West Van Dorn Redevelopment Plan

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INTRODUCTION

The *Van Dorn West Redevelopment Plan* is a guide for redevelopment activities within the Redevelopment Area. Exhibit 1 shows the location of the area within the context of the city of Lincoln. The boundaries are generally Calvert Street on the south, Rose Street on the north, and north of Van Dorn, South 1st Street on the west and approximately South 4th on the east. South of Van Dorn, the west boundary is generally the city limits (just west of Salt Creek) and the Burlington Northern Santa Fe (BNSF) railroad tracks on the east. It is adjacent to and west of an area included in the *Van Dorn Redevelopment Plan* that was adopted by the Lincoln City Council in June 2008. The area covers approximately 289 acres: the largest percentage is vacant (43.8%) followed by park and recreational uses at 28.3%. The area legal description is found in Appendix A.

The Redevelopment Area has shown signs of decline over the last few years. Existing development and public facilities and utilities are old and in need of updating. Much of the area is vacant

Exhibit 1:
Redevelopment Area within City Context

and lacks public infrastructure. Identifying the need to redevelop this area led to a *Blight and Substandard Determination Study*, which confirmed the number and degree of blighting and substandard factors. The Study was completed in March 2014.

The City recognizes continuing blight and deterioration as a threat to the stability and vitality of the area. Revitalization efforts cannot reasonably occur without public action. The *Van Dorn West Redevelopment Plan* provides a guide for public and private partners as redevelopment efforts move forward.

PLAN REQUIREMENTS

Redevelopment activities are guided by Community Development Law, Neb. Rev. Stat., Section 18-2101, et. seq. (as amended). The statutes indicate the governing body must declare the project area substandard and blighted in order to prepare a redevelopment plan.

The City has authorized its Urban Development Department to act as the redevelopment authority under applicable Law. The Urban Development Department has developed a plan for guiding appropriate private and public resources to:

- eliminate or prevent the development or spread of urban blight;
- encourage urban rehabilitation;
- provide for the redevelopment of substandard and blighted areas including provision for the prevention of the spread of blight into areas of the municipality which are free from blight through diligent enforcement of housing, zoning, and occupancy controls and standards;
- rehabilitation or conservation of substandard and blighted areas or portions thereof by re-planning, removing congestion, providing parks, playgrounds, and other public improvements by encouraging voluntary rehabilitation and by compelling the repair and rehabilitation of deteriorated or deteriorating structures; and
- clear and redevelop substandard and blighted areas or portions thereof.

The Community Development Law section 18.2111 defines the minimum requirements of a redevelopment plan as follows:

> "A redevelopment plan shall be sufficiently complete to indicate its relationship to definite local objectives as to appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements, and the proposed land uses and building requirements in the redevelopment project areas..."

Section 18.2111 also outlines six elements that must be included in all redevelopment plans:

1. The boundaries of the redevelopment project area with a map showing the existing uses and condition of the real property area;
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;
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.

In making the recommendation to approve this plan, the Urban Development Department has considered the land uses and building requirements of the Van Dorn West Redevelopment Area, generally located between Calvert and Rose, 1st and 7th Streets, and determined they are in conformance with the general plan for redevelopment in the city and represent a coordinated, adjusted, and harmonious development of the city and its environs.

These determinations are in accordance with:

- present and future needs to promote health, safety, morals, order, convenience, prosperity;
- the general welfare; and
- efficiency and economy in the process of development.

Factors considered in the determination included among other things:

- adequate provision for traffic, vehicular parking;
- promotion of fire safety and prevention of other dangers;
- adequate provision for light and air;
- promotion of the healthful and convenient distribution of population;
- provision of adequate transportation, water, sewerage, and other public utilities;
- schools, parks, recreational and community facilities, and other public requirements;
- promotion of sound design and arrangement;
- efficient expenditure of public funds; and
- prevention of insanitary or unsafe dwelling accommodations or conditions of blight.

EXISTING CONDITIONS

Land Use

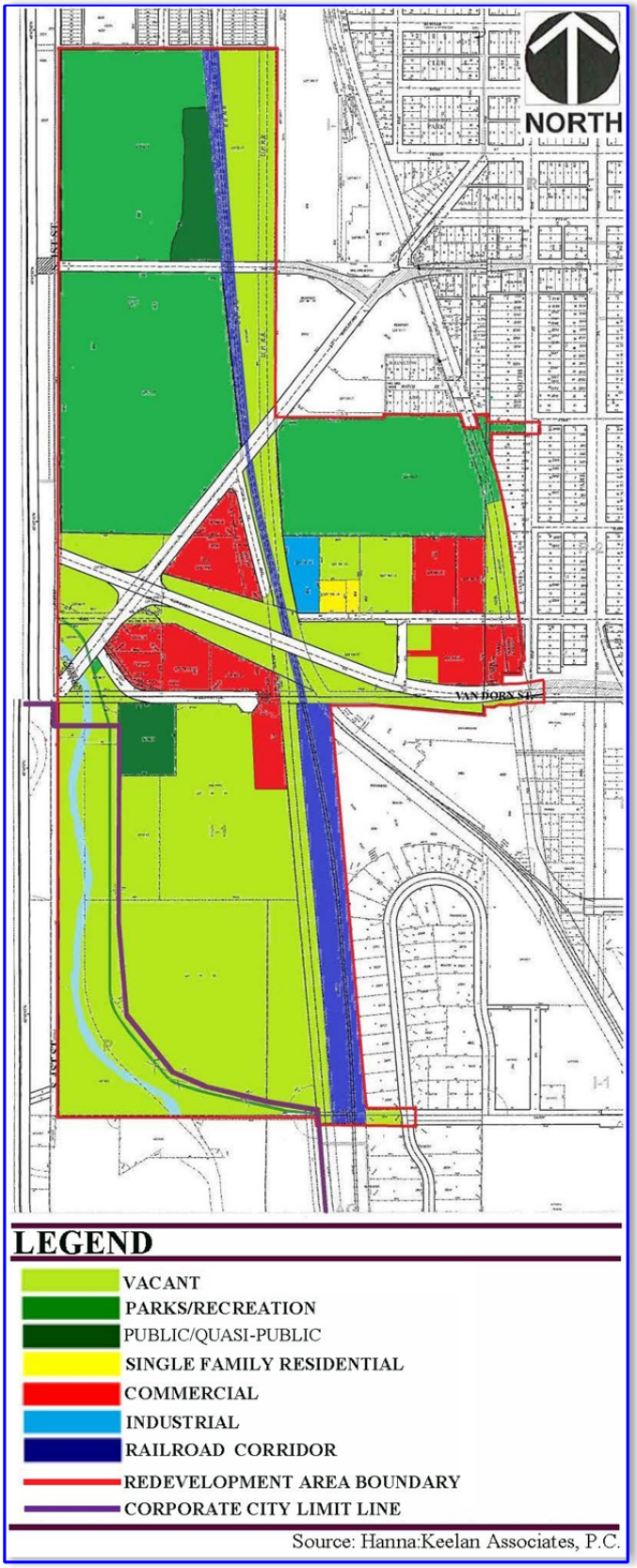
The Van Dorn West Redevelopment Area consists of approximately 289 acres of land. The largest amount of land, 126.6 acres, is vacant, followed by City parks and recreational uses at 81.7 acres. The largest tract of vacant land is located south of Van Dorn while public park and recreational uses, comprised of three community parks, are north. Residential uses account for just 1.5 acres. Commercial and industrial uses are also present, at 24.2 and 2.1 acres, respectfully.

A significant use in the area is private recreational/health and fitness related. Several facilities are located both north and south of Van Dorn. Several commercial uses are home improvement related. The major roadways within the area are Van Dorn Street and Park Boulevard. The table below includes existing land uses by type and acre for the area.

Land Use	Acres	Percent
Public/Quasi-Public	8.8	3.0
Park/Recreational	81.7	28.3
Single Family	1.5	0.5
Commercial	24.2	8.4
Industrial	2.1	0.7
Streets (city and private)	23.4	8.1
Railroad Corridor	20.7	7.2
Vacant	126.6	43.8
Total	**289.1**	**100.0%**

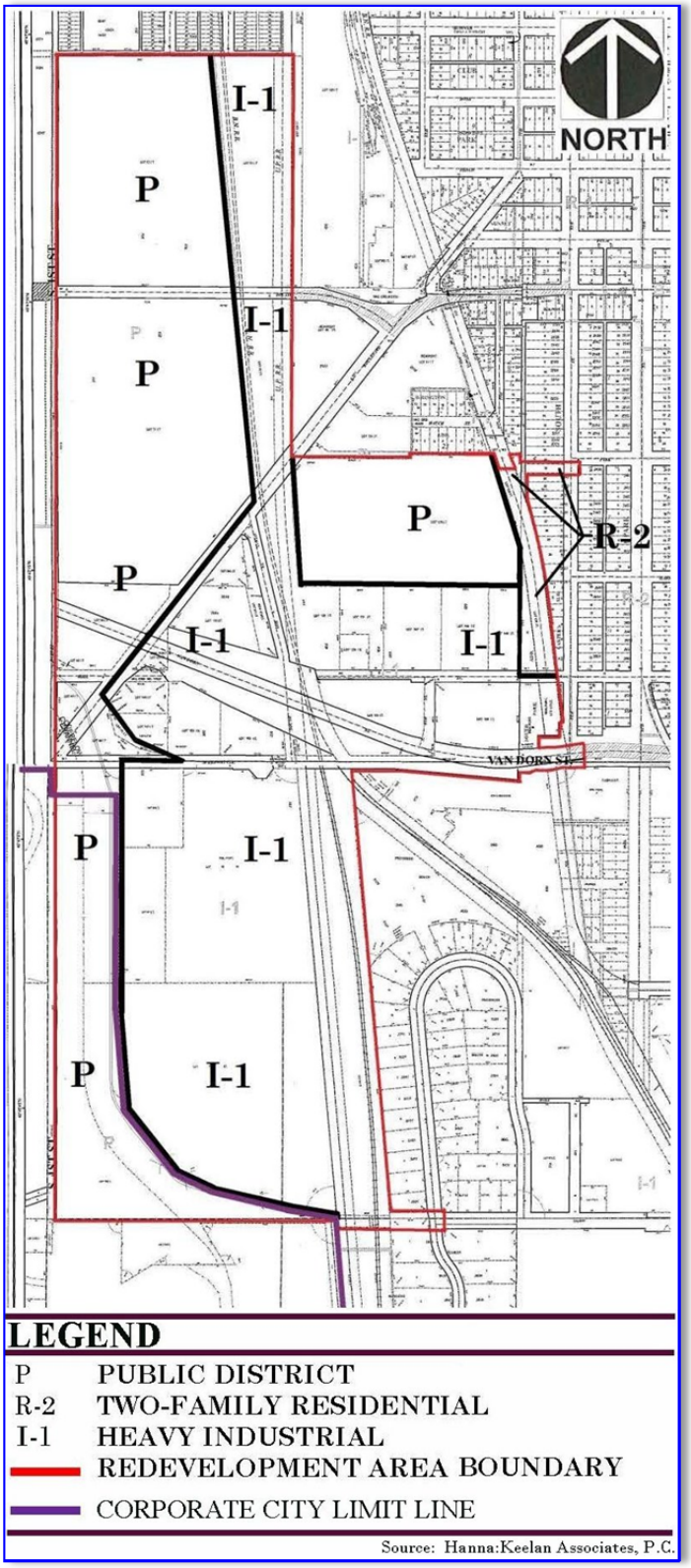
Source: Hanna:Keelan Associates, P.C.., 2014

Exhibit 2: Existing Land Use



There are 40 parcels in the area, with 25 structures. All parcels within the Redevelopment area were established as Irregular Tracts of land. The lack of platted lots consistent with the City of Lincoln Subdivision Regulations has resulted in a mixture of varied sizes and shapes of Irregular Tracts of land. The smaller tracts were incrementally subdivided from larger tracts in support of industrial and residential uses. Oddly shaped parcels resulted from diagonal street segments and converging railroad lines throughout the area. Several of these parcels remain vacant due to unusable shapes and configurations or by having limited accessibility. Long narrow lots exist adjacent to or between existing and former railway corridors along the center of the area that are either inaccessible or too narrow to support development. In order for redevelopment of these functionally obsolete properties to occur, the assemblage of multiple parcels would be necessary. This process inhibits the acquisition of property and makes redevelopment efforts difficult to occur solely within the private sector.

Exhibit 3: Existing Zoning



Zoning

The primary zoning districts in the area are P Public and I-1 Industrial. A small amount of R-2 Two-family residential is located in the eastern portion of the area. These districts are described as:

P Public Use: This district is intended to provide a district essentially for mapping purposes which will identify real property presently owned and used by any governmental entity, including local, state, or federal governmental units, and put to some form of public use.

I-1 Industrial: This district is for a developing stable or redeveloping area representing light and heavy industrial uses and having a relatively high intensity of use and land coverage.

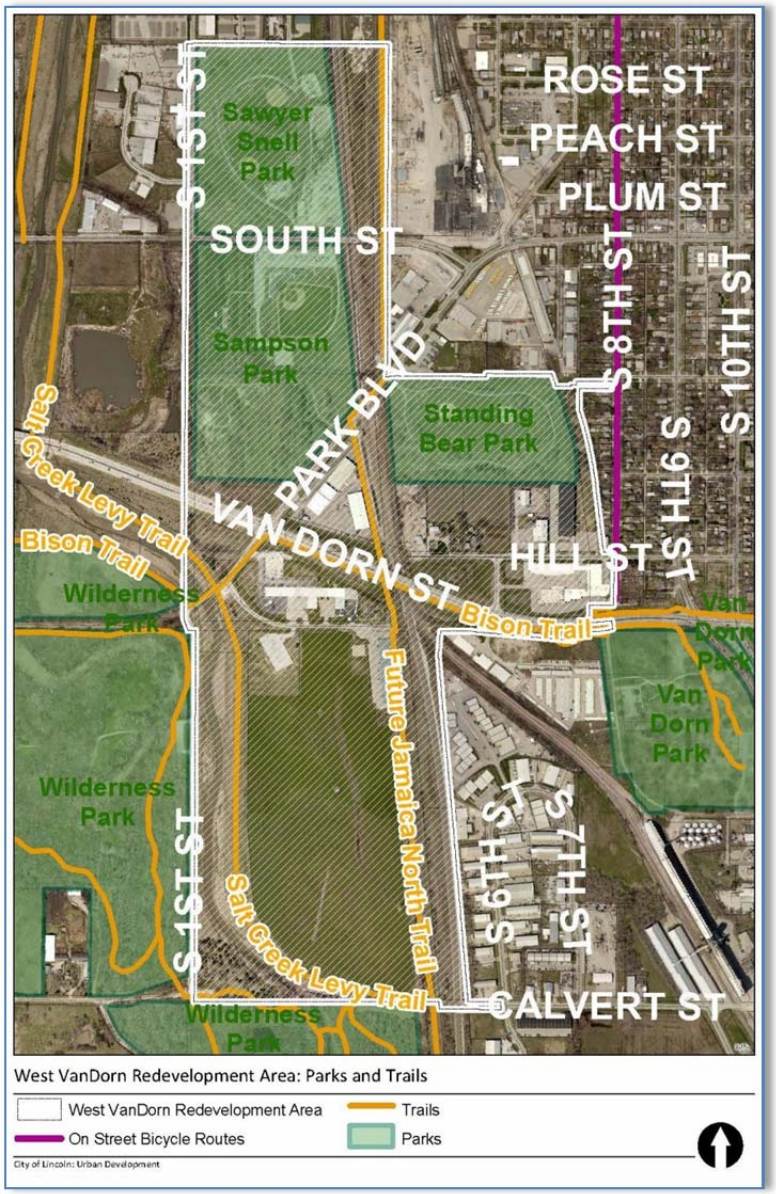
R-2 Two-Family Residential: This district is intended to provide a generally stable residential use in areas of the city that are

largely developed. With a gross density of generally three to five dwelling units per acre, this district permits single- and two-family dwellings and supportive community services, such as parks, playgrounds, schools, libraries, and churches. It is intended that this district be limited to previously platted portions of the city already undergoing substantial development, thereby preserving existing low-density residential development.

Parks and Recreational Facilities and Trails

- ***Trails***

Exhibit 4: Trails and Parks



There are three trails in the area: the Jamaica North Trail is a concrete facility north of the Salt Creek levee and crushed limestone to the south. The Bison Trail is located along Van Dorn Street and is also concrete. The Salt Creek Levee Trail is located just to the west of the Redevelopment Area and is comprised of crushed limestone shavings. Extension of the Jamaica North Trail is planned for the eastern boundary of the area and a pedestrian connection along Speedway Circle to the Jamaica North Trail on the east side is desirable.

A gravel area south of Van Dorn, west of Speedway Circle, is unofficially used by the public as a trail head. A paved, designated trail head in the area is preferred and should be constructed.

- ***Parks***

The park on the north side of South Street is Sawyer Snell Park, a community park approximately 68 acres in size. The internal roadways and parking for this park (both gravel surfaced) are in poor condition, the park amenities are not well laid out and are in need of renovation. Several years ago a concept plan was developed to reconfigure the existing ball fields, add more fields to better utilize the space, relocate and rehab the roadway and add parking. Funding has not been available to implement the plan but, given its location in relation to the other two parks noted below, there is potential in developing a cohesive plan for a multi-use sports field complex or campus that makes better and perhaps shared use of all three parks.

The park on the south side of South Street is Sampson Park which includes the Sherman Field and Midget Field facilities. Lincoln Midget Football reports that participation in their program is growing and they have interest in expanding their use of the site to the south of its existing facility. Their vision includes two additional play fields, pedestrian and vehicular bridges across the drainage channel dividing the site, extension of an access road through the expanded area and additional parking that is significantly deficient on game day. A major renovation effort was recently completed at Sherman Field that included new support buildings for ticketing, concessions, restrooms, umpire/training room and maintenance along with new ball field lighting, improved parking, an enhanced concourse area and historic display, and added landscaping. The City's Parks and Recreation Department is considering exploring the possibility of drilling a water well to supply irrigation water to both Midget Football and Sherman Field as a means to help control operating costs.

The park to the east is Standing Bear Park, a community park approximately 22 acres in size. The internal asphalt roadway in this park is in very poor condition and the play fields are in need of improvements. Like Sawyer Snell, there is an opportunity within this park to reconfigure and expand the play fields to make better use of the site. Well water and an irrigation system at this park would be beneficial to its use. A neighborhood connector walk was constructed in this park several years ago to provide access for neighbors to the east; however, the park lacks any neighborhood park amenities to encourage more uses.

Transportation

- ***Traffic***

There are two major roadways in the Redevelopment Area: Van Dorn, a major arterial and Park Boulevard, a minor arterial. No City improvements are currently planned in the area. If development occurs south of Van Dorn, only one access point could become an issue, particularly if traffic volumes are high.

Vehicles traveling Van Dorn Street have been observed moving at speeds in excess of posted limits. The lack of traffic signals at the Park Boulevard and 6th Street intersections make crossing Van Dorn Street very difficult for both motor vehicles and pedestrians.

- ***Access and Parking Issues***

Access to the area north of Van Dorn is available at Park Boulevard and from the east at Hill Street. The only access south of Van Dorn is at Park Boulevard. No traffic signals makes crossing of Van Dorn difficult. Parking is primarily on-site in conjunction with commercial and park uses.

Several privately owned concrete, asphalt or gravel surfaced parking areas and driveways are severely impacted by "alligator cracking" and settling, or are gravel surfaced and in fair to poor condition. As noted above, Sampson Park/Sherman Field and Sawyer Snell and Standing Bear Parks each have a significant amount of interior streets and parking areas that are gravel or asphalt surfaced and in deteriorated condition. In the Redevelopment Area, a total of 12 off-street parking areas, representing 48% of parcels with associated parking areas, are gravel or dirt surfaced and in fair to poor condition.

- ***Public Transportation***

The Redevelopment Area is not served by Star Tran, Lincoln's bus system. The closest service, the #48 Salt Valley route, is located at 9th and Van Dorn Streets. Service is provided north and south on 9th Street hourly, except during peak hours on week days when service is provided at 30 minute intervals.

- ***Street Conditions***

The two major arterials, Park Boulevard and Van Dorn are in good condition. A significant percentage of local streets are deteriorated. In preparation of the *Blight and Substandard Determination Study*, street conditions were assessed and revealed that approximately 15 parcels, or 37.5% of the total 40 parcels front on streets in need of resurfacing. The majority of these parcels front on portions of South or Hill Streets.

- ***Sidewalk and Pedestrian Activity***

A total of thirty-two, or 80% of the total 40 parcels have no public sidewalks. Although Sawyer Snell and Sampson Parks draw hundreds of patrons to athletic events, neither is accessible to pedestrians via sidewalks along street corridors or the trail system. South of Van Dorn, there are no sidewalks other than those immediately adjacent to businesses. Other than the parks, the Redevelopment Area generally lacks pedestrian amenities such as streetscape enhancements and is generally not pedestrian friendly.

- ***Street Layout***

The street pattern within the Redevelopment Area generally consists of a standard rectilinear grid system. The Van Dorn Street corridor travels east to west and Park Boulevard bisects the area from the northeast to southwest. The large vacant tract of land located south of Speedway Circle (South of Van Dorn) lacks an interior street system. Salt Creek on the west and south of this tract of land, and the Burlington Northern Santa Fe Railroad on east, limits land accessibility and future development.

Public Utilities

- ***Water and Sanitary Sewer Systems***

The majority of public water and sewer mains that serve the Redevelopment Area are appropriately sized by current standards and are in good condition. However, several portions of the area contain water and sewer mains that are 45 or more years old and are comprised of outdated materials including vitrified clay pipe. Privately owned water and sewer service lines connect to City mains. Portions of these private mains are approaching 45 years of age. Several individual properties service lines are connected by long segments that may be undersized and comprised of outdated materials. As underground mains and service lines continue to age, repeated maintenance and repair issues will become more prevalent.

- ***Watershed Management***

The Redevelopment Area drains predominantly west to Salt Creek. From south to north: A 78" Reinforced Concrete Pipe (RCP) storm pipe drains directly to Salt Creek west of S. 6th and Calvert

Streets. A 48" RCP storm pipe drains directly to Salt Creek from Speedway Circle. The area between Van Dorn and South Street drains to an open channel that drains directly to Salt Creek. This open channel drains a large urban area to the east that outlets to the open channel from both Park Street and Harrison Street. North of South Street the drainage in the southern portion outlets through a 30" RCP storm drain to the previously mentioned open channel. The northern portion of this area outlets through a 42" RCP storm drain that drains directly to Salt Creek.

The urban drainage systems that outlet to this area from Park Street and Harrison Street are undersized. Construction is planned in the summer of 2014 to rehabilitate these systems. No known work is being planned for the open channel or the storm drain systems that outlet directly to Salt Creek.

The Corps of Engineers critical area (500' levee setback) lies within the area of the Redevelopment Area in the area south of Van Dorn. Any construction within the 400' levee setback must be approved by the Corps of Engineers. Construction plans are to be submitted to the Lower Platte South Natural Resources District (NRD) who will coordinate with the Corps of Engineers. The storm drains within the levee system are the responsibility of the NRD.

The great majority of the Redevelopment Area is in the floodplain and also within the Salt Creek Storage Areas. From Calvert Street to Van Dorn, the floodplain is in Storage Area 2 with a 60% maximum allowable fill volume. From Van Dorn to South Street, the floodplain is in Storage Area 4 with a 50% maximum allowable fill volume. From South Street to the northern edge of the Redevelopment Area is Storage Area 5, also with a 50% maximum allowable fill volume. Any fill on public or private property in conjunction with a project using Tax Increment Financing (TIF) as a funding source must either meet the No Fill (no net fill as a result of proposed grading) or the No Rise (no appreciable rise in the Salt Creek base flood elevation as a result of grading) policy for Lincoln, as determined by the Mayor.

The entire area is within the 'Existing Urban Area' so any development needs to follow typical Existing Urban Area floodplain standards. Due to the proximity of this area to Salt Creek, variances to the detention standards may be waived, if requested. This is dependent upon the capacity of the open and closed storm drain system that a proposed development would drain to prior to that drainage system outletting to Salt Creek.

Any private connections to the public storm drain system need to be coordinated through the City of Lincoln Public Works Department – Maintenance Division.

- ***Electrical/Street Lighting***

In general, all LES facilities now in service will remain and are in good condition. LES will work with new development customers applying current LES service regulations.

Regarding transmission and substation facilities, all are in good condition within the Redevelopment Area. There is a 115,000 volt overhead line that runs through the redevelopment area north to south. Land use and grade changes need to be restricted near the line. LES is in the process of constructing a new 12,000 volts line north from South St along the east side of the redevelopment area.

Concerning street lighting, the poles on Speedway Circle were installed in 1996. They are steel poles fed with underground wire and are in good condition. As development occurs to the south, they may need to be relocated if the street alignment changes. In other portions of the area:

- The poles on Van Dorn were installed in 1999 and on Park Boulevard in 1989. All of these poles are steel fed with underground wire and in good condition.
- The lights on 6th & Hill are on distribution poles, fed with overhead wire, and are in good condition.
- The lights on South Street were installed in 1981. The poles are wood and fed with overhead wire. They are in fair condition.
- There are no other future lighting plans for this area.

Regarding Underground (UG) Distribution Design:

- There is a UG LES communication line that runs along the east edge of the Redevelopment Area. The line also follows the south side of Speedway Circle to the substation.
- There are several UG feeders exiting the substation at Speedway Circle:
  - UG feeder (all feeders and distribution lines are 12,000 volts) installed 2013: follows Park Boulevard to the northeast to a riser pole out South and Gillespie Streets.
  - UG feeder installed 1992: follows Speedway Circle to the northwest to an overhead riser pole south of Van Dorn Street and west of Park Boulevard. The existing overhead line runs north along the west edge of the southern Redevelopment Area.
  - [Two?](2) UG feeders installed 1992: exit to the north to overhead riser pole on south side of Speedway Circle. Existing overhead line runs east/west across the southern Redevelopment Area.
  - UG feeder installed 1996: exits to the south and follows [the Jamaica North?] trail to existing overhead riser pole located at the southeast corner of the southern Redevelopment Area. The existing overhead runs south from this riser pole. There is also a non-energized overhead distribution line that runs north from this riser pole to an overhead 3-phase transformer bank.
  - UG feeder installed 1992: risers at the overhead line on Speedway Circle, crosses Van Dorn Street to the north and risers to [an] overhead line at 4th and Hill Streets. The existing overhead line runs east on Hill Street.

Underground distribution circuits include:

- Five pad-mounted distribution transformers that serve the facilities within the Speedway Circle area.
- UG distribution circuit rises to the overhead line on Speedway Circle, crosses Van Dorn Street to the north and serves three pad-mounted transformers in the Park Center area. This line then rises to an overhead line at 4th and Hill Streets.
- UG circuit from the riser pole on south side of South Street to two single phase pad-mounted transformers in the Sawyer Snell Park area.
- UG circuit from the riser pole along South 1st Street to pad-mounted transformer at the north field at Sawyer Snell Park.
- Two UG distribution circuits from the overhead line along South 1st Street into the residential areas west.

- UG distribution circuit from riser pole at South 6th and Hill Streets crosses Van Dorn Street south to a commercial area. This circuit also risers at South 8th and Hill Streets.
- Three pad-mounted transformers in the commercial area south of Hill Street, between 6th and 8th Streets.
- Three pad-mounted transformers in the commercial area north of Hill Street, between 6th and 8th Streets.

Historic Significance

The most substantive historic resources within Redevelopment Area are the three parks —Sawyer-Snell, Sampson/Sherman Field, and Standing Bear Park. The acreage of all three was given to the City in 1924 by Mrs. Winona Sawyer (widow of Mayor A. J. Sawyer) and Mrs. N. Z. Snell (hence the name of the park land north of South Street).

A thesis on Lincoln's parks of 1935 noted that the park "has as yet been little developed, except that some landscaping has been done on two of the three sections of the park." The land provided a nursery for the Parks Department and "a large amount of young trees and thousands of flowers are started there, whence they are taken to other places in the park system." Aerial views of 1941 show that the characteristic loop roads in Sawyer-Snell (northern portion) and what is now called Standing Bear Park (east portion) were both already established and outlined with trees on both sides of the roads. Most of the early planting appears to have died out.

The Sampson Park area probably still was in nursery use in 1941, based on the aerial view. Construction on the baseball diamond and grandstand began in 1946 and the first games were played in 1947. Recent improvements have built upon the historic character and the complex celebrates a rich heritage. The grandstand is the feature with the strongest historic appearance within these parks and within the redevelopment area.

Blight & Substandard Determination Study

For a project to be considered eligible for redevelopment in Lincoln, the area must qualify as both "Blighted" and "Substandard" based on Nebraska Community Development Law. The *Van Dorn Redevelopment Area #2 Blighted and Substandard Determination Study* was undertaken to determine whether existing conditions warrant designation of the area as blighted and substandard. The study includes formal investigation of the existence and extent of blighting and substandard factors as outlined in the Nebraska Community Development Law. The study was completed in March 2014 by Hanna:Keelan Associates, P.C.

- ***Process***

The consultant's evaluation included a detailed exterior structural survey of the 25 structures in the Redevelopment Area and a parcel-by-parcel field survey of the 40 parcels. Research on ownership and financial assessment of properties was completed, including public record research to determine if tax delinquencies exist in the Redevelopment Area. Conversations with City staff from the Public Works and Utilities Department provided additional information.

- ***Analysis Findings***

Three of the four substandard factors identified in Nebraska Community Development law represent a "strong presence" and are reasonably distributed throughout the Redevelopment Area:

- Age or obsolescence. Approximately 11 structures, or 44% are over 40 years old (built prior to 1974). There are only three residential properties but their average age is 76 years.
- Inadequate provision for ventilation, light, air, sanitation or open spaces. City Public Works and Utilities staff stated that municipal water and sewer mains are appropriately sized and in good condition, but several mains were constructed with outdated materials and will eventually need to be replaced to support redevelopment of the area.
- Existence of conditions which endanger life or property by fire or other causes. The primary contributing elements include deteriorating buildings and the existence of wood frame, masonry or metal buildings containing combustible elements and fixtures.

The Factor, Dilapidated/Deterioration, has a "reasonable presence" – The field survey identified seven structures, or 28% of the total structures as being in a deteriorating condition and overall site conditions in the area are "fair" to "poor."

Seven of the 12 blight factors identified in Nebraska Community Development Law were present with a "strong presence" and reasonably distributed throughout the area:

- Faulty lot layout in relation to size, adequacy, accessibility or usefulness. Conditions contributing to the presence of the factor include inadequate lot sizes: irregular tracts of land were too large, encouraging piecemeal development through subsequent lots being split for individual development sites.
- Insanitary or unsafe conditions. This includes the presence of deteriorating buildings that are over 40 years of age and water and sewer mains constructed of outmoded materials.
- Deterioration of site or other improvements. Of the total 40 parcels, 15 (37.5%) have "fair" to "poor" overall site conditions.
- Improper subdivision or obsolete platting. All tracts of land within the Redevelopment Area are irregular tracts of land that were oversized and incrementally subdivided to support individual uses.
- Existence of conditions which endanger life or property by fire or other causes. Conditions associated with this factor include the existence of wood frame buildings and masonry buildings containing combustible elements and fixtures. In addition, residential areas have water mains that were constructed of obsolete materials, are over 45 years of age and are undersized by current engineering standards.
- Other environmental and blighting factors. The area contains residential, commercial and industrial buildings that are deteriorating with outmoded infrastructure.
- One of the required five additional blighting conditions: average age of residential buildings is approximately 76 years; average age of commercial buildings is estimated to be 28.2 years.

The blight factors determined to have a "reasonable presence" are:

- A substantial number of deteriorated or dilapidated structures. Based on the exterior structural survey, seven structures (28%) are considered deteriorated.

- Existence of defective or inadequate street layout. A significant percentage of streets are deteriorated. The assessment of street conditions revealed that approximately 15 parcels, or 37.5% of the total parcels front on streets in need of resurfacing. Additionally, several off-street parking areas or driveways are gravel surfaced and deteriorating.
- Diversity of ownership. Research of public records from the Lancaster County assessor's office indicates that 16 individuals or corporations own property in the area.

The consultant's opinion is that the number, degree and distribution of blight and substandard factors, as identified in the 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. The consultant concluded that the findings of the *Blight and Substandard Determination Study* warrant designating the Redevelopment Area as "substandard" and "blighted." The Lincoln City Council agreed and declared the area Blighted and Substandard on May 12, 2014.

Identified Issues

Based on the review of existing conditions, the following issues and concerns were identified and should be considered in conjunction with the Guiding Principles of this document (in the next section) to provide a framework for determining projects in the Redevelopment Area:

- All parcels were established as Irregular Tracts of land. Oddly shaped parcels resulted from diagonal street segments and converging railroad ines. Several parcels are inaccessible or too narrow to support development. Assemblage of parcels would be necessary for redeveloment to occur, making efforts difficult for the private sector.
- A pedestrian or trail connection should be made along Speedway Circle to the future Jamaica North trail on the east side.
- Sawyer Snell Park has deteriorated internal gravel roads and parking. A cohesive plan is needed for a multi-use sports field complex or campus that makes better and shared use of Sawyer Snell, Sampson and Standing Bear Parks.
- In Sampson Park, Midget Football Field facilities are in need of expansion to the south of existing facilities to include additional play fields, pedestrian and vehicular bridges across the drainage channel dividing the site, extension of an access road and additional parking. The City's Parks and Recreation Department would like to explore the possibility of drilling a well to supply irrigation water to both Midget Football and Sherman Field as a means of controlling operating costs.

- The internal roadway in Standing Bear Park is in very poor condition and the play fields are in need of renovation. Reconfiguring and expanding play fields would make better use of the site. Well water and an irrigation system would be beneficial. It lacks neighborhood park amenities that would encourage more use.
- If development occurs south of Van Dorn Street, the existence of only one access point could become an issue, particularly if traffic volumes are high.
- Lack of traffic signals makes crossing Van Dorn difficult at Park Boulevard for both pedestrians and vehicles.
- Several privately-owned concrete, asphalt or gravel surfaced parking lots and driveways are in poor condition.
- No public transportation is available.
- Local streets are deteriorated.
- Sidewalks and pedestrian amenities are lacking throughout the area.
- The large vacant tract of land south of Speedway Circle lacks an interior street system and accessibility for future development is limited due to Salt Creek and the BNSF Railroad tracks.
- Water and sewer mains in some areas are over 45 years old and comprised of outmoded materials including vitrified clay pipe. Several individual properties are connected to City mains by long segments that may be undersized and comprised of outmoded materials. With continued

aging, repeated maintenance and repair issues will become more prevalent.

- The urban drainage systems that outlet to the northern area from Park Street and Harrison street are undersized. Construction is being planned to begin in the summer of 2014 for the rehabilitation of these systems.
- The Corps of Engineers critical area (500' levee setback) lies within the area south of Van Dorn. Any construction within the 400' levee setback must be approved by the Corps of Engineers. Construction plans are to be submitted to the Lower Platte South Natural Resources District (LPSNRD) who will coordinate with the Corps of Engineers.
- The majority of the Redevelopment Area is in the floodplain and also within the Salt Creek Storage Areas. Any fill on public or private property that utilizes Tax Increment Financing as a funding source must either meet the No Fill (no net fill as a result of proposed grading) or the No Rise (no appreciable rise in the Salt Creek base flood elevation as a result of grading) policy for Lincoln, as determined by the Mayor.
- The entire area is within the "Existing Urban Area" so any development needs to follow typical Existing Urban Area floodplain standards. Due to the proximity of this area to Salt Creek, variances to the detention standards may be waived if requested.
- A 115,000 volt overhead power line runs through the Redevelopment Area north to south. Land use and grade changes need to be restricted near the line.
- LES is constructing a new 12,000 volt line north from South Street along the east side of the Redevelopment Area.
- Street lights on South Street were installed in 1981. They are wood and fed with overhead wire and are in fair condition.
- A Blight and Substandard Determination Study determined that factors are present to warrant the blight and substandard designation. Issues include aging and deteriorated structures and infrastructure, inadequate lot sizes, and fair to poor overall site conditions.

REDEVELOPMENT PLAN

LPlan 2040: Guiding Principles

LPlan 2040 is the Lincoln-Lancaster County 2040 Comprehensive Plan. ***The Plan*** embodies Lincoln and Lancaster County's shared vision for the future, to the year 2040. It outlines where, how and when the community intends to grow, how to preserve and enhance the things that make Lincoln special, and strategies for implementing the vision for how we will live, work, play and get around in the future.

The relevant principles listed below are taken directly from ***LPlan 2040*** and will be used as a guide for redevelopment activities in combination with the concerns identified in previous sections of the *Van Dorn West Redevelopment Plan*.

Business & Economy

- Focus primarily on retention and expansion of existing businesses; attracting new business should also be encouraged.
- Seek to efficiently utilize investments in existing and future public infrastructure to advance economy.
- Strive for predictability for neighborhoods and developers.
- Encourage commercial areas and limited industrial areas to make available opportunities for individuals and/or organizations to raise and market local food.
- Encourage preservation or restoration of natural resources within or adjacent to commercial or industrial development.
- Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.

Mixed-Use Redevelopment

- Target existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and more efficiently utilize existing infrastructure.
- Be located and designed in a manner compatible with existing or planned land uses.
- Encourage substantial connectivity and convenient access to neighborhood service (schools, parks, stores) from nearby residential areas.
- Help to create neighborhoods that include homes, stores, workplaces, schools and places to recreate.
- Encourage residential mixed-use for identified corridors and redeveloping Regional, Community, Neighborhood, and Mixed-Use Office Enters identified as nodes.
- Mixed-use redevelopment nodes and corridors should strive to locate:
    - Where there is existing potential for good access to transit, to enhance the public transit system by making it accessible to residents and to facilitate development of neighborhood multimodal hubs where residents can drive, bike, or walk to a transit stop, go to work, and then shop for their daily needs before they return home.

- On at least one arterial street to help provide for traffic and utility capacity and access to transit.
- Encourage alley access and shared driveways to parking areas in order to reduce interruptions to pedestrian traffic, to preserve on-street parking capacity, and to reduce automobile conflict points.
- Support the preservation and restoration of natural resources.

Parks, Recreation, and Open Space

Parks and open space enhance the quality of life of the community's residents and are central to the community's economic development strategy – the community's ability to attract and retain viable businesses, industries, and employees is directly linked to quality of life issues, including indoor and outdoor recreational opportunities.

The Comprehensive Plan refers to Regional Parks and Tournament Sports Facilities. Tournament Sports Facilities encompass special or unique facilities and features that are of interest to diverse groups throughout the community. Fields and courts for organized sports activities may be secondary or primary uses in regional parks.

Public and private partnerships are important in the development of recreational opportunities and the preservation of environmental resources that bring a high quality of life to the City and County.

The three parks in the Redevelopment Area are considered Community Parks. As stated in the Comprehensive Plan, Community Parks are typically 30 to 50 acre sites that are readily accessible from arterial streets and the commuter/recreational trail system. Community Parks may include play fields and play courts for organized sports, a playground with an accessible fall surface, facilities for day use activities including a picnic shelter and restroom, seating, walking paths, and off-street parking. Community Parks often include activity areas consistent with those located in neighborhood parks and as a result, Community Parks may serve as the neighborhood Park for surrounding residential areas. Most of the strategies in the Comprehensive Plan pertain to new Community Parks, but the following strategies also apply to existing parks:

- Locate Community Parks on a collector or arterial street to accommodate automobile access and parking; park sites should also be readily accessible by pedestrians and bicyclists from a commuter/recreation trail.
- Community Parks should be adjacent to greenway linkages.
- Provide buffering between Community Park activities and adjacent residential areas to minimize traffic and noise impacts.
- Focus on the development and maintenance of sports fields an associated day use facilities.
- Create pedestrian connections between surrounding residential development and neighborhood-related park features such as playgrounds and park shelters.

Floodplain Management

The overriding policy for the floodplain is a "No Adverse Impact" policy for the City and County, which means that the community has a goal of insuring that the action of one property owner does not adversely impact the flooding risk for other properties.

- Seek opportunities for *"Best Management Practices "* (e.g. Rain to Recreation, Rain Gardens, etc.) that reduce flood damages, protect water quality and natural areas, while providing for recreational and educational opportunities so as to realize multiple benefits.
- Develop project approaches which view stormwater as an asset, by working with the natural topography and using wetlands, floodplains, and natural drainage corridors as natural ways to manage flood flows and stormwater runoff.

Van Dorn West Area Redevelopment Activities

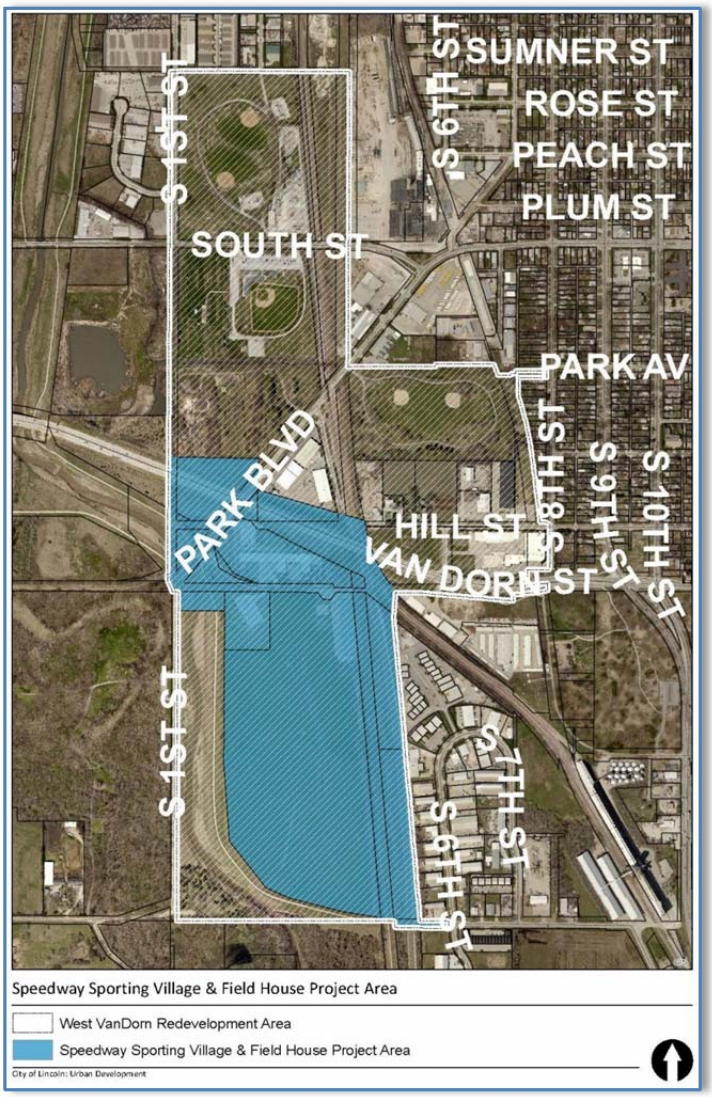
- ***Public Improvements***

  1. ***Future public improvements*** may include replacing aging public utilities and resurfacing and paving of substandard public streets.
  2. ***Public sidewalks*** should be constructed in conjunction with street construction projects and redevelopment projects.
  3. ***Park Improvements:*** Develop and implement a cohesive plan for a multi-use sports field complex or campus to better use and share Sawyer Snell, Sampson and Standing Bear Parks. Between and within the parks, plans and projects may include improved internal circulation and street conditions, improved and increased parking, expanding play fields, and improving pedestrian circulation, water and irrigation, and neighborhood park facilities.

- ***Private Improvements***

  1. ***Speedway Sporting Village and Field House Project***

Exhibit 5: Project Area – Speedway Sporting Village & Field House



This project is located south of Speedway Circle and includes approximately 55 acres that are currently vacant with no internal road system. See Exhibit 5 for the Project Area. The Speedway Sporting Village and Field House is proposed to be a family-friendly destination with a focus on youth sports. The field house, a new 95,484 square foot facility with ten (10) adjacent outdoor sports fields, will include modern sports technologies aimed at providing a safe, yet futuristic learning environment for Lincoln's youth. This educational philosophy echoes that of Sporting Lincoln FC, a primary tenant, and the ambassadors of a youth soccer culture focused on delivering the highest curriculums of professional youth academies. Sporting Lincoln FC is an Academy Affiliate of 2013 Champion Sporting Kansas City of the Major League Soccer (MLS) and is set to exceed 1,000 youth soccer players in 2014.

Beyond soccer, The Village will provide Lincoln with a new destination for youth sports, providing a location for tournaments, youth sports leagues, combines and unique community events like dog shows or health and wellness fairs. The Village would also blend with the surrounding trail network, parks and amenities.

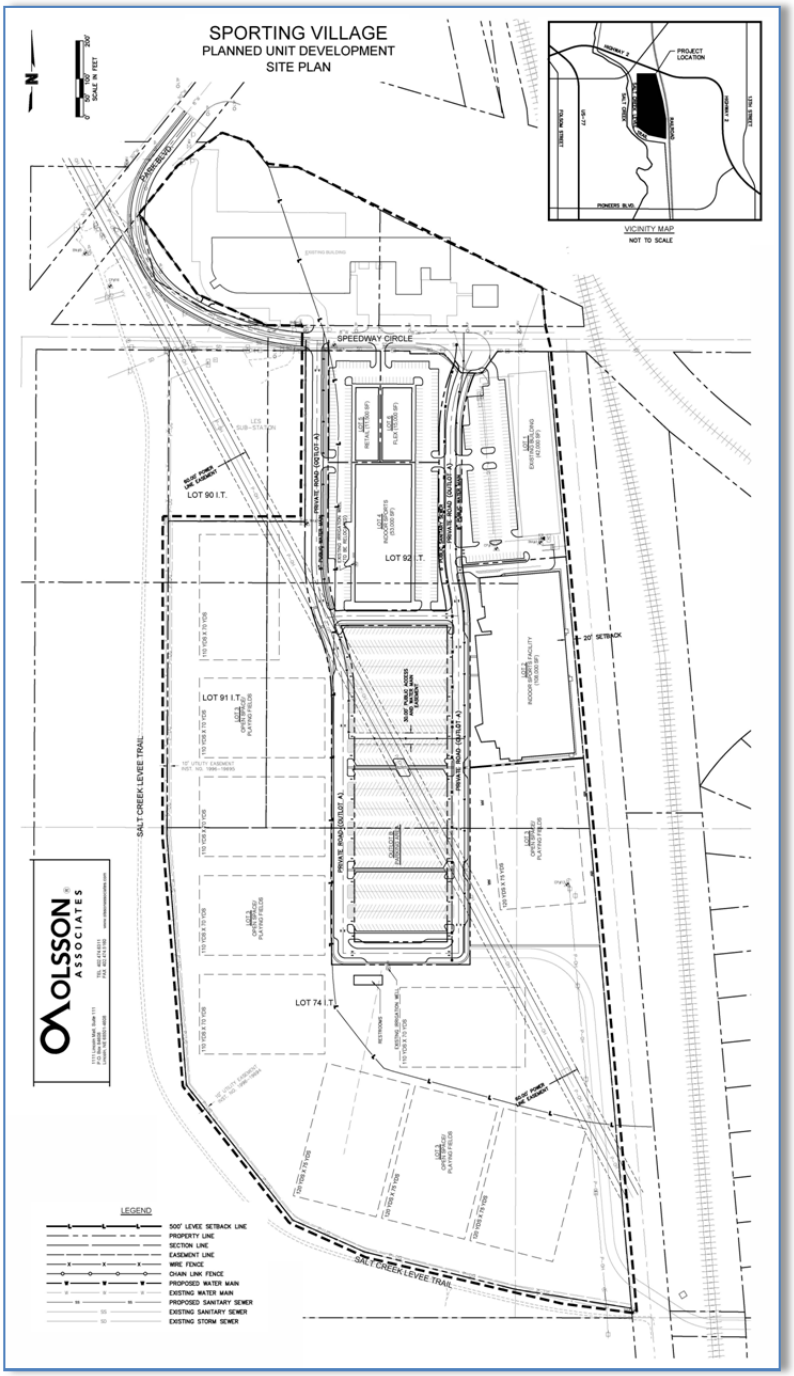
A Trampoline Center is proposed in a new 34,281 square foot building that is intended to be a premier family fun entertainment destination. It is proposed to be an all-in-one play place including open jump, trampoline dodge ball or trampoline volleyball, trampoline fitness classes, and a laser maze.

The Basketball/Volleyball Center is a new 32,464 square foot facility offering numerous youth club volleyball and basketball programs, adult basketball and futsal (an indoor variant of soccer) leagues, and a variety of weekend tournaments and events. The courts

are planned to be offered year round for practices, leagues, tournaments, and special events. A future addition is planned for an additional 13,200 square feet.

Future Retail of 27,215 square feet is planned for the Speedway Sporting Village to support the use and needs of the site users. Pad sites are also included for potential retail development. Although no commitments have been made, it is hoped that users may include sports medical offices, food services, sports apparel, etc. The existing 43,000 square foot building on Speedway Circle is currently used for sports related health fitness and race car manufacturing.

Exhibit 6: Site Plan – Speedway Sporting Village & Field House



The site is located along the Salt Creek Levee and is included in the flood plain. Information obtained from the Lower Platte South Natural Resource District indicates the Corps of Engineers would prohibit development within 500 feet of the levee. Due to the current Federal regulations concerning levee protection and integrity, the site has been designed to include the sports fields along the 500 foot setback area, which is the best use for the land. The entire site is within the flood plain and Salt Creek Storage Area, so with extra care being placed within the 500 foot levee area, the new buildings are to be located on the north and east end of the property at the highest elevation on the property. Additionally, the parking lot has been designed to remain at a lower elevation and a collection area.

Buildings in the flood plain will need to be raised a minimum of one foot above the flood plain. In order to accomplish this, additional fill will be required. Preliminary grading plans show that the 60% maximum fill allowable in this storage area can be met. Exhibit 6 includes the proposed site plan for the project.

The preliminary estimate for public and private investment is approximately $17.7 million. More detailed costs will be estimated when design is completed. Public improvements will be constructed using Tax Increment Financing (TIF) funds generated from private development. See Appendix B for a preliminary cost benefit analysis.

Sporting Village, bird's eye view, looking NE

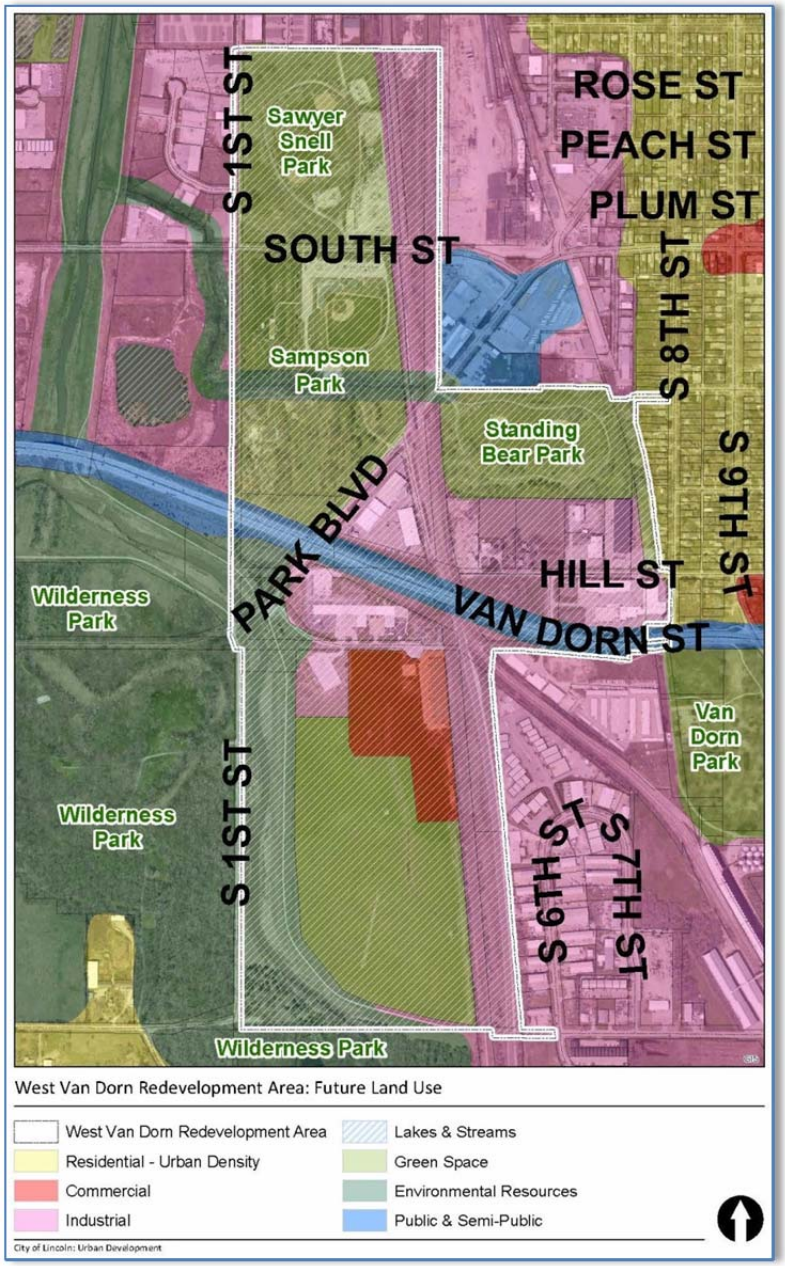
Sporting Village, zoomed in, looking NE at the field house

Future Land Use

Exhibit 7 shows the future land use for the area north of Van Dorn Street exactly as proposed by ***LPlan 2040.***

South of Van Dorn Street, the proposed future land use shown is comprised of commercial and green space, reflecting the completion of the Speedway Sporting Village and Field House project. The proposed Redevelopment Area activities will increase the overall density of the area with the construction of three new buildings.

Exhibit 7: Redevelopment Area Future Land Use



Redevelopment Process

Public improvements and redevelopment activities may require construction easements; vacation of street and alley right-of-way; temporary and permanent relocation of businesses and residences; demolition; disposal/sale of property; site preparation (may include driveway easements; paving driveways, approaches and sidewalks outside property lines; relocation of overhead utility lines; and rerouting/upgrading of underground utilities as needed). The process for these activities includes the following:

- Property Acquisition. The City may acquire the necessary fees, easements, property and covenants through voluntary negotiations (See *Land Acquisition Policy Statement*, on file at the Urban Development Department and available on request).
- Relocation. Relocation may involve the temporary or permanent relocation of families, individuals, or businesses to complete redevelopment activities. Relocation will be completed according to local, state, and federal relocation regulations (see *Relocation Assistance*, on file at the Urban Development Department and available on request).
- Demolition. Demolition will include clearing sites on property proposed for public improvements; necessary capping, removal or replacing utilities; site preparation; securing insurance and bonds; and taking other necessary measures to protect citizens and surround

properties. Measures to mitigate environmental findings may also be necessary if determined by site testing.

- Disposal/Disposition. Future sub-area projects may include the sale of land to private developers for redevelopment purposes. Developers will be selected in an equitable, open, and competitive proposal process according to City requirements.
- Requests for Proposals. Architects and engineers will follow the City's standard selection process for the design of public facilities and improvements. Primary contractors for public facilities and improvements will also be competitively selected.

Conformance with Comprehensive Plan

LPlan 2040, the Lincoln-Lancaster County Comprehensive Plan, adopted October, 2011, as amended, represents the local goals, objectives, and policies of the City of Lincoln. The *Van Dorn West Redevelopment Plan* was developed to be consistent with the ***LPlan 2040***.

Financing

The primary burden for revitalization of the Redevelopment Area must be on the private sector. The City must provide public services and public improvements and participate where necessary in the redevelopment process, but the needs of the area are beyond the City's capacity to do alone. Financing of proposed improvements will require participation by both the private and public sectors. Where appropriate, the City may participate by providing financial assistance for the rehabilitation of structures.

Sources of funding may include:

- Special Assessments – Business Improvement Districts
- Private Contributions
- Sale of Land (Proceeds from the sale of land acquired for redevelopment, as identified in the Redevelopment Pan, shall be reinvested in the Redevelopment Area)
- Municipal Infrastructure Redevelopment Fund (MURF)
- Community Development Block Grant Funds (CDBG)
- Home Investment Partnership Act (HOME)
- HUD Section 108 Loan Program
- Community Improvement (Tax Increment) Financing (Ad Valorem Tax)
- Capital Improvements Program Budget
- Federal and State Grants
- Interest Income
- Advance Land Acquisition Fund – property rights/easements, public facility site acquisition
- Impact Fees

Project activities will be undertaken subject to the limit and source of funding authorized and approved by the Mayor and City Council.

According to the Community Development Law, any ad valorem tax levied upon real property in the redevelopment project for the benefit of any public body shall be divided, for a period not to exceed 15 years after the effective date of such provision, by the governing body as follows:

> *That portion of the ad valorem tax which is produced by the levy at the rate fixed each year by or for each such public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body; and*
>
> *That portion of the ad valorem tax on real property in the redevelopment project in such amount, if any, shall be allocated to and, when collected, paid into a special fund of the authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of loan, of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, priority for financing or refinancing, in whole or in part, the redevelopment project.*
>
> *When such bonds, loans, notes, advances of money, or indebtedness, including interest and premiums due, have been paid, the authority shall so notify the county assessor and country treasurer and all ad valorem taxes upon taxable real property in such a redevelopment project shall be paid into the funds of the respective public bodies.*

The effective date for the Community Improvement Financing for each Redevelopment Project shall be identified in the project redevelopment contract or in the resolution of the authority authorizing the issuance of bonds pursuant to Neb. Rev. Stat. Section 18-2124.

APPENDIX 1

Property IDs and Legal Descriptions:

1. **10-35-107-017-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT THAT PART OF LOT 51 NW LYING E OF A LINE 50' EAST OF (AT RIGHT ANGLES) AND PARALLEL TO THE CENTERLINE OF THE B.N. RAILROAD MAIN TRACK.
2. **10-35-107-003-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 52 NW.
3. **10-35-300-004-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 70 SW.
4. **10-35-300-001-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 71 SW.
5. **10-35-300-030-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 95 SW.
6. **10-35-300-011-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 37 EX 1,228SF IN SOUTH SW (EXCEPTION FURTHER DESCRIBED IN INST #97-27297).
7. **10-35-300-032-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT SOUTH PART LOTS 66 & 91 SW (DESCRIBED IN INST #88-33606).
8. **10-35-300-034-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOTS 151 & 64 SW (KNOWN AS PARK BLVD CONDOMINIUM BUILDINGS A, B & C).
9. **10-35-106-004-000.** HULLS SOUTH ADD, BLOCK 8, Lot 26 - 50, E21.74' & S1/2 E43.65' VAC GARFIELD ST ADJ & ALL VAC UP RR ROW IN 35-10-6.
10. **10-35-300-009-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 120 SW.
11. **10-35-401-051-000.** S35, T10, R6, 6th Principal Meridian, 1.24 AC IN NORTH PART OF LOT 125 LOCATED IN S 1/2 & .02 AC TRACT IN NORTH PART OF OUTLOT C SOUTH PARK ADD & .04 AC TRIANGULAR TRACT IN SOUTH PART LOT 16 BLOCK 1 MOULTON SUB.
12. **10-35-401-054-000.** SOUTH PARK ADD, BLOCK 4, Lot 21.
13. **10-35-401-052-000.** S35, T10, R6, 6th Principal Meridian, LOT 126 & LOT 125 EX 1.24 AC IN N PT LOCATED IN S1/2.
14. **10-35-401-053-000.** SOUTH PARK ADD, OUTLOT C EX 0.02 AC TRACT IN NE CORNER.
15. **10-35-300-017-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 149 SW.
16. **10-35-300-016-001.** 606 CONDOMINIUM, UNIT A (50% INT).
17. **10-35-300-016-002.** 606 CONDOMINIUM, UNIT B (50% INT).
18. **10-35-300-015-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 147 SW.
19. **10-35-300-014-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 131 SW.
20. **10-35-300-013-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 129 SW.
21. **10-35-300-012-000.** S35, T10, R6, 6th Principal Meridian, LOT 130 SW.
22. **10-35-300-026-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 113 SW.
23. **10-35-300-035-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 150 SW EX SOUTH PART FOR ROAD & SOUTH PARK ADD W104.4' OUTLOT B SE EX SOUTH PART FOR ROAD (EX DESCRIBED IN INSTR #'S 91-34226 & 95-43026).
24. **10-35-401-049-000.** SOUTH PARK ADD, N230.14' +/- OUTLOT A & N300.14' OUTLOT B EX W104.4' & N300.14' IRREGULAR TRACT LOT 127 EX THAT PART LYING EAST OF THE S55' OF THE N300.14' SE 35-10-6 (DESCRIBED IN INSTR #'S 99-2577 & 99-20587).

25. **10-35-300-038-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACTS LOTS 140, 141, 152, 153, 154 & VAC 4TH ST ADJ & VAC SPEEDWAY CIRCLE LYING S & W OF 4TH ST SW (VAC STREETS DESCRIBED IN INST #'S 97-18407 & 98-58995) & VAC HILL ST BETWEEN VAN DORN B.
26. **10-35-300-021-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 111 SW.
27. **10-35-300-019-000.** S35, T10, R6, 6th Principal Meridian, IRREGULAR TRACT LOTS 40, 94 & 96 SW
28. **09-02-100-016-000.** S2, T9, R6, 6th Principal Meridian, IRREGULAR TRACT THAT PART OF LOT 79 NW LYING WITH THE CITY OF LINCOLN LIMITS.
29. **09-02-100-015-000.** S2, T9, R6, 6th Principal Meridian, LOT 79 NW EX THAT PART LYING WITHIN THE CITY OF LINCOLN LIMITS.
30. **09-02-100-009-000.** S2, T9, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 90 NW.
31. **09-02-100-023-000.** S2, T9, R6, 6th Principal Meridian, LOTS 74, 91 & 92 NW EX TR IN N FOR STREET.
32. **09-02-300-003-000.** S2, T9, R6, 6th Principal Meridian, IRREGULAR TRACT LOT 29 SW & ALL VAC UP RR ROW.
33. **09-02-100-003-000.** S2, T9, R6, 6th Principal Meridian, IRREGULAR TRACTS LOT 47 NW EX THAT PART LYING WITHIN 75' EITHER SIDE OF THE CENTERLINE OF BURLINGTON NORTHERN TRACK.
34. **09-02-100-004-000.** S2, T9, R6, 6th Principal Meridian, IRREGULAR TRACTS LOT 48 & TRACT OF CALVERT STREET ADJ LYING NORTH OF QUARTER SECTION LINE NW (STREET FURTHER DESCRIBED IN INST #97-40414).
35. **09-02-300-999-000.** Unknown. Gap across RR to Calvert St.
36. **09-02-301-001-000.** PIONEER BUSINESS PARK ADD, BLOCK 1, Lot 1. (pt. of lot to connect to Calvert St.)

APPENDIX B: COST BENEFIT ANALYSIS

Nebraska Community Development Law (NE Res. Stat #18-2147) requires the completion of a cost benefit analysis for redevelopment projects. The City's Law Department has interpreted the requirement to mean that the analysis must be completed in conjunction with the Redevelopment Plan. Since projects are not fully developed, the analysis will be cursory; however, more detailed analyses will be completed as projects develop and will be brought before the City Council in conjunction with redevelopment agreements when needed.

- ***Speedway Sporting Village and Field House Project***

The Speedway Sporting Village Project will develop approximately 55 acres into a youth sports destination. It will include 10 sports fields and 3 buildings -- a field house and venues for basketball, volleyball, and other events.

Activity	Location	Square Feet
Soccer	1st Level	75,783
	Mezzanine (Indoor)	7,868
	Mezzanine (Outdoor)	11,833
Trampoline	1st Level	31,198
	Mezzanine	3,083
Basketball	1st Level	32,464
	1st Level Future Expansion	13,200
Retail Building Space		27,215

Also planned are a large courtyard and outdoor mezzanine level on the Field House for a pedestrian friendly environment. The total cost of construction is estimated at approximately $17.7 million.

As required by Nebraska Community Development Law (Neb. Rev. Stat. §18-2113), the City has analyzed the costs and benefits of the proposed Speedway Sporting Village and Field House Project including:

Base Value	$ 2,529,315
Estimated New Value	$ 17,700,000
Increment Value	$ 15,170,000
TIF Tax Generated	$ 4,618,365
Bond/Note Issue	$ 2,730,723
Funds Available	$ 2,730,723

- ***Tax Revenues: Tax Increment Financing Analysis***

Upon completion of the Project, the assessed value of the property within the project area will increase by an estimated $15,170,000 as a result of the private investment. This will result in an estimated annual increase of approximately $307,891 in property tax collections that will be available for the construction of public improvements related to the project during the 15 year TIF period. The public investment of a projected $2,730,723 in TIF funds will leverage $17,700,000 in private sector financing, resulting in a private investment of more than $6.48 for every City TIF dollar spent.

- ***Public Infrastructure and Community Public Service Needs Impacts***

It is not anticipated that the Project will have an adverse impact on existing public infrastructure. The project will result in better access to the Sporting Village and Field House through street construction on Park Boulevard, including street lights and trees which will also screen the Lincoln Electric System sub-station. Public sidewalks and improvements to Speedway Circle will also be completed. This project includes new sanitary and storm sewer construction.

It is not anticipated that the Project will have any adverse impact on City services, but will generate additional revenue providing support for those services.

Employment within the Project Area

The Project will create approximately 50 new FTE jobs in Lincoln. The Project will not have an adverse impact on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project.

- ***Employment in the City outside the Project Area***

Approximately 143,225 persons living in Lincoln were employed, according to the 2009 American Community Survey and the median household income was $48,070. The Project will have a minimal impact on the overall employment in the City.

- ***Other Impacts***

These facilities will attract a constant flow of families and spectators from both in-town and out-of-town, which benefits the City of Lincoln economy and in particular businesses like hotels, restaurants, and sports related stores. The Village will address the need for more non-profit, youth-centered community initiatives, such as America SCORES Lincoln. This dynamic non-profit organization will be an affiliate of the national organization that pairs the game of soccer with academic improvement through poetry and public presentations. America SCORES is a great example of the many community-focused initiatives that can be born from The Village. The Speedway Sporting Village and Field House intends to always put Lincoln's youth first, providing a family-friendly destination for youth sports and entertainment for generations to come.

To adequately assess the impact of the proposed regional sports complex, the analysis is broken into three categories related to the source of the impact. The first category focuses on the temporary contribution that could result from the construction of the park. The second category identifies the contribution that operating and maintaining the park could have in the local economy. The final category describes the impact of out-of-town visitors' expenditures in the local economy.

1. **Temporary**
   Construction of Facilities
   $17,700,000

2. **Operation and Maintenance**

   Total Operating Budgets
   $4,500,000 per year

   Staffing Summary
   Sporting Lincoln = 14 FTE (6 FT and 16 PT)
   Domination/Nebraska Sports Performance Center/Nebraska FBU = 5 FTE
   Defy Gravity = 20 FTE (5 FT and 30 PT)
   Complete Hoops = 8 FTE (3 FT and 10 FT)
   Retail = TBD by development scope in future retail/flex phase

3. **Out of Town Visitors**
   Hotel night stays = 15,000 per year
   Annual Economic Impact = $3,500,000

The Annual Economic Impact is the average of three different methods of calculation for out of town visitor expenditures on items such as lodging, travel, meals, and incidentals. The three methods used are Community Based Spending Research Estimates, State Travel Data Estimates, and Federal Government Travel Reimbursement Rates. Current calculations are based on 4 soccer tournaments, 4 basketball tournaments, and 3 football tournaments. Additional impact will be received during camps, clinics, and combines for all sports.