



# Hall County Regional Planning Commission

**Wednesday, May 10, 2006**  
**Regular Meeting Packet**

---

## **Commission Members:**

|                             |                     |                         |
|-----------------------------|---------------------|-------------------------|
| <b>John Amick</b>           | <b>Hall County</b>  |                         |
| <b>Tom Brown</b>            | <b>Grand Island</b> |                         |
| <b>Scott Eriksen</b>        | <b>Grand Island</b> |                         |
| <b>Mark Haskins</b>         | <b>Hall County</b>  | <b>Vice Chairperson</b> |
| <b>Bill Hayes</b>           | <b>Doniphan</b>     |                         |
| <b>Dianne Miller</b>        | <b>Grand Island</b> |                         |
| <b>Jaye Montor</b>          | <b>Cairo</b>        |                         |
| <b>Robert (Bob) Niemann</b> | <b>Grand Island</b> |                         |
| <b>Pat O'Neill</b>          | <b>Hall County</b>  | <b>Chairperson</b>      |
| <b>Deb Reynolds</b>         | <b>Hall County</b>  |                         |
| <b>Leslie Ruge</b>          | <b>Alda</b>         | <b>Secretary</b>        |
| <b>Don Snodgrass</b>        | <b>Wood River</b>   |                         |

**Regional Planning Director: Chad Nabity**

**Technician:**

**Edwin Maslonka**

**Secretary:**

**Barbara Quandt**

---

**6:00:00 PM**  
**Council Chambers - City Hall**  
**100 East First Street**



## **Call to Order**

## **Roll Call**

---

### **A - SUBMITTAL OF REQUESTS FOR FUTURE ITEMS**

Individuals who have appropriate items for Commission consideration should complete the Request for Future Agenda Items form located at the Regional Planning Office on the second floor of City Hall. If the issue can be handled administratively without Commission action, notification will be provided. If the item is scheduled for a meeting, notification of the date will be given.

---

### **B - RESERVE TIME TO SPEAK ON AGENDA ITEMS**

This is an opportunity for individuals wishing to provide input on any of tonight's agenda items to reserve time to speak. Please come forward, state your name and address, and the Agenda topic on which you will be speaking.

---

### **DIRECTOR COMMUNICATION**

This is an opportunity for the Director to comment on current events, activities, and issues of interest to the commission.





# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item .A1

### Summary

Staff Contact: Chad Nabity



**Staff Recommendation Summary  
For Regional Planning Commission Meeting  
May 10, 2006**

4. **Public Hearing** - Concerning changes to Chapter 36 of the Grand Island city code TA-Transitional Agriculture Zone, in reference to landscaping contractor business with onsite retail. (C-14-2006GI) (See full recommendation)
5. **Public Hearing** - Concerning blight & substandard area for land generally located west of Walnut Street, south of Military Road, in the N ½ (half) of Section 25, Township 10, Range 12 and the E ½ (half) of the NE ¼ (quarter) Section 26, Township 10, Range 12 in or near Wood River. (C-15-2006WR) (See Full Recommendation)

**CONSENT AGENDA**

6. **Final Plat** - Beberniss Subdivision located north of Wood River Road and West of 60<sup>th</sup> Road. This final plat proposes to 1 lot on a parcel of land in the NE ¼ SE ¼ of 17-10-10. This land consists of approximately 3.297 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction.
7. **Final Plat** - Brown Acres South Subdivision located north of Chapman Road and west of 130<sup>th</sup> Road. This final plat proposes to 1 lot on a parcel of land in the SE ¼ SE ¼ of 07-12-11. This land consists of approximately 3.552 acres. This is a one time split from an 80 acre tract. This is within Cairo 1 mile Jurisdiction
8. **Final Plat** - Brown Acres North Subdivision located north of Chapman Road and west of 130<sup>th</sup> Road. This final plat proposes to 1 lot on a parcel of land in the NE ¼ SE ¼ of 07-12-11. This land consists of approximately 3.528 acres. This is a one time split from an 80 acre tract. This is in the Hall County Jurisdiction.
9. **Final Plat** - JNK Subdivision located south of Cedarview Road and west of 90<sup>th</sup> Road. (This final plat proposes to 1 lot on a parcel of land in the NE ¼ NE ¼ of 02-09-11. This land consists of approximately 5.421 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction.
10. **Final Plat** - JRH Subdivision, located south of Burmood Road, and east of Bluff Center Road. This final plat proposes to 1 lot on a parcel of land in the NW ¼ NW ¼ of 09-09-12. This land consists of approximately 3.197 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction.

**It is recommended the Planning Commission Approve the consent agenda items as presented.**









# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

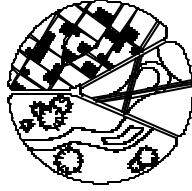
## Item E1

### Minutes of April 5, 2006 Meeting

*The Minutes of the April 5, 2006 Regional Planning Meeting are submitted for approval. A motion is in order.*

Staff Contact: Chad Nabity





THE REGIONAL PLANNING COMMISSION OF HALL COUNTY, GRAND ISLAND,  
WOOD RIVER AND THE VILLAGES OF ALDA, CAIRO, AND DONIPHAN, NEBRASKA

Minutes  
for  
April 5, 2006

---

The meeting of the Regional Planning Commission was held Wednesday, April 5, 2006, in the Council Chamber - City Hall - Grand Island, Nebraska. Notice of this meeting appeared in the "Grand Island Independent" March 25, 2006.

|          |                |               |
|----------|----------------|---------------|
| Present: | Debra Reynolds | Pat O'Neill   |
|          | Jaye Monter    | Bob Niemann   |
|          | Dianne Miller  | Scott Eriksen |
|          | Leslie Ruge    | Don Snodgrass |
|          | Mark Haskins   |               |

Absent: Tom Brown, John Amick, Bill Hayes

Other: Joyce Haase, Mitch Nickerson, Steve Riehle, Doug Walker

Staff: Karla Collinson, Chad Nabity

Press: Grand Island Independent

---

**1. Call to order.**

Chairman O'Neill called the meeting to order at 6:00 p.m.

**2. Minutes of March 1, 2006**

A motion was made by Ruge 2<sup>nd</sup> by Haskins to approve the minutes of March 1, 2006 meeting.

The motion carried with 7 members present voting in favor (Reynolds, O'Neill, Miller, Eriksen, Ruge, Snodgrass, Haskins) and 1 member (Monter) abstaining.



### **3. Request time to speak**

Ken Caldwell, Karen Bretthauer, Greg Baxter and John Nietfeld all indicated they wished to speak on agenda items.

### **4. Public Hearing - Concerning changes to Grand Island City Code in reference Installation of Liquid Propane Storage Tanks and wholesale distribution of propane in the ME Manufacturing Estates Zone. (C-13-2006GI) (Hearing, Discussion, Action)**

Nabity explained the request from Bosselman Energy to allow this use in the ME Manufacturing Estates Zone. This would allow the wholesale distribution of propane in the ME zone. The tank would be allowed to heat a building on the site but distribution is not currently allowed. This change would allow distribution. O'Neill questioned if this would allow someone to put in a 10 x 12 office and sell propane from the site. Nabity agreed that this would be a possibility but reminded planning commissioners that the minimum lot size is 2.5 acres in the ME zone. That scenario is unlikely. Nabity stated that he would be happy to work with language that would better define this. Ken Caldwell, representing Bosselman's, stated that their plan is to build a larger building for warehousing, storage and office space and use propane to heat that building. Allowing this use would let them move their current operation from its location on 3<sup>rd</sup> and Blaine. Commissioners discussed the lot sizes and the possibility that someone would build a small building with a large tank and decided not amend the suggested language.

A motion was made by Snodgrass and seconded by Haskins to approve and recommend that approve changes to Chapter 36 as presented.

A roll call vote was taken and the motion passed with 8 members present (Haskins, Reynolds, O'Neill, Miller, Eriksen, Ruge, Snodgrass, Monter) voting in favor and no members voting against.

### **5. Preliminary Plat - Sterling Estates Subdivision located North of State Street and East of North Road. (241 lots)**

Nieman joined the meeting.

This plat proposes to create 241 lots. 235 lots will be a combination of townhouse and detached single family. 6 lots along Capital Avenue are proposed for office development. A rezoning application will be submitted with the final plat to align zoning boundaries with the proposed streets. This development will include a 7 acre city park at the east end. The park will connect to the hike/bike trail. Nabity explained the proposed phasing for the development. Commissioners questioned the name of Imperial Lane where it changes from east/west to north/south. Ruge suggested renaming the street for that section to make it easier for delivery driver and



emergency personnel. John Nietfeld agreed to make that change. Nabity recommended approval.

A motion was made by Reynolds 2<sup>nd</sup> by Haskins to approve the preliminary plat with a new name for the north/south portion of Imperial Lane.

A roll call vote was taken on the motion to recommend approval with 9 members ( Haskins, Reynolds, O'Neill, Niemann, Miller, Eriksen, Ruge, Monter, Snodgrass) voting in favor.

**6. Preliminary Plat - Springdale Subdivision located South of Lillie Drive and West of North Road. (36 lots)**

This plat proposes to create 36 residential lots. A 3 acre detention cell is also planned as part of the development. The cell is required by the Moore's Creek drainage plan. This property will have to be rezoned from LLR to R-1 to accommodate the lots sizes. Sewer and water is available to the subdivision. Nabity stated that the proposed Karen Boulevard would be renamed to Westgate Road.

Greg Baxter brought up concerns with drainage. The Copper Creek Estates development to the west of this property will be putting in 100 houses this year with more planned and will be running water this direction. Mr. Baxter stated that this area commonly has drainage issues. He expressed concern that the drainway would not be completed in time to accommodate the additional water.

Karen Bretthauer, the owner and developer of the property, stated that her house has never had water in the basement. She knows the previous two owners. The house was built in 1968. She intends to use fill material from the detention cell to raise the lots. This will also help because the sewer is shallow along Lilly Drive.

A motion was made by Ruge 2<sup>nd</sup> by Eriksen to approve the preliminary plat as presented.

A roll call vote was taken on the motion to recommend approval with 9 members ( Haskins, Reynolds, O'Neill, Niemann, Miller, Eriksen, Ruge, Monter, Snodgrass) voting in favor.

**7. Preliminary Plat - Summerfield Estates Fifth Subdivision located North of 13<sup>th</sup> Street and East of Summerfield Avenue. (14 lots).**

Nabity explained that the changes to the preliminary plat do not include any new lots. Warbler Circle will be extended as opposed to ending in a cul-de-sac at the east end. A few other changes were made to the size of lots and direction of future cul-de-sac but nothing major.



A motion was made by Miller 2<sup>nd</sup> by Monter to approve the preliminary plat as presented.

A roll call vote was taken on the motion to recommend approval with 9 members ( Haskins, Reynolds, O'Neill, Niemann, Miller, Eriksen, Ruge, Monter, Snodgrass) voting in favor.

**8. Final Plat - Summerfield Estates Fifth Subdivision located North of 13<sup>th</sup> Street and East of Summerfield Avenue. (14 lots).**

Nabity explained that this plat is in conformance with the preliminary plat as previously approved. This is the next phase Summerfield Estates and the zoning is proper to support the proposed lot sizes. Ruge asked if temporary turn around would be required at the end of Warbler. Nabity stated that this had not been included in the proposed subdivision agreement but could be added.

A motion was made by Ruge 2<sup>nd</sup> by Haskins to approve the final plat with a temporary turnaround at the end of Warbler.

A roll call vote was taken on the motion to recommend approval with 9 members ( Haskins, Reynolds, O'Neill, Niemann, Miller, Eriksen, Ruge, Monter, Snodgrass) voting in favor.

### **CONSENT AGENDA**

**9. Final Plat - Larue Subdivision located South of 13<sup>th</sup> Street and West of Hwy 281.**

This subdivision proposes to create 142 lots on a parcel of land in the E ½ NW ¼ 13-11-10.

**10. Final Plat - Neumann Second Subdivision located South of 13<sup>th</sup> Street and West of North Road.**

This subdivision proposes to create 2 lots on a parcel of land comprising of lot 1 Neumann Subdivision.

**11. Final Plat - Livermore Subdivision located North of Rosemont Avenue and East of Riverview Drive, Grand Island Nebraska.**

This subdivision proposes to create 2 lots on a parcel of land in the E ½ NW ¼ 28-11-09.



**12. Final Plat - Bosselville Second Subdivision located South of Bosselman Avenue and West of Highway 281.**

This subdivision proposes to create 2 lots on a parcel of land comprised of lots 5 & 6 block 1 Bosselville Subdivision and part of the NE  $\frac{1}{4}$  24-10-10.

**13. Final Plat - Hillcrest Second Subdivision located North of Platte River Drive and West of Hwy 281, Hall County Nebraska within Doniphan 1 mile Jurisdiction.**

This subdivision proposes to create 1 lot on a parcel of and in the W  $\frac{1}{2}$  SE  $\frac{1}{4}$  01-09-10. This is splits an existing farmstead from a tract of 20 acres or more.

**14. Final Plat - Gangwish Subdivision located North of Rainforth Road and East of 190<sup>th</sup> Road, Hall County Nebraska.**

This subdivision proposes to create 1 lot on a parcel of land located in the N  $\frac{1}{2}$  SW  $\frac{1}{4}$  20-09-12. This is splits an existing farmstead from a tract of 20 acres or more.

**15. Final Plat - JLW Subdivision located South of Capital Avenue and East of 110<sup>th</sup> Road, Hall County Nebraska.**

This subdivision proposes to create 1 lot on a parcel of land in the NW  $\frac{1}{4}$  NW  $\frac{1}{4}$  10-11-11. This property was split in 1976 from the parent parcel without a subdivision. A subdivision would have been required at that point in time and could have been done legally. Approval of this subdivision will clear the title of this property.

A motion was made by Miller 2<sup>nd</sup> by Haskins to approve the consent agenda items as presented.

A roll call vote was taken and the motion carried with 9 members present voting in favor (Haskins, Reynolds, O'Neill, Niemann, Miller, Eriksen, Ruge, Monter, Snodgrass).

**16. Planning Director's Report**

Nabity asked the planning commission to change the date of the May meeting from May 3<sup>rd</sup> to May 10<sup>th</sup>. This would accommodate his attending the National APA conference at the end of April. Also the lack of department secretary makes preparing for the May meeting difficult without the extra week. A motion was made and seconded and approve unanimously.

**7. Next Meeting May 10, 2006 at 6:00 p.m.**



## **8. Adjourn**

Chairman O'Neill adjourned the meeting at 7:00.

---

Leslie Ruge, Secretary

by Chad Nabity





# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item F1

### Public Hearing Concerning Changes to Chapter 36 of the Grand Island City Code

*This application proposes to amend Chapter 36 of the Grand Island city code relative to TA-  
Transitional Agriculture Zone in reference to landscaping contractor business with onsite  
retail. (See full Directors Recommendation)*

Staff Contact: Chad Nabity



## Agenda Item #4

### PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING COMMISSION:

May 2, 2006

### SUBJECT:

*Concerning amendments to the Zoning Ordinance for the City of Grand Island and its 2 mile extra-territorial jurisdiction. Amendments to be considered pertain to the §36-60(C) TA-Transitional Agriculture Zone Permitted Accessory Uses; to allow landscaping contracting businesses and associated retail sales on site when certain conditions as outlined are met. (C-14-2006GI)*

### PROPOSAL:

The changes proposed here were requested by Jason Harb of Harb's Landscaping of Grand Island, Nebraska. All areas with changes are highlighted. Additions are *italicized and underlined* and deletions are in ~~strike out~~.

#### §36-60. (TA) Transitional Agriculture Zone

*Intent:* To provide for a transition from rural to urban uses, and is generally located on the fringe of the urban area. This zoning district permits both farm and non-farm dwellings at a maximum density of two dwelling units per acre, as well as other open space and recreational activities. The intent of the zoning district also would allow the raising of livestock to a limit and within certain density requirements.

#### (C) Permitted Accessory Uses:

- (1) Guest building
- (2) Customary home occupations
- (3) Buildings, corrals, stables or pens in conjunction with the permitted uses
- (4) Buildings for the display and sale of products grown or raised on the premises, provided, the floor area does not exceed 500 square feet
- (5) Offices incidental to and necessary for a permitted use
- (6) Other buildings and uses accessory to the permitted principal uses
- (7) Landscaping Contractor Business with limited retail sales when the following conditions are met
  - (a) The business accessory to a farm, and located on a farm size parcel (20 acres or more), and
  - (b) A greenhouse and/or tree farm operation is located on the site, and
  - (c) Total retail floor area within a building on the site does not exceed 1000 square feet, and
  - (d) Total outdoor retail storage area for items not grown on site does not exceed 20,000 square feet, and
  - (e) Signage for the business shall be regulated by the Grand Island sign code for signs in a residential district.



## **OVERVIEW:**

The TA zone is specifically designed to provide a buffer between the urban and rural uses. Because of that function this zone takes on some of the aspects of both the urban and rural zoning districts. In general, this usually means that more restrictions are placed on the property limiting its use for agriculture while preventing development of the property for urban uses.

A landscaping contractors business including limited on site retail, under the conditions proposed, would permit an additional economically viable use for property in the TA zone. This use under these conditions will also preserve a parcel that is large enough to allow for the future redevelopment of the site at some point in the future.

It would appear that these proposed changes fall within the intent of the TA zone as it is defined in the Grand Island Zoning Ordinance.

## **RECOMMENDATION:**

That the Regional Planning Commission recommend that the Grand Island City Council **approve** the changes to the Grand Island Zoning Ordinance as requested.

\_\_\_\_\_ Chad Nabity AICP, Planning Director





# **Hall County Regional Planning Commission**

**Wednesday, May 10, 2006  
Regular Meeting**

## **Item F2**

**Public Hearing Concerning a Blight and Substandard Study -  
Wood River**

**Staff Contact: Chad Nabity**



## **Agenda Item #5**

### **PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING COMMISSION:**

May 1, 2006

**SUBJECT:** *Declaration of a site in western and southern Wood River as blighted and substandard; along with approval of a generalized redevelopment plan for the area. (C-15-2006C)*

**PROPOSAL:** This site is generally west of Walnut Street, south of Military Road, in the N ½ (half) of Section 25, Township 10, Range 12 and the E ½ (half) of the NE ¼ (quarter) Section 26, Township 10, Range 12 a detailed map and legal description are included in the study.

### **OVERVIEW:**

Hanna:Keelan Associates P.C. has prepared a blight and substandard study of the property describe above. It is their conclusion based on the study that sufficient evidence exists to declare this property blighted and substandard. A complete copy of the study is attached.

### **RECOMMENDATION:**

That the Regional Planning Commission recommend that City Council **approve** the Blighted and Substandard designation of for this portion of Wood River as Wood River Redevelopment Area #1 based upon the evidence provided in the Blight and Substandard Determination Study prepared by Hanna:Keelan Associates P.C. and based upon the goals and objectives outlined in the 2003 Comprehensive Plan.

\_\_\_\_\_ Chad Nabity AICP, Planning Director



# **WOOD RIVER, NEBRASKA REDEVELOPMENT AREA #1**

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



**PREPARED FOR:**  
**CITY OF WOOD RIVER**  
***COMMUNITY DEVELOPMENT AGENCY***

**PREPARED BY:**  
**HANNA:KEELAN ASSOCIATES, P.C.**  
***Community Planning & Research***  
**Lincoln, Nebraska**  
[www.hannakeelan.com](http://www.hannakeelan.com)

**APRIL, 2006**



## TABLE OF CONTENTS

|  |           |
|--|-----------|
| <b>Table of Contents</b> .....   | <b>i</b>  |
| <b>List of Tables and Illustrations</b> .....  | <b>ii</b> |
| <b>A. Blight and Substandard Determination Study</b> .....   | <b>1</b>  |
| 1. Basis for Redevelopment .....   | 11        |
| 2. The Study Area .....  | 13        |
| 3. The Research Approach .....   | 17        |
| 4. Eligibility Survey and Analysis Findings .....  | 18        |
| <b>Substandard Factors</b>   |           |
| (1) Dilapidation/Deterioration of Structures .....   | 18        |
| (2) Age of Obsolescence .....  | 22        |
| (3) Inadequate Provision for Ventilation, Light, Air<br>Sanitation or Open Space .....             | 23        |
| (4) The Existence of Conditions which Endanger<br>Life or Property by Fire and Other Causes .....  | 24        |
| <b>Blight Factors</b>  |           |
| (1) Deteriorated or Deteriorating Structures .....   | 26        |
| (2) Existence of Defective or Inadequate Street Layout .....                                       | 31        |
| (3) Faulty Lot Layout in Relation to Size, Adequacy<br>Accessibility, or Usefulness .....          | 32        |
| (4) Insanitary and Unsafe Conditions .....   | 33        |
| (5) Deterioration of Site Improvements .....   | 34        |
| (6) Diversity of Ownership .....   | 35        |
| (7) Tax or Special Assessment Delinquency Exceeding<br>the Fair Value of the Land .....            | 37        |
| (8) Defective or Unusual Condition of Title .....  | 38        |
| (9) Improper Subdivision or Obsolete Platting .....  | 39        |
| (10) The Existence of Conditions which Endanger Life<br>or Property by Fire and Other Causes ..... | 40        |
| (11) Other Environmental and Blighting Factors .....   | 42        |
| (12) Additional Blighting Conditions .....   | 43        |
| 5. Determination of Redevelopment Area Eligibility .....   | 44        |



|           |                                 |           |
|-----------|---------------------------------|-----------|
| <b>B.</b> | <b>Redevelopment Plan</b>       | <b>51</b> |
| 1.        | Future Land Use Patterns        | 55        |
| 2.        | Future Zoning Districts         | 57        |
| 3.        | Recommended Public Improvements | 59        |

## LIST OF TABLES

### Tables

|   |                          |    |
|---|--------------------------|----|
| 1 | Substandard Factors      | 6  |
| 2 | Blighted Factors         | 8  |
| 3 | Existing Land Use        | 14 |
| 4 | Exterior Survey Findings | 22 |
| 5 | Exterior Survey Findings | 30 |

## LIST OF ILLUSTRATIONS

### Illustrations

|   |                                   |    |
|---|-----------------------------------|----|
| 1 | City Context Map                  | 3  |
| 2 | Generalized Existing Land Use Map | 15 |
| 3 | Existing Zoning Map               | 16 |
| 4 | Diversity of Ownership Map        | 36 |
| 5 | Future Land Use Plan              | 56 |
| 6 | Generalized Future Zoning Map     | 58 |
| 7 | Public Improvements Map           | 60 |



---

**BLIGHT AND SUBSTANDARD  
DETERMINATION STUDY**

---



# BLIGHT AND 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 18-203, to the designated **Redevelopment Area #1 in Wood River, Nebraska**, to develop both a value added agriculture land use development and an analysis of the Downtown and western portion of the Community. The results of this Study will assist the Wood River Community Development Agency(CDA), the City Council and the Agency's legal representation to compare the findings of the Study to statutory requirements as to the declaration of Redevelopment Area #1 as both **blighted and substandard**.

### Location

The findings presented in this Blight and Substandard Determination Study are based on surveys and analysis conducted for the **Wood River Redevelopment Area**, referred to as **Redevelopment Area #1**. In general, Redevelopment Area #1 consists of an Area that begins at the intersection of the north line of Tenth Street and the east line of Walnut Street, thence southward across the public right-of-ways of both U.S. Highway 30 and to the center-line of the Union Pacific Railroad corridor, thence southwesterly along said center-line of the Railroad to its intersection with the extended west line of the MacColl and Leflang's 2<sup>nd</sup> Addition (also the west Corporate Limit Line), thence south along said west line to its intersection with the south line of Schultz Road, thence west along said south line to its intersection with the east line of 140<sup>th</sup> Road, thence south along said east line to its intersection with the extended east/west half section line of Section 20, T10N, R11 and 12W, of the Sixth Principle Meridian, thence west along said half section line, across 140<sup>th</sup> Road and continuing across the entire width of Section 20 to the center line of 150<sup>th</sup> Road, thence continuing westerly from center line into Section 21, 660' (1/8 of a mile), thence north along the 1/8th mile line to its intersection with the center line of the Union Pacific Railroad right-of-way, thence northeasterly along said center line to its intersection with the extended west line of the Wood Lawn Subdivision, thence north along said west line and continuing across the right-of-way line of Military Road to the north line of Military Road, thence northeasterly along said north line to its intersection with the east line of Cottonwood Street (Highway 11), thence south along said east line to its intersection with the north line of Ninth Street, thence east along said north line to its intersection with the west line of West Street, thence north along said west line to its intersection with the north line of the alley between Tenth and Eleventh Streets, thence east along said north alley line to its intersection with the east line of Main Street, thence south along said east line to its intersection with the north line of the



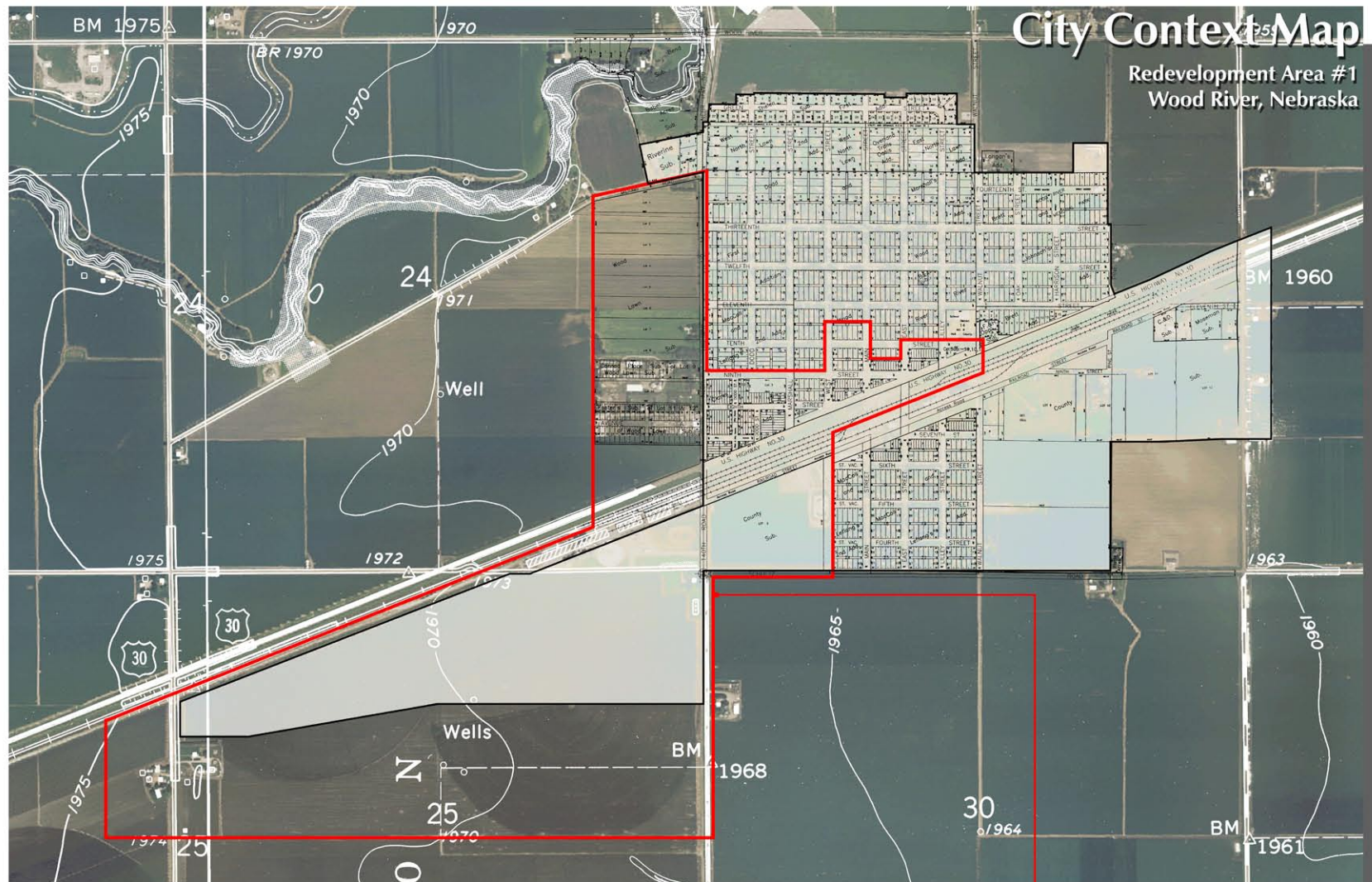
alley between Ninth and Tenth Street, thence east along said north line to its intersection with the west line of East Street, thence north along said west line to its intersection with the north line of Tenth Street, thence east along said north line to its intersection with the east line of Walnut Street, also know as the point of beginning.

Wood River Redevelopment Area #1 is described as an Area that is located both within the corporate limits of the City and adjacent, but also beyond the City of Wood River, Hall County, Nebraska. **Illustration 1** identifies Redevelopment Area #1, in relation to the City of Wood River. Redevelopment Area #1 includes the right-of-ways of Highway 30 and adjacent Hall County roads.

The boundaries of Redevelopment Area #1 contains additional land areas outside of the Corporate Limits of Wood River. Portions of these areas are slated for annexation, in the very near future, and will need to be annexed prior to the use of Tax Increment Financing.



## Redevelopment Area #1 Wood River, Nebraska



3275 Holdrege  
P.O. Box 30552  
Lincoln, NE 68503

(402) 464-5383

fax: (402) 464-5856

email: [planner@hannakeelan.com](mailto:planner@hannakeelan.com)



402.560.4100 c. 8  
402.489.5290 p. f.  
jamie.koenig@mindspring.com

8030 Thornview Road  
Lincoln, NE 68506

**Architecture**  
An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA

An Association of Kurtis A. Suhr R.A. &amp; James M. Koenig Al

—Architecture **1**—NE  
An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA



## ***SUBSTANDARD AREA***

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

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

This evaluation included a detailed **exterior structural survey of 113 structures**, a parcel-by-parcel field inventory, conversations with pertinent City of Wood River department staff and a review of available reports and documents containing information which could substantiate the existence of substandard conditions.

## ***BLIGHTED AREA***

As set forth in the Section 18-2103 (11) Nebraska Revised Statutes (Cumulative Supplement 1994), a **blighted area** shall mean "an area, which by reason of the presence of:

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;



9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability; and
12. Is detrimental to the public health, safety, morals or welfare in its present condition and use; and in which there is at least one or more of the following conditions exists;
  1. Unemployment in the study or designated blighted area is at least one hundred twenty percent of the state or national average;
  2. The average age of the residential or commercial units in the area is at least 40 years;
  3. More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for 40 years and has remained unimproved during that time;
  4. The per capita income of the study or designated blighted area is lower than the average per capita income of the city or 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 blighted and substandard, this evaluation was made on the basis that existing blighted and substandard factors must be present to an extent which would lead reasonable persons to conclude public intervention is appropriate or necessary to assist with any development or redevelopment activities. Secondly, the distribution of blighted and substandard factors throughout the Redevelopment Area must be reasonably distributed so basically good areas are not arbitrarily found to be blighted simply because of proximity to areas which are blighted.

**On the basis of this approach, the Redevelopment 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, all four Factors in the Redevelopment Area were found to be present to a strong extent. The Substandard Factors, present in the Area, are reasonably distributed throughout the Redevelopment Area.

**TABLE 1  
SUBSTANDARD FACTORS  
REDEVELOPMENT AREA #1  
WOOD RIVER, NEBRASKA**

|                                      |   |   |
|--------------------------------------|---|---|
| 1.                                   | Dilapidated/deterioration.  | ☐ |
| 2.                                   | Age or obsolescence.  | ☐ |
| 3.                                   | Inadequate provision for ventilation, light, air, sanitation or open spaces.      | ☐ |
| 4.                                   | Existence of conditions which endanger life or property by fire and other causes. | ☐ |
| <b>Strong Presence of Factor</b>     |   | ☐ |
| <b>Reasonable Presence of Factor</b> |   | ■ |
| <b>No Presence of Factor</b>         |   | ○ |

Source: Hanna:Keelan Associates, P.C., 2006

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

The field study method used to analyze exterior building conditions determined that 61, or 54 percent, of the 113 total structures, in the Redevelopment Area, were ***deteriorating or dilapidated***. This Factor is of a strong presence throughout the Area.

Based on the results of a parcel-by-parcel field analysis, approximately 55 (48.7 percent) of the total 113 structures within the Redevelopment Area are ***40+ years of age*** (built prior to 1966). The Factor of ***age or obsolescence*** is a strong presence in the Redevelopment Area.



The conditions which result in ***inadequate provision for ventilation, light, air, sanitation or open space*** are strongly present and distributed throughout the Redevelopment Area, including Factors such as graveled roads with open storm water ditches, and structures with inadequate doors and windows. Additionally, undersized water mains, as well as the advanced age of both water and sewer mains throughout the portion of the Redevelopment Area within the Corporate Limits are inadequate utility systems.

The parcel-by-parcel field analysis determined that the Substandard Factor ***existence of conditions which endanger life or property by fire and other causes*** was a strong presence throughout the Redevelopment Area. The primary contributing Factors include areas with excessive debris (19 percent of the parcels had a combination of minor or major debris), and areas without modern water and/or sanitary sewer systems, as well as portions of the Redevelopment Area having underground utilities that are undersized, or excessively old and prone to breakage and maintenance.

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

1. Aging structures;
2. Dilapidated/deteriorated structures;
3. “Fair” to “Poor” site conditions, or site conditions unimproved for industrial development;
4. Gravel surfaced roads with open storm water drainage ditches;
5. Frame buildings and wood structural components in masonry buildings as potential fire hazards; and
6. Parcels lacking adequate accessibility to residential, commercial and industrial land use types.
7. Age and associated condition of underground water and sewer mains in the portion of the area located north of the Highway 30 corridor; and
8. Areas within the Redevelopment Area that lack municipal utilities.



## ***BLIGHT FACTORS***

Of the 12 Blight Factors set forth in the Nebraska Community Development Law, six are present to a strong extent, in the Redevelopment Area, and four are present to a reasonable, but more limited extent. The Factors “tax or special assessment excluding the fair value of land,” was of little or no presence and “defective or unusual condition of title,” was not reviewed. The Blighting Factors which are present are reasonably distributed throughout the Wood River Redevelopment Area #1.

**TABLE 2  
BLIGHT FACTORS  
REDEVELOPMENT AREA #1  
WOOD RIVER, NEBRASKA**

|     |  |    |
|-----|--|----|
| 1.  | A substantial number of deteriorated or deteriorating structures.                    | ☐  |
| 2.  | Existence of defective or inadequate street layout.                                  | ■  |
| 3.  | Faulty lot layout in relation to size, adequacy, accessibility or usefulness.        | ☐  |
| 4.  | Insanitary or unsafe conditions.   | ■  |
| 5.  | Deterioration of site or other improvements.   | ☐  |
| 6.  | Diversity of Ownership.  | ■  |
| 7.  | Tax or special assessment delinquency exceeding the fair value of land.              | ○  |
| 8.  | Defective or unusual condition of title.   | NR |
| 9.  | Improper subdivision or obsolete platting.   | ■  |
| 10. | The existence of conditions which endanger life or property by fire or other causes. | ☐  |
| 11. | Other environmental and blighting factors.   | ☐  |
| 12. | One of the other five conditions.  | ☐  |
|     | <b>Strong Presence of Factor</b>   | ☐  |
|     | <b>Reasonable Presence of Factor</b>   | ■  |
|     | <b>Little or No Presence of Factor</b>   | ○  |
|     | <b>NR = Not Reviewed</b>   |    |

Source: Hanna:Keelan Associates, P.C., 2006



## **Strong Presence of Factor -**

***Deteriorated or dilapidated structures*** are a strong presence in the Redevelopment Area. A total of 54 percent of the 113 structures were found to be deteriorating or dilapidated.

***Faulty lot layout*** exists to a strong extent throughout the Redevelopment Area. Conditions contributing to the presence of this Factor include inadequate lot sizes and limited accessibility.

***Deterioration of site or other improvements*** is a strong presence throughout the area, where of the total parcels examined, 69 percent, or 87 parcels, have “fair” to “poor” overall site conditions.

The ***existence of conditions which endanger life or property*** by fire or other causes is strongly present throughout the Redevelopment Area. Conditions related to this Factor include the advanced age of wood frame buildings, several of which are abandoned and dilapidated. Areas within the corporate limits also contain underground utility mains that are undersized, or excessively old and prone to breakage and repetitive maintenance.

In regards to ***other environmental and Blighting Factors***, the presence of economically and socially undesirable land uses and functional obsolescence is strongly present throughout the Redevelopment Area. Several buildings in the Downtown contain storefronts and/or second levels that are vacant.

***One of the required five additional Blight Factors*** has a strong presence throughout the Redevelopment Area. Based on the field analysis, the estimated average age of residential buildings is 47.6 years and the average age of commercial buildings is 64.7 years.

## **Reasonable Presence of Factor -**

***Defective or inadequate street layout*** is reasonably present, due to the existence of large areas of land with little or no acceptable road access, a significant number of gravel surfaced roads, with open storm water ditches, as well as gravel surfaced private entry lane roads or driveways.

***Insanitary or unsafe conditions*** are reasonably present throughout the Redevelopment Area. Conditions contributing to this Factor include substandard structures and age of structures, as well as the presence of abandoned and dilapidated buildings or underutilized buildings.



***Improper subdivision or obsolete platting*** is a reasonable presence throughout the Redevelopment Area. Generally, lot sizes throughout the Redevelopment Area contain a variety of subdivisions in which individual lot sizes are too large by today's municipal development standards. Single parcels of large land areas resulted due to owners or developers subdividing parcels in a piecemeal fashion, rather than as a unified subdivision. For example, individual parcels of a subdivision directly adjacent the western Corporate Limits of the City, measuring 206.8' wide by 1,053' long (five acre lots), are not aligned with existing municipal street rights-of-ways, so as to facilitate the extension of street corridors.

## **Conclusion**

It is the conclusion of the Consultant retained by the City of Wood River that the number, degree and distribution of blighting factors, as documented in this Study, 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 Redevelopment Area as **"substandard" and "blighted."**

The conclusions presented in this Study are those of the Consultant engaged by the City of Wood River to examine whether conditions of blight/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/substandard and this Study a part of the public record.



## ***BASIS FOR REDEVELOPMENT***

For a project in Wood River 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 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), **substandard area** shall mean an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of the following:

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

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

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;



9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;
12. Is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one of the following conditions:
  1. Unemployment in the designated blighted area is at least one hundred twenty percent of the state or national average;
  2. The average age of the residential or commercial units in the area is at least 40 years;
  3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the city for 40 years and has remained unimproved during that time;
  4. The per capita income of the designated blighted area is lower than the average per capita income of the city or village in which the area is designated; or
  5. The area has had either stable or decreasing population based on the last two decennial censuses."

The Consultant for the Wood River Redevelopment Area #1 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 factors should exist so members of the Wood River Council (local governing body), acting as reasonable and prudent persons, could conclude public intervention is necessary or appropriate. Therefore, each factor was evaluated in the context of the extent of its presence and the collective impact of all factors found to be present.

Also, these deficiencies should be reasonably distributed throughout the Redevelopment Area. Such a "reasonable distribution of deficiencies test" would preclude localities from taking concentrated areas of blight and expanding them arbitrarily into non-blighted areas for planning or other reasons. The only exception which should be made to this rule is where projects must be brought to a logical boundary to accommodate new development and ensure accessibility, but even in this instance, the conclusion of such areas should be minimal and related to an area otherwise meeting the reasonable distribution of deficiencies test.



## ***THE STUDY AREA***

The purpose of this Study is to determine whether all or part of the Wood River Redevelopment Area #1 in Wood River, Nebraska, qualifies as a **blighted and substandard area**, within the definition set forth in the Nebraska Community Development Law, Section 18-2103.

The findings presented in this Blight and Substandard Determination Study are based on surveys and analyses conducted for the **Wood River Redevelopment Area**, referred to as **Redevelopment Area #1**. In general, Redevelopment Area #1 consists of an Area that begins at the intersection of the north line of Tenth Street and the east line of Walnut Street, thence southward across the public right-of-ways of both U.S. Highway 30 and to the center-line of the Union Pacific Railroad corridor, thence southwesterly along said center-line of the Railroad to its intersection with the extended west line of the MacColl and Leflang's 2<sup>nd</sup> Addition (also the west Corporate Limit Line), thence south along said west line to its intersection with the south line of Schultz Road, thence west along said south line to its intersection with the east line of 140<sup>th</sup> Road, thence south along said east line to its intersection with the extended east/west half section line of Section 20, T10N, R11 and 12W, of the Sixth Principle Meridian, thence west along said half section line, across 140<sup>th</sup> Road and continuing across the entire width of Section 20 to the center line of 150<sup>th</sup> Road, thence continuing westerly from center line into Section 21, 660' (1/8 of a mile), thence north along the 1/8th mile line to its intersection with the center line of the Union Pacific Railroad right-of-way, thence northeasterly along said center line to its intersection with the extended west line of the Wood Lawn Subdivision, thence north along said west line and continuing across the right-of-way line of Military Road to the north line of Military Road, thence northeasterly along said north line to its intersection with the east line of Cottonwood Street (Highway 11), thence south along said east line to its intersection with the north line of Ninth Street, thence east along said north line to its intersection with the west line of West Street, thence north along said west line to its intersection with the north line of the alley between Tenth and Eleventh Streets, thence east along said north alley line to its intersection with the east line of Main Street, thence south along said east line to its intersection with the north line of the alley between Ninth and Tenth Street, thence east along said north line to its intersection with the west line of East Street, thence north along said west line to its intersection with the north line of Tenth Street, thence east along said north line to its intersection with the east line of Walnut Street, also know as the point of beginning. **Illustration 1** delineates the Area in relation to the City of Wood River.

The portions of the boundaries of Redevelopment Area #1 presently contain land areas outside of the Corporate Limits of Wood River. These areas are slated for annexation, in the very near future, and will need to be annexed prior to the use of Tax Increment Financing.



**Existing land uses** within the Wood River Redevelopment Area #1 are identified in **Illustration 2**.

Major land uses in the Redevelopment Area, include residential, commercial, industrial and vacant uses within the Corporate Limits and, agricultural, farmsteads, industrial uses along the Railroad Corridor, State Highway 30, County roads and railroad right-of-way, beyond the Corporate Limits of Wood River. The Redevelopment Area contains an estimated 474.6 acres, of which approximately 115 acres have been developed. Residential uses are comprised of single family dwellings and mobile homes.

The principle arterial within the Redevelopment Area is Highway 30, located on the western edge of the Redevelopment Area.

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

**TABLE 3  
EXISTING LAND USE  
REDEVELOPMENT AREA #1  
WOOD RIVER, NEBRASKA**

| <u>LAND USE</u>        | <u>ACRES</u> | <u>PERCENT</u> |
|------------------------|--------------|----------------|
| Parks/Recreation       | 0.7          | 0.1%           |
| Public/Quasi-Public    | 2.0          | 0.4%           |
| Single Family          | 8.6          | 1.8%           |
| Multifamily            | 0            | 0.0%           |
| Mobile Home            | 2.1          | 0.4%           |
| Rural Farmstead        | 24.3         | 5.1%           |
| Commercial             | 5.0          | 1.1%           |
| Industrial             | 20.6         | 4.3%           |
| Intensive Agricultural | 7.3          | 1.5%           |
| Railroad Corridor      | 8.8          | 1.9%           |
| Rural Roads            | 7.8          | 1.6%           |
| Streets and Alleys     | 51.7         | 10.9%          |
| <u>Vacant</u>          | <u>360.0</u> | <u>75.9%</u>   |
| <b>Total Acreage</b>   | <b>474.6</b> | <b>100.0%</b>  |

Source: Hanna:Keelan Associates, P.C., 2006

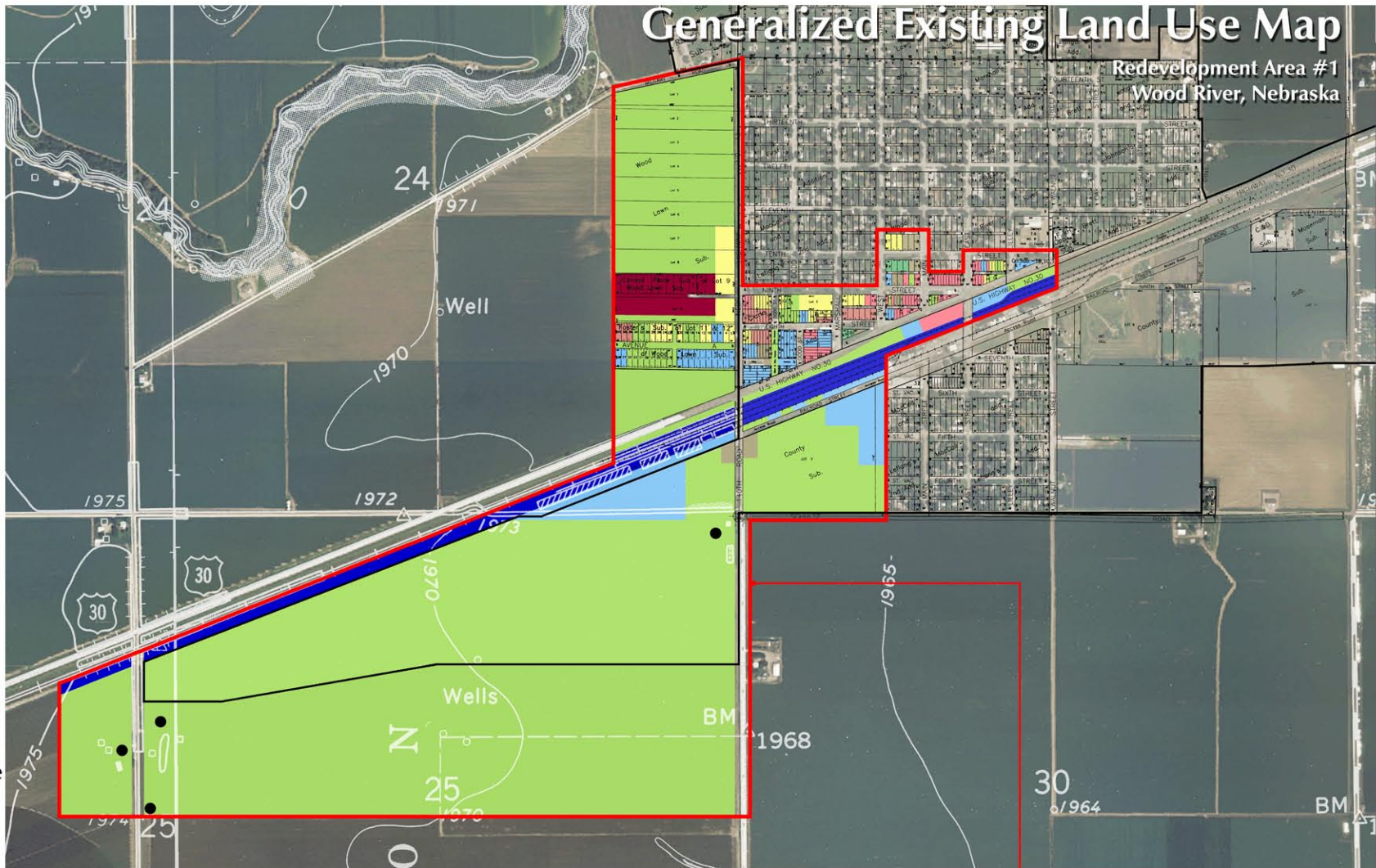
**Illustration 2** identifies the portion of the Redevelopment Area within the planning jurisdiction of the City of Wood River. The portion of the Redevelopment Area located beyond the corporate limits of Wood River is in within the one-mile planning jurisdiction of the City, thus land usage and zoning throughout the entire Redevelopment Area is controlled by the City of Wood River.



# Generalized Existing Land Use Map

Redevelopment Area #1  
Wood River, Nebraska

- Vacant
- Parks & Recreation
- Public & Quasi-Public
- Single Family
- Multifamily
- Commercial
- Industrial
- Specialized Agriculture
- Mobile Home
- Railroad Corridor



**Hanna:Keelan Associates, P.C.**  
Community Planning & Research

3275 Holdrege  
P.O. Box 30552  
Lincoln, NE 68503

(402) 464-5383  
fax: (402) 464-5856  
email: planner@hanna-keelan.com



402.560.4100 c.  
402.489.5290 p.f.  
jamie.koenig@mindspring.com

8030 Thornview Road  
Lincoln, NE 68506

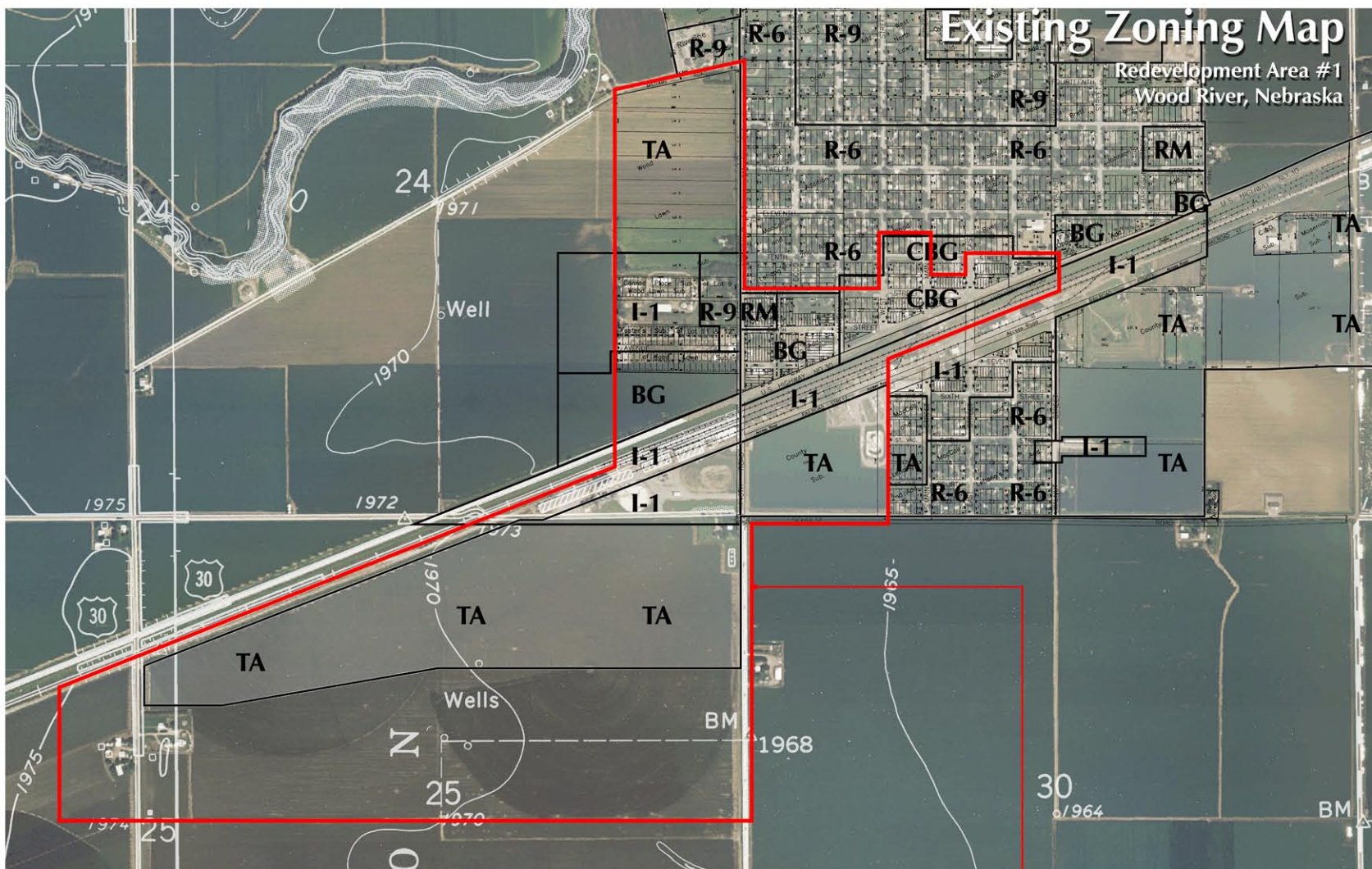
**Architecture**  
An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA

**1** NE



## Redevelopment Area #1 Wood River, Nebraska

**I-1 Light Industrial Zone**



(402) 464-5383  
fax: (402) 464-5856  
email: [planner@hannakeelan.com](mailto:planner@hannakeelan.com)

# Architecture

An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA

8030 Thornview Road  
Lincoln, NE 68506

# Architecture

An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA



## ***THE RESEARCH APPROACH***

The blight and substandard determination research approach implemented for the 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 the month of March, 2006. A total of 113 structures received exterior inspections. These structures were examined to document structural deficiencies in individual buildings and to identify related environmental deficiencies in the Redevelopment Areas. The structural Condition Survey Form utilized in this process is provided in the **Appendix**.

### Parcel-by-Parcel Field Survey

A parcel-by-parcel field survey was also conducted in the month of March, 2006. A total of 126 separate parcels were inspected for existing and adjacent land uses, overall site conditions, existence of debris, parking conditions and street, sidewalk and alley surface conditions. The Condition Survey Form is included in the **Appendix**, as well as the results of the Survey.

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

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

An examination of public records was conducted to determine if tax delinquencies existed for properties in the Redevelopment 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 blighted and substandard factors listed in the Nebraska legislation to determine whether each or any were present in the 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 Wood River Redevelopment Area #1, 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 **113** existing structures, within the 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.** Components that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. The correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

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



**Critical Defect.** Components that contained critical defects (bowing, sagging, or settling to any or all exterior systems causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

### 3. **Final Structure/Building Rating**

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

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

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

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

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

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

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



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

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

The condition of the total 113 buildings within the Redevelopment Area were determined based on the finding of the exterior survey. These surveys indicated the following:

- Thirty-Eight (38) structures were classified as structurally sound;
- Fourteen (14) structures were classified as deteriorating with minor defects.
- Twenty-Seven (27) structures were classified as deteriorating with major defects; and
- Thirty- Four (34) structures were classified as substandard.

The results of the exterior structural survey identified the conditions of the structures, throughout the Redevelopment Area. A total of 61 (54 percent) of the total 113 structures, within the Area, are either deteriorating or dilapidated to a substandard condition.

#### **Conclusion**

**The results of the structural condition survey indicates deteriorating structures are present to a strong extent throughout the Redevelopment Area. Table 4 identifies the results of the structural rating process per building type.**



**TABLE 4**  
**EXTERIOR SURVEY FINDINGS**  
**REDEVELOPMENT AREA #1**  
**WOOD RIVER, NEBRASKA**

| <u>Exterior Structural Rating</u> |              |                              |                      |                    |                                |  |
|-----------------------------------|--------------|------------------------------|----------------------|--------------------|--------------------------------|--|
| <u>Activity</u>                   | <u>Sound</u> | <u>Deficient<br/>(Minor)</u> | <u>Deteriorating</u> | <u>Dilapidated</u> | <u>Number of<br/>Structure</u> | <u>Deteriorating<br/>and/ or<br/>Dilapidated</u> |
| Single Family                     | 6            | 5                            | 19                   | 16                 | 46                             | 35   |
| Commercial                        | 13           | 4                            | 3                    | 9                  | 29                             | 12   |
| <u>Industrial</u>                 | <u>11</u>    | <u>2</u>                     | <u>4</u>             | <u>7</u>           | <u>24</u>                      | <u>11</u>  |
| <u>Other</u>                      | <u>8</u>     | <u>3</u>                     | <u>1</u>             | <u>2</u>           | <u>14</u>                      | <u>3</u>   |
| <b>Totals</b>                     | <b>38</b>    | <b>14</b>                    | <b>27</b>            | <b>34</b>          | <b>113</b>                     | <b>61</b>  |
| Percent                           | 33.6%        | 12.4%                        | 23.9%                | 30.1%              | 100.0%                         | 54.0%  |

Source: Hanna:Keelan Associates, P.C., 2006

## (2) Age of Obsolescence

As per the results of the Field Survey, the estimated average age of residential structures in the Redevelopment Area is 47.6 years of age and the average age of commercial structures is 64.7 years. The Survey also estimates that of the total 113 structures, 55 (48.7 percent) are 40+ years of age, or were built prior to 1966.

## Conclusion

**The age and obsolescence of the structures is a strong presence throughout the Wood River Redevelopment Area #1.**



### **(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 Wood River Redevelopment Area #1. Factors contributing to insanitary and unsafe conditions are discussed below.

The field survey determined that 54 percent of the total 113 structures, in the Redevelopment Area, were deteriorating or dilapidated. When not adequately maintained or upgraded to present-day occupancy standards, buildings that are deteriorating or dilapidated pose special safety and sanitary problems. There is a significant number of wood-framed, one and two-story commercial, farm or residential buildings in need of structural repair and/or fire protection.

A total of 24 parcels in the Redevelopment Area were identified as possessing minor to major excessive debris. This equals 19 percent of the total 126 parcels. Coupled with unoccupied deteriorating and dilapidated structures, debris creates an environment inviting pests and vermin. These unwanted nuisances can create unsafe and insanitary conditions. The parcel-by-parcel field survey identified a total of 61, or 48.4 percent of the total parcels as possessing "fair" overall site conditions. Additionally, 26, or 20.6 percent of the total 126 parcels were identified as being in "poor" condition. This represents a total of 69 percent of the total 126 parcels as being in "fair" or "poor" condition.

Lands associated with the proposed value added agricultural ethanol production Facility are located within the Corporate Limits of the City of Wood River, but do not currently have access to municipal water or sanitary sewer service. The portion of the Redevelopment area located north of Highway 30 and east of Cottonwood Street (Highway 11) contains water mains less than 2" in diameter along the north/south streets Dodd, Marshall and West Streets. Downtown Wood River also contains several water mains that are 1.5" to 4" in diameter that are at least 50+ years of age and prone to breakage and maintenance. Although sanitary sewer mains are of adequate diameter, the advanced age (70 to 85+ years) of the mains results in the mains being prone to breakage and maintenance. Lastly, the Wood Lawn Subdivision, currently located west of Cottonwood Street and beyond the current Corporate Limits, does not have access to municipal water and sanitary sewer services.

### **Conclusion**

**The inadequate provision for ventilation, light, air, sanitation or open spaces in the Wood River Redevelopment Area #1 is strongly sufficient to constitute a Substandard Factor.**



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

**1. Frame Buildings**

There were wood-framed buildings with wooden structural elements, located throughout the Redevelopment Area, with some in need of structural repair and/or fire protection. An estimated 54 percent of these buildings have been determined to be deteriorating or dilapidated. Additionally, the field survey identified that approximately 62 (or 56.9 percent) of the 113 total structures have substandard porches, steps and fire escapes.

**2. Limitations of the 500-Year Flood Plain.**

Potential life-threatening conditions exist in the lower elevations of the Redevelopment Area. Areas included in the 500-year Flood Plain are generally located along and north of the Union Pacific Railroad corridor portion of the Area.

**3. Lack of Adequate Utilities**

Lands associated with the proposed value added agricultural Ethanol Production Facility and within the Wood Lawn Subdivision do not currently have access to municipal water or sanitary sewer service. Portions of the Redevelopment area located north of Highway 30 and east of Cottonwood Street (Highway 11) contain water mains that range from 1.5" to 4" in diameter that are at least 50+ years of age and prone to breakage and maintenance. Although sanitary sewer mains are of adequate diameter, the advanced age (70 to 85+ years) of the mains results in the mains being prone to breakage and maintenance. Water mains of at least 6" in diameter are current industry standards to provide adequate quantity and volume of water sufficient to prevent fires from destroying buildings.

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

Minor and major debris located on 24 parcels (19 percent) is significant and poses a potential fire hazard, as well as a place to harbor pests, which can be detrimental to the public's overall health and safety.



Approximately 48.7 percent of the structures, in the Redevelopment Area, were built prior to 1966, thus 40+ years of age. There are masonry buildings with wooden structural elements, located throughout the Area, in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorating or dilapidated.

Overall site conditions at properties throughout the Redevelopment Area were generally found to be in “fair” condition. The field survey determined that 60 parcels, or 49.6 percent of the total 126 parcels, are in “fair” condition, while 25 parcels (20.7 percent) was determined to be in “poor” condition. This overall condition rating included the evaluation of the general condition of structures and road and site improvements.

### **Conclusion**

**The conditions which endanger life or property by fire and other causes are strongly present throughout the 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 Wood River Redevelopment Area #1, 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 **113** existing structures, within the Redevelopment Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the area.

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

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

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

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

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

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



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

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

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

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

**Minor - Defect.** Component that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. The correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

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

**Critical Defect.** Components that contained critical defects (bowing, sagging, or settling to any or all exterior systems causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.



### 3. Final Structure/Building Rating

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

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

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

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

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

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

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

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



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

The condition of the total 113 buildings within the Redevelopment Area were determined based on the finding of the exterior survey. These surveys indicated the following:

- Thirty- Eight (38) structures were classified as structurally sound;
- Fourteen (14) structures were classified as deteriorating with minor defects.
- Twenty- Seven (27) structures were classified as deteriorating with major defects; and
- Thirty- Four (34) structures were classified as substandard.

The results of the exterior structural survey identified the conditions of the structures, throughout the Redevelopment Area. A total of 61 (54 percent) of the total 113 structures, within the Area, are either deteriorating or dilapidated to a substandard condition.

#### **Conclusion**

**The results of the structural condition survey indicates deteriorating structures are present to a strong extent throughout the Redevelopment Area. Table 5 identifies the results of the structural rating process per building type.**



**TABLE 5  
EXTERIOR SURVEY FINDINGS  
REDEVELOPMENT AREA #1  
WOOD RIVER, NEBRASKA**

**Exterior Structural Rating**

| <u><b>Activity</b></u> | <u><b>Sound</b></u> | <u><b>Deficient<br/>(Minor)</b></u> | <u><b>Deteriorating</b></u> | <u><b>Dilapidated</b></u> | <u><b>Number of<br/>Structures</b></u> | <u><b>Deteriorating<br/>and/ or<br/>Dilapidated</b></u> |
|------------------------|---------------------|-------------------------------------|-----------------------------|---------------------------|--|---|
| Single Family          | 6                   | 5                                   | 19                          | 16                        | 46                                     | 35  |
| Commercial             | 13                  | 4                                   | 3                           | 9                         | 29                                     | 12  |
| Industrial             | 11                  | 2                                   | 4                           | 7                         | 24                                     | 11  |
| <u><b>Other</b></u>    | <u><b>8</b></u>     | <u><b>3</b></u>                     | <u><b>1</b></u>             | <u><b>2</b></u>           | <u><b>14</b></u>                       | <u><b>3</b></u>   |
| <b>Totals</b>          | <b>36</b>           | <b>14</b>                           | <b>27</b>                   | <b>32</b>                 | <b>113</b>                             | <b>61</b>   |
| Percent                | 33.6%               | 12.4%                               | 23.9%                       | 30.1%                     | 100.0%                                 | 54.0%   |

Source: Hanna:Keelan Associates, P.C., 2006





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

The street pattern within the Wood River Redevelopment Area #1 consists of a standard rectilinear grid system, of hard surfaced roads throughout the incorporated areas of the Community. Highway 30 and the Union Pacific Railroad bisect the Redevelopment Area from the northeast to the southwest.

The principle existing roads within the Redevelopment Area, located beyond the corporate limits, with the exception of Highway 30, are rural Hall County gravel surfaced roads. Rural roads which provide access to and beyond the Redevelopment Area. Major problem conditions that contribute to the factor of existence of defective or inadequate street layout are discussed below.

### **1. Conditions of Rural Roads**

West and southwestern portions Redevelopment Area #1 is primarily accessed by gravel surfaced rural roads (County Roads 140<sup>th</sup>, 150<sup>th</sup> and Military Road), the majority of which were determined to be in “good” condition. However, 54 (42.9 percent) of the total 126 parcels front on either rural or asphalt in “fair” or “poor condition. Periods of inclement weather, coupled with heavy truck traffic associated with farm vehicles and semi-trucks during harvest, can be detrimental to rural road conditions. Lands identified for future value added industrial development need hard surfaced roads for reliable access to processing facilities.

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

County Roads, such as Avenue A, 140<sup>th</sup> and 150<sup>th</sup>, are gravel surfaced and contain open storm water drainage ditches, which respectively generate heavy dust clouds and ambient dust conditions, or harbor pests and vermin detrimental to health and human safety. Future development in the Area will require road improvements, including: an overpass of both Highway 30 and the Union Pacific Railway corridor at Cottonwood Street (Highway 11), designated turning lanes from Highways 30 and 11; the possibility of frontage roads; and widening of existing gravel surfaced access roads with concrete box culverts, small scale bridges and other road systems to allow the Area to be fully accessible.

## **Conclusion**

**The existence of defective or inadequate street layout in the Wood River Redevelopment Area is present to a reasonable degree and constitutes a blighting factor.**



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

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

**1. Inadequate Lot Size.**

A variety of lot sizes and configurations are present throughout the Redevelopment Area. The diagonal Union Pacific Railroad serves as the southern boundary of the Redevelopment Area between West and Walnut Streets. As a result, individual parcels are triangular shaped, further complicating the use, adequacy and accessibility of individual parcels of land.

Lengths of individual parcels (east/west), within the Wood Lawn Subdivision, a rural subdivision directly west of Cottonwood Street (Highway 11) are 1,053' long and 206.8 feet (5.0 acres), typically too large for a single "municipal" residential parcel, but more than likely intended for "hobbyist farmers" who grow food for personal consumption. These parcels in the Wood Lawn Subdivision would be difficult to annexe, due to the fact that the parcel lines don't line up with street right-of-ways to the east of Cottonwood Street (Highway 11). Fortunately, all but two of the parcels have remained vacant, allowing the subdivision to be replatted for municipal use.

Individual lots within blocks located west of Downtown Wood River, are generally 25' x 150', although the predominant land use is single family residential. Typical lot sizes in residential subdivisions platted in the late 1800s are 50' x 150', small by today's development standards.

**2. Limited Accessibility**

Furthermore, commercial and industrial uses have had to vacate road Right-of-Ways adjacent to the north side of Highway 30 to accumulate enough land for development needs. This has effected the neighborhood by limiting accessibility in the central portion of the Community.

**Conclusion**

**Problems relating to faulty lot layout are present to a strong extent in the Redevelopment Area.**



#### **(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 Wood River Redevelopment Area #1.

##### **1. Age of Structure**

The analysis of all 113 structures, in the Redevelopment Area, identified approximately 48.7 percent of the structures as being 40+ years of age, built prior to 1966. This results in the potential for deteriorating buildings.

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

The deteriorating or dilapidated conditions cited in this Study were prevalent in 61 (54 percent) of the existing structures. The structures in this condition can result in hazards which endanger adjacent properties.

##### **3. Existence of Debris**

Several parcels contain structures or outbuildings that are functionally obsolete and have been allowed to deteriorate or become dilapidated. The field survey identified 34 (30.1 percent) of the 113 total structures as being dilapidated. While 24 parcels (19 percent) of the total 126 parcels were found to have excessive debris. These abandoned structures and adjacent areas with debris can harbor pests and vermin, as well as be a threat to the health, safety and welfare of trespassers. The existence of these abandoned structures and associated areas with debris are a detriment to the appearance and development potentials of the Redevelopment Area.

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

Lands associated with the Wood Lawn Subdivision, located west of Cottonwood Street, and the proposed value added agricultural Ethanol Production Facility, located south of the Union Pacific Railroad corridor, do not currently have access to municipal water or sanitary sewer service. The portion of the Redevelopment area located north of Highway 30 and east of Cottonwood Street (Highway 11) contain water mains that range in size from 1.5" to 4" in diameter along the north/south streets - Dodd, Marshall and West Streets. Downtown Wood River also contains several water mains that are 1.5" or 4" in diameter that are at least 50+ years of age and prone to breakage and maintenance. Sanitary sewer mains are of adequate diameter, but the advanced age (70 to 85+ years) of these mains results in the mains being prone to breakage and maintenance.

#### **Conclusion**

**Insanitary and unsafe conditions are present to a strong extent throughout the Redevelopment Area.**



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

Field observations were conducted to determine the condition of site improvements within the Wood River Redevelopment Area #1, including Highway and County Roads, storm water drainage ditches, traffic control devices and off-street parking. The **Appendix** documents the present condition of these site features. The primary problems in the Redevelopment Area are age and condition of public utilities, debris and inadequate public improvements.

A total of 61, or 48.4 percent of the total 126 parcels within the Redevelopment Area received an overall site condition rating of “fair”, while 26 parcels (20.6 percent) received a “poor” rating. Conditions that lead to these findings included:

- A total of 88 (69.8 percent) of the parcels lacked sidewalks and a total of 54 (or 42.9 percent) parcels fronted on streets that were in fair or poor condition.
- The field survey identified 63 (52.1 percent) of the total 126 parcels as having parking areas that were gravel surfaced. While 42 (33.3 percent) of the total parcels fronted on streets or roads that are gravel surfaced and generally in fair condition (53 parcels, 42.1 percent fronted on streets in “fair” condition)
- Lastly, 27 (23.9 percent) of the total 113 structures were identified as deteriorating and 34, or 30.1 percent of the structures were found to be dilapidated. Together, these structures amount to more than half of the buildings (55.2 percent) throughout Redevelopment Area #1, as being in need of rehabilitation, or, potentially if too dilapidated and cost prohibitive to restore, considered for demolition and replacement.

## **Conclusion**

**Deterioration of site improvements is present to a strong extent in the Redevelopment Area.**



## **(6) Diversity of Ownership**

The total number of unduplicated owners within the Redevelopment Area, is estimated to be **106** individuals, partnerships or corporations. This diversity is established on a block-by-block basis. The number of owners within developed portions of Redevelopment Area #1 range from one to 11 owners per platted City Block or unified area. Downtown Wood River contains the largest number of owners per block, which is typical of late 1800s and early 1900s era commercial retail areas when 25' width stores were of standard. Large tracks of vacant agricultural lands in the west and southwest portions of the Redevelopment Area, however, generally have only one owner of record.

There are several publicly owned lands within the Redevelopment Area and when considered in combination with Highway 30, Hall County roads and associated local public right-of-ways, utilize significant portions of land.

The necessity to acquire numerous lots is a hindrance to redevelopment, especially in the commercial Downtown areas of communities. However, land assemblage of larger proportions is necessary for major developments, is more economically feasible and will attract financial support, as well as public patronage required to repay such financial support. Such assemblage is difficult without public intervention.

## **Conclusion**

**Problems resulting from diversity of ownership are of reasonable presence in the Redevelopment Area.**







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

A thorough examination of public records was conducted to determine the status of taxation of properties located in the Redevelopment 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/valued too high, a public protest system is designed to give the owner appropriate relief and tax adjustment.

**1. Real estate taxes.**

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

**2. Real Estate Taxes**

The tax values within the Redevelopment Area generally appeared to be equal to or greater than the market value of the properties.

**3. Tax Exempt**

Several tax exempt properties exist throughout the Redevelopment Area, approximately seven single or multiple lot areas are identified by the Hall County Assessor and Treasurers Offices. Additionally, two residential properties have partial or full Homestead Exemption status.

**Conclusion**

**Examination and analysis of public records, leads to the conclusion that taxes or special assessments delinquency were of no presence of Factor throughout the 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 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 nearly large enough to constitute a Blighted Factor in the Redevelopment Area.**



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

An in-depth analysis of the subdivision conditions in the Wood River Redevelopment Area #1 indicates that improper subdivision and obsolete platting is prevalent throughout the Redevelopment Area.

A substantial number of parcels exist that are 25' x 100' (2,500 sq.ft.), 25' x 125' (3,125 sq.ft.) or 25' x 140' (3,500 sq.ft.) in area. These parcels are located throughout the Downtown and residential/commercial area west of the Downtown, on the north side of Highway 30. Individual lot sizes of these acreages were intended for commercial development needs during the late 1800's and early 1900's. Commercial development standards by current development standards dictate individual lot sizes of at least a quarter to an entire half block, if not larger.

Substandard or obsolete platting also exists in areas beyond the current Corporate Limits, in the Wood Lawn Subdivision, located west of Cottonwood Street (Highway 11). Individual lots in this subdivision are five acres in size, but measure 206.8' x 1,053' and are very long and narrow shaped lots. If single family dwellings were to develop along the frontage of Cotton Wood Street, no potential would remain for the extension of east/west streets through and west of the subdivision to facilitate future growth and expansion of the City of Wood River.

The above referenced issues are inhibiting factors to development and redevelopment efforts throughout Redevelopment Area #1. Inadequately sized parcels and development without regard for existing platted subdivisions has and will continue to inhibit development without publicly supported programs that provide incentives for reinvestment in this Area.

## **Conclusion**

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



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

**1. Frame Buildings**

There are wood-framed buildings with wooden structural elements, located throughout the Redevelopment Area. Many of these buildings are in need of structural repair and/or fire protection, and have been determined to be deteriorating or dilapidated. The field survey identified that approximately 63 (or 55.8 percent) of the 113 total structures have substandard porches, steps and fire escapes.

**2. Limitations of the 500-Year Flood Plain.**

Potential life-threatening conditions exist in the lower elevations of the Redevelopment Area. Areas included in the 500-year Flood Plain are generally located along and north of the Union Pacific Railroad corridor portion of the Area.

**3. Lack of Adequate Utilities**

Lands associated with the Wood Lawn Subdivision, located west of Cottonwood Street, and the value added agricultural Ethanol Production Facility, located south of the Union Pacific Railroad corridor, do not currently have access to municipal water or sanitary sewer service. The portion of the Redevelopment Area located north of Highway 30 and east of Cottonwood Street (Highway 11) contains water mains that range in size from 1.5" to 4" in diameter along north/south streets Dodd, Marshall and West Streets. Downtown Wood River also contains several water mains that are 1.5" to 4" in diameter that are at least 50+ years of age and prone to breakage and maintenance. Sanitary sewer mains are of adequate diameter, the advanced age (70 to 85+ years) of the mains results in the mains being prone to breakage and maintenance.

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

Minor and major debris located on 24 parcels (19 percent) is significant and poses a potential fire hazard, as well as a place to harbor pests, which can be detrimental to the public's overall health and safety.

Approximately 48.7 percent of the structures, in the Redevelopment Area, were built prior to 1966, thus 40+ years of age. There are masonry buildings with wooden structural elements, located throughout the Area. Many are in need of structural repair or fire protection, and have been determined to be deteriorating or dilapidated.



Overall site conditions at properties located throughout the Redevelopment Area were generally found to be in “fair” condition. The field survey determined that 61 parcels, or 48.4 percent of the total 126 parcels, are in “fair” condition, while 26 parcels (20.6 percent) are in “poor” condition. This overall condition rating included the evaluation of the general condition of structures and road and site improvements.

### **Conclusion**

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



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

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

A few public improvements have occurred throughout the Redevelopment Area, in the past several years. Additional efforts are needed. Without some type of public assistance and coordination of effort, difficult challenge will be rendered for future value added economic development projects to be successful ventures. Numerous problems or obstacles exist for comprehensive redevelopment efforts by the private sector in the project area; problems that only public assistance programs can help remedy. These include removal of substantially dilapidated structures and mixed/nonconforming land uses.

Parcels located southwest of the intersection of Schultz Road and 140<sup>th</sup> Road, known as the proposed site of the value added agriculture Ethanol Production Facility in Wood River Redevelopment Area #1, currently lack modern water and sanitary sewer systems. Additionally, utility systems in Downtown Wood River are 70 to 85 years of age and in need of upgrading. Several structures in the Downtown and northern half of the Redevelopment Area contain commercial, industrial and agricultural outbuildings that are functionally and economically obsolescent. The uses the buildings were constructed to house no longer accommodate new commercial and industrial businesses.

The Redevelopment Area lacks the necessary infrastructure required to facilitate value added developments. Graveled roads and open storm water drainage ditches also exist and will need to be improved prior to any development activities of the value added Ethanol Production Facility.

## **Conclusion**

**Other Environmental, Blighted Factors are present to a reasonable extent throughout the Wood River Redevelopment Area #1. The Redevelopment Area contains a fair amount of functionally obsolete structures and a variety of mixed/nonconforming land uses.**



## **(12) Additional Blighting Conditions**

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

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

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

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

According to the Field Survey, **the estimated average age of the residential structures is 47.6 years of age**, while the average age of commercial structures is 64.7 years of age.

## **Conclusion**

**The criteria of one of five additional blighting conditions is average age of residential units is over 40 years of age and is strongly present throughout the Wood River Redevelopment Area #1.**



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

The **Wood River Redevelopment Area #1** 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, **10** are at least reasonably present in the 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.

### **Blighted Factors**

1. A substantial number of deteriorated or deteriorating structures.
2. Existence of defective or inadequate street layout.
3. Faulty lot layout in relation to size, adequacy, accessibility or usefulness.
4. Insanitary or unsafe conditions.
5. Deterioration of site or other improvements.
6. Diversity of Ownership
7. Improper subdivision or obsolete platting.
8. The existence of conditions which endanger life or property by fire or other causes.
9. Other environmental and blighting factors.
10. One of the other five conditions.



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

The extent of Blight and Substandard Factors in the Redevelopment Area, addressed in this document, is presented in **Tables 1 and 2**, located on **Pages 6 and 8** respectively. The eligibility findings indicate the 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 Wood River and support any value added developments. Indications are, the Area, on the whole, has not been subject to comprehensive, sufficient growth and development through investment by the private sector nor would the areas be reasonably anticipated to be developed without public action or public intervention.



**Structural/Site Conditions  
Survey Form**

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

**Section I:**

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

**Section II: Structural Components**

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

**Final Rating:**

\_\_\_\_\_ Sound \_\_\_\_\_ Deficient-Minor \_\_\_\_\_ Deteriorating \_\_\_\_\_ Dilapidated

**Built Within:**

\_\_\_\_\_ 1 year \_\_\_\_\_ 1-5 years \_\_\_\_\_ 5-10 years  
\_\_\_\_\_ 10-20 years \_\_\_\_\_ 20-40 years \_\_\_\_\_ 40-100 years \_\_\_\_\_ 100+ years

**Section III: Revitalization Area**

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



## WOOD RIVER BLIGHT/SUBSTANDARD STUDY

**TOTAL    PERCENT    RESIDENTIAL    COMMERCIAL    INDUSTRIAL    VACANT    OTHER**

### AGE OF STRUCTURE

|              |            |               |           |           |           |           |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----------|-----------|
| 1-5 years    | 5          | 4.4%          | 0         | 2         | 3         | NA        | 0         |
| 5-10 years   | 7          | 6.2%          | 3         | 1         | 1         | NA        | 2         |
| 10-20 years  | 7          | 6.2%          | 2         | 1         | 3         | NA        | 1         |
| 20-40 years  | 39         | 34.5%         | 23        | 6         | 8         | NA        | 2         |
| 40-100 years | 48         | 42.5%         | 18        | 12        | 9         | NA        | 9         |
| 100+ years   | 7          | 6.2%          | 0         | 7         | 0         | NA        | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> | <b>NA</b> | <b>14</b> |

### FINAL STRUCTURAL RATING

|                 |            |               |           |           |           |           |           |
|-----------------|------------|---------------|-----------|-----------|-----------|-----------|-----------|
| sound           | 38         | 33.6%         | 6         | 13        | 11        | NA        | 8         |
| deficient minor | 14         | 12.4%         | 5         | 4         | 2         | NA        | 3         |
| deficient major | 27         | 23.9%         | 19        | 3         | 4         | NA        | 1         |
| substandard     | 34         | 30.1%         | 16        | 9         | 7         | NA        | 2         |
| <b>TOTAL</b>    | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> | <b>NA</b> | <b>14</b> |

### STREET CONDITION

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| none         | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| excellent    | 21         | 16.7%         | 14        | 2         | 3         | 1        | 1         |
| good         | 51         | 40.5%         | 12        | 22        | 4         | 7        | 6         |
| fair         | 53         | 42.1%         | 19        | 5         | 19        | 1        | 9         |
| poor         | 1          | 0.8%          | 1         | 0         | 0         | 0        | 0         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |

### SIDEWALK CONDITION

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| none         | 88         | 69.8%         | 40        | 6         | 26        | 5        | 11        |
| excellent    | 8          | 6.3%          | 0         | 6         | 0         | 1        | 1         |
| good         | 28         | 22.2%         | 6         | 15        | 0         | 3        | 4         |
| fair         | 2          | 1.6%          | 0         | 2         | 0         | 0        | 0         |
| poor         | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |

### DEBRIS

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| major        | 9          | 7.1%          | 3         | 1         | 5         | 0        | 0         |
| minor        | 15         | 11.9%         | 9         | 1         | 2         | 1        | 2         |
| none         | 102        | 81.0%         | 34        | 27        | 19        | 8        | 14        |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |

### OVERALL SITE CONDITION

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| excellent    | 5          | 4.0%          | 1         | 1         | 0         | 0        | 3         |
| good         | 34         | 27.0%         | 9         | 16        | 1         | 5        | 3         |
| fair         | 61         | 48.4%         | 23        | 10        | 14        | 4        | 10        |
| poor         | 26         | 20.6%         | 13        | 2         | 11        | 0        | 0         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |



# WOOD RIVER BLIGHT/SUBSTANDARD STUDY

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## DOORS

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 60         | 53.1%         | 16        | 19        | 14        | N/A | 11        |
| none         | 2          | 1.8%          | 1         | 0         | 1         | N/A | 0         |
| minor        | 27         | 23.9%         | 19        | 4         | 1         | N/A | 3         |
| substandard  | 21         | 18.6%         | 9         | 6         | 6         | N/A | 0         |
| critical     | 3          | 2.7%          | 1         | 0         | 2         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## WINDOWS

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 46         | 40.7%         | 11        | 16        | 10        | N/A | 9         |
| none         | 8          | 7.1%          | 0         | 1         | 5         | N/A | 2         |
| minor        | 35         | 31.0%         | 25        | 5         | 2         | N/A | 3         |
| substandard  | 20         | 17.7%         | 8         | 7         | 5         | N/A | 0         |
| critical     | 4          | 3.5%          | 2         | 0         | 2         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## STREET TYPE

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| none         | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| concrete     | 38         | 30.2%         | 18        | 7         | 6         | 3        | 4         |
| asphalt      | 46         | 36.5%         | 12        | 22        | 3         | 5        | 4         |
| gravel       | 42         | 33.3%         | 16        | 0         | 17        | 1        | 8         |
| dirt         | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| brick        | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |

## PORCHES...

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 26         | 23.0%         | 5         | 14        | 3         | N/A | 4         |
| none         | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| minor        | 24         | 21.2%         | 8         | 6         | 5         | N/A | 5         |
| substandard  | 62         | 54.9%         | 33        | 9         | 15        | N/A | 5         |
| critical     | 1          | 0.9%          | 0         | 0         | 1         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## PAINT

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 22         | 19.5%         | 10        | 8         | 2         | N/A | 2         |
| none         | 31         | 27.4%         | 3         | 9         | 11        | N/A | 8         |
| minor        | 32         | 28.3%         | 23        | 3         | 5         | N/A | 1         |
| substandard  | 21         | 18.6%         | 8         | 8         | 3         | N/A | 2         |
| critical     | 7          | 6.2%          | 2         | 1         | 3         | N/A | 1         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## DRIVEWAY

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 19         | 16.8%         | 3         | 13        | 0         | N/A | 3         |
| none         | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| minor        | 14         | 12.4%         | 6         | 4         | 1         | N/A | 3         |
| substandard  | 79         | 69.9%         | 37        | 12        | 22        | N/A | 8         |
| critical     | 1          | 0.9%          | 0         | 0         | 1         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |



# WOOD RIVER BLIGHT/SUBSTANDARD STUDY

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## ROOF STRUCTURE

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 38         | 33.6%         | 8         | 11        | 13        | N/A | 6         |
| none         | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| minor        | 42         | 37.2%         | 23        | 9         | 5         | N/A | 5         |
| substandard  | 32         | 28.3%         | 15        | 9         | 5         | N/A | 3         |
| critical     | 1          | 0.9%          | 0         | 0         | 1         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## WALL FOUNDATION

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 48         | 42.5%         | 8         | 16        | 15        | N/A | 9         |
| none         | 2          | 1.8%          | 2         | 0         | 0         | N/A | 0         |
| minor        | 47         | 41.6%         | 28        | 11        | 5         | N/A | 3         |
| substandard  | 15         | 13.3%         | 8         | 2         | 3         | N/A | 2         |
| critical     | 1          | 0.9%          | 0         | 0         | 1         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## FOUNDATION

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 59         | 52.2%         | 10        | 20        | 18        | N/A | 11        |
| none         | 23         | 20.4%         | 23        | 0         | 0         | N/A | 0         |
| minor        | 23         | 20.4%         | 11        | 6         | 4         | N/A | 2         |
| substandard  | 7          | 6.2%          | 1         | 3         | 2         | N/A | 1         |
| critical     | 1          | 0.9%          | 1         | 0         | 0         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## FOUNDATION TYPE

|                |           |              |           |           |           |     |           |
|----------------|-----------|--------------|-----------|-----------|-----------|-----|-----------|
| Concrete       | 88        | 77.9%        | 22        | 28        | 24        | N/A | 14        |
| Stone          | 1         | 0.9%         | 1         | 0         | 0         | N/A | 0         |
| Rolled Asphalt | 0         | 0.0%         | 0         | 0         | 0         | N/A | 0         |
| Brick          | 1         | 0.9%         | 0         | 1         | 0         | N/A | 0         |
| Other          | 0         | 0.0%         | 0         | 0         | 0         | N/A | 0         |
| <b>TOTAL</b>   | <b>90</b> | <b>79.6%</b> | <b>23</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## ROOF SURFACE

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 57         | 50.4%         | 16        | 14        | 16        | N/A | 11        |
| none         | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| minor        | 21         | 18.6%         | 9         | 8         | 3         | N/A | 1         |
| substandard  | 34         | 30.1%         | 21        | 7         | 4         | N/A | 2         |
| critical     | 1          | 0.9%          | 0         | 0         | 1         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## ROOF TYPE

|                  |            |               |           |           |           |     |           |
|------------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| Asphalt Shingles | 44         | 38.9%         | 26        | 4         | 7         | N/A | 7         |
| Rolled Asphalt   | 38         | 33.6%         | 19        | 18        | 1         | N/A | 0         |
| Cedar            | 1          | 0.9%          | 1         | 0         | 0         | N/A | 0         |
| Combination      | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| Other            | 30         | 26.5%         | 0         | 7         | 16        | N/A | 7         |
| <b>TOTAL</b>     | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |



# WOOD RIVER BLIGHT/SUBSTANDARD STUDY

TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER

## CHIMNEY

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| none         | 101        | 89.4%         | 39        | 26        | 22        | N/A | 14        |
| minor        | 8          | 7.1%          | 4         | 3         | 1         | N/A | 0         |
| substandard  | 4          | 3.5%          | 3         | 0         | 1         | N/A | 0         |
| critical     | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## GUTTER, DOWNSPOUTS

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 37         | 32.7%         | 4         | 14        | 10        | N/A | 9         |
| none         | 55         | 48.7%         | 34        | 6         | 11        | N/A | 4         |
| minor        | 18         | 15.9%         | 8         | 7         | 2         | N/A | 1         |
| substandard  | 3          | 2.7%          | 0         | 2         | 1         | N/A | 0         |
| critical     | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## WALL SURFACE

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| sound        | 47         | 41.6%         | 10        | 14        | 13        | N/A | 10        |
| none         | 0          | 0.0%          | 0         | 0         | 0         | N/A | 0         |
| minor        | 36         | 31.9%         | 25        | 7         | 3         | N/A | 1         |
| substandard  | 27         | 23.9%         | 11        | 8         | 5         | N/A | 3         |
| critical     | 3          | 2.7%          | 0         | 0         | 3         | N/A | 0         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## WALL SURFACE TYPE

|              |            |               |           |           |           |     |           |
|--------------|------------|---------------|-----------|-----------|-----------|-----|-----------|
| Frame        | 17         | 15.0%         | 12        | 2         | 2         | N/A | 1         |
| Masonry      | 22         | 19.5%         | 0         | 17        | 1         | N/A | 4         |
| Siding       | 56         | 49.6%         | 28        | 7         | 14        | N/A | 7         |
| Combination  | 5          | 4.4%          | 2         | 1         | 2         | N/A | 0         |
| Stucco       | 5          | 4.4%          | 2         | 2         | 1         | N/A | 0         |
| Other        | 8          | 7.1%          | 2         | 0         | 4         | N/A | 2         |
| <b>TOTAL</b> | <b>113</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>24</b> |     | <b>14</b> |

## PARKING SPACES

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| none         | 34         | 27.0%         | 2         | 16        | 0         | 9        | 7         |
| 1-2          | 60         | 47.6%         | 41        | 4         | 10        | 0        | 5         |
| 3-5          | 14         | 11.1%         | 3         | 2         | 7         | 0        | 2         |
| 6-10         | 9          | 7.1%          | 0         | 3         | 6         | 0        | 0         |
| 11-20        | 7          | 5.6%          | 0         | 3         | 3         | 0        | 1         |
| 21 or more   | 2          | 1.6%          | 0         | 1         | 0         | 0        | 1         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |

## PARKING SURFACE

|              |            |               |           |           |           |          |           |
|--------------|------------|---------------|-----------|-----------|-----------|----------|-----------|
| none         | 34         | 27.0%         | 2         | 16        | 0         | 9        | 7         |
| concrete     | 29         | 23.0%         | 16        | 7         | 4         | 0        | 2         |
| asphalt      | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| gravel       | 61         | 48.4%         | 27        | 6         | 22        | 0        | 6         |
| dirt         | 2          | 1.6%          | 1         | 0         | 0         | 0        | 1         |
| brick        | 0          | 0.0%          | 0         | 0         | 0         | 0        | 0         |
| <b>TOTAL</b> | <b>126</b> | <b>100.0%</b> | <b>46</b> | <b>29</b> | <b>26</b> | <b>9</b> | <b>16</b> |



---

## REDEVELOPMENT PLAN

---



# REDEVELOPMENT PLAN

## Purpose of Plan/Conclusion

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

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

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

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

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



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

### **Conclusion**

The Redevelopment Plan applies to Redevelopment Area #1 in Wood River, Nebraska, which consists of the blight and substandard determination area. **Illustration 1** delineates Redevelopment Area #1. In essence, the area included in the Redevelopment Plan equals an estimated 474.6 total acres. The Downtown and western residential and Highway 30 commercial corridor, as well as a large parcel designated for a value added agricultural Ethanol Production Facility, in the southwest portion of the City are included in the Redevelopment Area. An additional undeveloped subdivision beyond and west of the current Corporate limits is also included in Redevelopment Area #1. The official boundary description of the Area is as follows:

In general, Redevelopment Area #1 consists of an Area that begins at the intersection of the north line of Tenth Street and the east line of Walnut Street, thence southward across the public right-of-ways of both U.S. Highway 30 and to the center-line of the Union Pacific Railroad corridor, thence southwesterly along said center-line of the Railroad to its intersection with the extended west line of the MacColl and Leflang's 2<sup>nd</sup> Addition (also the west Corporate Limit Line), thence south along said west line to its intersection with the south line of Schultz Road, thence west along said south line to its intersection with the east line of 140<sup>th</sup> Road, thence south along said east line to its intersection with the extended east/west half section line of Section 20, T10N, R11 and 12W, of the Sixth Principle Meridian, thence west along said half section line, across 140<sup>th</sup> Road and continuing across the entire width of Section 20 to the center line of 150<sup>th</sup> Road, thence continuing westerly from center line into Section 21, 660' (1/8 of a mile), thence north along the 1/8th mile line to its intersection with the center line of the Union Pacific Railroad right-of-way, thence northeasterly along said center line to its intersection with the extended west line of the Wood Lawn Subdivision, thence north along said west line and continuing across the right-of-way line of Military Road to the north line of Military Road, thence northeasterly along said north line to its intersection with the east line of Cottonwood Street (Highway 11), thence south along said east line to its intersection with the north line of Ninth Street, thence east along said north line to its intersection with the west line of West Street, thence north along said west line to its intersection with the north line of the alley between Tenth and Eleventh Streets, thence east along said north alley line to its intersection with the east line of Main Street, thence south along said east line to its intersection with the north line of the alley between Ninth and Tenth Street, thence east along said north line to its intersection with the west line of East Street, thence north along said west



line to its intersection with the north line of Tenth Street, thence east along said north line to its intersection with the east line of Walnut Street, also know as the point of beginning. **Illustration 1** delineates the Area in relation to the City of Wood River.

The redevelopment planning process for Redevelopment Area #1 has resulted in a listing of planning and implementation recommendations. As discussed in the Blight and Substandard Determination Study, there are several existing land uses and properties in substandard condition which 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 Wood River. To eliminate these conditions and enhance private development activities within the Redevelopment Area, the City of Wood River will need to consider the following general planning and redevelopment actions:

- \* Encourage removal and replacement of *substantially* dilapidated and substandard structures within the Redevelopment Area;
- \* Rehabilitation of public, residential, commercial and industrial properties that are cost effective to revitalize;
- \* Provide incentives for existing businesses, within the Redevelopment Area, to expand in place and/or make needed improvements to their properties.
- \* Improve public infrastructure to better service portions of the Area that have age and/or condition related problems, or are lacking appropriate utilities;
- \* Identify suitable locations along the Highway 30 Corridor for expanded commercial uses.
- \* Promote the development of appropriate single and small scale multifamily residential dwellings upon both individual lots and larger tracts of vacant land. Areas exist to the west of the Downtown that would be suitable for duplexes and four-plexes, and promoted for alternative elderly housing.
- \* Improve overall efficiency of vehicular circulation within the Redevelopment Area. Recent changes in the development state include an overpass along Highway 11, providing safe passage over Highway 30 and the Union Pacific Railroad;



- \* Develop new and improved pedestrian routes throughout the Redevelopment Area. Additionally, require all new construction projects to install sidewalks to improve pedestrian safety throughout the Redevelopment Area;
- \* Develop a plan for screening and/or buffering industrial storage areas from residential and commercial land uses; and
- \* Promote the development of value added agricultural industries that will provide additional economic opportunities for locally grown agricultural products.

### **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 7 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 city and federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the Redevelopment Area is deemed to be an essential and integral element of the Redevelopment Area and 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 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 Wood River 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 Redevelopment Area #1 were depicted and described in detail in the Blight and Substandard Determination Study. In general, Redevelopment Area #1 consists of several land use types. The primary existing land uses are single-family residential, industrial, commercial, vacant and public. The field survey identified properties and structures in substandard condition, as well as vacant lands that have remained undeveloped in spite of available utilities.

**Illustration 5**, the Future Land Use Plan, represents an effort to encourage land uses that stimulate future growth opportunities in the Redevelopment Area, while creating compatible land uses resulting in the efficient use of the physical features of the landscape. The following recommended future land use classifications are generally in conformance with "The Wood River Comprehensive Plan."

In **Illustration 5**, commercial land uses are planned to remain in their current locations along the primary transportation corridor, Highway 30. Industrial land uses are primarily proposed to be located along the Union Pacific Railroad corridor and within the southwestern portion of the Redevelopment Area, to facilitate the development of value added agricultural Ethanol Production Facility. Multifamily residential uses are proposed in the areas north of Eighth Street, west of West Street and to the north of Avenue A, generally to Ninth Street, to buffer single family residential uses slated for the northern portion of the Redevelopment Area along Cottonwood Street.

The portion of the Redevelopment Area located north of the Union Pacific Railroad corridor is included in a 500-year Flood Plain, for which no elevation data is available. The Flood Plain Map is based upon an old "Flood Prone Area Map."

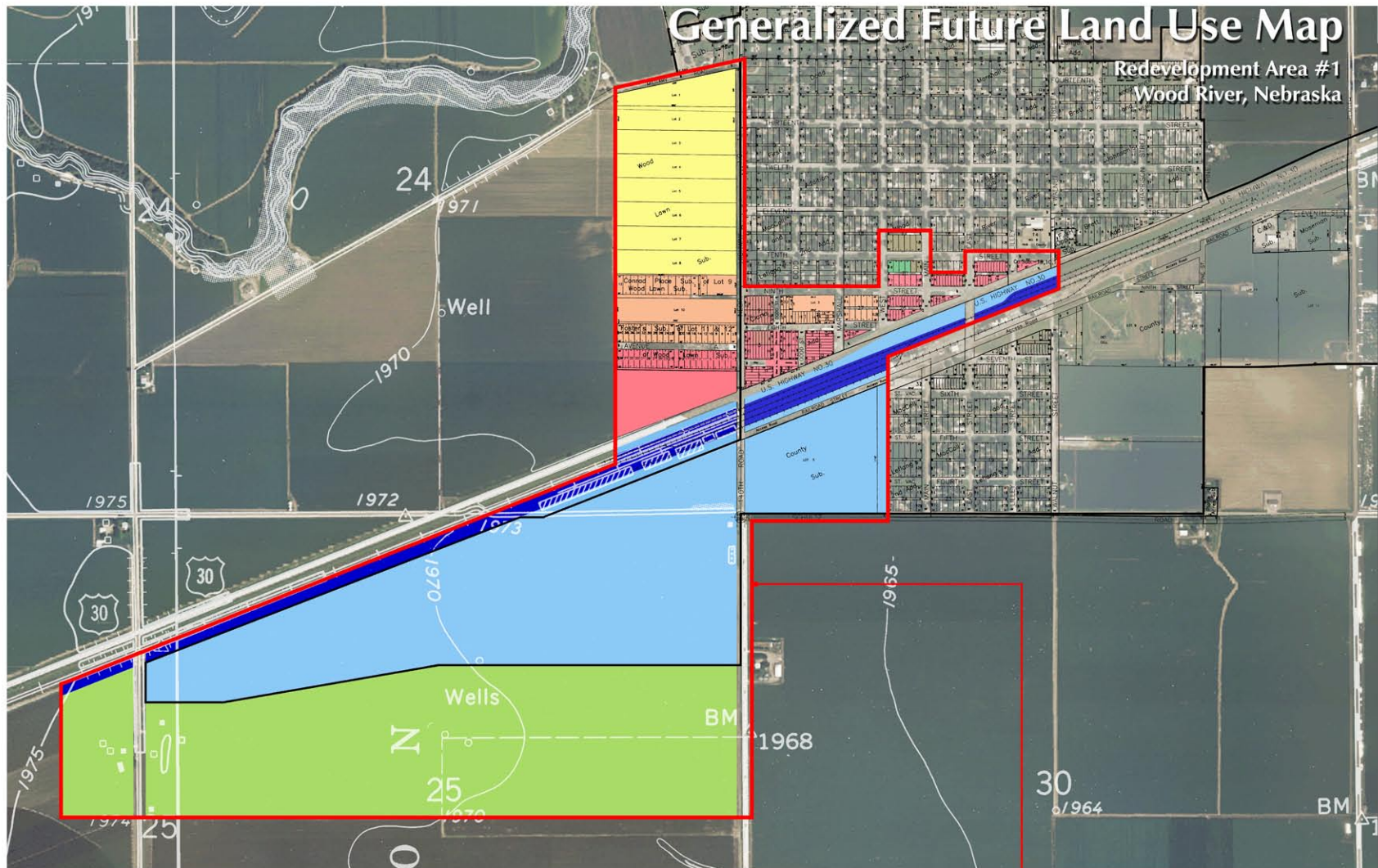
Lastly, areas beyond the current Corporate Limits of Wood River, specifically the Wood Lawn Subdivision located west of Cottonwood Street (Highway 11), are recommended as a residential growth area to facilitate the continued growth and development of the City of Wood River. Lands and parcels located within the subdivision will need to be annexed into the Corporate Limits of the City, prior to the use of TIF as an incentive for development.



# Generalized Future Land Use Map

Redevelopment Area #1  
Wood River, Nebraska

- Vacant
- Parks & Recreation
- Public & Quasi-Public
- Single Family
- Multifamily
- Mobile Home
- Commercial
- Industrial



**Hanna:Keelan Associates, P.C.**  
Community Planning & Research

3275 Holdrege  
P.O. Box 30552  
Lincoln, NE 68503

(402) 464-5383  
fax: (402) 464-5856  
email: planner@hanna-keelan.com



402.560.4100 c.  
402.489.5290 p.f.  
jamie.koenig@mindspring.com

8030 Thornview Road  
Lincoln, NE 68506

**Architecture**

An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA





## 2. Future Zoning Districts

The recommended future Zoning Districts Map for the Redevelopment Area #1 is identified in **Illustration 6**. Areas are generally in conformance with the Comprehensive Plan 2001 update and specifically with the proposed Future Land Use Plan, **Illustration 5**.

All lands proposed for residential use, throughout the Redevelopment Area, are located either to the north of Avenue A Street, or to the north of Eighth Street (between Cottonwood and Marshall Streets). These lands are currently zoned a variety of commercial (BG), industrial (I-1), and a couple of different residential districts, including R-9 (low density) and RM (Mobile Home Overlay). The Future Land Use Map, **Illustration 5**, promotes residential uses to the north of the commercial corridor along Highway 30. Limiting development to residential uses in the northern portions of the Redevelopment Area will prevent a mixture of land uses that can lead to conflict and nuisance complaints and preserve the northwestern and northern portions of the community for residential growth. The Highway 30 and Union Pacific Railroad corridors offer an excellent buffer to keep industrial uses in the southern portion of the Redevelopment Area, where there is direct access to Highway 11 and eventually Interstate 80, for semi-truck traffic, as well as to the Union Pacific Railway.

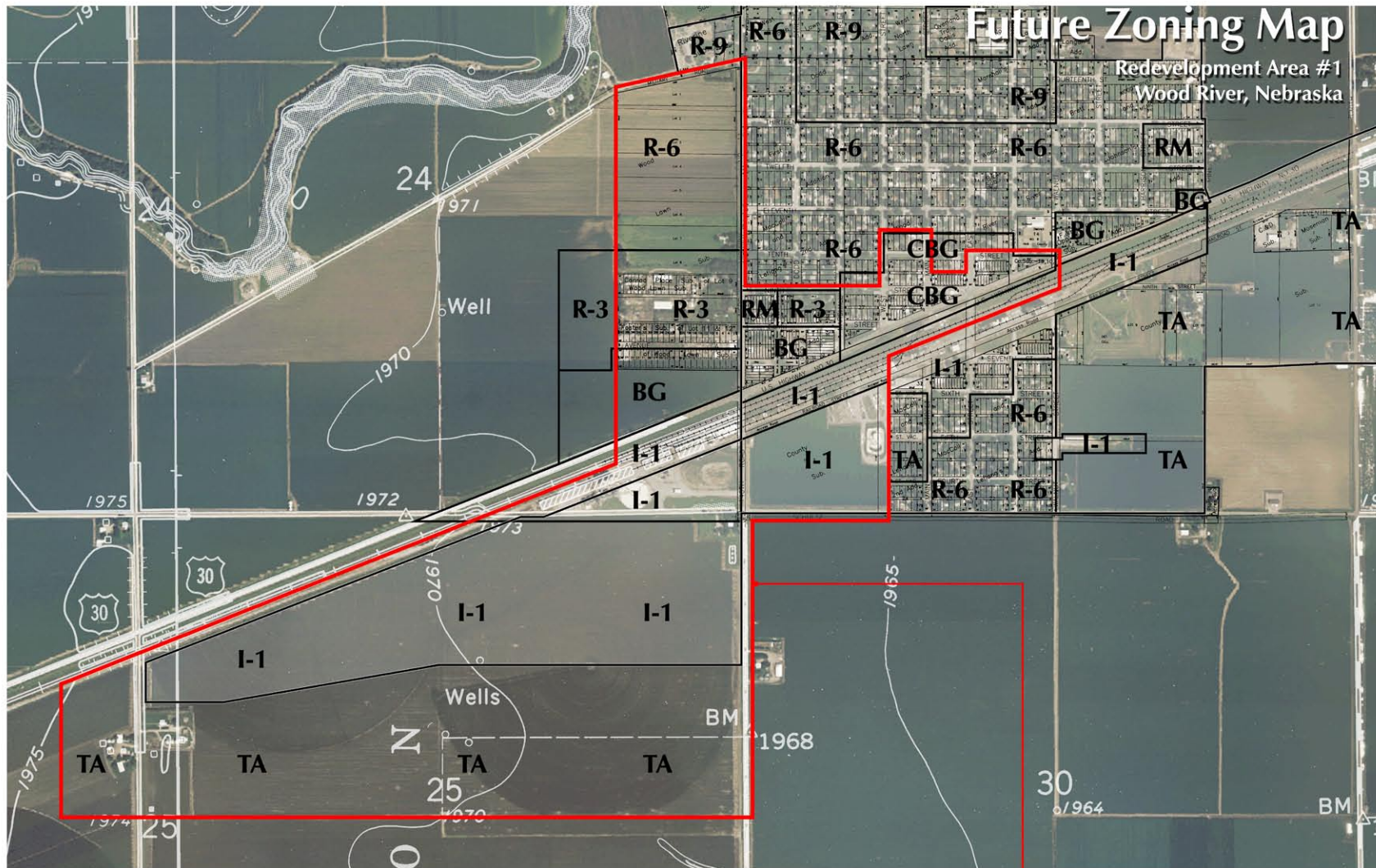
Additional residential zoning (R-3 and R-6) is recommended for the Redevelopment Area, in conformance with the City's Future Land Use Plan.

As identified in **Illustration 6**, commercial uses are planned as BG General Commercial zoning districts, along the north side of the Highway 30 Corridor, while industrial uses are planned within and southwest of the Union Pacific Railroad corridor. Lastly, a TA Transitional Agriculture zoning district completes the remaining portion of the Redevelopment Area, south of the proposed ethanol facility.

The above recommendations are proposed to be in conformance with the Future Land Use Plan, **Illustration 5**, all in an effort to support existing building types and maintain the integrity of the residential neighborhoods.



- RM** Mobile Home Overlay
- AG** Agriculture Zone
- TA** Transitional Agriculture Zone
- R-9** Low Density Residential Zone
- R-6** Medium Density Residential Zone
- R-3** High Density Residential Zone
- CBG** Central General Business Zone
- BG** General Business Zone
- I-1** Light Industrial Zone



**Hanna:Keelan Associates, P.C.**  
Community Planning & Research

3275 Holdrege  
P.O. Box 30552  
Lincoln, NE 68503

(402) 464-5383  
fax: (402) 464-5856  
email: planner@hanna-keelan.com



402.560.4100 c.  
402.489.5290 p.f.  
jamie.koenig@mindspring.com

8030 Thornview Road  
Lincoln, NE 68506

**Architecture**  
An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA



NE



### 3. Recommended Public Improvements

The primary purpose for a 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 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 Redevelopment Area #1 are street improvements, sidewalks and the need for improvements to underground water and sanitary sewer systems.

Streets throughout the Redevelopment Area are generally in good to excellent condition with 42.9 percent of the parcels fronting on streets identified as either being in "fair" or "poor" condition. Furthermore, 42 parcels front on gravel surfaced streets, in need of hard surfacing. A total of 88 parcels (69.8%), or 244 parcels, have no sidewalks adjacent the property. A planned program of sidewalk improvements should be established in Redevelopment Area #1, in conjunction with improvements planned within the One- and Six Year Road Plan and the City's Capital Improvement Program. This process would allow Community Development Block Grants and Tax Increment Financing to be used to finance public improvements.

Aging water and sanitary sewer systems in developed portions of the Redevelopment Area are and will continue to present maintenance and repair problems. As identified in the Blight and Substandard Determination Study, underground water mains in the Redevelopment Area are approximately 50+ years of age, while the sanitary sewer mains range in age from 70 to 85+ years. The advanced age of these utility systems will necessitate replacement in the near future.

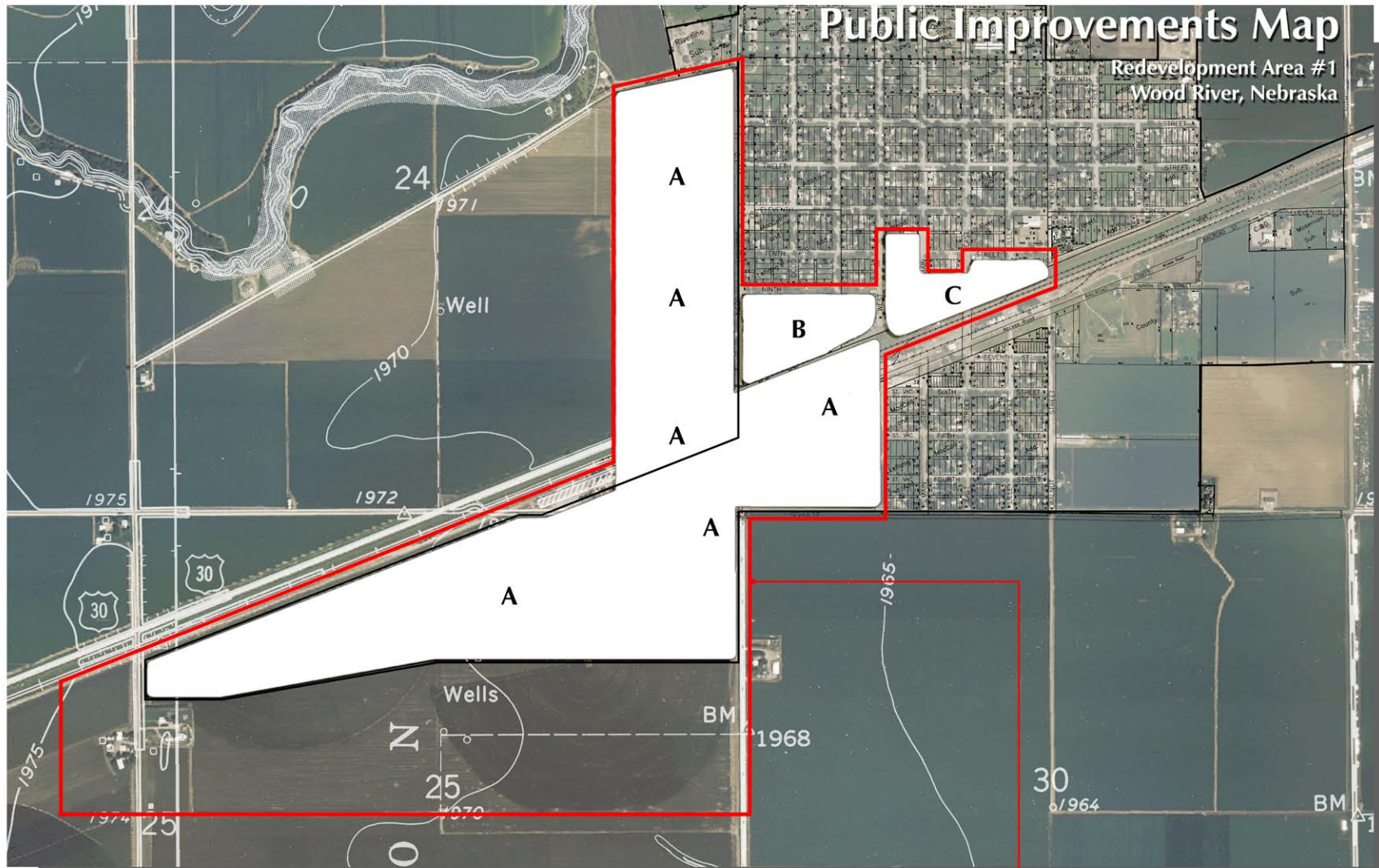
Specifically, the region identified as **Area "A"** includes the site of the proposed Ethanol Production Facility in the southern portion and a Subdivision that was never annexed into the City of Wood River, "Wood Lawn Subdivision" located to the west of the Community. Each of these areas will require an extension of all appropriate municipal infrastructure to further promote growth and development of these areas.

**Area "B"** includes water mains within the north/south streets that are comprised of 2" or smaller mains, that are at least 50 years old, and highly prone to breakage and repeated maintenance needs. Although a dedicated street, Dodd Street south of Eighth Street, appears as more of a vacant lot, rather than a street, improvements to Dodd Street should be incorporated into the City's One-and-Six year Road Plan, in conjunction with water main improvements.



# Public Improvements Map

Redevelopment Area #1  
Wood River, Nebraska



**B** Public Improvement Districts

**Hanna:Keelan Associates, P.C.**  
Community Planning & Research

3275 Holdrege  
P.O. Box 30552  
Lincoln, NE 68503

(402) 464-5383  
fax: (402) 464-5856  
email: planner@hanna-keelan.com



402.560.4100 c.  
402.489.5290 p.f.  
jamie.koenig@mindspring.com

8030 Thornview Road  
Lincoln, NE 68506

**Architecture**

**1**

NE

An Association of Kurtis A. Suhr R.A. & James M. Koenig AIA



**Area “C”** includes Downtown Wood River and is the oldest portion of the City. Water mains throughout the Downtown are generally 1.5" to 4" in diameter. Current development standards recommend no smaller than 6" diameter mains in commercial areas. However, cost comparisons between 6" and 8" diameter mains are minimal, and thus communities should consider 8" mains in Downtown areas.

Redevelopment Finance tools, such as Tax Increment Financing, will provide incentives to facilitate development. As identified in the City's current Comprehensive Plan, Wood River should identify regions of greatest priority and budget for selected reconstruction projects. Tax Increment Financing can serve as a valuable source of additional monies to defer the cost of reconstruction projects within Redevelopment Area #1. 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 Redevelopment Area #1, should serve Wood River residents, as well as highway travelers. The role of Redevelopment Area #1 as a developing commercial corridor with public and recreation facilities will foster an appreciation for its image, character and uniqueness in Wood River.

A successful Redevelopment Plan, for Redevelopment Area #1, should guide redevelopment and development opportunities, while basing the viability of this Area as a residential, commercial, service and industrial area. New construction should not imitate existing styles or characteristics, but rather be compatible by similar materials, colors and heights exhibited by existing structures within, and adjacent to Redevelopment Area #1.

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



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

---

**Normal Street Replacement**

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

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

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

**Ramped Curb Cuts**  
\$1,250 each

---

**Sanitary Sewer**  
\$50 to \$60 per linear foot

---

**Water Valves**  
\$750 each

---

**Fire Hydrants**  
\$2,500 each

---

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

---

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

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



---

### Storm Sewers

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

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

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

### **Public and Private Foundations**

This Redevelopment Plan addresses numerous community and economic development activities for Redevelopment Area #1 in Wood River, 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 Redevelopment Plan. Each selected redevelopment project should be accompanied with a detailed budget of both sources and uses of various funds.

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



**Private Foundations**

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





# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item J1

### Final Plat - Beberniss Subdivision

*This final plat proposes to create 1 lot on a parcel of land in the NE 1/4SE 1/4 of 17-10-10. This land consists of approximately 3.297 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction. It is recommended the Planning Commission approve and recommend the County Board approve this Final Plat.*

Staff Contact: Chad Nabity



April 13, 2006

Dear Members of the Board:

**RE: Final Plat – Beberniss Subdivision.**

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of Beberniss Subdivision, located north of Wood River Road, and west of 60<sup>th</sup> Road.

This final plat proposes to 1 lot on a parcel of land in the NE  $\frac{1}{4}$  SE  $\frac{1}{4}$  of 17-10-10. This land consists of approximately 3.297 acres. This splits an existing farmstead from a parcel of 20 acres or more.

You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on May 10, 2006 in the Council Chambers located in Grand Island's City Hall.

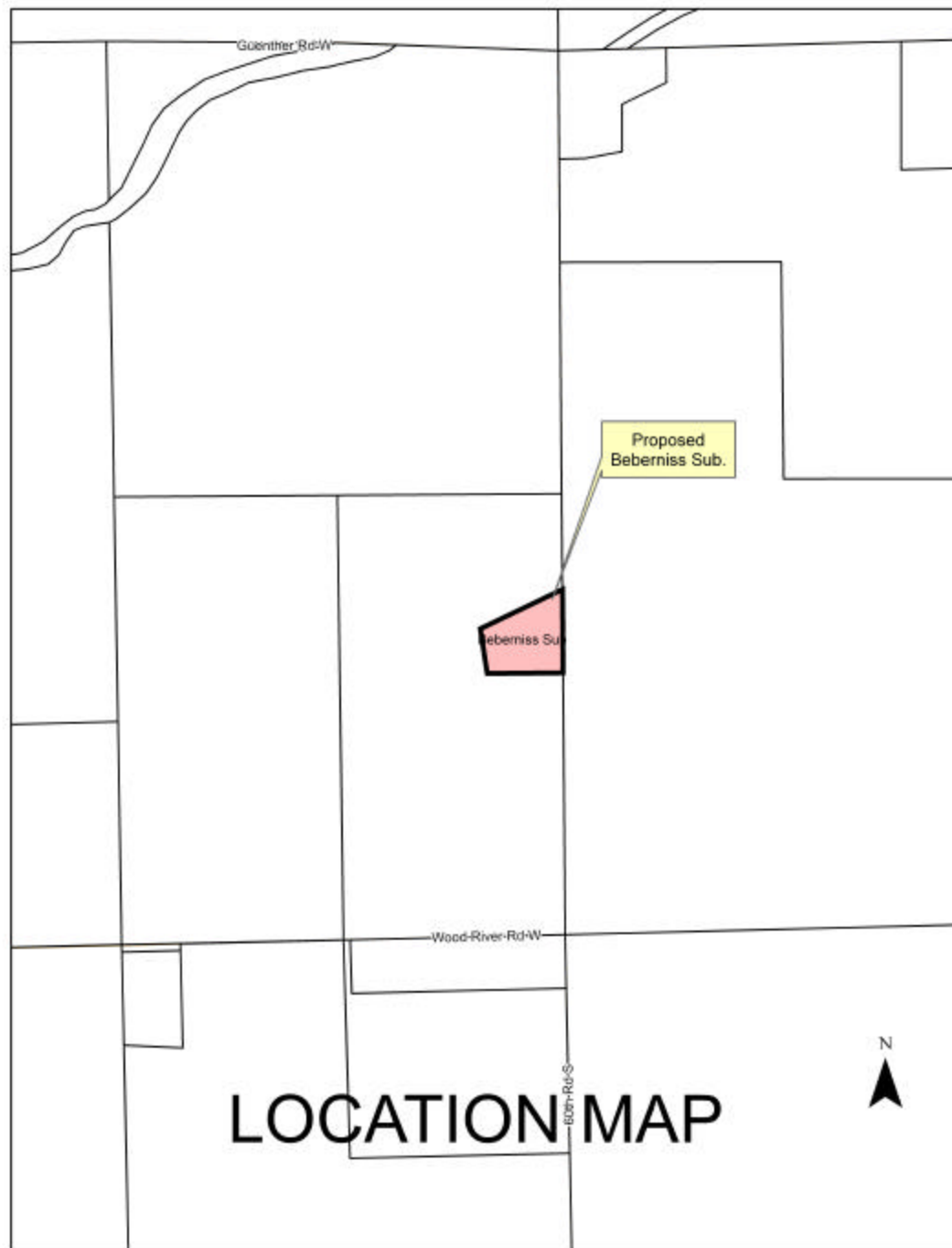
Sincerely,

Chad Nabity, AICP  
Planning Director

cc: County Clerk  
County Attorney  
Director of Public Works  
Director of Building Inspections  
Manager of Postal Operations  
Rockwell and Associates

This letter was sent to the following School Districts 1R, 2, 3, 8, 12, 16, 19, 82, 83, 100, 126.













# Hall County Regional Planning Commission

Wednesday, May 10, 2006

Regular Meeting

## Item J2

### Final Plat - JRH Subdivision

*This final plat proposes to create 1 lot on a parcel of land in the NW 1/4 NW 1/4 of 09-9-12. This land consists of approximately 3.197 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction. It is recommended the Planning Commission approve and recommend the County Board approve this Final Plat.*

Staff Contact: Chad Nabity



April 13, 2006

Dear Members of the Board:

**RE: Final Plat – JRH Subdivision.**

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of JRH Subdivision, located south of Burmood Road, and east of Bluff Center Road.

This final plat proposes to 1 lot on a parcel of land in the NW ¼ NW ¼ of 09-09-12. This land consists of approximately 3.197 acres. This splits an existing farmstead from a parcel of 20 acres or more.

You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on May 10, 2006 in the Council Chambers located in Grand Island's City Hall.

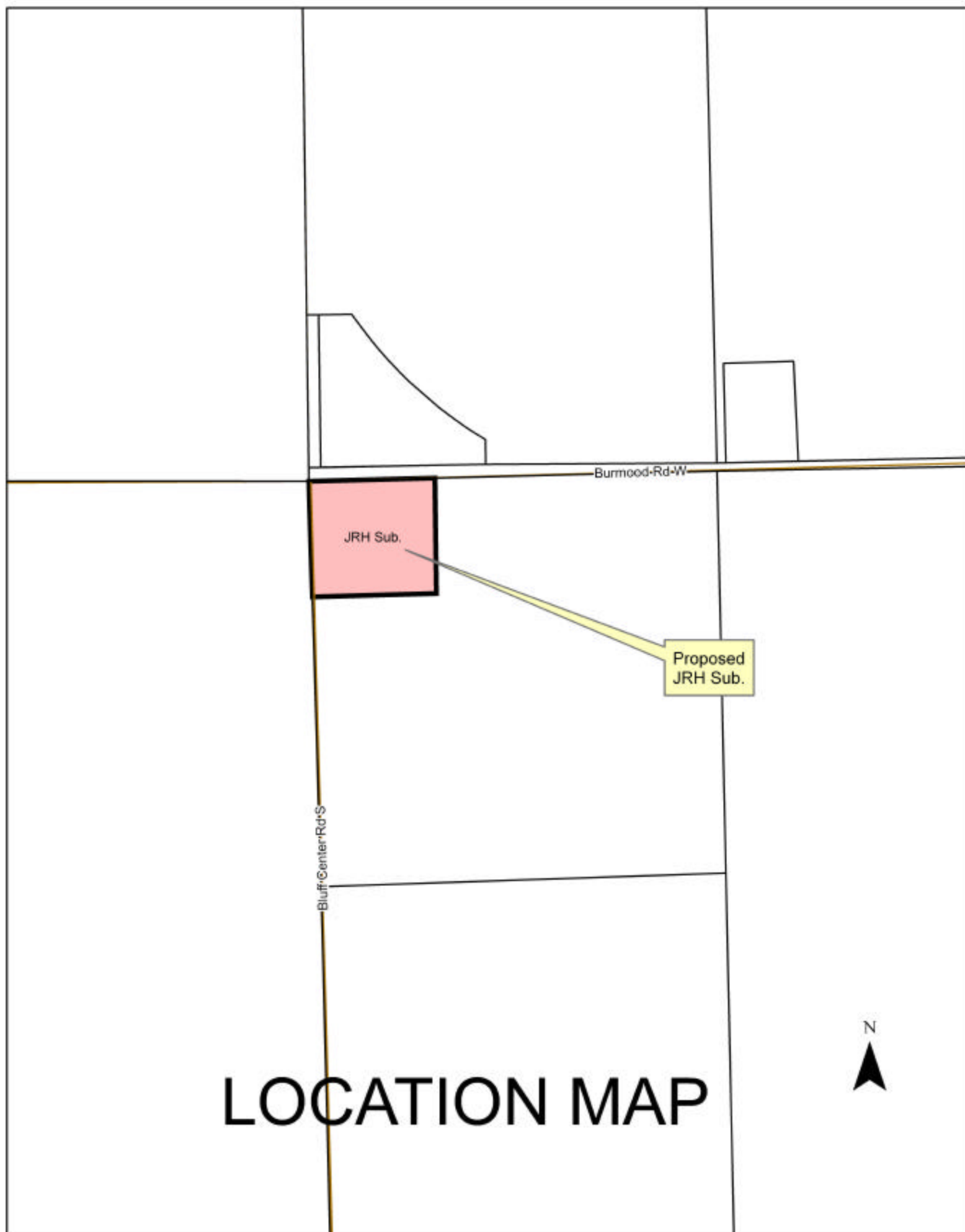
Sincerely,

Chad Nabity, AICP  
Planning Director

cc: County Clerk  
County Attorney  
Director of Public Works  
Director of Building Inspections  
Manager of Postal Operations  
Benjamin Associates

This letter was sent to the following School Districts 1R, 2, 3, 8, 12, 16, 19, 82, 83, 100, 126.









# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item J3

### **Final Plat - Brown Acres South Subdivision**

*This final plat proposes to create 1 lot on a parcel of land in the SE 1/4 SE 1/4 of 07-12-11. This land consists of approximately 3.552 acres. This is a one time split from an 80 acre tract. This is within Cairo 1 mile Jurisdiction. It is recommended the Planning Commission approve and recommend Cairo Village Board approve this Final Plat.*

Staff Contact: Chad Nabity



April 13, 2006

Dear Members of the Board:

**RE: Final Plat – Brown Acres South Subdivision.**

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of Brown Acres South Subdivision, located north of Chapman Road, and west of 130<sup>th</sup> Road.

This final plat proposes to 1 lot on a parcel of land in the SE ¼ SE ¼ of 07-12-11. This land consists of approximately 3.552 acres. This is a one time split from an 80 acre tract.

You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on May 10, 2006 in the Council Chambers located in Grand Island's City Hall.

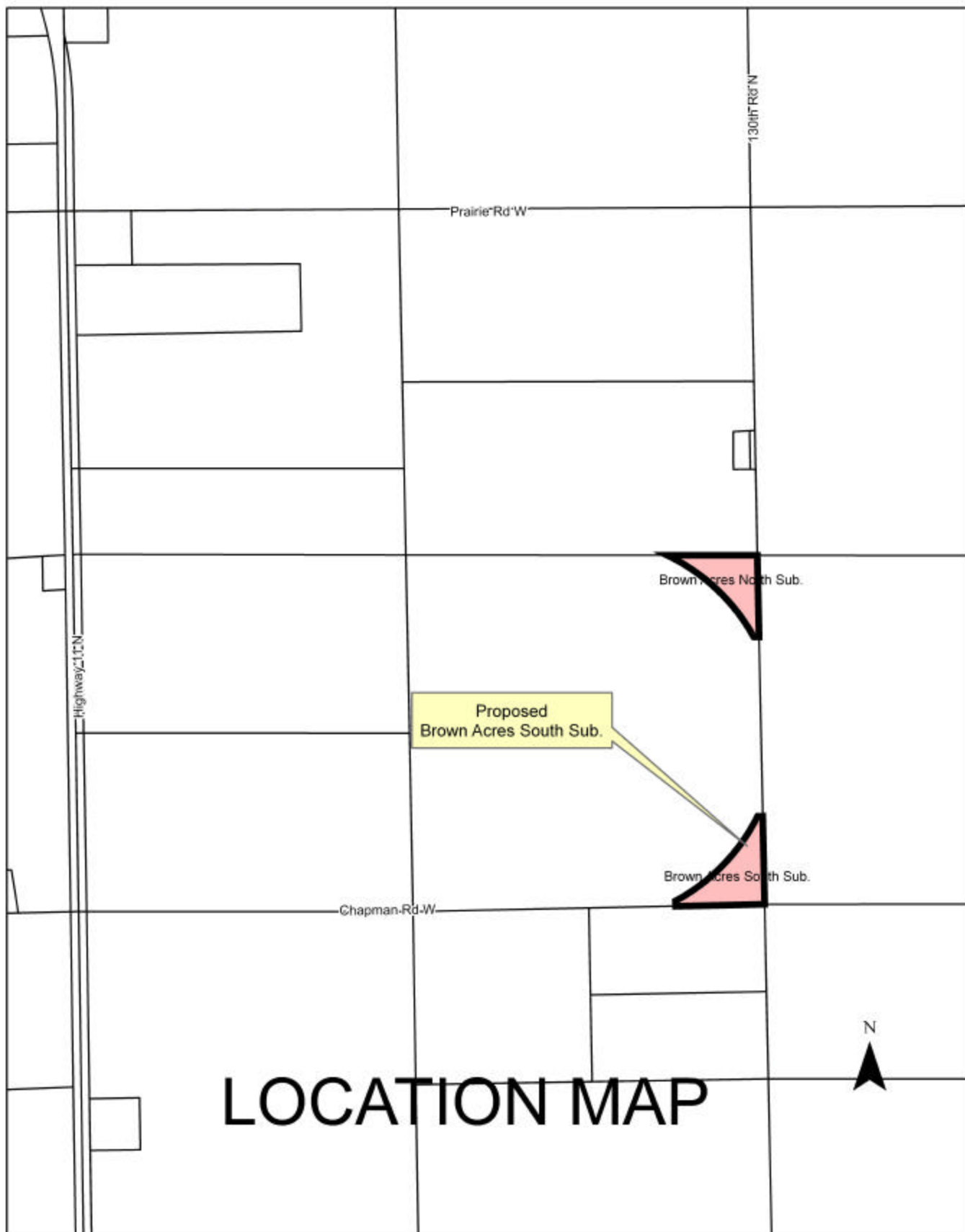
Sincerely,

Chad Nabity, AICP  
Planning Director

cc: Cairo Village Clerk  
Cairo Village Attorney  
County Clerk  
County Attorney  
Director of Public Works  
Director of Building Inspections  
Manager of Postal Operations  
Olsson Associates

This letter was sent to the following School Districts 1R, 2, 3, 8, 12, 16, 19, 82, 83, 100, 126.









# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item J4

### **Final Plat - Brown Acres North Subdivision**

*This final plat proposes to create 1 lot on a parcel of land in the NE 1/4 SE 1/4 of 07-12-11. This land consists of approximately 3.528 acres. This is a one time split from an 80 acre tract. This is in the Hall County Jurisdiction. It is recommended the Planning Commission approve and recommend the County Board approve this Final Plat.*

Staff Contact: Chad Nabity



April 13, 2006

Dear Members of the Board:

**RE: Final Plat – Brown Acres North Subdivision.**

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of Brown Acres North Subdivision, located north of Chapman Road, and west of 130<sup>th</sup> Road.

This final plat proposes to 1 lot on a parcel of land in the NE ¼ SE ¼ of 07-12-11. This land consists of approximately 3.528 acres. This is a one time split from an 80 acre tract.

You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on May 10, 2006 in the Council Chambers located in Grand Island's City Hall.

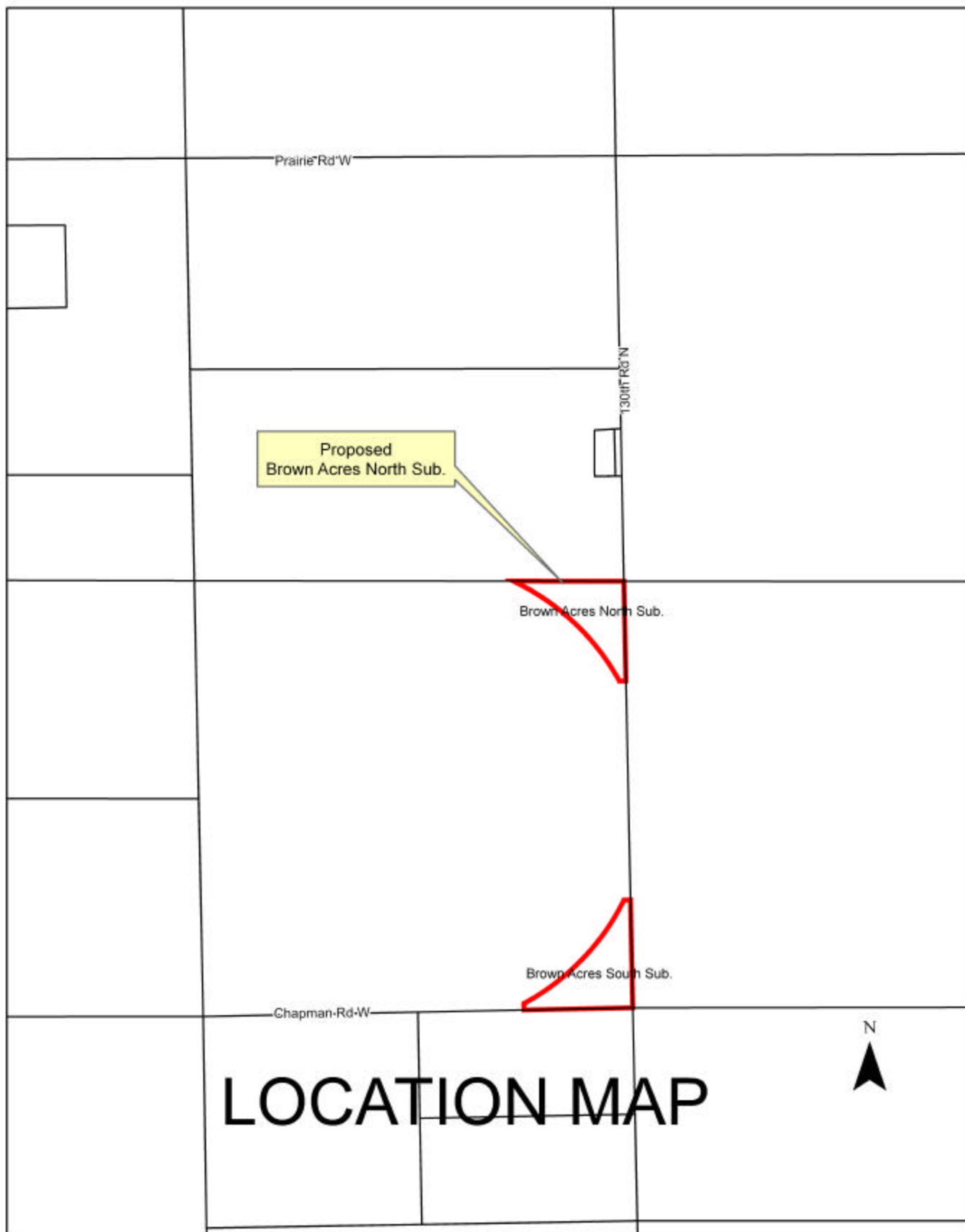
Sincerely,

Chad Nabity, AICP  
Planning Director

cc: County Clerk  
County Attorney  
Director of Public Works  
Director of Building Inspections  
Manager of Postal Operations  
Olsson Associates

This letter was sent to the following School Districts 1R, 2, 3, 8, 12, 16, 19, 82, 83, 100, 126.









# Hall County Regional Planning Commission

Wednesday, May 10, 2006  
Regular Meeting

## Item J5

### Final Plat - JNK Subdivision

*This final plat proposes to create 1 lot on a parcel of land in the NE 1/4 NE 1/4 of 02-09-11. This land consists of approximately 5.421 acres. This splits an existing farmstead from a parcel of 20 acres or more. This is in the Hall County Jurisdiction. It is recommended the Planning Commission and the County Board approve this Final Plat.*

Staff Contact: Chad Nabity



April 13, 2006

Dear Members of the Board:

**RE: Final Plat – JNK Subdivision.**

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of JNK Subdivision, located south of Cedarview Road, and west of 90<sup>th</sup> Road.

This final plat proposes to 1 lot on a parcel of land in the NE ¼ NE ¼ of 02-09-11. This land consists of approximately 5.421 acres. This splits an existing farmstead from a parcel of 20 acres or more.

You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on May 10, 2006 in the Council Chambers located in Grand Island's City Hall.

Sincerely,

Chad Nabity, AICP  
Planning Director

cc: County Clerk  
County Attorney  
Director of Public Works  
Director of Building Inspections  
Manager of Postal Operations  
Benjamin Associates

This letter was sent to the following School Districts 1R, 2, 3, 8, 12, 16, 19, 82, 83, 100, 126.



