



# BELMONT NEIGHBORHOOD REDEVELOPMENT PLAN

Prepared By:  
City of Lincoln, Nebraska  
Leirion Gaylor Baird, Mayor

Approved By:  
Planning Commission 4/29/2026  
City Council 6/01/2026

# **Belmont Neighborhood Redevelopment Plan**

## INTRODUCTION

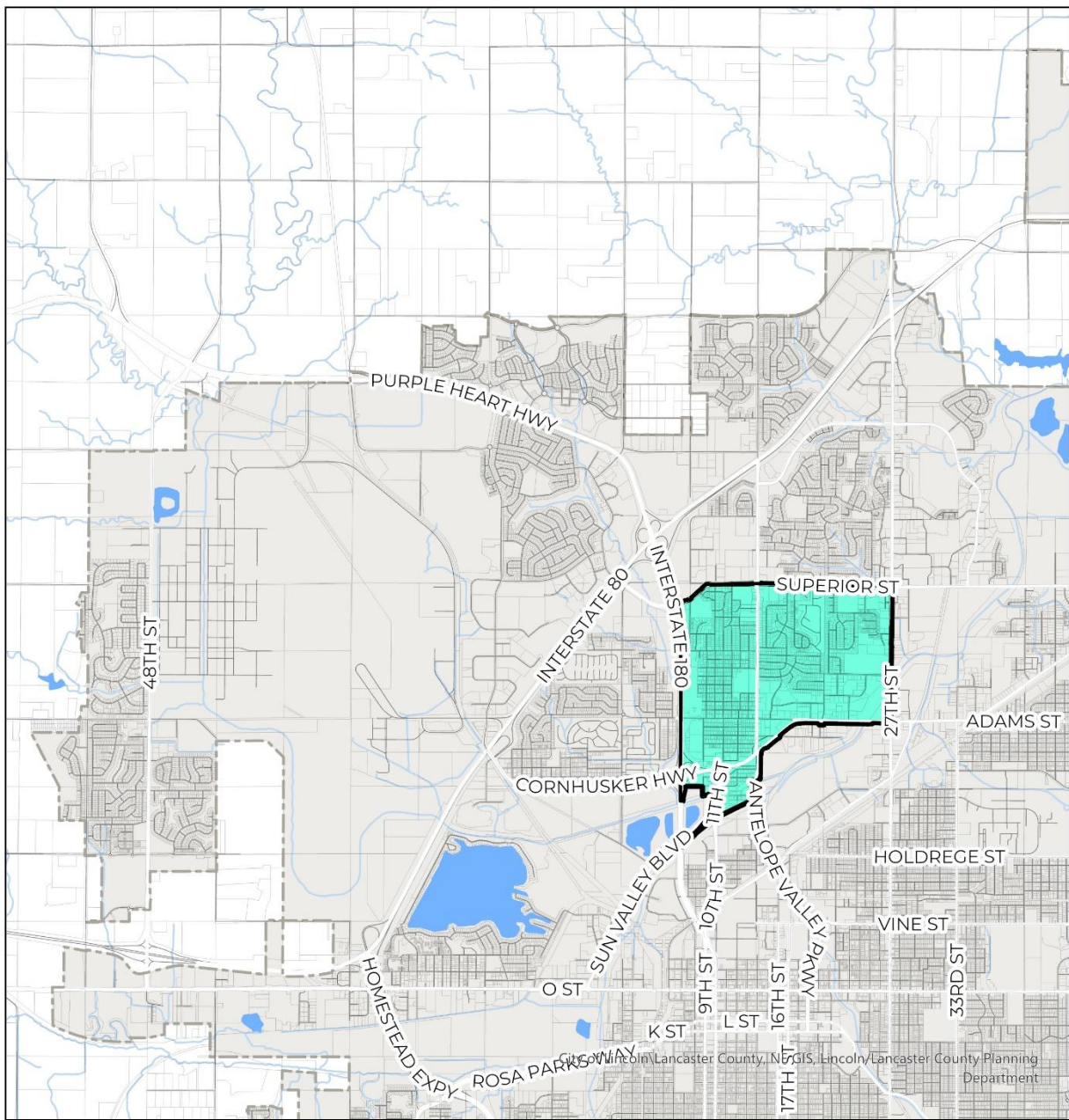
The *Belmont Neighborhood Redevelopment Plan* (“Redevelopment Plan”) is a guide for redevelopment activities within the Belmont Neighborhood Redevelopment Area (“Redevelopment Area”). The Redevelopment Area includes the area considered in the Belmont Neighborhood Subarea Plan (the “Subarea Plan”). The Redevelopment Area is generally located south of Superior Street, east of I-180, north of Cornhusker/U.S. 6 Highway, and west of North 27<sup>th</sup> Street. The Belmont Redevelopment Area Map, below, illustrates the location of the Redevelopment Area within the broader context of the City. The Redevelopment Area includes approximately 2,510 parcels, which are identified in Appendix A, and contains approximately 1,264 acres. Parcel Identification Numbers (“PIDS”) are subject to change.

The proximity of the Redevelopment Area to the University of Nebraska – Lincoln City Campus, Downtown Lincoln, and the historic Haymarket District, as well as easy access to I-180 at two points, makes this mostly residential neighborhood a prime location for both housing and commercial activity.

In addition, *PlanForward, the Lincoln–Lancaster County 2050 Comprehensive Plan* (“Comprehensive Plan”), encourages infill and redevelopment where possible throughout the City, to help facilitate growth, increase the tax base, remove blighted conditions, and maintain existing facilities rather than build new ones.

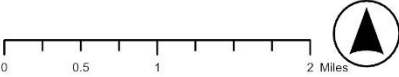
The City contracted with Hanna:Keelan Associates, PC (the “Consultant”) to complete a blight and substandard study, which they did in January, 2021 (the “Blight Study”). The Blight Study concluded that the number, degree, and distribution of blight and substandard factors warranted designating the Redevelopment Area blighted and substandard. The Lincoln City Council (“City Council”) declared the Redevelopment Area blighted and substandard on June 28, 2021 via Resolution A-92806. Further, the City conducted an extreme blight study (“Extreme Blight Study”) and determined that the Redevelopment Area met conditions of extreme blight as well on June 28, 2021 via Resolution A-92807.

The City recognizes that continuing blight and deterioration is a threat to the stability and vitality of the Redevelopment Area and that revitalization efforts cannot reasonably occur without public action. This Redevelopment Plan represents the City’s efforts to guide public and private redevelopment of the area.



Belmont Redevelopment: Context Map

 Redevelopment Areas



## PLAN REQUIREMENTS

Redevelopment activities are guided by the Nebraska Community Development Law, Nebraska Revised Statutes §§ 18-2101 through 18-2158, as amended (the “Act”).

According to statutes, the project area must first be declared blighted and substandard before a redevelopment plan is prepared. The City of Lincoln has authorized its Urban Development Department to act as the community redevelopment authority within the meaning of Section 2101.01 of the Act.

The Urban Development Department has devised, for the City of Lincoln, a program that makes use of appropriate (private and) public resources to:

- Eliminate or prevent the development or spread of urban blight;
- Encourage needed urban rehabilitation;
- Provide for the redevelopment of substandard and blighted areas, including provisions 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;
- Rehabilitate or conserve 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 portions thereof.

The Act defines a “redevelopment plan” as “a plan, as it exists from time to time for one or more community redevelopment areas, or for a redevelopment project, which (a) conforms to the general plan for the municipality as a whole and (b) is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community redevelopment area, zoning and planning changes, if any, land uses, maximum densities, and building requirements” Nebraska Revised Statutes section 18-2103(28).

Section 18-2111 of the Act requires that a redevelopment plan must 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 area.

Section 18-2111 of the Act specifies content that must be included in redevelopment plans:

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.
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.

Any redevelopment plan may include a proposal for the designation of an enhanced employment area.

Land uses and building requirements are in accordance with the general plan for the redevelopment of the City and will represent a coordinated, adjusted, and harmonious development of the city and its environs. Redevelopment activities will be 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 will include 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.

## EXISTING CONDITIONS

### Land Use

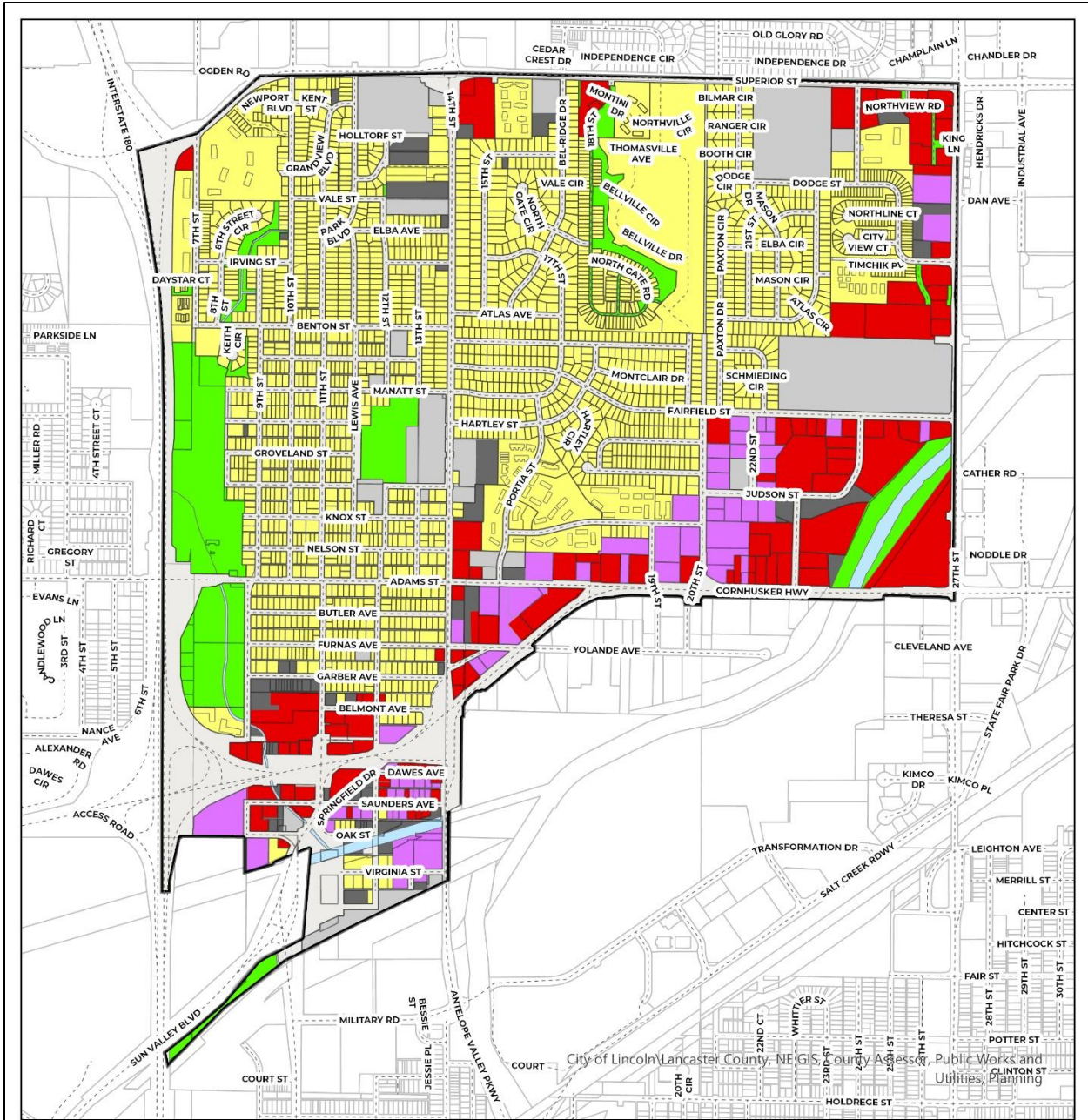
The Redevelopment Area consists of approximately 1,264 acres, the majority of which is developed. The Redevelopment Area is located north of Salt Creek in the roughly north central portion of Lincoln, adjacent to I-180 and Cornhusker Highway. Land uses include single-family and multi-family residential uses, commercial and industrial uses, as well as public/quasi-public properties, some vacant/undeveloped land, public streets and rights-of-way.

The table below, taken from the Blight Study, lists the estimated existing land use within the Redevelopment Area, including the number of acres and percentage of total for all existing uses. Single-family residential land use makes up the highest proportion (28.2%), followed by public streets and rights-of-way (24.8%).

**Estimated Existing Land Use Within the Redevelopment Area.**

<b>Land Use</b>	<b>Acres</b>	<b>Percent (%) of Area</b>
Housing	908.6	41.3
<i>Single-family</i>	620.9	28.2
<i>Duplex</i>	60.7	2.8
<i>Multi-family</i>	162.7	7.4
<i>Mobile Homes</i>	64.3	2.9
Public/Quasi-Public	178.0	2.7
Undeveloped	141.4	6.5
Industrial	153.9	7.0
Commercial	177.4	8.1
Parks	95.0	4.3
Public Streets/Alleys	545.3	24.8
<b>Totals</b>	<b>2,199.6</b>	<b>100.0</b>

The average age of the residential structures in the Redevelopment Area is an estimated 47 years according to the Blight Study. Approximately 62% of the total structures are 40 years of age or older.



City of Lincoln Lancaster County, NE GIS, County Assessor, Public Works and Utilities, Planning

### Belmont Redevelopment: Current Land Use

- Redevelopment Area
- Residential
- Commercial
- Industrial
- Public / Semi-Public
- Parks / Open Space
- Lakes / Streams
- Environmental / Natural Areas
- Right-Of-Way
- Agricultural
- Mining / Extraction
- Pasture / Grassland
- Vacant / Undeveloped Land



## Zoning

There are 12 zoning districts in the Redevelopment Area. The Zoning Map is shown below. The majority of the Redevelopment Area is zoned R-2, followed by P, I-1, and H-3.

**R-2 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 places of religious assembly. 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.

**R-3 Residential:** This district is intended to provide for developing areas of residential use with a gross density of three to five dwelling units per acre, with strong encouragement for the general use of community unit plans to foster improved and innovative design, a mix of housing types and socio-economic groups, and improved energy and resource conservation.

**R-4 Residential:** This district is intended to provide a stable area of residential use at a gross density in the range of three to five dwelling units per acre. It is anticipated that some redevelopment will occur in this district. The use of the district includes single- and two-family dwellings, plus support facilities, such as schools, parks, community buildings, and places of religious assembly.

**R-5 Residential:** This district is intended to provide a redeveloping area of moderate residential density of between six and ten dwelling units per acre. This district provides for single-family, two-family, and multiple and townhouse residential uses, plus support facilities, such as schools, parks, community buildings, and places of religious assembly.

**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. This district is not intended to be applied to land that is used by governmental entities on an easement or leased basis if title to the land is in private ownership.

**O-2 Suburban Office District:** This district is intended to provide a redeveloping area of office uses in the general area of the County-City Building and the State Capitol Building. This district provides for office buildings, dwellings, public uses, and certain religious, educational, and philanthropic institutions.

**O-3 Office Park District:** This district is intended to provide a developing or redeveloping area primarily consisting of a mixture of office and other types of compatible and complementary commercial uses, and residential uses in suburban areas. This district is intended to be located on arterial streets in close proximity to commercial uses. This district is intended to provide an appealing atmosphere, stressing the quality of the environment.

**B-1 Local Business District:** This district is intended to provide a stable area of local retail relating to existing communities and existing neighborhoods. It provides for functional business uses to serve those communities and neighborhoods. Dwellings are permitted only above the first floor.

**B-2 Planned Neighborhood Business District:** This district is intended to provide a developing area for planned retail uses to serve neighborhoods. This district includes a use permit provision to provide for the integration of the business area with adjacent residential areas and thus reduce the adverse impact on residential areas through enhanced design.

**B-5 Planned Regional Business District:** The regulations set forth in this chapter are established to permit the development of regional retail shopping facilities and related activities which will provide for planned and controlled consumer services for all segments of the population, promote healthful economic growth, create a desirable environment, best complement the general land use pattern of the community, and assist in implementing the established goals and policies of the community.

**H-3 Heavy Commercial District:** This is a district intended for a mix of commercial and light industrial uses. The uses in this district are generally compatible with all other uses and may be located near residential with appropriate setbacks and screening.

**I-1 Industrial District:** 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.



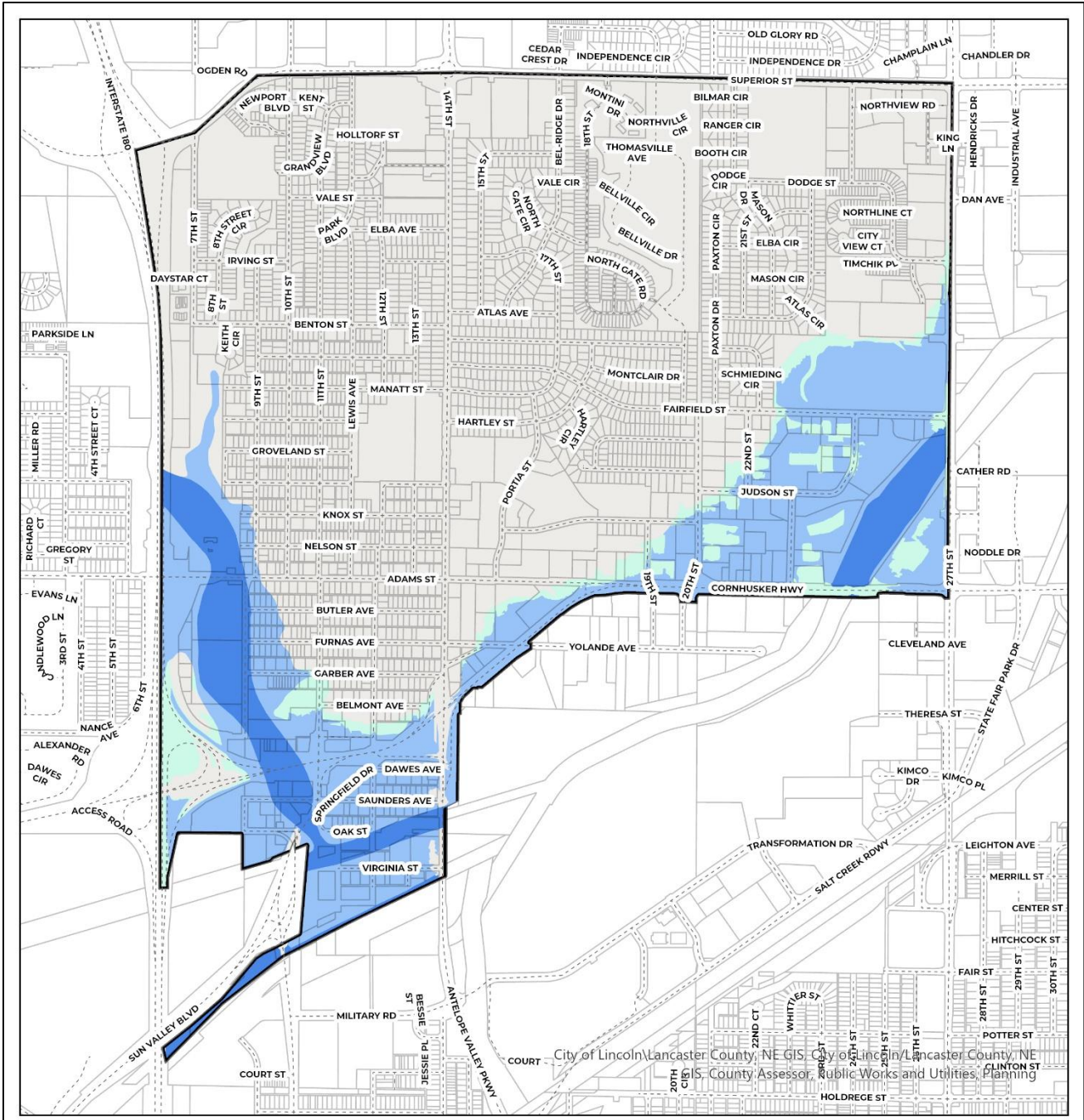
## Floodplain and Watershed Management

Approximately 20% of the Redevelopment Area, including a significant number of buildings, is in the 100-year floodplain of Oak Creek, Salt Creek, and their tributaries. Under City ordinance, the floodplain is defined as lands that are subject to a 1% or greater chance of flooding in any given year as shown on FEMA's Flood Insurance Rate Map. The "100-year floodplain" is an area that has a 1% chance of flooding in any single year. It does not mean a flood will only happen once every 100 years. In reality, you could have two "100-year floods" in two consecutive years, or even in the same year. It is simply a way of measuring risk. The "500-year floodplain" is an area with a 0.2% chance of flooding in any given year. This area is technically safer than the 100-year zone, but it is not "flood-proof." These areas are often located slightly higher in elevation or further back from a water source than in the 100-year zone.

Salt Creek is the receiving stream for all the runoff generated within the City and most of the runoff generated within Lancaster County. The confluence of Salt Creek and Oak Creek is just south of the Redevelopment Area. Another drainage creek runs through Max E. Roper Park, in the southwest portion of the Redevelopment Area. Development opportunities in a floodplain are challenging but may be incorporated in redevelopment projects as environmentally sensitive areas. Floodplain mitigation measures should be taken whenever possible to alleviate this burden on the area. The Floodplain Map is shown below.

In urban areas, stormwater runoff is the leading cause of water pollution. As populations grow and more land is developed, more surfaces are created where water cannot soak in. When it rains, runoff from these surfaces carries leaves, grass clippings, fertilizers, pesticides, oil, pet waste, and other pollutants into storm drains that lead to local waterways.

The storm drain systems in the City of Lincoln have a state and federal stormwater permit. Per the permit, only stormwater runoff and a few other limited items are allowed in the storm drain system. Any private connections to the storm drain system allowed by local, state, and federal law need to be coordinated through the Lincoln Transportation and Utilities' ("LTU") Watershed Management Division. Any new or redevelopment projects in the Redevelopment Area that have an acre or more of construction activities will need to meet the City's stormwater quality requirements.



Belmont Redevelopment: FEMA Detail

- Redevelopment Area
- Floodplain
- FEMA Floodplain-500 year
- Floodway



## Parks and Recreation Facilities & Trails

### *Parks*

There are three parks located within the Redevelopment Area. Parks provide a sense of place and community for the Redevelopment Area. The City should continuously consider what park improvements could enhance resident experience.

Belmont Park: This community park is located next to Belmont Elementary School and Belmont Community Center (“BCC”), near 12<sup>th</sup> and Judson Streets. Facilities include an open shelter, playground, open field available for practices or games, and a public pool. A playground renovation is planned for Belmont Park, with project completion anticipated in the summer of 2026.

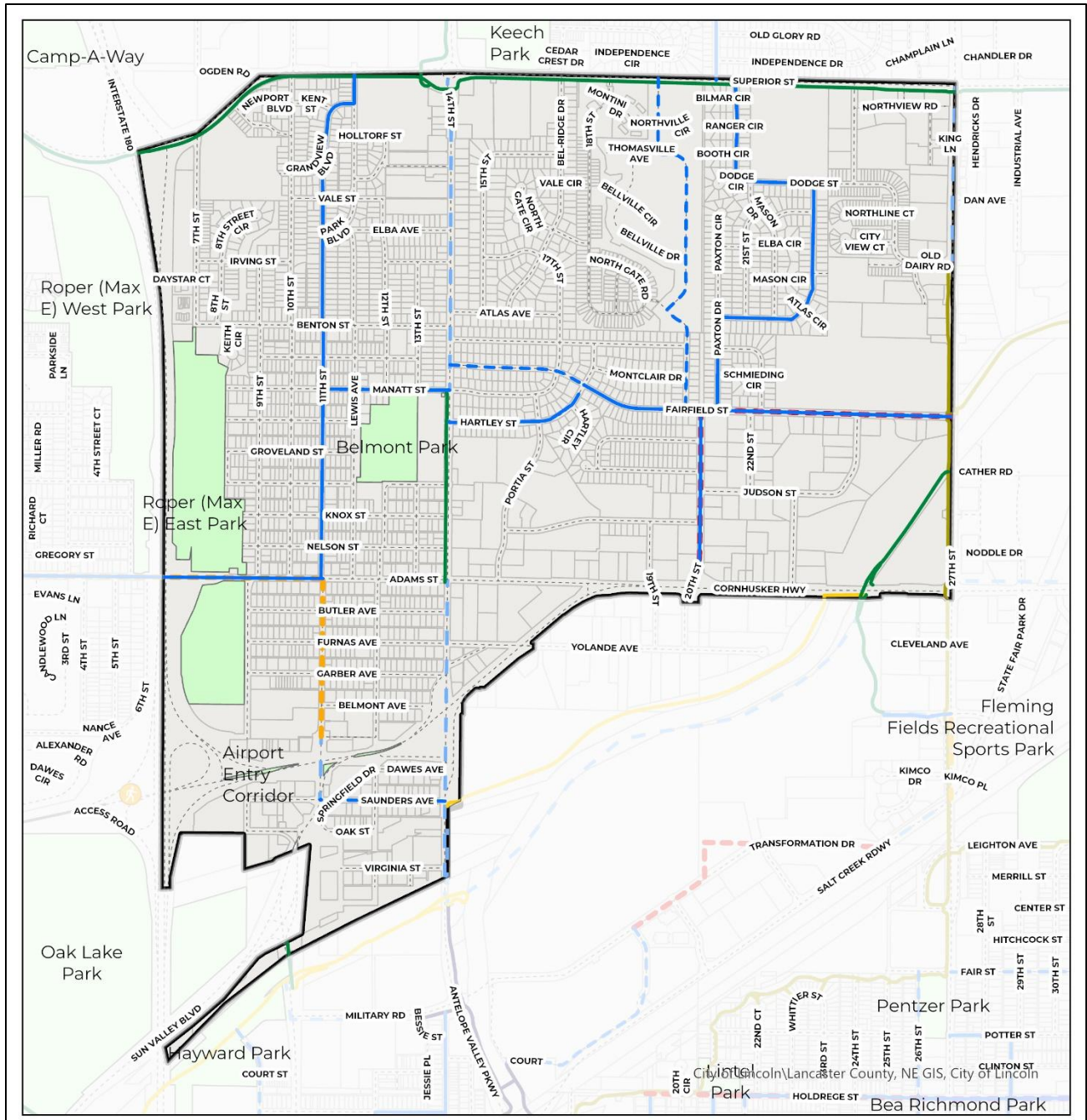
Max E. Roper Park – East: This community park has an 18-hole disc golf course and is located on the east side of I-180, from Belmont Avenue to just south of Benton Street, and as far east as North 9<sup>th</sup> Street. Originally called Interstate Park, it was created in the early 1960s, adjacent to I-180 and perpendicular to Adams Street. The park had the dual purpose of serving the Belmont and West Lincoln neighborhoods, as well as providing an attractive entrance to Lincoln on I-180. Interstate Park was popular with families and with students from Belmont Elementary and West Lincoln Elementary schools nearby.

Multiple tree plantings and other improvements were continuously made to this park throughout the 1960s and 1970s. In 1967, Lincoln Parks and Recreation Director, Jim Ager, made improvements to Interstate Park a priority when Lincoln was projected to grow exponentially in this area.

In time, a wider range of recreation activities took place at Interstate Park, with facilities such as picnic areas, walking trails, snowmobile tracks, and a Frisbee golf course being established. Max E. Roper, a citizen volunteer, helped oversee the City’s parks and recreation operations for many years. In 1946, he was appointed to the City Recreation Advisory Board, which was later merged to create the City Parks and Recreation Advisory Board. Roper remained on the Advisory Board for 31 years and helped the City acquire land for Holmes, Mahoney, Wilderness, and Interstate Parks.

Max E. Roper believed that a parks system was an essential part of any city, especially a rapidly growing one such as Lincoln. When he passed away in 1993, the City Council unanimously voted to rename Interstate Park, to commemorate his decades of services. The park was renamed Max E. Roper Park in May of 1993. Although snowmobile tracks are no longer found at Max E. Roper Park, Frisbee golf facilities, walking trails, and picnic shelters remain and the park continues to provide a welcoming entrance to Lincoln while providing a retreat for neighborhood residents and other community members.

Roper Park East Dog Run: A fenced dog run for large and small dogs located at 7<sup>th</sup> and Adams Streets, this park includes four acres of large dog off-leash play area, two acres of small dog off-leash play area, a covered restroom near the entrance, ample parking, a seasonal water fountain for people and dogs, improved walking trails, wide open flat spaces for dogs to run and stay in sight, as well accessible parking spaces.



**Belmont Redevelopment Area: Parks & Green Infrastructure**

- Parks
- Shared Bike Lane
- Proposed Shared Bike Lane
- + Proposed Signage
- Commuter Trail - Dietrich; Murdock
- Future - Commuter Trail Units



## *Community Buildings*

Belmont Recreation Center: Belmont Recreation Center shares a gymnasium with Belmont Elementary School. This facility also includes an elevated track, fitness equipment, and a game room. There are scheduled drop-in hours for both adults and youth, as well as programs for all ages, with some specifically intended for children before and after school, as well as during times when school is not in session. Facility reservations may be made for a variety of activities and events. The Belmont Recreation Center also hosts the one of the City's Aging Partners Program and Lincoln Police Department Substation.

Belmont Community Center: Though not a City managed facility, the BCC is vital to the Belmont neighborhood. The BCC dates back to 1937, when it was founded in an abandoned church on Butler Avenue by Mr. and Mrs. J. Will Blair, retired teachers from Doane College, and Mrs. Arthur Park. Their goal was to provide recreational facilities and space for both youth and adult social and civic clubs. The current building on North 12<sup>th</sup> Street, beloved by neighborhood residents, was built in 1955 by volunteer efforts of members of the Laborer's Union, Bricklayer's Union, and Carpenter's Union, among others. Since then, the BCC has served the needs of the community in various ways, and continues to adapt, while collaborating with other organizations, to keep residents engaged in the types of activities that are important to them. The BCC's slogan, "Become+Connect", summarizes its mission to support growth and community.

The Belmont Recreation Center, Belmont Park, Belmont Pool, and Belmont Community Center, along with Belmont Elementary School and Educare of Lincoln, create what the neighborhood calls the "Belmont Campus." During public input opportunities that informed the Subarea Plan, neighborhood residents identified enhancements and updates to the Belmont Campus as a priority.

## *Trails*

The Superior Street Trail is the only trail in the Redevelopment Area. It extends from Cornhusker Highway to the Highlands neighborhood and connects to the Highlands Trail and Roper Park Trail. There are also shared bike lane routes along Adams Street, North 11<sup>th</sup> Street, Manatt Street, Hartley Street, Fairfield Street, North 20<sup>th</sup> Street, Paxton Drive, Atlas Avenue, Dodge Street, North 21<sup>st</sup> Street, and North 23<sup>rd</sup> Street. Trail connection is an important part of a multi-modal transportation network. All due consideration should be given to how trails can connect the Redevelopment Area to other major hubs within the City and beyond.

Though not in the Redevelopment Area, the Salt Creek Levee Trail is just to the south of the Redevelopment Area and could play an important role in pedestrian connectivity for the Redevelopment Area. The LPSNRD constructed the Salt Creek Levee Trail, dedicated in 1990. This trail is part of the Crescent Green Plan and follows Salt Creek and the levee that was built to protect Lincoln from flooding. The Salt Creek Levee Trail connects with the Jamaica North Trail on the south, then with Haymarket Ballpark, Pinnacle Bank Arena, and Oak Lake Trail, and eventually with the Superior Street Trail on the north.

## TRANSPORTATION

### Traffic Circulation

The Redevelopment Area is served by I-180 at its western edge. I-180 may be accessed at Superior Street, at the northwest corner of the Redevelopment Area, and at Cornhusker Highway, at the southwest corner. Three other major roadways border the Redevelopment Area: Superior Street to the north, North 27<sup>th</sup> Street to the east, and Cornhusker Highway to the south. These roadways provide excellent vehicular connectivity to Downtown Lincoln, as well as other parts of the City.

According to the City of Lincoln Access Management Policy, Superior Street, Cornhusker Highway, and North 27<sup>th</sup> Street are major arterials, meaning that they are high-traffic corridors that do not enter neighborhoods and facilitate connections to major activity centers. North 14<sup>th</sup> Street is classified as a minor arterial, which is used for trips of moderate distance and meant for slower speeds than major arterials. I-180 is an interstate highway with fully controlled access points at Cornhusker Highway and Superior Street in the Redevelopment Area.

According to LTU, estimated Average Daily Traffic Volume (“ADT”) in the Redevelopment Area are high on the major arterials. Cornhusker/U.S. 6 Highway from North 11<sup>th</sup> Street to North 14<sup>th</sup> Street sees an average of 29,540 daily trips and 23,490 daily trips from North 14<sup>th</sup> Street to Adams Street. North 14<sup>th</sup> Street from Superior Street to Adams Street sees approximately 13,000 trips per day. You can find all ADT counts on [LTU’s website](#).

### **Average Daily Traffic Volume by Year**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>ADT</b>	<b>Most Recent Year Estimated</b>
North 27 <sup>th</sup> St	Fairfield St	Cornhusker Hwy	33,080	2024
North 27 <sup>th</sup> St	Superior St	Fairfield St	30,820	2024
I-180	Superior St	Cornhusker Hwy	30,810	2021
Cornhusker Hwy	North 20 <sup>th</sup> St	North 27 <sup>th</sup> St	29,170	2024
Superior St	North 14 <sup>th</sup> St	North 20 <sup>th</sup> St	27,630	2024
Superior St	North 20 <sup>th</sup> St	North 27 <sup>th</sup> St	26,740	2024
Superior St	North 10 <sup>th</sup> St	North 14 <sup>th</sup> St	26,710	2023
Superior St	I-180 E Ramp	North 10 <sup>th</sup> St	26,330	2024
North 14 <sup>th</sup> St	Atlas Ave	Adams St	13,420	2024
North 14 <sup>th</sup> St	Superior St	Atlas Ave	12,940	2023
Adams St	North 11 <sup>th</sup> St	North 14 <sup>th</sup> St	6,180	2024
Adams St	North 14 <sup>th</sup> St	Cornhusker Hwy	5,120	2024

During the public input process for the Subarea Plan, stakeholders identified the high level of traffic flow along the boundaries of the Redevelopment Area as a challenge to accessing the area in any way other than by motor vehicle. Multi-modal transportation opportunities should be considered whenever possible to safely connect the Redevelopment Area to other parts of the City. Doing so is

in keeping with the objective of improved access for all transportation modes, as well as safe connections for all users, discussed in the Comprehensive Plan.

### Street Layout

Streets in the residential area west of North 14th Street are arranged in a standard north/south and east/west grid alignment. Residential streets east of North 14th Street have fewer intersections and are more likely to be curved and feature cul-de-sac configurations.

### Street Conditions

Approximately 27% of the parcels in the Redevelopment Area are adjacent to streets in “fair” or “poor” condition according to the Blight Study. An estimated 76% of parcels are adjacent to asphalt streets, 23% are adjacent to concrete streets, and 1% are adjacent to gravel roads.

### Access and Parking

The street grid arrangement, mostly in the portion of the Redevelopment Area west of North 14<sup>th</sup> Street, facilitates circulation. In the area east of North 14th Street, North 20th Street and Fairfield Street are both major collectors and provide connections to Cornhusker Highway and North 27th Street.

There is ample on-street parking in the Redevelopment Area, as well as off-street parking available at neighborhood businesses, parks, and other destinations.

### Sidewalks and Pedestrian Activity

Approximately 2% of the parcels in the Redevelopment Area were found to have sidewalks in “fair” or “poor” condition according to the Blight Study. Approximately 7% of all parcels lacked sidewalks.

A lack of high-quality sidewalks can create a threat to pedestrian safety and can make it almost impossible for people with mobility challenges to move throughout the Redevelopment Area. Any redevelopment that occurs in the Redevelopment Area will comply with all sidewalk requirements including ADA accessibility improvements to ensure connectivity throughout the Redevelopment Area. Furthermore, consideration should be given to sidewalk infill in the areas that are lacking sidewalks.

### Public Transportation

Three StarTran routes serve the Redevelopment Area: #41 – Havelock, #27 – North 27th, and #52 – Gaslight. These routes connect the Redevelopment Area to Downtown Lincoln, as well as to grocery stores and schools. #52 Gaslight provides a connection to the Lincoln Airport.

In addition to fixed-route service, StarTran offers an on-demand microtransit shared ride service that can be scheduled through the VANLNK app. Trips are planned using software that optimizes the route for current users on the schedule. All vehicles are lift or ramp accessible.

StarTran also offers a Paratransit Program that provides door-to-door transportation for those experiencing a disability that prevents them from riding fixed-route city buses.

During the community engagement process, stakeholders expressed the need for amenities and improved conditions at bus stops for transit users to travel safely and with dignity. Without adequate measures being taken, interest in using public transportation can decline dramatically. The travel experience of transit users, as well as their safety, can be improved in the Redevelopment Area with benches, shelters, trash cans, and buildouts at bus stops.

### Streetscape

Streetscapes will include amenities for visual interest and safety, including seating, green buffers, and other design elements as identified during the development process of any potential streetscape project. One of the major concerns raised in the Subarea Plan planning process is a lack of a sense of place for the Belmont neighborhood. Streetscape design can assist in creating that sense of space and corridor identity, especially along Cornhusker Highway, North 14<sup>th</sup> Street, and North 11<sup>th</sup> Street.

## PUBLIC UTILITIES

### Water Systems

Water mains throughout the Redevelopment Area range in age from 20 to 100 years and are generally in mixed conditions, based upon performance, condition, and break history according to the Blight Study. The majority of the water lines in the Redevelopment Area are PVC or galvanized pipes. New water mains and connections meeting current size and materials standards may be necessary to support redevelopment activities in the Redevelopment Area. The installation of new water mains may be needed in connection with some redevelopment activities in the Redevelopment Area.

### Sanitary Sewer System

Sanitary sewer mains in the Redevelopment Area are in mixed conditions and range in age from 20 to 80 years, generally decreasing in age to the east according to the Blight Study. For the most part, the sanitary sewer is made of vitrified clay pipe (VCP). To support future development in the Redevelopment Area, rehabilitation of the existing sanitary sewer mains or installation of new sanitary sewer mains may be needed.

## Street Lighting

Streetlights along Cornhusker Highway, North 27th Street, and Superior Street have underground wiring. Those along North 14th Street are powered by overhead wiring. Overhead wiring is present in residential areas west of North 14th Street and south of Benton Street. Underground wiring powers residential areas east of North 14th Street and mostly north of Benton Street. All streetlights within the Redevelopment Area have been converted to LED.

New or additional lighting would be beneficial in the residential areas of the Redevelopment Area to improve visibility and safety for pedestrians and cyclists and should also be utilized to create a sense of place whenever feasible and may be useful for placemaking activities within the Redevelopment Area. Further, if the opportunity arises, electrical lines that run along the streets and alleys should be undergrounded.

## HISTORICAL SIGNIFICANCE

Although the Redevelopment Area does not have any historic districts or properties of historic note, the neighborhood does have a rich history. Jim McKee wrote about said history in his two Lincoln Journal Star articles – *Belmont Hasn't Always Been Belmont* in 2019 and *'Beautiful mountain' Grew Out of Lincoln* in 2024, summarized in the following.

The Lincoln neighborhood currently known as Belmont, or “beautiful mountain”, originated as four, independent subdivisions: Belmont on the south, Lincoln Heights to its north, then Grandview Residence Park, with Worthington Academy furthest north. Belmont was never an independent village like Bethany, Havelock, or West Lincoln.

Lancaster County School District No. 90 was annexed to Lincoln District No. 1 in 1888. In 1889, the Lincoln School District purchased five lots on which Belmont Community School was built. The two-story school was located on North 12<sup>th</sup> Street, between Garber and Belmont, and had four rooms. The first portion of the present-day, three-story Belmont Elementary School was built in 1921, at 3425 North 14<sup>th</sup> Street – the same as today’s address. The present building was dedicated in 1993, when there were 740 students in attendance.

In 1890, Grandview Residence Park, or Grandview Heights, was platted as the next subdivision to the north. There, the land sloped upward, and the elevation was reportedly 140 feet higher than that of O Street, making the air “pure and healthy”. Grandview was promoted as the most sought-after of the three “Belmont” neighborhoods, with its curvilinear streets, absence of right-angle intersections, and view of the second state capitol’s dome. Since the city of Lincoln could not annex subdivisions which were not directly adjacent or contiguous, a buffer of plantings was created that also helped preserve the suburban setting. It consisted of apple and cherry trees, grape vines, corn and wheat. An electric trolley initially provided a connection to Lincoln and was later replaced by a horse-powered street railway.

Two noteworthy houses were built in this suburban neighborhood. Owsley Wilson, a Lincoln attorney, built a large house of Nebraska sandstone in 1890, on Grandview Lane. This house, that allegedly included a gambling den, was later bought by Lyle Rice in 1941, badly damaged in a tornado in 1949, and then rebuilt. Ellis Hartley, superintendent of Lincoln schools in the 1880s and for whom Hartley School was named, occupied a large house on 70 acres directly west of Grandview. This house had five rooms per floor, central heating, a 50-pound acetylene plant for gas lighting, and was finished in mahogany. There was a planned experiment in raising silkworms that never materialized, with a resulting forty acres of Hartley's land being planted in mulberry and apple trees.

The center of the original Grandview plat was north of Superior Street, at the highest point of the slope that became the west end of Hilltop Street. This spot had been intended for Grove Park but a group of Lincoln investors built a five-story school in 1892 and named it the Worthington Military Academy after the church's Bishop George Worthington. The building was called Trinity Hall and in 1896, it burned and exploded, sending large blocks of stone all around.

The economic depression of 1893 saw development in the northern subdivisions come to a halt and many houses were supposedly physically moved to Havelock, which was still growing. When Salt Creek flooded in 1923, the northern neighborhoods became isolated and development did not resume until 1954 when Belmont Construction Co., owned by Karl Witt, was motivated to build because of the growth of the Lincoln Airbase.

All the original mansions have been replaced, including one built in 1941 from stone salvaged from the academy building explosion.

There are now two additional schools in the Belmont area: Campbell Elementary and Goodrich Middle School. Together with Belmont Elementary, they serve approximately 2,350 students.

Until 2023, there was only one remaining original business from the neighborhood, a two-story brick grocery store at North 12th and Belmont Streets (1172 Belmont Avenue). It began as Barnhill's grocery store, one of two grocery stores in that area in the 1920s and 1930s. Everett J. Barnhill sold the store to his son-in-law, Forest Hutson, whose son moved it in 1966 to the newly built shopping center to the south. It first operated under the name Jack & Jill, and later as Save Mart. The original brick building at North 12th and Belmont later became a liquor store – Brinkman's Liquor Store, then Lincoln Heights Liquor, then Amen's, and was eventually torn down because of structural issues.

Of Grandview's original curvilinear street plan, only one short section remains as Grandview Boulevard that originally connected Lincoln Heights and Grandview.

## BLIGHT AND SUBSTANDARD DETERMINATION STUDY

### Finding of Blight and Substandard Conditions

For a redevelopment project in the City to be eligible for tax increment financing (“TIF”) resources under the Act, the project must be in an area that has been designated as “blighted” and “substandard,” as those terms are defined in the Act.

The City, through its Urban Development Department, contracted with the Consultant to conduct the Blight Study. The Blight Study was completed in January 2021. This section of the Redevelopment Plan is taken directly from the Blight Study.

Of the four substandard factors set forth in the Nebraska Community Development Law at the time of the Blight Study, one factor, age or obsolescence of structures, was found to have a strong presence in the Redevelopment Area, while three factors were found to have a reasonable presence: dilapidation/deterioration; inadequate provision for ventilation, light, air, sanitation, or open spaces; any combination of factors that are detrimental to the public health, safety, morals, or welfare.

Of the 12 blight factors set forth in the Nebraska Community Development Law at the time of the Blight Study, three were found to have a strong presence (diversity of ownership, improper subdivision or obsolete platting, two of five additional conditions – age of structures and per capita income), and eight were found to have a reasonable presence (deteriorated/dilapidated structures; defective or inadequate street layout; faulty lot layout; insanitary or unsafe conditions; deterioration of site or other improvements; tax or special assessment delinquency exceeding fair value of the land; conditions which endanger life or property; other environmental blighting factors).

The Consultant concluded that the number, degree, and distribution of blight and substandard factors in the Redevelopment Area, as documented in the Blight 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 aid provided in the Act. Further, the Consultant opined that the findings in the Blight Study warrant designating the Redevelopment Area as blighted and Substandard. The City Council declared the Redevelopment Area blighted and substandard on June 28, 2021 via Resolution A-92806.

### Finding of Extreme Blight Conditions

The City, through its Urban Development Department, completed the Belmont Area Extreme Blight Determination Study (“Extreme Blight Study”) in April 2021 to determine if the Redevelopment Area met the legislative requirements to be declared extremely blighted for the purposes of receiving an additional five years of TIF as well as other tax benefits. The Extreme Blight Study determined that the Redevelopment Area did meet the requirements for an extremely blighted designation. City Council adopted the Extreme Blight Study as well on June 28, 2021 via Resolution A-92807.

## REDEVELOPMENT PLAN GUIDING PRINCIPLES

The Comprehensive Plan identifies several policies for mixed use areas. The following guiding principles are taken directly from the Comprehensive Plan and should be used as a guide for redevelopment activities.

### P1: Housing Affordability – Make available a safe residential dwelling for all residents

Applicable action steps:

Implement the housing and neighborhood strategies as embodied in the Affordable Housing Coordinated Action Plan, City of Lincoln Consolidated and Annual Action Plans and subsequent housing and neighborhood plans. These plans provide the core for affordable housing and neighborhood preservation actions for public and private agencies.

- Provide for more education of the public about affordable housing and code enforcement.
- Promote the preservation, maintenance and renovation of existing housing and neighborhoods throughout the city, with special emphasis on low- and moderate-income neighborhoods.
- Enforce better property maintenance, both interior and exterior, by implementing proactive code enforcement, to help preserve affordable housing and encourage residents to take pride in and maintain their homes.
- Continue to develop affordable housing zoning text amendments that implement recommendations from the Affordable Housing Coordinated Action Plan and other documents and community input.
- Support development of an Affordable Housing Consortium to build strategic partnerships, develop a shared vision, and create a funding mechanism for shared risk as essential components for creating new housing product types and lower price-points.

### P2: Existing Neighborhoods – Continue our commitment to strong, diverse, and complete neighborhoods

Applicable action steps:

- Promote the preservation, maintenance, and renovation of existing housing and supporting neighborhood uses throughout the City, with special emphasis on low- and moderate-income neighborhoods.
- Maintain and enhance infrastructure and services, commensurate with needs, in existing neighborhoods.
- Encourage well-designed and appropriately placed density, including within existing apartment and group living complexes and in redeveloping commercial or industrial centers, where there is land available for additional buildings or expansions. Provide flexibility to the marketplace in siting future residential development locations. This includes appropriately placed infill in prioritized Nodes and Corridors, neighborhood edges, and underutilized commercial or industrial sites.

- Recognize that broad economic diversity within existing neighborhoods encourages reinvestment and improves quality of life for all residents while acknowledging the need for affordable housing.
- Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
- Encourage public and private investment in neighborhood infrastructure and services to support economic diversity that improves the quality of life for all residents.
- Promote neighborhood and community design that supports healthy and active lifestyles.
- Examine current residential zoning districts and propose modifications to encourage ‘missing middle’ units (single-family attached, cottage courts, townhomes, live-work, and a variety of three- and four-plex configurations), including affordable units, to people with a range of incomes. Neighborhood edges in particular present an opportunity for missing middle housing.
- Explore economic development incentives to attract grocery stores to neighborhoods lacking access to fresh food.

P6: Nodes and Corridors - Facilitate the redevelopment of prioritized Nodes and Corridors to create high-quality mobility-focused neighborhoods. Focus efforts on supporting additional jobs and residential development, including a variety of housing types and price points.

Applicable action steps:

- Continue utilizing TIF, and evaluate other incentives, to promote high-quality development in targeted areas.
- Coordinate transit and other mobility enhancements with nodes and corridor areas.
- Examine policies to encourage commercial Floor Area Ratios of at least 0.5 within buildable areas designated for commercial development inside the project boundary (including public and semi-public buildings). This strategy encourages significant returns on public investment by developing high-quality properties with sustained value, long-term viable businesses to generate sales tax, and efficient use of land and infrastructure resources.
- Examine policies to encourage residential densities of at least 15 dwelling units per gross acre within buildable areas inside the project boundary. This strategy encourages significant returns on public investment by developing high-quality properties with sustained value, supports new businesses in the mixed use center, makes public transportation more viable, and uses land and infrastructure more efficiently.

P8: Infill and Redevelopment - Encourage infill and redevelopment in appropriate locations throughout the community in order to meet the assumption for 25% of all new dwelling units being infill.

Applicable action steps:

- Encourage redevelopment of aging and underutilized commercial centers, along with other large sites in existing areas such as former schools and residential acreages, to add a

variety of housing types that are affordable to diverse income levels. A mix of residential and commercial uses is desirable in locations with good visibility and access, such as most existing commercial centers, but in some cases redevelopment sites are more suited for exclusively residential uses.

- Encourage redeveloped commercial centers to incorporate a variety of medium and high-density housing affordable to diverse income levels that could serve as a transitional use to less intensive residential development and benefit from walkable access to the commercial area and transit.
- Strive for predictability for neighborhoods and developers for residential development and redevelopment.
- Environmentally sensitive areas (i.e. floodplains, wetlands, native prairie) may not be appropriate for redevelopment. When redevelopment does occur, environmentally sensitive areas need to be considered and incorporated holistically as part of a redevelopment project.

P35: Entry Corridors – Entryways should be studied, protected, and enhanced to create and express community pride. Attractive, well-designed entryways can have a lasting impression on new visitors, positively shaping their perception of the community as a whole and increasing the likelihood of a return visit. Inversely, poorly designed – or poorly maintained – entryways can deter visitors from exploring a community or coming back more often. For local residents and employees who travel the entryway regularly or live in close proximity, successful corridors can positively impact their quality of life, promote community pride, and fuel future reinvestment in the surrounding area.

Action steps:

- Study key entryways to Lincoln and adopt zoning tools and incentives to protect and enhance “first impressions” of the community, including a thoughtful, distinctive, and attractive system of “wayfinding” signs to key community attractions.
- Continue and update a wayfinding system of related, attractive signs guiding and orienting motorists, bicyclists, and pedestrians throughout the community.
- Preserve and enhance the character of key entry points and corridors into the City of Lincoln through enhanced landscaping and public art in rights-of-way, and respectful development of adjacent properties.

P64: Complete Streets - Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities.

Applicable action step:

- Enhance neighborhoods by adding safe and accessible connections to transit, multiuse trails, sidewalks and bicycle facilities.

## PLAN CONFORMANCE

*PlanForward, the City's 2050 Comprehensive Plan:* Adopted November 22, 2021, as amended, the Comprehensive Plan represents the local goals, objectives, and policies of the City. The Redevelopment Plan was developed in accordance with, and is consistent with, the Comprehensive Plan. All opportunities for redevelopment of the Redevelopment Area shall be considered and implemented in conformity with the Comprehensive Plan. This Redevelopment Plan contemplates the ability to include residential, commercial, industrial, and green space redevelopment activities within the Redevelopment Area as the opportunity arises and follows the guiding principles laid out in the Comprehensive Plan.

*Belmont Neighborhood Subarea Plan:* The Subarea Plan was adopted as part of the Comprehensive Plan on September 29, 2025, identifies the community's goals and priorities for the Belmont neighborhood. This Redevelopment Plan strives to implement many of the public infrastructure goals and other goals identified in the Subarea Plan. Any projects identified in this Redevelopment Plan will be considered and implemented in conformity with the Subarea Plan.

*Climate Action Plan:* This plan prioritizes the continuation of mixed-use development, the adoption of pedestrian-oriented development, and the adoption of transit-oriented development ("TOD") policies regarding the City's growth and redevelopment. The Climate Action Plan also emphasizes the alignment of economic development goals with climate realities, through the growth of climate smart businesses and the development of a climate-ready workforce. Thus, ideal projects will provide for walkable, mixed-use housing options and/or will incorporate businesses, institutions, or public services which further the goals of climate-smart innovation and economic development.

*Affordable Housing Coordinated Action Plan:* This plan identifies strategies which could influence the future land use and zoning within the Redevelopment Area, such as increasing the percentage of land zoned for multi-family and missing middle housing, expanding the number for affordable units through the Low-Income Housing Tax Credits ("LIHTC") funding product, and encouraging infill redevelopment in existing neighborhoods. Projects formed by these strategies are more likely to increase the density of housing units and population within redevelopment areas. Effective redevelopment proposals will also aim to minimize any adverse effects on existing residents.

All development or projects in the Redevelopment Area should be consistent with the goals set forth in the Comprehensive Plan, Climate Action Plan, and Affordable Housing Coordinated Action Plan, and all other plans adopted by the City.

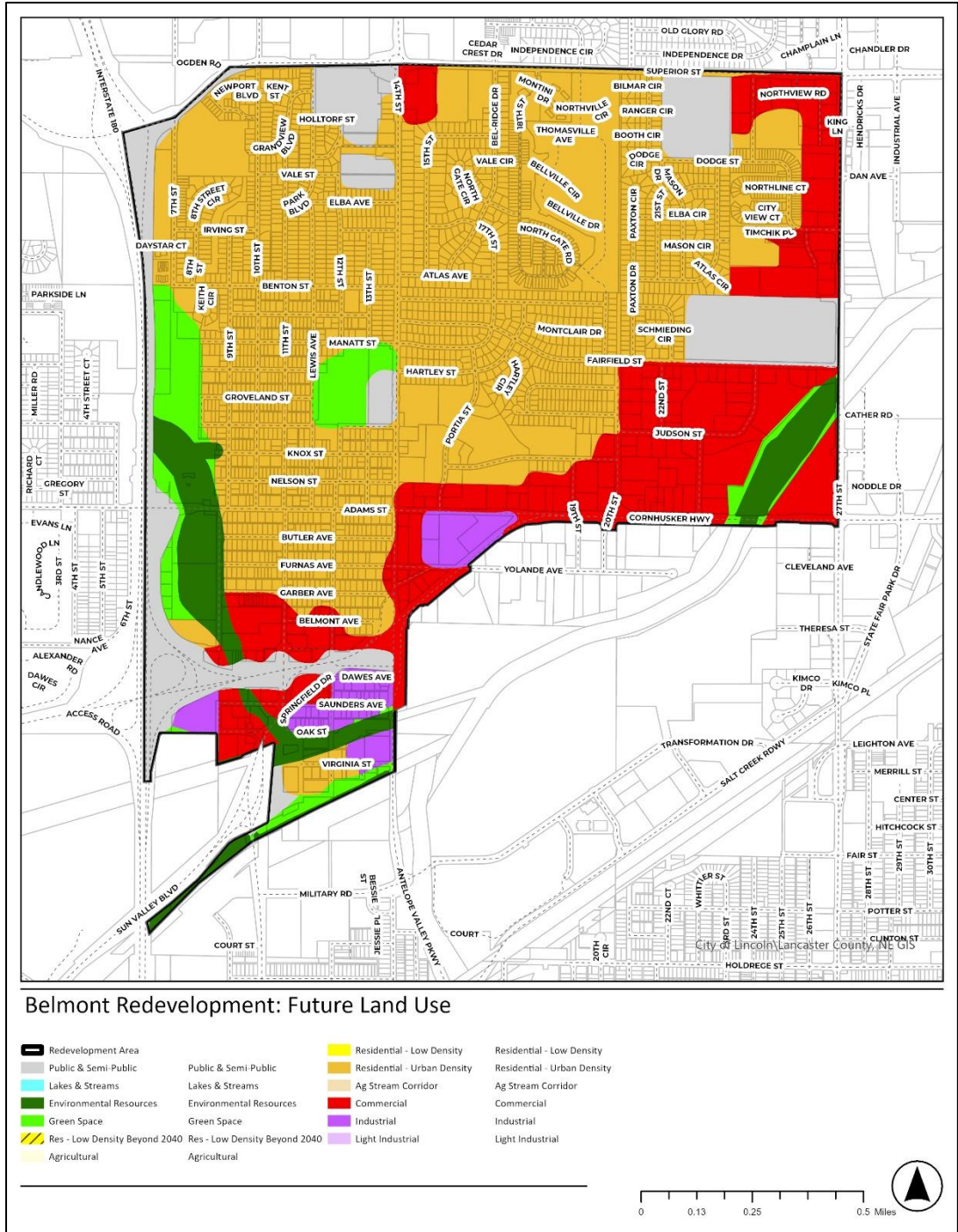
## REDEVELOPMENT ACTIVITIES

The private redevelopment activities to be undertaken in the Redevelopment Area will be identified as redevelopment projects occur. Public investment in this area should include but not be limited to:

- Reconstructing the North 14<sup>th</sup> Street bridge over Cornhusker Highway, focusing on pedestrian amenities, lighting, and placemaking;
- Streetscape enhancement activities along Cornhusker Highway, North 11<sup>th</sup> Street, and North 14<sup>th</sup> Street;
- Support the Belmont Community Center, and other needs on the Belmont Campus;
- Increased public lighting;
- Placemaking activities including entryway features, public art and supporting structures, and signage;
- Park enhancements;
- Sidewalk installation and repair; and
- Existing residential support.

## FUTURE LAND USE

The Future Land Use map illustrates the intended future land uses within the Redevelopment Area, in conformance with the City's Comprehensive Plan. The majority of the area is designated as residential, followed by commercial, industrial, and environmental/green space. Redevelopment activities will be consistent the Comprehensive Plan.



## REDEVELOPMENT PROCESS

The City anticipates construction of public improvements and other redevelopment activities in the Redevelopment Area could require construction easements and site preparation (including rerouting/upgrading of underground utilities, as needed). If any acquisition, relocation, demolition, or disposal of property is needed, the process for these redevelopment activities are as follows:

- Property Acquisition. The City may acquire the necessary fees, easements, property, and covenants through voluntary negotiations. The City of Lincoln Land Acquisition Policy Statement is on file at the Urban Development Department, 555 S. 10th Street, Suite 205, Lincoln, NE 68508. However, if voluntary agreement is not possible, the City must follow procedures to institute eminent domain proceedings.
- 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, 555 south 10th Street, Suite 205, Lincoln, NE 68508).
- 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 surrounding properties. Measures to mitigate environmental findings may also be necessary, if determined by site testing.
- Disposal/Disposition – Redevelopment 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 the Land Disposition Procedures on file at the Urban Development Department, 555 south 10th Street, Suite 205, Lincoln, NE 68058). All public property to be sold must follow surplus procedures.
- Requests for Proposals. The City will follow the standard selection process to hire architects and engineers to design the public facilities and improvements. Primary contractors will also be competitively selected.

#### ESTIMATED EXPENDITURES

Estimates of the costs associated with each project will be determined as projects occur, and a cost-benefit analysis for each project will be conducted to determine the costs and the benefits of the proposed project prior to implementation. Necessary public improvements will be prioritized and constructed as TIF dollars are generated.

## FINANCING

The private sector will provide primary financing for revitalization of the Redevelopment Area. The City shall participate where necessary in the redevelopment process, including providing public services and public improvements. However, the scope of the work necessary to eliminate blight and substandard conditions in the Redevelopment Area is beyond the City's capacity to accomplish alone. Financing of proposed improvements will require participation by both the private and the public sectors.

Projects undertaken in the Redevelopment Area will be subject to the limits and sources of funding authorized and approved by the Mayor and the City Council. Where appropriate, the City may participate by providing financial assistance for the rehabilitation of structures.

Sources of funding may include:

1. Special Assessments – Business Improvement Districts.
2. Private Contributions.
3. Municipal Infrastructure Redevelopment Fund (MIRF).
4. Community Development Block Grant (CDBG) Funds.
5. Home Investment Partnership Act (HOME).
6. HUD Section 108 Loan Program.
7. Community Improvement (Tax Increment) Financing (Ad Valorem Tax).
8. Capital Improvements Program Budget.
9. Federal and State Grants.
10. Interest Income.
11. Advance Land Acquisition Fund – property rights/easements, public facility site acquisition.
12. Other tax credit programs as available.

According to the Act, any ad valorem tax levied upon real property, or any portion thereof, in a Project shall be divided for a period not to exceed the statutorily permitted period after the effective date as identified in the project redevelopment contract or in the resolution of the authority authorizing the issuance of bonds pursuant to the Act, 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 public body upon the 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 ("Base Tax Amount"); and
- That portion of the ad valorem tax on real property, as provided in the redevelopment contract or bond resolution, in the Project in excess of the Base Tax 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, loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such authority for financing or refinancing, in whole or in part, the 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 county treasurer and all ad valorem taxes upon taxable real property in such Project shall be paid into the funds of the respective public bodies.

The effective date for the Community Improvement Financing provisions of the Redevelopment Plan for each sub-project shall be identified in the project redevelopment contract. Bond repayments periods are subject to the City's TIF Policy but are generally 15 or 20 year terms.

## Mid-South Belmont Revitalization Project

January 2026

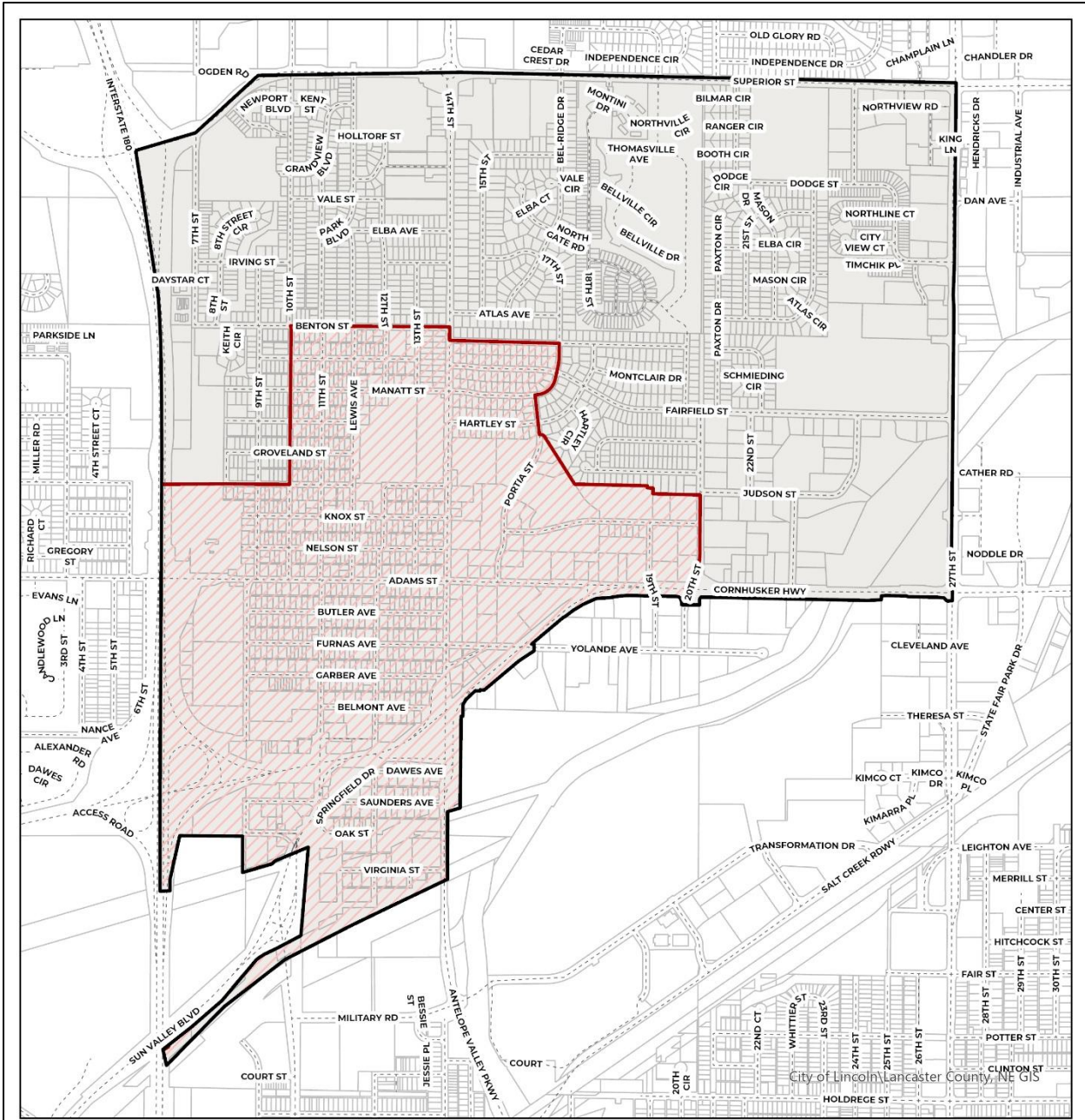
### PROJECT DESCRIPTION

The Mid-South Belmont Revitalization Project (“Project”), encompassing improvements to North 14<sup>th</sup> Street bridge, Cornhusker Highway streetscape and right of way enhancements, and revitalization of the Belmont campus Amendment to the Belmont Redevelopment Plan, as amended (“Plan Amendment”) is dedicated to enhancing the facilitation of a safe multimodal transportation corridor along North 14<sup>th</sup> Street as well as revitalizing the “Belmont Campus”, a beloved three block area in the heart of the Redevelopment Area that that encompasses the Belmont Community Center (“BCC”), Belmont Recreation Center, Belmont Elementary School, Educare of Lincoln, Belmont Park, and Belmont Pool. During the *Belmont Neighborhood Subarea Plan* (“Subarea Plan”) public input process, participants expressed the desire to formalize the status of this area as a neighborhood hub of activity and connection. The Project encompasses approximately 485 acres, and its boundaries are approximately Benton Street to the north, I-180 to the west, North 20<sup>th</sup> Street to the east, and Oak Creek to the south (the “Project Area”). The Project Area Map below shows the location of the Project within the context of the City of Lincoln (“City”). There are currently no active tax increment financing (“TIF”) projects in the Project Area. If new TIF projects are activated in the Redevelopment Area in the future, this map will be updated, and valuations will be recalculated.

### PROJECT PHASING

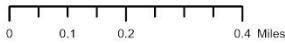
The Project will be completed in phases. The phasing plan of action must take place because of the unpredictable availability of funding/financing. Implementation of activities in all phases will be to the limit of available resources. These phase numbers do not necessarily reflect priority, and phases may overlap as funding allows. The Project may leverage financing from multiple programs within the City as well as private funding if available. The Project may also include sidewalk and other public infrastructure improvements within the entirety of the Redevelopment Area.

Publicly funded redevelopment activities for the Project may include the following: street and streetscape enhancements, utility enhancements, sidewalk rehabilitation and enhancements, revitalization of public parks, façade enhancements, energy enhancements, preservation activities of potential public and non-profit structures, placemaking activities, and other expenses as permitted under the Community Development Law (the “Act”) (Nebraska Revised Statutes sections 18-2101 to 18-2158, as amended) and in the Redevelopment Plan.



### Belmont Mid-South Project Area

- Redevelopment Areas
- Belmont Mid-South project



## Phase I: North 14<sup>th</sup> Street Bridge Replacement

The first phase will assist in the reconstruction of the North 14<sup>th</sup> Street bridge over Cornhusker Highway as well improvements to the bridge over Oak Creek and sidewalk improvements from Adams Street to Oak Creek along North 14<sup>th</sup> Street. Throughout the Subarea Plan public input process, improving the bridge over North 14<sup>th</sup> Street was one of the highest identified priorities.

The bridge as it currently exists was built in 1961. It has served its useful lifespan and is in deteriorating condition. Rebar can be seen sticking out in multiple portions of the sidewalk. The sidewalk is narrow and there is no barrier between the sidewalk and driving lanes, creating an unpleasant pedestrian experience. This is a major connection between the Belmont neighborhood and Downtown and the University of Nebraska – Lincoln’s City Campus.

Multi-modal connections are an important part of the City’s transportation infrastructure. When designing the new bridge, attention should be paid to the pedestrian and cycling experience. A wide, separated sidewalk should be included. Pedestrian level lighting should be used to enhance the sense of safety and comfortability on the bridge.

City staff will work with design teams to engage the public and create a community informed design for this phase. Budgeting for this phase will be created in response to this process.



North 14<sup>th</sup> Street Bridge looking north.



North 14<sup>th</sup> Street Bridge looking west.



## Phase II: Streetscape Enhancements Along Cornhusker Highway, North 11<sup>th</sup> Street, and North 14<sup>th</sup> Street

The second phase involves enhancing the streetscape along Cornhusker Highway, North 11<sup>th</sup> Street, and North 14<sup>th</sup> Street. The Subarea Plan identified the neighborhood's desire to create a sense of identity in the Belmont neighborhood. These activities make the most sense along the neighborhood's entryway corridors. Design will include welcoming gateway elements to signal entry into the Belmont neighborhood and reinforce the sense of community and pride that was made evident during the public engagement events.

City staff will work with design teams to engage the public and create a community informed design for this phase. Budgeting for this phase will be created in response to this process.

## Phase III: Belmont Campus Revitalization

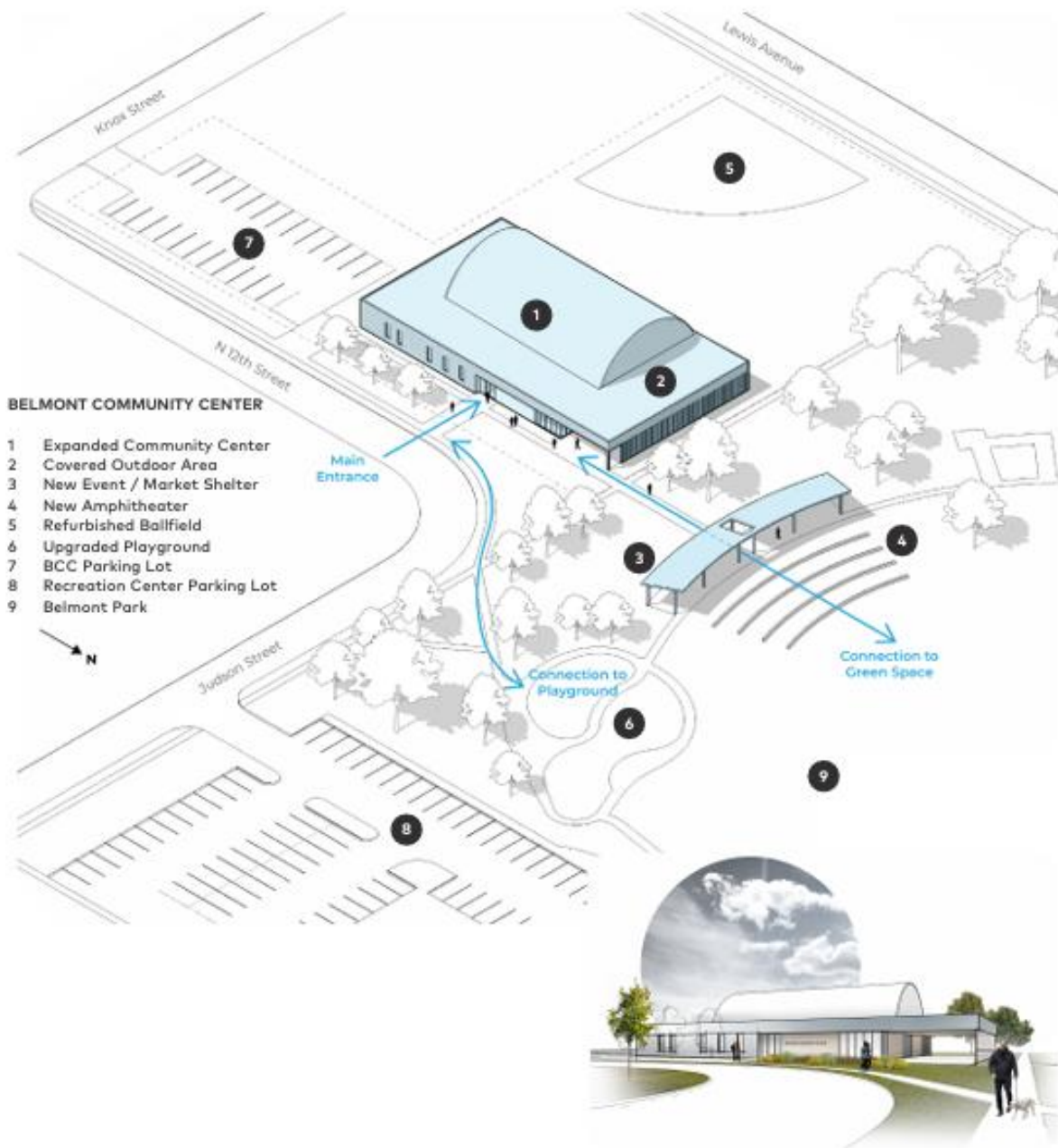
The third phase will enhance facilities on the Belmont Campus in the heart of the neighborhood that provide a high level of value to the residents. During public input opportunities that informed the Subarea Plan, neighborhood residents identified enhancements and updates to the Belmont Campus as a priority.

One of the ways participants identified enhancing the Belmont Campus is through revitalization of the BCC. The existing building on North 12<sup>th</sup> Street is a cinder block building built in 1955 through an outpouring of volunteer labor from all over the City. Throughout the years the building has provided a place for community engagement, childcare, after school activities, and many other essential services. However, the facility has aged and is no longer suited to meet the evolving needs of the community. An enhanced and/or new facility, designed through thoughtful programming that identifies the most effective ways to serve residents, would provide a significant benefit to the Belmont community.

City staff will work with representatives of the BCC and Belmont Campus and design teams to engage the public and create a community informed design for this phase. Budgeting for this phase project will be created in response to this process.

Another priority to enhancing the Belmont Campus identified in the Subarea Plan is upgrading Belmont Park into a hub of accessible, modern, and multi-use facilities. Because of its central location within the Belmont Campus, and the Belmont neighborhood as a whole, it provides an excellent opportunity for community events. The City's Parks and Recreation Department developed the Natural Play Space Master Plan for the Belmont Park and anticipate completion of the playground improvement project in summer of 2026. Further implementation of the Natural Space Master Plan, as well as other potential improvements, would benefit the Belmont neighborhood. City staff will work with design teams to engage the public and create a community

informed design for this phase. Budgeting for this phase project will be created in response to this process.



Rendering showing potential redevelopment opportunities of the Belmont Campus.

#### Phase IV: Infrastructure Improvements to Support Pedestrian Activity

The Redevelopment Area is separated from the University of Nebraska – Lincoln’s City Campus, Haymarket Park, Downtown Lincoln, and historic Haymarket District by Cornhusker Highway, I-180, Antelope Valley Parkway, and Salt Creek. These are easily traversed by vehicle but create a major obstacle for pedestrians and cyclists. Where feasible, multimodal transportation opportunities should be developed. City staff will work with design teams to engage the public and create a community informed design for this phase project. Budgeting for this phase project will be created in response to this process.

#### PLAN CONFORMANCE

The Project is consistent with *PlanForward, Lincoln-Lancaster County 2050 Comprehensive Plan* (the “Comprehensive Plan”) as well as the *Belmont Neighborhood Subarea Plan*, which calls for improvements to the North 14<sup>th</sup> Street Bridge and Belmont Campus, as well as the reinforcement of a sense of pride and place in the Belmont neighborhood. The Project meets the goals of the Subarea Plan as adopted into the Comprehensive Plan by creating a plan to finance some of the major projects identified in the Subarea Plan.

The *Cornhusker Highway Corridor Enhancement Plan* (CEP) is part of the revitalization strategy for the North 33rd and Cornhusker subarea and connects the updating of lighting, landscaping, pedestrian amenities and other streetscape enhancements to desired updates for the Cornhusker Highway corridor, from North 11th Street to North 56th Street. Zone I of the CEP is located within the Redevelopment Area and identifies some district markers, gateway improvements, and streetscape enhancements.

One of the strategies that Belmont residents and stakeholders expressed interest in was the development of safe, multi-modal access at bridges and connection points. Two such locations in the neighborhood include the 14th Street bridge over Cornhusker Hwy and the intersection at 11th and Cornhusker Highway, which are both encompassed in the CEP.

#### STATUTORY ELEMENTS

*Property Acquisition, Demolition, and Disposal:* The City does not intend to acquire property, nor would the City use eminent domain if the City did acquire property for the Project. The City of Lincoln Land Acquisition Policy Statement is filed at the Urban Development Department, 555 S. 10th Street, Suite 205, Lincoln, NE 68508.

*Population Density:* The overall population density in the Redevelopment Area is not expected to change significantly because of redevelopment activities.

*Land Coverage:* This Project should not significantly change the land coverage in the Redevelopment Area. Redevelopment projects will comply with the land-coverage ratios for applicable zoning requirements.

*Traffic Flow, Street Layouts, and Street Grades:* Traffic flow within the Redevelopment Area from North 14<sup>th</sup> Street will be temporarily negatively impacted during the demolition and reconstruction of the bridge. After completion of Phase I, access to the Redevelopment Area and circulation within it should not change significantly.

*Parking:* The Project should not have a significant impact on parking in the Redevelopment Area.

*Zoning:* The Project does not propose changes in land use and does not seek zoning changes to complete the Project.

*Public Facilities and Utilities:* Public infrastructure improvements may be required to implement the Project including improvements to Lincoln Electric System transformers or other equipment. Additional improvements may be required to implement this Project, including but not limited to improvements to the water, sanitary sewer, storm sewer, and rights-of-way including alleys and streets and public driveway access easements. As the Project is further developed, the Lincoln Transportation and Utilities Department will work with the Redeveloper to ensure that the systems can support the additional capacity requirements of the Project.

*Land Use:* The primary existing land uses in the Project Area are commercial, residential, and public. The Future Land Use Map in the Comprehensive Plan shows these same uses.

#### PROPOSED COSTS AND FINANCING

The sources of funds for the public improvements within the Project Area will be TIF generated from growth in valuations, private development within the Project Area, and other public and/or private sources as appropriate. Publicly funded redevelopment activities are expected to occur in phases as the result of increases in property values and private investment within the Project Area over time. There are no redevelopment projects currently dividing taxes within the Redevelopment Area. Future redevelopment projects may be removed from the Project Area as necessary to establish a new project.

TIF is expected to be used to assist in the reconstruction of the North 14<sup>th</sup> Street bridge and pedestrian infrastructure, enhancements to the Belmont Campus, and placemaking activities within the Project Area. These items include but are not limited to infrastructure and utility improvements, pedestrian enhancements, streetscape improvements, façade enhancements, weatherization and energy efficiency, code related upgrades, and placemaking elements as needed to support the neighborhood.

#### COST BENEFIT ANALYSIS

As required by the Act, the Redeveloper has analyzed the costs and benefits of the proposed Project including:

*Tax Revenues:* The 2026 estimated valuation of the Project Area is approximately \$215,782,000. The base value was calculated from data provided by the Lancaster County Assessor, and includes

valuations for private property, public buildings, and other public property that will remain in the Project Area unless removed for purposes of redevelopment.

The total assessed value of the Project Area would increase to approximately \$353,584,000 on regular valuation increases alone over the 20-year period and yield over \$23,563,000 in TIF collections for the district. The Project is expected to generate up to \$1,178,000 in annual TIF revenue to assist with the construction of the public improvements and enhancements related to the Project.

The budget for all three mentioned phases and any potential future phases will be created within this allocation. The actual increase in property tax collection during the 20-year TIF period will be available to finance the costs of construction of the public improvements related to the Project. The public investment in TIF funds may leverage private investment within the Project Area.

The tax increment gained from the Project Area would not be available for use as City general tax revenues over that time but will be used to preserve and enhance the Belmont neighborhood and important infrastructure. After the 20-year period or when the remaining debt is retired, the increase in annual taxes paid will be split among the taxing jurisdictions according to the tax levy.

The investment is intended to catalyze redevelopment within the Redevelopment Area and its surrounding areas, which then would generate additional property tax revenue that, if in the Redevelopment Area, would go back to the taxing jurisdictions at the end of the repayment of the bond proceeds or, if outside the Redevelopment Area, would be immediately available as general fund revenue. This redevelopment will also likely support public services through the generation of other taxes, such as employment or sales tax revenue over time.

*Public Infrastructure and Community Public Service Needs Impacts:* It is anticipated that the Project will have a positive impact on City infrastructure and services and will generate additional revenue providing support for those services in the future.

*Employment Within the Project Area:* The Project is not expected to directly increase employment within the Project Area but is expected to have a positive impact on employers and employees of firms located or locating in or expanding within the boundaries of the Project Area by enhancing major transportation corridors and public land in the City.

*Employment in the City Outside the Project Area:* There are approximately 157,274 persons employed in 8,999 total establishments in Lancaster County according to the United States Census Bureau's County Business Patterns 2023 data. The median household income for the City was \$71,867 according to the 2020-2024 American Community Survey 5-Year estimates. While the impact of the Project on city-wide employment would be minimal, the Project would support construction and potential permanent commercial employment.

*Impact on Student Populations of School Districts:* The Project contemplates the rehabilitation and revitalization of an already existing commercial corridor of the City. Therefore, there should be no

noticeable increase in the student population. Additionally, Lincoln Public Schools will have the benefit of increased property taxes paid after the TIF period.

*Other Impacts:* Though utilizing TIF will defer the majority of the incremental ad valorem real property taxes generated by the Project for up to 20 years, there will be potential additional revenue generated by the Project from sales taxes generated by the construction of the Project and from sales taxes and occupation taxes paid by the residents of the Project, as well as income taxes paid by those that might work in the City. Upon completion of the 20-year TIF period, the Project will benefit the community through higher property tax revenue.

#### FINDING OF NEED FOR TIF

Section 18-2116 of the Act requires the City Council to make the following findings before authorizing the use of TIF:

- the Project and plan as proposed would not be economically feasible without the use of TIF; and
- the Project as proposed would not occur in the Redevelopment Area without the use of TIF.

The City's Urban Development Department believes that the private and public improvements proposed in this Plan Amendment would not occur "but for" the utilization of TIF in the Redevelopment Area. Because of the oversized cost burden of rehabilitation, these repairs have not occurred without public intervention and most likely would not happen without the assistance of TIF.

#### PROJECT SCHEDULE AND IMPLEMENTATION

Following the approval of the Plan Amendment, the following steps will occur in the implementation of the Project:

- The City will divide the taxes for the Project Area and will estimate the availability of funds over a three-to-four-year period.
- The City will develop a project scope and create or hire an implementation team to monitor the implementation of the Project.
- The City may issue Community Improvement Financing (TIF) bonds or notes to fund the public improvements related to the Project.
- TIF-funded public improvements will be competitively bid, as needed and required by the Purchasing Department.
- The public improvements and enhancements will be completed.

Private redevelopment will be reviewed on an individual basis, as developers request assistance.

Appendix A  
Redevelopment Area PIDs