

Antelope Valley



Lincoln, Nebraska
Wynn Hjermsstad

2015 RUDY BRUNER AWARD PROJECT DATA



PROJECT DATA

Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

Project Name Antelope Valley Location center of city, inner NW quadrant City Lincoln State NE

Owner City of Lincoln, Nebraska

Project Use(s) Community revitalization, flood management and transportation improvements

Project Size 1.73 square miles Total Development Cost \$246,000,000

Annual Operating Budget (if appropriate) NA

Date Initiated August 1995 Percent Completed by December 1, 2014 100%

Project Completion Date (if appropriate) 2012 (related Comm. Revit. is ongoing) Project Website (if appropriate) lincoln.ne.gov [search: antelope]

Attach, if you wish, a list of relevant project dates

Application submitted by:

Name Wynn Hjermstad Title Community Development Division Manager

Organization City of Lincoln, Urban Development Department

Address 555 South 10th Street, Suite 205 City/State/Zip Lincoln, Nebraska 68508

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Perspective Sheets:

Organization	Name	E-mail
Public Agencies <u>University of Nebraska</u>	<u>Harvey Perlman</u>	<u>hperlman@unl.edu</u>
Architect/Designer <u>Erickson Sullivan Architects</u>	<u>Scott Sullivan</u>	<u>scott@ericksonsullivan.net</u>
Developer <u>Assurity Life Insurance Company</u>	<u>Thomas E. Henning</u>	<u>thenning@assurity.com</u>
Professional Consultant <u>Seacrest & Kalkowski</u>	<u>Kent Seacrest</u>	<u>kent@sk-law.com</u>
Community Group <u>Clinton Neighborhood Organization</u>	<u>Delores Lintel</u>	<u>little.red.hen@juno.com</u>
Other <u>National Association of Insurance Commissioners</u>	<u>Ben Nelson</u>	<u>ebenjaminnelson@gmail.com</u>
Community Group: <u>First United Methodist Church</u>	<u>Coleen Seng</u>	<u>Not Available</u>
Public Agency: <u>Lower Platte South Natural Resources District</u>	<u>Glenn Johnson</u>	<u>gjohnson@lpsnrd.org</u>
Public Agency: <u>City of Lincoln</u>	<u>Chris Beutler</u>	<u>mayor@lincoln.ne.gov</u>
Developer: <u>Downtown Lincoln Association</u>	<u>Terry Uland</u>	<u>tuland@downtownlincoln.org</u>

Please indicate how you learned of the *Rudy Bruner Award for Urban Excellence*. (Check all that apply).

- Direct Mailing
 Direct Email
 Previous Selection Committee member
 Other (please specify) _____
 Online Notice
 Previous RBA entrant
 Professional Organization
 Social Media
 Bruner/Loeb Forum

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Signature Wynn S. Hjermstad Date December 9, 2014

2015
RUDY BRUNER AWARD
PROJECT
AT-A-GLANCE



PROJECT AT-A-GLANCE

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This sheet, the Project Data sheet, and the representative photo will be sent to the Committee in advance as the *Project Overview*.

Project Name _____

Address _____

City/State/ZIP _____

1. Give a brief overview of the project. Approximately 500 words.

2. Why does the project merit the *Rudy Bruner Award for Urban Excellence*? (You may wish to consider such factors as: effect on the urban environment; innovative or unique approaches to any aspect of project development; new and creative approaches to urban issues; design quality.) Approximately 500 words.

2015 RUDY BRUNER AWARD PROJECT DESCRIPTION



PROJECT DESCRIPTION

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1. Describe the underlying values and goals of the project. What, if any, significant trade-offs were required to implement the project? Approximately 500 words.

2. Briefly describe the project's urban context. How has the project impacted the local community? Who does the project serve? How many people are served by the project? Approximately 500 words.

PROJECT DESCRIPTION (CONT'D)

3. Describe the key elements of the development process, including community participation where appropriate. Approximately 400 words.

4. Describe the financing of the project. Please include all funding sources and square foot costs where applicable. Approximately 400 words.

5. Is the project unique and/or does it address significant urban issues? Is the model adaptable to other urban settings? Approximately 400 words.

2015
RUDY BRUNER AWARD
COMMUNITY
REPRESENTATIVE
PERSPECTIVES



COMMUNITY PERSPECTIVE

~~OTHER PERSPECTIVE~~

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Name Delores Lintel Title: Past President
Organization: Clinton Neighborhood Association Telephone: (402) 477-2260
Address: 5600 Cloudburst Lane City/State/ZIP: Lincoln, Nebraska 68521
Fax (402): _____ E-mail: little-red-hen@juno.com

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Signature Delores Lintel Date 12/05/14

1. How did you, or the organization you represent become involved in this project? What role did you play? Approximately 400 words.

To put my response in context it is necessary to give some background information.

It began in the early 1960's. The area in which I lived was an older part of Lincoln located near the University of Nebraska and close to downtown. We became aware of a large number of vacant lots and houses falling into disrepair. Several women began to meet to figure out why this was happening. Finally there was an article in the paper about the proposed expansion of the University of Nebraska into the area. A plan by the city for construction of a major street from downtown through established residential neighborhoods toward an industrial tract northeast of Lincoln. The City of Lincoln had in essence become a slumlord.

It was corrupt, foul and just plain wrong. We felt diminished, betrayed, used and very angry. We delivered leaflets describing the problem and called a meeting. We defined ourselves as a family neighborhood and resolved to do whatever was necessary to protect the area.

It was democracy at work at the very basic level. The Clinton Neighborhood Organization (the first in the City of Lincoln) was born that night. I was elected President.

We were joined by other neighborhoods, and after a very long and methodical effort we were able to put the issue on the ballot and the Northeast Radial was defeated in 1981. This began the "Neighborhood Movement" in Lincoln.

Involved citizens served on the Radial Re-use Task Force. They were charged with developing a plan to put city-owned properties back on the tax rolls and redevelop the area acquired for construction of the Radial. Federal money was obtained to pave streets, millions of dollars of zero-interest loans were made available. New homes and apartments were built on vacant lots. Other programs were put in place to rebuild the damaged area.

But, there still remained the question – Now what? We saved our neighborhood – but, the City of Lincoln was growing and there were unresolved problems. One was the problem of increasing traffic and subsequent street construction. For us, there was the continuing need for community revitalization. These problems needed to be addressed in a consistent and meaningful process.

So, when the Antelope Valley Project was announced - and it was to be a plan put together and approved by citizen input and decisions – to address the issues of transportation, flood control and community revitalization - I was pleased and became involved.

2. From the community’s point of view, what were the major issues concerning this project. Approximately 400 words.

The City of Lincoln was growing. Traffic was increasing and management of traffic flow and congestion was becoming a real and daily problem. It was an issue that needed to be addressed, discussed and dealt with.

However, the defeat of the Northeast Radial by a vote of the people made the city re-evaluate its methods. It was still necessary to address the original transportation objectives of the radial. However, it could not be a top down process, as before, but must include broad citizen involvement, input and decision making. They needed to do it right this time.

Much of the city’s water and sewer construction was very old and inadequate. This left a large area near downtown and into the adjoining neighborhoods very vulnerable in case of a major rain event. This was closely tied to the street construction problems because it involved much of the same land area.

This also affected neighborhood revitalization because it reached out into the nearby neighborhoods where there were 1,000 dwellings in the flood zone. One problem could not be dealt with properly without dealing equally with the others.

Of course, after analyzing the above, and given the age and location of the neighborhoods included in the project area it was obvious the community revitalization was a necessary and natural outgrowth of the flood control and transportation management. The housing stock was old and many in disrepair; there was inconsistent zoning and land use. Much of the area could be considered blighted. This would have a major impact on the livability of the neighborhoods.

I was a member of the Citizen’s Advisory Committee. There were 53 members, with various points of view, which divided into several sub-committees to work on prioritizing our objectives. We eventually came up with 8 goals – which included: 1) to minimize flooding; 2) reduce traffic congestion; 3) improve blighted areas; 4) enhance neighborhoods and streetscapes; 5) expand housing, retail and commercial appropriately; 6) resolve incompatible land uses; 7) increase trail and recreational opportunities; 8) improve health, cultural and human services. We met 75 times and came up with the best package to address those goals.

As a result the Antelope Valley Parkway is strategically placed between the University and State Fair Park and on the edges of the neighborhoods without damaging quality of life or adversely affecting properties.

We accomplished our goals to varying degrees. It was a citizen driven process that really worked.

3. Has this project made the community a better place to live or work? If so, how? Approximately 400 words.

The Antelope Valley Project has changed the City of Lincoln.

Imagine you are coming into Lincoln on 27th Street. You cross Cornhusker Highway and the overpass. To the west you will see the Antelope Valley Parkway. It’s well traveled and eases congestion on major streets. It is a major arterial street on the edge of the neighborhoods – but importantly - not through them. You say “Yes!! That’s good.”

To the east is Fleming Fields - on what used to be weed-covered lots. It is now a sports complex with playing fields available to the community. You say, "Yes!! That's good."

Coming into the Clinton Neighborhood you can see and feel the difference. We had frequently fought the widening of Holdrege Street because of the negative impact to the area. Now, with the removal of the Holdrege overpass, the traffic is reduced by half!

The zoning was changed from R-7 to R-4 to stabilize the western edge of the neighborhood.

Both of these encouraged home ownership and reinvestment. Now vacant lots have houses. There is a bike trail, a park and a vibrant family neighborhood. You no longer think of "blighted" as the word that used to describe the area. You now hear words like "potential", and "promise", and "possibility". You say, "Yes!! That's good."

Heading downtown and cross any of the new, well-designed bridges over Salt Creek and look either right or left and see Union Park Plaza you will be ultimately impressed. The danger of flooding is controlled. There are fountains, walking/bike trails with benches, and landscaping. All there for the entire community to use and enjoy. You say, "Yes!! That's good."

Then you realize you are in the area that used to be a flood plain. Now, because of the flood control and water management there are now 200 businesses and 1,000 dwellings no longer in danger. They can now feel safe to plan and live comfortably. You say, "Yes!!! That's good."

And you come to Antelope Valley Parkway you realize that it picks up the traffic at the edge of downtown; goes past Union Park and skirts the edge of the University of Nebraska and Nebraska Innovation Campus. No longer a controversial roadway through established neighborhoods but now a part of a vibrant and renewed part of Lincoln. You say, "Yes, That's good."

Lincoln can be proud. It is a great place to live!

4. Would you change anything about this project or the development process you went through? Approximately 400 words.

It was a massive undertaking with many aspects to be considered, discussed and agreed upon. The project was explained and goals identified as early as possible. The process was consistent and detailed and although it took 75 meetings over many months, in the end all major goals were achieved.

The road has been built; the flood control measures are in place and now the community revitalization can be a continuing and ongoing process. The barriers to redevelopment of the affected area have been taken care of so the community can respond with what it needs.

I am pleased with how the Antelope Valley project was accomplished and satisfied with the results.

COMMUNITY PERSPECTIVE

~~OTHER PERSPECTIVE~~

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Name Coleen Seng Title: Former Mayor of Lincoln, Nebraska
Organization: First United Methodist Church Telephone: 402.466.1906
Address: 6101 Walker Avenue City/State/ZIP: Lincoln, Nebraska 68507
Fax (402): Non-Applicable E-mail: Non-applicable

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Signature Coleen Seng Date 12/7/14

1. How did you, or the organization you represent become involved in this project? What role did you play? Approximately 400 words.

The Village of University Place became part of the City of Lincoln in 1926. By the 1960's and 1970s, the housing stock needed help and the local commercial area was deteriorating. In the early 1970s, it became a prime organizing effort! The local First United Methodist Church started a neighborhood organization called the University Place Community Organization (UPCO) – a transitional neighborhood in northeast Lincoln developed around a United Methodist College. I was elected President of the group and at a later time became a staff member at the "working community" United Methodist Church for 20 years.

In the 1960s, the City was attempting to develop a Northeast Radial (a roadway linking downtown to NE Lincoln). This was a worthy goal but there was no citizen input. As the City purchased property for the Radial, the neighborhood residents became restless and upset. The result was the Northeast radial was defeated!

At the same time a petition was approved by the Lincoln voters to elect four of the seven City Council members by district and three members at large. Previously all City Council members were elected at large and most Council members came from the more affluent southeast Lincoln area. I worked hard to change the method of electing City Council members and then helped someone get elected. After her two terms were completed, I was then elected the City Council representative from northeast Lincoln for four terms (16 years).

Following the defeat of the Northeast Radial, the unresolved transportation issues and lack of urban reinvestment were still important issues facing northeast Lincoln. While I was chair of the Lincoln City Council, I met with the University of Nebraska Chancellor Graham Spanier and Glenn Johnson, Manager of the Natural Resource District, along with City Public Works officials. At this critical meeting, the commitment was made to partner by the three governmental entities and to address three City concerns-- flood prevention, transportation and neighborhood revitalization. Thus, a large planning process was initiated to work on these three interrelated issues.

I was asked to serve as one of the tri-chairs of the Antelope Valley Citizen Committee during my City Council tenure. The Antelope Valley Citizen Advisory Committee had 53-citizen members and met over fifty times. During the six year period, the Committee sponsored many, many town hall meetings, newspaper inserts, surveys, radio and TV media and call-in shows.

At the end of my 16th year on the City Council, I decided to run for Mayor and was elected for a four year term. During my tenure as Mayor my involvement with Antelope Valley grew even more. The three governmental partners and their elected bodies had to reach consensus with each other and with the neighborhoods and key stakeholders on the key improvements and design details. We had to develop the funding and phasing packages for the plan. And we had to implement the construction of the Antelope Valley Project.

Oh yes, after I finished my mayoral term, I once again became the Directory of Community Ministries at First United Methodist Church.

2. From the community's point of view, what were the major issues concerning this project?
Approximately 400 words.

The major issue regarding the community was striving for openness, transparency, communication, trust worthiness, and community involvement. Because I came through the neighborhood effort, I was trusted by representatives of the eight inner city neighborhoods that comprised the Antelope Valley study area. I had a long involvement at the City Council level and I was trusted (most of the time) by City staff. The eight neighborhoods comprising the Antelope Valley area included some of the City's most low income families and low home ownership.

The major issue for the City was always cost. To do this three legged effort--flood prevention, roadways and community revitalization over such a large area cost a great amount, totaling \$246 million dollars.

One of my favorite stories is when a new City director was working on his first budget he came to me as Mayor and asked if we really had to put all that money into Antelope Valley. I said yes, it had to stay in the budget!

It was not until major pieces of the Antelope Valley Project began to take shape that the overall Lincoln Community was able to grasp the enormity of the project and its success. Unlike the Northeast Radial, there was good support from the eight neighborhoods and key business leaders for Antelope Valley. The City Council voted approximately 15 times regarding Antelope Valley from 1995-2012. All of these nonpartisan votes, cast by Democrats and Republicans, were unanimous.

3. Has this project made the community a better place to live or work? If so, how? Approximately 400 words.

Yes. The Lincoln community has seen many positive public improvements, including new roadways, waterway, trails, parking, and ball fields. The City now has a roadway network from downtown to northeast Lincoln and crossroads running north to south that were carefully located. Six existing City trails were connected together by the Antelope Valley Project, allowing safe passage under many major arterial streets. New bridges (eleven) and new waterways have made large community and small neighborhood parks available to Lincoln residents and visitors. All these improvements were designed with safety and accessibility of pedestrians and children in mind. Two at grade railroad crossings were removed and a Big X Bridge built so traffic is no longer waiting for 70 coal trains a day. A large 30-acre park with four ball fields has been a big plus for the neighborhood youths.

4. Would you change anything about this project or the development process you went through?
Approximately 400 words.

Planning and implementing Antelope Valley was a huge undertaking for a community the size of Lincoln. One of the keys to the success of this project was to assemble a team of public and private professional

planners, designers, lawyers and engineers that believed in community involvement and engagement. Had the team not been involved, it probably would not have been successful. The team paid careful attention and engaged with eight neighborhoods on sub-neighborhood plans and on modifying key Project features. The team also helped facilitate communication between the elected and administrative officials of City, NRD and University, which helped achieve Project approval and funding.

All the key players and pieces came together and at the right time. Not many communities formally design a public participation process that specifically asked its citizen how to improve the older historic areas. And not many cities' public officials would take the time to listen and implement.

Government did it right this time.

2015
RUDY BRUNER AWARD
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PUBLIC AGENCY PERSPECTIVE

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This sheet is to be filled out by staff representative(s) of public agency(ies) who were directly involved in the financing, design review, or public approvals that affected this project.

Name: Harvey Perlman Title: Chancellor
Organization: University of Nebraska-Lincoln Telephone: (402) 472-2116
Address: 201 Canfield Administration Building City/State/ZIP: Lincoln, Nebraska 68588-0419
Fax: (402) 472-5110 E-mail: hperlman1@unl.edu

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Signature:  Date: 12-3-2014

1. What role did your agency play in the development of this project? Describe any requirements made of this project by this project by your agency (e.g., zoning, public participation, public benefits, and impact statements). Approximately 400 words.

The University of Nebraska—Lincoln is one of the three original Antelope Valley Project partners. Along with the City of Lincoln and the Lower Platte South Natural Resources District, the three lead Partners reached out to other governmental, nonprofit and for-profit entities and individuals. When I became the Chancellor of the University of Nebraska—Lincoln in 2000, the Antelope Valley Project was transitioning from the goal and planning phase into the implementation and legal agreement phase. Back in the 1960s, the University began identifying a series of transportation, safety and campus master planning issues. For the next three decades, the University tackled the issues alone and made little progress. In some instances, the passage of time worked against the University and the issues got worst. The sets of challenges started to hinder the University's mission.

Meanwhile, similar issues were impeding and increasing blighting factors in the surrounding neighborhoods. My predecessor wisely realized in 1995 that the genesis of the University's problems and challenges extended well beyond the University's boundaries and were

interconnected to problems and challenges facing surrounding neighborhoods and other local governmental jurisdictions. The three governmental entities took a bold step in 1995 and decided to formally partner on the Antelope Valley Project.

Much of the property needed for the Antelope Valley roadway and waterway was owned and contributed by the University. This allowed institutional University lands, instead of neighborhoods, to be assembled, dedicated and utilized. The University also contributed and removed several buildings, parking areas and recreation fields as well as help mitigate a brownfield site. The University replaced these improvements with several classrooms, support service buildings and three new parking garages. In addition, the University cost shared with the other two Partners to build and operate a top-notch ten field sports complex called Fleming Fields.

As a State entity, the University was also able to successfully request \$10 million of State funding from the Nebraska Legislature to help enhance the University's east edge and to help off-set a portion of the lost parking and recreation fields. In addition, the University paid over \$20 million dollars for the former 160 acre State Fair campus and spent another considerable sum demolishing 90 buildings so the close proximity area could be transformed into a public private research campus.

2. How was this project intended to benefit your city? What trade-offs and compromises were required to implement the project? How did your agency participate in making them? Approximately 400 words.

Here are three of many examples where the Antelope Valley Project has benefited the University and the City:

1. Before Antelope Valley, more than 3,000 University students each day had to cross and sometimes dodge 30,000 motor vehicles traveling through the State's flagship campus along a pair of arterial streets. The student-to-vehicle ratio was a major safety threat. The threat would be growing since the remaining 50 acre future campus building area was also split from the rest of the City campus by the one way street pair.
2. The University's challenging traffic circulation was further complicated by the BNSF mainline railroad tracks bordering the City campus on the north side. Two at-grade railroad crossings along the campus boundary were blocked five hours a day. Such long daily delays were negatively impacting the University, the neighborhoods and the City as a whole. The Antelope Valley Big X Bridge was constructed to relieve the congestion. In turn, this allowed the University to relocate many interior campus parking stalls into three new outer perimeter parking garages located along the Big 'X' Bridge's west and south legs.
3. The Antelope Valley waterway has removed 50 acres out of the future buildable campus area from the 100-year designated floodplain. This now provides needed buildable areas to allow the University to expand its research, classroom and student housing capacity.

Before Antelope Valley, there were no viable solutions to these sets of problems. Once two major City one-way arterials, are now two local streets primarily servicing the University community. The former 30,000 vehicles per day cutting through the heart of the campus now has dropped down to 6,000 trips per day. The Big 'X' Bridge, the eight other new bridges and 6.2 miles of new roadways has significantly improved traffic flow to and from the University. The Big 'X' Bridge has improved the University's north access points for auto and pedestrian and removed the five hour average train delay per day. The removal of the four block wide 100-year floodplain enables the University to have sustainable boundaries and have room to grow in the future, without pressuring and encroaching into the historic residential neighborhoods. The new Antelope Valley waterway/roadways allows the University room to grow on the west side. The resulting new Union Plaza/Trago Park common boundary provides enhanced opportunities for the residential neighborhoods on the east side. Now our neighbors have more confidence to reinvest in their homes and thrive, instead of the last 30 years of living with uncertainty and sometimes fear of future University acquisition.

3. Described the project's impact on your city. Please be as specific as possible. Approximately 400 words.

The positive impacts to the University have been immense: the rerouted traffic, removal of two at-grade railroad crossings, mitigation of the flooding threat and safe reconnection of 50 "useable" acres to the rest of the City campus. While each of the above is a success, the cumulative effects are even greater. At long last, the University is fulfilling its vision of a truly pedestrian-friendly campus. The University has recently announced a new goal of educating 30,000 students in the years ahead, up from its current 25,000 student count. None of this would have been possible without the far reaching and successful Antelope Valley Project. Here are some other direct University benefits:

1. **Nebraska Innovation Campus (NIC).** Now motor vehicles can timely and safely travel over 70 BNSF coal trains on the Big 'X' Bridge overpass. Pedestrians and bikers can travel underneath the rail tracks along a new waterway trail. The Antelope Valley improvements created a "once in a century" opportunity to connect the University's main campus with a new state of the art public-private research and innovation campus. Called the Nebraska Innovation Campus (NIC), the former 160 acre State Fair site has been acquired and 90 former fair buildings have been cleared by the University. The NIC area has been master planned into 20 proposed research facilities with related commercial support services. Already, the University and private sector have broken ground on over \$100 million dollars of research and innovation facilities.

Rehabilitation of two historic former fairground buildings are part of the first four buildings being completed. The 70,000 SF former "4-H" Agricultural Exhibit Hall and new 100,000 SF companion building provides space for labs, research and incubator spaces, and a conference center. A state of the art Food Innovation Center is under construction and incorporates: (i) the trapezoid shaped historical Industrial Arts fairground building; (ii) a new 70,000 SF companion building; and (iii) \$10 million dollar cutting edge greenhouses and computerized climate control growing equipment. The University has also constructed an innovative energy plant that cools and heats the NIC buildings, capturing through a heat exchange the constant temperature of the treated wastewater effluent from the City's sewage treatment facility.

2. **Pinnacle Bank Arena.** The west leg of the Big 'X' Bridge was designed to allow motor vehicle circulation to extend into an underutilized 14-track rail yard, which has now been transformed into the West Haymarket Area. Lincoln voters approved the funding

of \$345 million dollars of bonds to construct a new 16,000 seat arena and the required infrastructure and parking garage facilities to redevelop the former 50 acre rail yard located next to Lincoln's downtown historic Haymarket District and immediately west of the University. The University signed a twenty year lease to be the lead tenant in the new Arena for its men and women's basketball games. In turn, the private sector has responded by constructing almost \$100 million of new mixed-use housing, hotels, restaurants and offices. Without the Big 'X' Bridge providing the needed circulation pattern to the area, this new redevelopment area would not have occurred.

3. **Historic Whittier.** Built in 1923, Whittier was considered the first building in the United States constructed specifically for a junior high school. The junior high closed down in the late 1970s and the University acquired it due to its close proximity to the City campus. However, for three decades the historic and grand 200,000 SF building sat in disrepair and contributed blight to the two abutting residential neighborhoods. With the help of a Lincoln business group, called Vision 2015, they helped to provide the seed money to allow the University to raise the remaining \$20 million of funds to rehabilitate the former junior high building into the Nebraska Center for Energy Sciences Research, Water for Food Institute, Nebraska Transportation Center and University Child Care Facility.

4. Did this project result in new models of public/private partnership? Are there aspects of this project that would be instructive to agencies like yours in other cities?
Approximately 400 words.

The problems and challenges the Antelope Valley Project addressed were too complex, too interrelated and extended beyond each governmental entity's jurisdiction, authority and funding. The need for the Antelope Valley Partners became a necessity. My staff and I met with the other two Partners and the planning team on a regular basis. Formal master planning coordination meetings occurred every other week for over five years. Once the need for implementation arose, the three Partners formed the Joint Antelope Valley Authority (JAVA). In turn, JAVA then held monthly meetings for approximately another five years. In between coordination meetings, there were numerous phone calls, emails and additional "do or die" meetings.

In addition to creating this new public/public/public paradigm, Antelope Valley helped launch many new public/private partnerships:

1. As mentioned before, key Lincoln business/philanthropic leaders, called Vision 2015, came together with the Chancellor's Office and Mayor's Office to formulate ten pillar projects. One of the ten pillars was the completion of the three block high amenity Union Plaza Park bordering the new waterway, downtown and the City campus. In addition to Union Plaza, this leadership group helped raise over thirty million charitable dollars to fund Pinnacle Bank Arena, NIC and Whittier, along with four other projects that touched or are in close proximity to the City campus and Downtown.
2. Antelope Valley transformed the City and University relationship with investors and community leaders. Based upon a lead private sector gift from John Breslow of \$6 million, the City and University are jointly involved in the construction and operation of a new enclosed ice center facility that will be shared by the University students, ice sports and clubs, and the general community.
3. Antelope Valley's physical infrastructure and community improvements have helped to elevate Lincoln's private sector's interest in partnering with the University in new class room facilities, internship and start-up business opportunities for students and faculty. The University of Nebraska Foundation has recently completed a very successful fundraising effort and Lincoln community's contributions were far-reaching.
4. For years, the City and University talked but were not able to implement two key public spaces in close proximity to the City campus. In my opinion, the Antelope Valley public-private partnering successes help spur positive conclusions to other endeavors:
 - a. the reconstruction of the seven block long Centennial Mall, which is a pedestrian and limited car traffic corridor that connects the landmark 400 foot tall State Capitol building with the University of Nebraska—Lincoln; and
 - b. south of the University's iconic library building is the University main downtown entryway. Along the entryway corridor is a quarter block that has sat empty for approximately a decade. Now this quarter block is being converted into Tower Square. The centerpiece of this "town/gown" meeting area is a five-story, multicolored, lighted glass tower, sculptured by Jun Kaneko.

In Lincoln, partnering is now becoming the rule instead of the exception.

5. What do you consider to be the most and least successful aspects of this project? Approximately 400 words.

The Antelope Valley Project solved many old problems and is opening many unforeseen new opportunities for the University of Nebraska - Lincoln. More available land for research and teaching facilities means more opportunities to help Lincoln and the state expand on the educational and economic advantages offered by UNL. The project also improves safer campus access and provides new roadway and trail connections for students, faculty and staff.

It's working. Antelope Valley is allowing the University's City Campus to safely expand and create an attractive east campus edge formed by the expanded City Waterway Park and roadway. The neighborhood's past fear and hesitation to reinvest in their historic neighborhoods is reversing. Now the University has space to grow without needing to expand into the residential neighborhoods. The new flood protection and circulation has led to four new student housing projects. The new student housing is shifting some of the market back to campus and the downtown area and away from slumlords' residential party houses in residential neighborhoods.

The elimination of the University's 50 acres from the 100-year flood threat and the University's acquisition of, and access to, the 160 acre Nebraska Innovation Campus now allows the University to set the goal of 30,000 students. Antelope Valley has enabled the University to become a better neighbor and better support of the abutting historical neighborhoods. In turn, the recent neighborhood investments is a real win for the neighborhood, the City and the University.

With the acquisition of Nebraska Innovation Campus and the joint venture with the City and University on Fleming Field, the University's City and East Campuses are now connected. This will lead to more synergy and inter-disciplinary approaches across academic majors.

Antelope Valley has been a big boost to Downtown. The floodplain removal, improved circulation and beautification of East Downtown and the improved circulation to the West Haymarket Area have led to a new Arena and massive new business investments. In turn, a stronger downtown helps build a stronger abutting University and residential neighborhoods and vice versa.

I would have to think long and hard to identify Antelope Valley's least successful aspects.

The Antelope Valley Project has greatly aided the University of Nebraska—Lincoln in its climb as a national leading public university. Additionally, the Project has generated many other positive benefits and outcomes to the City and all its citizens that will continue to produce far into the future.

Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by staff representative(s) of public agency(ies) who were directly involved in the financing, design review, or public approvals that affected this project.

Name	Glenn Johnson	Title	General Manager
Organization	Lower Platte South Natural Resources District	Telephone (402)	476-2729
Address	3125 Portia Street, P O Box 83581	City/State/ZIP	Lincoln, Nebraska 68501-3581
Fax (402)	476-6454	E-mail	gjohnson@lpsnrd.org

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Signature	Glenn D. Johnson		<small>Digitally signed by Glenn D. Johnson DN: cn=Glenn D. Johnson, o=Lower Platte South Natural Resources District, ou, email=gjohnson@lpsnrd.org c=US Date: 2014.12.08 14:25:18 -0600</small>	Date	December 8, 2014
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1. What role did your agency play in the development of this project? Describe any requirements made of this project by your agency (e.g., zoning, public participation, public benefits, impact statements). Approximately 400 words.

The Natural Resources District was the primary local sponsor of the Antelope Creek Flood Reduction Project. The role of the local sponsor is to provide a total of 50% of the project cost including all right-of-way and relocation costs and to be responsible for operation and maintenance of the completed flood control component. The City of Lincoln and the District equally shared the non federal cost. The U.S. Army Corps of Engineers funded the other 50% of the \$ 72 million flood reduction project with federal appropriations.

The district was one of the three Joint Antelope Valley Authority (JAVA) partners and shared in all of the planning, public participation, and administrative responsibilities in the implementation of the total Antelope Valley Project. The District and JAVA conducted all business in full compliance with all statutes for Open Meetings, right-of-way acquisitions, public bidding and contracting, and public financing.

2. How was this project intended to benefit your city? What trade-offs and compromises were required to implement the project? How did your agency participate in making them? Approximately 400 words.

The flood control component ultimately resulted in a Letter Of Map Revision to the FEMA flood plain maps of the Antelope Creek valley, removing 600 acres and 1,000 structures from the 100-year flood plain, physically containing that event within the banks of the new open watercourse. This allowed those properties formerly in the floodplain to no long require flood insurance or to follow floodplain construction regulation, which had severely limited the enhancement of land use values and new development. The flood reduction allowed placement of new, efficient transportation development within a shared corridor. The flood reduction project was also designed with expanded right of way and park-type amenities and trails to create a linear open space corridor and regional park.

Due to the size of the project and the timeframe for implementation, the District had to dedicate up to 25% of its annual budget to the flood reduction project, resulting in some other projects being deferred or slowed down. A significant portion of NRD management staff time was committed to the implementation of the Antelope Valley Project for at least ten years.

3. Describe the project's impact on your city. Please be as specific as possible. Approximately 400 words.

The Antelope Valley Project has restored economic vitality to a core area of the City which had been depressed due to the floodplain restrictions, has provided an efficient and convenient transportation network, has provided a natural separation between the University of Nebraska and the neighborhoods, and has allowed a major expansion of the trails, park and open space in the City center. The design and finish treatment of the open channel, the water control weir, the bridges and roadways, and the park areas are unique to the Antelope Valley Project and attractive. The linear trail following the open watercourse for the length of the Project effectively forms a hub or connection for five other trails. The three-block Union Plaza Park has already become a gathering place for community events and casual recreation enjoyment.

4. Did this project result in new models of public/private partnerships? Are there aspects of this project that would be instructive to agencies like yours in other cities? Approximately 400 words.

The partnership of the University of Nebraska Lincoln, the City of Lincoln, and the Natural Resources District was unprecedented and was formalized through the Interlocal Cooperation Act and the creation of the Joint Antelope Valley Authority as a joint separate entity. The partners committed to the Project at the end of the planning process and charged JAVA with the single responsibility of implementing the Project as approved; the JAVA arrangement allowed the Project to continue smoothly buffered from the potential impacts of the numerous changes in elected officials. The success of a structure like JAVA was a pattern expanded upon for the West Haymarket and Arena Project. The public participation throughout the long planning period has set a higher standard for subsequent public projects within the community. It was a very open, inclusive process, administered from the bottom-up.

5. What do you consider to be the most and least successful aspects of this project? Approximately 400 words.

The flood control project was tested in the late summer of 2014 with a long heavy rainfall event. Approximately a total of nine inches of rain came in three spaced bursts during that 24-hours, and the project handled it perfectly. Storm runoff was flowing over the weir and through the overflow channel and Union Plaza for a number of hours during the night, but Union Plaza in the early morning was busy with commuters bicycling to work on the trails and the beautiful landscaping and park facilities were undamaged. Second the partnership and particularly the JAVA arrangement was very key to the successful completion of the Project, which was "on-time, constructed as planned, and under budget." The disappointing aspect has been the slower than hoped for community redevelopment in the corridor. The economic downturn came at just the wrong time and recovery for private investments in redevelopment has been slow in coming. But those that have occurred, such as Assurity Life headquarters, are encouraging.

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This sheet is to be filled out by staff representative(s) of public agency(ies) who were directly involved in the financing, design review, or public approvals that affected this project.

Name	Chris Beutler	Title	Mayor
Organization	City of Lincoln	Telephone	(402) 441-7511
Address	555 S. 10th Street, Suite 301	City/State/ZIP	Lincoln, NE 68508
Fax	(402) 441-7120	E-mail	mayor@lincoln.ne.gov

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Signature



Date

12-2-14

1. What role did your agency play in the development of this project? Describe any requirements made of this project by your agency (e.g., zoning, public participation, public benefits, impact statements). Approximately 400 words.

[See following letter.]

2. How was this project intended to benefit your city? What trade-offs and compromises were required to implement the project? How did your agency participate in making them? Approximately 400 words.

Perspective
Lincoln Mayor Chris Beutler

Famous Nebraskan William Jennings Bryan wrote, “Destiny is not a matter of chance. It is a matter of choice. It is not a thing to be waited for. It is a thing to be achieved.” Destiny was certainly on the minds of the pioneers who chose settle on the salt flats that would become Lancaster and then Lincoln, Nebraska’s Capital City. They started the process of City building that continues today.

When I took office as Lincoln’s 51st Mayor in 2007, it became my responsibility to shepherd Antelope Valley – the largest public works project in City history – to a successful conclusion. That meant implementing the carefully made plans of the previous three Mayoral Administrations. Fortunately, many political and logistical challenges had already been overcome. Unfortunately, we were on the brink of a recession that would force us to make tough choices at City Hall.

Over the next few years, we cut about 140 jobs and nearly \$7.6 million in spending. Other projects were delayed or scaled back. But our commitment to the Antelope Valley Project, to our project partners and to the public process remained firm. Why? Because the community had already rejected the alternative – continued deterioration and potential disaster in the heart of our City. We had already decided that we would balance expansion on the edges of our City with reinvestment in the core. We understood that Antelope Valley Project would have a positive long-term impact on those priority areas that would allow our City to move forward – safety and security, efficient transportation, economic opportunity, environmental quality, healthy people and livable neighborhoods

In many ways, the investment in Antelope Valley has paved the way for the tremendous success and growth Lincoln has experienced in the last few years. In addition to solving several long-time infrastructure challenges, we also went through a community “attitude adjustment!” Through the Antelope Valley Project, we learned that through a common vision, hard work and partnerships, we can accomplish big goals. This new “can-do” attitude led to a May 2010 public vote to move forward on the City’s next big project – construction of a new arena in the historic Haymarket where our City began. And that led to the transformation of a dusty former rail yard into a thriving business and entertainment district.

Today, Lincoln is earning national recognition for our strong business climate and our excellent quality of life. I believe our pioneer ancestors would be proud of this unique, vibrant and prosperous community we have built on the plains. Many challenges remain. But the Antelope Valley Project gave us a framework for solving any problems that come our way. And it reminded us of the reason our ancestors came here in the first place – great challenges also present amazing opportunities.

2015 RUDY BRUNER AWARD DEVELOPER PERSPECTIVES



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DEVELOPER PERSPECTIVE

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Name Terry Uland Title: President
Organization: Downtown Lincoln Association Telephone: (402) 434-6900
Address: 206 S. 13th Street, Suite 101 City/State/ZIP: Lincoln, Nebraska 68508
Fax (402): (402) 434-6907 E-mail: tuland@downtownlincoln.org

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Signature _____ Date: December 4, 2014

1. What role did you or your company play in the development of this project? Describe the scope of involvement. (Approximately 400 words)

To give perspective, at the time of the Antelope Valley Project, I was the Executive Director of NeighborWorks Lincoln, a nationally affiliated, non-profit housing organization. NeighborWorks is dedicated to community revitalization by creating collaborative partnerships with residents, businesses, and public entities. NeighborWorks helps people achieve home ownership and by doing so, helps develop safe and attractive neighborhoods.

Currently, I am President of the Downtown Lincoln Association (DLA), which oversees the operation of several business improvement districts (BIDs) in the Downtown and Historic Haymarket areas of Lincoln. DLA is a multi-faceted organization supporting a wide range of programs and activities including maintenance, economic development and advocacy.

When I was Executive Director of NeighborWorks, we were directly responsible for the housing development. In the case of Antelope Valley Creek Village, NeighborWorks was entirely responsible for everything from land acquisition to loan origination for homebuyers. For Liberty Village, we were responsible for planning and loan packaging.

The Antelope Creek Village Townhome development in the Malone/Hawley Neighborhood provided eighteen townhomes with sustainable living technologies such as geothermal heating systems and green building products. The units have two or three bedrooms and range from approximately 1,400 to 1,700 square feet. All 18 townhomes are complete and have been sold to new homeowners with diverse incomes.

Liberty Village and Vine Street improvements were targeted toward multicultural first-time homebuyers. Our partner, Brighton Construction, researched Lincoln's distinct populations to determine how a home can be designed to better fit their lifestyles and cultural preferences. The builder made available several options that can address preferences of different cultures. The 20-unit project, which includes 16 detached single houses and 4 townhouses, maintains affordability with prices ranging from \$120,000 to \$135,000.

2. What trade-offs or compromises were required during the development of the project? (Approximately 400 words)

A myriad of compromises and tradeoffs were made to execute Antelope Valley (and here I am addressing the entire project and not specifically the housing that I was involved in.)

Tradeoffs first occurred around land use. An open waterway and roadway take a great deal of space. To maintain the quality of life in the neighborhood the aesthetics and investment had to be of exceptional quality and were therefore more costly.

In return, that quality reduced the negative impact on the neighborhood residents to have more confidence in the future of the neighborhood.

Likewise, the location and design of the roadway was not implemented only to achieve efficient movement of traffic, but to be neighborhood friendly.

The number of tradeoffs are too numerous to mention within the scope of this form, but all flow from the basic tradeoff described above.

3. How was the project financed? What if any innovative means of financing were used. (Approximately 400 words)

For Antelope Creek Village, land acquisition and construction were financed through a combination of sources, including CDBG funds; HOME funds; NeighborWorks America Capital Revolving funds; Federal Economic Development funds; some private interim construction funds

Homeowner purchase funds were through several entities: City of Lincoln HOME funds; State of Nebraska HOME funds; NeighborWorks Lincoln second mortgage funds; for first mortgages, there was a variety of private first mortgage financing with US Bank Affordable Loan programs and discounts for first mortgages by Nebraska Investment Finance Authority.

For Liberty Village, Brighton Homes arranged all of its own construction financing. NeighborWorks Lincoln facilitated first and second, and sometimes third mortgages as above. Liberty Village was more complex because of the condo regime.

Removal of the flood plain made all financing options possible.

4. What do you consider to be the most and least successful aspects of the project? (Approximately 400 words)

The most successful part of the project, and stunningly so, is the quality and creativity applied to the public improvements, that is, the open water way at Antelope Creek and the roadway, now known as Antelope Valley Parkway.

What I feared in the beginning would be highway and flood control slashing through the neighborhoods, evolved into improvements that were undisputed assets to the neighborhoods.

The quality of the improvements made the development and eventual sale and investment by families possible where it had been most difficult previously.

The least successful aspect of the project was our failure to assemble land early in the process. With the maturing of the overall project and because of high prices paid for land for the bigger footprint projects, land costs have slowed some of the potential development.

The most obvious success of the project is the removal of so much of the geography of the neighborhood from the flood plain.

2015
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DEVELOPER
PERSPECTIVE



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This sheet is to be filled out by the person who took primary responsibility for project financing or is a representative of the group which did.

Name	Thomas E. Henning	Title	Chairman, President & CEO
Organization	Assurity Life Insurance Company	Telephone	(402) 437-4415
Address	PO Box 82533, 2000 Q Street	City/State/ZIP	Lincoln, NE 68501
Fax	(402) 458-2165	E-mail	thenning@assurity.com

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Signature		Date	12-5-14
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1. What role did you or your company play in the development of this project? Describe the scope of involvement. Approximately 400 words.

One of the significant projects was to complete an urban park in the Antelope Valley redevelopment area. We helped raise \$ 4.75 million for a 3-block long, 6-acre urban park along the waterway. The Big "X" Bridge to the north and west provided a new and attractive front access to the University of Nebraska's research campus—called Nebraska Innovation Campus. Nebraska Innovation Campus is located in the former State Fairgrounds and adjoins the University of Nebraska downtown campus. I have the pleasure of serving on Innovation Campuses Governing Board. I'm excited about the economic development potential of Innovation Campus and the opportunity to create higher paying jobs in our city. The Big "X" Bridge west leg also provided the required access to the City and University's new 16,000-seat Arena and new West Haymarket four-block redevelopment area. Our company constructed the 175,000 SF Assurity Center a state-of-the-art LEED Gold Certified building which cost in excess of \$50 million.

Our company also made a substantial financial contribution and provided leadership to help relocate Matt Talbot, a faith-based hunger relief and emergency need provider for the homeless and near homeless. We helped relocate Matt Talbot into a new and bigger home - a remodeled former Carnegie Library, costing over \$2 million. The relocated facility is now serving a larger population.

2. What trade-offs or compromises were required during the development of the project? Approximately 400 words.

It was a huge challenge to assemble the property for the site. The City's policy of not using condemnation for economic development caused us to have to assemble 14 private properties and the last few hold outs almost killed the project. We ended up paying on a per square foot basis from \$4.45 a SF to a whopping \$42.63 per SF. One of the most important aspects of Assurity relocating next to the Antelope Valley Project was the City's offering of TIF financing. This area was extremely blighted, with very old and obsolete infrastructure. The TIF financing was used to offset costs associated with upgrading the infrastructure. Without TIF, it would have made more sense to locate in a non-blighted area. Additionally, as part of our Redevelopment Agreement with the City, we were able to trade for land the City already owned, for the City's ability to use our parking garage for public parking during off hours.

3. How was the project financed? What, if any, innovative means of financing were used? Approximately 400 words.

Because Assurity is a financial institution we self-financed this project with private capital. Given the challenging site, some ancillary funding sources were imperative to overcome the extra cost of land assemblage, demolition infrastructure, and garage parking cost. The most notable ancillary financing being an application and approval of Tax Increment Financing (TIF). We also received a Community Development Block Grant which was part of the Federal Economic Stimulus package. Finally, we took advantage of the Nebraska Advantage Act which is a State Economic Development Stimulus Program whereby state sales tax was refunded for the project.

4. What do you consider to be the most and least successful aspects of the project? Approximately 400 words.

The Antelope Valley Project was a significant factor in our electing to locate the Assurity Center and our 600-stall parking garage in this blighted area. We constructed a state-of-the art 175,000 SF five-story office building with our own capital. The Assurity Center incorporates world class design, environmental sensitivity, modern technologies and expansive views of Union Plaza Park and the University of Nebraska-Lincoln campus. We were the first large LEED Gold certified building in Lincoln, NE. We have many cutting edge sustainability features including 8,000 SF of green roof space, bioswales, rain gardens and an 180,000 gallon cistern.

We purposefully located in this urban renewal area. I'm proud that the Assurity Center anchors Lincoln's Antelope Valley redevelopment area, one of the most significant public projects in our city's history.

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DEVELOPER PERSPECTIVE

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Organization: Downtown Lincoln Association Telephone: (402) 434-6900
Address: 206 S. 13th Street, Suite 101 City/State/ZIP: Lincoln, Nebraska 68508
Fax (402): (402) 434-6907 E-mail: tuland@downtownlincoln.org

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Signature _____ Date: December 4, 2014

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Name Kent Seacrest Title: Antelope Valley Project Consultant
Organization: Seacrest & Kalkowski, PC, LLO Telephone: 402-435-6000
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Fax (402): 402-435-6100 E-mail: kent@sk-law.com

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Signature Kent Seacrest Date 12-9-14

1. What role did you or your organization play in the development of this project? Approximately 400 words.

As background, my formal training is an undergraduate degree in environmental planning and graduate degrees in Urban and Regional Planning and in Law. My many decades of planning law practice centers on urban land use development, public-private partnerships and consensus building. My coalitions of clients and individual clients included for profits, nonprofits, governments and individuals.

Working with architects, urban designers, engineers, planners, economists, sociologists, politicians, and human and public health providers is a key part of my planning law practice. One of my jobs was to be sure the collective study team cut across the professional trade's silos and look horizontally as well. Together, we formed urban design concepts and planning principles centering based upon sustainable practices. Working with many others, some of my facilitation and consensus building work scope included:

- o Study team leader for the design and oversight of the public participation process. These activities included creating of "fair play rules" that govern democratic advisory procedures that were based upon transparency and accountability. There were also rules that encouraged listening, respect and civility. Before the age of social media, we helped facilitate or organize many of the important 1,000 Antelope Valley meetings and gatherings, that ranged from urban design charrettes, citizen advisory committees, neighborhood workshops, presentations to special interest groups, public hearings, surveys, newsletters, press releases, Power Point presentations, radio call-in shows, town hall meetings, guided bus tours, and public hearings for the NEPA Environmental Impact Statement and governing boards' approvals.

- Study team leader for the community revitalization effort. We tried to preserve and build off the strength of the existing traditional urban form, while designing and lobbying for public and private investments to fill the missing gaps. Our job was to leverage and weave the storm water and transportation improvements into quality community spaces with the other community revitalization goals: land use, health, human services, recreation, trails and neighborhood vitality.
- Preparing, revising and adopting regulatory zoning and design standards for the underlying planning and urban design elements.
- Assisting the three governmental partners in structuring and then preparing, a written Inter-local Agreement to form an administrative governmental entity called JAVA—Joint Antelope Valley Authority to coordinate and carry out the implementation phase over a multiple-year time frame.
- Drafting over 700 pages of “devil in the detail” legal agreements defining the legal responsibilities, property rights and obligations of the Antelope Valley Project. JAVA and the three government boards approved the legal documents that guided the 10 year funding and construction phase and then defined how improvements and ownership responsibilities would be transferred to individual governing entities upon completion.

2. Describe the project's impact on its community. Please be as specific as possible.

Approximately 400 words.

Others are better able to define the physical and economic impact Antelope Valley has had on the community. I have been more interested in the other less tangible impacts.

- Lincoln has an extensive 131-mile trail network, yet the six major trails heading toward downtown and the University stopped short of their mark. Antelope Valley built six miles of connecting trails that ring the downtown edge and penetrate into downtown and the University. This year, the American Planning Association awarded the community's trail network the nation's Top 10 Great Public Spaces. Over 2 million people enjoy the public space trails annually.
- Antelope Valley spent an extraordinary effort to get citizens and stakeholders to the table. Residents were asked how to change NIMBY to IMBY—what do you want in your back yard, down the street or around the corner? The study team designed many big and small urban spaces, pedestrian trails, avenues inviting activity and barrier free. New public spaces were placed between streets and buildings, creating places for native flowers, outdoor cafes, interactive public art, a place to sit and rest, historic and commemorative inscriptions. The focus produced sometimes subtle, but important daily impacts that we often do not celebrate, but are critical to many citizens quality of life.

- Antelope Valley's key principals have spring boarded and allowed the City's Comprehensive Plan to adopt infill, walkability, compaction, and sustainable goals and practices city wide. In turn, a proposed new set of city-wide zoning standards are being proposed to apply urban design standards throughout the city and to incentivizing new urbanism and smart new growth.
 - The neighborhood based activism during the Antelope Valley planning phase led to many, then activists, being community leaders, elected office holders or appointed governmental officials who have gone on and implemented the Project. This new leadership helps assure that the prior planning and design mistakes would not be repeated or become ingrained in the community's attitude or bureaucracy. These neighborhood-based citizens and official have provided the key leadership, and did not fold when there were peeps of opposition who wanted to shoot down the Project.
 - While the nation is witnessing an increase between the "haves" and the "have-nots", Lincoln is trying to combat this trend with its citizens continued investment and support of its top notch public school system, human service and safety net programs. Lincoln Housing Authority is constructing affordable housing in the high end outskirts of the City, while Antelope Valley improves downtown and the University, which draws and attracts the more affluent back to the historical core. Mixed income neighborhoods generate better understanding and acceptance.
3. How might this project be instructive to others in your profession? Approximately 400 words.
- Public participation is key. Over half of any potential opposition can be overcome if citizens are given the chance to be informed and engaged. Often the other half of potential opposition can be minimized if open, fair and democratic processes are observed and there is transparency of information. While a well-informed citizen might not like the project, they often will honor a large consensus or majority.
 - In order to go fast, you need to start slow and bring citizens along and engage them. A bottoms up (instead of a top down) public process helped avoid "fatal flaws" in the Antelope Valley plan. The bottoms up approach helped secure governmental approvals and funds. The Antelope Valley Project required over 20 public votes between the three governments' governing boards. All the votes were unanimous, except for one and that vote was 21 to 3 in favor. This strong support help fund the implementation of all the key infrastructure components on time and without delay. In the end, the slow and careful public engagement process allowed the private sector investments to be accelerated and ahead of its 20-year milestone target.
 - Pay me now or pay me (more) later. Cities often neglect their historic cores for too long. There is a tipping point, where the blighted conditions and people's attitudes are too difficult or very costly to reverse. Investing and keeping the core well populated and growing the tax base, means the

city and other business entities do not have to build expensive new infrastructure and services at the newer growth areas just to accommodate the population shift from the core to the outer edge. When properly explained, even the more conservative citizens see the wisdom of reinvestment and preserving the historical core.

- Antelope Valley Project was designed for people, not automobiles and parking spaces. Yet to create proper places for people, new roadways and parking garages were needed. With quality design, public places, and reinvestment, the core will become more populated creating more density. The more superior mass that gets built, the less we need to drive. Density accompanied by quality urban design stops the reversal of suburban flight, helps create mixed-income neighborhoods. In Antelope Valley, it took a large "push" of human and monetary capital to turn things around and have enough momentum to push through the difficult transition phase to "quality density".
- Change is hard for most people. Yet, change is inevitable. People do not like change because too often the change leads to dullness and boredom. Finding ways to intervene positively rather than destructively is key. When designing and planning are done properly and done together, citizens feel good because it leads to safety, interactions, stimulation and innovation. . . . What do you consider to be the most and least successful aspects of this project?

Most successful aspects:

- Its citizens drew up the Antelope Valley Project, it was implemented and is proving to be very successful. The added bonus has been that it is producing a second wave of amazing new places and projects. Together, the Antelope Valley Project and its second wave of projects has put more of a bounce into people's steps, more smiles on people's faces and increased community pride.
- One of the biggest challenges became one of its major successes. The three Partners set in motion a planning process that turned out more consensus and success than they could have imagined. But setting a high planning bar, meant the Partners had the daunting task to fund and carry out this massive, interrelated set of projects over a multiple-year time frame. They succeeded. The past hard work gave new confidence on new governance models. Even after the completion of Antelope Valley, these governmental entities are continuing to partner together and with others on several new community revitalization initiatives and programs.
- Good urban design and planning are sometimes thought of as the end, but I viewed them as only as the means. Quality of life and happiness are the ends. Since the substantial completion of Antelope Valley in 2012, Lincoln is now appearing on the nation's radar. A Cornell University study recently rated Lincoln as the second best city nationwide for Quality of Life. Gallup named

Lincoln the best of all cities in The Well-being Index in 2012, beating out mountain and sunny destinations. Gallup also rated Lincoln first in happiness and third in terms of basic access to medicine, affordable healthy food, and health insurance. Lincoln has also recently made the Top 10 Cities in America for Best Place to Live, To Buy a Home, Affordable Health Care, Healthiest Small Cities, Best Places to Launch a Small Business, and Most Beautiful and Underrated Cities, Best Places for Business and Career, To Raise a Family, For Babies, College Graduates, and Young Entrepreneurs. Antelope Valley did not do it all, nor solve all the intercity woes. At times it was a struggle--but it has proven to be a very worthwhile struggle and is starting to get its well deserved credit for taking Lincoln to a higher quality of life.

Less successful aspects:

- There have been several smaller ethnic-themed grocery stores that have sprung up to fill important shopping needs. Still, the community engagement process requested a major downtown grocery store (20,000-40,000 SF). To date, the larger full service grocery store has not been built. With the addition of over 1,500 new downtown dwellings built or under construction in the last 3 years, hopes are rising.

2015
RUDY BRUNER AWARD
ARCHITECT
OR DESIGNER
PERSPECTIVE



Please answer questions in space provided. If possible, answers to all questions should be typed or written directly on the forms. If the forms are not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds, and the length of each answer should be limited to the area provided on the original form.

This sheet is to be filled out by a design professional who worked as a consultant on the project, providing design, planning, or other services. Copies may be given to other design professionals if desired.

Name	Scott Sullivan	Title	Firm Principal
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Address	209 S. 9th Street	City/State/ZIP	Lincoln, Nebraska 68508
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Signature		Date	12/09/2014
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1. Describe the design concept of this project, including urban design considerations, choice of materials, scale, etc. Approximately 400 words.

The primary design goal for the Antelope Valley Project was to eliminate a 100 year floodplain area that existed along the eastern edge of downtown, effecting nearly 1,300 homes, businesses, churches and educational facilities. Although the Antelope Valley neighborhood abutted a thriving downtown and the University of Nebraska Lincoln campus, this flood-prone portion of Lincoln consisted of dilapidated older homes, struggling businesses, and underutilized properties.

Although the most obvious flood mitigation remedy may have been to increase the underground flood water piping capacity, the design premise of the Antelope Valley Project was much more. Not only intended to remedy the flooding issue, the design concept for Antelope Valley Project was to provide an urban design amenity on the edge of downtown that provides a destination for recreation, relaxation and events; promotes mixed-use neighborhood reinvestment in housing, businesses and services; and provides a desirable neighborhood for the adjacent downtown and University of Nebraska campus.

The design of the waterway addressed numerous urban design considerations. To the east side of the waterway was the older residential neighborhood with its beauty disguised by years of renters and neglect. To the west side of the waterway was the eastern edge of downtown, dotted with a variety of car lots, struggling businesses, and multi-family rentals. And to the northern portion of the Antelope Valley area was the thriving University of Nebraska Lincoln campus, which was land-locked to the east by a flood plain. The design solution needed to respect the variety of "stakeholders" and embrace the diversity.

The Antelope valley design promotes cyclists to and from the University and downtown, provides green space for the enhancement of the surrounding residents and businesses, incorporates festival areas for neighborhood and downtown events, incorporated nine new decorative bridges to enhance the vehicular and pedestrian experience, including the iconic O street bridge, announcing Antelope Valley and the entrance to downtown, and provided large redevelopment parcels of land to promote new businesses to the area. The waterway enhancements were also intended to spur private development in many areas adjacent to the area. To date, several developments have already taken shape in the area.

Likewise, the development of the Downtown and Antelope Valley Design Standards establish guidelines to better assure quality design solutions for public and private development that occurs in the area. These standards address issues of scale, building orientations, and materials. The goal of these standards is not to dictate style, but rather to assure quality redevelopment that enhances the business, residential and educational context of the area.

2. Describe the most important social and programmatic functions of the design. Approximately 400 words.

The Antelope Valley Project was designed to accommodate a large variety of social and programmatic functions. Whether it be for two people seeking a quiet spot to relax, bikers desiring an efficient and attractive means of travel to and from downtown or campus, or hosting a city event such as an art show, concert or theatrical performance, the area was designed in such a way to flexibly meet a variety of needs. Furthermore, the implementation of Universal Design Standards throughout the redevelopment provides accessibility to the widest range of people possible. Features such as accessible walking and bike paths that minimize street crossings, various forms of seating throughout the waterway, protected pedestrian walks at bridges and safe levels of lighting throughout the development promote accessibility to everyone.

The overall long term goal of the project is to generally promote residential development along the east side of the waterway (adjacent to the existing residential areas), and mixed-use activities along the west side of the waterway (the "east downtown" bank of the waterway). Therefore, the east side of the waterway is designed with more passive functions.....the bikeway, sloped green space, and open parkland. The west side includes more active features such as the terraced event seating area, active water features, play areas, seating areas, restrooms and a newly constructed mix-use building. In efforts to create more social and programmatic activities along the west side of the waterway, significant money was also spent incorporating outdoor lighting, an array of outdoor electrical feeds and hardscape areas to promote a variety of community activities. Given the core of downtown lacks significant open space to host large outdoor events, this area was seen as a terrific opportunity for such events. To date, this area has already hosted several community events, with many anticipated in the future.

One of the most significant programmatic accomplishments of Antelope Valley may be the trail link created along this area from north to south. Although Lincoln is known for a significant trail system, the paths from various areas into downtown often encountered street crossings in higher density areas. The waterway provided a terrific opportunity to incorporate a trail system that traverses below several major streets, providing a connection as far north as the Bob Devaney Sports Center, to as far south as Lincoln High School. Likewise, the trail provides a very attractive trail option previously not in the downtown area.

ARCHITECT OR DESIGNER PERSPECTIVE (CONT'D)

3. Describe the major challenges of designing this project and any design trade-offs or compromises required to complete the project. Approximately 400 words.

Typical with all projects, the Antelope Valley Project indeed encountered challenges and compromises. Considering that the extents of the Antelope Valley Project included miles of roadways, acres of residential, University, City and private business properties, it's presumably not difficult to appreciate the variety of opinions, personalities and agendas that the design team encountered over the course of several years and hundreds of meetings!

Perhaps the foremost challenge was simply the timing of the project. Given the recent weak economic times throughout the country, the prospect of completing a project that required millions of local, state and federal dollars seemed unlikely from the start. I believe that only through tremendous leadership from the clients and the intense efforts to involve the community in the design process was this project able to gain the consensus necessary to reach completion. Although an inclusive design approach can sometimes result in a design solution that attempts to meet everyone's objectives but fails to meet any, I truly believe the inclusive approach of the community provided for a final design that most involved reflect with pride. Despite economic hurdles, the end results justified the costs.

Another challenge to the project, although it was also the ultimate reason such a grand scaled project could be accomplished, was the unique collaboration between the City of Lincoln, The University and Nebraska, and the Natural Resources District. Never before in my career has a project brought to the table such major entities with diverse individual goals! The Natural Resources District's ultimate goal was to alleviate the flood plain issue, the University's goals included campus improvements and expansion, as well as a more desirable neighborhood near campus, and the City of Lincoln possessed a varied agenda of goals, such as increasing home ownership in these neighborhoods, enhancing the eastern edge of downtown, promoting business development in the areas, and improving transportation in the area. Amazingly, the unique goals of each entity were meshed into the Antelope Valley Project. Today, Antelope Valley has already mitigated flooding in a few recent heavy storms, the University has already seen major expansion in the Antelope Valley area, and the City of Lincoln has already completed involvement in major successful projects, such as the Assurity Life Insurance office campus development and Malone Neighborhood residential redevelopments.

One specific design "compromise" that comes to mind is in regards to the design of the Antelope Valley waterway area, specifically from N Street to R Street. Although this specific area was identified during design to be a recreational, actively programmed area, this waterway is foremost intended to mitigate flooding. The specific design features within the waterway needed to allow flood waters to occasionally traverse the area at tremendous speeds with minimal obstructions or required maintenance. Numerous design ideas envisioned within the waterway were not possible, simply because the area could not include "impediments" to flood waters. Although the built design includes a variety of features such as landscaping, water elements, walkways and bikeways, other above grade desires such as trees, play equipment, furnishings or other "structures" within the waterway edges had to be limited to the upper edges of the channel. We believe the final design respects the floodway requirements, yet provides the diversity of design and visual interest that makes this waterway a dynamic area popular for many people and events.

4. Describe the ways in which the design relates to its urban context. Approximately 400 words.

As described previously, one of the unique aspects of the Antelope Valley area is the diversity of land uses and values. To the east of the waterway are the older neighborhoods, to the west is the eastern edge of downtown, which includes a variety of older automotive based businesses. To the northwest is the University, with a variety of newer housing, research and classroom facilities. Together, these different neighborhoods represent a variety of socio-economic stakeholders in the area.

In the design of the Antelope Valley area, significant discussion was given to the needs and desires of each of these existing entities. Foremost, the scale of all redevelopment needed to respect the scale of the older neighborhoods and not overwhelm the urban context. More specifically, the residential neighbors wanted more home ownership in the neighborhood and a green urban park area for recreation, community events and relaxation. The downtown proponents wanted redevelopment that supported downtown needs without competing with the current downtown businesses. The University wanted better access to campus, a beautified edge to campus, and a more stable housing environment in the adjacent neighborhoods to attract students and staff.

The Antelope Valley project responded to the urban context of the neighborhoods by implementing neighborhood renewal projects and creating the waterway amenity as a neighborhood park area. Working with City departments, the local Neighborworks organization and local developers, several residential redevelopment projects have already been completed in the neighborhood, strengthening the neighborhood with an emphasis in home ownership and renewal. The waterway component of the project included ample green space, play areas, and water features to attract local residents. The Antelope Valley project responded to the urban context of the downtown area by focusing on development opportunities not available in the downtown core. For example, in recent years several large businesses have left downtown due to limited land available for "campus" development. A primary goal of this project was to acquire large areas of land, which were made available to private development for large scale development. Already today, Assurity Life Insurance has developed a large area into their corporate campus, adjacent to the waterway.

The Antelope Valley project responded to the urban context of the University in several ways. The waterway includes a trail system that ties into the overall city trail plan, providing easy access to campus. Secondly, the waterway provides an attractive urban amenity to the campus. Thirdly, the housing redevelopment projects adjacent to campus have provided more attractive housing options close to campus.

2015
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Signature  Date December 5, 2014

1. What role did you play in the development of this project? Approximately 400 words.

I had the privilege to be a public servant for twenty years. Eight years as governor of the great State of Nebraska and twelve years as its US Senator representing Nebraska. I got into public service because I like to solve problems. Success in solving problems requires that people with different viewpoints come together. Most Nebraskans, no matter which party they're in, want their elected officials to work together. They have become increasingly aware that extreme partisanship leads to gridlock.

As governor I embarked on a theme of "ONE Nebraska" emphasizing the goal that urban and rural interests come together, and that those things that bring us together as a community, state, and nation are more important than those things that divide us.

As Senator my hope was always to have ONE Nation that can learn to collaborate when possible and compromise when necessary, just as we did in Nebraska. We had some successes but today partisan politics has too often hampered the ability to put aside political differences and work toward the common good.

That's why I made it my first priority to always advocate for those things that Nebraskans told me were their priorities. I saw Lincoln's cutting edge Antelope Valley as helping create ONE City—a City that recognized that a great City cannot be greater than its weakest parts. I saw a City working hard to encourage investment in its historic core while its out edges continue to grow. It was amazing to see the State agencies, four different City Mayors, scores of different City Council members, local leaders and citizens from many walks of life support Antelope Valley from start to finish.

That is why as Senator I fought hard:

- to promote federal funding for the Antelope Valley Project and its related intercity mixed use, housing and community service projects; and
- to ensure that the three primary federal agencies, Federal Highway Administration, U.S. Corps of Engineer and Housing and Urban Development Department were good federal partners providing proper oversight and not creating unnecessary delays and bureaucratic red-tape to stop such an important ONE City initiatives.

With help from many others at the federal, state and local levels, meeting these two objectives help turned Antelope Valley into an immense success.

2. Described the impact that this project had on your community. Please be as specific as possible. Approximately 400 words.

Driving through the City of Lincoln recently, I have been struck by just how expansive the Antelope Valley project is and how important it is to the continued growth and development of the Capital City. It's not only beautiful, but it is practical and is already producing great economic development results for the City and its citizens.

While driving, I saw a new waterway that was bordered by a stunning new Assurity Life Insurance Company headquarters with LEED Gold best practices. Going over the new Big X Bridge, the University's 30 year Devaney Center Sports Center has been renovated into a premium volleyball and track venue and the addition of a state of the art women's and men's basketball practice facility. I became more excited when I saw the massive transformation of the former 160 acre State Fairgrounds into the State's newest innovation and research center that will be an enormous benefit to the State's private industries and flagship University.

At the east end of the new roadway, I saw a new 25 acre Fleming Field park providing new recreational opportunities to intercity youth and families. Driving down, North 27th Street, I saw the City's update to a neighborhood park, five new retail redevelopment projects providing needed and beneficial neighborhood services. Along the North 27th Street corridor, I appreciated the attractive new neighborhood police substation adding community policing and safety to the neighborhoods. I witnessed three new social service facilities, including the Cedar Northbridge providing needed family resource services and the Peoples Health Care Center and Life Pointe providing affordable health care and mental health services respectively for low- to-moderate income families and individuals.

Heading back towards downtown, I saw more Antelope Valley generated projects. Based upon the neighborhoods' feedback, the City reconstructed Vine Street with a new landscape

boulevard profile. The 10-block Vine Street improvements strengthens the neighborhood, while providing a very attractive new east entrance to the University City Campus. The historic core neighborhoods had more remodeled homes. Two new neighborhood single family housing projects were providing subsidize and market rate housing. Turbine Flats, a business incubator provides low-cost space to entrepreneurs and is the first among many private research and development project in Antelope Valley area. Next, I saw the beautiful new Union Plaza Park included many new surprises: an amphitheater, bike trails, playgrounds and public sculptures.

Driving into downtown, I saw the new public Tower Plaza with a grand five-story glass-lit art statute and many new housing projects. Further to the west, Downtown has added a new mixed use area next to its dynamic and historic retail Haymarket District. The former BNSF rail yard has been removed and replaced with a spectacular new City Arena that is shared with the University for basketball games and major concerts, shows and events. There were numerous new hotels and eating/drinking establishments and other opportunity areas nearby that have been provided key access by the Big "X" Bridge. As I looked in all directions, there were people everywhere enjoying the two Haymarket Districts.

3. What trade-offs and compromises were required during the development of the project? Did you participate in making them? Approximately 400 words.

From day one, I understood and comprehend the Antelope Valley vision. The vision was well thought out and needed to become a reality. I also said that projects as big and comprehensive as Antelope Valley can't be done with just local funds, but it's always a battle to get federal funds. For many years now, the political atmosphere in Washington has been too divided and nearly impossible to pass the most basic of bills needed for our country to function. This lack of working for the greater good had wide spread challenges and often negative results.

Fortunately, the Antelope Valley has so much merit that it overcame this gridlock. As the sole Democrat in the Nebraska congressional delegation, it was very important to put partisan differences aside and reach out and work with all interest for the common good.

Working with both President Bush and President Obama and my congressional colleagues, we were able to survive many committees, congressional amendments and funding challenges. Key Antelope Valley monies were funded or earmarked in Water Resources Development Act, Energy and Water appropriation and in the Federal Highway Administration and the US Army Corps of Engineers budgets for the Big "X" Bridge and other bridges, 6.2 miles of roadway and waterway.

In one year alone, the City asked for my assistance and the other Nebraska congressional delegation for \$66 million of federal assistance for the waterway and roadway improvements. Through a lot of hard work with the Bush Administration and Members of Congress on both side of the aisle, Congress approved and the President signed legislation appropriating \$26 million dollars to Antelope Valley.

My office helped provide other key funding that served the constituents in the intercity Antelope Valley area: I also sought Housing and Urban Development funding and other agency funding to assist. Some of examples I can remember, include:

- NeighborWorks is the acquisition of key blighted properties and construction of single family homes, rehabilitation and repairs.
- Lincoln based Center for People in Need help expand its program for low-income workers looking for jobs; and
- TeamMates Mentoring Program for youth to help them with school and with life's growing up issues.

All told, the Antelope Valley Project received over a 12-year period approximately over \$70 million dollars of its \$238 price tag or approximately 30 percent. This piece of the pie was key to completing the phased roadway and water construction project within a 10 year period.

The University of Nebraska was also an important recipient of federal funding. The entire University of Nebraska system, which includes the University of Nebraska-Lincoln, received over \$40 million of federal earmarks from 2008 to 2009, more than any other major research University in the nation during this time period.

Many people are critical of the practice of earmarking, but I know that for small populated States like Nebraska, it can make a worlds of difference to key local and state initiatives that have solid public consensus--like Antelope Valley.

4. What do you consider to be the most and least successful aspects of this project? Approximately 400 words.

Since 1920, the Antelope Creek had been channeled into an outdated underground conduit. The conduit was too small in size, which in turn, produced a five to seven block wide flood plain designation right through the heart of the Capital City. With the completion of the two mile long open waterway, Antelope Creek designated 100 year floodplain shrunk from a width of about 1,700 feet to less than 200 feet. In 2010, the Federal Emergency Management Agency (FEMA) approved the floodplain map change, which means about 1,000 structures and 400

acres will no longer be in the floodplain, and flood insurance will no longer be required for projects in the area.

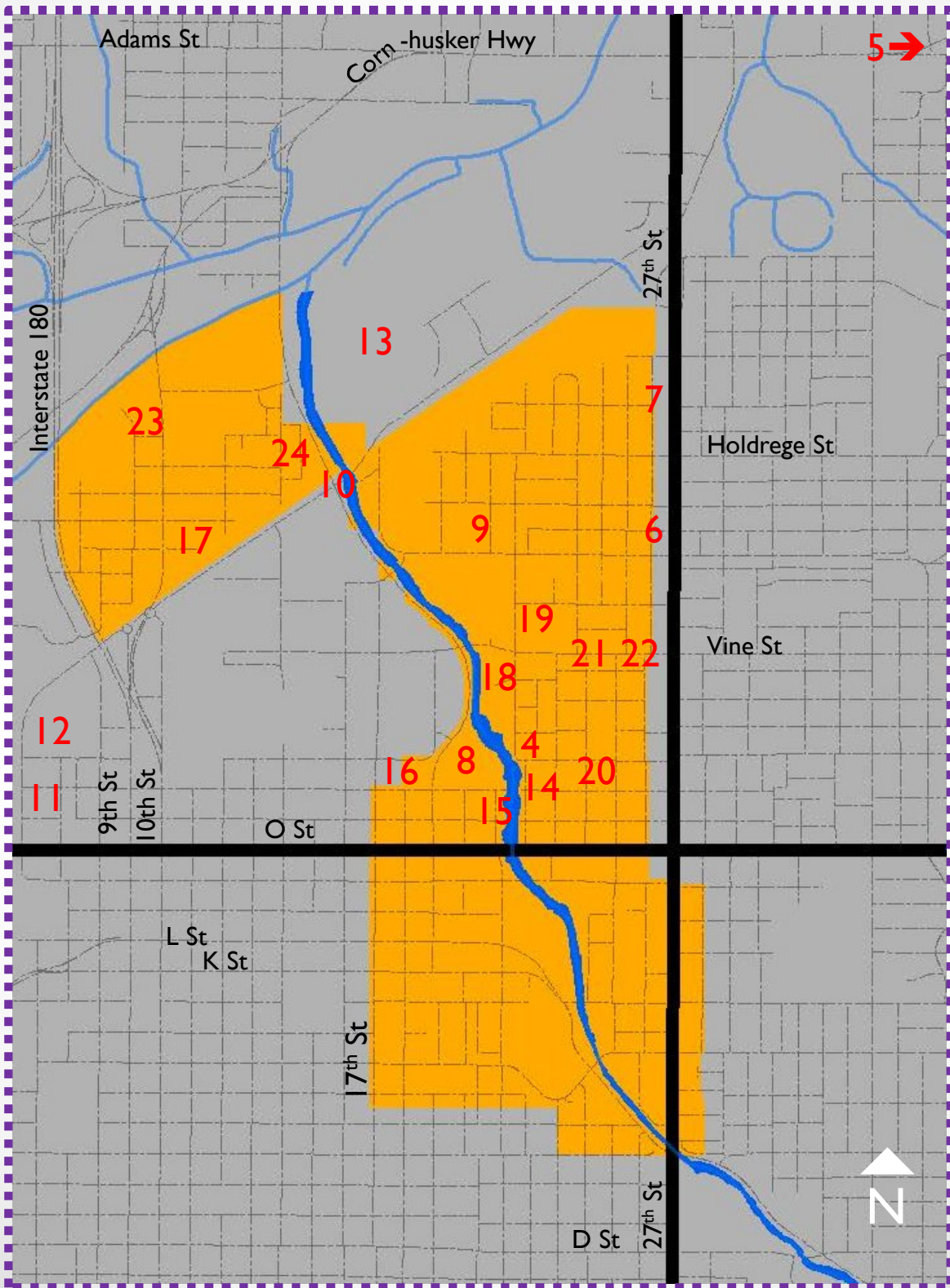
The change is the result of the Antelope Valley Project. The U.S. Army Corps of Engineers involvement and 50 percent funding was a critical component. Also the Lower Platte South Natural Resources District, the City of Lincoln, the University of Nebraska—Lincoln and others, played key roles in implementing the flood reduction project. Bottom-line: removing the cancerous effects of such a wide and debilitating floodplain for so many citizens and businesses cannot be emphasized enough. But what has really impressed me is how the three Antelope Valley Partners have facilitated a community dialogue and consensus on a vision on what should happen within as well as outside the former floodplain. Already, in many places the City's urban form is transforming into the new vision.

Complementing the new waterway has been the new transportation and other community revitalization projects. The Big "X" Bridge and related north, south, east and west roadway legs have provided new and safe transportation routes for the historical center. The road network has improved the City's overall transportation network, while providing key access to the new Nebraska Innovation Center and West Haymarket Arena area. Removal of the five hours a day train delays has produced large economic and community efficiencies and savings. Core neighborhoods are now stronger and are in better position with new parks, neighborhood infrastructure improvements, health care facilities, social service programing and recreational opportunities. In turn, many new housing styles and opportunities are springing up in and near Downtown and the University providing a better mix of economic income neighborhoods.

I am proud to say that Antelope Valley Project is truly one of the most successful community undertakings that I had the privilege to be associated with during my 20 years of public service. The collective Antelope Valley Project is a huge success. It is amazing and far reaching, providing inter-generation and mix income opportunities. It is a wonderful example of people with different viewpoints coming together to solve problems. It has helped make Lincoln one of the nation's best examples of ONE City.

Visual Presentation

Project Images Keyed by Page



Challenges

Transportation Conflicts



Flooding

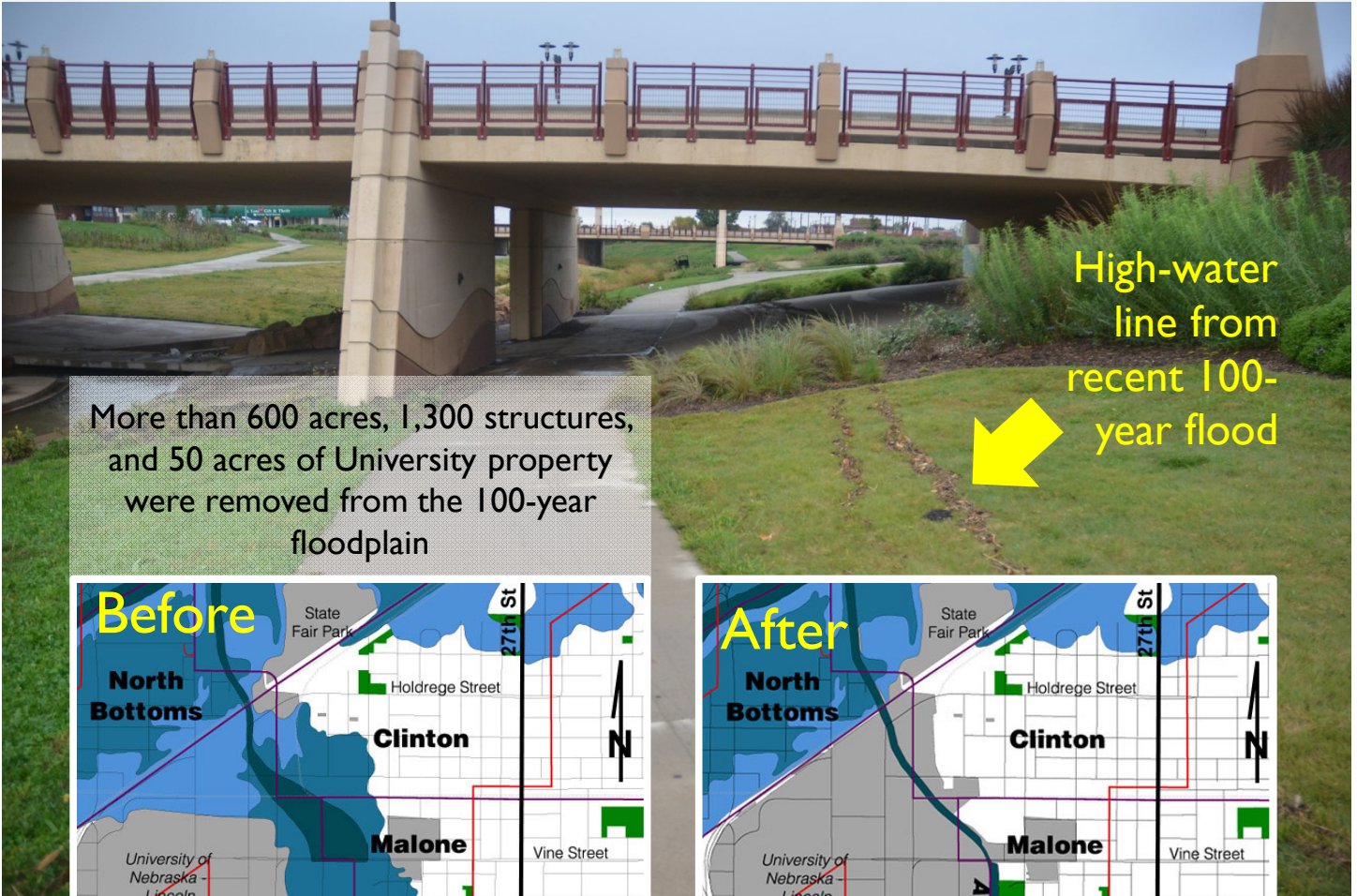


Community Disinvestment

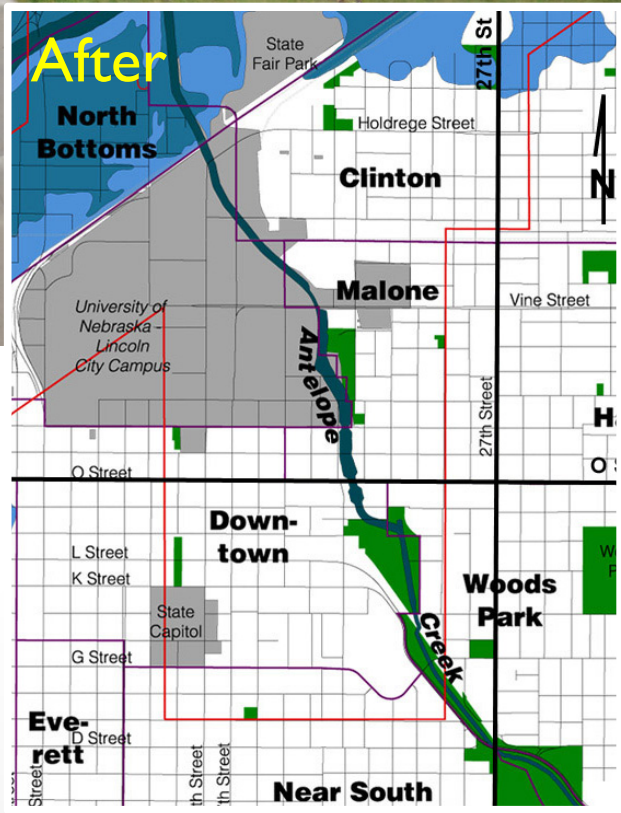
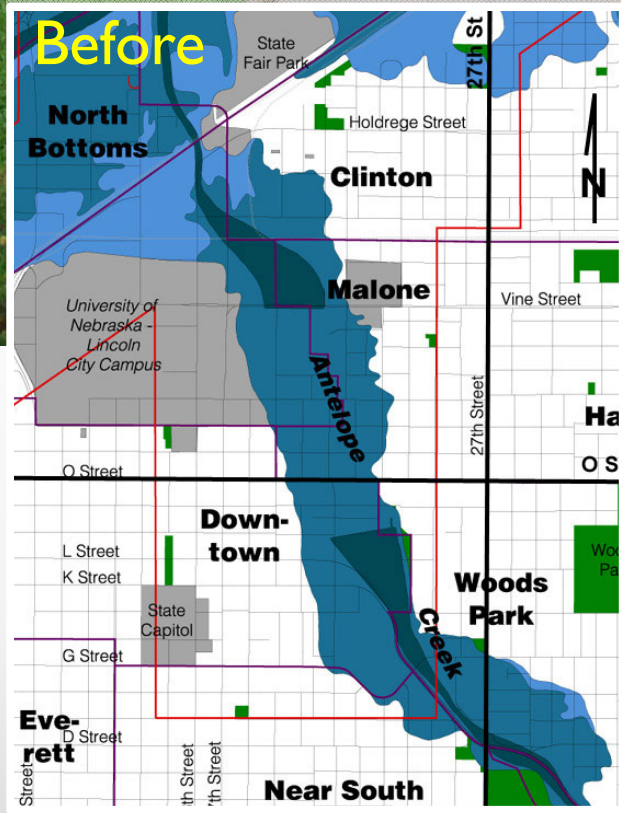


Flood Control

Floodway Solution



More than 600 acres, 1,300 structures, and 50 acres of University property were removed from the 100-year floodplain



Flood Control

Flooding Under Control

While still receiving finishing touches, the Antelope Valley Project proved its worth in an unusually wet month of May. The flood retention areas performed exactly as designed, including this area between Q and R streets.

Normal water level, November 2014



Heavy rainfall water level, May 2013



Community Revitalization

Fleming Fields



Before, looking NW



After, looking SW



The first completed Antelope Valley Project community revitalization improvement, Fleming Fields, transformed under-used, vacant and neglected open space into a sports field facility that is jointly used by community youth and University of Nebraska students.

Community Revitalization People's Health Center



After



Before



The People's Health Center was a joint venture with many community partners. Located at 27th and Y streets, the Center provides health care to a large, previously underserved population. The new building replaced an abandoned broom factory and a pawn shop. Even the billboard was eventually removed.

Community Revitalization Pentzer Park



As part of the Antelope Valley Project, Pentzer Park in the Clinton Neighborhood was improved. Along with much needed new playground equipment, youth safety was also greatly improved. Potter Street between the Salvation Army Community Center and the park was vacated and redesigned as a connector with additional parking. Children no longer have to dodge vehicles turning onto Potter Street from heavily-traveled North 27th Street.



Community Revitalization Assurity

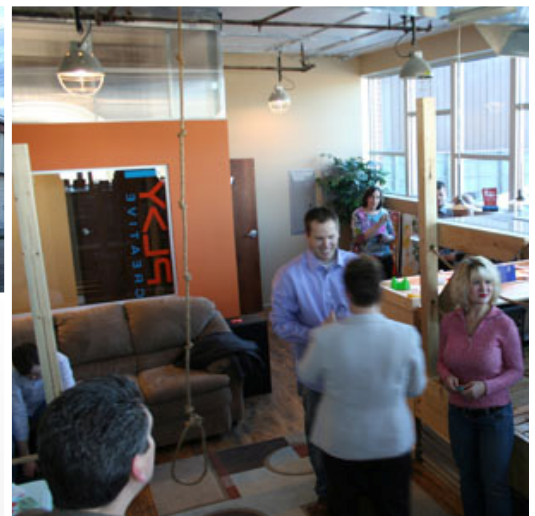


After



The \$53 million relocation of the Assurity Corporate Campus to Antelope Valley represented the first major private corporate investment in the area. The office and parking facility are LEED Gold certified and include 8,000 square feet of green roof space, bioswales, rain gardens and an 180,000 gallon cistern.

Community Revitalization Turbine Flats



Turbine Flats at 2124 Y Street was one of the first development projects in Antelope Valley. The Turbine Flats Project, a non-profit, serves as an incubator for small and start-up businesses, helping them bring their products and ideas to market.

Transportation Improvements

Big X Bridge and Connections



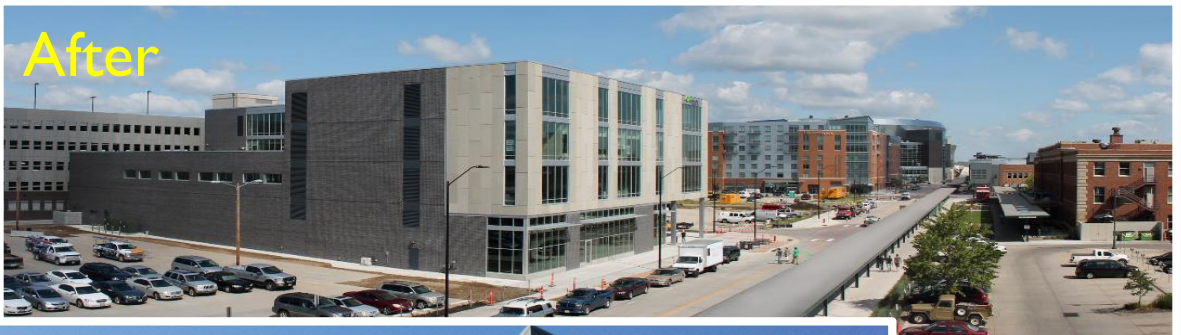
The Big X Bridge and its connecting roadways (in red below) significantly improves accessibility for two previously under-developed areas: West Haymarket (former rail yard) and Nebraska Innovation Campus (former state fairgrounds).



Community Revitalization

West Haymarket

West Haymarket was once a rail yard. Now it bustles with the new arena, hotels, restaurants, condos and apartments, offices and retail – all supported by new infrastructure and parking facilities.



Community Revitalization West Haymarket

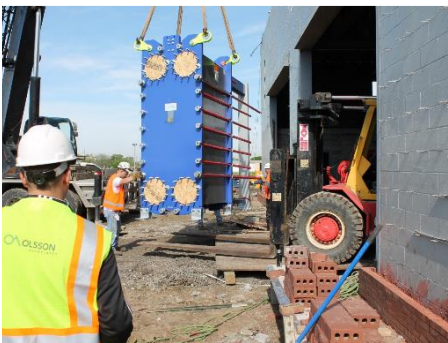
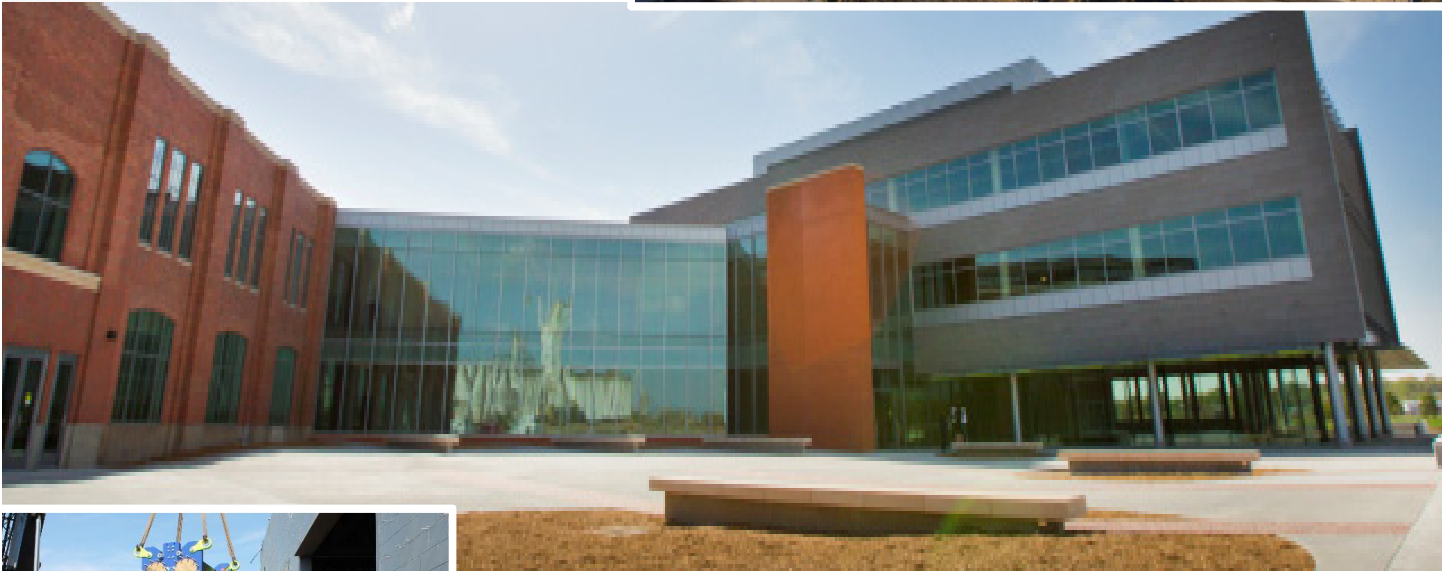
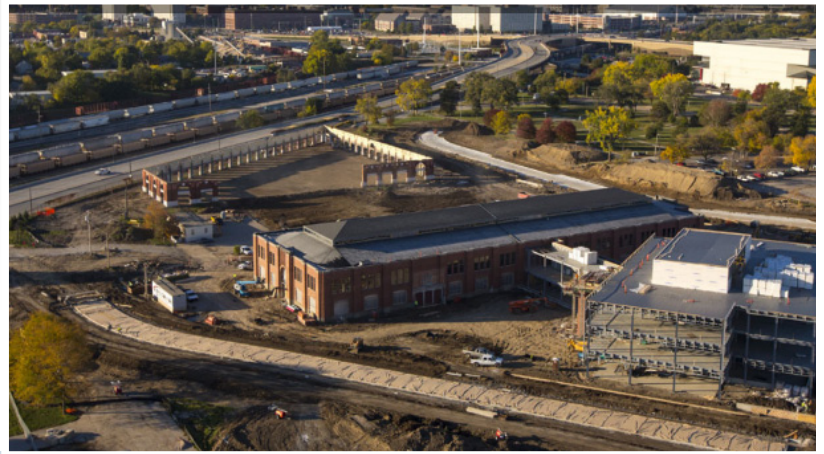


The West Haymarket bustles with activities: people attending concerts large and small, basketball games, conventions, farmers markets, tailgate parties, and theaters. Visitors and locals ice skate, dine, drink, shop, and simply enjoy life!

Photo by Lisa Gran



Community Revitalization
**Nebraska
Innovation
Campus**



Nebraska Innovation Campus is a public/private research campus that maximizes economic opportunity and leverages University research, faculty and student resources. The site includes two historic structures from the former state fairgrounds. The energy efficiency of the research campus is improved by its wastewater heat exchange facility.



Transportation Improvement Bridges



To manage traffic flow, 11 new and replacement bridges were built to span the new Antelope Valley waterway. On heavily traveled O, P, Q and Vine streets, the bridges were built first on land. Waterway excavation occurred afterward to avoid as much disruption as possible.



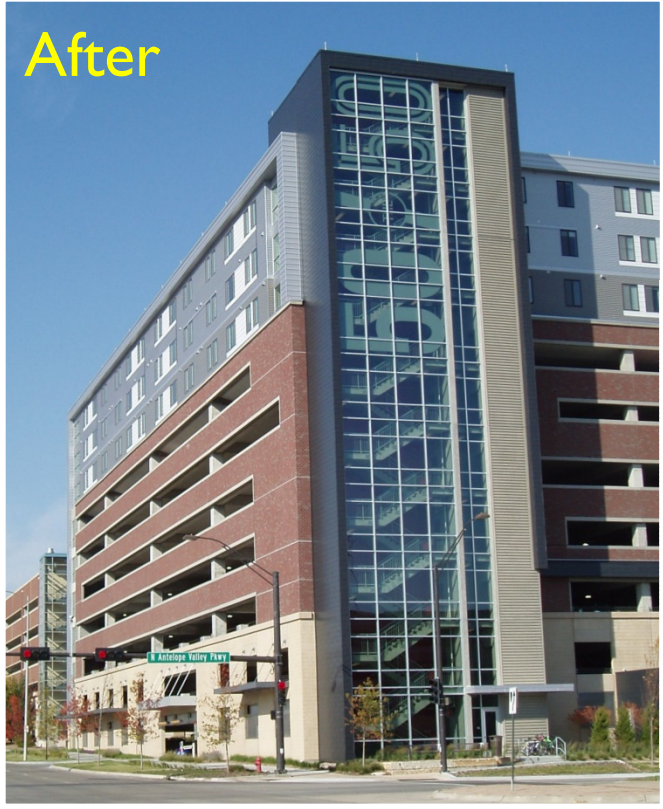
Community Revitalization Union Plaza Park

Union Plaza brings so much to the community: connectivity for pedestrians and bicyclists, community activity and performance space, public art and sculpture, and even serenity and quiet in the middle of a busy city.



Community Revitalization

The 50/50



The 50/50 combines a seven-level parking garage with 124 apartments designed for college students, with private bedrooms and bathrooms clustered around a shared living area.

Before construction of The 50/50, the whole block, with the exception of one very deteriorated house, had been University surface parking for many years.



Community Revitalization 1100 Y Street

When completed in 2015, 1100 Y Street will add about 126 units of student-oriented housing in the North Bottoms neighborhood adjacent to the University.



Before



Architectural Drawing: looking SSW



Architectural Drawing: looking NE

Community Revitalization Trago Park



Trago Park in the historic Malone Neighborhood was expanded and renovated as part of Antelope Valley. The park's new sprayground and playground include 19 water spray features surrounded by innovative play equipment.

Sprayground run-off is diverted to a holding tank. After filtration, this gray water is used to help irrigate the park's landscape.



Community Revitalization

Whittier Building

Built in the 1920s, Whittier Junior High has a place in history as the nation's first purpose-built junior high school and a place in the hearts of former students and neighborhood residents. Whittier closed in 1977 due to low enrollment. After decades of under use and sketchy maintenance, the Whittier Building was renovated by the University and is now home to UNL research teams and the University Children's Center.



Community Revitalization Antelope Creek Village



Antelope Creek Village added 18 single-family homes to the Malone neighborhood – not a small feat in an older area close to a university campus. The new density is roughly the same as it was before development, but now those units are all owner-occupied – some by first-time home buyers using a program that made the new homes affordable. The neighborhood benefits from the additional stability created by home ownership.

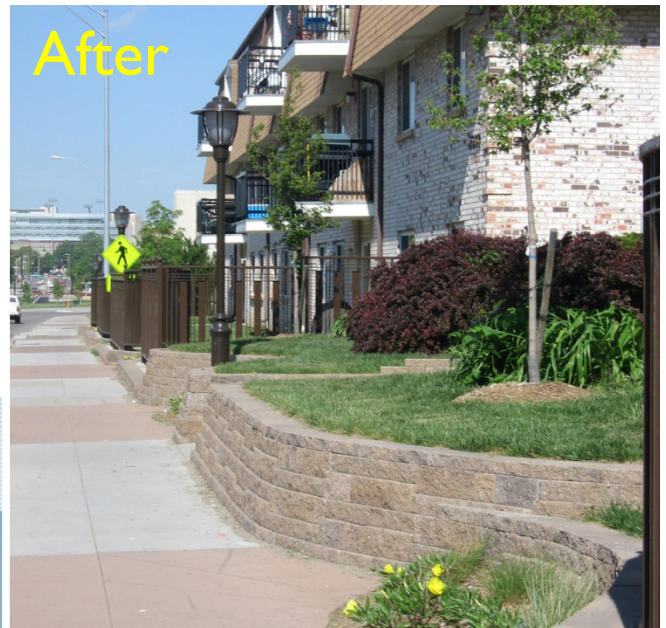
Community Revitalization Liberty Village



Liberty Village was the Antelope Valley Project's first residential revitalization effort. Using a higher-density, single-family design, Liberty Village created 16 new, affordable homes for first-time home buyers. Architecturally, the new homes respect the historic quality of the Hawley Historic District and the Hawley/Malone neighborhood.

Community Revitalization Vine Street Streetscape

Vine Street, between 27th Street and the University, illustrates the Antelope Valley Project's focus on neighborhood enhancement and the improvement of major pedestrian and vehicular corridors. On Vine Street, that includes improved sidewalks, lighting and plantings. Because of neighborhood involvement, it also included the creation of a landscaped median to decrease pedestrian and vehicular conflicts, improve safety and add a touch of beauty in the heart of the neighborhood.



Community Revitalization Creekside Village



Creekside Village at 10th and Military streets includes 60 affordable apartments and 10 townhomes. The townhomes provide home ownership opportunities and serve as a transition to the surrounding historic North Bottoms Neighborhood.

Twenty of the apartments are available for renters with serious mental illnesses. The development includes a club house, an on-site case manager and an apartment manager.



Community Revitalization

The Triplets

Three historic houses in the path of the waterway were moved to the North Bottoms neighborhood, set on new foundations, rehabilitated and sold to first-time home buyers. Their new, compatible location is still in the Antelope Valley Project area.



After



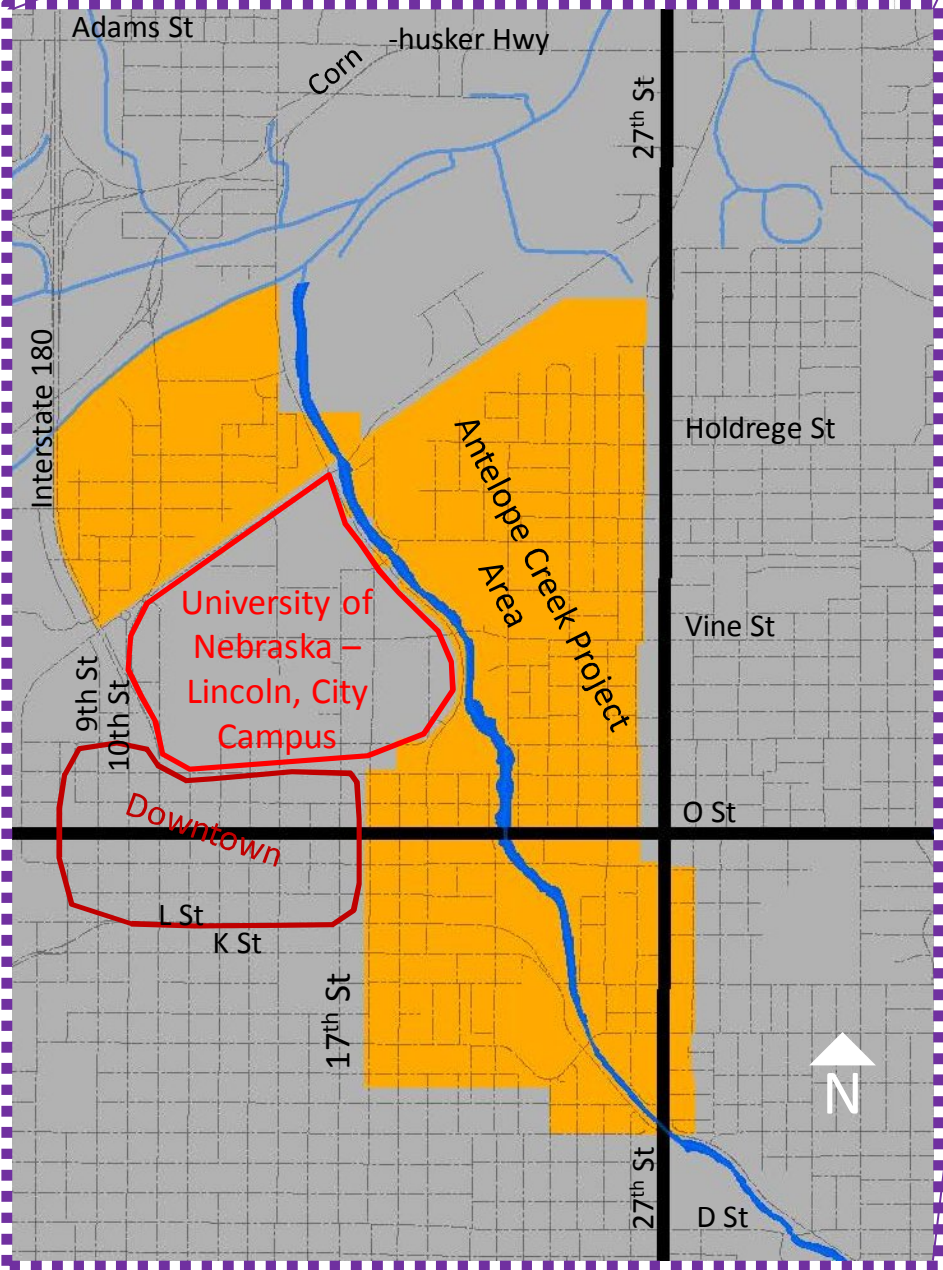
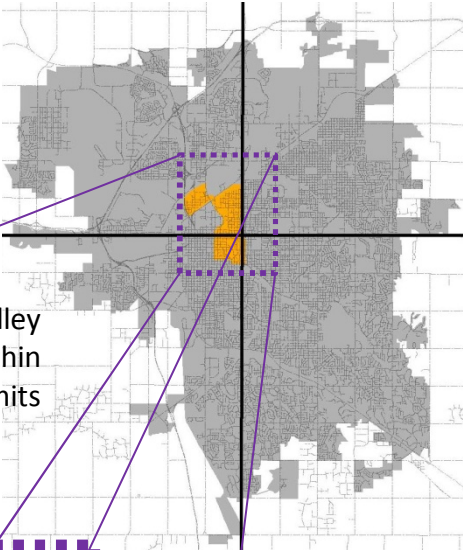
Supplementary Pages

Geographic Context

Lincoln, Nebraska	AV Project Area
258,397 people*	10,583 people*
92.72 sq. miles	1.73 sq. miles

*2010 US Census

Antelope Valley Project in context within the city limits





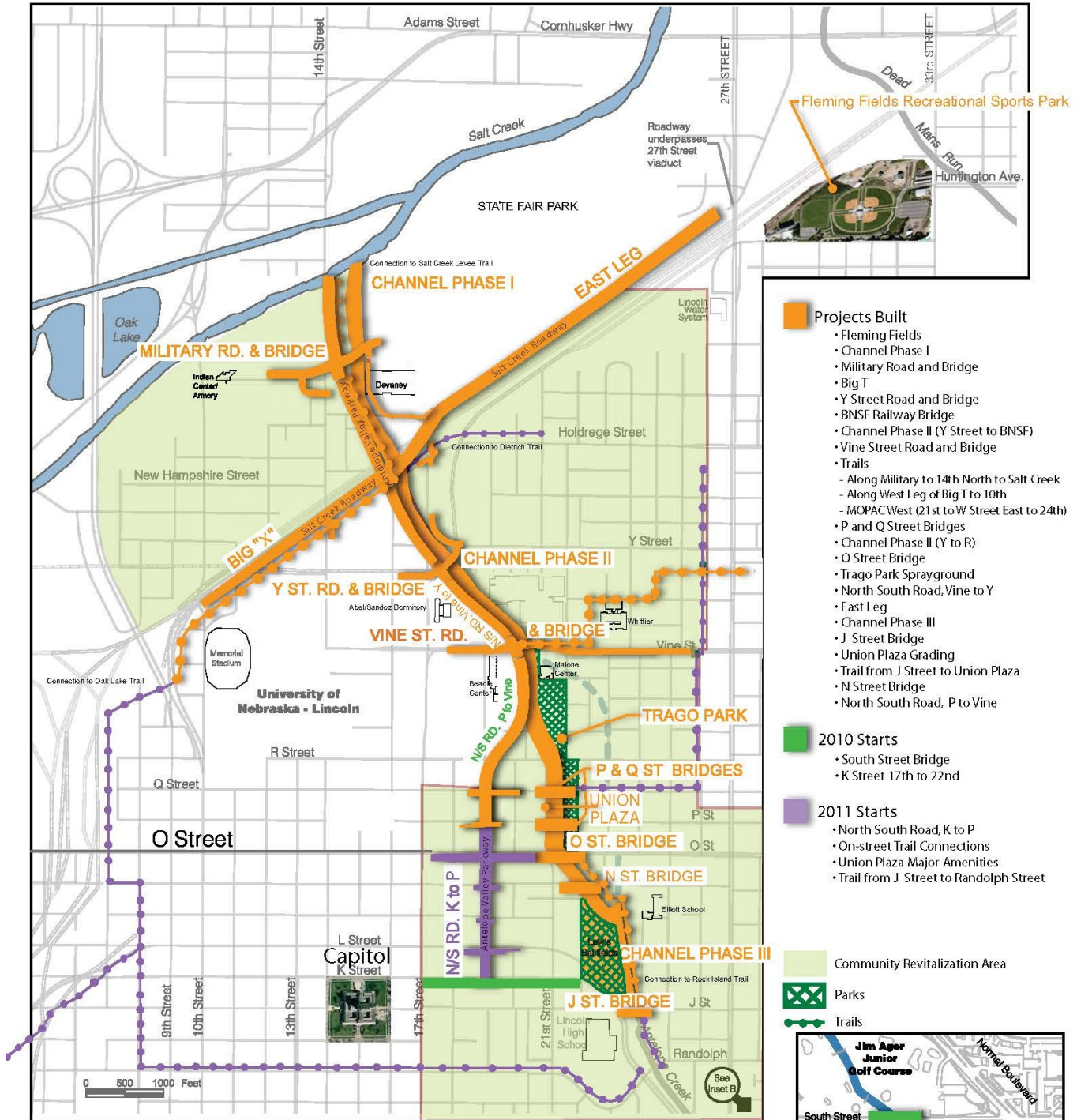
Antelope Valley Projects

Community Revitalization • Stormwater Management • Transportation Improvements

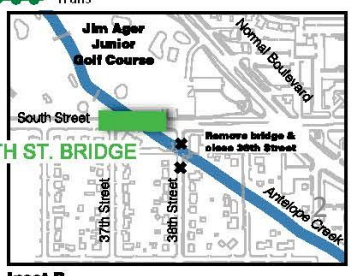
Joint Antelope Valley Authority (JAVA)

- University of Nebraska - Lincoln
- Lower Platte South Natural Resource District
- City of Lincoln, Nebraska

Priority Project Limits



- Projects Built**
- 2010 Starts**
- 2011 Starts**
- Community Revitalization Area**
- Parks**
- Trails**



ANTELOPE VALLEY MAY 2006 UPDATE



Keith May, Executive Vice President of Lending, Union Bank

"It is imperative that this area of the city be kept healthy because the vitality of a city's downtown is indicative of the strength of the city as a whole. With improved roadways, a safer flood control system, revitalized neighborhoods and new recreational opportunities, the Antelope Valley Project will be an important stimulus for economic growth. We are excited to have Union Bank's branch in the former Rock Island train station be an important part of a new east entrance to downtown Lincoln."

**Delores Lintel
Former President, Clinton
Neighborhood Association
and Board Member,
JAVA Citizen Committee**



"I helped organize the neighborhood and was involved in all the original Antelope Valley meetings in the early 1990s. It's an absolute godsend for that part of town."

The project will keep heavy traffic out of the neighborhood and take many properties out of the floodplain. With new investment and revitalization, there will be more interest in building preservation and upgrading the property that is already there."



**Dick Campbell, Chairman,
Lincoln Chamber of Commerce,
at the north leg of the Big "X"**

"The visions of many are now becoming a reality for all to see and soon use. The Antelope Valley flood control project will provide so many benefits for our community when it is completed, including recreation opportunities, new business locations and the possibility for research and campus growth for UNL. We are an impatient people. What has been in progress for many years is beginning to become visual reality. By the second decade of this century, we will all be saying, "Why did we wait so long to achieve so much for Lincoln?"



**Planning Commissioner Roger Larson
with grandson Jack Rodenburg at Woodside Park**



"The Antelope Valley Project is extremely important to the future of our community because it addresses a long-time problem of our city being built essentially in the flood plain. Correcting it now will save millions of dollars in times of future flooding conditions. The many acres taken out of the flood plain can be used by UNL for the future, primarily research laboratory buildings. The Antelope Valley Project is one of the most important changes in the history of our city and will make Lincoln a more wonderful city for our descendants."

**T.J. McDowell,
Executive
Director,
Malone
Community
Center**

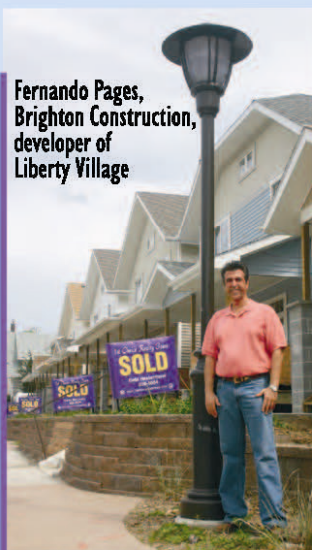


"The Malone neighborhood already is benefiting from the Antelope Valley Project. The renovation that has taken place on Vine Street has made a significant improvement to the neighborhood. As the Antelope Valley Project revitalizes the Malone neighborhood, the leadership of the Clyde Malone Community Center wants the Center to be an integral part of the new landscape."



**Prem Paul, Vice Chancellor for
Research and Dean of Graduate Studies,
University of Nebraska - Lincoln**

"The Antelope Valley Project will significantly benefit UNL's research enterprise. When this project is completed, we will be able to address the critical shortage of research space by constructing new facilities for conducting our state-of-the-art research. Ultimately, this expanded research capacity will improve the quality of life for Nebraskans, create more jobs, grow Nebraska's economy, and help us retain and recruit top-notch faculty and students."

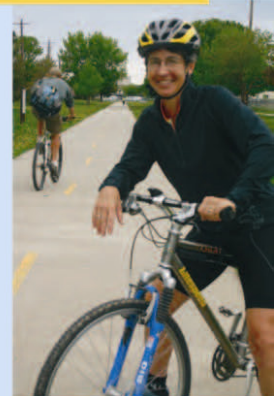


**Fernando Pages,
Brighton Construction,
developer of
Liberty Village**

"In a slow real estate market, having sold 15 out of 16 units before a single house was finished proves that people want to live near downtown. The Antelope Valley is a desirable area and an excellent development opportunity. The City has been very forthcoming, great to work with."

**Beth Thacker, Past President,
Great Plains Trails Network**

"The Antelope Valley park area will be a gem of a public green space. I envision it as Lincoln's own mini Central Park, serving to anchor the eastern edge of downtown while allowing for a myriad of outdoor-oriented activities for every citizen throughout every season. As a runner and cyclist, I am very excited about the fact that it will be the hub for six of Lincoln's major commuter-recreation trails."



designed by Citizen Information Center 6/2006

Antelope Valley Project Timeline

Year	Public Involvement	Flood Control	Transportation Improvements	Community Revitalization
1995	Orange			
1996	Orange			
1997	Orange			
1998	Orange			
1999	Orange			
2000	Orange			
2001	Orange			
2002	Orange	Blue	Pink	
2003	Orange	Blue	Pink	
2004	Orange	Blue	Pink	Yellow
2005	Orange	Blue	Pink	Yellow
2006	Orange	Blue	Pink	Yellow
2007	Orange	Blue	Pink	Yellow
2008	Orange	Blue	Pink	Yellow
2009	Orange	Blue	Pink	Yellow
2010	Orange	Blue	Pink	Yellow
2011	Orange		Pink	Yellow
2012	Orange		Pink	Yellow
2013				Yellow
2014				Yellow
2015				Yellow
2016				Yellow

JournalStar.com

Editorial, 8/12: Antelope Valley in benefit phase

AUGUST 11, 2012 11:59 PM

Think back to May 1998, when the Antelope Valley Project was written into the Comprehensive Plan used to guide city growth.

Mike Johanns was mayor. Chris Beutler was a state senator. The state fair was still in Lincoln. There was no Innovation Campus.

It seems like the distant past.

Consider: There were no iPods. People used their cellphones mainly to talk to each other. Nobody had "an app for that."

The final go-ahead for the mammoth project came in November 2000, reported by the Journal Star's J. Christopher Hain in this fashion:

"For better or worse, the Lincoln City Council Monday wedded the future of downtown to the promise of Antelope Valley."

Last week, the final piece of phase 1 street projects in the Antelope Valley Project was pronounced complete by Mayor Chris Beutler.

Today, there should be no doubt that the commitment made 14 years ago has made Lincoln a better place.

Many people deserve credit for the Antelope Valley Project, but a name that should be at the top of the list is development attorney Kent Seacrest, who provided vision and drive that made the project a reality.

The project took a decaying section of the inner city and gave it new life, energy and good looks.

Dilapidated homes with drooping porches are gone. Closed businesses with boarded windows are gone. The original grid system of patched streets and crumbling curbs has been rebuilt and reconfigured.

The \$53 million Assurity Center rises sleekly in the attractive new urban environment. New York artist James Tyler is setting up his giant brick head sculpture, Colossus, in the \$7.9 million Union Plaza.

Antelope Creek trickles in a smoothly sculpted, parklike setting, complete with trails used regularly by bicyclists and pedestrians.

The hybrid street reconstruction/flood control/urban revitalization project always has been difficult to comprehend in its entirety.

Some doubt still lingers on whether it was worth the \$246 million price tag -- up from the \$225 million estimate when the council voted unanimous approval. To be sure, there was some money spent in ill-advised fashion as the work got done. There was, for example, the \$297,000 paid to a consultant to draft design standards that eventually were discarded.

In a project this complex, with interlocking but separate goals, it's not easy to get everything right. Remember, this project did not start from scratch on undeveloped land. It took a lot of work to get to the point that construction even could begin.

The best thing about the Antelope Valley Project is that the payoff only is beginning. The heart of the city is beating with new vigor. The benefits will be growing and continuing for years to come.