



# Industrial Avenue and Superior Street Redevelopment Plan

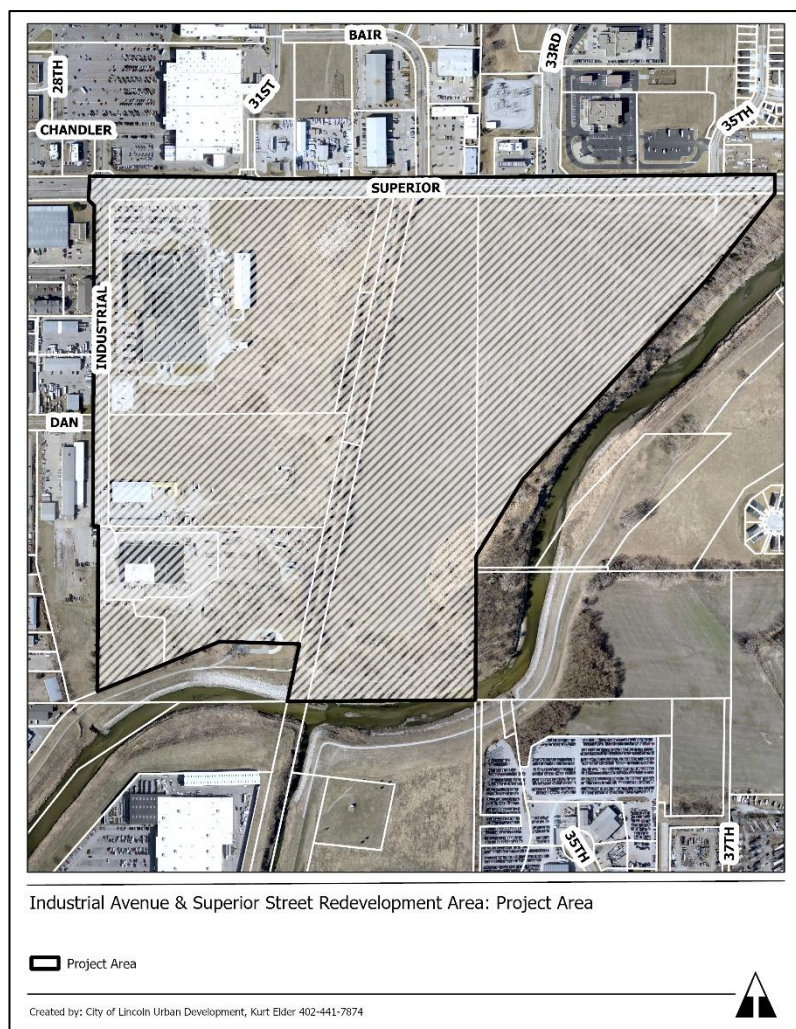
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Approved by:  
Planning Commission: 10/18/2023  
City Council: 11/20/2023

## Industrial Avenue and Superior Street Redevelopment Plan

### INTRODUCTION

The Industrial Avenue and Superior Street Redevelopment Plan (“Redevelopment Plan”) is a guide for redevelopment activities within the Industrial Avenue and Superior Street Redevelopment Area (“Redevelopment Area”). The Project Area Map below illustrates the location of the Redevelopment Area within the broader context of the City of Lincoln (“City”). The Redevelopment Area is located at the southeast corner of Industrial Avenue and Superior Street in the north central portion of the City. The Redevelopment Area includes 11 parcels: 1707101019000, 1707101020000, 1707101021000, 1707102002001, 1707102002002, 1707102002003, 1707100001000, 1707100002000, 1707100004000, and 1707200012000 and a portion of 1707100007000 and contains approximately 153 acres.



The Redevelopment Area is zoned for industrial uses. The Redevelopment Area is a part of the 33rd and Cornhusker Sub Area Plan (“Sub Area Plan”) of the *PlanForward Lincoln-Lancaster County 2050 Comprehensive Plan* (“Comprehensive Plan”).

Development has occurred in all directions around the Redevelopment Area. However, the Redevelopment Area has remained primarily vacant and underdeveloped, lacking sufficient sanitary and storm sewer, sidewalks, and streets. This is because of the challenges created by the existing floodplain and other existing encumbrances in the area.

Hanna:Keelan Associates P.C. completed a *Blight and Substandard Determination Study* in May 2023 (“Blight Study”).

The Blight Study concluded that the number, degree, and distribution of blight and

substandard factors warrant designating the area blighted and substandard. The area was declared blighted and substandard by the Lincoln City Council (“City Council”) on July 24, 2023, via Resolution A-94067.



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.

## PLAN REQUIREMENTS

Redevelopment activities are guided by the Nebraska Community Development Law, Neb. Rev. Stat. sections 18-2101 through 18-2155, as amended (the "Act"). The statutes indicate the governing body must first declare the project area substandard and blighted to prepare a redevelopment plan for the designated redevelopment area.

The City authorized its Urban Development Department to act as the community redevelopment authority within the meaning of section 18-2101.01 of the Act. The Urban Development Department formulated for the City a workable program utilizing appropriate private and public resources to:

- Utilize appropriate private and public resources;
- 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 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." Neb. Rev. Stat. section 18-2103(27).

Section 18-2111 of the Act defines the minimum requirements of a redevelopment plan as follows:

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

Section 18-2111 of the Act also outlines six elements that must be included in all redevelopment plans:

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

In making its recommendation to approve this plan, the Urban Development Department has considered the land uses and building requirements and determined that they are in accordance with the general plan for redevelopment of the City and represent a coordinated, adjusted, and harmonious development of the City and its environs. These determinations are in accordance with:

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

Factors considered in the determination included among other things:

- Adequate provision for traffic, vehicular parking;
- 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, sewerage, 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.

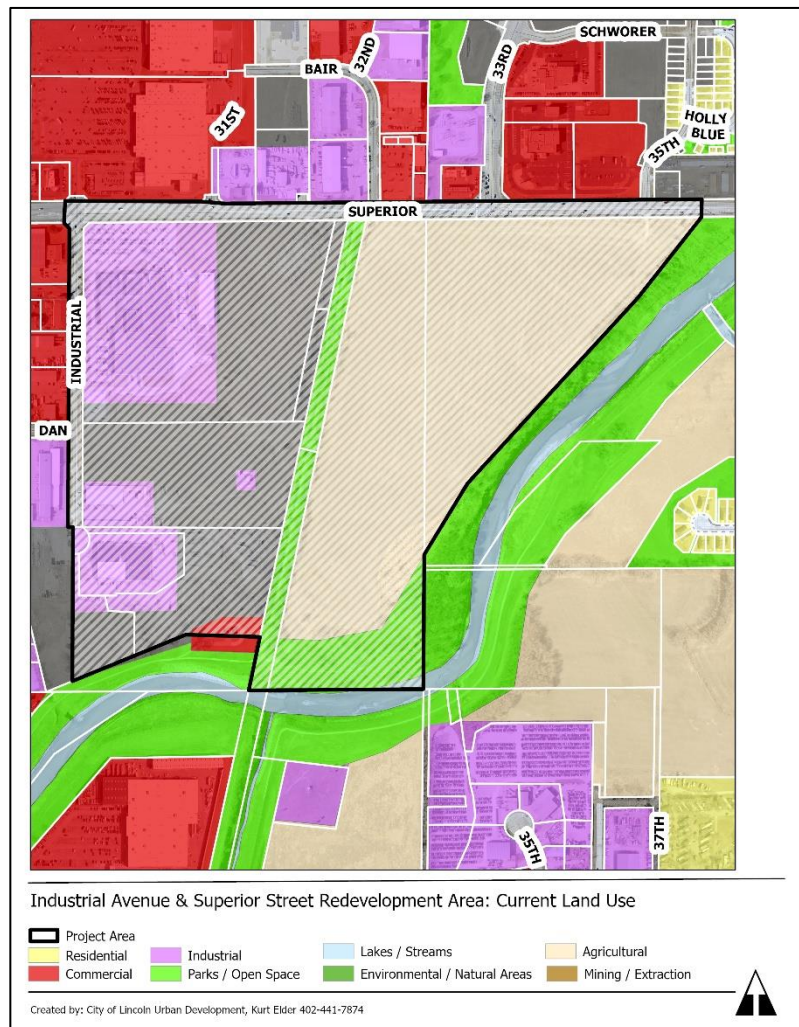
## EXISTING CONDITIONS

### *Land Use*

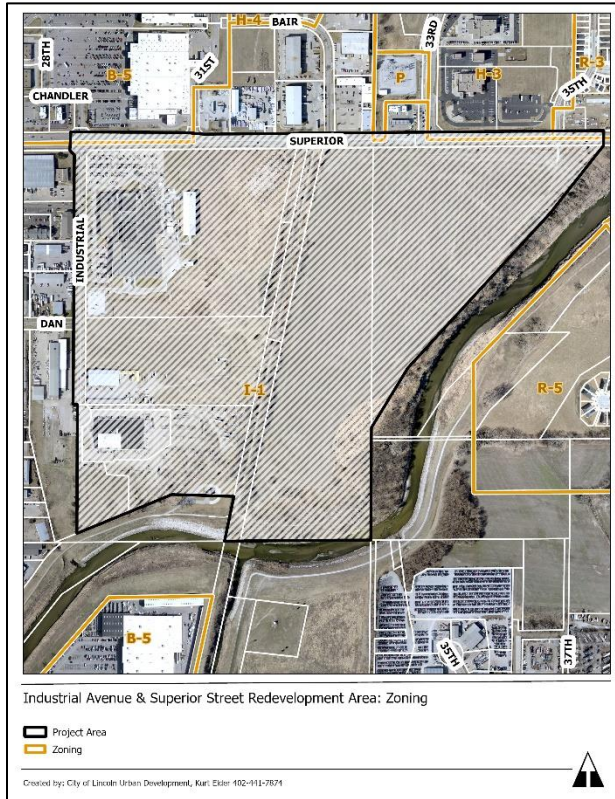
The Redevelopment Area consists of approximately 153 acres of land. The Redevelopment Area became part of the City in the 1960s and 1970s and a majority of the area has been vacant ever since. The primary existing land uses are industrial and agricultural. This is consistent with the land uses surrounding the Redevelopment Area.

Development has occurred along the existing infrastructure such as North 27<sup>th</sup> Street and Superior Street, but it has failed to materialize in the Redevelopment Area included in this Plan. Parcels that have been platted in the Redevelopment Area are irregularly shaped, lacking uniform width and/or depth, primarily due to parcels being subdivided on an as needed basis and following the contours of Salt Creek. Another factor contributing to the lack of development in the Redevelopment Area is lack of access via public streets and restrictions resulting from the prominence of the Salt Creek floodplain throughout the Redevelopment Area.

The Blight Study determined that “... the Redevelopment Area is in need of revitalization and strengthening to ensure it will contribute to the physical, economic, and social well-being of the City of Lincoln and Lancaster County. Indications are that the Redevelopment Area, overall, has not been subject to sufficient, comprehensive growth and development through investment by the private sector, nor would the Redevelopment Area be reasonably anticipated to be developed without public action or public intervention.” The current land use map is shown above.







## Zoning

The entire Redevelopment Area is zoned I-1 Industrial. The zoning map is shown to the left.

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

## Floodplain

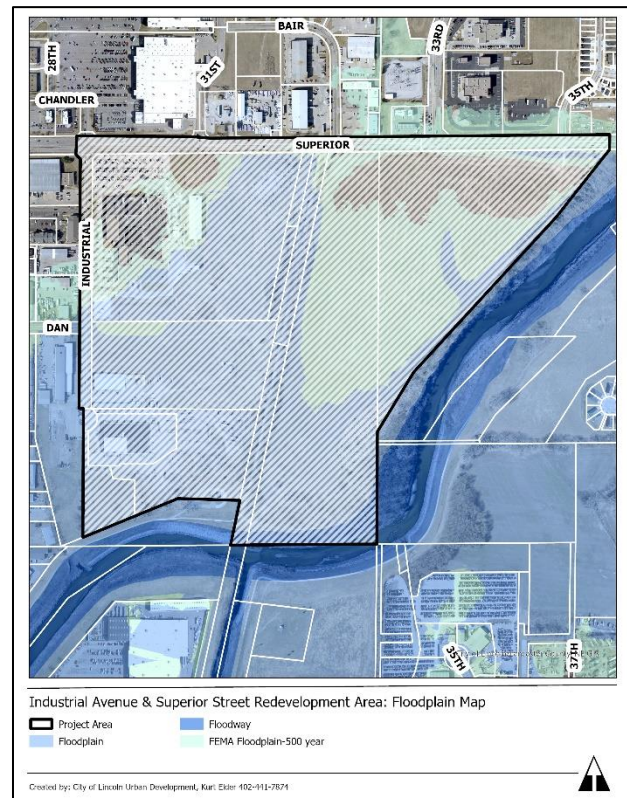
A portion of the Redevelopment Area is in Salt Creek's 100-year floodplain and 500-year floodplain. Typically, flooding along Salt Creek has long durations with ample warning times prior to peak flows. Consideration should be given to mitigate floodplain concerns by incorporating an open space network and/or parkland along the Salt Creek frontage.

The floodplain map is shown below.

## Parks and Recreation Facilities and Trails

There are no parks or recreational facilities located within the Redevelopment Area. The Superior Street Trail runs along the north edge of the Redevelopment Area. The trail is an eight-foot-wide commuter sidepath constructed of concrete. The Superior Street Trail connects the Redevelopment Area to the 14<sup>th</sup> Street Trail, the 1<sup>st</sup> Street Trail, and the Highland Loop to the west. The Dietrich Connector, a ten-foot-wide concrete commuter trail, runs north and south through the middle of the Redevelopment Area and connects to the Superior Street Trail on the north. To the south, the Dietrich Connector connects the Redevelopment Area to the Fairfield Street sidepath and upon turning into the Dietrich Trail connects further into the trail system with the Billy Wolff Trail.

Though not in the Redevelopment Area, Lincoln's Parks and Recreation Department ("Parks") has identified completion of the Salt Creek Levee Commuter on the east side of North 27<sup>th</sup> Street from Old Dairy Road



to Superior Street and a commuter trail on North 33<sup>rd</sup> Street from Superior Street to Fletcher Avenue as future projects occur. As the extension of North 33<sup>rd</sup> Street is designed, trail connectivity should be considered.

### *Transportation*

#### Traffic Circulation

The Redevelopment Area is bounded by Industrial Avenue to the west and Superior Street to the north. Traffic volume on Superior Street between N. 27<sup>th</sup> St. and N. 40<sup>th</sup> St. ranges from 19,410 to 25,970 vehicles per day (2021 volumes). North 33<sup>rd</sup> Street north of Superior Street traffic volume is 11,370 vehicles per day (2021). Superior Street is classified as a Major Arterial per the City of Lincoln Access Management Policy. North 33<sup>rd</sup> Street north and south of Superior Street is classified as a Minor Arterial.

Other than Superior Street on the north and Industrial Avenue on the west, there are no existing streets within the Redevelopment Area, so part of any redevelopment must include dedication of right of way and the construction of the necessary streets to provide for traffic circulation in the Redevelopment Area. The continuation of North 33<sup>rd</sup> Street to the south of Superior Street is necessary to the provision of overall street infrastructure development and traffic circulation in the Redevelopment Area. Extension of North 33<sup>rd</sup> Street is not identified in the Lincoln Transportation Improvement Plan ("TIP"). The North 33<sup>rd</sup> Street connection from Cornhusker Highway to Superior Street is shown in the 2050 Long Range Transportation Plan needs based list of projects but not in the 2050 fiscally constrained project list. The conceptual alignment of North 33<sup>rd</sup> Street is included in the Sub Area Plan. There are no resources available in the City's ordinary street construction plan for North 33<sup>rd</sup> Street within the Redevelopment Area thereby making this a prime project to utilize tax increment financing ("TIF").

Development of the Redevelopment Area will affect traffic circulation in both the Redevelopment Area and neighboring areas within the City including the area to the south of Salt Creek.

#### Street Layout

There are no streets within the Redevelopment Area except for Superior Street creating the northern boundary and Industrial Avenue creating the western boundary. There is presently no access to the Redevelopment Area other than access from Superior Street for farm equipment. Opening access to the Redevelopment Area is a primary benefit of any projects in the Redevelopment Area. Any development will require streets in the Redevelopment Area and beyond. Creating an access point from Superior Street by extending North 33<sup>rd</sup> Street is a primary goal of this Redevelopment Plan, as it will facilitate the growth of the entire Redevelopment Area. Once North 33<sup>rd</sup> Street has been constructed, funding priority should shift to constructing a connection to Industrial Avenue (and ultimately North 27<sup>th</sup> Street) either by expanding Dan Avenue or identifying and constructing another alternative route as determined by the Lincoln Transportation and Utilities Department ("LTU").

### Street Conditions

The adjacent street conditions are generally in fair condition. Lincoln's 2022/23 - 2027/28 Capital Improvement Plan does not include improvements to Superior Street or Industrial Avenue. However, the extension of North 33<sup>rd</sup> Street and correcting the lack of street access in the Redevelopment Area is of highest importance to further facilitate development in the area.

### Access and Parking

Primary access to the Redevelopment Area is obtained from Superior Street. Access to the Redevelopment Area will need to meet the City Access Management Policy. Additional access to the Redevelopment area via the extension of North 33<sup>rd</sup> Street is necessary for the future development of the Redevelopment Area. The City should also consider the extension of Dan Avenue or other alternative as determined by LTU to create a connection to North 33<sup>rd</sup> Street from Industrial Avenue (and ultimately North 27<sup>th</sup> Street). This would increase circulation within the Redevelopment Area and help manage traffic flow.

Any redevelopment of the Redevelopment Area will require the construction of off-street parking to meet the zoning requirements in the Redevelopment Area.

### Sidewalk and Pedestrian Activity

The Superior Street Trail runs along the south side of Superior Street at the northern edge of the Redevelopment Area. Sidewalk infrastructure is also located along the north side of Superior Street. Industrial Avenue (running north south to the west of the Redevelopment Area) lacks sidewalks on both sides of the street. The Dietrich Connector runs through the center of the Redevelopment Area. An east west connection from the Redevelopment Area to North 27<sup>th</sup> Street could be Dan Avenue which also has no sidewalk infrastructure. Any development in the Redevelopment Area will comply with all sidewalk requirements including ADA accessibility improvements to ensure connectivity throughout the Redevelopment Area.

### Public Transportation Services

StarTran provides public transportation service near the Redevelopment Area. Two StarTran bus routes, #41-Havelock and #48-North 48<sup>th</sup>/#54-Veteran's Hospital, run along Superior Street, which will pick up and drop off generally at North 33<sup>rd</sup> Street and Superior Street.

StarTran's VANLNK provides on-demand door-to-door transportation services anywhere within City limits, including the Redevelopment Area. VANLNK is a shared ride service that uses software to optimize the route for all users who schedule a ride using a smartphone app. All VANLNK vehicles are lift or ramp accessible.

As the Redevelopment Area continues to grow, further public transportation services and options should be considered.

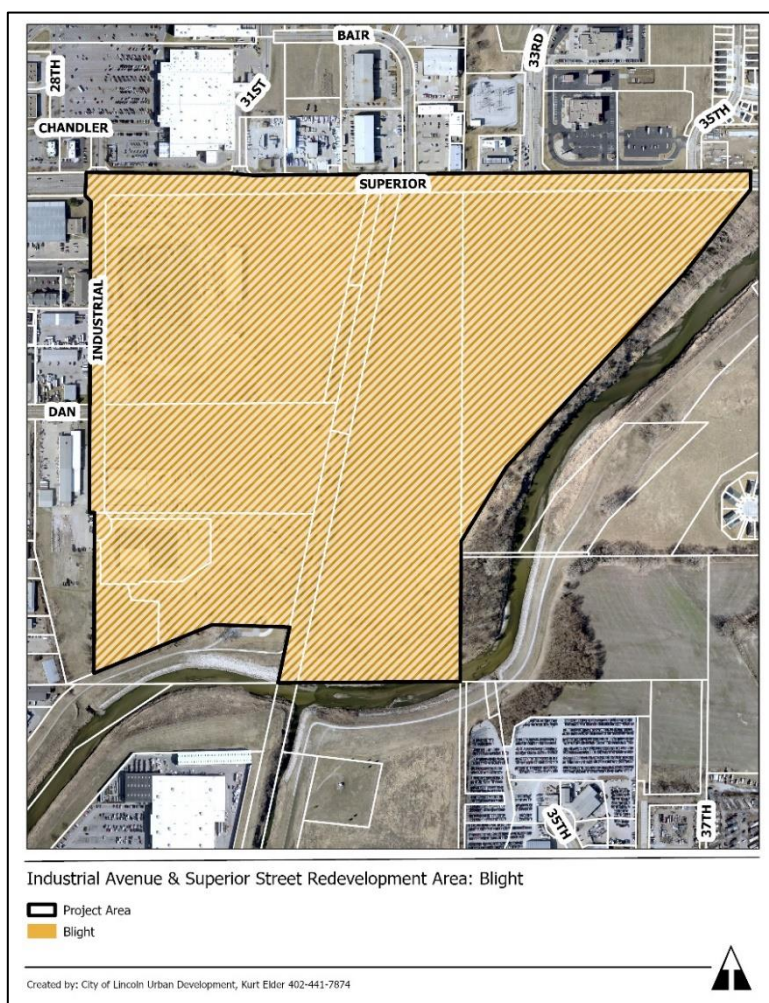


## PUBLIC UTILITIES

### *Water Systems*

The water distribution mains in the Redevelopment Area vary in age, with the oldest being almost 50 years. The water main in Superior Street is adequate to supply the Redevelopment Area with extensions to serve the area.

Open areas in the Redevelopment Area do not have water service. Distribution mains will need to be extended into those areas according to Lincoln Water System design standards as development occurs. Areas zoned or used for commercial or industrial uses should have 8" or 12" mains, respectively, per Lincoln Water System design standards. Also, distribution mains should be looped to provide reliable coverage for fire protection.



### *Sanitary Sewer System*

The pipe material in this area is, for the most part, reinforced concrete pipe and vitrified clay pipe. The sanitary sewer located in Superior Street is adequate to supply the Redevelopment Area with extensions to serve the area.

### *Street Lighting*

New street lighting will conform with City standards within the Redevelopment Area. Additional lighting as needed would be beneficial to improve visibility and safety for pedestrians and bicyclists.

## HISTORICAL SIGNIFICANCE

According to the Comprehensive Plan, the

Redevelopment Area is not situated within any historic district. Nor are there any buildings or locations within the Redevelopment Area with historical significance.

## BLIGHT AND SUBSTANDARD DETERMINATION

For a Project in the City to be eligible for 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 Council adopted Resolution A-94067 declaring the Redevelopment Area blighted and substandard on July 24, 2023.

The City, through its Urban Development Department, contracted with Hanna:Keelan, P.C. to conduct the Study. The Study was completed in May 2023. This section of the Redevelopment Plan is taken directly from the Study.

### *Blight Factors*

The Act identifies twelve factors that, when the majority are present, are sufficient to determine a finding of blight. In the Study, seven factors were found to have “strong presence” in the area. The Study also found that three factors had a “reasonable presence” in the area. Of the twelve factors set forth in the Act, only one had little or no presence. The factor of “defective or unusual condition of title” was not examined.

### *Substandard Factors*

The Act defines a substandard area as one in which there is a predominance of buildings or improvements, nonresidential or residential, with the presence of:

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

The Study determined that three of the four factors had a strong presence in the area and one factor had a reasonable presence. The Study concluded:

... that the number, degree, and distribution of Blighting Factors, as documented in this Study, are beyond remedy or 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...

Following is a list of key existing conditions identified in the Study that should be considered, in conjunction with Guiding Development Principles below, in the identification of projects in the Redevelopment Area:

1. Fair” to “Poor” site conditions.
2. Substandard road conditions.
3. Deteriorating/dilapidated structures.
4. Lack of adequate public infrastructure.

## REDEVELOPMENT PLAN

### *Guiding Principles*

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

### Infill and Redevelopment

The Infill and Redevelopment Approach seeks to fulfill the following objectives:

- To provide flexibility to the marketplace in siting future redevelopment locations;
- To offer existing neighborhoods, present and future residents, developers, other businesses, and infrastructure providers a level of predictability as to where such redevelopment concentrations might be located; and
- To promote high-quality, durable design for Projects, including TIF projects, that enhance the surrounding neighborhood.

### Commercial and Industrial Development Overall Guiding Principles

Commercial and Industrial Centers should be located:

- Within the City of Lincoln or incorporated villages and outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning).
- Where urban services and infrastructure are available or planned for in the near term.
- In sites supported by adequate road capacity – commercial development should be linked to the implementation of the transportation plan.
- In areas compatible with existing or planned residential uses.
- In existing underdeveloped or redeveloping commercial and industrial areas to remove blighted conditions and to utilize existing infrastructure more efficiently.
- In areas accessible by various modes of transportation (i.e., automobile, bicycle, transit, and pedestrian).
- So that they enhance entryways or public corridors, when developing adjacent to these corridors.
- In a manner that supports the creation and maintenance of green space as indicated in the environmental resources section of the Comprehensive Plan.

## REDEVELOPMENT ACTIVITIES: PUBLIC INVESTMENTS

Infrastructure issues that include streets, sidewalks and utilities impede new development throughout the Redevelopment Area and contribute to the blighting conditions. Therefore, the following public improvement activities should occur.



### *Streets and Sidewalks*

A lack of access is one of the primary factors preventing development of the Redevelopment Area. There are no roads in the Redevelopment Area. The primary use of any public funding for all development activity in the Redevelopment Area should be to create an access point from Superior Street by extending North 33<sup>rd</sup> Street and constructing a connection between North 33<sup>rd</sup> Street and Industrial Avenue (and ultimately North 27<sup>th</sup> Street) either by expanding Dan Avenue or another alternative determined by LTU. The Comprehensive Plan identifies the ultimate goal for North 33<sup>rd</sup> Street is to create an connection between Superior Street to Cornhusker Highway; however, the full extension of North 33<sup>rd</sup> Street is beyond the scope of this Redevelopment Plan.

A commuter sidepath exists along the south side of Superior Street and there is sidewalk infrastructure along the north side of Superior Street. The Dietrich Connector is a north-south route for pedestrians and bicyclists. Otherwise, there are no sidewalks within the Redevelopment Area. As infrastructure is developed within the Redevelopment Area, sidewalks should be a part of that construction. Trail connections should be constructed throughout the Redevelopment Area as needed, especially to create further connection the Redevelopment Area to the commercial and residential areas to the north.

### *Public Utilities*

The majority of the Redevelopment Area does not currently have access to water or sewer services. Water mains and distribution mains must be constructed in conjunction with any redevelopment efforts within the Redevelopment Area.

## REDEVELOPMENT ACTIVITIES: PUBLIC IMPROVEMENTS

Infrastructure issues that include streets, sidewalks, and utilities impede new development throughout the Redevelopment Area and contribute to the blighting conditions. Therefore, the following public improvement activities should occur.

### *Streets and Sidewalks*

Sidewalks are not adequately provided for and maintained throughout most of the Redevelopment Area. Lack of platted streets, most notably the continuation of North 33<sup>rd</sup> Street also impedes development in the Redevelopment Area.

In conjunction with Projects:

1. Construct streets, starting with North 33<sup>rd</sup> Street.
2. Construct and repair sidewalks.

### *Public Utilities*

Distribution mains will need to be extended into those areas according to Lincoln Water Systems design standards as development occurs.

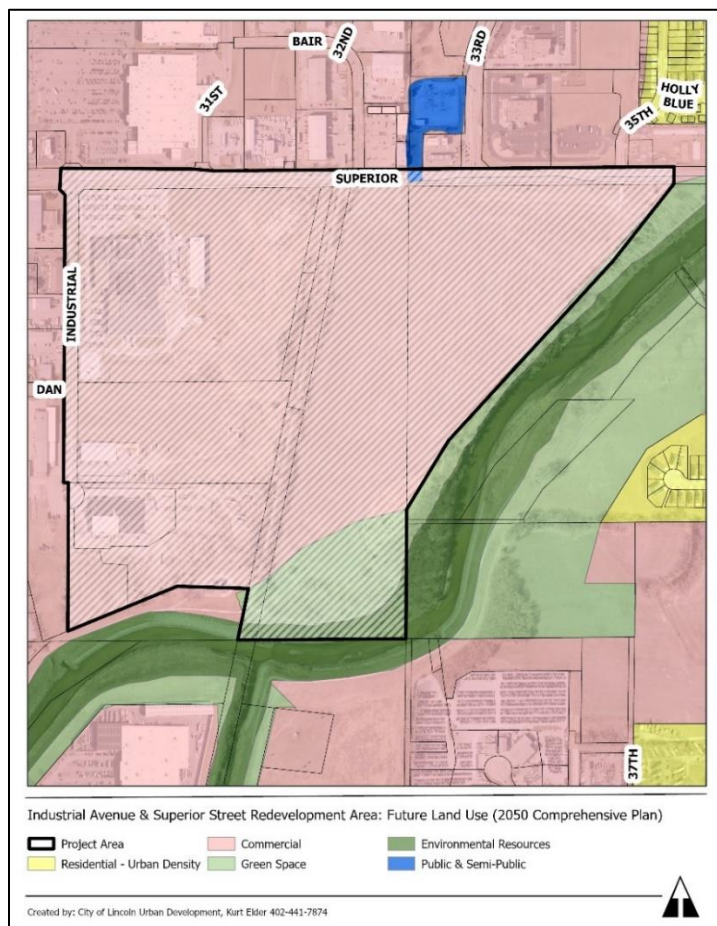
### *Parks and Recreation*

Future trail connections identified by Parks should be constructed within the Redevelopment Area. The City should also consider incorporating an open space network and/or parkland along the Salt Creek frontage.

## REDEVELOPMENT ACTIVITIES: COMMERCIAL AND INDUSTRIAL

The following commercial and industrial Projects should occur in the Redevelopment Area:

1. Support commercial and industrial redevelopment areas located within the Redevelopment Area. Project elements may include:
  - a. Environmental testing and remediation;
  - b. Construction of streets and sidewalks, primarily focusing on extending North 33rd Street and other needed access opportunities;
  - c. Construction of public utilities; and
  - d. Construction of public trails as the need arises.



## FUTURE LAND USE

The future land use of the Redevelopment Area, as set forth in the Comprehensive Plan, is commercial. The Comprehensive Plan defines commercial as “areas of retail, office, service, and residential mixed uses. Commercial uses may vary widely in their intensity of use and impact. Individual areas designated as commercial by not be appropriate for every commercial zoning district.” It is adjacent to industrial and commercial uses. The Future Land Use Map is shown to the left.

## 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). 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 may 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 68058).
- **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 –** Sub-area projects may include the sale of land to private developers for redevelopment purposes. Developers will be selected in an equitable, open, and competitive proposal process according to the Land Disposition Procedures on file at the Urban Development Department, 555 south 10th Street, Suite 205, Lincoln, NE 68058).
- **Requests for Proposals.** Architects and engineers will follow the City's standard selection processes 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 such 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.



## PLAN CONFORMANCE

PlanForward, the City's 2050 Comprehensive Plan, adopted November 22, 2021, as amended, 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 greens space redevelopment activities within the Redevelopment Area as the opportunity arises.

33<sup>rd</sup> and Cornhusker Sub Area Plan is a sub area plan of the Comprehensive Plan. The Sub Area Plan was adopted December 21, 2020. The purpose of this Sub Area Plan is to outline the City's plan for improvement, beautification, and overall revitalization of the area. The Sub Area Plan addresses the Redevelopment Plan in its Site #7 analysis and identified this area as a mixed use node. The Sub Area Plan calls for a mix of residential, commercial, and office within this node and further states that all building sites within Site #7 must represent an elevated and complementary aesthetic. The Sub Area Plan recommends potential uses within the Redevelopment Area, including rental apartments, and commercial development along the Superior Street frontage. It also recommends incorporating an open space network and/or parkland along the Salt Creek frontage.

The City's Climate Action 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. This Redevelopment Plan meets those goals by creating infill development of an area of the City that has been long vacant and recommends further development of a multi-modal transportation system within the Redevelopment Area.

The City's Affordable Housing Coordinated Action Plan identifies strategies which could influence the future land use and zoning within redevelopment areas, 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. Currently, this Redevelopment Plan does not contemplate the construction of residential units in the Redevelopment Area. However, should the opportunity arise to construct residential units, such a project would conform to Urban Development's TIF Affordable Housing Policy.

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.

## 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. Sale of Land (Proceeds from the sale of land acquired for redevelopment, as identified in the Redevelopment Plan, shall be invested in the Redevelopment Area.
4. Municipal Infrastructure Redevelopment Fund (MIRF).
5. Municipal Infrastructure Redevelopment Funds (CDBG).
6. Home Investment Partnership Act (HOME).
7. HUD Section 108 Loan Program.
8. Community Improvement (Tax Increment) Financing (Ad Valorem Tax).
9. Capital Improvements Program Budget.
10. Federal and State Grants.
11. Interest Income.
12. Advance Land Acquisition Fund – property rights/easements, public facility site acquisition.

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.