reviewed. The Blighting Factors which are present are reasonably distributed throughout the Hastings Redevelopment Area #13.

**TABLE 2B  
BLIGHT FACTORS  
REDEVELOPMENT AREA #13  
HASTINGS, NEBRASKA**

|     |  |    |
|-----|--|----|
| 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 land.              | ○  |
| 8.  | Defective or unusual condition of title.   | NR |
| 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.  | ■  |
|     | <b>Strong Presence of Factor</b>   | ⊙  |
|     | <b>Reasonable Presence of Factor</b>   | ■  |
|     | <b>Little or No Presence of Factor</b>   | ○  |
|     | <b>NR = Not Reviewed</b>   |    |

Source: Hanna:Keelan Associates, P.C., 2009

## **Strong Presence of Factor -**

***Insanitary or Unsafe Conditions*** are a strong presence throughout Redevelopment Area #13. Conditions found to contribute to this Factor included substandard structures and age of structures, as well as the presence of abandoned and dilapidated buildings or underutilized buildings.

***Deterioration of Site or Other Improvements*** is a strong presence throughout the area, where, of the total parcels examined, 69.6 percent, or 16 of the total 23 parcels had “fair” to “poor” overall site conditions.

***Improper Subdivision or Obsolete Platting*** is a strong presence throughout the Redevelopment Area. Records with the Adams County Assessors Office indicate that there are only seven separate deed records combined with the Mall and the airport. Approximately 486 acres are associated with for the Airport and approximately 35 acres are associated with the Mall. Redevelopment efforts may be hindered by the large lots, especially at the Airport, where all buildings are located on one lot.

The ***Existence of Conditions Which Endanger Life or Property*** by fire or other causes is strongly present throughout the Redevelopment Area. Conditions found to be associated with this Factor included the deterioration of older structures and aging infrastructures.

In regards to ***Other Environmental and Blighting Factors***, the presence of economically and socially undesirable land uses and functional obsolescence is strongly present throughout the Redevelopment Area. Several buildings in the Redevelopment Area contained units that were no longer capable of meeting the needs of the Community.

## **Reasonable Presence of Factor -**

***Defective or Inadequate Street Layout*** is reasonably present, due to the existence of large areas of land with little or no acceptable road access, the presence of a few dead-end roads; a significant number of gravel surfaced roads, with open storm water ditches, as well as a lack of turning lanes for a traffic calming effect.

***Faulty Lot Layout*** existed to a reasonable extent throughout the Redevelopment Area. Conditions contributing to the presence of this Factor included inadequate lot sizes and several individual lots with limited accessibility.

***One of the Required Five Additional Blight Factors*** has a reasonable presence throughout Redevelopment Area #13. Based on the field survey analysis, the estimated average age of commercial buildings was 32 years.

## Conclusion

It is the conclusion of the Consultant retained by the City of Hastings CRA that the number, degree and distribution of blighting factors, as documented in this Study for Redevelopment Area #13, 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, that the findings of the Blight and Substandard Determination Studies warrant designating the Redevelopment Area as **"substandard" and "blighted."**

The conclusions presented in both Studies, are those of the Consultant, engaged by the City of Hastings CRA to examine whether conditions of blight/substandard exist. The local governing body (City Council) should review these Studies and, if satisfied with the summary of findings contained herein, may adopt a resolution making a finding of blight/substandard and these Studies a part of the public record.



## ***BASIS FOR REDEVELOPMENT***

For a project in Hastings to be eligible for redevelopment under the Nebraska Community Development Law, the subject area or areas must first qualify as both a "substandard" and "blighted" area, within the definition set forth in the Nebraska Community Development Law. These Studies were undertaken to determine whether conditions exist which would warrant designation of the Redevelopment Areas as "blighted and substandard areas" in accordance with provisions of the law.

As set forth in Section 18-2103 (10) Neb. Rev. Stat. (Cumulative Supplement 1994), **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, and is detrimental to the public health, safety, morals 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;
12. 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 40 years;
  3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the city for 40 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 City 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 both of the Hastings Redevelopment Areas #12 and #13 Blight and Substandard Determination Studies were guided by the premise that the finding of blight and substandard must be defensible and sufficient evidence of the presence of 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 each of the Redevelopment Areas. 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, the conclusion of such areas should be minimal and related to an area otherwise meeting the reasonable distribution of deficiencies test.

## ***THE STUDY AREAS***

The purpose of these Studies is to determine whether all or part of the Redevelopment Areas #12 and #13 in Hastings, Nebraska, qualify as **blighted and substandard areas**, within the definition set forth in the Nebraska Community Development Law, Section 18-2103.

The findings presented in the Blight and Substandard Determination Studies are based on surveys and analyses conducted for the **Hastings Redevelopment Areas #12 and #13**. The following are general descriptions of each respective Redevelopment Area.

**Redevelopment Area #12** consists of all lands associated with the Hastings Regional Center. Highland Road is the eastern border of the Redevelopment Area, while the Corporate Limits of the City of Hastings, Nebraska, is the north, west and south borders of the Redevelopment Area. A portion of the northern boundary in Redevelopment Area #12 is not bordered by the Hastings Corporate Limits, but by a line extended from the western end of the northern boundary, ending at its intersection with Highland Road.

**Redevelopment Area #13** consists of all lands associated with the Hastings Municipal Airport and the Imperial Mall areas. Lands associated with the Hastings Municipal Airport are bound by Marian Road on the east, City of Hastings Corporate Limits on the north and east, and lastly by West 12<sup>th</sup> Street on the South. Portions of the eastern boundaries of the Hastings Municipal Airport are not bound by the City's Corporate Limits, but, instead, by parcel territory outlining the Airport property. Lands associated with Imperial Mall are bound by West 12<sup>th</sup> Street to the north and Marian Road to the east. The southern and western borders of Redevelopment Area #13 consist of the Imperial Mall property lines. Redevelopment Area #13 also includes an abandoned grocery store, the Imperial Theater and a vacant restaurant building, fronting on West 12<sup>th</sup> Street.

**Illustration 1** identifies the Redevelopment Areas in relation to the City of Hastings. Redevelopment Area #12 includes the right-of-ways of Highland Road and its intersection with West 2<sup>nd</sup> Street and adjacent Adams County roads. Redevelopment Area #13 includes the right-of-way of West 12<sup>th</sup> Street and Marian Road North. All the Redevelopment Areas are included within the Corporate Limits of the City of Hastings.

**Existing land uses** within the Hastings Redevelopment Areas are identified in **Illustration 2A and 2B.**

The major land use in Redevelopment Area #12 is public/quasi-public facilities. Park space, consisting of playground equipment is located on the facility grounds. The Redevelopment Area contains an estimated 170 acres, primarily of which approximately 90.1 acres have been developed.

The principle road networks within the Redevelopment Area are Highland Road and West 2<sup>nd</sup> Street.

**Table 3** identifies the estimated existing land uses within the Redevelopment Area, in terms of number of acres and percentage of total for all existing land uses. An estimated 47 percent of the land use throughout the Area is vacant.

**TABLE 3A  
EXISTING LAND USE  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**

| <b>Land Use</b>        | <b>Acres</b> | <b>Percent</b> |
|------------------------|--------------|----------------|
| Parks/Recreation       | 13.4         | 7.9%           |
| Public/Quasi-Public    | 61.9         | 36.4%          |
| Streets/Alleys R-O-W's | 14.8         | 8.7%           |
| <u>Vacant</u>          | <u>79.9</u>  | <u>47.0%</u>   |
| <b>Total Acreage</b>   | <b>170.0</b> | <b>100.0%</b>  |

Source: Hanna:Keelan Associates, P.C., 2009

**Illustration 2A** identifies Redevelopment Area #12 within the Corporate Limits of the City of Hastings, thus, usage and zoning activities, throughout the entire Redevelopment Area, are controlled by the City of Hastings.



Major land uses in Redevelopment Area #13 include commercial, public/quasi-public and vacant uses within the Corporate Limits. Redevelopment Area #13 contains an estimated 80.5 acres, of which approximately 58.7 acres have been developed. There was one recorded single family dwelling located within the Redevelopment Area.

The principle arterials within Redevelopment Area #13 are West 12<sup>th</sup> Street and Marian Road.

**Table 3B** identifies the estimated existing land uses within the Redevelopment Area, in terms of number of acres and percentage of total for all existing land uses.

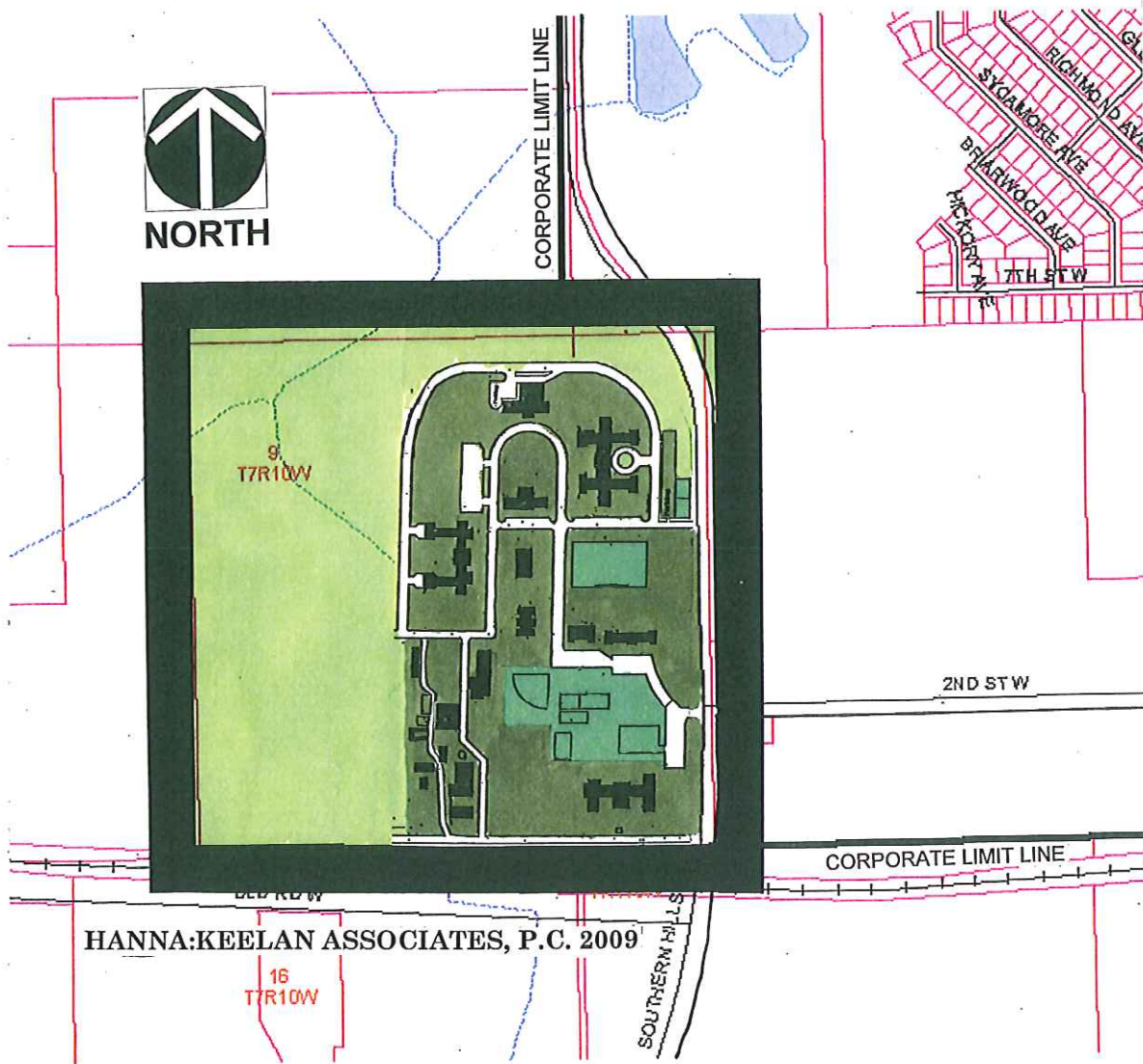
**TABLE 3B  
EXISTING LAND USE  
REDEVELOPMENT AREA #13  
HASTINGS, NEBRASKA**

| <u>LAND USE</u>      | <u>ACRES</u> | <u>PERCENT</u> |
|----------------------|--------------|----------------|
| Parks/Recreation     | 1.3          | 1.6%           |
| Public/Quasi-Public  | 14.8         | 18.4%          |
| Single Family        | 0.4          | 0.5%           |
| Commercial           | 33.4         | 41.5%          |
| Streets R.O.W.       | 8.8          | 10.9%          |
| <u>Vacant</u>        | <u>21.8</u>  | <u>27.1%</u>   |
| <b>Total Acreage</b> | <b>80.5</b>  | <b>100.0%</b>  |




Source: Hanna:Keelan Associates, P.C., 2009

**Illustration 2B** identifies Redevelopment Area #13 within the Corporate Limits of the City of Hastings, thus, usage and zoning activities, throughout the entire Redevelopment Area, are controlled by the City of Hastings.

# EXISTING LAND USE MAP REDEVELOPMENT AREA #12 HASTINGS, NEBRASKA



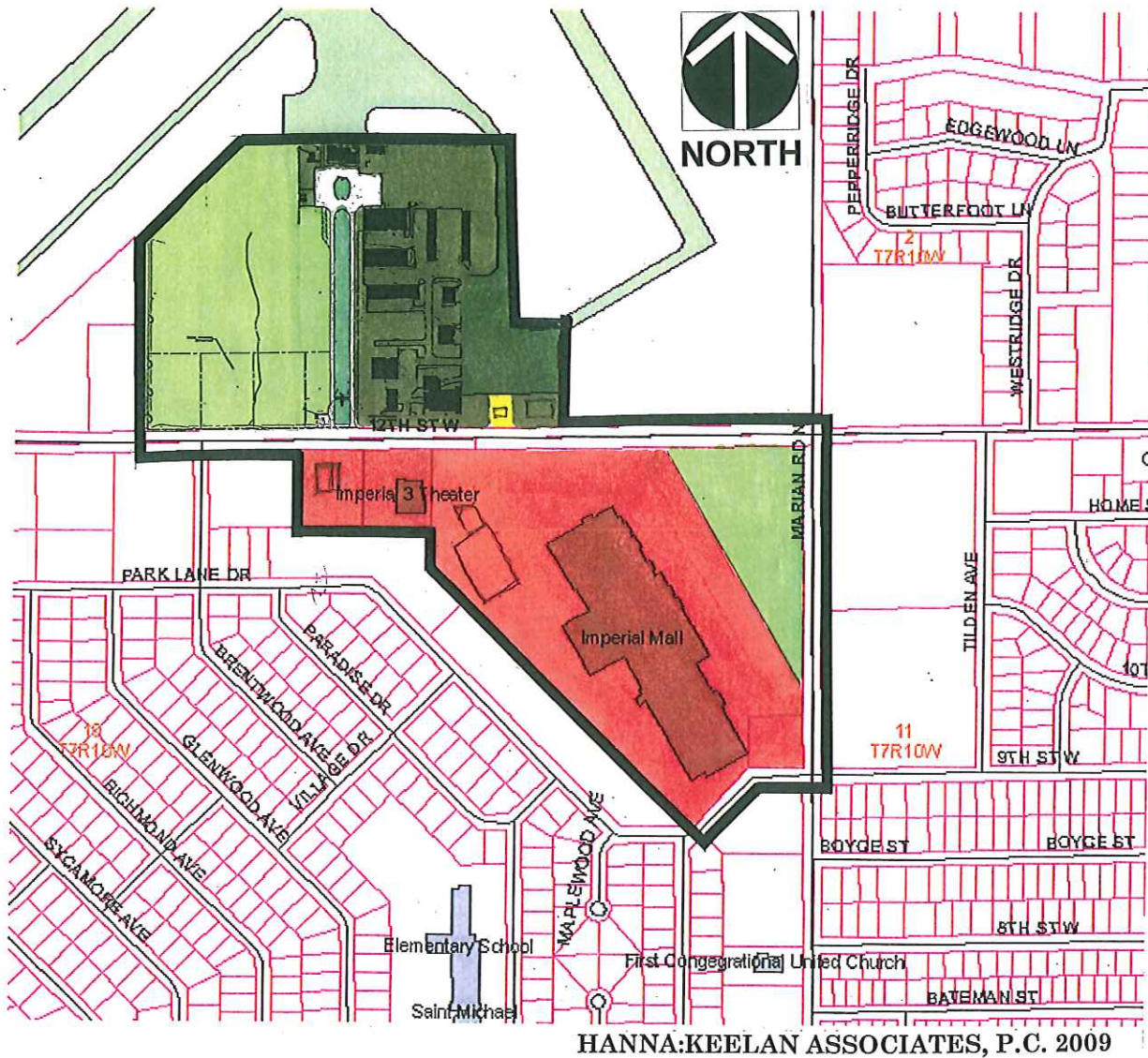
## LEGEND

|   |                       |
|---|-----------------------|
|  | VACANT / AGRICULTURAL |
|  | PUBLIC / QUASI-PUBLIC |
|  | PARKS / OPEN SPACE    |





## ILLUSTRATION 2A

Hastings Redevelopment Areas #12 & #13  
Blight and Substandard Determination Studies

# EXISTING LAND USE MAP REDEVELOPMENT AREA #13 HASTINGS, NEBRASKA



## LEGEND

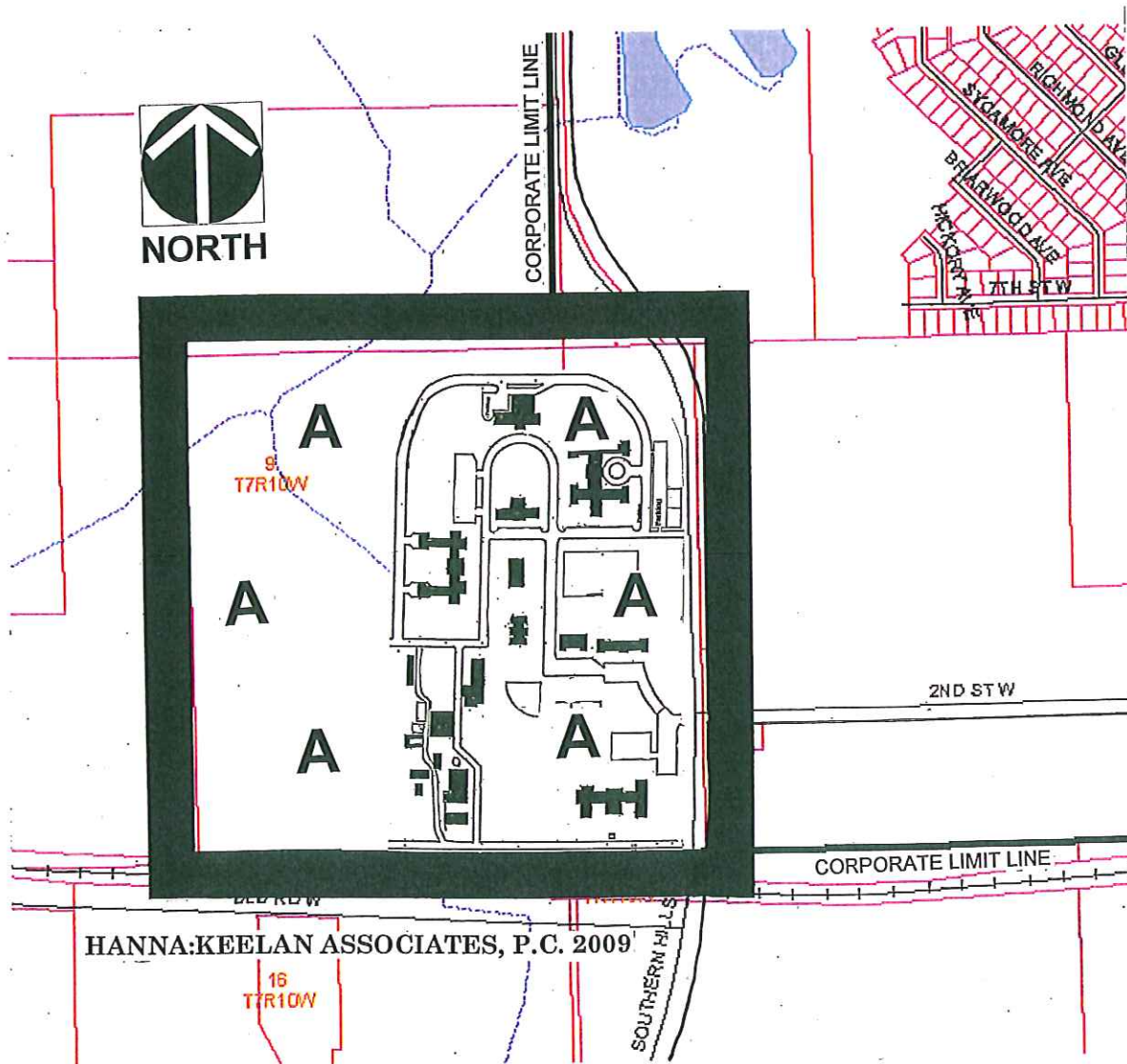
|   |                           |
|---|---------------------------|
|  | VACANT / AGRICULTURAL     |
|  | PUBLIC / QUASI-PUBLIC     |
|  | SINGLE FAMILY RESIDENTIAL |
|  | COMMERCIAL                |

## ILLUSTRATION 2B

Hastings Redevelopment Areas #12 & #13  
Blight and Substandard Determination Studies



**EXISTING ZONING MAP  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**



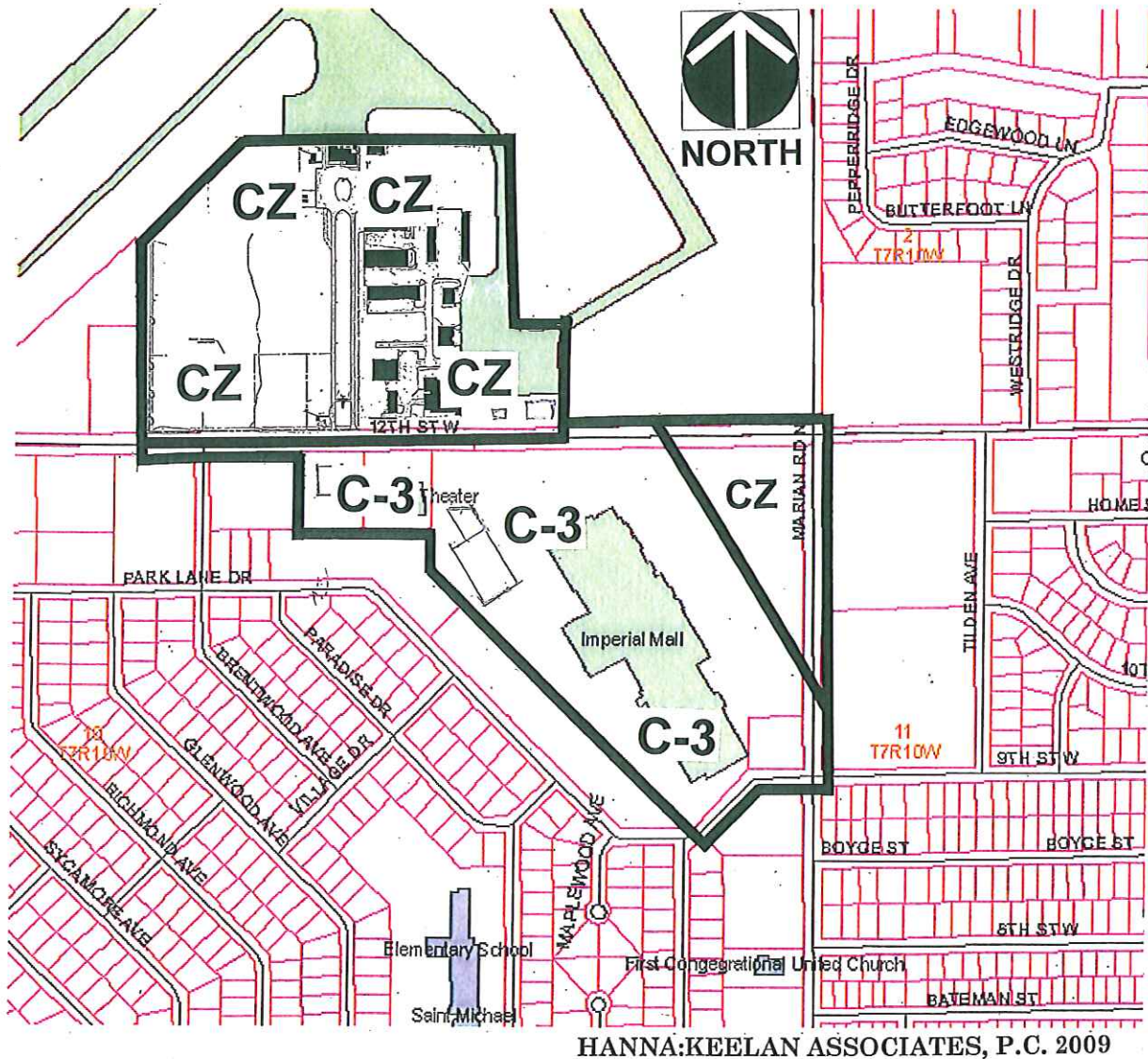
**LEGEND**

**A     AGRICULTURAL DISTRICT**

**ILLUSTRATION 3A**

Hastings Redevelopment Areas #12 & #13  
Blight and Substandard Determination Studies

# EXISTING ZONING MAP REDEVELOPMENT AREA #13 HASTINGS, NEBRASKA



HANNA:KEELAN ASSOCIATES, P.C. 2009

## LEGEND

- CZ CLEAR ZONE
- C-3 CENTRAL BUSINESS DISTRICT

## ILLUSTRATION 3B

Hastings Redevelopment Areas #12 & #13  
Blight and Substandard Determination Studies

## ***THE RESEARCH APPROACH***

The blight and substandard determination research approach implemented for Redevelopment Areas #12 and #13 is included an area-wide assessment (100 percent sample) of all of the Blight and Substandard Factors identified in the Nebraska Community Development Law, with the exception of **defective or unusual condition of title**. All Factors were investigated on an area-wide basis.

### **Structural Survey Process**

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

A structural condition survey was conducted in the month of December, 2008. A combined total of 39 structures in both Redevelopment Areas received exterior inspections. These structures were examined to document structural deficiencies in individual buildings and to identify related environmental deficiencies in the Redevelopment Areas. The structural Condition Survey Form utilized in this process is provided in the **Appendix**.

### **Parcel-by-Parcel Field Survey**

A parcel-by-parcel field survey was also conducted in the month of December, 2008. A combined total of 45 separate parcels in both Redevelopment Areas were inspected for existing and adjacent land uses, overall site conditions, existence of debris, parking conditions and street, sidewalk and alley surface conditions. The Condition Survey Form is included in the **Appendix**, as well as the results of the Survey.

### **Research on Property Ownership and Financial Assessment of Properties**

Public records and aerial photographs of all parcels in the Redevelopment Areas were analyzed to determine the number of property owners in each block.

An examination of public records was conducted to determine if tax delinquencies existed for properties in the Redevelopment Areas. The valuation, tax amount and any delinquent amount was examined for each of the properties.

## ***ELIGIBILITY SURVEY AND ANALYSIS FINDINGS***

An analysis was made of each of the blighted and substandard factors listed in the Nebraska legislation to determine whether each or any were present in the Redevelopment Areas 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 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 Hastings Redevelopment Areas, the standards and criteria used for evaluation and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis was based on an exterior inspection of all **17 and 22** existing structures, within Redevelopment Areas #12 and #13, respectively, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the area.

##### **1. Structures/Building Systems Evaluation**

During the on-site field analysis, each component of a structure/building was examined to determine whether it was in sound condition or has minor, major, or critical defects. Structures/building systems examined included the following three types, **one Primary and two Secondary**.

**Structural Systems (Primary Components)**. These include the basic elements of any structure/building: roof structure, wall foundation, and basement foundation.



## **(Secondary Components)**

**Building Systems.** These components include: roof surface condition, chimney, gutters/down spouts, and exterior wall surface.

**Architectural Systems.** These are components generally added to the structural systems and are necessary parts of the structure/building, including exterior paint, doors, windows, porches, steps, and fire escape, and driveways and site conditions.

The evaluation of each individual parcel of land included the review and evaluation of: adjacent land use, street surface type, street conditions, sidewalk conditions, parking, railroad track/right-of-way composition, existence of debris, existence of vagrants, and overall site condition, and the documentation of age and type of structure/building.

## **2. Criteria for Rating Components for Structural, Building and Architectural Systems**

The components for the previously identified Systems were individually rated utilizing the following criteria.

**Sound.** Component that contained no defects, is adequately maintained, and requires no treatment outside of normal ongoing maintenance.

**Minor - Defect.** Components that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. 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 systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

**Major - Defect.** Components that contained major defects over a widespread area and would be difficult to correct through normal maintenance. Structures/buildings having major defects would require replacement or rebuilding of systems by people skilled in the building trades.

**Critical Defect.** Components that contained critical defects (bowing, sagging, or settling to any or all exterior systems 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.

### 3. Final Structure/Building Rating

After completion of the **Exterior Rating** of each structure/building, each individual structure/building was placed in one of four categories, based on the combination of defects found with Components contained in Structural, Building and Architectural Systems. Each final rating is described below:

**Sound.** Defined as structures/buildings that can be kept in a standard condition with normal maintenance. Structures/buildings, so classified, **have less than six points.**

**Deficient-Minor.** Defined as structures/buildings classified as deficient--requiring minor repairs--**having between six and 10 points.**

**Deteriorating.** Defined as structures/buildings classified as deficient--requiring major repairs-- **having between 11 and 20 points.**

**Dilapidated.** Defined as structurally substandard structures/buildings containing defects that are so serious and so extensive that it may be most economical to raze the structure/building. Structures/buildings classified as dilapidated will **have at least 21 points.**

An individual *Exterior Rating form* is completed for each structure/building. The results of the *Exterior Rating* of all structures/buildings are presented in a *Table format*.

| Primary Components          | Secondary Components       |
|-----------------------------|----------------------------|
| One Critical = 11 pts       | One Critical = 6pts        |
| Major Deteriorating = 6 pts | Major Deteriorating = 3pts |
| Minor = 2 pts               | Minor = 1 pt               |

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 word "building" and "structure" are presumed to be interchangeable.

#### **4. Field Survey Conclusions**

The condition of the total 17 buildings within Redevelopment Area #12 was determined based on the finding of the exterior surveys. These surveys indicated the following:

- One (1) structure was classified as structurally sound;
- Four (4) structures were classified as deteriorating with minor defects.
- Three (3) structures were classified as deteriorating with major defects; and
- Nine (9) structures were classified as substandard.

The condition of the total 23 buildings withing Redevelopment Area #13 were determined based on the finding of the exterior survey. These surveys indicated the following:

- Eighteen (18) structures were classified as structurally sound;
- Two (2) structures were classified as deteriorating with minor defects.
- Two (2) structures were classified as deteriorating with major defects; and
- Zero (0) structures were classified as substandard.

The results of the exterior structural survey identified the conditions of the structures, throughout the Redevelopment Area. A total of 12 (70.6 percent) of the total 17 structures, within the Area #12, are either deteriorating or dilapidated to a substandard condition. A total of two (9.1 percent) of the total 22 structures, within the Area #13, are either deteriorating or dilapidated to a substandard condition.

### **Conclusion**

The results of the structural condition survey indicate deteriorating structures are present to a strong extent throughout Redevelopment Area #12, and to a “No Presence of Factor” throughout Redevelopment Area #13. Table 4 identifies the results of the structural rating process per building type.

**TABLE 4A**  
**EXTERIOR SURVEY FINDINGS**  
**REDEVELOPMENT AREA #12**  
**HASTINGS, NEBRASKA**

| <u>Exterior Structural Rating</u> |              |                              |                      |                    |                                |  |
|-----------------------------------|--------------|------------------------------|----------------------|--------------------|--------------------------------|--|
| <u>Activity</u>                   | <u>Sound</u> | <u>Deficient<br/>(Minor)</u> | <u>Deteriorating</u> | <u>Dilapidated</u> | <u>Number of<br/>Structure</u> | <u>Deteriorating<br/>and/ or<br/>Dilapidated</u> |
| Single Family                     | 0            | 0                            | 0                    | 0                  | 0                              | 0  |
| Commercial                        | 0            | 0                            | 0                    | 0                  | 0                              | 0  |
| Industrial                        | 0            | 0                            | 0                    | 0                  | 0                              | <u>0</u>   |
| <u>Other</u>                      | <u>1</u>     | <u>4</u>                     | <u>3</u>             | <u>9</u>           | <u>17</u>                      | <u>12</u>  |
| <b>Totals</b>                     | <b>1</b>     | <b>4</b>                     | <b>3</b>             | <b>9</b>           | <b>17</b>                      | <b>12</b>  |
| Percent                           | 5.9%         | 23.5%                        | 17.6%                | 52.9%              | 100.0%                         | 70.6%  |

Source: Hanna:Keelan Associates, P.C., 2009

**TABLE 4B**  
**EXTERIOR SURVEY FINDINGS**  
**REDEVELOPMENT AREA #13**  
**HASTINGS, NEBRASKA**

| <u>Exterior Structural Rating</u> |              |                              |                      |                    |                                |  |
|-----------------------------------|--------------|------------------------------|----------------------|--------------------|--------------------------------|--|
| <u>Activity</u>                   | <u>Sound</u> | <u>Deficient<br/>(Minor)</u> | <u>Deteriorating</u> | <u>Dilapidated</u> | <u>Number of<br/>Structure</u> | <u>Deteriorating<br/>and/ or<br/>Dilapidated</u> |
| Single Family                     | 1            | 0                            | 0                    | 0                  | 1                              | 0  |
| Commercial                        | 7            | 1                            | 0                    | 0                  | 8                              | 0  |
| Industrial                        | 0            | 0                            | 0                    | 0                  | 0                              | 0  |
| <u>Other</u>                      | <u>10</u>    | <u>1</u>                     | <u>2</u>             | <u>0</u>           | <u>13</u>                      | <u>2</u>   |
| <b>Totals</b>                     | <b>18</b>    | <b>2</b>                     | <b>2</b>             | <b>0</b>           | <b>22</b>                      | <b>2</b>   |
| Percent                           | 81.8%        | 9.1%                         | 9.1%                 | 0.0%               | 100.0%                         | 9.1%   |

Source: Hanna:Keelan Associates, P.C., 2009

(2) Age of Obsolescence

As per the results of the field survey, it is estimated that of the total 17 structures, in Redevelopment Area #12, all are 40+ years of age, or were built prior to 1969. The Survey also estimates the estimated average age of structures in Redevelopment Area #13 is 54 years of age. Of the 22 identified structures in Redevelopment Area #13, 15 (68.2 percent) of the total 22 structures are 40+ years of age.

Conclusion

**The age and obsolescence of the structures is a strong presence throughout both Redevelopment Areas.**

(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 in Hastings Redevelopment Areas #12 and #13. Factors contributing to insanitary and unsafe conditions are discussed below.

The field survey determined that 70.6 percent of the total 17 structures, in Redevelopment Area #12 and 9.1 percent of the total 22 structures in Redevelopment Area #13, were deteriorating or dilapidated. When not adequately maintained or upgraded to present-day occupancy standards, buildings that are deteriorating or dilapidated pose special safety and sanitary problems. Many of the buildings in redevelopment area #12 show evidence of cracking foundations, weakened infrastructure and are in need of structural repair and/or fire protection.

A total of four parcels in Redevelopment Area #12 and no parcels in Redevelopment Area #13 were identified as possessing minor to major excessive debris. Dilapidated structures, coupled with unoccupied deteriorating and, debris creates an environment inviting pests and vermin. These unwanted nuisances can create unsafe and insanitary conditions. The parcel-by-parcel field survey of Redevelopment Area #12 identified a total of 12, or 54.5 percent of the total parcels as possessing "fair" overall site conditions. Additionally, five, or 22.7 percent of the total 22 parcels were identified as being in "poor" condition. **This represents a total of 77.2 percent of the total 22 parcels as being in "fair" or "poor" condition.** The parcel-by-parcel field survey of Redevelopment Area #13 identified a total of 15, or 65.2 percent of the total 23 parcels as possessing "fair" overall site conditions. Additionally, one parcel was identified as being in "poor" condition. **This represents a total of 69.5 percent of the total 23 parcels as being in "fair" or "poor" condition.**

Hastings utility staff estimate that water and sanitary mains would have been first installed during the early 1900's in Redevelopment Area #12. However, the first building on the campus was completed in 1889. The campus has always maintained its own water and sanitary sewer lagoons. The campus uses its own force mains to drain its sewer lagoon into the Hastings Municipal Sewer System. City utility staff estimate the water and sanitary sewer systems to be 70 to 100+ years of age, with a variety of 2", 4" and 6" water mains and mostly 8" sewer mains. Although these systems are viable even today, they are severely impacted by age, condition and under sized mains by current standards.

The underground infrastructure in Redevelopment Area #13 has an 8" water main running north of 12<sup>th</sup> Street serving the hanger buildings. A separate 6" main running north of 12<sup>th</sup> Street, directly to the terminal building was completed in 1978. Private 8" and 10" mains that were installed in 1965 and 1967 respectively, serve the mall environs. These private mains are believed to be of adequate size, but its age and associated condition will require increasing maintenance and repair as they continue to age.

### **Conclusion**

**The inadequate provision for ventilation, light, air, sanitation or open spaces were reasonably present in both Redevelopment Areas, to constitute Area is a Substandard Factor.**



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

1. **Frame Buildings**

Masonry buildings with wooden structural elements are located throughout **Redevelopment Area #12**, with some in need of structural repair and/or fire protection. An estimated 70.6 percent of the buildings in Redevelopment Area #12 and an estimated 9.1 percent of the buildings in **Redevelopment Area #13** have been determined to be deteriorating or dilapidated. Additionally, the field survey identified that approximately 10 (or 58.8 percent) of the 17 total structures in Redevelopment Area #12 and one of the 22 structures in Redevelopment Area #13 have substandard porches, steps and fire escapes.

2. **Lack of Adequate Utilities**

Hastings utility staff estimate that 75 percent of the water mains throughout **Redevelopment Area #12** are 2" to 6" in diameter, and range between 70 and 100+ years of age and prone to breakage and frequent maintenance. Adequately sized water mains, by current engineering standards, for both fire protection and service, recommend no smaller than 8" in diameter for high density residential service areas and no smaller than 8" in commercial and industrial areas. Although sanitary sewer mains are of adequate diameter, the mains are thought to have been installed as early as the 1900's (100+ years ago) and, as they continue to age, will become more prone to breakage and have increased maintenance need.

The underground infrastructure in **Redevelopment Area #13** has an 8" water main running north of 12<sup>th</sup> Street serving the hanger buildings. A separate 6" main running north of 12<sup>th</sup> Street, directly to the terminal building was completed in 1978. Private 8" and 10" mains that were installed in 1965 and 1967 respectively, serve the mall environs. These private mains are believed to be of adequate size, but its age and associated condition will require increasing maintenance and repair as they continue to age.

Specific data relating to the Redevelopment Area is discussed in the following paragraphs.

Minor debris located on four of the total 22 parcels of Redevelopment Area #12 is significant and poses a potential fire hazard, as well as a place to harbor pests, which can be detrimental to the public's overall health and safety. No debris was located on any of the total 23 parcels within Redevelopment Area #13.

All 17 structures in Redevelopment Area #12 and approximately 15 of the structures in Redevelopment Area #13 were built prior to 1969, thus 40+ years of age. There are masonry buildings with wooden structural elements, located throughout the Area, in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorating or dilapidated.

Overall site conditions of properties throughout Redevelopment Area #12 were generally found to be in "fair" condition. The field survey determined that 12 of the total 22 parcels, in Redevelopment Area #12, were in "fair" condition, while five parcels were in "poor" condition. **This overall condition rating combines for a total of 77.2 percent of the parcels being in "fair" or "poor" condition.**

In Redevelopment Area #13, the field survey determined that 15 of the total 23 parcels were in "fair" condition, while one parcel (4.3 percent) was determined to be in "poor" condition. **This overall condition rating combines for a total of 69.5 percent of the parcels being in "fair" or "poor" condition.** Generally, conditions combining for this determination included the evaluation of the general condition of structures, site improvements and adjacent right-of-way conditions.

## **Conclusion**

**The conditions which endanger life or property by fire and other causes were strongly present throughout Redevelopment Area #12 and reasonably present throughout Redevelopment Area #13.**

## ***BLIGHT 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 Hastings Redevelopment Area, the standards and criteria used for evaluation and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis was based on an exterior inspection of all **17 and 22** existing structures, within each respective Redevelopment Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the area.

#### **1. Structures/Building Systems Evaluation**

During the on-site field analysis, each component of a structure/building was examined to determine whether it was in sound condition or has minor, major, or critical defects. Structures/building systems to be examined will include the following three types, **one Primary and two Secondary**.

**Structural Systems (Primary Components).** These include the basic elements of any structure/building: roof structure, wall foundation, and basement foundation.

#### **(Secondary Components)**

**Building Systems.** These components include: roof surface condition, chimney, gutters/down spouts, and exterior wall surface.

**Architectural Systems.** These are components generally added to the structural systems and are necessary parts of the structure/building, including exterior paint, doors, windows, porches, steps, and fire escape, and driveways and site conditions.

The evaluation of each individual parcel of land includes the review and evaluation of: adjacent land use, street surface type, street conditions, sidewalk conditions, parking, railroad track/right-of-way composition, existence of debris, existence of vagrants, and overall site condition, and the documentation of age and type of structure/building.

## **2. Criteria for Rating Components for Structural, Building and Architectural Systems**

The components for the previously identified Systems, are individually rated utilizing the following criteria.

**Sound.** Component that contained no defects, is adequately maintained, and requires no treatment outside of normal ongoing maintenance.

**Minor - Defect.** Component that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. 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 systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

**Major - Defect.** Components that contained major defects over a over a widespread area and would be difficult to correct through normal maintenance. Structures/buildings having major defects would require replacement or rebuilding of systems by people skilled in the building trades.

**Critical Defect.** Components that contained critical defects (bowing, sagging, or settling to any or all exterior systems 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.

### 3. Final Structure/Building Rating

After completion of the **Exterior Rating** of each structure/building, each individual structure/building was placed in one of four categories, based on the combination of defects found with Components contained in Structural, Building and Architectural Systems. Each final rating is described below:

**Sound**. Defined as structures/buildings that can be kept in a standard condition with normal maintenance. Structures/buildings, so classified, **have less than six points**.

**Deficient-Minor**. Defined as structures/buildings classified as deficient--requiring minor repairs--**having between six and 10 points**.

**Deteriorating**. Defined as structures/buildings classified as deficient--requiring major repairs-- **having between 11 and 20 points**.

**Dilapidated**. Defined as structurally substandard structures/buildings containing defects that are so serious and so extensive that it may be most economical to raze the structure/building. Structures/buildings classified as dilapidated will **have at least 21 points**.

An individual *Exterior Rating form* is completed for each structure/building. The results of the *Exterior Rating* of all structures/buildings are presented in a *Table format*.

| Primary Components          | S e c o n d a r y<br>Components |
|-----------------------------|---------------------------------|
| One Critical = 11 pts       | One Critical = 6pts             |
| Major Deteriorating = 6 pts | Major Deteriorating =3pts       |
| Minor = 2 pts               | Minor = 1 pt                    |

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 word "building" and "structure" are presumed to be interchangeable.

#### 4. Field Survey Conclusions

The condition of the total 17 buildings within **Redevelopment Area #12** were determined based on the finding of the exterior survey. These surveys indicated the following:

- One (1) structure was classified as structurally sound;
- Four (4) structures were classified as deteriorating with minor defects.
- Three (3) structures were classified as deteriorating with major defects; and
- Nine (9) structures were classified as substandard.

The condition of the 22 buildings within **Redevelopment Area #13** were determined based on the finding of the exterior survey. These surveys indicated the following:

- Eighteen (18) structures were classified as structurally sound;
- Two (2) structures were classified as deteriorating with minor defects.
- Two (2) structures were classified as deteriorating with major defects; and
- Zero (0) structures were classified as substandard.

The results of the exterior structural survey identified the conditions of the structures, throughout the Redevelopment Areas. A total of 12 of the total 17 structures within Redevelopment Area #12 and two of the total 22 structures, within Redevelopment Area #13, are either deteriorating or dilapidated to a substandard condition.

### **Conclusion**

The results of the structural condition survey indicates deteriorating structures are present to a strong extent throughout Redevelopment Area #12 and are a “No Presence of Factor” throughout Redevelopment Area #13. Table 5 identifies the results of the structural rating process per building type.

**TABLE 5A**  
**EXTERIOR SURVEY FINDINGS**  
**REDEVELOPMENT AREA #12**  
**HASTINGS, NEBRASKA**

| <u>Exterior Structural Rating</u> |              |                              |                      |                    |                                 |  |
|-----------------------------------|--------------|------------------------------|----------------------|--------------------|---------------------------------|--|
| <u>Activity</u>                   | <u>Sound</u> | <u>Deficient<br/>(Minor)</u> | <u>Deteriorating</u> | <u>Dilapidated</u> | <u>Number of<br/>Structures</u> | <u>Deteriorating<br/>and/ or<br/>Dilapidated</u> |
| Single Family                     | 0            | 0                            | 0                    | 0                  | 0                               | 0  |
| Commercial                        | 0            | 0                            | 0                    | 0                  | 0                               | 0  |
| Industrial                        | 0            | 0                            | 0                    | 0                  | 0                               | 0  |
| <u>Other</u>                      | <u>1</u>     | <u>4</u>                     | <u>3</u>             | <u>9</u>           | <u>17</u>                       | <u>12</u>  |
| <b>Totals</b>                     | <b>1</b>     | <b>4</b>                     | <b>3</b>             | <b>9</b>           | <b>17</b>                       | <b>12</b>  |
| Percent                           | 5.9%         | 23.5%                        | 17.6%                | 52.9%              | 100.0%                          | 70.6%  |

Source: Hanna:Keelan Associates, P.C., 2009

**TABLE 5B**  
**EXTERIOR SURVEY FINDINGS**  
**REDEVELOPMENT AREA #13**  
**HASTINGS, NEBRASKA**

| <u>Exterior Structural Rating</u> |              |                              |                      |                    |                                 |  |
|-----------------------------------|--------------|------------------------------|----------------------|--------------------|---------------------------------|--|
| <u>Activity</u>                   | <u>Sound</u> | <u>Deficient<br/>(Minor)</u> | <u>Deteriorating</u> | <u>Dilapidated</u> | <u>Number of<br/>Structures</u> | <u>Deteriorating<br/>and/ or<br/>Dilapidated</u> |
| Single Family                     | 1            | 0                            | 0                    | 0                  | 1                               | 0  |
| Commercial                        | 7            | 1                            | 0                    | 0                  | 8                               | 0  |
| Industrial                        | 0            | 0                            | 0                    | 0                  | 0                               | 0  |
| <u>Other</u>                      | <u>10</u>    | <u>1</u>                     | <u>2</u>             | <u>0</u>           | <u>13</u>                       | <u>2</u>   |
| <b>Totals</b>                     | <b>18</b>    | <b>2</b>                     | <b>2</b>             | <b>0</b>           | <b>22</b>                       | <b>2</b>   |
| Percent                           |              |                              |                      |                    |                                 |  |

Source: Hanna:Keelan Associates, P.C., 2009



## **(2) Existence of Defective or Inadequate Street Layout**

The street pattern within Hastings Redevelopment Areas #12 & #13 consist of County and City roads at the western edges of the City of Hastings. Roads within Redevelopment Area #12 consist of hard surfaced pavement or gravel, while roads within Redevelopment Area #13 consist of all hard surfaced material.

The principle existing road within the Redevelopment Area #12, is Highland Road, which borders the Redevelopment Area on the east. West 12<sup>th</sup> Street runs through **Redevelopment Area #13**, which is bordered by Marian Road, on the east. Conditions that contribute to the Factor of existence of defective or inadequate street layout are discussed below.

### **1. Conditions of Streets**

The eastern boundary of **Redevelopment Area #12** is bound by Highland Road. West 2<sup>nd</sup> Street enters the Redevelopment Area from the east. Approximately 10 of the total 22 parcels front on either gravel or asphalt roads in “fair” or “poor” condition. Periods of inclement weather, coupled with delivery truck traffic associated with the southwest portion of the campus where nutrition services, the power plant and other support services were accessed by gravel surfaced street in Redevelopment Area #12 can be detrimental.

**Redevelopment Area #13** is bound on the east by Marian Road. West 12<sup>th</sup> Street separates the Imperial Mall from the Airport. Approximately eight of the total 23 parcels front on either concrete or asphalt roads in “fair” or “poor” condition.

### **2. Lack of Adequate Access**

The Hastings Regional Center is currently accessed by a single gated entry point at the north end of campus, or the “Main Facility Entrance” along Highland Road. Two former entry points, one at the intersection of Highland Road and West 2<sup>nd</sup> Street and the third located south of West 2<sup>nd</sup> Street, north of the Burlington Northern Santa Fe Railroad. One entry point helps to secure the campus, but also limits the availability of emergency vehicles to service the large campus.

### **3. Dead End Streets**

Marian Road and West 12<sup>th</sup> Street both extend across and beyond the Corporate Limits of the City in all directions. However, development on large irregular tracts of both the Imperial Mall and the Municipal Airport effectively blocks "collector streets" and "minor streets" from adjacent subdivisions from accessing Redevelopment Area #13 has blocked the natural extension of other existing streets.

### **Conclusion**

The existence of defective or inadequate street layout is present to a reasonable degree in both Redevelopment Areas and, thus, constitutes a blighting factor.

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

Building use and condition surveys, the review of property ownership and subdivision records and field surveys resulted in the identification of conditions associated with faulty lot layout in relation to size, adequacy and accessibility, or usefulness of land within the Redevelopment Area. The problem conditions include:

#### **1. Inadequate Lot Size.**

**Redevelopment Area #12** is comprised of two individual (legal) tracts of land, one that has 125 acres generally to the west of the extended line of Highland Road and the second to the east of the extended line of Highland Road that has approximately 45 acres of land.

**Redevelopment Area #13** includes approximately 80.5 acres that includes one large, expansive tract of land associated with the Municipal Airport (including vast areas beyond the Redevelopment Area, such as the runways and approach zones). The Imperial Mall environs, on the south side of West 12<sup>th</sup> Street, consists of three separate lots, two small lots include the abandoned restaurant and theater. One large tract of land comprised of approximately 38 total acres includes the Mall, abandoned grocery store and vacant grassed area of the approach zone adjacent Marian Road.

Although both Redevelopment Areas #12 and #13 were sufficient to support prior uses, individual tracts of land may have to be subdivided to support future commercial, industrial, technology and educational uses in these Redevelopment Areas.

#### **2. Limited Accessibility**

**Redevelopment Area #12** can only be accessed from Highland Road to the east. All vacant land within this area is located on the opposite side of the Hospital grounds. Major street improvements and possible zoning changes or annexation action are necessary before any future development is to take place.

In **Redevelopment Area #13**, the Imperial Mall area has multiple access points to West 12<sup>th</sup> Street, Marian Road and Park Lane Drive. However, northbound traffic on Marian Road and westbound traffic on West 12<sup>th</sup> Street have a difficult time accessing the Imperial Mall area, due to a lack of controlled turning lanes and traffic calming implementations. Traffic can only access the Airport via West 12<sup>th</sup> Street. A lack of turning lanes for all traffic on West 12<sup>th</sup> Street creates accessibility limitations.

### **Conclusion**

**Problems relating to faulty lot layout are present to a strong extent in Redevelopment Area #12 and to a reasonable extent Redevelopment Area #13.**

#### **(4) Insanitary and Unsafe Conditions**

The results of the area-wide field survey, along with information retained from City Officials provided the basis for the identification of insanitary and unsafe conditions within the Hastings Redevelopment Areas #12 and #13.

##### **1. Age of Structures**

The analysis of all 17 structures, in **Redevelopment Area #12**, identified all structures as being 40+ years of age, built prior to 1969. The analysis of all 22 structures, in **Redevelopment Area #13**, identified approximately 15 as being 40+ years of age, built prior to 1969. This results in the potential for deteriorating buildings.

##### **2. Deteriorating Buildings**

The deteriorating or dilapidated conditions cited in these Studies were prevalent in 12 of the existing structures, in **Redevelopment Area #12** and in two of the existing structures, in **Redevelopment Area #13**. Structures in this condition can result in hazards which endanger adjacent properties.

##### **3. Age of Water and Sanitary Sewer Systems**

Water and sewer systems associated with the Hastings Regional Center campus, **Redevelopment Area #12**, are a self-contained private system that ranges in age from 70 to 100+ years and is estimated by City utility staff to have a variety of 2" to 6" utility mains that are under sized by current engineering standards.

The underground infrastructure in **Redevelopment Area #13** has an 8" water main running north of 12<sup>th</sup> Street serving the hanger buildings. A separate 6" main running north of 12<sup>th</sup> Street, attached to the terminal building, was completed in 1978. Private 8" and 10" mains that were installed in 1965 and 1967, respectively, serve the Mall environs. These private mains are believed to be of adequate size, but its age and associated condition will require increasing maintenance and repair as the mains continue to age.

#### **Conclusion**

**Insanitary and unsafe conditions are present to a strong extent throughout both Redevelopment Areas.**

## **(5) Deterioration of Site or Other Improvements**

Field observations were conducted to determine the condition of site improvements within Hastings Redevelopment Areas #12 and #13, including City and County Roads, storm water drainage ditches, traffic control devices and off-street parking. The **Appendix** documents the present condition of these site features. The primary problems in the Redevelopment Areas are age and condition of public utilities, debris and inadequate public improvements.

**In Redevelopment Area #12**, a total of 12 of the total 22 parcels received an overall site condition rating of “fair”, while an additional five parcels received a “poor” rating. Conditions that lead to these findings included:

- A total of 10 parcels lacked sidewalks and a total of 20 parcels fronted on streets that were in “fair” or “poor” condition.
- The field survey identified one of the total 22 parcels as having parking areas with gravel surfaced, while 10 of the total parcels fronted on streets or roads that are gravel surfaced and generally in fair condition.
- Three of the total 17 structures were identified as deteriorating and nine were found to be dilapidated. Together, these structures amount to just over 70 percent of the buildings within the Redevelopment Area, as being in need of rehabilitation, or, potentially, if too dilapidated and cost prohibitive to restore, considered for demolition and replacement.

**In Redevelopment Area #13**, a total of 15 of the total 23 parcels received an overall site condition rating of “fair”, while only one parcel (4.3 percent) received a “poor” rating. Conditions that lead to these findings included:

- A total of 14 of the parcels lacked sidewalks and a total of one parcel fronted on a street that was in “fair” or “poor” condition.
- The field survey identified one of the total 23 parcels as having parking areas that were gravel surfaced, while one of the total parcels fronted on streets or roads that are gravel surfaced and generally in fair condition.

- Two of the total 22 structures were identified as deteriorating. The two structures, in Redevelopment Area #13 were identified as being in need of rehabilitation, or, potentially, if too dilapidated and cost prohibitive to restore, considered for demolition and replacement.

### **Conclusion**

**Deterioration of site improvements is present to a strong extent in both Redevelopment Areas.**

**(6) Diversity of Ownership**

The total number of unduplicated owners within the **Redevelopment Area #12**, is documented to be one by the Adams County Assessors Office, where the entire Area is owned by the State of Nebraska. **Redevelopment Area #13** is documented to have **three** separate and unduplicated owners.

Redevelopment Areas #12 and #13 are currently comprised of publicly owned lands when considered in combination with Hastings Municipal Airport, Adams County and Hastings City roads and associated campus and vacant lands owned by the State of Nebraska at the Hastings Regional Center.

Much of the land in both Redevelopment Areas consists of large tracts of land, both owned by City and State entities. Land assemblage of proportions, or of all of these Redevelopment Areas may be necessary for development and redevelopment efforts to be successful, economically feasible and will attract financial support, as well as public patronage required to repay such financial support. Such assemblage is difficult without public intervention.

**Conclusion**

The factor “diversity of ownership” has little or no presence in either Redevelopment Area.

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

A thorough examination of public records was conducted to determine the status of taxation of properties located in the Redevelopment Areas. It should be noted, real estate is taxed at approximately 98 percent of fair value, rendering it almost impossible for a tax to exceed value in a steady real estate market. If a badly dilapidated property was assessed/valued too high, a public protest system is designed to give the owner appropriate relief and tax adjustment.

**1. Real estate taxes.**

Public records were examined for the purposes of determining if delinquent taxes currently outstanding on parcels within both Redevelopment Areas. The records indicated that **none** of the parcels were classified as delinquent by Adams County.

**2. Real Estate Taxes**

The tax values within the Redevelopment Areas generally appeared to be equal to or greater than the market value of the properties. **Redevelopment Area #12** currently has no assessed valuation, as the entire Area is publically owned. **Redevelopment Area #13** contains publically owned property associated with the Municipal Airport to the north of West 12 Street and two separate owners of record within the Mall environs south of West 12<sup>th</sup> Street.

**3. Tax Exempt**

Several tax exempt properties exist throughout both Redevelopment Areas. All parcels within Redevelopment Area #12 are tax exempt, while Municipal Airport was identified as tax exempt in Redevelopment Area #13, by the Adams County Assessor and Treasurers Offices.

**Conclusion**

**Taxes or special assessments delinquency were of no presence throughout Redevelopment Areas #12 or #13.**



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

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

**Conclusion**

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

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

An in-depth analysis of the subdivision conditions in the Hastings Redevelopment Areas revealed that improper subdivision and obsolete platting is prevalent throughout both Redevelopment Areas.

**Redevelopment Area #12** is split into two parcels, which generally divide the campus building layout in half. The eastern most parcel contains the eastern half of the campus buildings and is bound to the east by Regional Center Road and its intersection with West 2<sup>nd</sup> Street. The western most parcel contains the western half of the campus buildings, but also consists of approximately 44 acres of vacant land. This vacant land is cut off from any City or County arterial road, due to the location of the campus buildings, rendering it an impractical growth area for any future development, not associated with the Hastings Regional Center or some other campus oriented use.

**Redevelopment Area #13** consists of the Imperial Mall and the Hastings Municipal Airport. The Imperial Mall parcel contains approximately 33.4 acres of commercial land use and associated parking areas. Reconfiguring of the existing buildings is anticipated to be the extent of the Mall property, while the Airport parcel contains approximately 16 acres of vacant land and nearly 15 acres of public lands associated with the Airport Terminal and Hanger areas. These areas are assumed to have potential for industrial and commercial warehousing businesses that rely upon air transportation. Approximately 5.4 acres of land, northeast of the Mall parking lot is vacant land due to the airport runway approach zone. Therefore, this land can never be developed.

Inadequately sized parcels for smaller scale individual development and development without regard for existing platted subdivisions has and will continue to inhibit development without publicly supported programs that provide incentives for reinvestment in these two Redevelopment Areas.

### **Conclusion**

**A strong presence of improper subdivision or obsolete platting exists throughout Redevelopment Areas #12 and #13.**

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

**1. Frame Buildings**

There were masonry buildings with wooden structural elements, located throughout both Redevelopment Areas #12 and #13, with some in need of structural repair and/or fire protection. An estimated 70.6 percent of the buildings in **Redevelopment Area #12** and an estimated 9.1 percent of the buildings in **Redevelopment Area #13** have been determined to be deteriorating or dilapidated. Additionally, the field survey identified that approximately 10 of the 17 total structures in Redevelopment Area #12 and one of the 22 structures in Redevelopment Area #13 have substandard porches, steps and fire escapes.

**2. Lack of Adequate Utilities**

Water and sewer systems associated with the Hastings Regional Center campus, **Redevelopment Area #12**, are a self-contained private system that ranges in age from 70 to 100+ years of age and is estimated by City utility staff to have a variety of 2" to 6" utility main diameters that are under sized by current City engineering standards.

**Redevelopment Area #13** has an 8" water main that is 50 years of age and a 6" main serving the Terminal Building that was installed 31 years ago. The Imperial Mall and former grocery store are serviced with a private water system installed approximately 44 years ago. Although this private water system is adequately sized for proper fire protection, the age and associated condition of the system will require increasing maintenance and repair as they continue to age.

Specific data relating to the Redevelopment Area is discussed in the following paragraphs.

Minor debris located on four of the total 22 parcels in Redevelopment Area #12 is significant and poses a potential fire hazard, as well as a place to harbor pests, which can be detrimental to the public's overall health and safety. No debris was located on any of the 23 parcels within Redevelopment Area #13.

All 17 structures in Redevelopment Area #12 and approximately 15 of the total 22 structures in Redevelopment Area #13 were built prior to 1969, thus 40+ years of age. There are masonry buildings with wooden structural elements, located throughout both Areas, in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorating or dilapidated.

Overall site conditions at properties throughout Redevelopment Area #12 were generally found to be in "fair" condition. The field survey determined that 12 parcels, or 54.5 percent of the total 22 parcels, in Redevelopment Area #12, were in "fair" condition, while five parcels (22.7 percent) were determined to be in "poor" condition. **This overall condition rating combines for a total of 77.2 percent of the parcels being in "fair" or "poor" condition.**

In Redevelopment Area #13, The field survey determined that 15 of the total 23 parcels were in "fair" condition, while one parcel was determined to be in "poor" condition. **This overall condition rating combines for a total of 69.5 percent of the parcels being in "fair" or "poor" condition.** Generally, conditions combining for this determination included the evaluation of the general condition of structures, site improvements and adjacent right-of-way conditions.

### **Conclusion**

**The conditions which endanger life or property by fire and other causes are strongly present throughout both Redevelopment Areas #12 and #13.**

## **(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.

Some public improvements have occurred in both Redevelopment Areas, in the past several years, but additional efforts are needed. Without some type of public assistance and coordination of effort, difficult challenges will be rendered for future development projects to be successful ventures. Numerous problems or obstacles exist for comprehensive redevelopment efforts by the private sector both Redevelopment Areas; problems that only public assistance programs can help remedy. These include removal of substantially dilapidated structures and outdate utility systems.

**Redevelopment Area #12** has a completely self-contained utility system ranging in age between 70 to 100+ years of age, with the exception of using a private force sanitary sewer main to empty treated affluent from the Hastings Regional Center into the City's sanitary sewer system. Much of the large buildings on this campus are functionally obsolescent for new uses to fully use the entire structures.

The Imperial Mall and Hastings Municipal Airport are included in **Redevelopment Area #13** and contain a mixture of public and private utility systems that are appropriately sized, but associated age and condition approaching 50+ years is of primary concern.

Several structures in the Redevelopment Areas contain commercial and public/quasi-public buildings that are functionally and economically obsolescent. Adaptive reuse of buildings on both Redevelopment Areas will be difficult when changing their current land use types.

### **Conclusion**

**Other Environmental, Blighted Factors** are present to a reasonable extent throughout Redevelopment Area #12 and to a strong extent throughout Redevelopment Area #13. Redevelopment Areas #12 & #13 contains a fair amount of functionally obsolete structures and a variety of mixed/nonconforming land uses.

## **(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 City in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses.

**One of the aforementioned criteria is prevalent throughout the designated blighted areas.**

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

According to the field survey, **all public/quasi-public and dormitory structures in Redevelopment Area #12 are 40+ years of age.** The field survey however revealed that the average age of commercial buildings in **Redevelopment Area #13 is 32 years of age.**

## **Conclusion**

**The criteria of average age of residential units is over 40 years of age as one of five additional blighting conditions is strongly present throughout Redevelopment Area #12 and reasonably present throughout Redevelopment Area #13.**

## ***DETERMINATION OF REDEVELOPMENT AREA ELIGIBILITY***

The **Hastings Redevelopment Areas #12 and #13** meet the requirements of the Nebraska Community Development Law for designation as both a "blighted and substandard area." There is at least a reasonable distribution of all **three** factors that constitute the Areas as substandard. Of the 12 possible factors that can constitute an Area blighted, **nine** are at least reasonably present in the Redevelopment Area #12, while **eight** are at least reasonable present in Redevelopment Area #13. Factors present in each of the criteria are identified below.

### **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.

### **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. Improper subdivision or obsolete platting.
7. The existence of conditions which endanger life or property by fire or other causes.
8. Other environmental and blighting factors.
9. One of the other five conditions.

\*The Blighted Factor "*1. A substantial number of deteriorated or deteriorating structures*" was not found to a significant extent in Redevelopment Area #13.

Although all of the previously listed Factors are reasonably present throughout the Hastings Redevelopment Areas #12 and #13, the conclusion is that the average age of the structures, insanitary and unsafe conditions, lack of modern infrastructure systems, deterioration of site or other improvements and the existence of conditions which endanger life or property by fire or other causes are a sufficient basis for designation of each Redevelopment Area as blighted and substandard.

The extent of Blight and Substandard Factors in Redevelopment Areas #12 and #13, addressed in this document, is presented in **Tables 1 and 2**, located on **Pages 5 and 7** respectively. The eligibility findings indicate the Redevelopment Areas are in need of revitalization and strengthening to ensure they will contribute to the physical, economic and social well-being of the City of Hastings. Indications are, the Areas, on the whole, have 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.



# *APPENDIX*

**Structural/Site Conditions  
Survey Form**

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

**Section I:**

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

**Section II: Structural Components**

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

**Final Rating:**

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

**Section III: Revitalization Area**

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

# HASTINGS STATE HOSPITAL

## TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

### AGE OF STRUCTURE

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| 1-5 years    | 0         | 0.0%          |          |          |          | NA        | 0         |
| 5-10 years   | 0         | 0.0%          |          |          |          | NA        | 0         |
| 10-20 years  | 0         | 0.0%          |          |          |          | NA        | 0         |
| 20-40 years  | 0         | 0.0%          |          |          |          | NA        | 0         |
| 40-100 years | 17        | 100.0%        |          |          |          | NA        | 17        |
| 100+ years   | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### FINAL STRUCTURAL RATING

|                 |           |               |          |          |          |           |           |
|-----------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound           | 1         | 5.9%          |          |          |          | NA        | 1         |
| deficient minor | 4         | 23.5%         |          |          |          | NA        | 4         |
| deficient major | 3         | 17.6%         |          |          |          | NA        | 3         |
| substandard     | 9         | 52.9%         |          |          |          | NA        | 9         |
| <b>TOTAL</b>    | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### STREET CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| excellent    | 0         | 0.0%          |          |          |          | 0        | 0         |
| good         | 2         | 9.1%          |          |          |          | 1        | 1         |
| fair         | 18        | 81.8%         |          |          |          | 0        | 18        |
| poor         | 2         | 9.1%          |          |          |          | 0        | 2         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

### SIDEWALK CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| none         | 10        | 45.5%         |          |          |          | 1        | 9         |
| excellent    | 0         | 0.0%          |          |          |          | 0        | 0         |
| good         | 9         | 40.9%         |          |          |          | 0        | 9         |
| fair         | 3         | 13.6%         |          |          |          | 0        | 3         |
| poor         | 0         | 0.0%          |          |          |          | 0        | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

### DEBRIS

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| major        | 0         | 0.0%          |          |          |          | 0        | 0         |
| minor        | 4         | 18.2%         |          |          |          | 0        | 4         |
| none         | 18        | 81.8%         |          |          |          | 1        | 17        |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

### OVERALL SITE CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| excellent    | 0         | 0.0%          |          |          |          | 0        | 0         |
| good         | 5         | 22.7%         |          |          |          | 0        | 5         |
| fair         | 12        | 54.5%         |          |          |          | 1        | 11        |
| poor         | 5         | 22.7%         |          |          |          | 0        | 5         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

# HASTINGS STATE HOSPITAL

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## DOORS

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 5         | 29.4%         |          |          |          | NA        | 5         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 7         | 41.2%         |          |          |          | NA        | 7         |
| substandard  | 4         | 23.5%         |          |          |          | NA        | 4         |
| critical     | 1         | 5.9%          |          |          |          | NA        | 1         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## WINDOWS

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 6         | 35.3%         |          |          |          | NA        | 6         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 5         | 29.4%         |          |          |          | NA        | 5         |
| substandard  | 5         | 29.4%         |          |          |          | NA        | 5         |
| critical     | 1         | 5.9%          |          |          |          | NA        | 1         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## STREET TYPE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| none         | 0         | 0.0%          |          |          |          | 0        | 0         |
| concrete     | 7         | 31.8%         |          |          |          | 0        | 7         |
| asphalt      | 5         | 22.7%         |          |          |          | 0        | 5         |
| gravel       | 10        | 45.5%         |          |          |          | 1        | 9         |
| dirt         | 0         | 0.0%          |          |          |          | 0        | 0         |
| brick        | 0         | 0.0%          |          |          |          | 0        | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

## PORCHES...

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 4         | 23.5%         |          |          |          | NA        | 4         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 3         | 17.6%         |          |          |          | NA        | 3         |
| substandard  | 10        | 58.8%         |          |          |          | NA        | 10        |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## PAINT

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 2         | 11.8%         |          |          |          | NA        | 2         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 4         | 23.5%         |          |          |          | NA        | 4         |
| substandard  | 10        | 58.8%         |          |          |          | NA        | 10        |
| critical     | 1         | 5.9%          |          |          |          | NA        | 1         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## DRIVEWAY

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 3         | 17.6%         |          |          |          | NA        | 3         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 4         | 23.5%         |          |          |          | NA        | 4         |
| substandard  | 10        | 58.8%         |          |          |          | NA        | 10        |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

# HASTINGS STATE HOSPITAL

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## ROOF STRUCTURE

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 0         | 0.0%          |          |          |          | NA        | 0         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 9         | 52.9%         |          |          |          | NA        | 9         |
| substandard  | 7         | 41.2%         |          |          |          | NA        | 7         |
| critical     | 1         | 5.9%          |          |          |          | NA        | 1         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## WALL FOUNDATION

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 2         | 11.8%         |          |          |          | NA        | 2         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 9         | 52.9%         |          |          |          | NA        | 9         |
| substandard  | 6         | 35.3%         |          |          |          | NA        | 6         |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## FOUNDATION

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 8         | 47.1%         |          |          |          | NA        | 8         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 5         | 29.4%         |          |          |          | NA        | 5         |
| substandard  | 4         | 23.5%         |          |          |          | NA        | 4         |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## FOUNDATION TYPE

|                |           |               |          |          |          |           |           |
|----------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| Concrete       | 11        | 64.7%         |          |          |          | NA        | 11        |
| Stone          | 6         | 35.3%         |          |          |          | NA        | 6         |
| Rolled Asphalt | 0         | 0.0%          |          |          |          | NA        | 0         |
| Brick          | 0         | 0.0%          |          |          |          | NA        | 0         |
| Other          | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b>   | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## ROOF SURFACE

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 1         | 5.9%          |          |          |          | NA        | 1         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 9         | 52.9%         |          |          |          | NA        | 9         |
| substandard  | 5         | 29.4%         |          |          |          | NA        | 5         |
| critical     | 2         | 11.8%         |          |          |          | NA        | 2         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

## ROOF TYPE

|                  |           |               |          |          |          |           |           |
|------------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| Asphalt Shingles | 9         | 52.9%         |          |          |          | NA        | 9         |
| Rolled Asphalt   | 8         | 47.1%         |          |          |          | NA        | 8         |
| Cedar            | 0         | 0.0%          |          |          |          | NA        | 0         |
| Combination      | 0         | 0.0%          |          |          |          | NA        | 0         |
| Other            | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b>     | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

# HASTINGS STATE HOSPITAL

## TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

### CHIMNEY

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 3         | 17.6%         |          |          |          | NA        | 3         |
| none         | 7         | 41.2%         |          |          |          | NA        | 7         |
| minor        | 7         | 41.2%         |          |          |          | NA        | 7         |
| substandard  | 0         | 0.0%          |          |          |          | NA        | 0         |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### GUTTER, DOWNSPOUTS

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 7         | 41.2%         |          |          |          | NA        | 7         |
| none         | 1         | 5.9%          |          |          |          | NA        | 1         |
| minor        | 4         | 23.5%         |          |          |          | NA        | 4         |
| substandard  | 5         | 29.4%         |          |          |          | NA        | 5         |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### WALL SURFACE

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| sound        | 4         | 23.5%         |          |          |          | NA        | 4         |
| none         | 0         | 0.0%          |          |          |          | NA        | 0         |
| minor        | 7         | 41.2%         |          |          |          | NA        | 7         |
| substandard  | 6         | 35.3%         |          |          |          | NA        | 6         |
| critical     | 0         | 0.0%          |          |          |          | NA        | 0         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### WALL SURFACE TYPE

|              |           |               |          |          |          |           |           |
|--------------|-----------|---------------|----------|----------|----------|-----------|-----------|
| Frame        | 1         | 5.9%          |          |          |          | NA        | 1         |
| Masonry      | 14        | 82.4%         |          |          |          | NA        | 14        |
| Siding       | 0         | 0.0%          |          |          |          | NA        | 0         |
| Combination  | 1         | 5.9%          |          |          |          | NA        | 1         |
| Stucco       | 0         | 0.0%          |          |          |          | NA        | 0         |
| Other        | 1         | 5.9%          |          |          |          | NA        | 1         |
| <b>TOTAL</b> | <b>17</b> | <b>100.0%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>NA</b> | <b>17</b> |

### PARKING SURFACE

|              |           |                |          |          |          |          |           |
|--------------|-----------|----------------|----------|----------|----------|----------|-----------|
| none         | 12        | 54.55%         |          |          |          | 1        | 11        |
| concrete     | 6         | 27.27%         |          |          |          | 0        | 6         |
| asphalt      | 0         | 0.00%          |          |          |          | 0        | 0         |
| gravel       | 3         | 13.64%         |          |          |          | 0        | 3         |
| dirt         | 1         | 4.55%          |          |          |          | 0        | 1         |
| brick        | 0         | 0.00%          |          |          |          | 0        | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.00%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

### PARKING SPACES

|              |           |                |          |          |          |          |           |
|--------------|-----------|----------------|----------|----------|----------|----------|-----------|
| none         | 12        | 54.55%         |          |          |          | 1        | 11        |
| 1 to 2       | 4         | 18.18%         |          |          |          | 0        | 4         |
| 3 to 5       | 2         | 9.09%          |          |          |          | 0        | 2         |
| 6 to 10      | 1         | 4.55%          |          |          |          | 0        | 1         |
| 11 to 20     | 0         | 0.00%          |          |          |          | 0        | 0         |
| 21 or more   | 3         | 13.64%         |          |          |          | 0        | 3         |
| <b>TOTAL</b> | <b>22</b> | <b>100.00%</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>21</b> |

# HASTINGS MALL/ AIRPORT

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## AGE OF STRUCTURE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| 1-5 years    | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| 5-10 years   | 1         | 4.5%          | 0        | 0        | 0        | NA       | 1         |
| 10-20 years  | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| 20-40 years  | 6         | 27.3%         | 0        | 4        | 0        | NA       | 2         |
| 40-100 years | 15        | 68.2%         | 1        | 4        | 0        | NA       | 10        |
| 100+ years   | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## FINAL STRUCTURAL RATING

|                 |           |               |          |          |    |          |           |
|-----------------|-----------|---------------|----------|----------|----|----------|-----------|
| sound           | 18        | 81.8%         | 1        | 7        | NA | NA       | 10        |
| deficient minor | 2         | 9.1%          | 0        | 1        | NA | NA       | 1         |
| deficient major | 2         | 9.1%          | 0        | 0        | NA | NA       | 2         |
| substandard     | 0         | 0.0%          | 0        | 0        | NA | NA       | 0         |
| <b>TOTAL</b>    | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> |    | <b>0</b> | <b>13</b> |

## STREET CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| none         | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| excellent    | 15        | 65.2%         | 1        | 2        | 0        | NA       | 12        |
| good         | 7         | 30.4%         | 0        | 5        | 1        | NA       | 1         |
| fair         | 1         | 4.3%          | 0        | 1        | 0        | NA       | 0         |
| poor         | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| <b>TOTAL</b> | <b>23</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

## SIDEWALK CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| none         | 14        | 60.9%         | 1        | 2        | 1        | NA       | 10        |
| excellent    | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| good         | 8         | 34.8%         | 0        | 5        | 0        | NA       | 3         |
| fair         | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| poor         | 1         | 4.3%          | 0        | 1        | 0        | NA       | 0         |
| <b>TOTAL</b> | <b>23</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

## DEBRIS

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| major        | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| minor        | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| none         | 23        | 100.0%        | 1        | 8        | 1        | NA       | 13        |
| <b>TOTAL</b> | <b>23</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

## OVERALL SITE CONDITION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| excellent    | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| good         | 7         | 30.4%         | 0        | 3        | 0        | NA       | 4         |
| fair         | 15        | 65.2%         | 1        | 5        | 0        | NA       | 9         |
| poor         | 1         | 4.3%          | 0        | 0        | 1        | NA       | 0         |
| <b>TOTAL</b> | <b>23</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

# HASTINGS MALL/ AIRPORT

## TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

### DOORS

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 17        | 77.3%         | 0        | 6        | NA       | N/A      | 11        |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 5         | 22.7%         | 1        | 2        | NA       | N/A      | 2         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### WINDOWS

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 14        | 63.6%         | 0        | 6        | NA       | N/A      | 8         |
| none         | 3         | 13.6%         | 0        | 0        | NA       | N/A      | 3         |
| minor        | 5         | 22.7%         | 1        | 2        | NA       | N/A      | 2         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### STREET TYPE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| none         | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| concrete     | 9         | 39.1%         | 0        | 0        | 0        | NA       | 9         |
| asphalt      | 14        | 60.9%         | 1        | 8        | 1        | NA       | 4         |
| gravel       | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| dirt         | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| brick        | 0         | 0.0%          | 0        | 0        | 0        | NA       | 0         |
| <b>TOTAL</b> | <b>23</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

### PORCHES...

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 14        | 63.6%         | 1        | 5        | NA       | N/A      | 8         |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 7         | 31.8%         | 0        | 2        | NA       | N/A      | 5         |
| substandard  | 1         | 4.5%          | 0        | 1        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### PAINT

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 10        | 45.5%         | 0        | 3        | NA       | N/A      | 7         |
| none         | 3         | 13.6%         | 0        | 0        | NA       | N/A      | 3         |
| minor        | 7         | 31.8%         | 0        | 5        | NA       | N/A      | 2         |
| substandard  | 2         | 9.1%          | 1        | 0        | NA       | N/A      | 1         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

### DRIVEWAY

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 13        | 59.1%         | 1        | 4        | NA       | N/A      | 8         |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 8         | 36.4%         | 0        | 3        | NA       | N/A      | 5         |
| substandard  | 1         | 4.5%          | 0        | 1        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |



# HASTINGS MALL/ AIRPORT

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## ROOF STRUCTURE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 13        | 59.1%         | 1        | 4        | NA       | N/A      | 8         |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 9         | 40.9%         | 0        | 4        | NA       | N/A      | 5         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## WALL FOUNDATION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 18        | 81.8%         | 1        | 8        | NA       | N/A      | 9         |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 4         | 18.2%         | 0        | 0        | NA       | N/A      | 4         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## FOUNDATION

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 22        | 100.0%        | 1        | 8        | NA       | N/A      | 13        |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## FOUNDATION TYPE

|                |           |               |          |          |          |          |           |
|----------------|-----------|---------------|----------|----------|----------|----------|-----------|
| Concrete       | 22        | 100.0%        | 1        | 8        | NA       | N/A      | 13        |
| Stone          | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Rolled Asphalt | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Brick          | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Other          | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b>   | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## ROOF SURFACE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 14        | 63.6%         | 0        | 5        | NA       | N/A      | 9         |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 7         | 31.8%         | 1        | 3        | NA       | N/A      | 3         |
| substandard  | 1         | 4.5%          | 0        | 0        | NA       | N/A      | 1         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## ROOF TYPE

|                  |           |               |          |          |          |          |           |
|------------------|-----------|---------------|----------|----------|----------|----------|-----------|
| Asphalt Shingles | 2         | 9.1%          | 1        | 1        | NA       | N/A      | 0         |
| Rolled Asphalt   | 8         | 36.4%         | 0        | 6        | NA       | N/A      | 2         |
| Cedar            | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Combination      | 1         | 4.5%          | 0        | 1        | NA       | N/A      | 0         |
| Other            | 11        | 50.0%         | 0        | 0        | NA       | N/A      | 11        |
| <b>TOTAL</b>     | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

## HASTINGS MALL/ AIRPORT

### TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

#### CHIMNEY

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 1         | 4.5%          | 0        | 1        | NA       | N/A      | 0         |
| none         | 20        | 90.9%         | 1        | 7        | NA       | N/A      | 12        |
| minor        | 1         | 4.5%          | 0        | 0        | NA       | N/A      | 1         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

#### GUTTER, DOWNSPOUTS

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 17        | 77.3%         | 1        | 8        | NA       | N/A      | 8         |
| none         | 3         | 13.6%         | 0        | 0        | NA       | N/A      | 3         |
| minor        | 2         | 9.1%          | 0        | 0        | NA       | N/A      | 2         |
| substandard  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

#### WALL SURFACE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| sound        | 18        | 81.8%         | 1        | 7        | NA       | N/A      | 10        |
| none         | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| minor        | 3         | 13.6%         | 0        | 1        | NA       | N/A      | 2         |
| substandard  | 1         | 4.5%          | 0        | 0        | NA       | N/A      | 1         |
| critical     | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

#### WALL SURFACE TYPE

|              |           |               |          |          |          |          |           |
|--------------|-----------|---------------|----------|----------|----------|----------|-----------|
| Frame        | 2         | 9.1%          | 1        | 1        | NA       | N/A      | 0         |
| Masonry      | 9         | 40.9%         | 0        | 7        | NA       | N/A      | 2         |
| Siding       | 3         | 13.6%         | 0        | 0        | NA       | N/A      | 3         |
| Combination  | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Stucco       | 0         | 0.0%          | 0        | 0        | NA       | N/A      | 0         |
| Other        | 8         | 36.4%         | 0        | 0        | NA       | N/A      | 8         |
| <b>TOTAL</b> | <b>22</b> | <b>100.0%</b> | <b>1</b> | <b>8</b> | <b>0</b> | <b>0</b> | <b>13</b> |

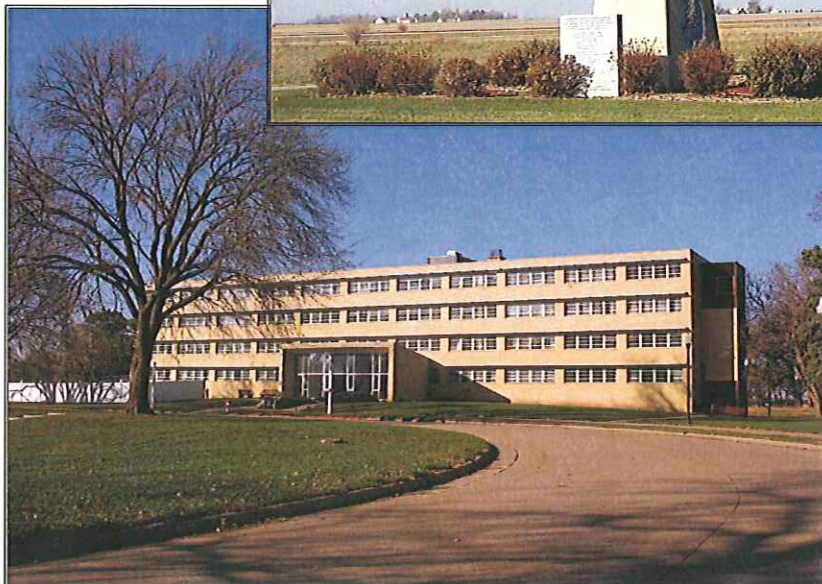
#### PARKING SURFACE

|              |           |                |          |          |          |          |           |
|--------------|-----------|----------------|----------|----------|----------|----------|-----------|
| none         | 0         | 0.00%          | 0        | 0        | 0        | N/A      | 0         |
| concrete     | 10        | 43.48%         | 0        | 0        | 0        | N/A      | 10        |
| asphalt      | 12        | 52.17%         | 1        | 7        | 1        | N/A      | 3         |
| gravel       | 1         | 4.35%          | 0        | 1        | 0        | N/A      | 0         |
| dirt         | 0         | 0.00%          | 0        | 0        | 0        | N/A      | 0         |
| brick        | 0         | 0.00%          | 0        | 0        | 0        | N/A      | 0         |
| <b>TOTAL</b> | <b>23</b> | <b>100.00%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

#### PARKING SPACES

|              |           |                |          |          |          |          |           |
|--------------|-----------|----------------|----------|----------|----------|----------|-----------|
| none         | 0         | 0.00%          | 0        | 0        | 0        | N/A      | 0         |
| 1 to 2       | 2         | 8.70%          | 1        | 0        | 1        | N/A      | 0         |
| 3 to 5       | 1         | 4.35%          | 0        | 1        | 0        | N/A      | 0         |
| 6 to 10      | 8         | 34.78%         | 0        | 0        | 0        | N/A      | 8         |
| 11 to 20     | 3         | 13.04%         | 0        | 0        | 0        | N/A      | 3         |
| 21 or more   | 9         | 39.13%         | 0        | 7        | 0        | N/A      | 2         |
| <b>TOTAL</b> | <b>23</b> | <b>100.00%</b> | <b>1</b> | <b>8</b> | <b>1</b> | <b>0</b> | <b>13</b> |

# *GENERAL REDEVELOPMENT PLANS*



# GENERAL REDEVELOPMENT PLANS

## Purpose of Plans/Conclusions

The purpose of the **General Redevelopment Plans** is to serve as a guide for implementation of redevelopment activities within **Redevelopment Areas #12 and #13**, in the City of Hastings, Nebraska. Redevelopment activities associated with the Community Development Law, State Statutes, 18-2101 through 18-2154 should be utilized to promote the general welfare and enhance the tax base and economic and social well being of the Community. The development of any public activities and promotion of public events in the Area, along with any and all other purposes, as outlined in the Community Development Law.

A General Redevelopment Plan prepared for the Hastings Community Redevelopment Authority (CRA) must contain the general planning elements required by Nebraska State Revised Statutes, Section 18-2111 re-issue 1991 items (1) through (6). A description of these items are as follows:

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

Furthermore, the CRA General 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 Planning Commission and City Council for adoption. These "considerations" are defined as follows:

"...whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted and harmonious development of the Village 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 General Redevelopment Plans apply to the Redevelopment Areas in Hastings, Nebraska, which consist of two blight and substandard determination areas. **Illustration 1** delineates the geography of Redevelopment Areas #12 and #13, in relation to the City of Hastings. In essence, the areas included in the Redevelopment Plans total an estimated 250.5 acres. All lands within the two Redevelopment Areas are located within the Corporate Limits of the City of Hastings. The following are general descriptions of each respective Redevelopment Area.

**Redevelopment Area #12** consists of all lands associated with the Hastings Regional Center. Highland Road is the eastern border of the Redevelopment Area, while the Corporate Limits of the City of Hastings, Nebraska, is the north, west and south borders of the Redevelopment Area. A portion of the northern boundary in Redevelopment Area #12 is not bordered by the Hastings Corporate Limits, but by a line extended from the western end of the northern boundary, ending at its intersection with Highland Road.

**Redevelopment Area #13** consists of all lands associated with the Hastings Municipal Airport and the Imperial Mall areas. Lands associated with the Hastings Municipal Airport are bound by Marian Road on the east, City of Hastings Corporate Limits on the north and east, and lastly by west 12<sup>th</sup> Street on the South. Portions of the eastern boundaries of the Hastings Municipal Airport are not bound by the City's Corporate Limits, but, instead, by parcel territory outlining the Airport property. Lands associated with Imperial mall are bound by West 12<sup>th</sup> Street to the north and Marian Road to the east. The southern and western borders of Redevelopment Area #13 consist of the Imperial Mall property lines. Redevelopment Area #13 also includes an abandoned grocery store, the Imperial Theater and a vacant restaurant building, fronting on West 12<sup>th</sup> Street.

The Redevelopment Areas are described as located within the Corporate Limits of the City of Hastings, Adams County, Nebraska. Redevelopment Area #12 includes the right-of-way of Highland Road and its intersection with West 2<sup>nd</sup> Street. Redevelopment Area #13 includes the right-of-way of West 12<sup>th</sup> Street and the right-of-way of Marian Road North. All the Redevelopment Areas are included within the Corporate Limits of the City of Hastings.

The redevelopment planning process for the Redevelopment Area has resulted in a listing of general planning and implementation recommendations. As discussed in the Blight and Substandard Determination Studies, there are several existing land uses and properties in substandard condition that are nonconforming in nature, detrimental to the health, safety and general welfare of the Community and generally obsolete in respect to the development and living environment norms of today's Nebraska communities. To eliminate these conditions and enhance private development activities within the Redevelopment Areas, the City of Hastings will need to consider the following general planning and redevelopment actions:

- \* Encourage removal and replacement of *substantially* dilapidated and substandard structures in Redevelopment Areas #12 and #13;
- \* Rehabilitation of public, commercial and industrial properties that are cost effective to revitalize;
- \* Provide incentives for existing buildings and/or businesses in each of the Redevelopment Areas, to expand in place and/or make needed improvements to their properties.
- \* Improve public infrastructure to better service portions of the both Area #12 and Area #13 that have age and/or condition related problems, or are lacking appropriate utilities;
- \* Identify suitable locations in the Redevelopment Areas for to be improved or upgraded with landscaping and low height attaining bushes, shrubbery and flowering plants to enhance natural open space areas. The flight approach no build zone in front of the Imperial Mall is one example, in need of visual enhancement through landscaping.
- \* Promote the designation of the former Hastings Regional Center as a technology development park or continuing educational campus for workforce retraining and continuing education of adults and retirees.

- \* Improve overall efficiency of vehicular circulation, within the Redevelopment Areas. Future road improvements necessary to support development and redevelopment efforts in Redevelopment Area's # 12 and #13.
- \* Several streets and parking areas in Redevelopment Area #12, as well as the parking lots associated with the Imperial Mall in Redevelopment Area #13 are in "fair" to "poor" condition and in need of resurfacing or paving.
- \* Develop a plan to replace the existing water and sanitary sewer mains and service lines throughout Redevelopment Area #12. Since its initial development in the mid 1880's, the Regional Center environs has had its own water and sewer system. The associated age and condition of these utility systems necessitate its replacement and connection to the Hastings municipal infrastructure, so as to be viable for redevelopment efforts.
- \* Develop a plan for screening and/or buffering industrial storage areas from residential and commercial land uses; and
- \* Promote the development of industries needing access to air transportation that will provide additional economic opportunities for the City's commercial and industrial uses, as well as public facilities.

### **Implementation**

Both a time-line and budget should be developed for the implementation of each Redevelopment Plan. Each of these processes should be designed in conformance with the resources and time available to the City. A reasonable time-line to complete the redevelopment activities identified in each Plan would be seven to 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 local and federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the Redevelopment Areas is deemed to be an essential and integral element of the Redevelopment Areas and use of TIF in connection with such projects is contemplated by each Plan and such designation and use of TIF will not constitute a substantial modification to either Plan.



The City agrees, when approving these General Redevelopment Plans, to the utilization of TIF for appropriate redevelopment projects and agrees to pledge the taxes generated from a redevelopment project for such purposes in accordance with the Act.

Any redevelopment program receiving TIF is subject to a Cost Benefit Analysis. TIF, as a source of public financing, ultimately impacts taxing authorities in the City of Hastings and Adams County. Proposed redevelopment projects using TIF must meet the Cost Benefit Analysis and the "But for" test. Accordingly, "But for TIF" a redevelopment project could not be fully executed and constructed in the Community.

## **1. Future Land Use Patterns**

The existing land use patterns within the Redevelopment Areas were depicted and described in detail in the Blight and Substandard Determination Studies. In general, Redevelopment Area #12 and #13 consist of several land use types. The primary existing land uses are vacant, public, commercial and parks/recreational. The field survey identified properties and structures in substandard condition, as well as vacant lands that have remained undeveloped.

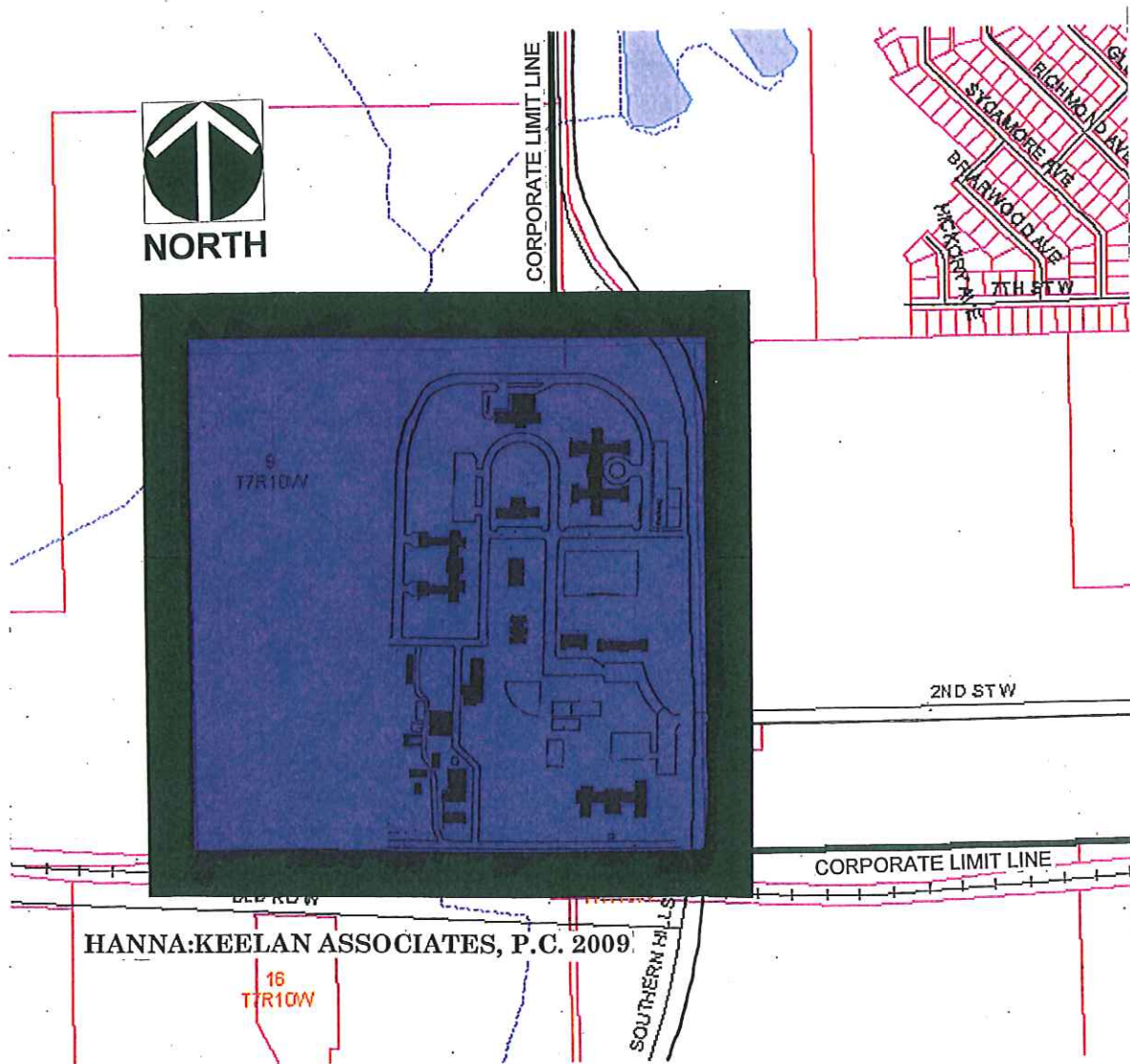
The Future Land Use Map proposed for **Redevelopment Area #12**, which currently is the Hastings Regional Center, incorporates the new land use type proposed in the newly adopted "Hastings Comprehensive Plan," "Technology Development Park" and/or "Continuing Education Campus." This future land use designation is intended to make the Regional Center environs more flexible for redevelopment.

Future land use types proposed for **Redevelopment Area #13** include a mixture of public and industrial land uses at the Hastings Municipal Airport. Public uses are proposed at the entrance and Terminal Building, while the hanger area in the east portion of the airport and vacant lands to the west portion are planned for the potential of future industrial uses requiring access to air transportation. The portion of the Redevelopment Area south of West 12<sup>th</sup>, Street that includes the Imperial Mall, is proposed to remain for commercial uses.

**Illustration 4A and 4B**, the Future Land Use Maps, represents an effort to encourage land uses that stimulate future growth opportunities in the Redevelopment Area, while creating compatible land uses resulting in the efficient use of the physical features of the landscape. The above referenced future land use classifications are generally in conformance with "The Hastings Comprehensive Plan."



**FUTURE LAND USE MAP  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**



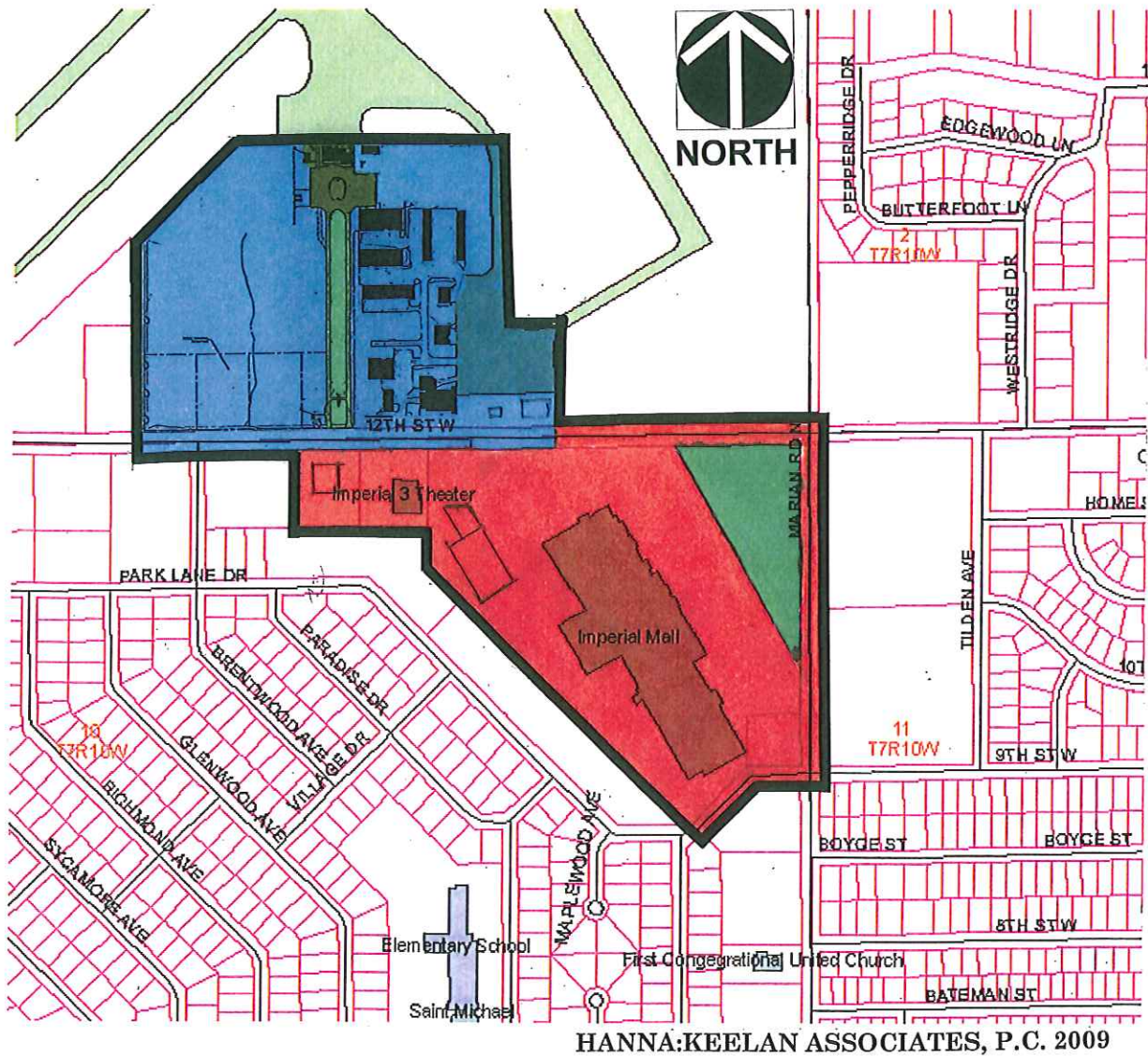
**LEGEND**



**TECHNOLOGY PARK/EDUCATIONAL CAMPUS**

**ILLUSTRATION 4A**  
Hastings Redevelopment Area #12 & #13  
General Redevelopment Plans

# FUTURE LAND USE MAP REDEVELOPMENT AREA #13 HASTINGS, NEBRASKA



## LEGEND

- PARKS/RECREATION OPEN SPACE
- PUBLIC/QUASI-PUBLIC
- COMMERCIAL
- INDUSTRIAL

## ILLUSTRATION 4B

Hastings Redevelopment Area #12 & #13  
General Redevelopment Plans

## 2. **Future Zoning Districts**

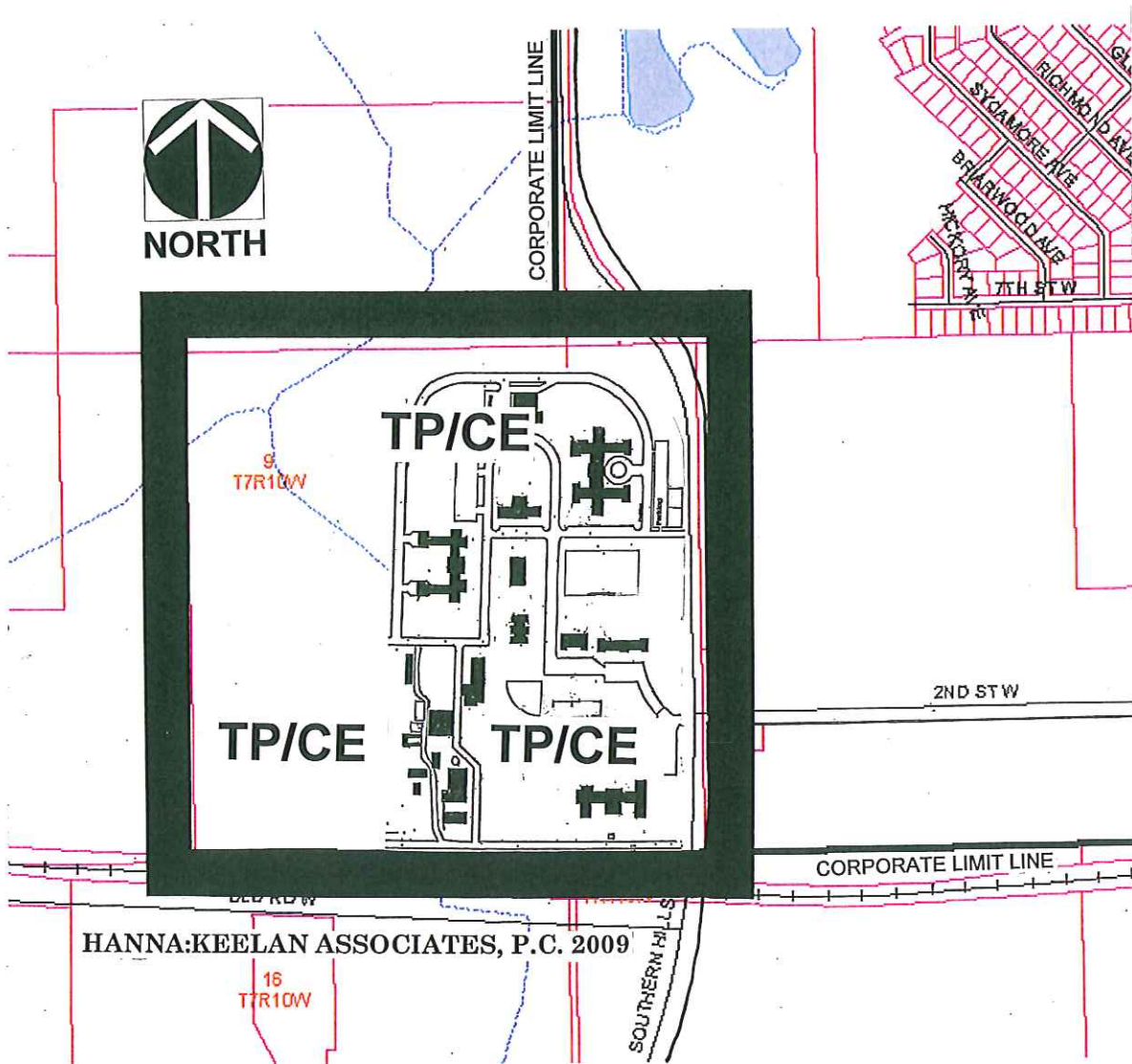
The recommended Future Zoning Districts Maps for the Redevelopment Areas are identified in **Illustration 5A and 5B**. Areas are in conformance with the Comprehensive Plan and specifically with the proposed Future Land Use Maps, **Illustration 4A and 4B**.

All lands included in **Redevelopment Area #12** are proposed as TP/CE Technology Park / Continuing Education District. This new district is being proposed in the Hastings updated Comprehensive Plan and Zoning Regulations, scheduled for approval this Spring. Technology Park and Continuing Education are proposed in larger campus locations, such as Hastings Community College, Central Community College and the Hastings Regional Center. The intent is to allow for development of high technology development in a campus setting. All research, product development and manufacturing processes are to be preformed entirely in a inclosed building, with no outside storage of materials or equipment.

**Redevelopment Area #13**, which includes the Imperial Mall and the Municipal Airport, are generally planned to remain in as C-3 Commercial south of West 12<sup>th</sup> Street and C-Z Clear Zone associated with the airplane approach zone adjacent Marian Road. The use of I-1 Light Industrial throughout the airport environs north of West 12<sup>th</sup> Street is recommended to allow for industries and warehouse facilities that rely upon air transportation to be developed adjacent the air terminal and existing hangers at the south side of the Municipal Airport.



**FUTURE ZONING DISTRICTS MAP  
REDEVELOPMENT AREA #12  
HASTINGS, NEBRASKA**



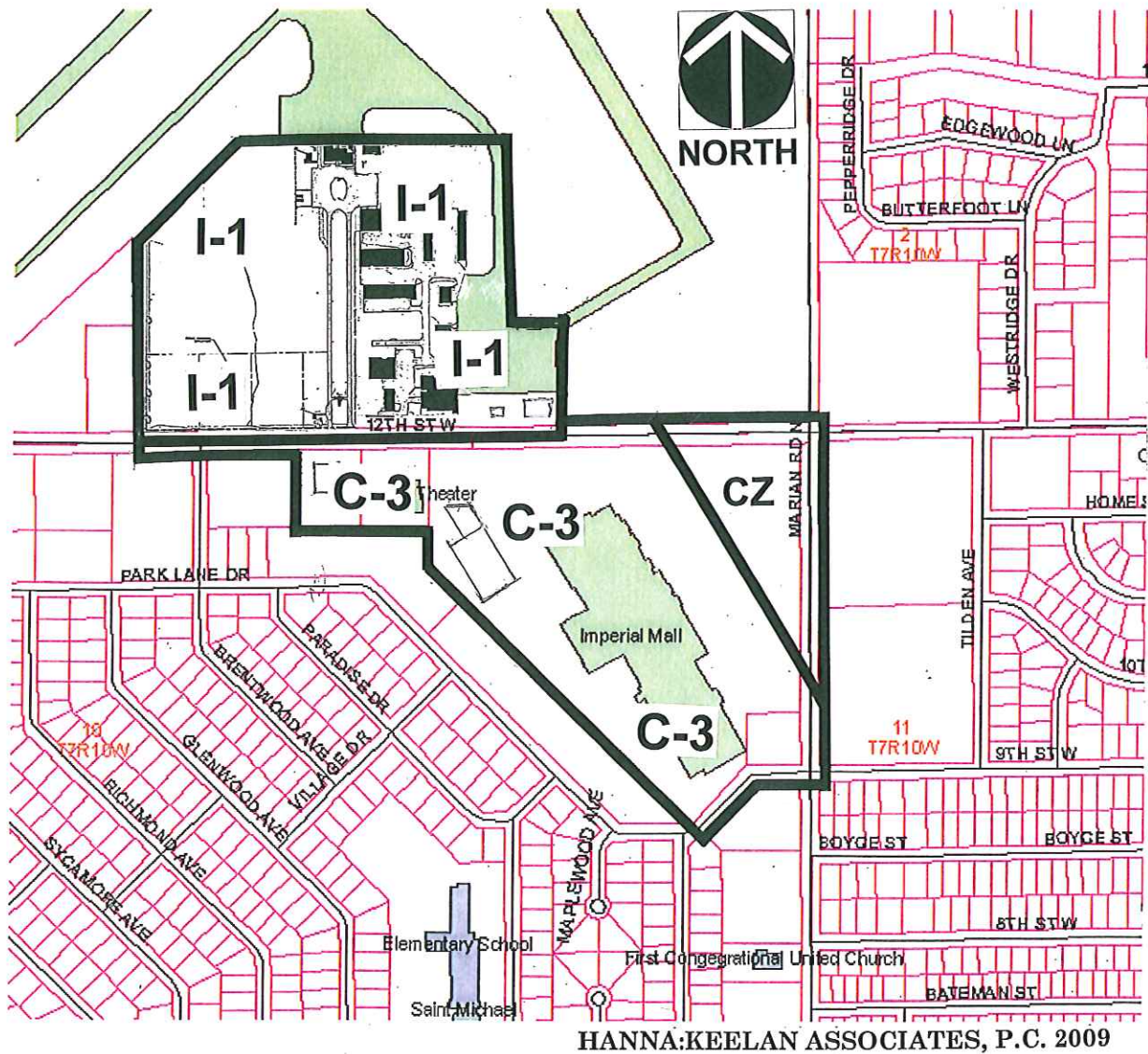
**LEGEND**

**TP/CE TECHNOLOGY PARK / CONTINUING EDUCATION**

**ILLUSTRATION 5A**

Hastings Redevelopment Area #12 & #13  
General Redevelopment Plans

# FUTURE ZONING DISTRICTS MAP REDEVELOPMENT AREA #13 HASTINGS, NEBRASKA



## LEGEND

- CZ**    **CLEAR ZONE**
- C-3**    **CENTRAL BUSINESS DISTRICT**
- I-1**    **LIGHT INDUSTRIAL DISTRICT**

## ILLUSTRATION 5B

Hastings Redefelopment Area #12 & #13  
General Redefelopment Plans

### **3. Recommended Public Improvements**

The primary purpose of a General Redevelopment Plan is to prepare the City of Hastings to be proactive in approach to the continued use of both the Hastings Regional Center campus (Redevelopment Area #12) and the under utilized Hastings Imperial Mall and Municipal Airport environs (Redevelopment Area #13).

The purpose of the preceding Blight and Substandard Determination Studies for Redevelopment Areas #12 and #13 is to allow for the use of public financing in specific areas. This public financing is planned and implemented to serve as a "first step" for public improvements and encourage private development within the Redevelopment Areas. The most common form of public improvements occur with infrastructure, specifically streets, water, sanitary sewer and storm sewer systems and sidewalks and open space and recreational uses. The primary infrastructure concerns in the Redevelopment Areas are street improvements, sidewalks and the need for improvements to underground water and sanitary sewer systems.

Streets throughout the Redevelopment Areas are generally in "fair" condition. Approximately 91 percent of the parcels in Redevelopment Area #12, and one of the parcels in Redevelopment Area #13 front on streets identified as either being in "fair" or "poor" condition. Furthermore, 10 parcels, in Redevelopment Area #12, front on gravel surfaced streets, in need of hard surfacing. A total of 10 parcels in Redevelopment Area #12 and 14 parcels in Redevelopment Area #13 have no sidewalks adjacent the property. A planned program of sidewalk improvements should be established in each Redevelopment Area, in conjunction with improvements planned within the One- and Six Year Road Plan and the City's Capital Improvement Program. This process would allow Community Development Block Grants and Tax Increment Financing to be used to finance public improvements.

The excessive age and substandard condition of water and sanitary sewer systems in developed portions of Redevelopment Area #12 and in specific portions of the Municipal Airport and Imperial Mall of Redevelopment Area #13, will continue to present maintenance and repair problems unless addressed. As identified in the Blight and Substandard Determination Studies, portions of the underground water mains in the Redevelopment Area #12 are approximately 70 to 100 years of age, while Redevelopment Area #13 is approximately 50 to 70 years of age.

Street improvement projects including paving, curb and gutters and drainage systems are recommended along Marian Road, to the north of West 12<sup>th</sup> Street, as part of the City's One-and-Six year Road Plan, in conjunction with water main improvements.

Redevelopment Finance tools, such as Tax Increment Financing, will provide incentives to facilitate development. As identified in the City's current Comprehensive Plan, Hastings should identify regions of greatest priority and budget for selected reconstruction projects. Tax Increment Financing can serve as a valuable source of additional monies to defer the cost of reconstruction projects within the Redevelopment Areas. The Community Development Block Program is one example of a State and Federal program to assist in financing development activities in a designated blighted and substandard area.

### **Conclusions**

Redevelopment activities, in the Hastings Redevelopment Areas, should serve local residents, as well as highway travelers. The role of the Redevelopment Areas as largely developed portions of this major central Nebraska town with commercial, industrial and public facilities will foster an appreciation for its image, character and uniqueness in Hastings.

A successful General Redevelopment Plan, for either Redevelopment Area, should guide redevelopment and development opportunities, while basing the viability of this Area as a residential, commercial, service and industrial area. New construction should not imitate existing styles or characteristics, but rather be compatible by similar materials, colors and heights exhibited by existing structures within, and adjacent to the Redevelopment Areas.

The Community Redevelopment Authority (CRA) and the City of Hastings should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in the Redevelopment Areas. The rehabilitation of buildings would prolong the life of structures and enhance the visual appearance of the Community. To prevent further decay, the Consultant recommends investment in all infrastructure systems to secure the whole of the Redevelopment Areas. Prior to transportation network improvements, the City and the CRA should develop a plan in conjunction with the City's Capital Improvement Plan and the One- and Six Year Street Plan to accommodate efficient infrastructure development and improvements

**The following identifies estimated costs for the improvement of various infrastructure features in the Redevelopment Areas.**

Normal Street Replacement

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

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

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

Ramped Curb Cuts

\$1,250 each

Sanitary Sewer

\$50 to \$60 per linear foot

Water Valves

\$750 each

Fire Hydrants

\$2,500 each

Overlay of Parking Lots

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

Paved Alleys

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

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



### Storm Sewers

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

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

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

### Public and Private Foundations

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

Building Improvement District  
Tax Increment Financing  
LB 840 or LB 1240  
Historic Preservation Tax Credits  
Low Income Housing Tax Credits  
Sales Tax  
Community Development Block Grants - Re-Use Funds  
Local Lender Financing  
Owner Equity  
Small Business Association-Micro Loans  
Community Assistance Act  
Donations and Contributions  
Intermodal Surface Transportation Efficiency Act

**Private Foundations**

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