

Phase III - Lincoln Station (Burlington Northern Depot) Sub Project

1. Revitalization Sub Project Description

The Lincoln Station Sub Project contains the Burlington Train Depot ("Depot") and the area within the following boundaries ("Project Area"):

West Boundary: Concrete platform between Tracks 1 and 3.

South Boundary: Centerline of "O" Street R.O.W.

East Boundary: East property line of 7th Street R.O.W. and the East property line of the vacated north-south alley on Block 31, Original Plat, Lincoln, Lancaster County, Nebraska.

North Boundary: Centerline of "R" Street R.O.W.

Activities and improvements in the sub project area will include the following:

Lincoln Station. A three-story, 56,000 square foot (excluding basement), railroad office and depot building that is to be rehabilitated by a private developer at a cost of approximately three million dollars. The first floor (24,000 square feet) will be converted/rehabilitated into retail, commercial, festival hall and/or food and beverage uses, while still serving as an Amtrak ticket office and station. The second and third floor (32,000 square feet) will be rehabilitated into office space for Burlington Northern Railroad, as a Division Office. The redeveloper may also develop approximately eight permanently fixed railroad box cars (collectively 3,200 square feet) to be stationed on the former Track 1, which may be used as retail/incubator space for new businesses.

Railroad Park. Immediately north of Lincoln Station, the City will develop a landscaped "mini-park" with open space amenities and a theme that emphasizes Burlington Northern Railroad's historical importance to the City and the State. The City will attempt to place a locomotive on former Tract No. 1 west of the mini-park, either by relocating the steam locomotive from Pioneer Park or securing some other available locomotive. The City will clear from the mini-park area certain existing improvements including the microwave tower, and relocate the microwave dish to the roof. The park may include a brick mural on the north wall of Lincoln Station and other historical or informational displays and artifacts. See Exhibits IV-73 & 75.

7th Streetscape and Street Repairs. The City may construct sidewalks and curbs and install landscape, benches, kiosk, ornamental historical street lighting, flags and banners in the 7th Street R.O.W. between "P" Street and "Q" Street, and also repair the brick street surface where necessary in this area. All or a portion of the streetscape project may be constructed by a business improvement district utilizing special assessments in conjunction with streetscape improvements elsewhere in the Haymarket area.

Public Parking Lots. The City will acquire or lease the areas immediately south of Lincoln Station ("South Parking") and immediately north of Lincoln Station and Railroad Park ("North Parking"). After relocation, demolition, and clearance of certain existing improvements in these areas, the City will construct surface parking improvements and fencing for approximately 198 vehicles (South Parking, approximately 107 stalls; North Parking, approximately 91 stalls). Access to the public South Parking will be from "O" Street and the corner of 7th and "P" Streets, while the access to public North Parking will be from 7th Street. See Exhibits IV-73 & 74.

Public Utilities. City will complete the remaining storm sewer work planned for the 7th Street R.O.W. area and will provide adequate electrical, underground water, and sanitary sewer utilities abutting the Lincoln Station property line, to serve the sub Project. In addition, the City will relocate certain overhead electrical/telecommunication lines to accommodate the Railroad Park, South Parking, and North Parking areas and provide electrical lines and improvements for lighting these areas.

Public Transportation. City will continue to make its best efforts to explore providing public transportation to and from the Haymarket area.

Notes: Related Improvements Abutting Project (See Exhibit IV-75).

(a) Street Paving - 7th Street R.O.W. between "O" and "N" Streets. City will pave with curb, gutter and sidewalks by assessment district, subject to appropriate property owner and/or City Council approval.

(b) Additional parking facilities north of sub project.

2. Statutory Elements

(a) Property Acquisition, Disposition, Demolition, Relocation

The City presently has certain property interests in the 7th Street R.O.W. from "O" Street to "R", subject to certain real estate interests, including perpetual easements to Burlington Northern Railroad to use the R.O.W. for related railroad purposes. The City may vacate this portion of 7th Street and convey at fair value the City's interest to the railroad or its assigns. The City will assist the redeveloper to obtain clear title to said property. The City will acquire or lease the North Parking and South Parking areas and the Railroad Park.

After the City of Lincoln has acquired such rights as necessary for the public improvements in the Sub Project Area, the City will perform the necessary relocation and demolition activities to construct the proposed park and parking facilities.

No relocation of families or business appears to be necessary to accomplish the Lincoln Station Sub Project. The City may have to secure construction easements and other property rights (including the Depot, Railroad Park, and/or North and South Parking facilities) to complete the described redevelopment activities.

Property rights may be acquired by way of voluntary purchase (see Land Acquisition Proposal, Appendix 3). If voluntary purchase is not possible, the City may exercise its condemnation authority.

(b) Population Density

There are no existing population/unit density in the Sub Project Area. Therefore, the population density after Lincoln Station Sub Project is completed will remain the same.

(c) Land Coverage and Building Density

The future land coverage and building density will be altered. Certain railroad improvements will be replaced by the Railroad Park, North Parking, and South Parking. Lincoln Station, the existing railroad depot building, will remain and be rehabilitated.

(d) Traffic Flow, Street Layouts, and Street Grades

It is anticipated that redevelopment activities contemplated in the Sub Project Area will cause an increase in pedestrian and vehicle traffic. The street layout in the area may be modified by the 7th Street improvements. It is expected that with the planned improvements to the 7th Street R.O.W., the streets in the Sub Project Area will be adequate to handle the increased traffic flow. Consideration is being given to converting "P" and "Q" Streets from one-way traffic to two-way traffic. Seventh Street will remain two-way traffic. Portions of the 7th Street R.O.W. may be vacated and regraded to provide for the South Parking. The vacation of this portion of 7th Street between "O" and "P" Streets will not impact traffic because this R.O.W. is presently under a perpetual easement for railroad purposes. Improvements to public transportation, which will be explored, may have an affect on traffic in the Sub Project Area.

(e) Parking

The Sub Project Area and remaining Haymarket area will be served by an extensively increased inventory of public parking space. As noted earlier, approximately 198 new public parking spaces will be provided to support the proposed new developments in the Haymarket area.

(f) Zoning, Building Codes, and Ordinance

The present zoning in the Haymarket area is primarily B-4 zoning, but most of the project area, including the tracks and depot are zoned I-1. The City will process rezoning of the I-1 zoning to B-4 zoning so that the entire Sub Project Area is zoned for the type of development proposed. Likewise, the City's adoption of the Uniform Code for the Abatement of Dangerous Buildings, the Uniform Building Code, and their specific City amendments will properly protect the public health, safety, and welfare of the community/area. At this time, there are no contemplated changes in the City's building codes needed to implement this sub project. It may be necessary, however, to adopt ordinances to issue special assessment and community improvement financing indebtedness for streetscape, parking, sidewalk, park, and other public improvements.

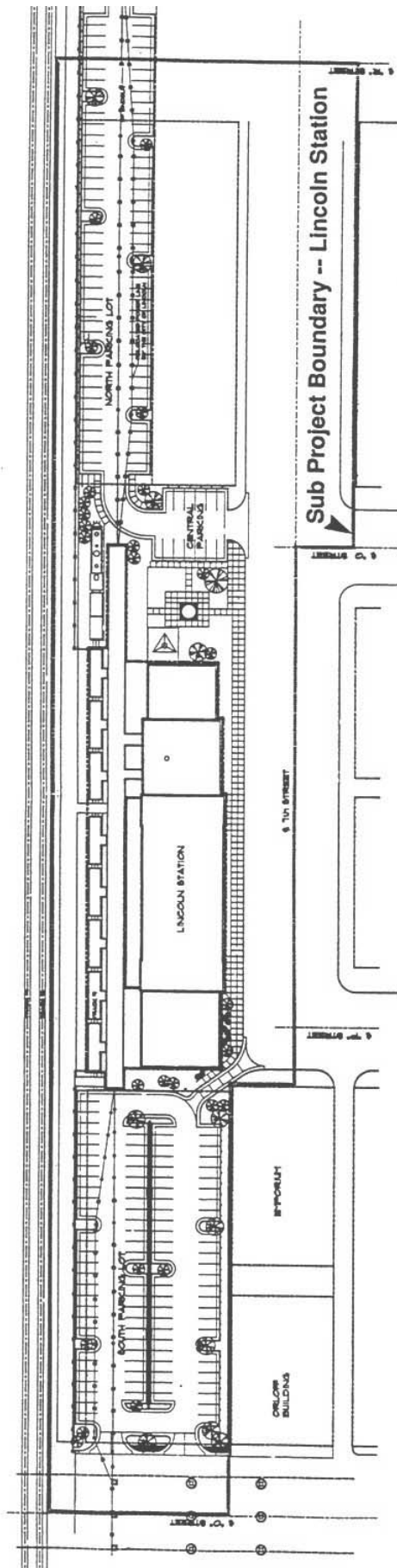


Exhibit IV-73
Site Plan A

Lincoln Center
Redevelopment Plan

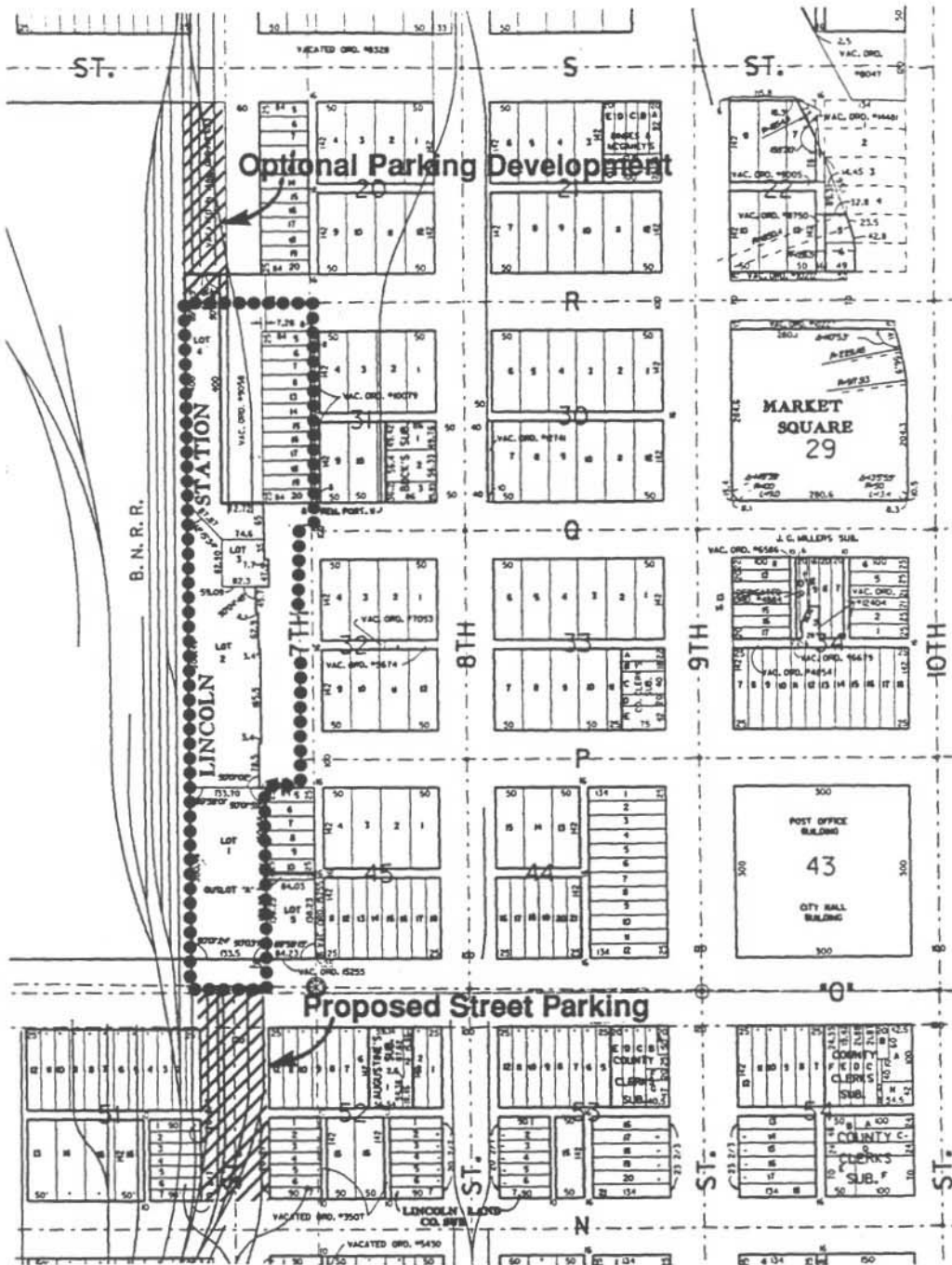


Exhibit IV-75
Existing Plat Map and Abutting Projects

●●●●●Phase III - Lincoln Station (Burlington Northern Depot) Sub Project

Lincoln Center
Redevelopment Plan



(g) Public Utilities

City will complete the public utilities as described in Section G.1. above.

(h) Land Use

Land use will change from railroad usage to the new uses as described in Section G.1. above.

(i) Platting

The land used for the Lincoln Station, Railroad Park, North Parking and South Parking will be replatted into four separate lots, utilizing the City of Lincoln's Administrative Plat procedure.

3. Proposed Cost and Financing of Lincoln Station Sub Project

Total cost for the Lincoln Station Sub Project is estimated to be \$3,500,000. This includes \$3,000,000 for the acquisition/rehabilitation/construction of the buildings and \$500,000 of public involvement. Exhibit IV-76 contains a breakdown of the public's and developer's estimated expenditures.

The rehabilitation of Lincoln Station (office, commercial, retail and festival hall and/or food and beverage uses) will be financed from private sources, with financial assistance for site acquisition from a \$700,000 Federal HUD Discretionary Grant. In turn, the increased property taxes generated by the private improvements can be utilized to fund a portion of the public's expenditures.

The existing sub project property produces an estimated annual ad valorem tax of \$4,000.00. With the Depot rehabilitation completed, there will be an estimated net increase of \$60,000 a year in taxes generated by the project.

Public Sub Project costs will be funded using the following sources:

- (a) Possible sale of a portion of 7th Street R.O.W. between "O" Street and "P" Street, subject to the existing perpetual easement to Burlington Northern Railroad.
- (b) Any ad valorem tax levied upon real property in the Sub Project Area 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:
 - (i) 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 sub project valuation shall be paid into the funds of each public body in the same proportion as are all other taxes collected by or for the body; and

(ii) That portion of the ad valorem tax on real property in the redevelopment sub project in excess of such amount, if any, shall be allotted to and, when collected, paid into a special fund of the authority to pay principal of, and interest on, any premiums due in connection with the bonds of loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise such development for financing or refinancing, in whole or in part, a redevelopment sub project. When such bonds, loans, notes, advances of money, or indebtedness, including interest in premiums due, have been paid, the authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon taxable real property in such redevelopment sub project shall be paid into the funds of the respective public bodies.

(c) City of Lincoln Parking Lot Revolving Fund/Parking Revenues.

(d) Earned Interest.

(e) Special Assessment Revolving Fund (including B.I.D. and/or Parking Districts).

(f) Winnett Trust Funds.

(g) HUD Secretary Discretionary Grant.

The Lincoln Station Sub Project financing, including expenditures and funding, is summarized in Exhibits IV-76 and IV-77.

4. Implementation Steps

The Lincoln Station Sub Project is an example of what can be accomplished when the private sector and government work together towards a common redevelopment goal. Utilizing the Nebraska Community Development Law (Neb. Rev. Stat. 18-2101 et al), as amended, the City of Lincoln has additional financing capabilities for public improvement.

Under the Nebraska Community Development Law, the first step in redeveloping an area is for the City to declare the Sub Project Area blighted and in need of redevelopment. The Lincoln City Council completed this first step by declaring the Haymarket Area blighted on June 20, 1983 and the Downtown Area blighted on October 24, 1984 and affirmed by resolution in 1987 the area as "blighted and substandard".

The City Council determined that private enterprise could not redevelop this area without the assistance provided by the Community Development Law (see Blight Resolutions, Appendix 1 and Appendix 9).

The implementation steps for the Lincoln Station Sub Project include:

- Negotiate property acquisition and lease, disposition, and operating and redevelopment agreements with developer.

- Issue and sell Community Development Bonds and/or secure other forms of public financing.
- Vacate 7th Street R.O.W. between "O" Street and "R" Street, if appropriate; and assist redeveloper in acquiring clear title to other parcels in the area.
- Acquire property rights and title and/or leases to necessary portions of the Depot, Railroad Park, South Parking and North Parking.
- Acquire construction easements and other necessary property rights in the area adjacent to the public improvements necessary for construction of public improvements.
- Replat the project area into parcel for Lincoln Station, Railroad Park, South Parking and North Parking.
- Competitively select architects and engineers to design the public facilities and improvements.
- Approve the public facilities and improvements design.
- Competitively select primary contractors to construct public facilities and improvements.
- Construct public and private facilities and improvements.

EXHIBIT IV-76

LINCOLN STATION SUB PROJECT EXPENDITURES

City Expenditures

Parking Facilities (3 Areas)

Construction 198 spaces approx. \$210,000
including improvement, demolition,
utility relocation, etc.

Land Lease (approx. 75,000 SF) - \$75,000 Annual *
Maintenance - 15,000 Annual *
\$90,000

*Parking Lot Revolving Fund through collection
of parking meter revenues.

Park/Open Space/Locomotive Developments

Locomotive, water tower, brick wall mural, 121,000
general improvements: walks, landscaping,
recreation equipment, etc.

7th Street Improvements "P" to "Q"

Sidewalk, curb, gutter, landscaping, watering 99,000
system, intersection cul de sac, banners,
ornamental/lighting, brick street repair,
benches, bike racks, trash receptacles, etc.

Design - Arch. Eng. & Insp. 40,000

Contingency 30,000
\$500,000

Note: Street Paving "O" to "N" Abutting project to be paved through a
Special Assessment Paving District; estimated \$30,000.

Private Redeveloper Expenditures

Burlington Northern Depot Renovation and Investment \$3,000,000 *

*Redeveloper Building & Land Acquisition
Grant/Loan (HUD Discretionary Grant) \$700,000

GRAND TOTAL PUBLIC/PRIVATE EXPENDITURES \$3,500,000

EXHIBIT IV-77

LINCOLN STATION SUB PROJECT FUNDING SUMMARY

City of Type of Funding

City Sources

Parking Lot Revolving Fund	\$ 90,000 ⁽¹⁾	
Community Improvement Financing (NET)		500,000 ⁽²⁾

Private Developers

\$3,000,000

HUD Secretary Discretionary Funds	\$700,000	
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TOTAL

\$3,500,000

⁽¹⁾ Annual-through collection of meter collections from off-street parking lots.

⁽²⁾ Project will borrow \$500,000 from the Special Assessment Revolving Fund with reimbursement to be repaid from Community Improvement Financing tax collections estimated at \$60,000 annually for 15 years at the Fund Bond Issue Interest Rate (Approximate Gross \$900,000 - Principal \$500,000, Interest \$400,000).

EXHIBIT IV-78

**LINCOLN STATION SUB PROJECT
COMMUNITY IMPROVEMENT FINANCING**

After Renovation & Land Acquisition

Lincoln Station Development	\$3,000,000
1987 Estimated Assessed Valuation	- <u>200,000</u>
Tax Increment	\$2,800,000
	<u>0.900</u>
Tax Rate	\$2,520,000
	<u>0.024</u>
Tax Increment Available After Renovation (annual)	\$60,480 or \$60,000