

# WAVERLY, NEBRASKA

## Blight & Substandard Determination Study & General Redevelopment Plan

### *REDEVELOPMENT AREA #1 - AMENDED*



Prepared For:

**CITY OF WAVERLY  
COMMUNITY DEVELOPMENT AGENCY (CDA)**

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**BLIGHT & SUBSTANDARD  
DETERMINATION STUDY**

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## A. BLIGHT & SUBSTANDARD DETERMINATION STUDY

### *EXECUTIVE SUMMARY*

#### Purpose of Study/Conclusion

The purpose of this Blight and Substandard Determination Study is to apply the criteria set forth in the Nebraska Community Development Law, Section 18-2103, to the designated **Redevelopment Area #1-Amended in Waverly, Nebraska**. The results of this Study will assist the Waverly Community Development Agency (CDA), the City Council and the Authority's legal representation to compare the findings of the Study to statutory requirements as to the declaration of Redevelopment Area #1 - Amended as both **blighted and substandard**.

#### Location

The findings presented in this Blight and Substandard Determination Study are based on surveys and analyses conducted for the **Waverly Redevelopment Area**, referred to as **Redevelopment Area #1 - Amended**.

**Redevelopment Area #1 - Amended** generally consists of three major land areas, connected by road corridors, containing an estimated 770 acres. **Illustration 1** delineates Redevelopment Area #1 - Amended in relation to the City of Waverly. The following generally describes the boundaries of the major land areas, followed by the road corridors connecting them.

**Area A** begins at the intersection of the half section line of Section 9, T11N, R8E of the Sixth Principal Meridian, with the east line of 148<sup>th</sup> Street, thence south along said east line to its intersection with the half section line of the southeast quarter of Section 9, T11N, R8E, thence west along said half section line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said line to its intersection with the half section line of Section 9, T11N, R8E, also known as the point of beginning.

**Area B** begins at the intersection of the north line of Irregular Lot 19, with the west line of 148<sup>th</sup> Street, thence south along said west line to its intersection with the north line of Lot 2, Kubert's Subdivision, thence west along said north line to its intersection with the east line of Lot 1, Kubert's Subdivision, thence south along said east line to its intersection with the north line of Irregular Lot 133 in the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian, also known as Rose Hill Cemetery, thence west along said north line to its intersection with the west line of Lot 1, Kubert's Subdivision, thence north along said west line to its intersection with the south line of Lot 92, thence west along said line and continuing west along the south line of Lots 110, 104, 114, 113, 49, 37 and 107 to its intersection with the east line of 144<sup>th</sup> Street, thence south along said east line to its intersection with the south line of Ivanhoe Street, thence west along said south line to its intersection with the east line

of 142<sup>nd</sup> Street, thence south along said east line to its intersection with the south line of Heywood Street, thence west along said south line to its intersection with the south line of Highway 6, thence southwest along said south line to its intersection with the east line of Canongate Road, thence north along said east line to its intersection with the west Corporate Limit Line of the City of Waverly, thence following along said Corporate Limit Line east and south to its intersection with the north line of the Highway 6 right-of-way, thence northeast along said north line to its intersection with an extension of the west line of 140<sup>th</sup> Street, thence north along said extended west line to its intersection with the north line of Lancashire Street, thence east along said north line to its intersection with the west line of the vacated alley located in the Waverly Village Subdivision, thence north along said west line to its intersection with the north line of Lot 19 of the Waverly Village Subdivision, thence west along said north line to its intersection with the extended west line of Irregular Lot 162 of the Waverly Village Subdivision, thence north along said extended west line, continuing as the west line of Lot 163, to its intersection with the south line of Irregular Lot 158, in the southwest quarter of Section 16, T11N, R8E (also known as the Corporate Limit Line of the City of Waverly) thence west along said south line to its intersection with the west line of Lot 158, thence north along said west line, continuing along an extension of said west line to its intersection with the north line of Irregular Lot 216, thence east along said north line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said west line to its intersection with the south line of Waverly Road, thence east along said south line, across 141<sup>st</sup> Street, to its intersection with the east line of 141<sup>st</sup> Street, thence south along said east line to its intersection with the north line of Mansfield Street, thence east along said north line to its intersection with the west line of Lot 194, thence north along said west line to its intersection with the north line of Lot 194, thence east along said north line, continuing east along the north line of Lots 170, 32, 31, 207 and 19, to its intersection with the west line of 148<sup>th</sup> Street, also known as the point of beginning.

**Area C** begins at the intersection of the north line of the Highway 6 right-of-way and the east line of Canongate Road, thence south along said east line, to its intersection with the south line of Amberly Road, thence west along said south line to its intersection with the east line of 134<sup>th</sup> Street (also the Corporate Limit Line of the City of Waverly), thence south along said east line, generally following the Corporate Limit Line along the north line of the Interstate 80 right-of-way, to where it generally follows the east line of the westbound exit ramp onto Highway 6 at Exit 409, thence north across Highway 6 to its intersection with the north right-of-way line of Highway 6, thence northeast along said north line to its intersection with the east line of Canongate Road, also known as the point of beginning.

**Redevelopment Area #1 - Amended** also consists of the following road corridors:

148<sup>th</sup> Street, from its intersection with the half section line of Section 16, T11N, R8E of the Sixth Principal Meridian to its intersection with the south line of Amberly Road;

Amberly Road, from its intersection with the west line of 148<sup>th</sup> Street, to its intersection with the east line of 134<sup>th</sup> Street;

Canongate Road, from its intersection with the north line of Highway 6, to its intersection with the north line of Waverly Road;

Waverly Road, from its intersection with the west line of Canongate Road, to its intersection with the east line of 148<sup>th</sup> Street; and

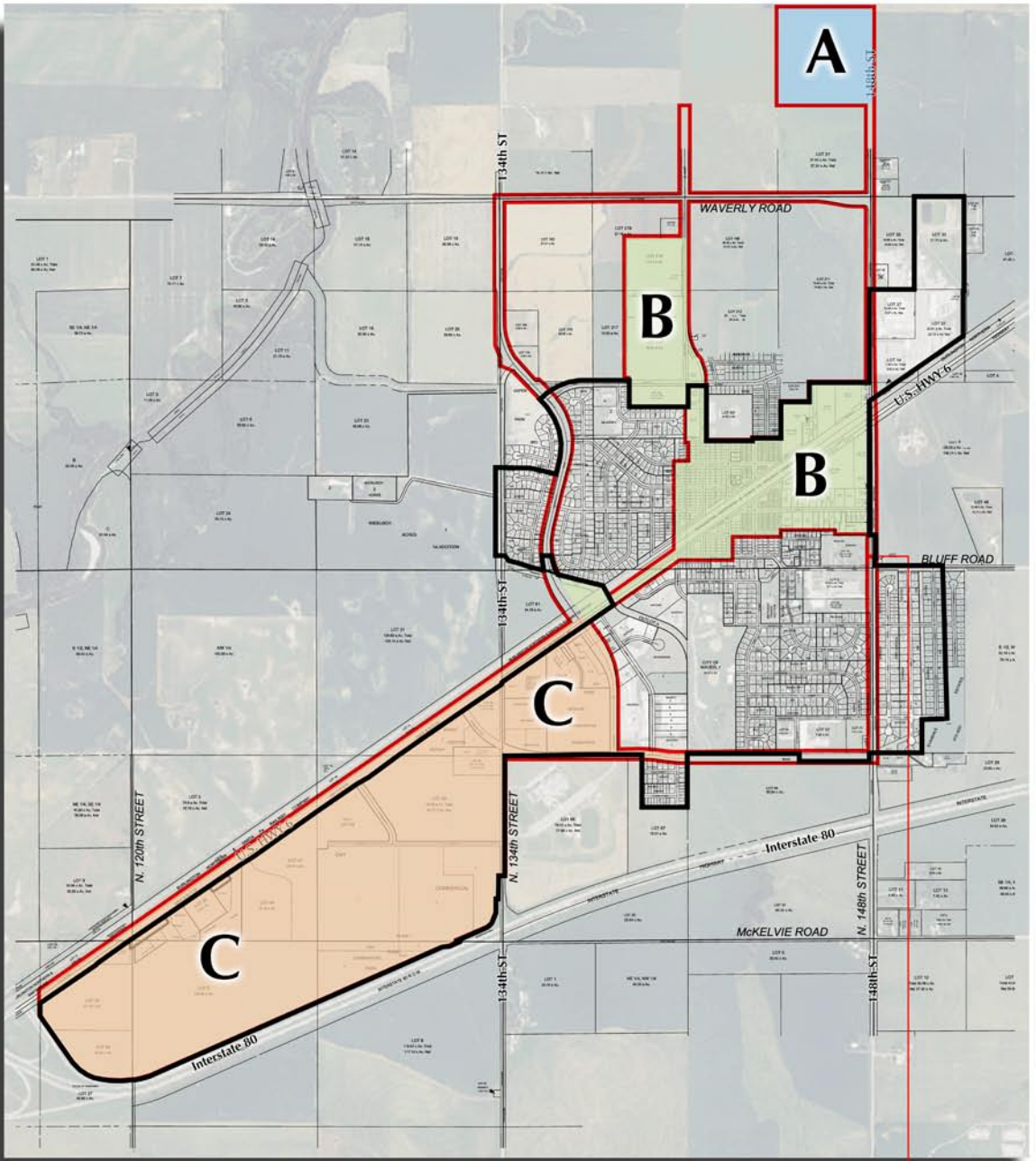
141<sup>st</sup> Street, from its intersection with the south line of Waverly Road, to its intersection with the half section line of the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian.


The amended Waverly Redevelopment Area #1 consists, primarily, of the City's original Downtown and the adjacent commercial/industrial area along Highway 6. The boundary of Redevelopment Area #1 - Amended includes land areas located both within the Corporate Limits of the City and areas adjacent the City. Redevelopment Area #1 - Amended includes the right-of-way of Highway 6 and adjacent Lancaster County roads. The boundary of the amended Redevelopment Area #1 contains land areas outside of the Corporate Limits of Waverly which will need to be annexed, prior to the use of Tax Increment Financing.

The current land area within the Corporate Limits of Waverly is estimated to be 1,055 acres. Redevelopment Area #1 - Amended equals an estimated 770 acres. The City of Waverly will need to annex at least 485 additional acres, not included in the Redevelopment Area, to maintain no more than 50 percent of the City's land area within the Redevelopment Area, as set forth by the Nebraska Community Development Law for Second Class (Nebraska) cities.

# City Context Map

Redevelopment Area #1 - Amended  
 Blight/Substandard Determination Study  
 Waverly, Nebraska



-  Corporate Limit Boundary
-  Redevelopment Area #1 Amended Boundary



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## ***SUBSTANDARD AREA***

As set forth in the Nebraska legislation, a **substandard area** shall mean one in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of the presence of:

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

This evaluation included a detailed **exterior structural survey of 164 structures**, a parcel-by-parcel field inventory, conversations with pertinent City of Waverly department staff and a review of available reports and documents containing information which could substantiate the existence of substandard conditions.

## ***BLIGHTED AREA***

As set forth in the Section 18-2103 (11) Nebraska Revised Statutes (Cumulative Supplement 1994), a **blighted area** shall mean "an area, which by reason of the presence of:

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;

8. Defective or unusual conditions of title;
9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability; and
12. Is detrimental to the public health, safety, morals or welfare in its present condition and use; and in which there is at least one or more of the following conditions exists;
  1. Unemployment in the study or designated blighted area is at least one hundred twenty percent of the state or national average;
  2. The average age of the residential or commercial units in the area is at least 40 years;
  3. More than half of the plotted and subdivided property in an area is unimproved land that has been within the city for 40 years and has remained unimproved during that time;
  4. The per capita income of the study or designated blighted area is lower than the average per capita income of the city or village in which the area is designated; or
  5. The area has had either stable or decreasing population based on the last two decennial censuses."

While it may be concluded the mere presence of a majority of the stated factors may be sufficient to make a finding of blighted and substandard, this evaluation was made on the basis that existing blighted and substandard factors must be present to an extent which would lead reasonable persons to conclude public intervention is appropriate or necessary to assist with any development or redevelopment activities. Secondly, the distribution of blighted and substandard factors throughout the Redevelopment Area must be reasonably distributed so basically good areas are not arbitrarily found to be blighted simply because of proximity to areas which are blighted.

**On the basis of this approach, the Redevelopment Area is found to be eligible as "blighted" and "substandard", within the definition set forth in the legislation. Specifically:**

## ***SUBSTANDARD FACTORS***

Of the Four Substandard Factors set forth in the Nebraska Community Development Law, all four Factors in the Redevelopment Area were found to be present to a strong extent. The Substandard Factors, present in the Area, are reasonably distributed throughout the Redevelopment Area.

**TABLE 1  
SUBSTANDARD FACTORS  
REDEVELOPMENT AREA #1 - AMENDED  
WAVERLY, NEBRASKA**

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1.	Dilapidated/deterioration.	☐
2.	Age or obsolescence.	☐
3.	Inadequate provision for ventilation, light, air, sanitation or open spaces.	■
4.	Existence of conditions which endanger life or property by fire and other causes.	☐
	<b>Strong Presence of Factor</b>	☐
	<b>Reasonable Presence of Factor</b>	■
	<b>No Presence of Factor</b>	○

Source: Hanna:Keelan Associates, P.C., 2007

### ***STRONG PRESENCE OF FACTOR -***

The Field Study method used to analyze exterior building conditions determined that 43, or 26 percent of the 164 total structures, in the Redevelopment Area, were ***deteriorating or dilapidated***. This Factor is of a strong presence throughout the Area.

Based on the results of a parcel-by-parcel field analysis, approximately 94 (57%) of the total 164 structures within the Redevelopment Area are ***40+ years of age*** (built prior to 1967). The Factor of ***age or obsolescence*** is a strong presence in the Redevelopment Area.

The parcel-by-parcel Field Analysis determined that the Substandard Factor ***existence of conditions which endanger life or property by fire and other causes*** was a strong presence throughout Redevelopment Area #1 - Amended. The primary contributing Factors include areas with water and/or sanitary sewer systems that are undersized, or, less than 6" diameter mains in residential areas and 8" diameter mains in areas of commercial and industrial land uses. Portions of the Redevelopment Area having outdated or undersized sewer mains are not able to sustain future development opportunities.

***REASONABLE PRESENCE OF FACTOR -***

The conditions which result in ***inadequate provision for ventilation, light, air, sanitation or open space*** are reasonably present and distributed throughout the Redevelopment Area. Factors such as graveled roads with open storm water ditches, outside storage and parking areas that are gravel surfaced and the display of vehicles and agricultural machinery are present throughout the Redevelopment Area. Undersized water mains, as well as the advanced age of both water and sewer mains, throughout the portion of the Redevelopment Area located within the Corporate Limits, are inadequate by current utility standards.

***The prevailing substandard conditions, evident in buildings and the public infrastructure, as determined by the field survey, include:***

1. Aging structures;
2. Dilapidated/deteriorated structures;
3. "Fair" to "Poor" site conditions, or site conditions unimproved for industrial development;
4. Gravel surfaced roads or roads with soft shoulders and open storm water drainage ditches;
5. Frame buildings and wood structural components in masonry buildings as potential fire hazards; and
6. Parcels lacking adequate accessibility to residential, commercial and industrial land use types.
7. Age and associated condition of underground water and sewer mains throughout the Downtown and eastern portions of the Redevelopment Area; and
8. Areas within the Redevelopment Area that lack municipal utilities.

***BLIGHT FACTORS***

Of the 12 Blight Factors set forth in the Nebraska Community Development Law, eight are present to a strong extent, in the Redevelopment Area, and two are present to a reasonable, but more limited extent. The Factor “tax or special assessment excluding the fair value of land,” was of little or no presence and “defective or unusual condition of title” was not reviewed. The Blighting Factors which are present are reasonably distributed throughout the amended Waverly Redevelopment Area #1.

**TABLE 2  
BLIGHT FACTORS  
REDEVELOPMENT AREA #1 - AMENDED  
WAVERLY, NEBRASKA**

1.	A substantial number of deteriorated or deteriorating structures.	☐
2.	Existence of defective or inadequate street layout.	■
3.	Faulty lot layout in relation to size, adequacy, accessibility or usefulness.	☐
4.	Insanitary or unsafe conditions.	☐
5.	Deterioration of site or other improvements.	☐
6.	Diversity of Ownership.	☐
7.	Tax or special assessment delinquency exceeding the fair value of land.	○
8.	Defective or unusual condition of title.	NR
9.	Improper subdivision or obsolete platting.	☐
10.	The existence of conditions which endanger life or property by fire or other causes.	☐
11.	Other environmental and blighting factors.	■
12.	One of the other five conditions.	☐
	<b>Strong Presence of Factor</b>	☐
	<b>Reasonable Presence of Factor</b>	■
	<b>Little or No Presence of Factor</b>	○
	<b>NR = Not Reviewed</b>	

Source: Hanna:Keelan Associates, P.C., 2007

## ***STRONG PRESENCE OF FACTOR -***

***Deteriorated or dilapidated structures*** are a strong presence in the Redevelopment Area. A total of 26 percent, or 43, of the total 164 structures were found to be deteriorating or dilapidated.

***Faulty lot layout*** exists to a strong extent throughout the Redevelopment Area. Conditions contributing to the presence of this Factor include inadequate lot sizes and limited accessibility.

***Insanitary or unsafe conditions*** are reasonably present throughout the Redevelopment Area. Conditions contributing to this Factor include substandard structures and age of structures, as well as the presence of abandoned and dilapidated buildings or underutilized buildings.

***Deterioration of site or other improvements*** is a strong presence throughout the area, where of the total parcels examined, 129 (66.7%) have “fair” to “poor” overall site conditions.

***Diversity of ownership*** is strongly present throughout the Redevelopment Area. The central portion of the Redevelopment Area contains the highest number of owners, ranging from one to 15 per block, while the remaining southwestern and northern areas contain large tracts of agricultural and industrial land with fewer owners. The assemblage of land for redevelopment purposes is further complicated by the number of owners that must be negotiated with to purchase an adequately sized parcel of land.

***Improper subdivision or obsolete platting*** is strongly present throughout the Redevelopment Area. Generally, lot sizes throughout the Redevelopment Area contain a variety of subdivisions in which individual lot sizes are too small by today’s municipal development standards. The dimensions of the majority of individual lots within the Redevelopment Area range in size from 44' x 142'; however, examples of irregular lot sizes and layouts exist, including the lots north of Woodstock Street, between 143<sup>rd</sup> and 148<sup>th</sup> Streets, and the lots extending south from the Highway 6 corridor, and fronting on Jamestown Street. These parcels have been subdivided in such a fashion as to fit in the available land located along the diagonal Highway 6 corridor. This configuration creates irregularly shaped and undersized lots, which complicates redevelopment efforts.

The ***existence of conditions which endanger life or property*** by fire or other causes is strongly present throughout the Redevelopment Area. Conditions related to this Factor include the advanced age of wood frame buildings, several of which are deteriorated, or dilapidated. Areas within the corporate limits also contain underground utility mains that are inadequately sized and prone to deterioration due to advanced age.

*One of the required five additional blight factors* has a strong presence throughout the Redevelopment Area. Based on the field analysis, the estimated average age of residential buildings is 78 years and the average age of commercial buildings is 48.3 years.

#### ***REASONABLE PRESENCE OF FACTOR -***

*Defective or inadequate street layout* is reasonably present, due to the existence of large areas of land with little or no acceptable road access, a significant number of gravel surfaced roads, with open storm water ditches, as well as gravel surfaced private entry lane roads or driveways.

In regards to *other environmental and Blighting Factors*, the presence of economically and socially undesirable land uses and functional obsolescence is reasonably present throughout the Redevelopment Area. Several buildings in the agricultural portion of the Redevelopment Area contain buildings that are functionally obsolescent.

#### **Conclusion**

It is the conclusion of the Consultant retained by the City of Waverly that the number, degree and distribution of blighting factors, as documented in this Study, are beyond remedy and control solely by regulatory processes in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided in the Nebraska Community Development Law. It is also the opinion of the Consultant, that the findings of this Blight and Substandard Determination Study warrant designating the Redevelopment Area as "**substandard**" and "**blighted.**"

The conclusions presented in this Study are those of the Consultant engaged by the City of Waverly to examine whether conditions of blight/substandard exist. The local governing body should review this Study and, if satisfied with the summary of findings contained herein, may adopt a resolution making a finding of blight/substandard and this Study a part of the public record.

## ***BASIS FOR REDEVELOPMENT***

For a project in Waverly to be eligible for redevelopment under the Nebraska Community Development Law, the subject area or areas must first qualify as both a “substandard” and “blighted” area, within the definition set forth in the Nebraska Community Development Law. This Study has been undertaken to determine whether conditions exist which would warrant designation of the Redevelopment Area as a "blighted and substandard area" in accordance with provisions of the law.

As set forth in Section 18-2103 (10) Neb. Rev. Stat. (Cumulative Supplement 1994), **substandard area** shall mean an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which by reason of the following:

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

As set forth in the Nebraska legislation, a **blighted area** shall mean an area, which by reason of the presence of:

1. A substantial number of deteriorated or deteriorating structures;
2. Existence of defective or inadequate street layout;
3. Faulty lot layout in relation to size, adequacy, accessibility or usefulness;
4. Insanitary or unsafe conditions;
5. Deterioration of site or other improvements;
6. Diversity of ownership;
7. Tax or special assessment delinquency exceeding the fair value of the land;
8. Defective or unusual conditions of title;



9. Improper subdivision or obsolete platting;
10. The existence of conditions which endanger life or property by fire or other causes;
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability;
12. Is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one of the following conditions:
  1. Unemployment in the designated blighted area is at least one hundred twenty percent of the state or national average;
  2. The average age of the residential or commercial units in the area is at least 40 years;
  3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the city for 40 years and has remained unimproved during that time;
  4. The per capita income of the designated blighted area is lower than the average per capita income of the city or village in which the area is designated; or
  5. The area has had either stable or decreasing population based on the last two decennial censuses.

The Consultant for the amended Waverly Redevelopment Area #1 Blight and Substandard Determination Study was guided by the premise that the finding of blight and substandard must be defensible and sufficient evidence of the presence of Factors should exist so members of the Waverly City Council (local governing body), acting as reasonable and prudent persons, could conclude public intervention is necessary or appropriate. Therefore, each Factor was evaluated in the context of the extent of its presence and the collective impact of all Factors found to be present.

Also, these deficiencies should be reasonably distributed throughout the Redevelopment Area. Such a "reasonable distribution of deficiencies test" would preclude localities from taking concentrated areas of blight and expanding them arbitrarily into non-blighted areas for planning or other reasons. The only exception which should be made to this rule is where projects must be brought to a logical boundary to accommodate new development and ensure accessibility, but even in this instance, the conclusion of such areas should be minimal and related to an area otherwise meeting the reasonable distribution of deficiencies test.

## ***THE STUDY AREA***

The purpose of this Study is to determine whether all or part of the Waverly Redevelopment Area #1 - Amended in Waverly, Nebraska, qualifies as a **blighted and substandard area**, within the definition set forth in the Nebraska Community Development Law, Section 18-2103.

### **Location**

The findings presented in this Blight and Substandard Determination Study are based on surveys and analyses conducted for the amended **Waverly Redevelopment Area**, referred to as **Redevelopment Area #1 - Amended**.

**Redevelopment Area #1 - Amended** generally consists of three major land areas, connected by road corridors, containing an estimated 770 acres. **Illustration 1** delineates Redevelopment Area #1 - Amended in relation to the City of Waverly. The following generally describes the boundaries of the major land areas, followed by the road corridors connecting them.

**Area A** begins at the intersection of the half section line of Section 9, T11N, R8E of the Sixth Principal Meridian, with the east line of 148<sup>th</sup> Street, thence south along said east line to its intersection with the half section line of the southeast quarter of Section 9, T11N, R8E, thence west along said half section line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said line to its intersection with the half section line of Section 9, T11N, R8E, also known as the point of beginning.

**Area B** begins at the intersection of the north line of Irregular Lot 19, with the west line of 148<sup>th</sup> Street, thence south along said west line to its intersection with the north line of Lot 2, Kubert's Subdivision, thence west along said north line to its intersection with the east line of Lot 1, Kubert's Subdivision, thence south along said east line to its intersection with the north line of Irregular Lot 133 in the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian, also known as Rose Hill Cemetery, thence west along said north line to its intersection with the west line of Lot 1, Kubert's Subdivision, thence north along said west line to its intersection with the south line of Lot 92, thence west along said line and continuing west along the south line of Lots 110, 104, 114, 113, 49, 37 and 107 to its intersection with the east line of 144<sup>th</sup> Street, thence south along said east line to its intersection with the south line of Ivanhoe Street, thence west along said south line to its intersection with the east line of 142<sup>nd</sup> Street, thence south along said east line to its intersection with the south line of Heywood Street, thence west along said south line to its intersection with the south line of Highway 6, thence southwest along said south line to its intersection with the east line of Canongate Road, thence north along said east line to its intersection with the west Corporate Limit Line of the City of Waverly, thence following along said Corporate Limit Line east and south to its intersection with the north line of the Highway 6 right-of-way, thence northeast along said north line to its intersection with an extension of the west line of 140<sup>th</sup> Street, thence north along said extended west line

to its intersection with the north line of Lancashire Street, thence east along said north line to its intersection with the west line of the vacated alley located in the Waverly Village Subdivision, thence north along said west line to its intersection with the north line of Lot 19 of the Waverly Village Subdivision, thence west along said north line to its intersection with the extended west line of Irregular Lot 162 of the Waverly Village Subdivision, thence north along said extended west line, continuing as the west line of Lot 163, to its intersection with the south line of Irregular Lot 158, in the southwest quarter of Section 16, T11N, R8E (also known as the Corporate Limit Line of the City of Waverly) thence west along said south line to its intersection with the west line of Lot 158, thence north along said west line, continuing along an extension of said west line to its intersection with the north line of Irregular Lot 216, thence east along said north line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said west line to its intersection with the south line of Waverly Road, thence east along said south line, across 141<sup>st</sup> Street, to its intersection with the east line of 141<sup>st</sup> Street, thence south along said east line to its intersection with the north line of Mansfield Street, thence east along said north line to its intersection with the west line of Lot 194, thence north along said west line to its intersection with the north line of Lot 194, thence east along said north line, continuing east along the north line of Lots 170, 32, 31, 207 and 19, to its intersection with the west line of 148<sup>th</sup> Street, also known as the point of beginning.

**Area C** begins at the intersection of the north line of the Highway 6 right-of-way and the east line of Canongate Road, thence south along said east line, to its intersection with the south line of Amberly Road, thence west along said south line to its intersection with the east line of 134<sup>th</sup> Street (also the Corporate Limit Line of the City of Waverly), thence south along said east line, generally following the Corporate Limit Line along the north line of the Interstate 80 right-of-way, to where it generally follows the east line of the westbound exit ramp onto Highway 6 at Exit 409, thence north across Highway 6 to its intersection with the north right-of-way line of Highway 6, thence northeast along said north line to its intersection with the east line of Canongate Road, also known as the point of beginning.

**Redevelopment Area #1 - Amended** also consists of the following road corridors:

148<sup>th</sup> Street, from its intersection with the half section line of Section 16, T11N, R8E of the Sixth Principal Meridian to its intersection with the south line of Amberly Road;

Amberly Road, from its intersection with the west line of 148<sup>th</sup> Street, to its intersection with the east line of 134<sup>th</sup> Street;

Canongate Road, from its intersection with the north line of Highway 6, to its intersection with the north line of Waverly Road;

Waverly Road, from its intersection with the west line of Canongate Road, to its intersection with the east line of 148<sup>th</sup> Street; and

141<sup>st</sup> Street, from its intersection with the south line of Waverly Road, to its intersection with the half section line of the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian.

The portions of the boundaries of Redevelopment Area #1 - Amended presently contain land areas outside of the Corporate Limits of Waverly. These areas will need to be annexed prior to the use of Tax Increment Financing. **Existing land uses** within the amended Waverly Redevelopment Area #1 are identified in **Illustration 2**.

Major land uses in Redevelopment Area #1 - Amended, include industrial, vacant, agricultural, commercial, single family residential, and public/quasi-public. The Redevelopment Area contains an estimated 770 acres, of which approximately 408.5 acres have been developed. Residential uses consist of single family and multifamily dwellings.

The main east/west corridor through Redevelopment Area #1 - Amended is Highway 6, with Waverly Road and Amberly Road as secondary east/west routes. Lancashire Street is the main business corridor, in the Downtown. Several north/south at-grade crossings of the Burlington Northern Santa Fe Railroad corridor connect Downtown Waverly and points north to the mainly residential and industrial areas south of the highway/railroad corridor. The tracks are situated diagonally from northeast to southwest, parallel to Highway 6, throughout the Redevelopment Area.

**Table 3** identifies the estimated existing land uses within the Redevelopment Area, in terms of number of acres and percentage of total for all existing land uses. An estimated 47 percent of the land use throughout the Area is comprised of vacant/undeveloped land.

**TABLE 3  
EXISTING LAND USE  
REDEVELOPMENT AREA #1 - AMENDED  
WAVERLY, NEBRASKA**

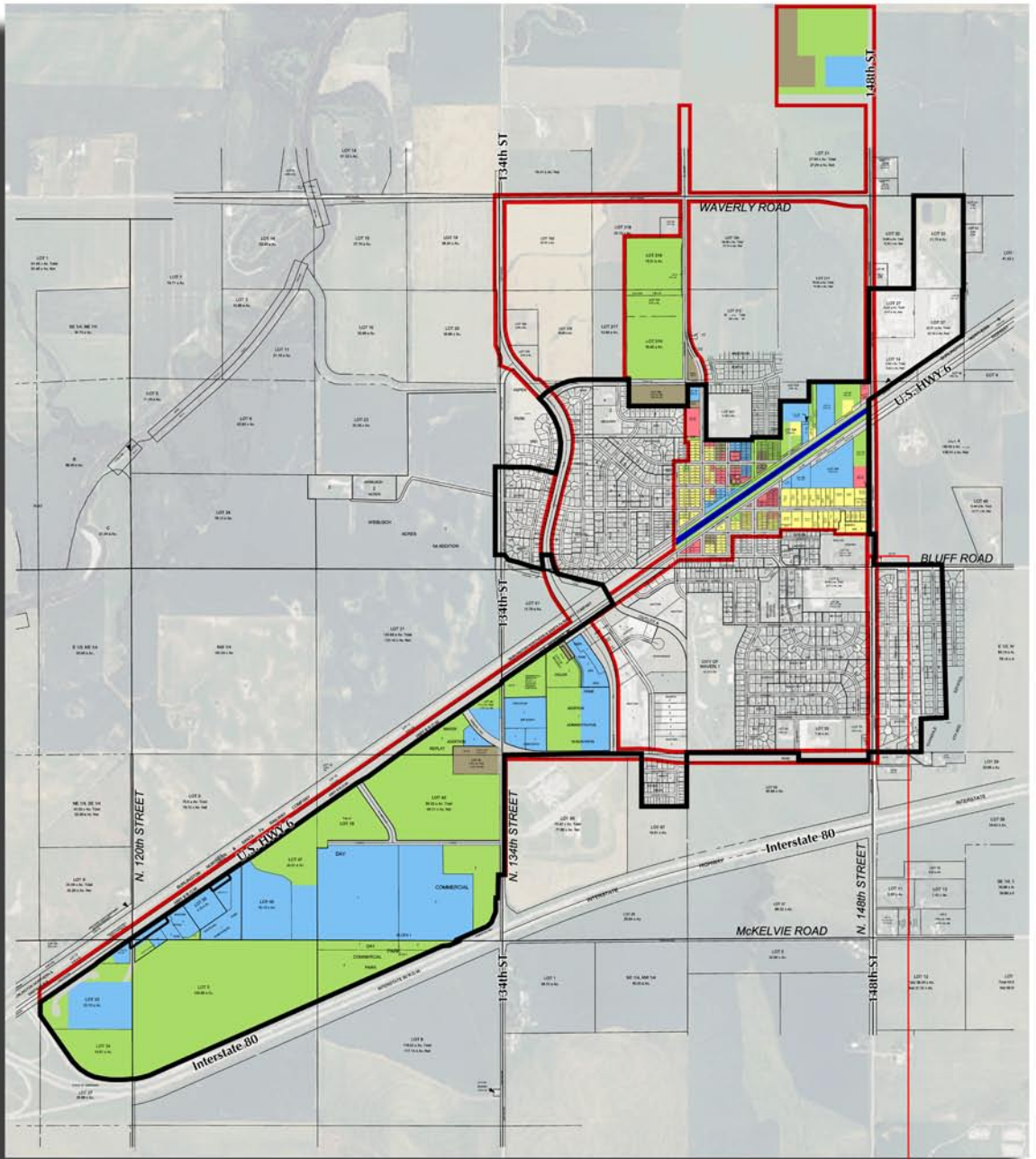
<u>LAND USE</u>	<u>ACRES</u>	<u>PERCENT</u>
Commercial	24.0	3.1%
Industrial	172.7	22.4%
Public/Quasi-Public	23.3	3.0%
Single Family	30.0	3.9%
Multifamily	1.6	0.2%
Railroad Corridor	18.4	2.4%
Streets/Alleys/Highway		
R.O.W.	138.5	18.0%
<u>Vacant/Undeveloped Land</u>	<u>361.5</u>	<u>47.0%</u>
<b>Total Acreage</b>	<b>770</b>	<b>100.0%</b>

Source: Hanna:Keelan Associates, P.C., 2007

**Illustration 2** identifies existing land use in Redevelopment Area #1 - Amended. **Illustration 3** identifies the existing zoning districts in the Redevelopment Area. The portion of the Redevelopment Area located beyond the Corporate Limits of Waverly is within the One-Mile Planning Jurisdiction of the City, thus land usage and zoning throughout the entire Redevelopment Area is controlled by the City of Waverly.

# Generalized Existing Land Use Map

Redevelopment Area #1 - Amended  
Blight/Substandard Determination Study  
Waverly, Nebraska



**Corporate Limit Boundary**  
**Redevelopment Area #1 Amended Boundary**

**Vacant**  
**Parks & Recreation**  
**Public & Quasi-Public**  
**Single Family Residential**  
**Multifamily Residential**  
**Mobile Home Park**  
**Commercial**  
**Industrial**  
**Railroad Corridor**

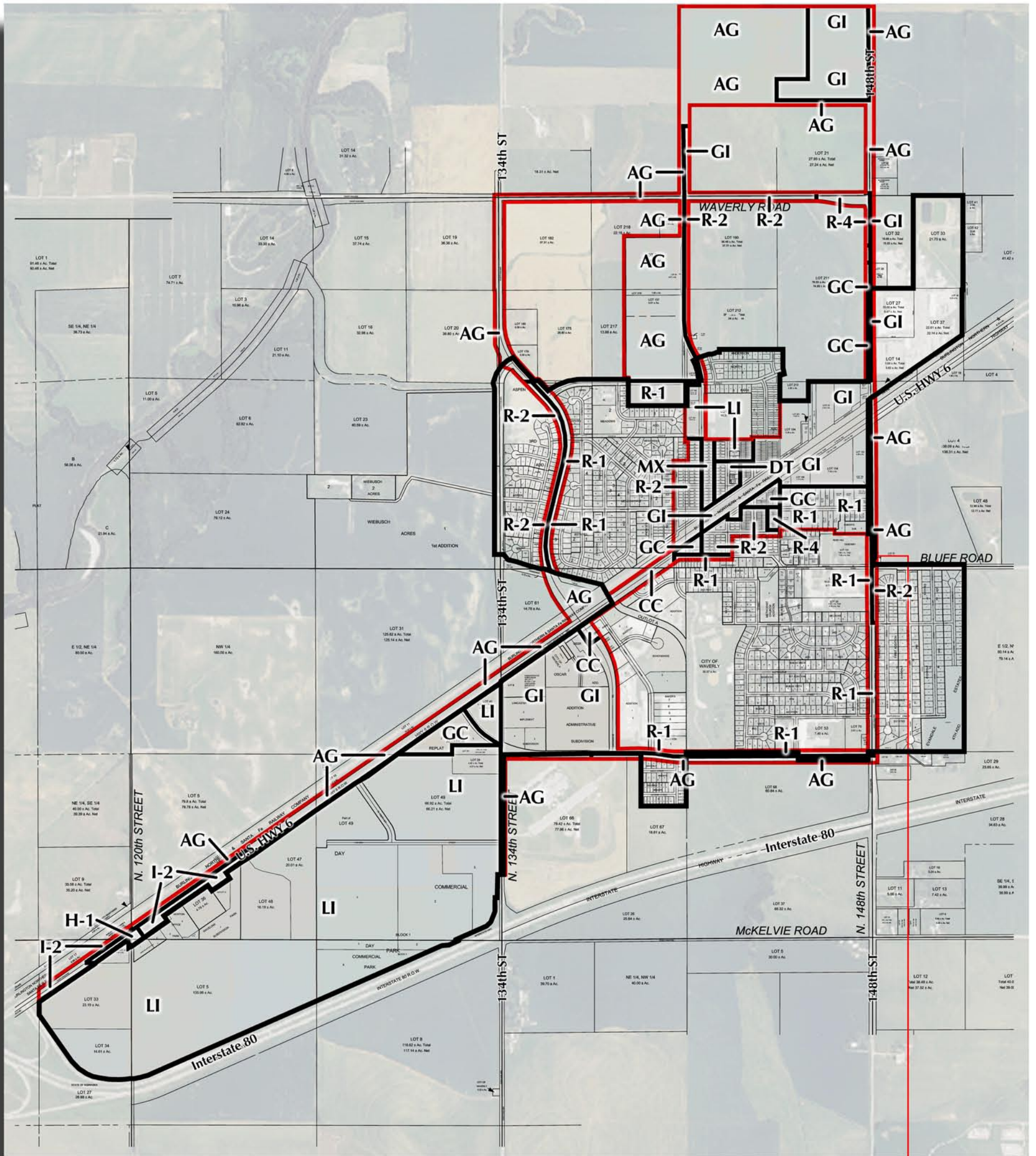
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# Official Zoning Map

Redevelopment Area #1 - Amended  
Blight/Substandard Determination Study  
Waverly, Nebraska



	<b>General Industrial District</b>		<b>Agricultural District</b>
	<b>Industrial Park District</b>		<b>Single Family Residential</b>
	<b>Interstate Commercial</b>		<b>Single Family Residential</b>
	<b>Corporate Limit Boundary</b>		<b>Urban Family Residential</b>
	<b>Redevelopment Area #1 Amended Boundary</b>		<b>Mixed and Urban District</b>
			<b>Downtown Commercial District</b>
			<b>Community Commercial District</b>
			<b>General Commercial District</b>
			<b>Light Industrial District</b>

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1 NE

## ***THE RESEARCH APPROACH***

The Blight and Substandard Determination research approach, implemented for the Redevelopment Area, included an area-wide assessment (100 percent sample) of all of the Factors identified in the Nebraska Community Development Law, with the exception of **defective or unusual condition of title**. All Factors were investigated on an area-wide basis.

### Structural Survey Process

The rating of building conditions is a critical step in determining the eligibility of an area for redevelopment. It is important that the system for classifying buildings be based on established evaluation standards and criteria and that it result in an accurate and consistent description of existing conditions.

A structural condition survey was conducted in the month of January, 2007. A total of 164 structures received exterior inspections. These structures were examined to document structural deficiencies in individual buildings and to identify related environmental deficiencies in the Redevelopment Areas. The structural Condition Survey Form utilized in this process is provided in the **Appendix**.

### Parcel-by-Parcel Field Survey

A parcel-by-parcel Field Survey was also conducted in the month January, 2007. A total of 195 separate parcels were inspected for existing and adjacent land uses, overall site conditions, existence of debris, parking conditions and street, sidewalk and alley surface conditions. The Condition Survey Form is included in the **Appendix**, as well as the results of the Survey.

### Research on Property Ownership and Financial Assessment of Properties

Public records including Lancaster County Assessor and Treasurer property files, or aerial photographs of all parcels in the Redevelopment Area were analyzed to determine the number of property owners in each block.

An examination of public records was conducted to determine if tax delinquencies existed for properties in the Redevelopment Area. The valuation, tax amount and any delinquent amount was examined for each of the properties.



## ***ELIGIBILITY SURVEY AND ANALYSIS FINDINGS***

An analysis was made of each of the Blighted and Substandard Factors listed in the Nebraska legislation to determine whether each or any were present in the Redevelopment Area and, if so, to what extent and in what locations. The following represents a summary evaluation of each Blight and Substandard Factor presented in the order of listing in the law.

### ***SUBSTANDARD FACTORS***

#### **(1) Dilapidation/Deterioration of Structures**

The rating of building conditions is a critical step in determining the eligibility of a substandard area for redevelopment. The system for classifying buildings must be based on established evaluation standards and criteria and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Waverly Redevelopment Area #1 - Amended, the standards and criteria used for evaluation and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis was based on an exterior inspection of all **164** existing structures, within the Redevelopment Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the area.

#### **1. Structures/Building Systems Evaluation**

During the on-site field analysis, each component of a structure/building was examined to determine whether it was in sound condition or has minor, major, or critical defects. Structures/building systems examined included the following three types, **one Primary** and **two Secondary**.

**Structural Systems (Primary Components)**. These include the basic elements of any structure/building: roof structure, wall foundation, and basement foundation.

## (Secondary Components)

**Building Systems.** These components include: roof surface condition, chimney, gutters/down spouts, and exterior wall surface.

**Architectural Systems.** These are components generally added to the structural systems and are necessary parts of the structure/building, including exterior paint, doors, windows, porches, steps, and fire escape, and driveways and site conditions.

The evaluation of each individual parcel of land included the review and evaluation of: adjacent land use, street surface type, street conditions, sidewalk conditions, parking, railroad track/right-of-way composition, existence of debris, existence of vagrants, and overall site condition, and the documentation of age and type of structure/building.

## 2. **Criteria for Rating Components for Structural, Building and Architectural Systems**

The components for the previously identified Systems were individually rated utilizing the following criteria.

**Sound.** Component that contained no defects, is adequately maintained, and requires no treatment outside of normal ongoing maintenance.

**Minor - Defect.** Components that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. The correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

**Major - Defect.** Components that contained major defects over a widespread area and would be difficult to correct through normal maintenance. Structures/buildings having major defects would require replacement or rebuilding of systems by people skilled in the building trades.

**Critical Defect.** Components that contained critical defects (bowing, sagging, or settling to any or all exterior systems causing the structure to be out-of-plumb, or broken, loose or missing material and deterioration over a widespread area) so extensive the cost of repairs would be excessive in relation to the value returned on the investment.

### 3. Final Structure/Building Rating

After completion of the **Exterior Rating** of each structure/building, each individual structure/building was placed in one of four categories, based on the combination of defects found with Components contained in Structural, Building and Architectural Systems. Each final rating is described below:

**Sound.** Defined as structures/buildings that can be kept in a standard condition with normal maintenance. Structures/buildings, so classified, **have less than six points.**

**Deficient-Minor.** Defined as structures/buildings classified as deficient--requiring minor repairs--**having between six and 10 points.**

**Deteriorating.** Defined as structures/buildings classified as deficient--requiring major repairs-- **having between 11 and 20 points.**

**Dilapidated.** Defined as structurally substandard structures/buildings containing defects that are so serious and so extensive that it may be most economical to raze the structure/building. Structures/buildings classified as dilapidated will **have at least 21 points.**

An individual *Exterior Rating form* is completed for each structure/building. The results of the *Exterior Rating* of all structures/buildings are presented in a *Table format.*

Primary Components	Secondary Components
One Critical = 11 pts	One Critical = 6pts
Major Deteriorating = 6 pts	Major Deteriorating = 3pts
Minor = 2 pts	Minor = 1 pt

Major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as dilapidated buildings. The word "building" and "structure" are presumed to be interchangeable.

#### **4. Field Survey Conclusions**

The condition of the total 164 buildings within the Redevelopment Area was determined based on the finding of the exterior survey. These surveys indicated the following:

- Ninety-three (93) structures were classified as structurally sound;
- Twenty-eight (28) structures were classified as deteriorating with minor defects.
- Seventeen (17) structures were classified as deteriorating with major defects; and
- Twenty-Six (26) structures were classified as dilapidated.

The results of the Exterior Structural Survey identified the conditions of the structures, throughout the Redevelopment Area. A total of 43 (26%) of the total 164 structures, within the Area, are either deteriorating or dilapidated to a substandard condition.

#### **Conclusion**

**The results of the Structural Condition Survey indicates that Deteriorating Structures are present to a strong extent throughout the Redevelopment Area. Table 4 identifies the results of the structural rating process per building type.**

**TABLE 4  
EXTERIOR SURVEY FINDINGS  
REDEVELOPMENT AREA #1 - AMENDED  
WAVERLY, NEBRASKA**

Exterior Structural Rating

<u>Activity</u>	<u>Sound</u>	<u>Deficient (Minor)</u>	<u>Deteriorating</u>	<u>Dilapidated</u>	<u>Number of Structure</u>	<u>Deteriorating and/ or Dilapidated</u>
Single Family	52	10	8	10	80	18
Commercial	18	2	3	9	32	12
Industrial	17	10	5	7	39	12
Other	7	5	1	0	13	1
<b>Totals</b>	<b>94</b>	<b>27</b>	<b>17</b>	<b>26</b>	<b>164</b>	<b>43</b>
Percent	57.3%	16.5%	10.4%	15.9%	100.0%	26.3%

Source: Hanna:Keelan Associates, P.C., 2007

**(2) Age or Obsolescence**

As per the results of the Field Survey, the estimated average age of residential structures in the Redevelopment Area is 78 years of age and the average age of commercial structures is 48.3 years. The Survey also estimates that of the total 164 structures, 95 (58%) are 40+ years of age, or were built prior to 1967.

**Conclusion**

**The Age and Obsolescence of the structures is a strong presence throughout Redevelopment Area #1 - Amended.**

### **(3) Inadequate Provision for Ventilation, Light, Air, Sanitation or Open Spaces**

The results from the Exterior Structural Survey, along with other field data, provided the basis for the identification of insanitary and unsafe conditions in Redevelopment Area #1 - Amended. Factors contributing to insanitary and unsafe conditions are discussed below.

The Field Survey determined that 26 percent of the total 164 structures, in the Redevelopment Area, were deteriorating or dilapidated. When not adequately maintained or upgraded to present-day occupancy standards, buildings that are deteriorating or dilapidated pose special safety and sanitary problems. There is a significant number of older wood-framed buildings and masonry buildings with wooden structural components, in need of structural repair and/or fire protection within the Downtown and Highway 6 corridor.

The parcel-by-parcel Field Survey identified a total of 110, or 56.4 percent of the total parcels as possessing “fair” overall site conditions. Additionally, 20, or 10.3 percent of the total 195 parcels were identified as being in “poor” condition. This represents a total of 66.7 percent of the total 195 parcels as being in “fair” or “poor” condition. Excessive debris, including areas of outside storage of vehicles and equipment, on gravel surfaced parking lots and storage sites, was present on 13 percent of parcels. Ambient dust and inclement weather can render these parking and outside storage areas inaccessible.

The age and associated condition of underground water and sewer mains are the primary concern in the portion of the Redevelopment Area located east of Canongate Road. Each of these utility systems range in age between 60 and 85 years, and, as a result will experience breakage and repeated maintenance issues as the systems continue to age. Water mains as little as 4" in diameter exist in the Downtown, along Kenilworth Street from 141<sup>st</sup> to 143<sup>rd</sup> Streets, along 142<sup>nd</sup> Street, south of Highway 6, from Jamestown to Heywood Streets. The majority of Redevelopment Area #1 - Amended is served by 8" to 12" or greater sanitary sewer mains. Water and sanitary sewer mains in the southwest industrial area are generally of adequate size and sound condition. Adequate pressure and quantity of water for fire protection is provided by no less than 6" diameter water mains. Current utility standards also recommend no less than 8" diameter sanitary sewer mains.

### **Conclusion**

**The Inadequate Provision for Ventilation, Light, Air, Sanitation or Open Spaces in Redevelopment Area #1 - Amended is reasonably sufficient to constitute a Substandard Factor.**

4) **The Existence of Conditions Which Endanger Life or Property by Fire and Other Causes**

**1. Frame Buildings**

There are wood-framed buildings and masonry buildings with wooden structural elements, throughout the Redevelopment Area, in need of structural repair and/or fire protection. An estimated 26 percent of these buildings have been determined to be deteriorating or dilapidated. Additionally, the Field Survey identified that approximately 20 (12.2%) of the 164 total structures have substandard porches, steps and fire escapes.

**2. Excessive Debris**

Debris located on 25 (12.8%) of the sites in the Redevelopment Area pose a fire hazard, as well as a place to harbor pests, which could be detrimental to the public's safety.

**3. Inadequate accessibility**

The Burlington Northern Santa Fe Railroad and Highway 6 corridors are a large barrier to north/south travel in Waverly. Currently, one overpass at Canongate Road and two at-grade crossings, at 141<sup>st</sup> and 148<sup>th</sup> Streets, exist in the Redevelopment Area. The ability of pedestrians and motor vehicles to cross the combined corridor is difficult, due to its expansive width and vehicles traveling at excessive speeds. In addition, frequent train traffic makes attempting to cross from one side of the Highway to the other potentially dangerous for both pedestrian and motor vehicle traffic.

Specific data relating to the Redevelopment Area includes:

Outside storage of assembled equipment, parts waiting assembly and storage of farm equipment and motor vehicles upon gravel surfaced parking areas is detrimental to the redevelopment potential of the Area. Aside from the visual clutter, hazardous conditions can potentially exist from run-off of motor oil and grease, as well as providing secluded areas for pests and vermin to thrive. Excessive debris was found in 25 (13 %) of the total 195 parcels.

Overall site conditions at properties throughout the Redevelopment Area were generally found to be in “fair” condition. The Field Survey identified 110 parcels, or 56.4 percent of the total 195 parcels, in “fair” condition, while 20 parcels (10.3 percent) were identified as being in “poor” condition. This overall condition rating included the evaluation of the general condition of structures and road and site improvements.

Approximately 58 percent of the structures, in the Redevelopment Area, were built prior to 1967, thus 40+ years of age. There are masonry buildings with wooden structural elements located throughout the Area in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorating or dilapidated.

### **Conclusion**

**The Conditions Which Endanger Life or Property by Fire and Other Causes are strongly present throughout the Redevelopment Area.**



## ***BLIGHT FACTORS***

### **(1) Dilapidation/Deterioration of Structures**

The rating of building conditions is a critical step in determining the eligibility of a substandard area for redevelopment. The system for classifying buildings must be based on established evaluation standards and criteria and result in an accurate and consistent description of existing conditions.

This section summarizes the process used for assessing building conditions in the Redevelopment Area #1 - Amended, the standards and criteria used for evaluation and the findings as to the existence of dilapidation/deterioration of structures.

The building condition analysis was based on an exterior inspection of all **164** existing structures, within the Redevelopment Area, to note structural deficiencies in individual buildings and to identify related environmental deficiencies for individual sites or parcels within the area.

#### **1. Structures/Building Systems Evaluation**

During the on-site field analysis, each component of a structure/building was examined to determine whether it was in sound condition or has minor, major, or critical defects. Structures/building systems to be examined will include the following three types, **one Primary** and **two Secondary**.

**Structural Systems (Primary Components)**. These include the basic elements of any structure/building: roof structure, wall foundation, and basement foundation.

#### **(Secondary Components)**

**Building Systems**. These components include: roof surface condition, chimney, gutters/down spouts, and exterior wall surface.

**Architectural Systems**. These are components generally added to the structural systems and are necessary parts of the structure/building, including exterior paint, doors, windows, porches, steps, and fire escape, and driveways and site conditions.

The evaluation of each individual parcel of land includes the review and evaluation of: adjacent land use, street surface type, street conditions, sidewalk conditions, parking, railroad track/right-of-way composition, existence of debris, existence of vagrants, and overall site condition, and the documentation of age and type of structure/building.

## 2. **Criteria for Rating Components for Structural, Building and Architectural Systems**

The components for the previously identified Systems, are individually rated utilizing the following criteria.

**Sound.** Component that contained no defects, is adequately maintained, and requires no treatment outside of normal ongoing maintenance.

**Minor - Defect.** Component that contained minor defects (loose or missing material or holes and cracks over a limited area) which often can be corrected through the course of normal maintenance. The correction of such defects may be accomplished by the owner or occupants, such as pointing masonry joints over a limited area or replacement of less complicated systems. Minor defects are considered in rating a structure/building as deteriorating/dilapidated.

**Major - Defect.** Components that contained major defects over a over a widespread area and would be difficult to correct through normal maintenance. Structures/buildings having major defects would require replacement or rebuilding of systems by people skilled in the building trades.

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### 3. Final Structure/Building Rating

After completion of the **Exterior Rating** of each structure/building, each individual structure/building was placed in one of four categories, based on the combination of defects found with Components contained in Structural, Building and Architectural Systems. Each final rating is described below:

**Sound.** Defined as structures/buildings that can be kept in a standard condition with normal maintenance. Structures/buildings, so classified, **have less than six points.**

**Deficient-Minor.** Defined as structures/buildings classified as deficient--requiring minor repairs--**having between six and 10 points.**

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**Dilapidated.** Defined as structurally substandard structures/buildings containing defects that are so serious and so extensive that it may be most economical to raze the structure/building. Structures/buildings classified as dilapidated will **have at least 21 points.**

An individual **Exterior Rating form** is completed for each structure/building. The results of the **Exterior Rating** of all structures/buildings are presented in a **Table format.**

Primary Components	Secondary Components
One Critical = 11 pts	One Critical = 6pts
Major Deteriorating = 6 pts	Major Deteriorating = 3pts
Minor = 2 pts	Minor = 1 pt

Major deficient buildings are considered to be the same as deteriorating buildings as referenced in the Nebraska legislation; substandard buildings are the same as dilapidated buildings. The word "building" and "structure" are presumed to be interchangeable.

#### 4. Field Survey Conclusions

The condition of the total 164 buildings within the Redevelopment Area were determined based on the finding of the exterior survey. These surveys indicated the following:

- Ninety-three (93) structures were classified as structurally sound;
- Twenty-eight (28) structures were classified as deteriorating with minor defects.
- Seventeen (17) structures were classified as deteriorating with major defects; and
- Twenty-Six (26) structures were classified as dilapidated.

The results of the Exterior Structural Survey identified the conditions of the structures, throughout the Redevelopment Area. A total of 43 (26%) of the total 164 structures, within the Area, are either deteriorating or dilapidated to a substandard condition.

#### **Conclusion**

**The results of the Structural Condition Survey indicates that Dilapidated or Deteriorating Structures are present to a strong extent throughout the Redevelopment Area. Table 5 identifies the results of the structural rating process per building type.**

**TABLE 5  
EXTERIOR SURVEY FINDINGS  
REDEVELOPMENT AREA #1 - AMENDED  
WAVERLY, NEBRASKA**

Exterior Structural Rating

<u>Activity</u>	<u>Sound</u>	<u>Deficient (Minor)</u>	<u>Deteriorating</u>	<u>Dilapidated</u>	<u>Number of Structures</u>	<u>Deteriorating and/or Dilapidated</u>
Single Family	52	10	8	10	80	18
Commercial	18	2	3	9	32	12
Industrial	17	10	5	7	39	12
Other	7	5	1	0	13	1
<b>Totals</b>	<b>94</b>	<b>27</b>	<b>17</b>	<b>26</b>	<b>164</b>	<b>43</b>
Percent	57.3%	16.5%	10.4%	15.9%	100.0%	26.3%

Source: Hanna:Keelan Associates, P.C., 2007

## **(2) Existence of Defective or Inadequate Street Layout**

The street pattern within Redevelopment Area #1 - Amended consists of a standard rectilinear grid system, of both gravel and hard surfaced roads. The Highway 6 corridor and Burlington Northern Santa Fe Railroad tracks bisect the central portions of the Area into roughly northern and southern halves, with highway commercial and light industrial uses fronting the corridor, the Downtown and adjacent industrial properties to the north, and industrial uses and residential neighborhoods south of the Corridor. Major problem conditions that contribute to the factor of existence of defective or inadequate street layout are discussed below.

### **1. Conditions of Streets and Sidewalks**

Sidewalks are not adequately provided in the developed portions of Redevelopment Area #1 - Amended. Approximately 44 percent of the parcels have no sidewalks. The Field Survey also rated the condition of an estimated 55.4 percent of the streets as being in “fair” or “poor” condition. Gravel surfaced streets with open storm water drainage ditches provide access to 27 individual parcels.

### **2. Pedestrian vehicular movement conflicts**

Vehicles traveling at excessive speeds along Highway 6 and the lack of adequate crossing control systems providing for pedestrians are the primary safety concerns in Redevelopment Area #1 - Amended. Additionally, the expanse of the Highway 6 and associated Burlington Northern Santa Fe Railroad corridors combine to form a very wide, single transportation corridor. This single corridor makes it extremely difficult for pedestrians to cross between north and south portions of Waverly. Although there is an overpass located on the west side of town at Canongate Road, there are no provisions for pedestrians to utilize the structure. A pedestrian crossing bridge may need to be considered in central or eastern Waverly.

### **3. Defective Street Systems**

Woodstock Street, east of 143<sup>rd</sup> Street, is in need of hard surfacing and Amberly Road, from Highway 6 to 148<sup>th</sup> Street, is in need of re-surfacing due to use by high volumes of traffic. Substandard street conditions with excessive dust, or during inclement weather, can create impassable streets, and limit the availability of areas to be economically viable for development purposes. Several road corridors, including Amberly Road, Canongate Road, Waverly Road, 141<sup>st</sup> Street north of Oldfield Street, and 148<sup>th</sup> Street north of the highway corridor, lack hard surfaced shoulders and exhibit deteriorated conditions of drainage ditches and culverts along either side of the road.

## **Conclusion**

**The Existence of Defective or Inadequate Street Layout, in Redevelopment Area #1 - Amended, is present to a reasonable degree and constitutes a blighting factor.**

**(3) Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness**

Building Use and Condition Surveys, the review of property ownership and subdivision records and Field Surveys resulted in the identification of conditions associated with faulty lot layout in relation to size, adequacy and accessibility, or usefulness of land within the Redevelopment Area. The problem conditions include:

**Inadequate Lot Size**

A variety of lot sizes and configurations are present throughout the Redevelopment Area. The diagonal Burlington Northern Santa Fe Railroad Corridor bisects the Area into roughly two halves, a denser, primarily commercial and residential northern half and a less dense, mostly industrial and residential southern half. Undersized lot sizes prevail in portions of the Downtown, with lot widths ranging between 25' and 44' and lot depths of 142', although instances of lot widths as small as 22' occur along 143<sup>rd</sup> Street, between Mansfield and Ivanhoe Streets. These irregular undersized lots further complicate the use, adequacy and accessibility of the individual parcels.

The portion of the Redevelopment Area west of the Day Commercial Park Subdivision and south of the parcels adjacent the south side of the Highway 6 corridor, consists of large lots of five to 136 acres. This area consists of vacant/undeveloped land and industrial operations. No road right-of-way was designated to be able to access these large vacant tracts of land, potentially making it difficult to access these lands for future development. In addition, this process of piecemeal development typically results in conflicting land uses lacking adequate buffering, proper setbacks and screening

**Inadequate accessibility**

The Burlington Northern Santa Fe Railroad and Highway 6 corridors are a large barrier to north/south travel in Waverly. Currently, one overpass at Canongate Road and two at-grade crossings, at 141<sup>st</sup> and 148<sup>th</sup> Streets, exist in the Redevelopment Area. The ability of pedestrians and motor vehicles to cross the combined corridors is difficult, due to its expansive width and vehicles traveling at excessive speeds. In addition, frequent train traffic makes attempting to cross from one side of the Highway to the other potentially dangerous for both pedestrian and motor vehicle traffic.

**Conclusion**

**Problems relating to Faulty Lot Layout are present to a strong extent in the Redevelopment Area.**

#### **(4) Insanitary and Unsafe Conditions**

The results of the area-wide Field Survey, along with information retained from City Officials provided the basis for the identification of insanitary and unsafe conditions within the Waverly Redevelopment Area #1 - Amended.

##### **1. Age of Structure**

The analysis of all 164 structures, in the Redevelopment Area, identified approximately 58 percent of the structures as being 40+ years of age, built prior to 1967. This results in the potential for deteriorating buildings.

##### **2. Deteriorating Buildings**

The deteriorating or dilapidated conditions cited in this Study were prevalent in 43 (26.3%) of the existing structures. Structures in this condition can result in hazards which endanger adjacent properties.

##### **3 Negative Impact of Flood Plains**

Northern portions of Redevelopment Area #1 - Amended are included within flood prone areas associated with Salt Creek, which flows in a general southwest-to-northeast direction north of the Redevelopment Area. Parcels of land proposed for industrial development on the east side of 141<sup>st</sup> Street, west of the existing water treatment facility are included in the flood prone area. The potential of flooding events can have a detrimental impact on the viability of development in this Area.

##### **4. Lack of Modern Municipal Utility Systems.**

The age and associated condition of underground water and sewer mains are the primary concern in the portion of the Redevelopment Area east of Canongate Road. Each of these utility systems range in age between 60 and 85 years, and, as a result, will experience breakage and repeated maintenance issues as the systems continue to age. Water mains as little as 4" in diameter exist in the Downtown, along Kenilworth Street from 141st to 143rd Streets, along 142nd Street, south of Highway 6, from Jamestown to Heywood Streets. The majority of Redevelopment Area #1 - Amended is served by 8" to 12" or greater sanitary sewer mains. Water and sanitary sewer mains in the southwest industrial area are generally of adequate size and sound condition. Adequate pressure and quantity of water for fire protection is provided by no less than 6" diameter water mains. Current utility standards also recommend no less than 8" diameter sanitary sewer mains.

#### **Conclusion**

**Insanitary and Unsafe Conditions are present to a strong extent throughout the Redevelopment Area.**



## **(5) Deterioration of Site or Other Improvements**

Field observations were conducted to determine the condition of site improvements within the Waverly Redevelopment Area #1 - Amended, including Highway and County Roads, storm water drainage ditches, traffic control devices and off-street parking. The **Appendix** documents the present condition of these site features. The primary problems in the Redevelopment Area are age and condition of public utilities, debris and inadequate public improvements.

A total of 110, or 56.4 percent of the total 195 parcels within the Redevelopment Area received an overall site condition rating of “fair”, while 20 parcels (10.3%) received a “poor” rating. Conditions that lead to these findings included:

- A total of 86 (44.1%) of the parcels lacked sidewalks and a total of 108 (55.4%) parcels fronted on streets that were in “fair” or “poor” condition.
- The Field Survey identified 33 (17%) of the total 195 parcels as having parking areas that were gravel or dirt surfaced. Parcels with excessive debris were evident in 25 (13%) of the total 195 parcels in the Redevelopment Area. Debris ranged from outside storage of materials to discarded and/or junked materials.
- Lastly, 17 (10.4%) of the total 164 structures were identified as deteriorating and 26 additional structures were found to be dilapidated. Together, these structures, which amount to over a quarter (26%) of the buildings in Redevelopment Area #1 - Amended, need rehabilitation, or, potentially, if too dilapidated and cost prohibitive to restore, will need to be considered for demolition and replacement.

## **Conclusion**

**Deterioration of Site or Other Improvements is present to a strong extent in the Redevelopment Area.**

**(6) Diversity of Ownership**

The total number of unduplicated owners within the Redevelopment Area, is estimated to be **150** individuals, partnerships or corporations. This diversity is established on a block-by-block basis, utilizing public records. The Downtown and residential portions of the Redevelopment Area southeast of the Downtown contain the largest number of owners per block, from one to 15 owners of record per block. The northern and southwestern portions of the Area contain large tracts of public/quasi-public, industrial or agricultural lands, generally having between one and two owners of record, per block. As an example, the 445-acre southwest industrial area contains only 22 owners of the total 150 unduplicated owners in the Redevelopment Area.

The necessity to acquire numerous lots is a hindrance to redevelopment. However, land assemblage of larger proportions necessary for major developments, is more economically feasible and will attract financial support, as well as public patronage required to repay such financial support. Such assemblage is difficult without public intervention.

**Conclusion**

**Problems resulting from Diversity of Ownership are of strong presence in the Redevelopment Area.**

**(7) Tax or Special Assessment Delinquency Exceeding the Fair Value of the Land**

A thorough examination of public records was conducted to determine the status of taxation of properties located in the Redevelopment Area. It should be noted, real estate is taxed at approximately 98 percent of fair value, rendering it almost impossible for a tax to exceed value in a steady real estate market. If a badly dilapidated property was assessed/valued too high, a public protest system is designed to give the owner appropriate relief and tax adjustment.

**1. Delinquent Taxes**

Public records were examined for the purposes of determining if delinquent taxes currently outstanding on parcels within the Redevelopment Area. The records indicated that **four** of the parcels were classified as delinquent by Lancaster County.

**2. Real Estate Taxes**

The tax values within the Redevelopment Area generally appeared to be equal to or greater than the market value of the properties. The estimated total assessed valuation of properties was \$42,188,571.

**3. Tax Exempt**

Several tax exempt properties exist throughout the Redevelopment Area, as identified by the Lancaster County Assessor and Treasurer's Offices. Seven properties are tax exempt through partial or full Homestead Exemption status, or by virtue of being classified as public property.

**Conclusion**

**Examination and analysis of public records, leads to the conclusion that Taxes or Special Assessments Delinquency were of no presence of factor throughout the Redevelopment Area.**

**(8) Defective or Unusual Condition of Title**

Whenever land is sold, mortgaged, or both, a title insurance policy is typically issued, at which time any title defects corrected. Once title insurance has been written, all other titles in the same subdivision or addition will only have to be checked for the period of time subsequent to the creation of the addition or subdivision, as everything previous is the same and any defects will already have been corrected. Thus, the only possibility for title problems are from improper filings, since platting on properties that have not been mortgaged or sold is very small.

**Conclusion**

**Examination of public records does not provide any basis for identifying any defective or unusual conditions of title. Such few conditions as may exist would contribute to neither any existing problems nor to difficulty in acquisition or redevelopment and are therefore this factor was not reviewed as part of the Blight/Substandard Determination Study.**

**(9) Improper Subdivision or Obsolete Platting**

An analysis of the subdivision conditions in Redevelopment Area #1 - Amended indicated that improper subdivision and obsolete platting is prevalent throughout the Redevelopment Area.

Lot sizes in the original Downtown, along 142<sup>nd</sup> Street, are approximately 44' x 140'. Additionally, lot sizes along either side of 143<sup>rd</sup> Street consist of 25' wide individual parcels, indicating that the original Downtown was anticipated to develop along 143<sup>rd</sup> Street. Individual lots within the Original Plat of the City of Waverly, generally bound by 140<sup>th</sup> to 144<sup>th</sup> Streets, from Heywood to Mansfield Streets, are the smallest platted individual lots in the City. As an example, residential development along 143<sup>rd</sup> Street was originally platted with 25' x 140' lots, intended for commercial development that never occurred. Current development standards generally recommend that residential lot sizes be approximately 10,000 square feet, to accommodate larger single family dwellings. The majority of dwellings were built on two or three of these undersized parcels, south of Highway 6. Conversely, north of the highway, industrial and public/quasi-public uses developed along 143<sup>rd</sup> Street north of the highway corridor.

The diagonal Burlington Northern Santa Fe Railroad and Highway 6 corridors run southwest to northeast through the central portion of Redevelopment Area #1 - Amended. This configuration creates irregular lot sizes and dimensions, which disrupts the normal subdivision of lots through this area. Industrial and commercial uses have compensated by constructing buildings at angles to infill these odd shaped lots, with commercial uses developing on the smallest triangular shaped parcels. Large and very deep parcels in the eastern portion of the Redevelopment Area, along the north side of Woodstock Street, are also triangular shaped, but longer and rectangular towards the rear of the parcels. Significant areas of the rear portion of these parcels remain underutilized. Woodstock Street is currently a gravel road, although it is a main connector street between Downtown Waverly and north 148<sup>th</sup> Street. Parcels along Woodstock Street range in size from one acre to approximately 5.6 acres, and contain a mixture of residential and industrial land uses.

Much of the original industrialized development that has taken place within the Downtown and southwestern portions of the Redevelopment Area has been in a piecemeal fashion. Industrial uses in the Downtown were originally associated with the railroad, i.e. the grain elevator. Industrial uses to the east and north of Downtown, however, are not dependent upon rail service, but were developed due to available land. Typically, recent construction in this area has consisted of warehousing and storage building types. These light industrial uses, may have curtailed the expansion of retail uses in the Downtown. These uses, however, remain sufficiently buffered from residential neighborhoods to the west of Downtown Waverly.

Parcels along the southern side of the Highway 6 corridor, west of 134<sup>th</sup> Street, contain several one to three acre tracts of land that are interspersed between larger 10 to 20 acre tracts of various sizes and configurations. These smaller lots appear to be left over parcels of land that were underutilized after larger parcels were individually subdivided. Each of the individual parcels were established with frontage road access prior construction of the facilities; consequently, all of the parcel abut one another. This linear development pattern was finalized without regard to platted easement right-of-ways that would allow for vehicular access to large vacant agricultural tracts of land to the south of these established businesses. As a result, large tracts of land are not readily accessible from Highway 6.

### **Conclusion**

**A strong presence of Improper Subdivision or Obsolete Platting exists throughout the Redevelopment Area.**

(10) **The Existence of Conditions Which Endanger Life or Property by Fire and Other Causes**

**1. Frame Buildings**

There are wood-framed buildings and masonry buildings with wooden structural elements, throughout the Redevelopment Area, in need of structural repair and/or fire protection. **An estimated 26 percent of these buildings have been determined to be deteriorating or dilapidated.** Additionally, the Field Survey identified that approximately 20 (or 12.2%) of the 164 total structures have substandard porches, steps and fire escapes.

**2. Limitations of Flood Prone Areas.**

Much of the northern portion of Redevelopment Area #1 - Amended is included within flood prone areas associated with Salt Creek, which flows in a general southwest-to-northeast direction north of the Redevelopment Area. The potential of flooding events can have a detrimental impact on the viability of development in this Area.

**3. Age of Water and Sanitary Sewer Systems**

The age and associated condition of underground water and sewer mains are the primary concern in the portion of the Redevelopment Area located east of Canongate Road. Each of these utility systems range in age between 60 and 85 years, and, as a result will experience breakage and repeated maintenance issues as the systems continue to age. Water mains as small as 4" in diameter exist in the Downtown, along Kenilworth Street from 141<sup>st</sup> to 143<sup>rd</sup> Streets, along 142<sup>nd</sup> Street, south of Highway 6, from Jamestown to Heywood Streets. The majority of the Redevelopment Area is served by 8" to 12" or greater sanitary sewer mains. Water and sanitary sewer mains in the southwest industrial area are generally of adequate size and sound condition. Adequate pressure and quantity of water for fire protection is provided by no less than 6" diameter water mains. Current utility standards also recommend no less than 8" diameter sanitary sewer mains.

**Specific data relating to the Redevelopment Area is discussed in the following.**

Outside storage of assembled equipment, parts waiting assembly and storage of farm equipment and motor vehicles on gravel surfaced parking areas are detrimental to the redevelopment potential of the Area. Aside from the visual clutter, hazardous conditions can potentially exist from run-off of motor oil and grease, as well as providing secluded areas for pests and vermin to thrive. Excessive debris was found in 25 (13%) of the total 195 parcels.

Overall site conditions at properties throughout the Redevelopment Area were generally found to be in “fair” condition. The Field Survey determined that 110 parcels, or 56.4 percent of the total 195 parcels, are in “fair” condition, while an additional 20 parcels (10.3%) were determined to be in “poor” condition. This overall condition rating included the evaluation of the general condition of structures and road and site improvements.

Approximately 58 percent of the structures, in the Redevelopment Area, were built prior to 1967, thus 40+ years of age. There are masonry buildings with wooden structural elements, located throughout the Area, in need of structural repair or fire protection. Several of these buildings have been determined to be deteriorating or dilapidated.

## **Conclusion**

**The Conditions Which Endanger Life or Property by Fire and Other Causes are strongly present throughout the Redevelopment Area.**



## **(11) Other Environmental and Blighting Factors**

The Nebraska Community Development Law includes in its statement of purpose an additional criterion for identifying blight, viz., "economically or socially undesirable land uses." Conditions which are considered to be economically and/or socially undesirable include: (a) incompatible uses or mixed-use relationships, (b) economic obsolescence, and c) functional obsolescence. For purpose of this analysis, functional obsolescence relates to the physical utility of a structure and economic obsolescence relates to a property's ability to compete in the market place. These two definitions are interrelated and complement each other.

Unsafe and incompatible and mixed land uses exist along the eastern and central portions of Downtown Waverly, comprised, primarily, of industrial and commercial uses associated with the railway corridor. Residential and commercial uses are also located in close proximity to one another, around the perimeter of the Downtown. Land use conflicts occur within this area, due to lack of proper separation of land uses or appropriate buffering.

Several of the commercial buildings, within the Downtown, are currently underutilized. Many of these former retail commercial buildings are currently used for personal storage, or are simply abandoned, although one commercial building has been converted to an apartment. As a result, the majority of these buildings are deteriorated, due to the lack of adequate maintenance and up keep, and will continue to deteriorate without incentives for their rehabilitation. Industrial uses have also been integrated into the commercial Downtown; mini-storage facilities, contractors offices and storage buildings, and light industrial uses have taken over lands originally intended for commercial development.

Several public improvements have occurred within the Redevelopment Area, in the past several years. However, additional efforts are needed. Without some type of public assistance and coordination of effort, a difficult challenge will be rendered for future private projects to be successful ventures. Numerous problems or obstacles exist for comprehensive redevelopment efforts, by the private sector, in the project area; problems that only public assistance programs can help remedy. These include removal of substantially dilapidated structures, mixed/nonconforming land uses, and developed neighborhoods with gravel surfaced streets and open storm water drainage ditches. These types of programs are proven stimulants to the creation of successful developments.

## **Conclusion**

**Other Environmental, Blighted Factors are present to a reasonable extent throughout Redevelopment Area #1 - Amended. The Redevelopment Area contains a fair amount of functionally obsolete structures.**

## **(12) Additional Blighting Conditions**

According to the definition set forth in the Nebraska Community Development Law, Section 18-2102, in order for an area to be determined "blighted" it must (1) meet the eleven criteria by reason of presence and (2) contain at least one of the five conditions identified below:

1. Unemployment in the designated blighted and substandard area is at least one hundred twenty percent of the state or national average;
2. The average age of the residential or commercial units in the area is at least forty years;
3. More than half of the plotted and subdivided property in the area is unimproved land that has been within the City for forty years and has remained unimproved during that time;
4. The per capita income of the designated blighted and substandard area is lower than the average per capita income of the City or City in which the area is designated; or
5. The area has had either stable or decreasing population based on the last two decennial censuses.

**One of the aforementioned criteria is prevalent throughout the designated blighted areas.**

The average age of the residential or commercial units in the area is at least forty (40) years.

According to the Field Survey, **the estimated average age of the residential structures is 78 years of age**, while the average age of commercial structures is 48.3 years of age.

## **Conclusion**

**The criteria of one of five Additional Blighting Conditions is average age of residential units is over 40 years of age and is strongly present throughout Redevelopment Area #1 - Amended.**

## ***DETERMINATION OF REDEVELOPMENT AREA ELIGIBILITY***

The **Waverly Redevelopment Area #1 - Amended** meets the requirements of the Nebraska Community Development Law for designation as both a "blighted and substandard area." There is at least a reasonable distribution of all **four** Factors that constitute an area as Substandard in the Redevelopment Area . Of the 12 possible Factors that can constitute an area Blighted, **10** are at least reasonably present in the Area. Factors present in each of the criteria are identified below.

### **Substandard Factors**

1. Dilapidated/deterioration.
2. Age or obsolescence.
3. Inadequate provision for ventilation, light, air, sanitation, or open spaces.
4. Existence of conditions which endanger life or property by fire and other causes.

### **Blighted Factors**

1. A substantial number of deteriorated or deteriorating structures.
2. Existence of defective or inadequate street layout.
3. Faulty lot layout in relation to size, adequacy, accessibility or usefulness.
4. Insanitary or unsafe conditions.
5. Deterioration of site or other improvements.
6. Diversity of Ownership
7. Improper subdivision or obsolete platting.
8. The existence of conditions which endanger life or property by fire or other causes.
9. Other environmental and blighting factors.
10. One of the other five conditions.

Although all of the previously listed Factors are reasonably present throughout the Redevelopment Area, the conclusion is that the average age of the structures, insanitary and unsafe conditions, lack of modern infrastructure systems, deterioration of site or other improvements and the existence of conditions which endanger life or property by fire or other causes are a sufficient basis for designation of the Redevelopment Area as Blighted and Substandard.

The extent of Blight and Substandard Factors for the Redevelopment Area addressed in this document are presented in **Tables 1 and 2**, located on Pages 7 and 9, respectively. The eligibility findings indicate 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 Waverly and support any value added developments. Indications are, the Area, on the whole, has not been subject to comprehensive, sufficient growth and development through investment by the private sector nor would the areas be reasonably anticipated to be developed without public action or public intervention.

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## **APPENDIX**

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**Structural/Site Conditions  
Survey Form**

Parcel # \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_

**Section I:**

1. Type of Units: \_\_\_ SF \_\_\_ MF \_\_\_ Mixed Use \_\_\_ Duplex \_\_\_ No. of Units
2. Units: \_\_\_\_\_ Under construction/rehab \_\_\_\_\_ For Sale \_\_\_\_\_ Both
3. Vacant Units: \_\_\_\_\_ Inhabitable \_\_\_\_\_ Uninhabitable
4. Vacant Parcel: \_\_\_\_\_ Developable \_\_\_\_\_ Undevelopable

		Dilapidated	Deteriorating	Minor	None	Sound
1	Roof					
2	Wall Foundation					
3	Foundation					
___ Concrete ___ Stone ___ Rolled Asphalt ___ Brick ___ Other						
	Secondary Components	(Critical) Dilapidated	(Major) Deteriorating	Minor	None	Sound
4	Roof					
___ Asphalt Shingles ___ Rolled Asphalt ___ Cedar ___ Combination ___ Other						
5	Chimney					
6	Gutters, Downspouts					
7	Wall Surface					
___ Frame ___ Masonry ___ Siding ___ Combination ___ Stucco ___ Other						
8	Paint					
9	Doors					
10	Windows					
11	Porches, Steps, Fire Escape					
12	Driveways, Side Condition					

**Final Rating:**

\_\_\_\_\_ Sound \_\_\_\_\_ Deficient-Minor \_\_\_\_\_ Deteriorating \_\_\_\_\_ Dilapidated

**Built Within:** \_\_\_\_\_ 1 year \_\_\_\_\_ 1-5 years \_\_\_\_\_ 5-10 years  
\_\_\_\_\_ 10-20 years \_\_\_\_\_ 20-40 years \_\_\_\_\_ 40-100 years \_\_\_\_\_ 100+ years

**Section III: Revitalization Area**

1. Adjacent Land Usage: \_\_\_\_\_
2. Street Surface Type: \_\_\_\_\_
3. Street Condition: \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
4. Sidewalk Condition: \_\_\_\_\_ N \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
5. Parking (Off-Street): \_\_\_\_\_ N \_\_\_\_\_ # of Spaces \_\_\_\_\_ Surface
6. Railroad Track/Right-of Way Composition: \_\_\_\_\_ N \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P
7. Existence of Debris: \_\_\_\_\_ MA \_\_\_\_\_ MI \_\_\_\_\_ N
8. Existence of Vagrants: \_\_\_\_\_ MA \_\_\_\_\_ MI \_\_\_\_\_ N
9. Overall Site Condition: \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ F \_\_\_\_\_ P

**WAVERLY REDEVELOPMENT AREA #1 - AMENDED  
BLIGHT/SUBSTANDARD DETERMINATION STUDY**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**AGE OF STRUCTURE**

1-5 years	13	7.9%	0	4	8	NA	1
5-10 years	9	5.5%	2	3	4	NA	0
10-20 years	15	9.1%	2	10	3	NA	0
20-40 years	32	19.5%	4	5	18	NA	5
40-100 years	77	47.0%	56	10	7	NA	4
100+ years	18	11.0%	16	2	0	NA	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>NA</b>	<b>10</b>

**FINAL STRUCTURAL RATING**

sound	93	56.7%	51	19	17	NA	6
deficient minor	28	17.1%	11	3	11	NA	3
deteriorating	17	10.4%	8	3	5	NA	1
dilapidated	26	15.9%	10	9	7	NA	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>NA</b>	<b>10</b>

**STREET CONDITION**

none	0	0.0%	0	0	0	0	0
excellent	6	3.1%	0	0	1	4	1
good	81	41.5%	20	23	18	9	11
fair	90	46.2%	59	10	15	2	4
poor	18	9.2%	1	1	6	4	6
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**SIDEWALK CONDITION**

none	86	44.1%	3	14	34	17	18
excellent	1	0.5%	1	0	0	0	0
good	60	30.8%	38	18	0	1	3
fair	48	24.6%	38	2	6	1	1
poor	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**DEBRIS**

major	6	3.1%	0	1	5	0	0
minor	19	9.7%	5	3	6	0	5
none	170	87.2%	75	30	29	19	17
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**OVERALL SITE CONDITION**

excellent	7	3.6%	2	2	1	2	0
good	58	29.7%	34	8	7	7	2
fair	110	56.4%	40	18	24	9	19
poor	20	10.3%	4	6	8	1	1
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**WAVERLY REDEVELOPMENT AREA #1 - AMENDED  
BLIGHT/SUBSTANDARD DETERMINATION STUDY**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**DOORS**

sound	125	76.2%	68	22	27	N/A	8
none	5	3.0%	0	0	5	N/A	0
minor	26	15.9%	9	9	7	N/A	1
substandard	8	4.9%	3	3	1	N/A	1
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**WINDOWS**

sound	112	68.3%	67	22	18	N/A	5
none	25	15.2%	0	4	17	N/A	4
minor	19	11.6%	8	6	5	N/A	0
substandard	8	4.9%	5	2	0	N/A	1
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**STREET TYPE**

none	0	0.0%	0	0	0	0	0
concrete	60	30.8%	23	7	13	10	7
asphalt	108	55.4%	54	24	18	5	7
gravel	26	13.3%	3	2	9	4	8
dirt	1	0.5%	0	1	0	0	0
brick	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**PORCHES...**

sound	99	60.4%	55	21	16	N/A	7
none	10	6.1%	0	3	5	N/A	2
minor	35	21.3%	18	5	12	N/A	0
substandard	20	12.2%	7	5	7	N/A	1
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**PAINT**

sound	86	52.4%	46	18	15	N/A	7
none	21	12.8%	2	3	14	N/A	2
minor	28	17.1%	18	5	4	N/A	1
substandard	28	17.1%	13	8	7	N/A	0
critical	1	0.6%	1	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**DRIVEWAY**

sound	89	54.3%	53	18	12	N/A	6
none	0	0.0%	0	0	0	N/A	0
minor	35	21.3%	17	5	13	N/A	0
substandard	28	17.1%	8	9	11	N/A	0
critical	12	7.3%	2	2	4	N/A	4
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>



**WAVERLY REDEVELOPMENT AREA #1 - AMENDED  
BLIGHT/SUBSTANDARD DETERMINATION STUDY**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**ROOF STRUCTURE**

sound	123	75.0%	67	21	26	N/A	9
none	0	0.0%	0	0	0	N/A	0
minor	32	19.5%	11	8	12	N/A	1
substandard	9	5.5%	2	5	2	N/A	0
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**WALL FOUNDATION**

sound	101	61.6%	49	20	24	N/A	8
none	0	0.0%	0	0	0	N/A	0
minor	31	18.9%	16	4	9	N/A	2
substandard	27	16.5%	14	6	7	N/A	0
critical	5	3.0%	1	4	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**FOUNDATION**

sound	110	67.1%	52	22	27	N/A	9
none	0	0.0%	0	0	0	N/A	0
minor	26	15.9%	17	3	5	N/A	1
substandard	21	12.8%	10	4	7	N/A	0
critical	7	4.3%	1	5	1	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**FOUNDATION TYPE**

Concrete	160	97.6%	78	33	39	N/A	10
Stone	1	0.6%	1	0	0	N/A	0
Rolled Asphalt	0	0.0%	0	0	0	N/A	0
Brick	1	0.6%	1	0	0	N/A	0
Other	2	1.2%	0	1	1	N/A	0
None	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**ROOF SURFACE**

sound	130	79.3%	72	23	25	N/A	10
none	0	0.0%	0	0	0	N/A	0
minor	23	14.0%	7	4	12	N/A	0
substandard	10	6.1%	1	7	2	N/A	0
critical	1	0.6%	0	0	1	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**ROOF TYPE**

Asphalt Shingles	87	53.0%	76	5	3	N/A	3
Rolled Asphalt	17	10.4%	3	9	2	N/A	3
Cedar	0	0.0%	0	0	0	N/A	0
Combination	2	1.2%	0	1	1	N/A	0
Other	58	35.4%	1	19	34	N/A	4
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**WAVERLY REDEVELOPMENT AREA #1 - AMENDED  
BLIGHT/SUBSTANDARD DETERMINATION STUDY**

**TOTAL PERCENT RESIDENTIAL COMMERCIAL INDUSTRIAL VACANT OTHER**

**CHIMNEY**

sound	7	4.3%	6	0	1	N/A	0
none	153	93.3%	71	33	39	N/A	10
minor	3	1.8%	3	0	0	N/A	0
substandard	1	0.6%	0	1	0	N/A	0
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**GUTTER, DOWNSPOUTS**

sound	119	72.6%	73	22	18	N/A	6
none	36	22.0%	2	10	20	N/A	4
minor	7	4.3%	4	1	2	N/A	0
substandard	2	1.2%	1	1	0	N/A	0
critical	0	0.0%	0	0	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**WALL SURFACE**

sound	99	60.4%	50	19	21	N/A	9
none	1	0.6%	0	0	1	N/A	0
minor	28	17.1%	14	5	8	N/A	1
substandard	31	18.9%	13	8	10	N/A	0
critical	5	3.0%	3	2	0	N/A	0
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**WALL SURFACE TYPE**

Frame	6	3.7%	3	3	0	N/A	0
Masonry	31	18.9%	15	7	4	N/A	5
Siding	94	57.3%	52	21	20	N/A	1
Combination	18	11.0%	9	2	5	N/A	2
Stucco	3	1.8%	1	1	1	N/A	0
Other	12	7.3%	0	0	10	N/A	2
<b>TOTAL</b>	<b>164</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>		<b>10</b>

**PARKING SURFACE**

none	73	37.4%	8	17	16	18	14
concrete	82	42.1%	59	9	10	1	3
asphalt	7	3.6%	1	3	3	0	0
gravel	31	15.9%	12	4	10	0	5
dirt	2	1.0%	0	1	1	0	0
brick	0	0.0%	0	0	0	0	0
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

**PARKING SPACES**

none	73	37.4%	8	17	16	18	14
1 to 2	74	37.9%	67	3	3	0	1
3 to 5	18	9.2%	4	6	5	1	2
6 to 10	16	8.2%	1	3	8	0	4
11 to 20	7	3.6%	0	2	4	0	1
21 or more	7	3.6%	0	3	4	0	0
<b>TOTAL</b>	<b>195</b>	<b>100.0%</b>	<b>80</b>	<b>34</b>	<b>40</b>	<b>19</b>	<b>22</b>

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# **GENERAL REDEVELOPMENT PLAN**

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## **B. GENERAL REDEVELOPMENT PLAN**

### ***EXECUTIVE SUMMARY***

#### **Purpose of Plan/Conclusion**

The purpose of this General Redevelopment Plan is to serve as a guide for implementation of redevelopment activities within Redevelopment Area #1 - Amended, in the City of Waverly, Nebraska. Redevelopment activities associated with the Community Development Law, State Statutes, 18-2101 through 18-2154 should be utilized to promote the general welfare, the enhancement of the tax base, the economic and social well being, the development of any public activities and promotion of public events in the Area, along with any and all other purposes, as outlined in the Community Development Law.

A General Redevelopment Plan prepared for the Waverly Community Development Agency (CDA) must contain the general planning elements required by Nebraska State Revised Statutes, Section 18-2111 re-issue 1991 items (1) through (6). A description of these items are as follows:

- (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; 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.

Furthermore, the Redevelopment Plan must further address the items required under Section 18-2113, "Plan; considerations", which the CDA must consider prior to recommending a redevelopment plan to the Planning Commission and City Council for adoption. These "considerations" are defined as follows:

"...whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted and harmonious development of the City and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development; including,

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."

## **Conclusion**

The General Redevelopment Plan applies to Redevelopment Area #1 - Amended in Waverly, Nebraska, which consists of the Blight and Substandard Determination Area. The area included in the Redevelopment Plan equals an estimated 770 total acres. The Downtown, the Highway 6 corridor and the area located south of the highway corridor, as well as vacant parcels and highway commercial uses adjacent, and beyond the incorporated areas of Waverly, are included in the Redevelopment Area. The official boundary description of the amended Redevelopment Area #1 is as follows:

The findings presented in this Blight and Substandard Determination Study are based on surveys and analyses conducted for the **Waverly Redevelopment Area**, referred to as **Redevelopment Area #1 - Amended**.

**Redevelopment Area #1 - Amended** generally consists of three major land areas, connected by road corridors, containing an estimated 770 acres. **Illustration 1** delineates Redevelopment Area #1 - Amended in relation to the City of Waverly. The following generally describes the boundaries of the major land areas, followed by the road corridors connecting them.

**Area A** begins at the intersection of the half section line of Section 9, T11N, R8E of the Sixth Principal Meridian, with the east line of 148<sup>th</sup> Street, thence south along said east line to its intersection with the half section line of the southeast quarter of Section 9, T11N, R8E, thence west along said half section line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said line to its intersection with the half section line of Section 9, T11N, R8E, also known as the point of beginning.

**Area B** begins at the intersection of the north line of Irregular Lot 19, with the west line of 148<sup>th</sup> Street, thence south along said west line to its intersection with the north line of Lot 2, Kubert's Subdivision, thence west along said north line to its intersection with the east line of Lot 1, Kubert's Subdivision, thence south along said east line to its intersection with the north line of Irregular Lot 133 in the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian, also known as Rose Hill Cemetery, thence west along said north line to its intersection with the west line of Lot 1, Kubert's Subdivision, thence north along said west line to its intersection with the

south line of Lot 92, thence west along said line and continuing west along the south line of Lots 110, 104, 114, 113, 49, 37 and 107 to its intersection with the east line of 144<sup>th</sup> Street, thence south along said east line to its intersection with the south line of Ivanhoe Street, thence west along said south line to its intersection with the east line of 142<sup>nd</sup> Street, thence south along said east line to its intersection with the south line of Heywood Street, thence west along said south line to its intersection with the south line of Highway 6, thence southwest along said south line to its intersection with the east line of Canongate Road, thence north along said east line to its intersection with the west Corporate Limit Line of the City of Waverly, thence following along said Corporate Limit Line east and south to its intersection with the north line of the Highway 6 right-of-way, thence northeast along said north line to its intersection with an extension of the west line of 140<sup>th</sup> Street, thence north along said extended west line to its intersection with the north line of Lancashire Street, thence east along said north line to its intersection with the west line of the vacated alley located in the Waverly Village Subdivision, thence north along said west line to its intersection with the north line of Lot 19 of the Waverly Village Subdivision, thence west along said north line to its intersection with the extended west line of Irregular Lot 162 of the Waverly Village Subdivision, thence north along said extended west line, continuing as the west line of Lot 163, to its intersection with the south line of Irregular Lot 158, in the southwest quarter of Section 16, T11N, R8E (also known as the Corporate Limit Line of the City of Waverly) thence west along said south line to its intersection with the west line of Lot 158, thence north along said west line, continuing along an extension of said west line to its intersection with the north line of Irregular Lot 216, thence east along said north line to its intersection with the west line of 141<sup>st</sup> Street, thence north along said west line to its intersection with the south line of Waverly Road, thence east along said south line, across 141<sup>st</sup> Street, to its intersection with the east line of 141<sup>st</sup> Street, thence south along said east line to its intersection with the north line of Mansfield Street, thence east along said north line to its intersection with the west line of Lot 194, thence north along said west line to its intersection with the north line of Lot 194, thence east along said north line, continuing east along the north line of Lots 170, 32, 31, 207 and 19, to its intersection with the west line of 148<sup>th</sup> Street, also known as the point of beginning.

**Area C** begins at the intersection of the north line of the Highway 6 right-of-way and the east line of Canongate Road, thence south along said east line, to its intersection with the south line of Amberly Road, thence west along said south line to its intersection with the east line of 134<sup>th</sup> Street (also the Corporate Limit Line of the City of Waverly), thence south along said east line, generally following the Corporate Limit Line along the north line of the Interstate 80 right-of-way, to where it generally follows the east line of the westbound exit ramp onto Highway 6 at Exit 409, thence north across Highway 6 to its intersection with the north right-of-way line of Highway 6, thence northeast along said north line to its intersection with the east line of Canongate Road, also known as the point of beginning.

**Redevelopment Area #1 - Amended** also consists of the following road corridors:

148<sup>th</sup> Street, from its intersection with the half section line of Section 16, T11N, R8E of the Sixth Principal Meridian to its intersection with the south line of Amberly Road;

Amberly Road, from its intersection with the west line of 148<sup>th</sup> Street, to its intersection with the east line of 134<sup>th</sup> Street;

Canongate Road, from its intersection with the north line of Highway 6, to its intersection with the north line of Waverly Road;

Waverly Road, from its intersection with the west line of Canongate Road, to its intersection with the east line of 148<sup>th</sup> Street; and

141<sup>st</sup> Street, from its intersection with the south line of Waverly Road, to its intersection with the half section line of the southeast quarter of Section 16, T11N, R8E of the Sixth Principal Meridian.

The redevelopment planning process for Redevelopment Area #1 - Amended has resulted in a listing of planning and implementation recommendations. As discussed in the Blight and Substandard Determination Study, there are several existing land uses and properties in substandard condition, which are nonconforming in nature, detrimental to the health, safety and general welfare of the Community and generally obsolete in respect to the development and living environment norms of today's Nebraska communities and the City of Waverly. To eliminate these conditions and enhance private development activities within the Redevelopment Area, the City of Waverly will need to consider the following general planning and redevelopment actions:

- \* Encourage removal and replacement of *substantially* dilapidated and substandard structures within the Redevelopment Area.
- \* Rehabilitation of public/quasi-public, residential, commercial and industrial properties that are cost effective to revitalize.
- \* Provide incentives for existing businesses within the Redevelopment Area to expand in place and/or make needed improvements to their properties. Incentives such as TIF should be used to attract new businesses and industries;

- \* Establish a facade improvement program throughout the Downtown, where structures front on streets and have a zero front yard setback. The front facades of structures are the only exception in which Tax Increment Financing is an allowable expense for improvements of buildings;
- \* Improve public infrastructure to better service commercial and industrial areas along Kenilworth Street, from 141<sup>st</sup> to 143<sup>rd</sup> Streets and along 142<sup>nd</sup> Street, south of Highway 6, between Jamestown and Heywood Streets. Undersized water mains need to be increased in capacity by installing at least 8" diameter water mains.
- \* Finish the planned replacement of the Wastewater Treatment Plant and a new hard surfaced access road. Install a new sanitary sewer trunk line around the northwest portion of the City and extending south-southwest of 134<sup>th</sup> Street to the southwest industrial area;
- \* Develop a plan for screening and/or buffering of industrial outside storage areas from residential and commercial land uses, especially in the Downtown and along the Highway 6 corridor;
- \* Resurfacing of all deteriorated asphalt and hard surfacing of all gravel surfaced streets as development and redevelopment efforts progress throughout the Amended Redevelopment Area #1. Priority areas include 1) Amberly Road - a new concrete surfaced, three lane road; 2) Woodstock Street from 144<sup>th</sup> to 148<sup>th</sup> Streets; 3) North 148<sup>th</sup> Street from the railway/highway corridor north to Waverly Road and 4) Waverly Road between 141<sup>st</sup> and 148<sup>th</sup> Streets;
- \* Combine TIF with other grant programs such as CDBG and RD - USDA in combination with local matching funds to construct a new Fire Station, Maintenance Building and Sports complex to support the needs of an expanded population;
- \* Expand and improve existing pedestrian routes throughout Redevelopment Area #1 - Amended. Sidewalks should be extended to enhance safe pedestrian routes to new commercial and industrial areas, in the southwestern portions of the Area. Additionally, require all new construction to install sidewalks to improve pedestrian safety throughout the Redevelopment Area;



- \* Enforce property setbacks to remove equipment and vehicles from street Right-of-Ways, install sidewalks, hard surface parking lots and outside storage areas to improve commercial and industrial businesses' appearance along Highway 6 and the area south of the highway corridor; and

## **Implementation**

Both a time-line and budget should be developed for the implementation of the Redevelopment Plan. Each of these processes should be designed in conformance with the resources and time available to the City. A reasonable time-line to complete the redevelopment activities identified in the Plan would be seven to 10 years.

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed redevelopment activities. These include city and federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the Redevelopment Area is deemed to be an essential and integral element of the Redevelopment Area and use of TIF in connection with such projects is contemplated by the Plan and such designation and use of TIF will not constitute a substantial modification to the Plan.

The City agrees, when approving the Plan, to the utilization of TIF for redevelopment projects and agrees to pledge the taxes generated in redevelopment projects for such purposes in accordance with the Act. Any redevelopment program receiving TIF is subject to a cost benefit analysis. TIF, as a source of public financing, ultimately impacts taxing authorities in the City of Waverly and Lancaster County. Proposed redevelopment projects using TIF must meet the cost benefit analysis and the "But for" test. Accordingly, "But for TIF" a redevelopment project could not be fully executed and constructed in the Community.

### **1. Future Land Use Patterns**

The existing land use patterns within Redevelopment Area #1 - Amended were depicted and described in detail in the Blight and Substandard Determination Study. In general, the Redevelopment Area consists of several land use types. The primary existing land uses are single family residential, industrial, commercial, vacant/agricultural and streets/alleys/highway corridors. The Field Survey identified properties and structures in substandard condition, as well as vacant lands that have remained undeveloped in spite of available utilities.

**Illustration 4**, the Future Land Use Map, represents an effort to encourage land uses that stimulate future growth opportunities in the Redevelopment Area, while creating compatible land uses resulting in the efficient use of the physical features of the landscape. The recommended future land use classifications are generally in conformance with "The Waverly Comprehensive Plan."

In **Illustration 4**, commercial land uses are planned to remain concentrated in the Downtown and expanded along the Highway 6 Corridor. Commercial uses are recommended to buffer industrial areas from view along the Highway 6 Corridor. Industrial uses are primarily proposed to be located in their current locations, in the southwest industrial area, generally south of Highway 6 and west of Canongate Road, and along the Highway 6 Corridor northeast of the Downtown. An additional area of industrial use is proposed to develop in the northern portion of the Redevelopment Area, on the land between 141<sup>st</sup> and 148<sup>th</sup> Streets north of Waverly Road, around the new Water Treatment Plant. An expansion of single family residential uses is recommended in the mostly vacant agricultural area north of Oldfield Street, on the west side 141 Street. Multifamily residential uses are recommended to be utilized as a buffer between the commercial and industrial uses in the Downtown, from single family neighborhoods, generally located west of 141<sup>st</sup> Street.

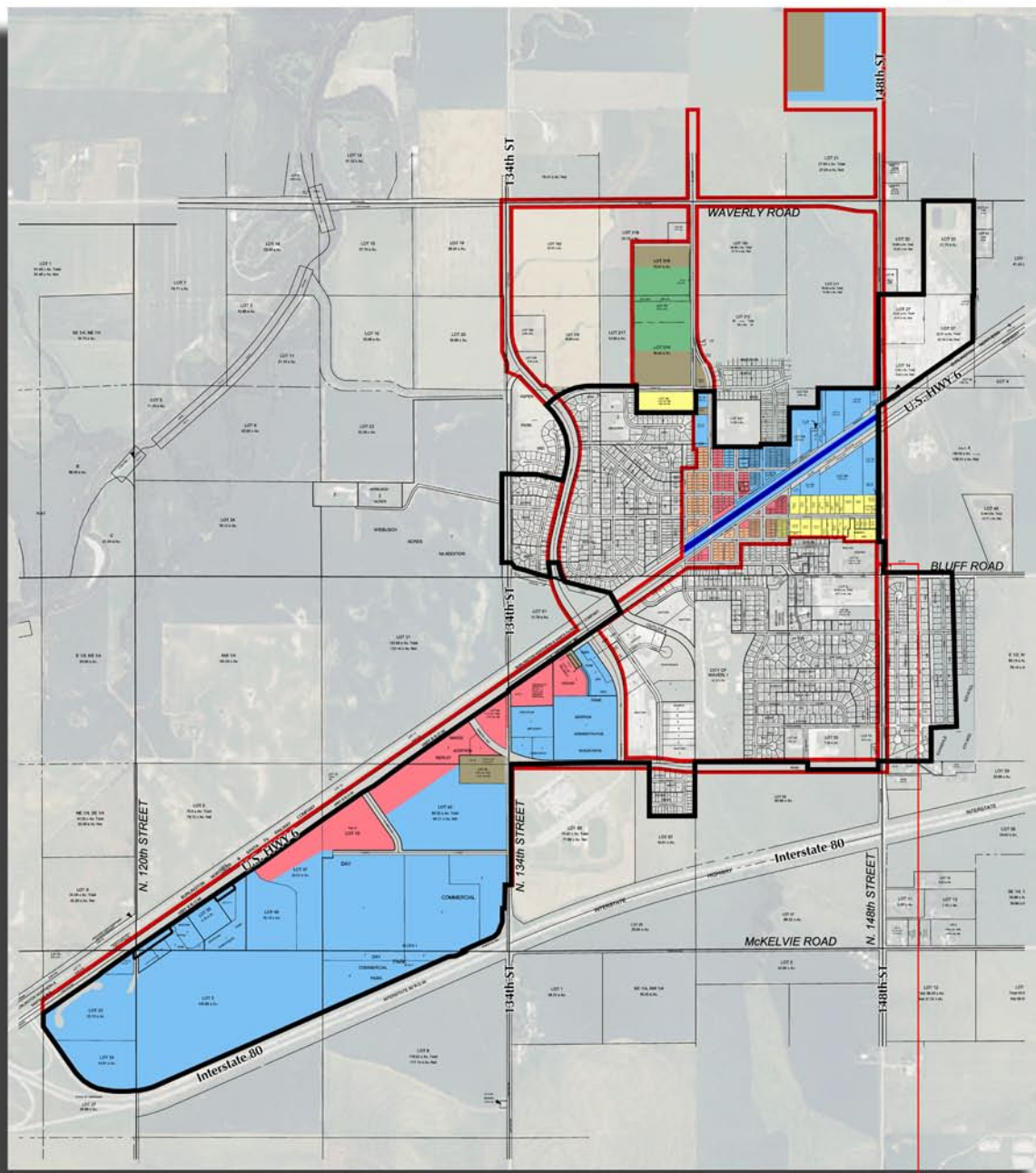
The private sector should be attracted to these areas, with the offering of public incentive programs such as Tax Increment Financing and Community Development Block Grants. Upon its adoption, Redevelopment Area #1 - Amended will provide the mechanism by which these public programs can be made available to the City of Waverly.

Lastly, portions of the Redevelopment Area #1 - Amended beyond the current Corporate Limits of Waverly, specifically Irregular Lots 158, 214, 137, 215, 81 and 216 along the west side of 141<sup>st</sup> Street, north of Oldfield Street, and approximately 77 acres north of Waverly Road, around the new Water Treatment Plant, are recommended to be annexed into the City, prior to the use of TIF as an incentive for development.

The City of Waverly will need to annex a minimum of 485 additional acres, not included in the Redevelopment Area, to maintain no more than 50 percent of the City's land area within the Redevelopment Area, as set forth by the Nebraska Community Development Law for Second Class (Nebraska) cities.

# Generalized Future Land Use Map

Redevelopment Area #1 - Amended  
General Redevelopment Plan  
Waverly, Nebraska



**Corporate Limit Boundary**  
**Redevelopment Area #1 Amended Boundary**



**Vacant**  
**Parks & Recreation**  
**Public & Quasi-Public**  
**Single Family Residential**  
**Multifamily Residential**  
**Mobile Home Park**  
**Commercial**  
**Industrial**  
**Railroad Corridor**

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## 2. Future Zoning Districts

The recommended Future Zoning Districts Map for Redevelopment Area #1 - Amended is identified as **Illustration 5**. Areas are generally in conformance with the Waverly Comprehensive Plan and, specifically, with the proposed Future Land Use Plan, **Illustration 4** of this General Redevelopment Plan.

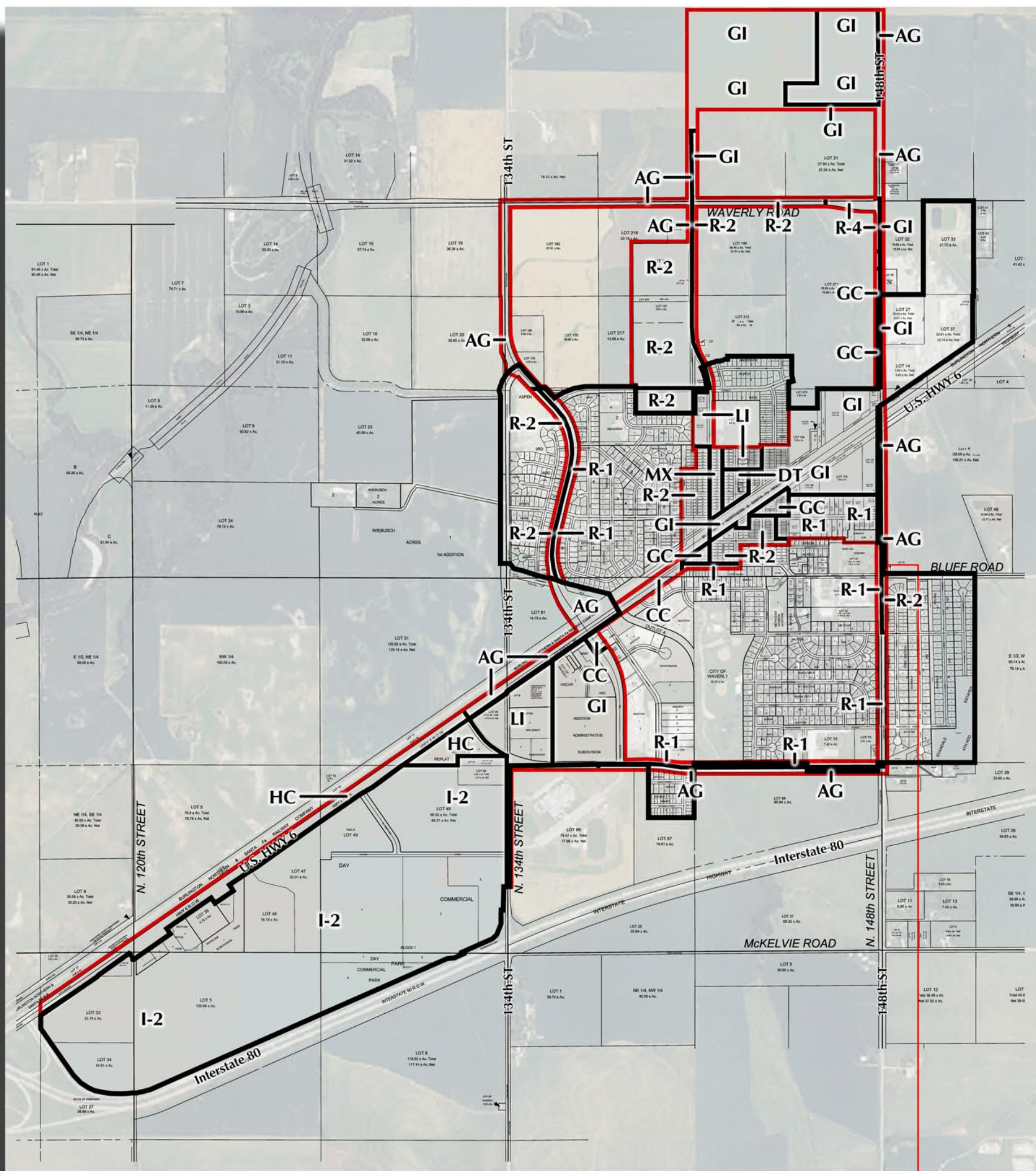
Lands currently outside of the Corporate Limits of the City of Waverly, north of Waverly Road and east of 141<sup>st</sup> Street, are recommended for annexation by the City and should be zoned GI General Industrial. Land uses in this area consist primarily of vacant lands, industrial and the City's water treatment facility. A series of mixed land uses and zoning classifications, including I-2 Industrial Park District, H-1 Interstate Commercial, and GC General Commercial exists along Highway 6, in the southwest industrial area, generally south and west of Amberly Road. Re-zoning this corridor HC Highway Commercial and extending this zone along the entire Highway 6 corridor to Amberly Road would allow for the expansion of highway-related commercial uses along the corridor. The heavy industrial properties located in the large lots behind the highway, should be re-zoned from LI Light Industrial to I-2 Industrial Park District.

The General Redevelopment Plan recommends re-zoning an area currently designated AG Agricultural and R-1 Single Family Residential, located on the west side of 141<sup>st</sup> Street, generally between Oldfield Street and Waverly Road, to R-2 Single Family Residential. This Plan also recommends the planting of trees, bushes and the use of soil berms to serve as buffering between industrial and highway commercial uses and single family residential areas, including along the Highway 6 corridor and 141<sup>st</sup> Street.

The above recommendations are proposed to be in conformance with the Future Land Use Plan, **Illustration 4**, all in an effort to support existing building types and maintain the integrity of the neighborhoods.

# Future Zoning Map

Redevelopment Area #1 - Amended  
General Redevelopment Plan  
Waverly, Nebraska



	<b>General Industrial District</b>		<b>Agricultural District</b>
	<b>Industrial Park District</b>		<b>Single Family Residential</b>
	<b>Interstate Commercial</b>		<b>Single Family Residential</b>
	<b>Corporate Limit Boundary</b>		<b>Urban Family Residential</b>
	<b>Redevelopment Area #1 Amended Boundary</b>		<b>Mixed and Urban District</b>
			<b>Downtown Commercial District</b>
			<b>Community Commercial District</b>
			<b>General Commercial District</b>
			<b>Light Industrial District</b>

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### **3. Recommended Public Improvements**

The primary purpose for a General Redevelopment Plan, accompanied with the preceding Blight and Substandard Determination Study, is to allow for the use of public financing in a specific area. This public financing is planned and implemented to serve as a "first step" for public improvements and encourage private development within the Redevelopment Area. The most common form of public improvements occur with infrastructure, specifically streets, water, sanitary sewer and storm sewer systems, sidewalks, open space and recreational uses. The primary infrastructure concerns in Redevelopment Area #1 - Amended are street and sidewalk improvements, improvements to underground water systems, sanitary sewer and storm water systems, and landscaping of public right-of-ways and open spaces.

Streets throughout the Redevelopment Area, overall, are in "fair" condition with 110, or 56.4 percent of the parcels fronting on streets identified as being "fair". Furthermore, 27 parcels front on gravel surfaced streets in need of hard surfacing, while 60 properties front on concrete surfaced streets. Woodstock Street, currently a gravel road northeast of Downtown, is in need of hard surfacing from 143<sup>rd</sup> to 148<sup>th</sup> Streets. As growth areas to the north of the Community are developed, existing County roads will also need to be hard surfaced.

A total of 86 parcels (44%) have no sidewalks adjacent the property. A planned program of sidewalk improvement should be established in Redevelopment Area #1 - Amended, in conjunction with improvements planned within the One- and Six Year Road Plan and the City's Capital Improvement Program. This process would allow Community Development Block Grants and Tax Increment Financing to be used to finance public improvements.

As identified in the Blight and Substandard Determination Study, the age and associated condition of underground water and sewer mains are the primary concern in the portion of the Redevelopment Area located east of Canongate Road. Each of these utility systems range in age between 60 and 85 years, and, as a result will experience breakage and repeated maintenance issues as the systems continue to age. Water mains as little as 4" in diameter exist in the Downtown, along Kenilworth Street from 141<sup>st</sup> to 143<sup>rd</sup> Streets, along 142<sup>nd</sup> Street, south of Highway 6, from Jamestown to Heywood Streets. The majority of Redevelopment Area #1 - Amended is served by 8" to 12" or greater sanitary sewer mains. Water and sanitary sewer mains in the southwest industrial area are generally of adequate size and sound condition. Adequate pressure and quantity of water for fire protection is provided by no less than 6" diameter water mains. Current utility standards also recommend no less than 8" diameter sanitary sewer mains.

Redevelopment planning tools, such as Tax Increment Financing, will provide incentives to facilitate development. As identified in the City's current Comprehensive Plan, Waverly should identify regions of greatest priority and budget for selective reconstruction projects. Tax Increment Financing can serve as a valuable source of additional monies to defer the cost of reconstruction projects within the Redevelopment Area. The Community Development Block Program is one example of State and Federal programs that become economically viable in designated Blighted and Substandard areas.

### **Conclusions**

A design improvement program should call attention to Redevelopment Area #1 - Amended in the City of Waverly, with emphasis upon serving Waverly residents, as well as highway travelers. The role of the Redevelopment Area as a commercial and industrial highway corridor in combination with civic and public/quasi-public uses, will foster an appreciation for its image, character and uniqueness in Waverly.

A successful General Redevelopment Plan for Redevelopment Area #1 - Amended should guide redevelopment and development opportunities, while basing the viability of the Highway 6 corridor as a commercial and industrial service area. New construction should not imitate existing styles or characteristics, but rather be compatible by similar materials, colors and heights exhibited by existing structures within, and adjacent to, the amended Redevelopment Area #1.

The Community Development Agency (CDA) and the City of Waverly should seek funding sources to create a revolving loan and/or grant program for the rehabilitation and improvement of buildings and public uses in the Redevelopment Area. The rehabilitation of buildings would prolong the life of structures and enhance the visual appearance of the community. To prevent further decay, the Consultant recommends investment in all infrastructure systems to secure the entire Redevelopment Area. Prior to the transportation network improvements, the City and the CDA should develop a plan in conjunction with the City's Capital Improvement Plan and the One- and Six Year Street Plan to accommodate efficient infrastructure development and improvements

**The following identifies estimated costs for the improvement of various infrastructure features in Redevelopment Area #1 - Amended.**

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Normal Street Replacement

Costs are dependent on street width and thickness of pavement or overlay. Concrete paving of 7" thick with integral curbs costs an estimated \$45 per square yard. Asphalt overlay has a cost of \$3 per square yard, per inch of thickness of asphalt overlay.

The cost to construct a 7" thick, 30' wide concrete street is \$150 per linear foot  
The cost to construct a 7" thick, 60' wide concrete street is \$300 per linear foot

The cost to construct a 2" thick, 30' wide asphalt overlay is \$20 per linear foot  
The cost to construct a 2" thick, 60' wide asphalt overlay is \$40 per linear foot

Ramped Curb Cuts

\$1,250 each

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Sanitary Sewer

\$50 to \$60 per linear foot

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Water Valves

\$750 each

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Fire Hydrants

\$2,500 each

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Overlay of Parking Lots

Asphalt overlay costs \$3 per square yard per inch of thickness of asphalt overlay. Therefore the cost of a 2" overlay of a 150 x 150 foot parking lot is \$15,000.

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Paved Alleys

The cost for paved alleys is dependent on alley width and pavement thickness. A 6" thick concrete alley would cost \$45 per square yard.

The cost of a 7" thick, 16 foot wide concrete alley is \$80 per linear foot.

The cost of a 7" thick, 20 foot wide concrete alley is \$100 per linear foot.



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### Storm Sewers

The cost of Storm Sewers is dependent upon the size of the storm sewer pipe and on the number of inlets required. A breakdown of approximate unit prices is as follows:

15" RCP costs \$22 per linear foot  
18" RCP costs \$26 per linear foot  
24" RCP costs \$35 per linear foot  
30" RCP costs \$44 per linear foot  
36" RCP costs \$52 per linear foot  
42" RCP costs \$61 per linear foot  
48" RCP costs \$70 per linear foot

Inlets cost an estimated \$2,500 each. Therefore, assuming 470 linear feet of 30" storm sewer and four inlets per block, a block of storm sewer would cost \$30,680.

### **Public and Private Foundations**

This General Redevelopment Plan addresses numerous community and economic development activities for Redevelopment Area #1 - Amended in Waverly, Nebraska. The major components of this Redevelopment Plan will be accomplished as individual projects, however, a comprehensive redevelopment effort is recommended. Just as the redevelopment efforts should be tied together, so should the funding sources to ensure a complete project. The use of state and federal monies, local equity and tax incentives coupled with private funding sources, can be combined for a realistic and feasible funding package. The following provides a summary listing of the types of funding to assist in implementing this Redevelopment Plan. Each selected redevelopment project should be accompanied with a detailed budget of both sources and uses of various funds.

Building Improvement District  
Tax Increment Financing  
LB 840 or LB 1240  
Historic Preservation Tax Credits  
Low Income Housing Tax Credits  
Sales Tax  
Community Development Block Grants - Re-Use Funds  
Local Lender Financing  
Owner Equity  
Small Business Association-Micro Loans  
Community Assistance Act  
Donations and Contributions  
Intermodal Surface Transportation Efficiency Act

## **Private Foundations**

American Express Foundation  
Kellogg Corporate Giving Program  
Marietta Philanthropic Trust  
Monroe Auto Equipment Company Foundation  
Norwest Foundation  
Piper, Jaffray & Hopwood Corporate Giving  
Target Stores Corporate Giving  
Pitney Bowes Corporate Contributions  
Union Pacific Foundation  
US West Foundation  
Woods Charitable Fund, Inc.  
Abel Foundation  
ConAgra Charitable Fund, Inc.  
Frank M. and Alice M. Farr Trust  
Hazel R. Keene Trust  
IBP Foundation, Inc.  
Mid-Nebraska Community Foundations, Inc.  
Northwestern Bell Foundation  
Omaha World-Herald Foundation  
Peter Kiewit and Sons Inc. Foundation  
Thomas D. Buckley Trust  
Valmont Foundation  
Quivey-Bay State Foundation