



# PIEDMONT REDEVELOPMENT PLAN



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Planning Commission: January 8, 2014  
City Council: January 27, 2014

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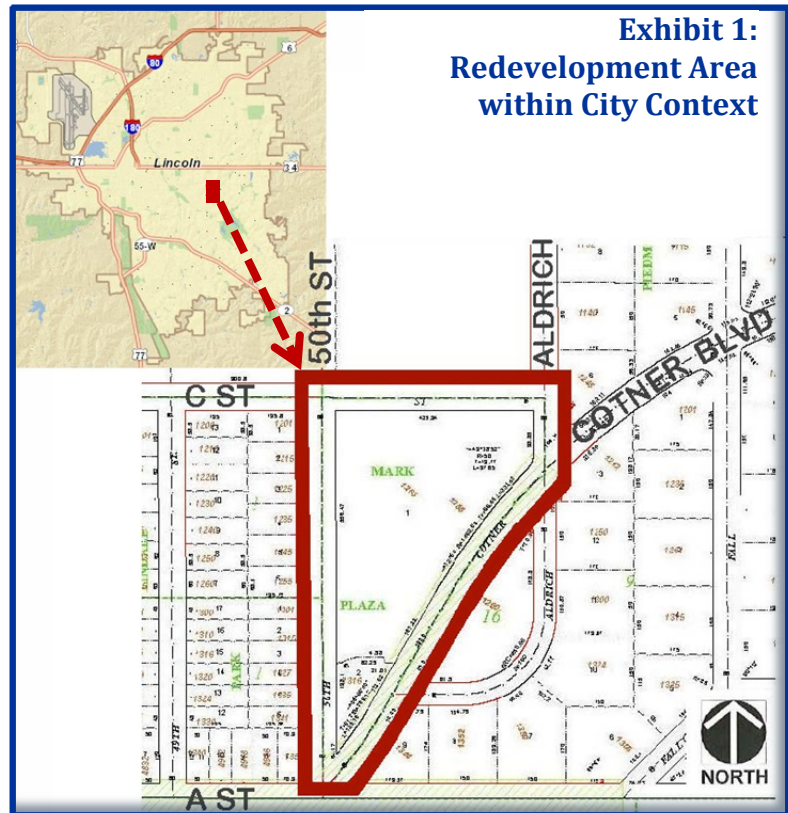
# INTRODUCTION

The Piedmont Redevelopment Plan is a guide for redevelopment activities within the Redevelopment Area. Exhibit 1 shows the location of the area within the context of the city of Lincoln. South Cotner Boulevard serves as the eastern boundary of the Redevelopment Area, with C Street as the north boundary, A Street as the south boundary, and 50th Street as the west boundary. The area covers approximately 8.6 acres of land, which is evenly split with 4.2 acres of commercial use and 4.4 acres of street right-of-way. The area is legally described as: Lots 1 and 2, Mark Plaza, and all adjacent rights-of-way including all intersections; all located in Section 29-10-07, Lancaster County, Nebraska.

The Piedmont Auto Care facility is at the southern portion of the Redevelopment Area, but the main focus of is the Piedmont Shopping Center. The Redevelopment Area has shown signs of decline over the last few years. Built in 1956, the shopping center received major improvements in 1977 and surface improvements in 1997. The shopping center, which is 49.6% vacant, was purchased by a new buyer in June, 2013, who quickly convened several meetings with neighborhood residents to discuss the future of the center. Identifying the need to redevelop this area led to a *Blight and Substandard*

*Determination Study*, which confirmed the number and degree of blighting and substandard factors. The Study was completed in August, 2013.

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



# PLAN REQUIREMENTS

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

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

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

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

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

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

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

In making the recommendation to approve this plan, the Urban Development Department has considered the land uses and building requirements of the Piedmont Redevelopment Area; generally located north of S. Cotner Boulevard, south of C Street, east of N. 50th Street and west of Aldrich Road; and determined they are in conformance with the general plan for redevelopment in the city and represent a coordinated, adjusted, and harmonious development of the city and its environs.

These determinations are in accordance with:

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

Factors considered in the determination included among other things:

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



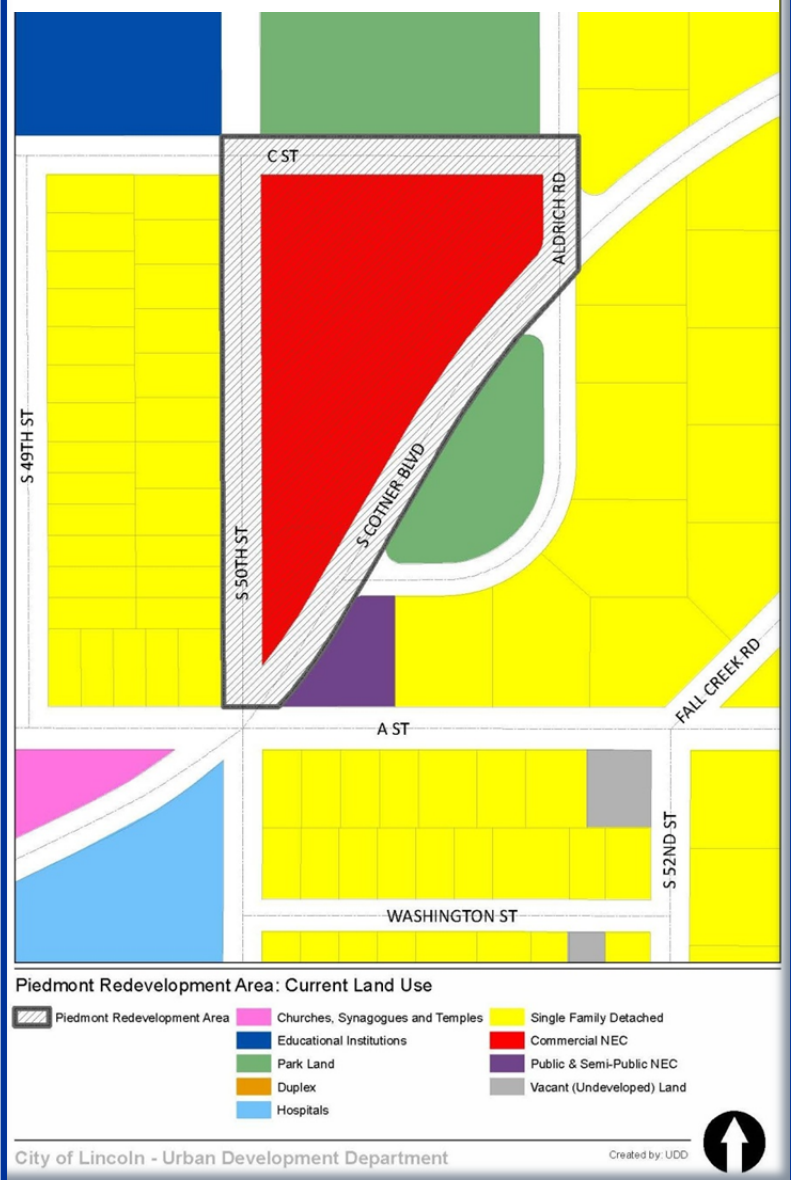
# EXISTING CONDITIONS

## Land Use

The Piedmont Redevelopment Area consists of 8.6 acres of land. The area is split evenly with 4.2 acres of commercial use and 4.4 acres of street right-of-way. The Piedmont Shops are the primary properties within the Redevelopment Area. The main arterial street is S. Cotner Boulevard, which serves as the eastern boundary of the Redevelopment Area. C Street is the north boundary and 50th Street serves as the west boundary.

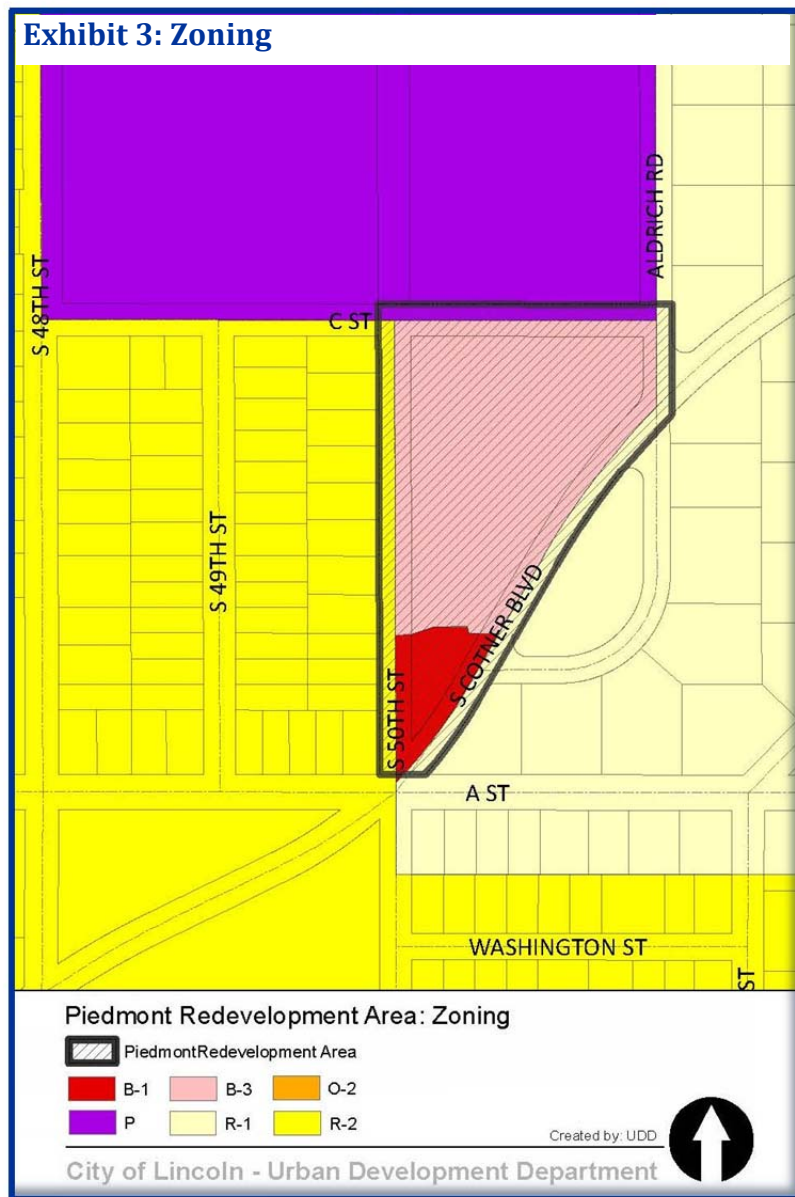
Residential land use exists to the east, west, and north of the Redevelopment Area. South of the Redevelopment Area is Bryan Health Medical Center's East Campus.

**Exhibit 2: Current Land Use**



**Table 1: Piedmont Redevelopment Area – Existing Land Use**

<b>Commercial</b>	4.2 Acres	48.8%
<b>Street Right-of-Way</b>	4.4 Acres	51.2%
<b>Total Area</b>	8.6 Acres	100%



## Zoning

A major portion of the Redevelopment Area was recently re-zoned as B-3 Planned Unit Development. This zoning designation provides for local commercial uses in established retail centers of redeveloping neighborhoods.

The southern portion of the Redevelopment Area continues to be zoned B-1. This zoning classification is appropriate for the existing land use and 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.

## Parks and Recreational Facilities and Trails

### • Trails

There are no dedicated bike trails directly in the Redevelopment Area. East of the Redevelopment Area at 52nd Street and west of the area at 44th Street, there are on-street bike routes that run north-south. Also, approximately five blocks south of the Redevelopment Area and just south of the Bryan Health Medical Center there is an east-west, on-street bike route.

## Exhibit 4: Trails, Public Transportation Lines and Parkland



Piedmont Redevelopment Area: Trails, Rail lines, Public Transportation Lines and Parkland

Piedmont Redevelopment Area  
 Parks

On-Street Bicycle Routes  
 StarTran Routes

Trails  
 No Rail lines or Trails in or near the Redevelopment Area

City of Lincoln - Urban Development Department

Created by: UDD





- ***Parks***

Piedmont Park is a nine acre park located at 50th & C Streets, across the street from the Piedmont Shopping Center. The park has two tennis courts and is an open area used for soccer and other outdoor recreation.

Kontras Park, located across Cotner Boulevard to the east at Cotner Boulevard and Aldrich Road, is a 1.12 acre pocket park that features a shade structure with benches and enhanced landscaping. Art work is also part of the landscape features of the park

## ***Transportation***

- ***Traffic***

Cotner Boulevard is a two-way arterial street with a center turn lane and the primary street that serves the Piedmont Redevelopment Area. Average Daily Trips (ADT) counts on Cotner Boulevard are approximately 6,530 vehicles, according to City of Lincoln Public Works traffic counts for 2010. The west boundary of the area is 50th Street, which is classified as a local/neighborhood street, as is the north boundary, C Street. A Street, just south of the Redevelopment Area is an arterial, with an ADT of approximately 11,000 vehicles. The only traffic signal is at A Street and Cotner Boulevard.

- ***Access and Parking Issues***

From the Redevelopment Area, there are two access points to Cotner Boulevard and one access to 50th Street , but there is no access to C Street. On-street parking is allowed on 50th Street and C Street in addition to the 199 parking stalls in Piedmont Shopping Center parking lot.

***One of two access points to Cotner Boulevard from the Redevelopment Area***



However, there is no direct and safe pedestrian movement from Cotner Boulevard or A Street to the Piedmont Shops.

- **Public Transportation**

The Piedmont Redevelopment Area is served by bus route #43 Normal (see Exhibit 4) , which travels on 48th Street to/from South Street to Randolph Street. The #40 Heart Hospital route is a few blocks south of the Piedmont shopping area; the closest it comes to the area is 48th & Sumner Streets.

- **Street Conditions**

The Redevelopment Area fronts two streets that were rated in “fair” condition in the *Blight and Substandard Determination Study*. Both Cotner Boulevard and 50th Street have asphalt surfacing with significant cracking, settling, and eroded edges. The curb and gutters adjacent to the streets were rated in “poor” condition.

- **Sidewalk and Pedestrian Activity**

The only existing standard-width sidewalk within the Redevelopment Area is located along the north side of C Street. Narrow, at-curb sidewalks along Cotner Boulevard and Aldrich Street put pedestrians at risk. The issue is compounded by the number of children walking to Lefler Middle School, which is located just northwest of the Redevelopment Area. The private sidewalks which serve the Piedmont Shops are cracked, settled and dangerous.

***Narrow, at-curb sidewalks along Cotner & Aldrich put pedestrians at risk***



## ***Street Layout***

The intersection where the diagonal portion of Cotner Boulevard meets both A Street and 50th Street is a traffic hazard since this elongated intersection has three streets intersecting at the same location. Traffic concerns are compounded by the potential of speeding vehicles that impact the safety of pedestrians crossing multiple lanes of traffic. The existing street layout can be a problem for the fire station located across Cotner Boulevard to the east of the Redevelopment Area.

- ***Streetscape***

There are no streetscape amenities within the Redevelopment Area. An implemented streetscape plan as part of future redevelopment would benefit the neighborhood.

## ***Public Utilities***

- ***Water System***

The water main on 50th Street was installed in 1946 and has experienced repeated breaks. It is scheduled for replacement within the next five years

- ***Sanitary Sewer System***

Vitrified clay pipe sewer mains were installed in the Redevelopment Area in 1920. While adequately sized for the area, vitrified clay is no longer used for sewer mains. These sewer mains should be lined with a polyvinyl chloride (PVC) “inner sleeve” in the near future or replaced altogether.

- ***Watershed Management***

The Piedmont Redevelopment Area is located within the Antelope Creek Watershed. There are approximately 90 acres of primarily residential development that contribute drainage mostly from the north and northeast. Stormwater runoff flows overland until it is collected by a series of inlets and conveyed through an enclosed storm drain system in a southwesterly direction along Cotner Boulevard. This storm sewer system eventually discharges to Antelope Creek at Cotner Boulevard, south of Normal Boulevard. There are no known floodplains or wetlands within the Redevelopment Area.

Within the Redevelopment Area, the point of greatest elevation is near S. 50th & C Streets. From here, the majority of stormwater runoff enters the storm drain system and drains east along C Street, then south along Aldrich Road for a short segment, and finally south into a 48" RCP storm sewer trunkline in Cotner Boulevard. The topography within the private commercial area generally slopes to the south causing the majority of rainfall to runoff to the south until entering the public system through a series of curb inlets along Cotner Boulevard. A portion of the storm sewer runoff may also flow into, and through, an existing private system before tapping into the public system.



A preliminary engineering study evaluated this drainage basin in 2008 and found there to be several storm sewer pipes that are deficient due to their inadequate size. The deficient pipes (located in C Street, Aldrich Road, and Cotner Boulevard) do not convey enough stormwater to meet City Design Standards and they may contribute to increased potential for ponding in the street right of way.

A Capital Improvement Project (CIP #AC10-01) has been identified to replace deficient pipes and inlets along Cotner Boulevard, generally from just north of A Street, to Franklin Street. This CIP project is not currently scheduled to occur in the near future due to its relative low priority score compared to other storm sewer projects.

- ***Street Lighting***

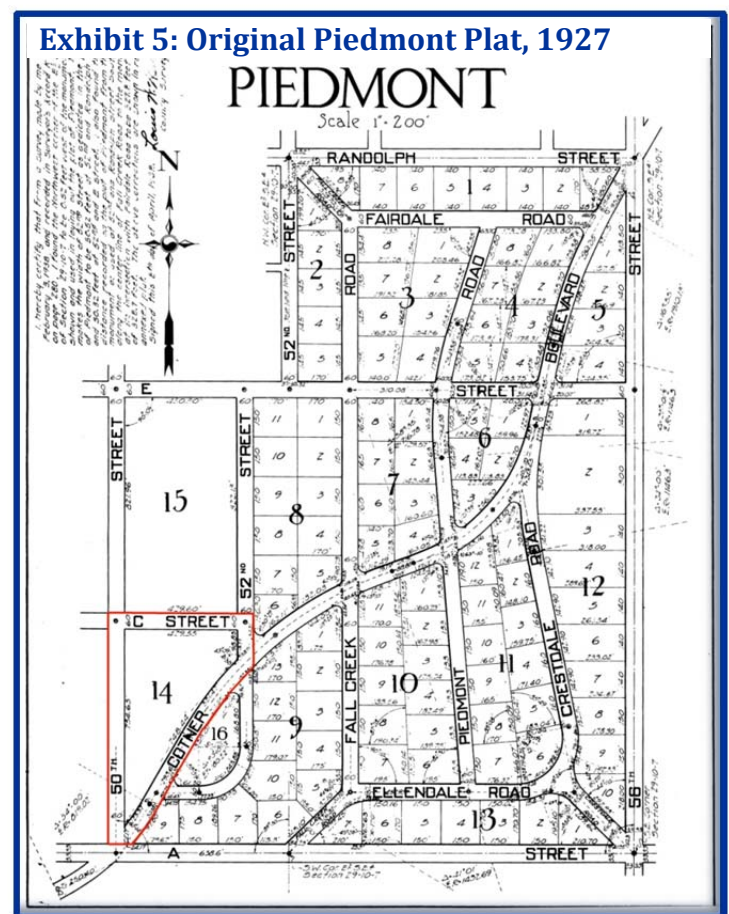
The street lights on 50th Street are on wood distribution poles and fed with overhead wire and are considered to be in good condition (installed in 1988). The street lights on Cotner Boulevard are on steel poles fed with underground wire and are in fair condition (installed 1975), and the street lights on Aldrich Street, on steel poles fed with underground wire, are in fair condition (installed in 1976).

## ***Historic Significance***

The Piedmont subdivision was platted in 1927 by the Stuart Investment Company (Charles Stuart, President). That was the same year Charles Stuart built the Stuart Building at 13th & P Streets downtown.

As a whole, Piedmont is a residential section characterized by large lots, large houses, and a gradual pattern of development so that building styles from most decades of the 20th century are well-represented.

While the overall plan is generally an extension of the grid plan of the original city, Cotner Boulevard creates a strong diagonal from NE to SW across the subdivision, and additional diagonal entry points were planned at the NW and SE corners, as well as near the center of the south (A Street) boundary. The result is an introduction of considerable variety in the sizes and shapes of lots, and a rather high degree of variation along the streets of what is generally a grid plan. There is also just one east-west street extending all the way through the subdivision (labeled as E Street, now called Valley Road), creating a north-south orientation to





the subdivision as a whole and a rather insular quality to the area, heightened by the later closure of the SE diagonal entrance from the busy 56th & A intersection.

Piedmont's original deeds also covenanted to Stuart Investment Co. rights to approve building designs and decreed a rather unique method of locating houses on their parcels. Rather than specifying setbacks or specific yard requirements, the original covenants required that the "dead center" of the house be located within 15 feet of the "dead center" of the lot. The effect is to locate each house relative to its own parcel, rather than to a fixed front yard line, creating a degree of irregularity as the streets curve and the lot dimensions vary, and creating deep front yards. The covenants further required that those front yards be maintained solely as lawns, and that "no weeds, underbrush, or other unsightly growths shall be permitted to grow or remain anywhere upon said premises."

Stuart Investment's original covenants also included race restrictions, stating "For the period of fifty years from the date of this deed no person of other than the Caucasian race, shall be or become the grantee or lessee of said property, or, except as a servant in the family living thereon, be granted the privilege of occupying the same." Similar restrictions were first imposed in the Sheridan Park area in 1916 by Harvey Rathbone and had become common in Lincoln by 1927, although some similarly prestigious subdivisions, such as Woodshire, did not use them. The *Lincoln City Guide* by the WPA's Federal Writers' Project, issued in 1937, described Piedmont as "one of the newest and most exclusive of the residential districts. From the three main entrances, each flanked by pillars, the boulevards wind between rows of elm and locust trees, across hilly, severely landscaped country. The houses are far apart, varied in style. Street-light globes are lantern-shaped." Only one of the monumental entrance treatments remains, at the NW corner where Fall Creek Road enters off Randolph Street.

Another aspect of the subdivision was to leave three blocks—14, 15, and 16—as whole blocks, not split into smaller lots. Blocks 15 and 16 became parkland as Piedmont Park and Kontras Park, respectively. The third block (originally Block 14) bounded by Cotner Boulevard and Aldrich Road (formerly 52nd Street) on the east, C Street on the north, and 50th Street on the west, began to be developed in 1949 with the construction of the automotive service station at the southern end of the site. The first stores were added in 1952, designed by S. A. Solheim and developed by Sunshine Homes, Inc. Construction continued incrementally through about 1966, with architectural services provided by Robert B. Gibb beginning in 1961. As built-out, the L-shaped plan lines the north and west edges of the triangular parcel with shops, facing a large parking area along Cotner Boulevard.

## ***Blight & Substandard Determination Study***

For a project to be considered eligible for redevelopment in Lincoln, the area must qualify as both "Blighted" and "Substandard" based on Nebraska Community Development Law.

*The Piedmont Redevelopment Area Blighted and Substandard Determination Study* was undertaken to determine whether existing conditions warrant designation of the area as

blighted and substandard. The study includes formal investigation of the existence and extent of blighting and substandard factors as outlined in the Nebraska Community Development Law.

- ***Process***

The consultant's evaluation included a detailed exterior structural survey of the Piedmont Shops. Three major structures received exterior inspections, including the service station and two strip-mall structures. In addition, a parcel-by-parcel field survey was conducted and research on ownership and financial assessment of properties was conducted, including public record research to determine if tax delinquencies existed in the Piedmont Redevelopment Area.

- ***Analysis Findings***

All four of the substandard factors identified in Nebraska Community Development law represent a "strong presence" in the Redevelopment Area. The factors determined to have a "strong presence" are:

- Dilapidated/deterioration. The three major structures inspected were identified as deteriorating with major defects.
- Age or obsolescence. Two of the three major structures were built over 40 years ago (prior to 1973).
- Inadequate provision for ventilation, light, air, sanitation or open spaces. A majority of the water mains are over 60 years of age. The water main along 50th Street was built in 1946, has had repeated breaks, and will be replaced within the next five years. The sewer mains are approximately 93 years of age and made of outmoded materials. The age of these utilities may require more frequent maintenance and/or replacement. Masonry buildings with combustible wooden structural elements were found to be deteriorating to a "major" extent and in need of structural repair and fire protection.
- Existence of conditions which endanger life or property by fire or other causes.

Seven of the 12 blight factors identified in Nebraska Community Development Law were present with a "strong presence" and two were present to a "reasonable presence" extent. The blight factors determined to have a "strong presence" are:

- Substantial number of deteriorated or dilapidated structures.
- Existence of defective or inadequate street layout.
- Insanitary or unsafe conditions.
- Deterioration of site or other improvements.
- Existence of conditions which endanger life or property by fire or other causes.
- Other environmental and blighting factors.
- Additional blighting conditions: average age of the residential or commercial units in the area is at least forty years.

The blight factors determined to have a “reasonable presence” are:

- Faulty lot layout in relation to size, adequacy, accessibility or usefulness.
- Improper subdivision or obsolete platting.

## ***Identified Issues***

Based on the review of existing conditions, the following issues and concerns were identified and should be considered in conjunction with the Guiding Principles of this document to provide a framework for determining projects in the Piedmont Redevelopment Plan.

- The three street intersection of A Street, 50th Street and Cotner Boulevard is a traffic hazard and dangerous to pedestrians crossing the street.
- Lack of municipal sidewalks in the Redevelopment Area. Sidewalks within the Redevelopment Area are in poor condition. Curbs and gutters are in poor condition.
- Access points to the Piedmont Shops are in substandard condition. Rear access drives along 50th Street and loading docks are substantially deteriorated.
- Water main along 50th Street is 60+ years of age. Sewer mains are 90+ years of age.
- Lack of streetscape along the Redevelopment Area boundary.



*Above: Image from **Blight & Substandard Determination Study**: Unsafe conditions*

*Below: Image from **Blight & Substandard Determination Study**: Deterioration of loading docks*



# REDEVELOPMENT PLAN

## ***LPlan 2040: Guiding Principles***

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

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

### ■ ***Business & Economy***

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

### ■ ***Mixed-Use Redevelopment***

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



neighborhood multimodal hubs where residents can drive, bike, or walk to a transit stop, go to work, and then shop for their daily needs before they return home.

- On at least one arterial street to help provide for traffic and utility capacity and access to transit.

## ■ *Neighborhoods & Housing*

- Encourage public investment in neighborhood infrastructure and services such as parks, pools, libraries, and neighborhood business districts.
- Promote sustainability and resource conservation by preserving and improving housing in existing neighborhoods.
- Provide flexibility to the marketplace in siting future residential development locations.
- Strive for predictability for neighborhoods and developers for residential development and redevelopment.
- Strategies for Redevelopment in Existing Neighborhoods
  - Maintain and enhance infrastructure and services in existing neighborhoods.
  - Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
- Detailed Strategies for Redevelopment of Existing Neighborhoods
  - Encourage a mix of compatible land uses in neighborhoods
    - Similar uses on the same block face.
    - Similar housing types face each other.
    - Commercial parking lots should not intrude into residential areas where residential uses pre-dominate a block face.
  - Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
  - Redevelopment and infill should strive for compatibility with the character of the neighborhood and adjacent uses (i.e. parking at rear, similar set back, height and land use).
  - Maintain small parks and open space within walking distance of all residences.
  - Encourage shared parking whenever possible – permit minor incursions of accessory parking for public/semi-public uses into neighborhoods if properly screened.
  - Maintain existing pattern of streets for connectivity.
  - Maintain arterial streets that are compatible with the existing neighborhood character with two through lanes and a center turn lane where applicable.
  - Utilize streets for commercial and residential parking.
  - Encourage alley access and shared driveways to parking areas in order to reduce interruptions to pedestrian traffic, to preserve on-street parking capacity, and to reduce automobile conflict points.
  - Support the preservation and restoration of natural resources.

## ■ *Parks, Recreation, and Open Space*

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

Neighborhood parks are approximately four to six acres sites that are centrally located within areas of residential development. Typical activity areas include playground equipment, open lawn areas for informal games and activities or play courts with a single basketball goal for informal games, shaded seating and walking paths.

- **Strategies for Neighborhood Parks**
  - Locate Neighborhood Parks close to the center of residential areas and within walking distance of a majority of residents; park sites should be readily accessible by pedestrians and bicyclists.
  - Locate Neighborhood Parks adjacent to greenway linkages where possible.
  - Locate park sites where residents living in surrounding homes, people in passing vehicles, or pedestrians can view activities in the park to provide for informal supervision.

## *Piedmont Area Redevelopment Activities*

- ***Public Improvements***

Some of the infrastructure concerns that were identified in the blight and substandard study will be addressed as part of the redevelopment activities for the Piedmont Shops. These include curb and gutter, sidewalks, landscaping, plumbing and sewage and electrical.

- ***Private Improvements***

- ***Piedmont Shops***

Located at 1265 Cotner Boulevard, The Piedmont Shopping Center was one of the first shopping centers in Lincoln. Built in 1956, it received major enhancements in 1977 and a face lift in 1997. The proposed Piedmont Shops project includes the redevelopment and restoration of the center. There is approximately 51,000 square feet of building space, which is currently 45 percent occupied. There has been a lack of resources available for improvements to this property over the past 17 years. The new property owner wants to make improvements to the center and make this an attractable asset to the neighborhood and the community. It is the owner's intent to make the Piedmont Shopping Center an exciting gathering place.

### Exhibit 6: Proposed Site Plan



Key elements of the redevelopment project include:

- Update the stone façade with three build-outs that come away from the building and extend above the roof line for signage - this will add dimension to the building. Black awnings will be interspersed to give a historical flavor;
- Signage will be placed on the new façade above the entryways of each business;
- Electronic signage replacing the current monument signage;

- Eliminate the parking stalls adjacent to the buildings and widen the existing sidewalks to 12 feet to provide a pedestrian walkway around the perimeter of the building;
- Provide a boulevard concept in the parking lot that is between 12 and 15 feet wide with four seating areas, planters and boulevard lighting;
- Beautification/improvement of streetscape and landscaping;
- Include planting areas throughout the entire facility and provide benches;
- Parking lot improvements with a total of 197 parking stalls; remove 3 or 4 existing parking stalls to increase landscaping and allow for boulevard space. The corner stalls will be used for landscaping areas;
- Painting, clean-up and repairs of the building interior;
- Consider closing 50th Street and making a cul-de-sac to eliminate intersection issues;

The center will consist of existing and proposed tenants. With four restaurants being proposed, consideration is being given as to individual traffic patterns and the peak business hours of each as well as the parking needs of the other tenants.

### **Piedmont Auto Care**

The owners have no specific plans of redevelopment at this time, but are aware of the redevelopment plan and process.



## Future Land Use

Exhibit 7 shows the future land use for the area as proposed by **LPlan 2040**. The proposed Redevelopment Area activities will not change the overall density of the area.

## Redevelopment Process

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

- **Property Acquisition.** The City may acquire the necessary fees, easements, property and covenants through voluntary negotiations (See *Land Acquisition Policy Statement*, on file at the Urban Development Department and available on request). 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 and available on request).
- **Demolition.** Demolition will include clearing sites on property proposed for public improvements; necessary capping, removal or replacing utilities; site preparation; securing insurance and bonds; and taking other necessary measures to protect citizens

Exhibit 7: Future Land Use - LPlan 2040



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

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

## ***Estimated Expenditures***

The preliminary estimate for private investment is approximately \$4.7 million. More detailed costs will be estimated when design is completed. Public improvements will be constructed using Tax Increment Financing (TIF) funds generated from private development. See Appendix A for a preliminary cost benefit analysis.

## ***Conformance with Comprehensive Plan***

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

## ***Financing***

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

Sources of funding may include:

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

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

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

*That portion of the ad valorem tax which is produced by the levy at the rate fixed each year by or for each such public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body; and*

*That portion of the ad valorem tax on real property in the redevelopment project in such amount, if any, shall be allocated to and, when collected, paid into a special fund of the authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of loan, of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, priority for financing or refinancing, in whole or in part, the redevelopment project.*

*When such bonds, loans, notes, advances of money, or indebtedness, including interest and premiums due, have been paid, the authority shall so notify the county assessor and country treasurer and all ad valorem taxes upon taxable real property in such a redevelopment project shall be paid into the funds of the respective public bodies.*

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

## APPENDIX A: COST BENEFIT ANALYSIS

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

- ***Piedmont Shopping Center Project***

The Piedmont Shopping Center Project will redevelop the approximately four (4) acres located generally at 1265 South Cotner Boulevard, Lincoln, Nebraska, in the Piedmont Redevelopment Area. The shopping center was the first of its kind in Lincoln and was built in 1956. The new improvements include new entries, the use of stucco and stone to enhance the existing limestone façade. Also planned are new awnings, landscaping, stamped concrete patios, fencing, stone pillars and new light poles. The total cost of construction is estimated at approximately \$4,700,000.

As required by Nebraska Community Development Law (Neb. Rev. Stat. §18-2113), the City has analyzed the costs and benefits of the proposed Piedmont Shopping Center Project including:

Base Value	\$2,150,700	(2013 Assessed Value)
Estimated New Assessed Value	\$6,000,000	
Increment Value	\$3,849,300	
TIF Tax Generated	\$77,780	
Bond/Note Issue	\$757,750	
Funds Available	\$757,750	

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

Upon completion of the Project, the assessed value of the property within the project area will increase by an estimated \$3,849,300 as a result of the private investment. This will result in an estimated annual increase of approximately \$77,780 in property tax collections that will be available for the construction of public improvements related to the project during the 15 year TIF period. The public investment of a projected \$757,750 in TIF funds will leverage \$4,700,000 in private sector financing, resulting in a private investment of more than \$6.20 for every City TIF dollar spent.

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

It is not anticipated that the Project will have an adverse impact on existing public infrastructure. Tax Increment Financing toward the project will result in new sidewalks along South Cotner Boulevard and Aldrich Street, façade improvements, and other eligible improvements.

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



- ***Employment within the Project Area***

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

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

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

- ***Other Impacts***

The Project should have a positive impact on the neighborhood and the local private business sector by offering new and enhanced site location options for new or existing businesses. The Project will also increase the tax base without an adverse effect on either public or private entities.

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