

# Crete, Nebraska

General Redevelopment Plan  
Redevelopment Area #2.



Prepared for:

## The City of Crete, Nebraska.



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**COMMUNITY PLANNING & RESEARCH**

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# GENERAL REDEVELOPMENT PLAN

## Purpose of Plan/Conclusion

The purpose of this **General Redevelopment Plan** is to serve as a guide for implementation of development and redevelopment activities within **Redevelopment Area #2**, in the City of Crete, Nebraska. Redevelopment and development activities associated with the **Nebraska Community Development Law**, State Statutes 18-2101 through 18-2154, should be utilized to promote the general welfare and enhance the tax base, as well as promote economic and social well-being of the Community.

A **General Redevelopment Plan** prepared for the Crete Community Development Agency (CDA) must contain the general planning elements required by Nebraska State Revised Statutes, Section 18-2111 re-issue 2012 items (1) through (6). A description of these items is as follows:

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

Furthermore, the **General Redevelopment Plan** must further address the items required under Section 18-2113, "Plan; considerations", which the 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."

### **Location**

Beginning at the intersection of the north line of the Big Blue River with the west Corporate Limit Line, thence southeasterly and southerly along said north and east lines of the River to its intersection with the extended north line of 17<sup>th</sup> Street, thence east along said extended line and continuing to the east along said north line of 17<sup>th</sup> Street to its intersection with the east line of Oak Avenue, thence south along said east line to its intersection with the north line of the Burlington Northern Santa Fe Railway, thence southwesterly along said north railway line to its intersection with the east line of Quince Avenue, thence south along said east line to its intersection with the north line of 13<sup>th</sup> Street, thence east along said north line to its intersection with the west line of Norman Street, thence south along said west line to its intersection with the south line of 12<sup>th</sup> Street, thence west along said south line to its intersection with the east line of Sycamore Avenue, thence south along said east line to its intersection with the south Corporate Limit Line of the City of Crete, thence westerly to its intersection with the east line of Parcel #760050953, thence south along said east line to its intersection with the south line of said Parcel, thence west along said south line to its intersection with the east line of the southern branch of the Burlington Northern Santa Fe Railway, thence southeasterly to its intersection with the north line of Parcel #76012298, thence east to its intersection with the east line of said Parcel, thence south along said east line to its intersection with the south line of said Parcel, thence west along said south line to its intersection with the west line of the Highway 77 Corridor, thence north-northwesterly to its intersection with the south line of Parcel # 760051062, thence continuing along the south line of Parcel #760145013 to its intersection with the west line of said Parcel, thence north along said west line of Parcel and continuing north along the west line of Parcel # 760051062, then # 760145006 and #760144992 to its intersection of the west and south lines of the Corporate Limit Lines, thence continuing north along said Corporate Limit Line, (also known as the west line of the Westwood Estates Addition), thence continuing north along said Corporate Limit Line and thence the extended west Corporate Limit Line to its intersection with the extended north line of Parcel #760050422, thence east along extended north line and continuing east along the north line of parcel #s 760050422, 760050414 and 760050546 and thence continuing east along the platted north line of 15<sup>th</sup> Street to its intersection with the east line of Idaho Avenue, also known as the west Corporate Limit Line, thence north along said west

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General Redevelopment Plan  
Crete Redevelopment Area #2

Corporate Limit Line around the west and north lines of the Riverside Cemetery and continuing along the east along the north Corporate Limit Line and along the north side of County Fairgrounds and the north line of Tuxedo Park to its intersection of the west Corporate Limit Line and the north line of the Big Blue River, also known as the point of beginning.

The referenced **Redevelopment Area #2**, in the City of Crete, Nebraska, includes the following 172 Parcel ID #s:

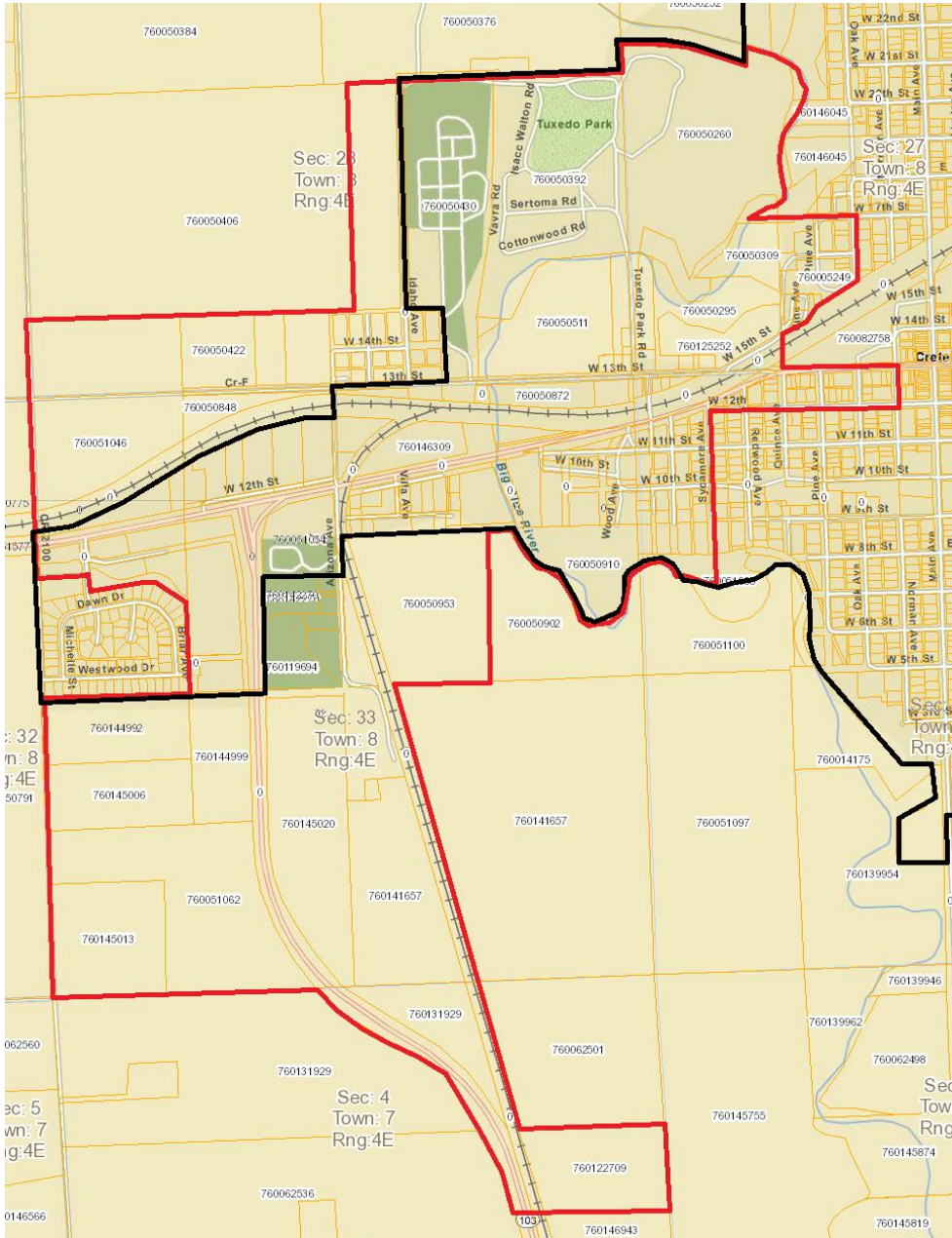
760000255	760000557	760009414	760019525	760050929	760125252
760000012	760000565	760009422	760019541	760050937	760129843
760000204	760000581	760009430	760019568	760050945	760129959
760000220	760000603	760009449	760019576	760050953	760131856
760000239	760000611	760009457	760019584	760050961	760138818
760000247	760000638	760009465	760019592	760050988	760139083
760000263	760000646	760009473	760019606	760050996	760139105
760000301	760000654	760009481	760019614	760051003	760140006
760000328	760003947	760009503	760019622	760051011	760140154
760000336	760004573	760015252	760019630	760051038	760140197
760000344	760005117	760015341	760050260	760051046	760141312
760000352	760005125	760015368	760050279	760051054	760141657
760000360	760005141	760015384	760050295	760051062	760142270
760000379	760005168	760015422	760050309	760052387	760143102
760000387	760005206	760015460	760050325	760052395	760144138
760000395	760005222	760019363	760050333	760052409	760144992
760000409	760005230	760019371	760050392	760064229	760144999
760000417	760005249	760019398	760050422	760064237	760145013
760000425	760006407	760019401	760050430	760065527	760145020
760000433	760006415	760019428	760050465	760082707	760145065
760000441	760009260	760019436	760050481	760082723	760145195
760000468	760009279	760019444	760050538	760082731	760145774
760000476	760009309	760019452	760050546	760114234	760145788
760000484	760009309	760019460	760050848	760119414	760145849
760000492	760009317	760019479	760050856	760119503	760146446
760000514	760009325	760019487	760050864	760119694	760146736
760000522	760009333	760019495	760050880	760119694	760146737
760000530	760009341	760019509	760050899	760119694	
760000549	760009376	760019517	760050910	760122709	

**Illustration 1, Context Map**, identifies the location of **Redevelopment Area #2** in relation to the City of Crete. Portions of the **Redevelopment Area** are located adjacent, but outside the Corporate Limits of Crete. The primary streets within the **Redevelopment Area** are the Highway 33/103 Corridor and west 13<sup>th</sup> Street.

# CONTEXT MAP

## REDEVELOPMENT AREA #2

### CRETE, NEBRASKA



## LEGEND

- Redevelopment Area
- Boundary
- City of Crete
- Corporate Limits

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The planning process for the **Redevelopment Area** has resulted in a listing of general planning and implementation recommendations. As discussed in the **Blight and Substandard Determination Study**, the average age of the structures, insanitary and unsafe conditions, deterioration of site or other improvements and the existence of conditions which endanger life or property by fire or other causes are a sufficient basis for designation of **Redevelopment Area #2** as **blighted** and **substandard**.

### Planning and Implementation Recommendations

To eliminate blighted and substandard conditions and enhance private development and redevelopment activities within the **Redevelopment Area**, the City of Crete will need to consider the following general planning and redevelopment actions. **Tax Increment Financing (TIF) should be considered as a tool to assist in financing both development and redevelopment projects.**

- Create an **“Economic Development Initiative,”** specifically, in the **Redevelopment Area** directed at increasing the tax base and creating jobs. Utilize TIF and private investment for the expansion of existing and the development of new businesses in conformance with the City’s Future Land Use Map and Zoning Regulations.
- Promote the development of new businesses along the Highway Corridor, combined with a local initiative to promote housing development as identified on the Future Land Use Map.
- Prepare an **Annexation Plan** for properties in **Redevelopment Area #2**, currently outside the Corporate Limits.
- **Acquire, demolish and replace** functionally and economically obsolescent commercial, industrial and residential properties throughout the **Redevelopment Area**.
- **Reuse vacant lots** and land areas throughout the **Redevelopment Area**, including along the Highway Corridor. The study of the **Area** identified parcels that are vacant and/or underutilized. Future commercial, public/quasi-public and residential uses should in accordance with the **Land Use Plan** should be marketed for new businesses in these locations.

- Create an **urban/corridor design plan** and implement enhancements along the Highway 33/103 Corridor that provide landscaped areas for better separation between pedestrian sidewalks and the edges of the highway.
- Plan and implement **new housing developments** in the **Redevelopment Area**, utilizing the Crete Community Housing Study as a guide for development.
- Plan and implement a **program of housing rehabilitation** in the **Area**, in an effort to both improve living conditions and enhance the real estate tax base.
- Plan and implement **flood control activities** throughout the **Redevelopment Area**.
- Plan and implement improvements and enhancements/betterments of **Tuxedo Park**.
- Implement **alternative energy systems** throughout the **Redevelopment Area**. This would include the consideration and possible use of wind, solar, geothermal, hydropower and methane energy systems in both existing and new buildings.

### **Infrastructure Systems throughout the Redevelopment Area:**

#### **Municipal Infrastructure:**

- Replace **undersized and aging water and sewer utility mains**, as needed. Portions of the Redevelopment Area consist of water and sewer mains only 4” in diameter and ar 40+ years of age.
- Municipal sidewalks within **Redevelopment Area #2** are, overall, in “fair” to “poor” condition. Sidewalks should be repaired to allow for the ease of use by pedestrian traffic. **A sidewalk ordinance is in place for implementation in Crete.**
- Local streets and highways in “poor” condition should be planned for resurfacing or paving.

#### **Privately Owned Infrastructure:**



- To facilitate the redevelopment of **Redevelopment Area #2**, all privately owned water and sewer service lines are recommended to be replaced in conjunction planned improvements to structures or property. Privately owned and maintained water and sewer service lines that extend from municipal mains to individual structures are typically undersized, constructed of outmoded materials, and are deteriorating. Privately owned and maintained driveways, access roads and parking areas were observed to be deteriorating and in substandard condition.

## **Implementation**

Both a time line and budget should be developed for the implementation of this **General Redevelopment Plan**. Each of these processes should be designed in conformance with the resources and time available by the City. A reasonable time-line to complete the redevelopment activities identified in the **Plan** would be eight to 12 years.

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed development and redevelopment activities. These include local and federal funds commonly utilized to finance street improvement funds, i.e. LB840, Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for development and redevelopment projects in the **Redevelopment Area** is deemed to be an essential and integral element of the **Area**. The use of TIF in connection with such projects is contemplated by this **General Redevelopment Plan** and such designation and use of TIF will not constitute a substantial modification to the **Plan**.

The City agrees, when approving the **General Redevelopment Plan**, to the utilization of TIF for appropriate development and redevelopment projects and agrees to pledge the taxes generated from such projects for such purposes in accordance with the Act. Any redevelopment project receiving TIF is subject to a Cost Benefit Analysis. TIF, as a source of public financing, ultimately impacts taxing authorities in the City of Crete and Saline County. Proposed 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 #2** are described in detail in the **Blight and Substandard Determination Study**. In general, the **Redevelopment Area** consists of agricultural, residential, commercial, industrial, public/quasi-public, parks/open space and vacant land use types. The field survey identified properties and structures classified as being in a deteriorating condition, as well as vacant lands that have remained undeveloped in spite of having available utilities.

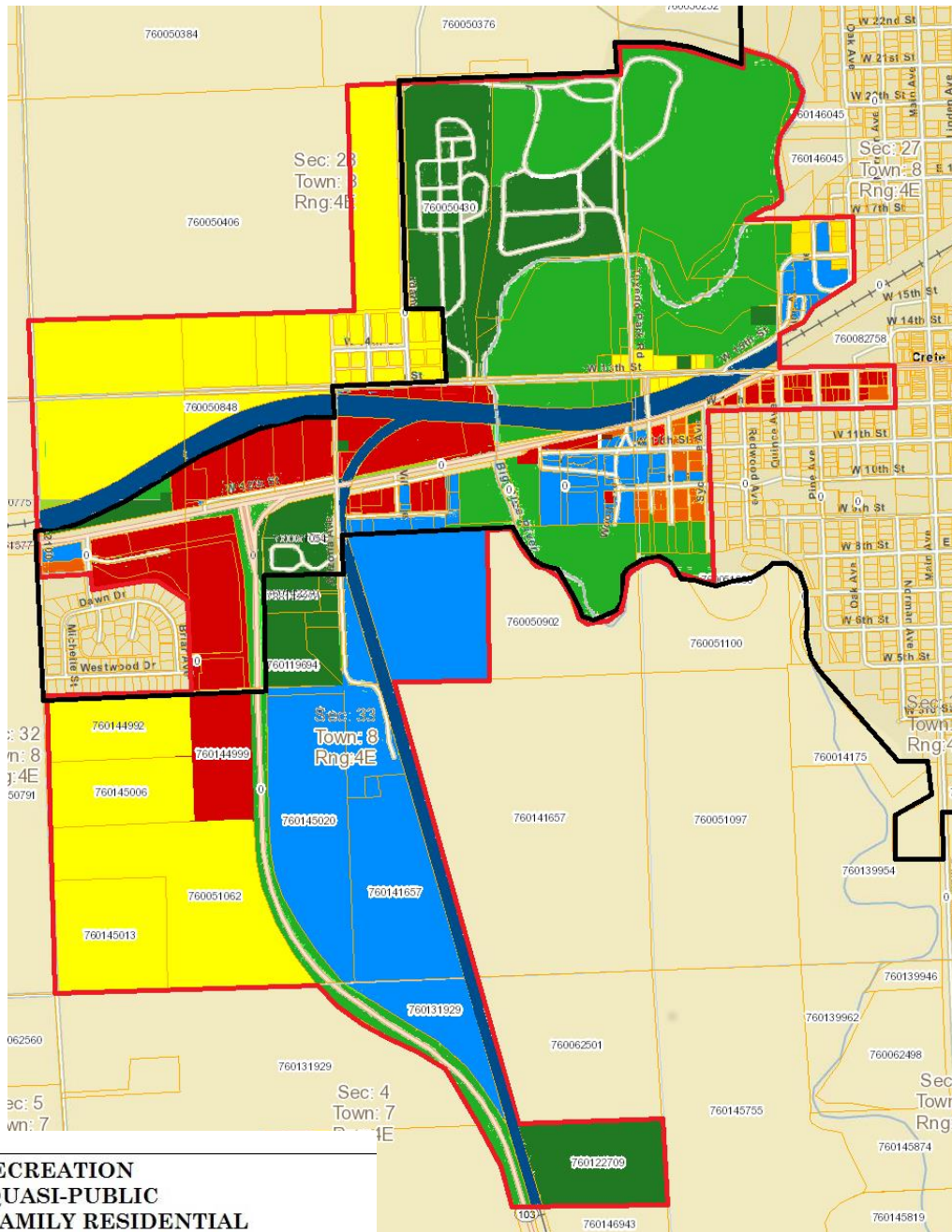
**Illustration 2, Future Land Use Map**, represents an effort to encourage land uses that reflect the land use plan contained within the **Crete Comprehensive Plan** and the current **Zoning Regulations**. The **Future Land Use Map** recommends the development of future commercial uses along the Highway 33/103 Corridor. Single family residential uses are recommended to be expanded along and west of the Highway 33 Corridor, south of Crete and west of Idaho Avenue, in the northern portion of the **Redevelopment Area**. **A Public/Quasi-Public land use is highlighted in the far southern portion of the Area, where a new water treatment plant is proposed.** Single family residential uses are shown in areas that are both in conformance with the **Future Land Use Plan from the Comprehensive Plan** and the current **Zoning Regulations**.

2. **Future Zoning Districts.**

The recommended **Future Zoning Map** for **Redevelopment Area #2** is identified in **Illustration 3**. The **Future Zoning Map** is in conformance with the current **Crete Comprehensive Plan** and specifically with the **Future Land Use Map, Illustration 2**. The entire **Redevelopment Area** is reconfigured to support future developments highlighted in the **Crete Comprehensive Plan**.

# FUTURE LAND USE MAP

## REDEVELOPMENT AREA #2 CRETE, NEBRASKA



### LEGEND

- PARKS/RECREATION
- PUBLIC/QUASI-PUBLIC
- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- MOBILE HOME RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- RAILROAD CORRIDOR
- BODY OF WATER
- CITY OF CRETE CORPORATE LIMITS
- REDEVELOPMENT AREA #2 BOUNDARY

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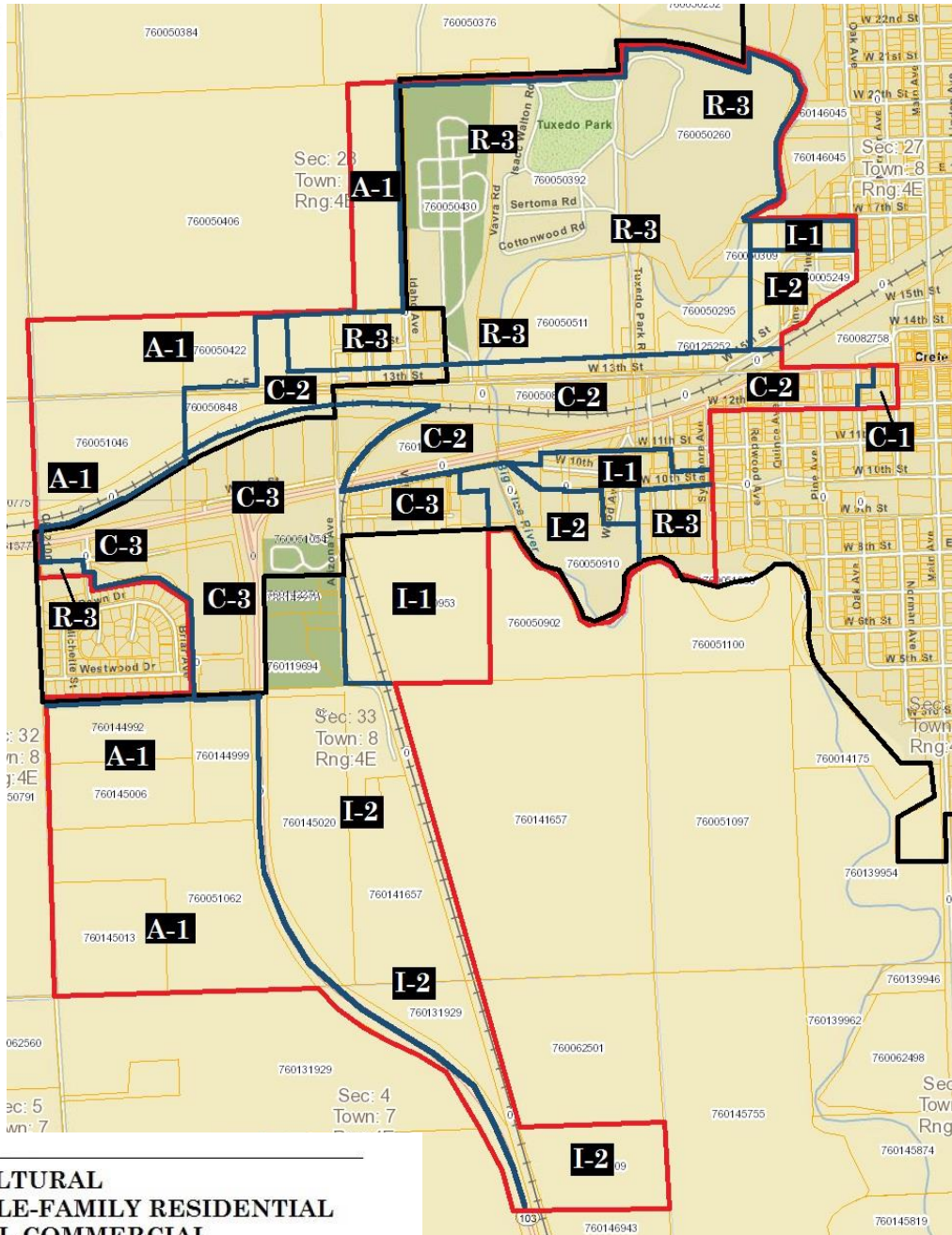
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**ILLUSTRATION 2**

Crete, Nebraska  
General Redevelopment Plan  
Crete Redevelopment Area #2

# FUTURE ZONING MAP

## REDEVELOPMENT AREA #2 CRETE, NEBRASKA



### LEGEND

- A-1 - AGRICULTURAL
- R-3 - MULTIPLE-FAMILY RESIDENTIAL
- C-1 - CENTRAL COMMERCIAL
- C-2 - GENERAL COMMERCIAL
- C-3 - HIGHWAY COMMERCIAL
- I-1 - LIGHT INDUSTRIAL
- I-2 - HEAVY INDUSTRIAL
- CITY OF CRETE CORPORATE LIMITS
- REDEVELOPMENT AREA #2 BOUNDARY
- ZONING DISTRICT BOUNDARY

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ILLUSTRATION 3

Crete, Nebraska  
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Crete Redevelopment Area #2

### 3. Recommended Public Improvements

The primary purpose for a **General Redevelopment Plan** 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 **Area** are the need to monitor utility and infrastructure systems in order to make repairs or replacement as these systems continue to age.

Pedestrian and vehicular safety should be a concern along the Highway 33/103 Corridor, as well as west 13<sup>th</sup> Street. The tendency of vehicles to exceed posted speed limits along these corridors hinders the ability of pedestrians to cross this busy street and could create a potentially hazardous situation with vehicles attempting to access the Highway Corridor.

**The Blight and Substandard Determination Study focused on the public improvement needs for new water and sewer mains, primarily within areas currently not served by municipal water and sewer. Many privately owned driveways, access roads and parking areas are in substandard condition and a detriment to potential redevelopment activity.**

It is recommended that the City of Crete work closely with developers to ensure that future streets within **Redevelopment Area #2** are implemented in conformance with City development standards. New or redeveloped streets, sidewalks, alleys, and privately owned water and sewer service lines shall meet the provisions of the Subdivision Regulations of Crete.

### 4. Alternative Energy Considerations

Development and redevelopment projects on the scale of those identified in document are supplementing the standard energy sources for lighting, heating and cooling, with alternative energy systems such as wind, solar, geothermal, biomass and methane. Individual buildings and large commercial developments are strongly accessing these alternative energy sources in combination with "**green building**" techniques.

“LEED” building certification also guides the use of energy conservation methods to reduce the consumption of energy by HVAC systems in new and rehabilitated buildings. In the United States, LEED certification is recognized as a standard for measuring building sustainability. Achieving this certification demonstrates that the building meets the ideals of being “green.”



Roof top application of an older building in Philadelphia.



Solar panels on top of the Denver Convention Center.



A Helix Wind Turbine on top of a Lincoln, Nebraska Office building.

## Conclusions

A successful **General Redevelopment Plan** for **Redevelopment Area #2** should guide redevelopment and development opportunities, while securing the viability of this **Area** as a combined Downtown and Highway Commercial service area, while supporting adjacent residential uses. New construction should not imitate, but be compatible by similar materials, colors and heights exhibited by existing structures within, and adjacent the **Redevelopment Area**.

The Crete CDA and the City of Crete should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in **Redevelopment Area #2**. The demolition of existing buildings will enhance the visual appearance of the **Area**, making it more attractive for future development. Prior to transportation network improvements, the City and the CDA should develop a plan to accommodate efficient infrastructure development and improvements.

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

Normal Street Replacement

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

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

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

Ramped Curb Cuts

\$1,250 each

Sanitary Sewer

\$50 to \$60 per linear foot

Water Valves

\$750 each

Fire Hydrants

\$2,500 each

Overlay of Parking Lots

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

### Paved Alleys

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

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

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

### Storm Sewers

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

15" RCP costs \$22 per linear foot

18" RCP costs \$26 per linear foot

24" RCP costs \$35 per linear foot

30" RCP costs \$44 per linear foot

36" RCP costs \$52 per linear foot

42" RCP costs \$61 per linear foot

48" RCP costs \$70 per linear foot

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

## **Public and Private Foundations**

This **General Redevelopment Plan** addresses numerous community and economic development activities for **Redevelopment Area #2**, in Crete, Nebraska. The major components of this **General Redevelopment Plan** will be accomplished as individual projects, however, a comprehensive redevelopment effort is recommended. Just as the redevelopment efforts should be tied together, so should the funding sources to ensure a complete project. The use of state and federal monies, local equity and tax incentives coupled with private funding sources, can be combined for a realistic and feasible funding package. The following provides a summary listing of the types of funding to assist in implementing this **General Redevelopment Plan**. Each selected redevelopment project should be accompanied with a detailed budget of both sources and uses of various funds.

Building Improvement District

Tax Increment Financing

LB 840 or LB 1240

Historic Preservation Tax Credits

Low Income Housing Tax Credits

Sales Tax

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

# GENERAL REDEVELOPMENT PLAN AMENDMENTS

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**PROJECT NAME / LOCATION AND COST**

**RESOLUTION #**

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