



# **Hall County Regional Planning Commission**

**Wednesday, May 6, 2015  
Regular Meeting**

## **Item F1**

### **Proposed Blight Study Area 17**

Staff Contact: Chad Nabity

# ***GRAND ISLAND, NEBRASKA HUSKER HIGHWAY REDEVELOPMENT AREA.***



## **BLIGHT & SUBSTANDARD DETERMINATION STUDY & GENERAL REDEVELOPMENT PLAN**

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## **MARCH, 2015**

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# BLIGHT & SUBSTANDARD DETERMINATION STUDY

## *EXECUTIVE SUMMARY*

### Purpose of Study/Conclusion

The purpose of this **Blight and Substandard Determination Study** is to apply the criteria set forth in the **Nebraska Community Development Law**, Section 18-2103, to the designated **Husker Highway Redevelopment Area** in Grand Island, Nebraska. The results of this **Study** will assist the City in declaring the **Husker Highway Redevelopment Area** as both **blighted and substandard**.

### Location

The **Husker Highway Redevelopment Area** shall include all real property that is within the following boundary description, as follows:

- Ewoldt Subdivision: entire subdivision, including Lots 1-10 and Outlots A, B and C.
- Ponderosa Village Subdivision: Block 0, Lots 1-4.

Generally, the **Husker Highway Redevelopment Area** is described as follows: Beginning at the intersection of the extended west line of the Ewoldt Subdivision, or Outlot A and the north line of Husker Highway, thence east along said north line to its intersection with the east line of Section 36, Township 11 North, Range 10 West, thence south along said east line to its intersection with the extended south line of Lot 4 of Ponderosa Village Subdivision, thence west along said extended south line to its intersection with the west line of said Lot 4, thence north along said west line and continuing north along the west line of Lot 3 of said Subdivision to its intersection with northeast line of said Lot 3, thence northeast approximately 34.45 feet to its intersection with the west line of James Road, thence northwest along said west line to its intersection with the south line of Rae Road, thence west along said south line to its intersection with the extended west line of the Ewoldt Subdivision, or west line of Outlot A of same said subdivision, thence north along said extended west line across Rae Road and continuing north approximately 1,261 feet along the west line of said Outlot A to its intersection with a second south line of Outlot A, thence west approximately 827 feet along said second south line to its intersection with the west line Outlot A of the Ewoldt Subdivision, thence north along said west line to its intersection with the south line of Husker Highway, thence continuing north along an extended line of the west line of Outlot A across Husker Highway and intersecting with the north line of Husker Highway, also known as the Point of Beginning.

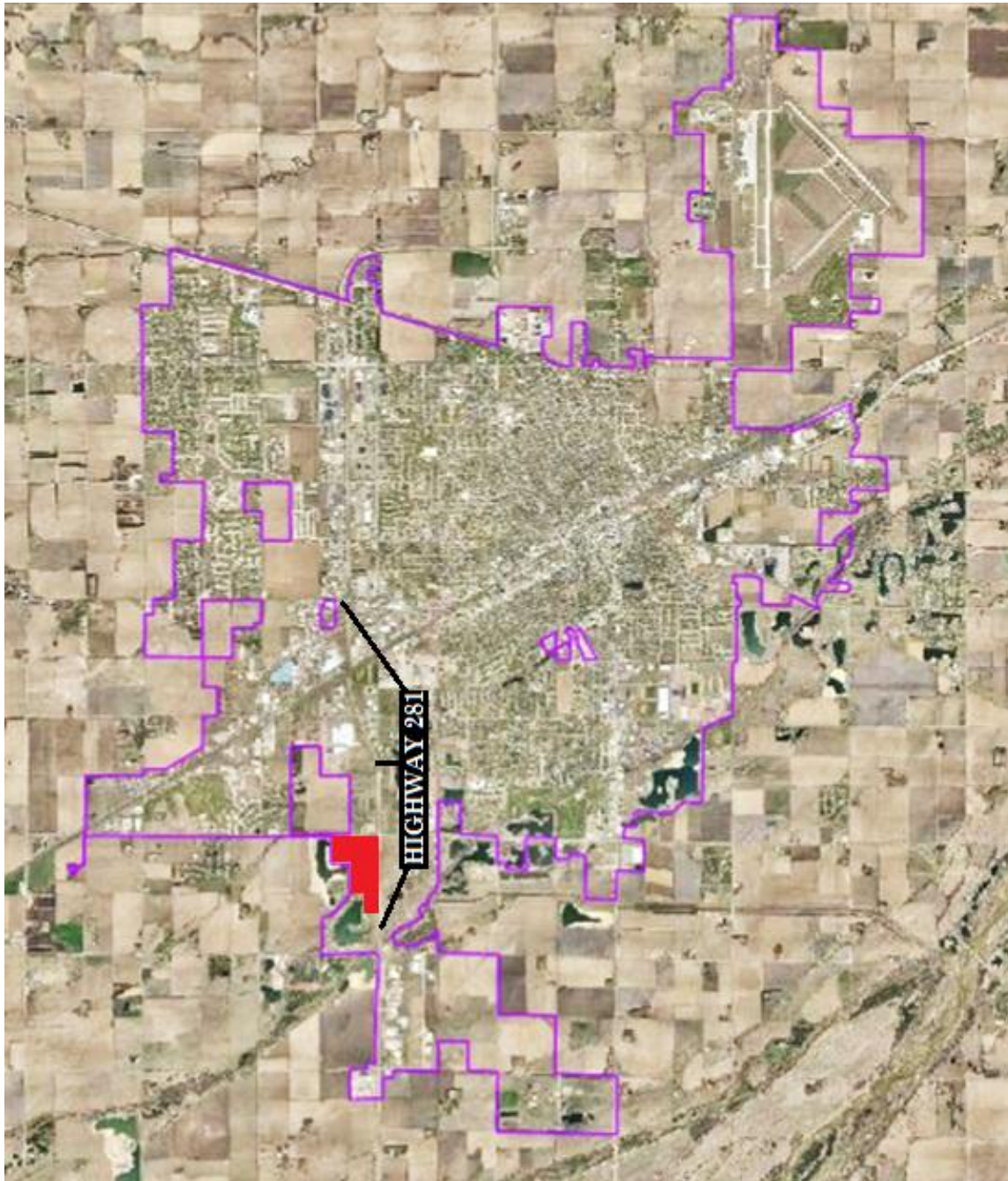
**Illustration 1, “Context Map,”** identifies the location of the **Husker Highway Redevelopment Area** in relation to the City of Grand Island. The entire **Area** is within the Corporate Limits of Grand Island. The primary streets and roads within the **Redevelopment Area** include Highway 281, Husker Highway and Rae Road.

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# CONTEXT MAP

HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, NEBRASKA



## Legend

-  Redevelopment Area
-  Corporate Limit Line

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## ILLUSTRATION 1

Grand Island, Nebraska  
Blight & Substandard Determination Study  
Husker Highway Redevelopment Area

This **blight and substandard evaluation** included a detailed exterior structural survey of 11 structures, a parcel-by-parcel field inventory, conversations with City of Grand Island staff and a review of available reports, documents and information from the City Website containing information which could substantiate the existence of **blight and substandard conditions**.

### ***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 the following factors:

1. Dilapidated/deterioration;
2. Age or obsolescence;
3. Inadequate provision for ventilation, light, air, sanitation or open spaces;
4.
  - (a) High density of population and overcrowding; or
  - (b) The existence of conditions which endanger life or property by fire and other causes; or
  - (c) Any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, and is detrimental to the public health, safety, morals or welfare.

### ***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 the following factors:

1. A substantial number of deteriorated or deteriorating structures;
2. The advanced age and associated condition of structures;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions due to the age, small diameter of water mains;
5. Deterioration of site or other improvements due to nearly 40 percent of the parcels having overall site conditions rated as "fair";
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;

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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 Village in which the area is designated; or
  5. The area has had either stable or decreasing population based on the last two decennial censuses."

While it may be concluded the mere presence of a majority of the stated **Factors** may be sufficient to make a finding of **blight and substandard**, this evaluation was made on the basis that existing **Blight 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 **Blight and Substandard Factors** throughout the **Husker Highway 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 and substandard**.



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

### ***SUBSTANDARD FACTORS***

Of the **Four Substandard Factors**, set forth in the **Nebraska Community Development Law**, **three Factors** have a strong presence, while **one Factor** has a reasonable presence in the **Husker Highway Redevelopment Area**. The **Substandard Factors** present are reasonably distributed throughout the **Area**.

**TABLE 1  
SUBSTANDARD FACTORS  
HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, 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.	■

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

Source: Hanna:Keelan Associates, P.C., 2015

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

The results of the field survey identified all 11 structures in the **Husker Highway Redevelopment Area** as ***Deteriorating or Dilapidated***. This **Factor** is a **strong presence** throughout the **Area**.

Based on the results of a parcel-by-parcel field survey analysis, approximately 10, or 91 percent of the 11 total buildings are ***40+ years of age*** (built prior to 1975). The **Factor of Age or Obsolescence** is a **strong presence** throughout the **Husker Highway Redevelopment Area**.

The field analysis determined that the **Substandard Factor *Existence of Conditions Which Endanger Life or Property*** by fire and other causes is a **strong presence** throughout the **Husker Highway Redevelopment Area**. The primary contributing elements include the existence of wood frame buildings with wooden structural elements that are dilapidated. Additionally, the presence of privately owned and abandoned water wells, septic tanks and leach fields are a potential risk to health, safety and welfare of adjacent properties.

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

The conditions which result in ***Inadequate Provision for Ventilation, Light, Air, Sanitation or Open Space*** are a **reasonable presence** and distributed throughout the **Husker Highway Redevelopment Area**. The presence of a privately owned, abandoned farmstead that utilized septic tanks and leach fields is a potential risk to public health, safety and welfare.

***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. Privately owned access roads that are deteriorated, dirt surfaced, in poor condition and become impassible during periods of inclement weather;
3. “Fair” to “Poor” overall site conditions;
4. Wood frame buildings with wood structural elements in dilapidated condition are potential fire hazards;
5. Average age of residential structures being in excess of 40+ years of age; and

## **BLIGHT FACTORS**

Of the **12 Blight Factors** set forth in the **Nebraska Community Development Law**, **nine** have a strong presence in the **Husker Highway Redevelopment Area**. The **Factors** “diversity of ownership” and “tax or special assessment excluding the fair value of land” were of little or no presence of Factor. “Defective or unusual condition of title,” was not reviewed. All **Blight Factors** are reasonably distributed throughout the **Redevelopment Area**.

**TABLE 2**  
**BLIGHT FACTORS**  
**HUSKER HIGHWAY REDEVELOPMENT AREA**  
**GRAND ISLAND, NEBRASKA**

- |     |  |    |
|-----|--|----|
| 1.  | A substantial number of deteriorated or dilapidated 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>	NR

Source: Hanna:Keelan Associates, P.C., 2015

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## **Strong Presence of Factor –**

***Deteriorated or Dilapidated Structures*** are a **strong presence** in the **Husker Highway Redevelopment Area**. All 11 structures within the **Area** were documented as being in a “deteriorating-major” or “dilapidated” condition.

***Defective or Inadequate Street Layout*** is a **strong presence** in the **Husker Highway Redevelopment Area**, due to the **Area** being only accessible via a long privately owned gravel surfaced access road/driveway that runs along the west side of Highway 281. The lack of available roads within the **Redevelopment Area** is a detriment to future development opportunities.

***Faulty Lot Layout*** exists to a **strong presence** throughout the **Husker Highway Redevelopment Area**. Conditions contributing to the presence of this **Factor** include a subdivision platted for commercial development that never occurred, leaving individual platted lots with no access to municipal infrastructure.

***Insanitary or Unsafe Conditions*** are a **strong presence** throughout the entire **Husker Highway Redevelopment Area**. Conditions contributing to this **Factor** include abandoned, privately-owned water wells, septic tanks and leach fields associated with a former farmstead and the lack of available municipal infrastructure throughout the **Redevelopment Area**.

***Deterioration of Site or Other Improvements*** is a **strong presence** throughout the **Area**. Of the total two parcels examined, one had “poor” overall site conditions.

***Improper Subdivision or Obsolete Platting*** is a **strong presence** throughout the **Husker Highway Redevelopment Area**. Lot sizes throughout the **Redevelopment Area** are not supportive of today’s residential or commercial development requirements.

The ***“Existence of conditions which endanger life or property by fire or other causes”*** is a **strong presence** throughout the **Redevelopment Area**. The lack of municipal water mains and fire hydrants threatens existing structures and properties throughout the **Area**.

A **strong presence** of ***“Other environmental and blighting factors,”*** is represented by the dilapidated and abandoned farm house and associated agricultural outbuildings. These factors are indicative of conditions related to the functional and economic obsolescence of the former farmstead. This land use no longer functions as a viable farming operation. Surrounding properties are also transitioning to urbanized uses, rather than agricultural.

*One of the other five conditions* involving the “average age of residential or commercial units in the area is at least 40 years” has a **strong presence**, as the existing farmstead is estimated to have been constructed circa 1905, or approximately 110 years of age.

## **Conclusion**

It is the conclusion of the Consultant that the number, degree and distribution of **Blight and Substandard Factors**, as documented in this **Executive Summary**, 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 this **Blight and Substandard Determination Study** warrant designating the **Husker Highway Redevelopment Area** as "substandard" and "blighted."

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

## ***BASIS FOR REDEVELOPMENT***

For a project in Grand Island 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**. This **Study** has been undertaken to determine whether conditions exist which would warrant designation of the **Husker Highway Redevelopment Area** as a “**blighted and substandard area**” in accordance with provisions of the law.

As set forth in Section 18-2103 (10) Neb. Rev. Stat. (Cumulative Supplement 1994), a **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;

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

The Consultant for this **Blight and Substandard Determination Study** was guided by the premise that the finding of **blight and substandard** must be defensible and sufficient. Evidence of the presence of the previously listed **Factors** should exist so members of the City Council of Grand Island (local governing body), acting as reasonable and prudent persons, could conclude public intervention is necessary or appropriate. Therefore, each factor was evaluated in the context of the extent of its presence and the collective impact of all **Factors** found to be present.

Also, these deficiencies should be reasonably distributed throughout the **Husker Highway Redevelopment Area**. Such a "reasonable distribution of deficiencies test" would preclude localities from taking concentrated **areas of blight and substandard conditions** and expanding the areas arbitrarily into non-blighted/substandard 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.

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## ***THE STUDY AREA***

The purpose of this **Study** is to determine whether all or part of the **Husker Highway Redevelopment Area** in Grand Island, Nebraska, qualifies as a **blighted and substandard area**, within the definition set forth in the **Nebraska Community Development Law**, Section 18-2103.

The **Husker Highway Redevelopment Area** shall include all real property that is within the following boundary description, as follows:

- Ewoldt Subdivision: entire subdivision, including Lots 1-10 and Outlots A, B and C.
- Ponderosa Village Subdivision: Block 0, Lots 1-4.

Generally, the **Husker Highway Redevelopment Area** is described as follows: Beginning at the intersection of the extended west line of the Ewoldt Subdivision, or Outlot A and the north line of Husker Highway, thence east along said north line to its intersection with the east line of Section 36, Township 11 North, Range 10 West, thence south along said east line to its intersection with the extended south line of Lot 4 of Ponderosa Village Subdivision, thence west along said extended south line to its intersection with the west line of said Lot 4, thence north along said west line and continuing north along the west line of Lot 3 of said Subdivision to its intersection with northeast line of said Lot 3, thence northeast approximately 34.45 feet to its intersection with the west line of James Road, thence northwest along said west line to its intersection with the south line of Rae Road, thence west along said south line to its intersection with the extended west line of the Ewoldt Subdivision, or west line of Outlot A of same said subdivision, thence north along said extended west line across Rae Road and continuing north approximately 1,261 feet along the west line of said Outlot A to its intersection with a second south line of Outlot A, thence west approximately 827 feet along said second south line to its intersection with the west line Outlot A of the Ewoldt Subdivision, thence north along said west line to its intersection with the south line of Husker Highway, thence continuing north along an extended line of the west line of Outlot A across Husker Highway and intersecting with the north line of Husker Highway, also known as the Point of Beginning.

**Illustration 1, “Context Map,”** identifies the location of the **Husker Highway Redevelopment Area** in relation to the City of Grand Island. The entire **Area** is located within the Corporate Limits of Grand Island. The primary streets and roads within the **Redevelopment Area** include Highway 281, Husker Highway and Rae Road.

Major land uses in the **Husker Highway Redevelopment Area** consist, primarily, of vacant agricultural land, including farmstead residential. These land uses are highlighted in **Illustration 2**. The **Redevelopment Area** contains an estimated 116.5 acres, of which 19.8 acres, or approximately 17 percent of the **Area** has been developed.

The major roadways within and bordering the **Husker Highway Redevelopment Area** are Husker Highway to the north and Highway 281 along the eastern perimeter of the **Redevelopment Area**. Rae Road separates the Ewoldt and Ponderosa Village Subdivisions.

**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.

**TABLE 3**  
**EXISTING LAND USES**  
**HUSKER HIGHWAY REDEVELOPMENT AREA**  
**GRAND ISLAND, NEBRASKA**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Vacant/Agriculture	96.7	83.0%
Farmstead Residential	4.8	4.1%
<u>Streets / Highways</u>	<u>15.0</u>	<u>12.9%</u>
<b>Total Acreage</b>	<b>116.5</b>	<b>100.0%</b>

Source: Hanna:Keelan Associates, P.C., 2015.

**Illustration 3** identifies the existing **Zoning Classifications** within the **Husker Highway Redevelopment Area**, north of Rae Road, as a “**TA - Transitional Agricultural District**.” Two additional zoning districts exist for land south of Rae Road, including a “**B2 – General Business District**” for lots 2 through 4 of the Ponderosa Village Subdivision, and a “**RD – Residential Development District**” for Lot 1. Zoning activities throughout the **Husker Highway Redevelopment Area** are controlled by the City of Grand Island.

# EXISTING LAND USE MAP

HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, NEBRASKA



## LEGEND

- VACANT
- FARMSTEAD RESIDENTIAL
- REDEVELOPMENT AREA BOUNDARY

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## ILLUSTRATION 2

Grand Island, Nebraska  
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# EXISTING ZONING MAP

HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, NEBRASKA



## LEGEND

TA - TRADITIONAL AGRICULTURAL DISTRICT  
B2 - GENERAL BUSINESS DISTRICT  
RD - RESIDENTIAL DEVELOPMENT DISTRICT  
— REDEVELOPMENT AREA BOUNDARY

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## ILLUSTRATION 3

Grand Island, Nebraska  
Blight & Substandard Determination Study  
Husker Highway Redevelopment Area

## ***THE RESEARCH APPROACH***

The **blight and substandard determination research approach** implemented for the **Husker Highway Redevelopment Area** 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 January, 2015. A total of **11 structures** received exterior inspections. These structures were examined to document structural deficiencies in individual buildings and to identify related environmental deficiencies in the **Husker Highway Redevelopment Area**. 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 January, 2015, with each subdivision being surveyed as a single parcel. A total of **two parcels**, containing 17 total lots, 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, including municipal and county offices, involving all parcels in the **Husker Highway Redevelopment Area** were analyzed to determine the number of property owners within the **Area**.

An examination of public records was conducted to determine if tax delinquencies existed for properties in the **Husker Highway Redevelopment Area**. 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 **Blight and Substandard Factors** listed in the Nebraska legislation to determine whether each or any were present in the **Husker Highway Redevelopment Area** and, if so, to what extent and in what locations. The following represents a summary evaluation of each **Blight and Substandard Factor** presented in the order of 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 **Husker Highway 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 **11 existing structures**, within the **Husker Highway 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 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.** Component that contains minor defects (loose or missing material or holes and cracks over a limited area). These 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.**

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

**Deteriorating-Major.** 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.***

<b>Primary Components</b>	<b>Secondary Components</b>
One Critical = 11 pts.	One Critical = 6 pts.
Major Deteriorating = 6 pts.	Major Deteriorating = 3 pts.
Minor = 2 pts.	Minor = 1 pt.

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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 conditions of the total **11 buildings** within the **Husker Highway Redevelopment Area** were determined based on the finding of the exterior survey. These surveys indicated the following:

- None (0) of the structures were classified as structurally **sound**;
- None (0) of the structures were classified as **deteriorating** with **minor** defects.
- One (1) structure was classified as **deteriorating** with **major** defects; and
- Ten (10) structures were classified as **dilapidated**.

The results of the exterior structural survey identified the condition of structures throughout the **Husker Highway Redevelopment Area**. All of the 11 total structures were either deteriorating with major defects or dilapidated to a substandard condition.

#### Conclusion.

The results of the structural condition survey indicate deteriorating structures having a strong presence throughout the **Husker Highway Redevelopment Area**. Table 4 identifies the results of the structural rating process per building type.

**TABLE 4**  
**EXTERIOR SURVEY FINDINGS**  
**HUSKER HIGHWAY REDEVELOPMENT AREA**  
**GRAND ISLAND, NEBRASKA**

<u>Exterior Structural Rating</u>						
<u>Activity</u>	<u>Sound</u>	<u>Deteriorating (Minor)</u>	<u>Deteriorating (Major)</u>	<u>Dilapidated</u>	<u>Number of Structures</u>	<u>Deteriorating and/ or Dilapidated</u>
Residential	0	0	0	1	1	1
<u>Other</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>9</u>	<u>10</u>	<u>10</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>11</b>
Percent	0%	0%	9.1%	90.9%	100.0%	100.0%

Source: Hanna:Keelan Associates, P.C., 2015.

**(2) Age of Obsolescence.**

As per the results of the field survey and by confirmation from Hall County Assessor's Office property records, an estimated 10 (90.9 percent) of the total 11 structures in the **Area** are 40+ years of age, or built prior to 1975. Additionally, the existing farmstead is estimated to have been constructed circa 1905, or approximately 110 years of age.

**Conclusion.**

**The age and obsolescence of the structures is a strong presence throughout the Husker Highway Redevelopment Area.**

(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 the **Husker Highway Redevelopment Area**. **Factors** contributing to insanitary and unsafe conditions are discussed below.

As per the results of the field survey, all 11 total structures in the **Husker Highway Redevelopment Area** were rated as either “deteriorating-major” or “dilapidated”. When not adequately maintained or upgraded to present-day occupancy standards, buildings in these conditions pose safety and sanitary problems. Wood frame buildings with wooden structural elements were found to be deteriorating or dilapidated and in need of demolition.

Site features in the **Redevelopment Area**, such as privately owned access road/driveway and adjacent open storm water drainage ditches, were also rated as being deteriorated. **One of the total two parcels was identified as having “poor” overall site conditions.**

The City of Grand Island’s Public Works Staff stated that the municipal water and sewer mains located at the perimeter of the **Husker Highway Redevelopment Area**, were constructed in 1992. Water mains are located within the Right-of-Ways of Husker Highway and Highway 281 and are 20” diameter. Sanitary sewer mains are 27” in diameter along Highway 281, and 36” diameter along Husker Highway. These utility mains are trunk mains that distribute water and collect sanitary sewage from several subdivisions in southwestern Grand Island and are planned to be extended to service properties near the Interstate 80 Corridor, in the near future. An 8” water main and 10” sewer main travel through Lot 1 of Ponderosa Village Subdivision, connecting the Ponderosa residential development to the main trunk lines along Highway 281. These utility mains exceed engineering standards utilized by the City of Grand Island. Although modern utility mains are readily available to properties within the **Redevelopment Area**, none of the interior lots are presently connected by service lines to public utilities.

**Conclusion**

**The inadequate provision for ventilation, light, air, sanitation or open spaces in the Husker Highway Redevelopment Area is of a reasonable presence to constitute a Substandard Factor.**

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

1. **Building Elements that are Combustible.**

Wood-framed buildings with wooden structural elements are located in the **Husker Highway Redevelopment Area**. An abandoned farmstead house and farm buildings have been vacant for an extended length of time and are dilapidated. None of the buildings are capable of being adaptively reused and should be demolished. **All 11 buildings have been determined to be in either a “deteriorating-major” or “dilapidated” condition.**

2. **Lack of Adequate Utilities.**

The City of Grand Island’s Public Works Staff stated that the municipal water and sewer mains located at the perimeter of the **Husker Highway Redevelopment Area**, were constructed in 1992. Water mains are located within the Right-of-Ways of Husker Highway and Highway 281 and are 20” diameter. Sanitary sewer mains are 27” in diameter along Highway 281, and 36” diameter along Husker Highway. These utility mains are trunk mains that distribute water and collect sanitary sewage from several subdivisions in southwestern Grand Island and are planned to be extended to service properties near the Interstate 80 Corridor, in the near future. An 8” water main and 10” sewer main travel through Lot 1 of Ponderosa Village Subdivision, connecting the Ponderosa residential development to the main trunk lines along Highway 281. These utility mains exceed engineering standards utilized by the City of Grand Island. Although modern utility mains are readily available to properties within the **Redevelopment Area**, none of the interior lots are presently connected by service lines to public utilities.

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

A total of 10 (91 percent) of the total 11 structures in the **Husker Highway Redevelopment Area** were built prior to 1975, thus 40+ years of age. The existing farmstead is estimated to have been constructed circa 1905, or approximately 110 years of age. Wood frame buildings include a farmstead house and associated agricultural outbuildings, all of which are deteriorated or dilapidated, and are in need of demolition.

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Overall site conditions at properties throughout the **Husker Highway Redevelopment Area** were generally found to be in “poor” condition. **The field survey determined that one of the two total parcels was found to be in “poor” condition.** Generally, conditions combining for this determination included the evaluation of the general condition of structures, overall site conditions and adjacent right-of-way conditions.

### **Conclusion.**

**The conditions which endanger life or property by fire and other causes are a strong presence throughout the Husker Highway Redevelopment Area.**



## ***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 **Husker Highway 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 **11 existing structures**, within the **Husker Highway 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 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.**

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

**Deteriorating-Major.** 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 = 6 pts.
Major Deteriorating = 6 pts.	Major Deteriorating = 3 pts.
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.

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#### 4. Field Survey Conclusions.

The conditions of the total **11 buildings** within the **Husker Highway Redevelopment Area** were determined based on the finding of the exterior survey. These surveys indicated the following:

- None (0) of the structures were classified as structurally **sound**;
- None (0) of the structures were classified as **deteriorating** with **minor** defects.
- One (1) structure was classified as **deteriorating** with **major** defects; and
- Ten (10) structures were classified as **substandard**.

The results of the exterior structural survey identified the condition of structures throughout the **Husker Highway Redevelopment Area**. Of the 11 total structures, all were either deteriorating or dilapidated to a substandard condition.



#### Conclusion.

The results of the structural condition survey indicate deteriorating structures have a strong presence throughout the Husker Highway Redevelopment Area. Table 5 identifies the results of the structural rating process per building type.

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**TABLE 5  
EXTERIOR SURVEY FINDINGS  
HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, NEBRASKA**

**Exterior Structural Rating**

<b><u>Activity</u></b>	<b><u>Sound</u></b>	<b><u>Deteriorating (Minor)</u></b>	<b><u>Deteriorating (Major)</u></b>	<b><u>Dilapidated</u></b>	<b><u>Number of Structures</u></b>	<b><u>Deteriorating and/ or Dilapidated</u></b>
Residential	0	0	0	1	1	1
Other	<u>0</u>	<u>0</u>	<u>1</u>	<u>9</u>	<u>10</u>	<u>10</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>11</b>
Percent	0%	0%	9.1%	90.9%	100.0%	100.0%

Source: Hanna:Keelan Associates, P.C., 2015.



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

The **Husker Highway Redevelopment Area** consists of land platted for local streets, but are not currently paved. The Highway 281 Corridor is situated at the eastern boundary of the **Redevelopment Area**, while Husker Highway is located across the northern boundary. Rae Road separates the Ewoldt and Ponderosa Village Subdivisions. Major problem conditions that contribute to the **Factor** of existence of defective or inadequate street layout are discussed below.

**1. Poor Condition Frontage and Access Streets.**

A privately owned access road, or driveway leading to the abandoned farmstead house and buildings is a dirt surfaced road with two tire lanes on either side of a grass center strip. The completion of the four-lane Highway 281 Corridor, several years ago, relocated the farmstead driveway from the Highway to Rae Road. This access road to the abandoned farmstead is in substandard condition, lacks a sufficient road base and has inadequate storm water drainage ditches. During inclement weather conditions, this property would become inaccessible by motor vehicles.



**Conclusion.**

The existence of defective or inadequate street layout in the **Husker Highway Redevelopment Area** is a strong presence and constitutes a **Blight Factor**.

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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 **Husker Highway Redevelopment Area**. The problem conditions include:

1. **Inadequate Lot Size and Adequacy Issues.**

The entire **Husker Highway Redevelopment Area** is identified as the Ewoldt Subdivision, which was platted in April, 2006, and Lots 1 through 4 of the Ponderosa Village Subdivision, platted in December, 2011. **Each subdivision was surveyed as one parcel.** The Ewoldt Subdivision includes 10 individual lots, located along the two Highway Corridors and ranging in size from approximately one to two acres. Three additional “outlots” are also located along the perimeter of the **Area**, while a fourth, Outlot “A,” is identified as being nearly 65 acres in area and encompasses the abandoned farmstead. The four lots of Ponderosa Village Subdivision range in size from 0.31 acres to 1.53 Acres and includes a right-of-way for the unpaved, James Road.

2. **Accessibility or Usefulness.**

Access to individual properties and public facilities are limited within the **Husker Highway Redevelopment Area**. Although highly visible from Highway 281 and Husker Highway, the **Redevelopment Area** is only accessible from Rae Road. A secondary farm field access is located at the south side of Husker Highway, in the northwest corner of the **Redevelopment Area**.

A concrete surfaced trail is located directly east of Highway 281, but no sidewalks exist adjacent the **Redevelopment Area**. Residents of Ponderosa Lake Estates, located southwest of the **Redevelopment Area**, must cross the four-lane highway at Rae Road, which is not a signalized intersection, to access the trail. The intersection of Husker Highway and Highway 281 is a fully signalized intersection, but no sidewalks exist along the east or north perimeters of the **Redevelopment Area**.

**Conclusion.**

**Faulty lot layout in relation to size, adequacy and usefulness is a strong presence throughout the Husker Highway Redevelopment Area.**

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**(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 **Husker Highway Redevelopment Area**.

**1. Age and Associated Condition of Structures.**

The analysis of the 11 structures in the **Husker Highway Redevelopment Area** concluded that 10 (91 percent) are 40+ years of age, built prior to 1975. Additionally, the existing farmstead is estimated to have been constructed circa 1905, or approximately 110 years of age. The advanced age of the abandoned farmstead buildings has resulted in dilapidated structures that are potentially dangerous to adjacent property, vagrants/trespassers and are detrimental to future development.

**2. Lack of Adequate Utilities.**

The City of Grand Island's Public Works Staff stated that the municipal water and sewer mains located at the perimeter of the **Husker Highway Redevelopment Area**, were constructed in 1992. Water mains are located within the Right-of-Ways of Husker Highway and Highway 281 and are 20" diameter. Sanitary sewer mains are 27" in diameter along Highway 281, and 36" diameter along Husker Highway. These utility mains are trunk mains that distribute water and collect sanitary sewage from several subdivisions in southwestern Grand Island and are planned to be extended to service properties near the Interstate 80 Corridor, in the near future. An 8" water main and 10" sewer main travel through Lot 1 of Ponderosa Village Subdivision, connecting the Ponderosa residential development to the main trunk lines along Highway 281. These utility mains exceed engineering standards utilized by the City of Grand Island. Although modern utility mains are readily available to properties within the **Redevelopment Area**, none of the interior lots are presently connected by service lines to public utilities.

**Conclusion.**

**Insanitary and unsafe conditions are a strong presence throughout the Husker Highway Redevelopment Area.**

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

Field observations were conducted to determine the condition of site or other improvements within the **Husker Highway Redevelopment Area**, including arterial and local streets, 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 **Husker Highway Redevelopment Area** are age, debris and inadequate public improvements.

One of the total two parcels within the **Husker Highway Redevelopment Area** received an overall site condition rating of “poor.” Conditions that lead to these findings included:

1. The abandoned farmstead house and associated buildings are accessed by a long dirt surfaced access road, or driveway. The access road connects to Rae Road and was observed to be in poor condition, lacking an adequate road base and associated storm water drainage ditches. As a result, this access road can become impassable during inclement weather. Ponding water in the areas lacking adequate storm water drainage systems can attract mosquitoes and other pests. A large swale is located along the southern border of the **Redevelopment Area**, to control heavy rain and flooding issues.
2. A concrete surfaced trail exists along the east side of Highway 281, but no sidewalks exist at the east or north sides of the **Redevelopment Area**. Pedestrians in the residential subdivision southwest of the **Redevelopment Area** could cross Highway 281 at its intersection with Rae Road, but no traffic control devices exist at this location. The intersection of Highway 281 and Husker Highway is fully signalized, but no sidewalks exist along the eastern perimeter of the **Redevelopment Area** to accommodate pedestrian access to this intersection.

**Conclusion.**

**Deterioration of site improvements is a strong presence in the Husker Highway Redevelopment Area.**

(6) **Diversity of Ownership.**

Only one individual partnership or corporation owns all property within the **Husker Highway Redevelopment Area**. Publicly owned lands and local street rights-of-way are located at the perimeter of the **Husker Highway Redevelopment Area**.

The necessity to acquire numerous lots is typically a hindrance to redevelopment. However, in the case of the **Husker Highway Redevelopment Area**, there is only one owner of record.

**Conclusion.**

The factor “diversity of ownership” is of no presence throughout the **Husker Highway 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 **Husker Highway Redevelopment Area**. 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 (or valued) too high, the 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 were currently outstanding on parcels within the **Husker Highway Redevelopment Area**. The records indicated that **neither** of the two parcels were classified as delinquent by the Hall County Treasurer's Office.

2. **Real Estate Taxes.**

The tax values within the **Husker Highway Redevelopment Area** generally appeared to be equal to or greater than the market value of the properties. The total estimated appraised valuation within the **Husker Highway Redevelopment Area** is **\$636,916**.

3. **Tax Exempt.**

No properties within the **Husker Highway Redevelopment Area** were identified by the Hall County Assessor and Treasurer's Offices as having full or partial exemption from property taxes.

**Conclusion.**

**Taxes or special assessments delinquency were of no presence throughout the Husker Highway Redevelopment Area.**

**(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 are 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 Blight Factor in the Husker Highway Redevelopment Area.**



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

An in-depth analysis of the subdivision conditions in the **Husker Highway Redevelopment Area** revealed that improper subdivision and obsolete platting is prevalent throughout the **Area**. The two parcels contain a total of 17 lots varying in size and shape. The Ewoldt Subdivision was platted in 2006 and contains 10 individual lots ranging in area from one to two acres. The lots in the Ewoldt Subdivision are located along the perimeter of the **Redevelopment Area**, fronting on both Husker Highway and Highway 281. Additionally, three “outlots” are located between these small individual lots, while a large, approximately 65 acre outlot, encompasses the remaining portion of the Ewoldt Subdivision. The Ponderosa Village Subdivision was platted in December, 2011 and contains four individual lots ranging from 0.31 acres to 1.53 acres.

A former farmstead has become economically obsolescent due to the property being bound by Highways on the north and east and encroached upon by a lake front subdivision directly southwest of the **Redevelopment Area**. The former farmstead has been annexed into the Corporate Limits of the City of Grand Island and is no longer viable for agricultural crop production. Several one to two acre individual lots were platted along the northern and eastern boundaries of the **Area**. A single parcel identified as a 65 acre “Outlot” occupies the remaining portion of the **Husker Highway Redevelopment Area**. The underlying parcel boundaries have not facilitated the development of this subdivision.

Although the **Husker Highway Redevelopment Area** is platted as an entire subdivision, it has not attracted any development, to date. In order for the redevelopment of this **Area** to occur, it is assumed that the current platted subdivision will need to be vacated and replatted to support future development endeavors.

**Conclusion.**

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

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

1. **Building Elements that are Combustible.**

Wood-framed buildings with wooden structural elements are located in the **Husker Highway Redevelopment Area**. An abandoned farmstead house and farm buildings have been vacant for an extended length of time and are dilapidated. None of the buildings are capable of being adaptively reused and should be demolished. **All 11 buildings have been determined to be in either a “deteriorating-major” or “dilapidated” condition.**

2. **Lack of Adequate Utilities.**

The City of Grand Island’s Public Works Staff stated that the municipal water and sewer mains located at the perimeter of the **Husker Highway Redevelopment Area**, were constructed in 1992. Water mains are located within the Right-of-Ways of Husker Highway and Highway 281 and are 20” diameter. Sanitary sewer mains are 27” in diameter along Highway 281, and 36” diameter along Husker Highway. These utility mains are trunk mains that distribute water and collect sanitary sewage from several subdivisions in southwestern Grand Island and are planned to be extended to service properties near the Interstate 80 Corridor, in the near future. An 8” water main and 10” sewer main travel through Lot 1 of Ponderosa Village Subdivision, connecting the Ponderosa residential development to the main trunk lines along Highway 281. These utility mains exceed engineering standards utilized by the City of Grand Island. Although modern utility mains are readily available to properties within the **Redevelopment Area**, none of the interior lots are presently connected by service lines to public utilities.

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

A total of 10 (91 percent) of the total 11 structures in the **Husker Highway Redevelopment Area** were built prior to 1975, thus 40+ years of age. The existing farmstead is estimated to have been constructed circa 1905, or approximately 110 years of age. Wood frame buildings are located within the farmstead the **Redevelopment Area**, all of which are deteriorated or dilapidated, and are in need of demolition.

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Overall site conditions at properties throughout the **Husker Highway Redevelopment Area** were generally found to be in “poor” condition. **The field survey determined that one of the total two parcels was found to be in “poor” condition.** Generally, conditions combining for this determination included the evaluation of the general condition of structures, overall site conditions and adjacent right-of-way conditions.

### **Conclusion.**

**The conditions which endanger life or property by fire and other causes are a strong presence throughout the Husker Highway Redevelopment Area.**



*View of the abandoned farmstead from the private access road or driveway, looking towards the west/southwest.*

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#### **(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.

The farmstead at the **Redevelopment Area** is not, on its own, economically viable for agricultural production. The annexation and incorporation of the **Redevelopment Area** into the City of Grand Island fundamentally changed the highest and best use of this property to urbanized development(s). Proximity of the farmstead to two- and four-lane highways, primary or "trunk" water and sanitary sewer mains and to residential and commercial development has rendered agricultural production at this former farmstead a functionally obsolete use.

Although publically owned infrastructure improvements have occurred adjacent the **Husker Highway Redevelopment Area**, additional efforts are needed. Numerous problems or obstacles exist for comprehensive redevelopment efforts by the private sector; problems that only public financial assistance can remedy. These include removal of substantially dilapidated structures and socially undesirable land uses, the extension of publicly owned water and sewer systems that are necessary to support modern development and the need for extending hard surfaced frontage and access roads into the **Redevelopment Area**.

#### **Conclusion.**

**Other Environmental and Blighting Factors are a strong presence throughout the Husker Highway Redevelopment Area, containing functionally and economically obsolete farmstead and associated agricultural production lands of insufficient size to remain independently viable.**

**(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 Village 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 the area is at least forty (40) years.

The existing farmstead is estimated to have been constructed circa 1905, and are approximately 110 years of age. A total of 10, or 91 percent of the total 11 structures throughout the **Husker Highway Redevelopment Area** are at least 40+ 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 a strong presence throughout the Husker Highway Redevelopment Area.**

Grand Island, Nebraska  
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Husker Highway Redevelopment Area

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

The **Husker Highway Redevelopment Area** meets 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 **Four Factors** that constitute the **Area** as substandard. Of the 12 possible Factors that can constitute an **Area blighted**, **nine** have a strong presence in the **Husker Highway Redevelopment Area**. **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.

### **Blight 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.

Although all of the previously listed **Factors** are at least reasonably present throughout the **Husker Highway Redevelopment Area**, the conclusion is that the average age of the structures, insanitary and unsafe conditions, deterioration of site or other improvements and the existence of conditions which endanger life or property by fire or other causes are a sufficient basis for designation of the **Husker Highway Redevelopment Area** as **blighted** and **substandard**.

The extent of **Blight and Substandard Factors** in the **Husker Highway Redevelopment Area**, addressed in this document, is presented in **Tables 1 and 2**, located on **Pages 5 and 7** respectively. The eligibility findings indicate that the **Husker Highway Redevelopment Area** is in need of revitalization and strengthening to ensure it will contribute to the physical, economic and social well-being of the City of Grand Island and support any value added developments. Indications are that the **Area**, on the whole, has not been subject to comprehensive, sufficient growth and development through investment by the private sector nor would the areas be reasonably anticipated to be developed without public action or public intervention.

**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) Dilapidated	(Major) Deteriorating	Minor	None	Sound
1	Roof					
2	Wall Foundation					
3	Foundation					
____ Concrete ____ Stone ____ Rolled Asphalt ____ Brick ____ Other						
	Secondary Components	(Critical) Dilapidated	(Major) 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

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## HUSKER HIGHWAY REDEVELOPMENT AREA

TOTAL    PERCENT    RESIDENTIAL    COMMERCIAL    INDUSTRIAL    VACANT    OTHER

### AGE OF STRUCTURE

1-5 Years	0	0.0%	0	0	0	N/A	0
5-10 Years	0	0.0%	0	0	0	N/A	0
10-20 Years	0	0.0%	0	0	0	N/A	0
20-40 Years	1	9.1%	0	0	0	N/A	1
40-100 Years	10	90.9%	1	0	0	N/A	9
100+ Years	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

### FINAL STRUCTURAL RATING

Sound	0	0.0%	0	0	0	N/A	0
Deteriorating-Minor	0	0.0%	0	0	0	N/A	0
Deteriorating-Major	1	9.1%	0	0	0	N/A	1
Dilapidated	10	90.9%	1	0	0	N/A	9
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

### STREET CONDITION

None	11	9.1%	1	0	0	0	10
Excellent	0	0.0%	0	0	0	0	0
Good	0	18.2%	0	0	0	0	0
Fair	0	72.7%	0	0	0	0	0
Poor	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>

### SIDEWALK CONDITION

None	2	100.0%	1	0	0	0	1
Excellent	0	0.0%	0	0	0	0	0
Good	0	0.0%	0	0	0	0	0
Fair	0	0.0%	0	0	0	0	0
Poor	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

### DEBRIS

None	1	50.0%	1	0	0	0	0
Major	0	0.0%	0	0	0	0	0
Minor	1	50.0%	0	0	0	0	1
<b>TOTAL</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>

### OVERALL SITE CONDITION

Excellent	0	0.0%	0	0	0	0	0
Good	0	0.0%	0	0	0	0	0
Fair	1	50.0%	0	0	0	1	0
Poor	1	50.0%	1	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

### PARKING SPACES

Ranges	0-300	0.0%	1-2	1-300	0-0	N/A	1-50
None	2	100.0%	1	0	0	1	0
Hard Surfaced	0	0.0%	0	0	0	0	0
Unimproved	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

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**HUSKER HIGHWAY REDEVELOPMENT AREA**

	TOTAL	PERCENT	RESIDENTIAL	COMMERCIAL	INDUSTRIAL	VACANT	OTHER
<b>DOORS</b>							
None	0	0.0%	0	0	0	N/A	0
Sound	0	0.0%	0	0	0	N/A	0
Minor	0	0.0%	0	0	0	N/A	0
Substandard	6	54.5%	0	0	0	N/A	6
Critical	5	45.5%	1	0	0	N/A	4
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

<b>WINDOWS</b>							
None	1	9.1%	0	0	0	N/A	1
Sound	0	0.0%	0	0	0	N/A	0
Minor	0	0.0%	0	0	0	N/A	0
Substandard	4	36.4%	0	0	0	N/A	4
Critical	6	54.5%	1	0	0	N/A	5
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

<b>STREET TYPE</b>							
None	2	100.0%	1	0	0	1	0
Concrete	0	0.0%	0	0	0	0	0
Asphalt	0	0.0%	0	0	0	0	0
Gravel	0	0.0%	0	0	0	0	0
Dirt	0	0.0%	0	0	0	0	0
Brick	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

<b>PORCHES...</b>							
None	1	9.1%	0	0	0	N/A	1
Sound	0	0.0%	0	0	0	N/A	0
Minor	0	0.0%	0	0	0	N/A	0
Substandard	6	54.5%	0	0	0	N/A	6
Critical	4	36.4%	1	0	0	N/A	3
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

<b>PAINT</b>							
None	1	9.1%	0	0	0	N/A	1
Sound	0	0.0%	0	0	0	N/A	0
Minor	0	0.0%	0	0	0	N/A	0
Substandard	6	54.5%	0	0	0	N/A	6
Critical	4	36.4%	1	0	0	N/A	3
<b>TOTAL</b>	<b>11</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

<b>DRIVEWAY</b>							
None	0	0.0%	0	0	0	N/A	0
Sound	0	0.0%	0	0	0	N/A	0
Minor	0	0.0%	0	0	0	N/A	0
Substandard	6	60.0%	0	0	0	N/A	6
Critical	4	40.0%	1	0	0	N/A	3
<b>TOTAL</b>	<b>10</b>	<b>100.0%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>9</b>



**HUSKER HIGHWAY REDEVELOPMENT AREA**

TOTAL    PERCENT    RESIDENTIAL    COMMERCIAL    INDUSTRIAL    VACANT    OTHER

**ROOF STRUCTURE**

None	0	0%	0	0	0	N/A	0
Sound	0	0%	0	0	0	N/A	0
Minor	0	0%	0	0	0	N/A	0
Substandard	7	64%	1	0	0	N/A	6
Critical	4	36%	0	0	0	N/A	4
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**WALL FOUNDATION**

None	0	0%	0	0	0	N/A	0
Sound	0	0%	0	0	0	N/A	0
Minor	1	9%	0	0	0	N/A	1
Substandard	6	55%	1	0	0	N/A	5
Critical	4	36%	0	0	0	N/A	4
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**FOUNDATION**

None	0	0%	0	0	0	N/A	0
Sound	1	9%	0	0	0	N/A	1
Minor	0	0%	0	0	0	N/A	0
Substandard	7	64%	1	0	0	N/A	6
Critical	3	27%	0	0	0	N/A	3
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**FOUNDATION TYPE**

Concrete	1	9%	0	0	0	N/A	1
Stone	10	91%	1	0	0	N/A	9
Rolled Asphalt	0	0%	0	0	0	N/A	0
Brick	0	0%	0	0	0	N/A	0
Other/None	0	0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**ROOF SURFACE**

None	1	9%	1	0	0	N/A	0
Sound	0	0%	0	0	0	N/A	0
Minor	1	9%	0	0	0	N/A	1
Substandard	4	36%	0	0	0	N/A	4
Critical	5	45%	0	0	0	N/A	5
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**ROOF TYPE**

Asphalt Shingles	0	0%	0	0	0	N/A	0
Rolled Asphalt	0	0%	0	0	0	N/A	0
Cedar	9	82%	1	0	0	N/A	8
Combination	1	9%	0	0	0	N/A	1
Other	1	9%	0	0	0	N/A	1
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

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**HUSKER HIGHWAY REDEVELOPMENT AREA**

TOTAL    PERCENT    RESIDENTIAL    COMMERCIAL    INDUSTRIAL    VACANT    OTHER

**CHIMNEY**

None	10	91%	0	0	0	N/A	10
Sound	0	0%	0	0	0	N/A	0
Minor	0	0%	0	0	0	N/A	0
Substandard	1	9%	1	0	0	N/A	0
Critical	0	0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**GUTTER, DOWNSPOUTS**

None	10	91%	1	0	0	N/A	9
Sound	0	0%	0	0	0	N/A	0
Minor	0	0%	0	0	0	N/A	0
Substandard	0	0%	0	0	0	N/A	0
Critical	1	9%	0	0	0	N/A	1
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**WALL SURFACE**

None	0	0%	0	0	0	N/A	0
Sound	1	9%	0	0	0	N/A	1
Minor	1	9%	0	0	0	N/A	1
Substandard	3	27%	1	0	0	N/A	2
Critical	6	55%	0	0	0	N/A	6
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**WALL SURFACE TYPE**

Frame	8	73%	0	0	0	N/A	8
Masonry	0	0%	0	0	0	N/A	0
Siding	0	0%	0	0	0	N/A	0
Combination	0	0%	0	0	0	N/A	0
Stucco	0	0%	0	0	0	N/A	0
Other	3	27%	1	0	0	N/A	2
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**PARKING SURFACE**

None	6	55%	0	0	0	N/A	6
Concrete	0	0%	0	0	0	N/A	0
Asphalt	0	0%	0	0	0	N/A	0
Gravel	1	9%	1	0	0	N/A	0
Dirt	4	36%	0	0	0	N/A	4
Brick	0	0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

**PARKING SPACES**

None	6	55%	0	0	0	N/A	6
1 to 2	5	45%	1	0	0	N/A	4
3 to 5	0	0%	0	0	0	N/A	0
6 to 10	0	0%	0	0	0	N/A	0
11 to 20	0	0%	0	0	0	N/A	0
21 or More	0	0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>11</b>	<b>100%</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>N/A</b>	<b>10</b>

# GENERAL REDEVELOPMENT PLAN

## Purpose of Plan/Conclusion

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

A **General Redevelopment Plan** 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 is as follows:

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

Furthermore, the **General Redevelopment Plan** must further address the items required under Section 18-2113, "Plan; considerations", which the Grand Island Community Redevelopment Authority (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 City and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for

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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 Plan** applies to the **Husker Highway Redevelopment Area** in Grand Island, Nebraska, which consists of the **blight and substandard determination area**. **Illustration 1** delineates the geography of the **Husker Highway Redevelopment Area**.

The portion of the City included in the **Husker Highway Redevelopment Area** equals an estimated 116.5 total acres and includes the Ewoldt and Ponderosa Village Subdivisions.

The **Husker Highway Redevelopment Area** is located within the Corporate Limits of the City of Grand Island, Hall County, Nebraska. **Illustration 1** identifies the **Husker Highway Redevelopment Area**, in relation to the City. The **Redevelopment Area** abuts the right-of-ways of Husker Highway and Highway 281.

The planning process for the **Husker Highway Redevelopment Area** has resulted in a listing of general planning and implementation recommendations. As discussed in the **Blight & Substandard Determination Study**, 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, including the City of Grand Island.

**There are also multiple development and redevelopment opportunities in the Husker Highway Redevelopment Area, capable of improving the overall quality of life and economic standard of Grand Island and increase the City's real estate and sales tax base.**

## **Planning and Implementation Recommendations**

To eliminate these conditions and enhance private development activities within the **Husker Highway Redevelopment Area**, the City of Grand Island will need to consider the following general planning and redevelopment actions:

- Create an “**Economic Development Initiative**” for job creation in the **Husker Highway Redevelopment Area** that concentrates on the use of Tax Increment Financing for the development of new businesses. The **Area** is in need of additional retail, lodging and restaurant developments.
- Establish a “**Public Utilities and Infrastructure Initiative**” that concentrates on the use of Tax Increment Financing for the extension of all necessary utility and infrastructure systems in order to make the **Husker Highway Redevelopment Area**, viable for future development.
- Devise a Plan to address the lack of sidewalks within and adjacent to the **Redevelopment Area**. This includes developing safe pedestrian routes across the Highway 281 Corridor, connecting to the existing hiker/biker trail east of the four-lane Highway 281 Corridor.
- Encourage removal of *substantially* dilapidated and substandard structures within the **Husker Highway Redevelopment Area** to prepare for future development;
- Combine both public and private funding sources with Tax Increment Financing to purchase and demolish dilapidated residential and agricultural buildings that are not cost-effective to be rehabilitated;

## **Implementation**

Both a time-line and budget should be developed for the implementation of the 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 the 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. LB840, Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the **Husker Highway Redevelopment Area** is deemed to be an essential and integral element of the **Redevelopment Area**. The use of TIF in connection with such projects is contemplated by the Plan and such designation and use of TIF will not constitute a substantial modification to the Plan.

The City agrees, when approving the **General Redevelopment Plan**, to the utilization of TIF for appropriate 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 Grand Island and Hall 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 **Husker Highway Redevelopment Area** were depicted and described in detail in the **Blight and Substandard Determination Study**. In general, the **Redevelopment Area** consists of an abandoned farmstead and vacant/agricultural land use types. The field survey identified properties and structures in “deteriorating-major” and “dilapidated” condition, as well as vacant lands that have remained undeveloped in spite of available utilities at the perimeter of the **Area**.

**Illustration 4**, the **Future Land Use Map** for the **Husker Highway Redevelopment Area**, represents an effort to encourage land uses that reflect nearby developed properties. Commercial uses are recommended throughout the **Redevelopment Area** to support future retail/office businesses with frontage on the highway corridor. The portion of the **Redevelopment Area** located to the west of the platted, but undeveloped James Road, is recommended to be designated for future commercial uses in support of a regional shopping center location.

## 2. Future Zoning Districts.

The recommended **Future Zoning Map** for the **Husker Highway Redevelopment Area** is identified in **Illustration 5**. The **Future Zoning Map** is generally in conformance with the Comprehensive Plan of Grand Island and specifically with the **Future Land Use Map, Illustration 4**. The entire **Redevelopment Area** is recommended to be designated as “CD - Commercial Development District” in accordance with the Zoning Regulations of the City of Grand Island. This is a Planned Unit Development district for commercial uses that allows more than one primary use or building on an individual lot.

# FUTURE LAND USE MAP

## HUSKER HIGHWAY REDEVELOPMENT AREA

### GRAND ISLAND, NEBRASKA



#### LEGEND

- COMMERCIAL
- REDEVELOPMENT AREA BOUNDARY

**HANNA:KEELAN ASSOCIATES, P.C.**  
**COMMUNITY PLANNING & RESEARCH**

**\*Lincoln, Nebraska\* 402.464.5383 \***

#### ILLUSTRATION 4

Grand Island, Nebraska  
 General Redevelopment Plan  
 Husker Highway Redevelopment Area



# FUTURE ZONING MAP

HUSKER HIGHWAY REDEVELOPMENT AREA  
GRAND ISLAND, NEBRASKA



## LEGEND

- CD - COMMERCIAL DEVELOPMENT DISTRICT
- ▬ - ZONING DISTRICT BOUNDARY
- ▬ - REDEVELOPMENT AREA BOUNDARY

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## ILLUSTRATION 5

Grand Island, Nebraska  
General Redevelopment Plan  
Husker Highway Redevelopment Area

### 3. Recommended Public Improvements

The primary purpose for a **General Redevelopment Plan**, accompanied with the preceding **Blight and Substandard Determination Study**, is to allow for the use of public financing in a specific area. This public financing is planned and implemented to serve as a “first step” for public improvements and encourage private development within the **Husker Highway Redevelopment Area**. The most common form of public improvements occur with infrastructure, specifically streets, water, sanitary sewer and storm sewer systems, sidewalks, open space and recreational uses. The primary infrastructure concerns in the **Husker Highway Redevelopment Area** are the need to extend all utility and infrastructure systems in order to make the **Area** viable for future development opportunities.

The lack of street systems within the **Husker Highway Redevelopment Area** will require an extension of all appropriate public and private access and frontage roads to make the **Area** attractive for development. A planned program of sidewalk paving, curb and gutter, and street paving/resurfacing projects should be established in the **Redevelopment Area**, in conjunction with the Grand Island One- and Six-Year Street Plan.

Private water wells and septic systems and leach fields formerly associated with the abandoned farmstead will need to be decommissioned and removed along with the dilapidated buildings to support redevelopment efforts throughout the **Husker Highway Redevelopment Area**.

Redevelopment finance tools, such as Tax Increment Financing, will provide incentives to facilitate development. Tax Increment Financing can serve as a valuable source of additional monies to defer the cost of the development of all necessary utilities and infrastructural systems within the **Husker Highway Redevelopment Area**. 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 **Husker Highway Redevelopment Area**, should serve local residents, as well as highway travelers. The redevelopment efforts within the **Area** will foster an appreciation for its image, character and uniqueness in Grand Island.

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

The Community Redevelopment Authority (CRA) and the City of Grand Island should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in the **Husker Highway Redevelopment Area**. The demolition of existing buildings will enhance the visual appearance of the **Area**, making it more attractive for future development. Prior to transportation network improvements, the City and the CRA should develop a plan to accommodate efficient infrastructure development and improvements.

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

Normal Street Replacement

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

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

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

Ramped Curb Cuts

\$1,250 each

Sanitary Sewer

\$50 to \$60 per linear foot

Water Valves

\$750 each

Fire Hydrants

\$2,500 each

Overlay of Parking Lots

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

Paved Alleys

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

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

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

### Storm Sewers

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

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

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

### Public and Private Foundations

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

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

Grand Island, Nebraska  
General Redevelopment Plan  
Husker Highway Redevelopment Area

## **Private Foundations**

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

# REDEVELOPMENT PLAN AMENDMENTS

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## PROJECT NAME / LOCATION AND COST

## RESOLUTION #

1. _____ \$ _____	_____
2. _____ \$ _____	_____
3. _____ \$ _____	_____
4. _____ \$ _____	_____
5. _____ \$ _____	_____
6. _____ \$ _____	_____
7. _____ \$ _____	_____
8. _____ \$ _____	_____
9. _____ \$ _____	_____
10. _____ \$ _____	_____