

# PROJECT PROFILE

(Please limit answers to the space available on these pages)

Project Name Radial Reuse Project  
Location Lincoln, Nebraska  
Owner City of Lincoln and private  
Project Use(s) Mixed use: residential, industrial, park/bikeway development.  
Project Size 4 mile corridor;  
75 acres of City-owned land Total Development Cost 6.4 million-public; 17 million-private  
Application submitted by:  
Name George S. Chick  
Title Director  
Organization City of Lincoln, Urban Development Department  
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Signature George S. Chick

Organization	Key person	Telephone
Public agencies <u>City of Lincoln</u>	<u>Mayor Bill Harris</u>	<u>471-7511</u>
Developer <u>City of Lincoln, Urban Development Dept.</u>	<u>George S. Chick</u>	<u>471-7677</u>
Professional consultants		
Architect <u>Clark Enerson Partners, Inc.</u>	<u>Dennis Scheer</u>	<u>477-9291</u>
Landscape architect <u>Kim Todd</u>		<u>472-2679</u>
Architect <u>Bahr, Vermeer, Haecker Architects</u>	<u>Robert LeZotte</u>	<u>475-4551</u>
Planner		
Lawyer		
Other		
Community group(s)		
<u>Radial Reuse Task Force</u>	<u>Gordon Scholz</u>	<u>472-3592</u>
<u>Malone Redevelopment Study Committee</u>	<u>Christopher Hansen</u>	<u>476-2847</u>
Sponsor		

\*Please attach an additional sheet, if necessary, to identify others who should be credited as having been instrumental in the development of this project.

1. Describe the characteristics of this project: the important aspects of the project's design, development, and public approval process. Indicate why these are exemplary.

The Radial Reuse Project is the redevelopment of a 4 mile corridor of vacant and underutilized land stretching through 3 of Lincoln's older inner city neighborhoods. In the 1960's and 1970's the City acquired 75 acres of this land to construct a highway. After the decision not to build the highway, attention turned to reuse of the area. The focal point of the Radial Reuse Project is development of a 3 mile linear park/bikeway that separates incompatible land uses and serves as a spine from which residential redevelopment and rehabilitation, and industrial expansion has occurred.

The success of the Radial Reuse Project is measured by both the physical revitalization that is visibly apparent and the process by which issues were identified and strategies for implementation were developed. Diverse segments of the community came together in the public arena to tackle the problems of twenty years of neglect and disinvestment, to identify a vision for the future, and to build the framework for the redevelopment of the radial reuse areas.

The Radial Reuse Task Force, a citizen advisory body, was established to develop a conceptual plan to rebuild the area. As part of the citizen participation process, the Task Force obtained professional assistance from local and national leaders through an AIA sponsored R/UDAT. From its inception in 1979 through today, the Task Force meets regularly, to plan and monitor implementation activities.

Important aspects of the project's design and development (1) physical separation of incompatible land uses (John Dietrich Bikeway); (2) provide impetus for private reinvestment (Bikeway, infrastructure improvements); (3) encourage compatible new residential development that respects the existing neighborhood character (Infill Housing Program, design guidelines); (4) provide affordable housing alternatives (Infill Housing Program, Homebuyers Assistance Program); and (5) provide homeownership opportunities, especially for low and moderate income households and for tenants of City-owned property (priority sales, Infill and Homebuyers Programs).

2. Why does this project merit The Rudy Bruner Award for Excellence in the Urban Environment?

The Radial Reuse Project exemplifies the complexity of the urban environment and its problems. The project demonstrates how complex and emotionally charged issues - physical, economic, social - can be more than satisfactorily addressed, but be very successful. With the initiation of innovative programs and physical improvements, the physical environment has improved; the image of the area is improving; low and moderate income renters have become homeowners; businesses have expanded and moved in to the area; streets have been paved; and park land and recreation space has been provided. The Radial Reuse Project is exemplary for its process and the product and their interrelationship.

3. What were the significant dates of the project's development and when was it completed?

1960-80: City acquires land for Highway.	1982: Implementation of redevelopment activities begin.
1979: Radial Reuse Task Force created.	
1981: Plans to build highway are defeated.	1987: Malone Redevelopment Study Committee created.
1979-84: Conceptual & redevelopment plans developed & adopted.	1988: Malone Redevelopment Conceptual Plan adopted.
	1988: Implementation of activities in Malone begin.
	1992: Projected completion of all activities.

4. What urban issues did this project address? Were there important associated issues that this project did not address?

Our nation's cities are faced with innumerable issues and problems. Lincoln may be fortunate that we have not experienced some of the worst of these urban problems. However, the Northeast Radial corridor has been the victim of: housing deterioration, vacant and underutilized land, public and private neglect; negative image from the community at-large and within the area - resulting in lack of dignity and pride; old and deteriorated infrastructure; inappropriate land use mixes; displacement of low and moderate income households; university expansion; and lack of adequate recreation and park space.

Through the radial reuse process of community-wide participation, including citizen and professional involvement, these issues have been tackled and successfully addressed. Moreover, subtle and non-quantitative issues, like community divisiveness and distrust, have been addressed - one time adversaries are now talking at the same table, solving problems together, and working toward common goals.

5. Describe the financing for the project. Was there something particularly unique or innovative about it?

The financing for this project consists of a consortium of funding sources, primarily locally granted but with some federal assistance through the Housing and Urban Development Department.

To date, \$4.5 million in public funds have been allocated for the reuse project. It is anticipated that an additional \$1.9 million will be necessary to complete the final phase in the Malone Neighborhood.

An important source of revenue has been Community Improvement Financing (Tax-Increment Financing). To enable C.I.F. funds to be generated, the area was declared blighted in accordance with State Statutes, and the annual increment generated from increased property values has been captured to finance various aspects of the project. The City's Community Development Block Grant funds have been used to finance aspects of the project that could not be funded with local general funds. The City obtained two HUD section 108 loans to assemble property for redevelopment. Other local funds used included general revenues, advanced land acquisition funds, street construction funds and utility revenues. By using a range of funding sources this project was able to be accomplished in a reasonable time frame.

6. What were the goals of this project? How well were they met?

The Radial Reuse Task Force carefully formulated goals and established priorities for the reuse project. The primary goals include: 1) Take immediate actions to arrest the decline in the area and demonstrate a commitment to rebuild the area; 2) expand the supply of housing and the choice of housing types for all segments of the population; 3) Preserve industrial uses and provide sites for new industrial development; 4) develop a comprehensive and balanced transportation system; 5) provide a linear park and neighborhood park facilities and expand the supply and diversity of recreational facilities, and open space available to residents; 6) provide improved streets, sidewalks, and infrastructure in the area; and 7) provide for expansion of the University of Nebraska City campus.

These goals have been and are being met through: development of a range of housing types, industrial expansion, completion of the linear park and bikeway and infrastructure improvements. The 1984 Radial Reuse Plan is currently being amended to accommodate the needs of the University and neighborhood in the Malone area.