

City of Scottsbluff, Nebraska

Monday, May 17, 2021

Regular Meeting

Item Pub. Hear.4

Council to conduct a public hearing set for this date at 6:00 p.m. to submit question of whether Study Area #17 which is generally described as properties and tracts of land

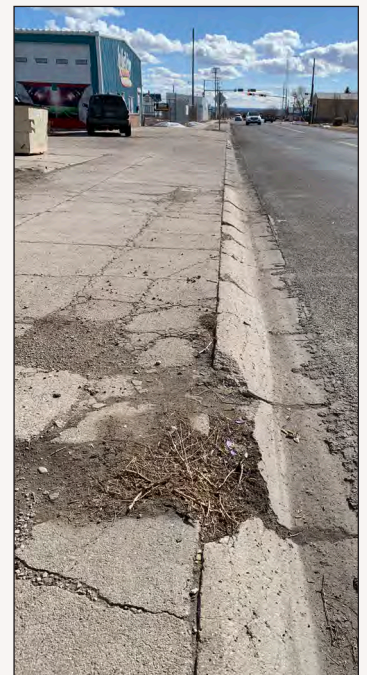
within the general vicinity between Avenues A and C and between West Overland Drive and West 18th Street, including a corridor extending westerly from Avenue B along the southern border of the BNSF railroad right-of-way and north of Cowen Drive, in the south-central portion of the City of Scottsbluff is blighted and substandard.

Staff Contact: City Council



STUDY AREA #17

BLIGHT & SUBSTANDARD DETERMINATION STUDY City of Scottsbluff, NE



PRESENTED TO
City of Scottsbluff
Community Redevelopment Authority
Planning Commission

PREPARED BY
M.C. Schaff & Associates, Inc.
818 South Beltline Highway East
Scottsbluff, NE 69361

PROJECT
RS100094-2105

April 8, 2021





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Purpose of this Analysis

The Blighted and Substandard designation opens the door for stimulating new development and allowing developers, in fact all citizens, the ability to make significant public improvements related to their project. The mechanism allows property owners the use of real estate property taxes (normally paid to other government agencies) for improvements including land acquisition and site preparation. Tax money can be used up to 15 years for this purpose.

This designation allows use of most of the new taxes generated by way of redevelopment. An owner pays the property tax but it is “refunded” for the purpose of land acquisition, site preparation and placing public improvements on the site. The program has worked well for Scottsbluff’s downtown and more recently, the Reganis Auto Dealership, hotel adjoining the dealership, and the Monument Mall. So, while the term may seem objectionable the results can be very positive for the entire community.

The Nebraska Unicameral enacted legislation which addressed the existence of areas within communities that needed incentives to redevelop. These areas tended to be older and out of date. Often spotty improvements had been made but the general condition was not attracting expansion of existing business nor new development and investment. On its face, this appeared to be true of **Study Area #17**, shown in **Figure 1** on page 4, so a decision was made to give the area a closer look.

The purpose of this analysis is to identify and determine if an area within the City of Scottsbluff, Nebraska should be considered blighted and substandard under the criteria for such areas as set forth in the Nebraska Community Development Law, Section §18-2103. This Scottsbluff Blight and Substandard Study is intended to provide the Scottsbluff City Council the basis for determining the existence of blighted and substandard conditions within Scottsbluff’s corporate limits. Through this process, the City attempts to eliminate economic and/or social concerns that are detrimental to the future public health, safety, morals, and general welfare of the entire community. This study examines conditions relating to buildings, land use, and infrastructure within the study area to determine areas eligible for redevelopment under Nebraska Community Development Law.

Like other areas designated as Blighted and Substandard, much of the Study Area has not kept pace with overall community standards while other areas in the community have seen steady growth and development. Developments around the study area have seen hardships based on grade, land use, and utility locations. The Community Development Law enables cities to take steps to address these forms of decline through acquisition, clearance and disposition of property for redevelopment or through the conservation and rehabilitation of property.

This study examines existing conditions of land use, buildings, infrastructure, development patterns and general health, safety welfare aspects within the designated Study Area in the City of Scottsbluff. This has been done in an effort to determine its eligibility for redevelopment activities. The proposed Study Area #17 analyzed in this report is generally described as being in south central Scottsbluff along Avenue B, straddling the Burlington Northern Santa Fe (BNSF) Railroad between West Overland and West 18th Street and between Avenues A and C. A number of opportunities for redevelopment exist along and adjacent to this arterial corridor, which serves as an important interconnection among three districts: the Central Business District, South Broadway, and Southwest Residential—allowing the community to overcome some of the challenges in Study Area #17.

Reinvestment in the Study Area is not on par with the overall community’s growth and level of private investment. The Study Area faces a number of challenges and is adjacent to three areas (on the eastern and southern borders) that have been previously designated as blighted and substandard. Single family neighborhoods within the Study Area and to the south and west, over the past decade, have seen limited new investment, and rehabilitation to improved structures remain in need of upgrading and redevelopment. Study Area #17 appears to be an excellent opportunity to provide incentives triggering new activity where adequate market forces are not present to move development in a positive direction.



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Nebraska Revised State Statutes

Nebraska's Community Development Law clearly provides guidelines for communities to address concerns and develop strategies for the rehabilitation and redevelopment of deteriorating areas as well as the prevention and elimination of substandard and blighted areas. This tool is provided in Neb Rev Stat §§18-2101 to 18-2154.

Nebraska Revised Statute §18-2104 enables a municipality to declare that blight and substandard conditions exist. The statute reads,

"The governing body of a city, to the greatest extent it deems to be feasible in carrying out the provisions of the Community Development Law, shall afford maximum opportunity, consistent with sound needs of the city as a whole, to the rehabilitation or redevelopment of the community redevelopment area by private enterprises. The governing body of a city shall give consideration to this objective in exercising its powers under the Community Development Law, including the formulation of a workable program, the approval of community redevelopment plans consistent with the general plan for the development of the city, the exercise of its zoning powers, the enforcement of other laws, codes, and regulations relating to the use and occupancy of buildings and improvements, the disposition of any property acquired, and providing of necessary public improvements."

The statutes provide a means for the governing body of a municipality to address and develop strategies for rehabilitation and redevelopment of the community.

Nebraska Revised Statute §18-2105 grants authority to the governing body to formulate a redevelopment program. The statute reads,

"The governing body of a city or an authority at its direction for the purposes of the Community Development Law may formulate for the entire municipality a workable program for utilizing appropriate private and public resources to eliminate or prevent the development or spread of urban blight, to encourage needed urban rehabilitation, to provide for the redevelopment of substandard and blighted areas, or to undertake such of the aforesaid activities or other feasible municipal activities as may be suitably employed to achieve the objectives of such workable program. Such workable program may include, without limitation, provision for the prevention of the spread of blight into areas of the municipality which are free from blight through diligent enforcement of housing, zoning, and occupancy controls and standards; the rehabilitation or conservation of substandard and blighted areas or portions thereof by replanning, removing congestion, providing parks, playgrounds, and other public improvements by encouraging voluntary rehabilitation and by compelling the repair and rehabilitation of deteriorated or deteriorating structures; and the clearance and redevelopment of substandard and blighted areas or portions thereof."

The law states that there are a number of reasons an area goes beyond remedy and control solely by the regulatory process and cannot be dealt with effectively by ordinary police powers or ordinary operation of



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private enterprise without aid. Such things as overcrowding, unsafe, unsanitary conditions, inadequate planning, lack of proper light, air and open space, defective design and arrangement of buildings, faulty street layout and economically undesirable land uses are among the reasons.

The law goes on to provide the City of Scottsbluff with the ability to declare an area blighted and substandard followed by creating a workable program to utilize private and public resources to address specific conditions to be improved. The statute provides a means for the governing body to address and develop strategies for rehabilitation and redevelopment of the community. The main substance of a workable program is an adopted redevelopment plan for the defined area based in part on an adopted comprehensive plan.

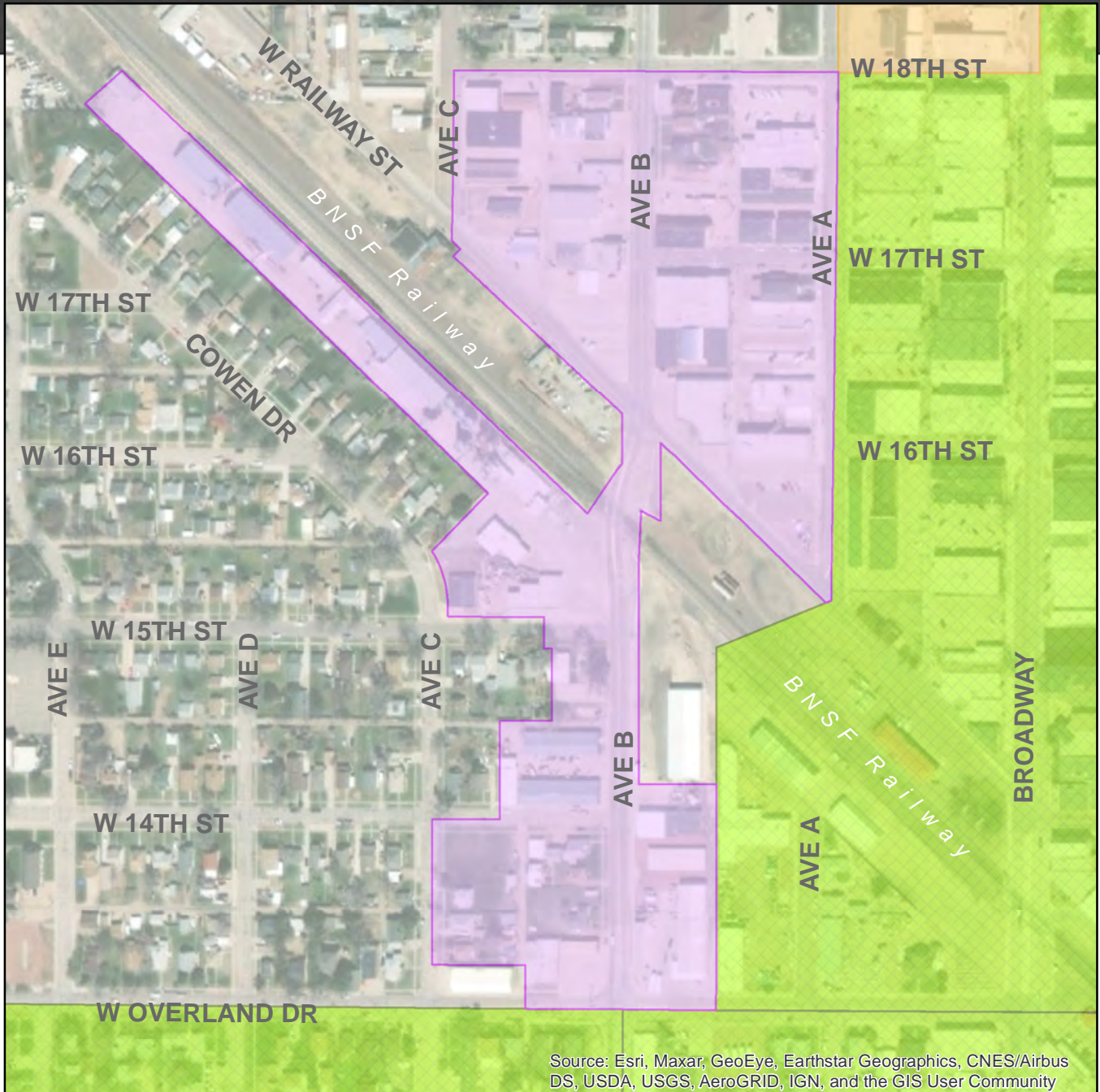
Implementing this strategy for a Designated Study Area is intended to give the Community Redevelopment Authority and City Council a basis for determining the existence of blight and substandard conditions within the delineated Study Area. The general area considered for inclusion in the Study Area is shown in **Figure 1. Study Area #17** on page 4 of this report, with the area boundary described on pages 5-6 and parcel numbers and primary streets provided in **Table 2**, located in **Appendix A**. The Study Area can generally be described to include land between Avenues A and C and between West Overland Drive and West 18th Street, including a corridor extending westerly from Avenue B along the southern border of the BNSF railroad right-of-way and north of the Cowen Drive residential area.

This study looks at existing land-uses, platting, structures and infrastructure systems to determine whether Study Area #17 or a part of it meets the statutory requirements for the designation as a Blighted and Substandard Area. With the growing interest and use of this valuable tool, the State has taken an increased interest in assuring all using the tool use it in accordance with the statutes. For this reason, it is imperative the City of Scottsbluff closely adhere to the provisions set forth in the Nebraska Revised State Statutes.

The findings of this study will serve to guide the general redevelopment. The previously approved [2016 City of Scottsbluff Comprehensive Plan](#) and this Blighted and Substandard Study (#17) will present appropriate land uses, strategies for improved traffic circulation, economic and sustainable development activities, and utilities and other improvement in accordance with the law.



Examples of Structural Conditions within the Study Area

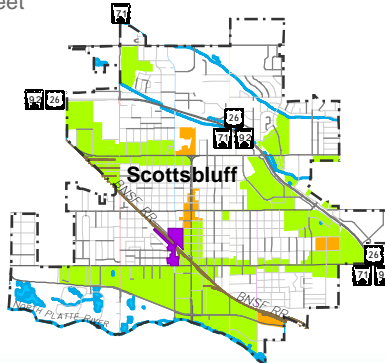


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Redevelopment Areas

- Existing Redevelopment Areas
- Study Area #17
- Other Study Area
- Corporate Limits

Data Sources:
 Parcels: Scotts Bluff County, 2016
 Aerial: US Army Corps of Engineers, 2011



Study Area #17

City of Scottsbluff
 Scotts Bluff County, NE



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Redevelopment Study Area (Site 17): The redevelopment study area consists of properties and tracts of land within the general vicinity between Avenues A and C and between West Overland Drive and West 18th Street, including a corridor extending westerly from Avenue B along the southern border of the BNSF railroad right-of-way and north of Cowen Drive, in the south central portion of the community. The site contains approximately 22.861 acres and is more particularly described as:

Situated in the Southeast Quarter of the Southwest Quarter and in the Southwest Quarter of the Southeast Quarter of Section 23, Township 22 North, Range 55 West of the 6th P.M., Scotts Bluff County, Nebraska, more particularly described as follows;

Beginning at the northwest corner of LTS 10-11, BLK 1, TRI STATE ADD (Parcel #010152245);

Thence, easterly on the north line of said Parcel #010152245 to the northeast corner of said Parcel #010152245, and continuing easterly on an easterly extension of said north line of Parcel #010152245 to its intersection with the northerly-southerly centerline of the alley right-of-way between Avenue B and Avenue A, and between said Parcel 010152245 and LTS 16-19, BLK 1, TRI STATE ADD (Parcel #010152253);

Thence, southerly on said alley right-of-way centerline to its intersection with the north line of the West Overland Drive right-of-way, and continuing on a southerly extension of said alley centerline to the easterly-westerly centerline of the West Overland Drive right-of-way;

Thence, westerly on said West Overland Drive right-of-way centerline to its intersection with the southerly extension of the northerly-southerly alley right-of-way centerline of the alley between Avenue B and Avenue C;

Thence, northerly on said southerly extension of said alley right-of-way centerline of the alley between Avenue B and Avenue C to its intersection with the north right-of-way line of West Overland Drive, and continuing northerly on said alley right-of-way centerline of the alley between Avenue B and Avenue C to its intersection with the easterly extension of the north line of LT 8, BLK 1, MCCLANAHANS ADD (Parcel #010131639);

Thence, westerly on said easterly extension of the north line of said Parcel #010131639 to the northeast corner of said Parcel #010131639, and continuing westerly on the north line of said Parcel #010131639 to the northwest corner of said Parcel #010131639, and continuing on a westerly extension of the north line of said Parcel #010131639 to its intersection with the northerly-southerly right-of-way centerline of Avenue C;

Thence, northerly on said Avenue C right-of-way centerline to its intersection with the easterly-westerly right-of-way centerline of West 14th Street;

Thence, easterly on said West 14th Street right-of-way centerline to its intersection with the southerly extension of the west line of Lots 9-12, Block 1, Sunset Addition (Parcel #010150595);

Thence, northerly on the southerly extension of said west line of Parcel #010150595 to the southwest corner of said parcel, and continuing northerly on the west line of Parcel #010150595 to the northwest corner of said parcel, and continuing northerly on a northerly extension of said parcel to the south edge of Lot 4, Block 1, Sunset Addition;

Thence, easterly on the south line of said Lt 4, Blk 1, Sunset Add and continuing on an easterly extension thereof to the southwest corner of Lots 1-2, Block 1, Sunset Addition (Parcel # 010150498);

Thence, northerly on the west line of said Parcel # 010150498 to the north line of Block 1, Sunset Addition;

Thence, westerly on said north line of Block 1, Sunset Addition to the southerly extension of the east line of LT 1 EX E 115', ALL LT 2, KELLEY-BRESTER REPLAT (Parcel # 010113622);

Thence, northerly on said southerly extension of the east line of Parcel #010113622 to the south line of said Parcel #010113622;



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Thence, westerly on the south line of Kelley-Brester Replat to the southwest corner of said Kelley-Brester Replat, said point also being the Cowen Drive east right-of-way;

Thence, northerly on Cowen Drive east right-of-way to the south corner of LT 4, KELLEY-BRESTER REPLAT (Parcel #010113673);

Thence, northeasterly on the southeast line of said Parcel #010113673 to the northeast line of Kelley-Brester Replat, said point also being on the southwest line of PT E 1/2 SW, UNPL LANDS, 23-22-55 (Parcel #010274405);

Thence, northwesterly on the southwest line of said Parcel #010274405 to the west corner of said Parcel #010274405;

Thence, northeasterly on the northwest line of said Parcel #010274405 to the north corner of said Parcel #010274405, said point also being on the southwest line of the Burlington Northern Santa Fe (BNSF) Railroad right-of-way;

Thence, southeasterly on said BNSF southwest right-of-way line to its intersection with the west right-of-way line of Avenue B;

Thence, northerly on the west right-of-way line of Avenue B to its intersection with the southwestern right-of-way line of West Railway Street;

Thence, northwesterly on said West Railway Street southwest right-of-way line to its intersection with the Avenue C right-of-way centerline;

Thence, northerly on said Avenue C right-of-way centerline to its intersection with the West 18th Street right-of-way centerline;

Thence, easterly on said West 18th Street right-of-way centerline to its intersection with the Avenue A right-of-way centerline;

Thence, southerly on said Avenue A right-of-way centerline to the West Railway Street southwest right-of-way line;

Thence, northwesterly on the said West Railway Street southwest right-of-way line to its intersection with the Avenue B east right-of-way line;

*Thence, southerly on said Avenue B east right-of-way to the northwest corner of LTS 10-11, BLK 1, TRI STATE ADD (Parcel #010152245), said point also being the Point of Beginning, said tract containing an area of **22.861 Acres**, more or less.*



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The requirements for detailed planning beyond the Comprehensive Plan treatment include but should not be limited to:

1. Boundaries of the area, existing land use and condition of improvements
2. A land-use plan
3. A map showing population density, land coverage and building concentrations
4. An outline of proposed changes in ordinance, layout or other related ordinances
5. A site plan of the area
6. A statement outlining any additional public facilities or utilities required to support new land uses after redevelopment.

The Blighted and Substandard study highlights locations and opportunities for improvement and revitalization. Once the area is designated, the City can guide future development in this area and provide financial incentive for development. Using the Nebraska Community Development Law, the City can reduce or eliminate factors impeding redevelopment and implement programs or projects to improve conditions and minimize the negative impacts of blight and substandard conditions.

Substandard and Blight Eligibility Analysis

Substandard and Blight Definitions and Explanation

Substandard areas are defined by State Statute **§18-2103(31)**, as the following:

“Substandard areas means an area in which there is a predominance of buildings or improvements, whether nonresidential or residential in character, which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime, (which cannot be remedied through construction of prisons), and is detrimental to the public health, safety, morals, or welfare;”

Blighted areas are defined by State Statute **§18-2103(3)**, as the following:

“Blighted area means an area, which

(a) by reason of the presence of a substantial number of deteriorated or deteriorating structures, existence of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations, or constitutes an economic or social liability and is detrimental to the public health, safety, morals, or welfare in its present condition and use and

*(b) in which there is **at least one** of the following conditions:*

(i) Unemployment in the designated area is at least one hundred twenty percent of the state or national average;

(ii) the average age of the residential or commercial units in the area is at least forty years;

(iii) more than half of the plotted and subdivided property in an area is unimproved land that has been within the city for forty years and has remained unimproved during that time;

(iv) the per capita income of the area is lower than the average per capita income of the city or village in which the area is designated; or

(v) the area has had either stable or decreasing population based on the last two decennial censuses. In no event shall a city of the metropolitan, primary, or first class designate more than thirty-five percent of the city as blighted, a city of the second class shall not designate an area larger than fifty percent of the city as blighted, and a village shall not designate an area larger than one hundred percent of the village as blighted. A redevelopment project involving a formerly used defense site as authorized under section 18-2123.01 shall not count towards the percentage limitations contained in this subdivision;”



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The following are the specific definitions of “substandard” and “blighted” according to Nebraska State Law. These definitions serve to be the basis of this entire analysis and each portion of the definitions are examined individually throughout this document.

Substandard Area Definition

By statute a substandard area means one where a predominance of building or improvements (residential or nonresidential) having one or more of the following characteristics:

1. **Dilapidating or deteriorated**
 - a. Unacceptable standard for walls, foundation, roof, gutters, roof surface, chimney, fire escapes, weatherizing, steps, exterior paint and site conditions. Chipping, cracks, loose components, missing pieces, sags and other signs of substandard condition all qualify for this condition.
2. **Age (obsolescence)**
 - a. A 40 years or more criteria was used for estimate.
3. **Inadequate ventilation, light, air, sanitation, or open spaces**
 - a. Things like junked cars and other accumulated debris, antiquated infrastructure, unpaved parking, outdoor storage
4. **Other conditions**
 - a. High density population or overcrowding (census)
 - b. Other conditions which could be unsafe or unsanitary endangering life or property.
 - c. Any combination of factors conducive to poor health, disease, mortality, delinquency or crime. Any combination that is detrimental to public health, safety, morals or welfare. This may include inadequate infrastructure as well as statistical data.

Structural conditions were evaluated using the U.S. Department of Housing and Urban Development standard definitions:

No Problem

- No structural or aesthetic problems are visible

Adequate Condition

- Slight damage to porches, steps, roofs
- Slight wearing of mortar between bricks/stone/block
- Small cracks in walls or chimneys
- Cracked windows
- Lack of paint
- Slight wear on steps, doors and frames

Deteriorating Conditions

- Holes, open cracks, rotted, loose, or missing material in parts of the foundation, walls (1/2 of the wall) or roof (1/4 of the roof)
- Shaky, broken, or missing steps or railings
- Numerous missing and cracked window panes
- Rotted or loose windows or doors no longer water-proof

Dilapidated Condition

- Holes, open cracks, rotted, loose or missing material over a large area of the foundation, on wall or on roof
- Substantial sagging of roof, floors, or walls
- Extensive fire, flood, or storm damage
- Inadequate original construction such as building elements made of scrap materials or conversion of structures not adequate for housing.



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Blighted Area Definition

The blighted area designation is based on a number of criteria or indicators of substandard conditions. These are specified in the law and outlined below.

1. The presence of a substantial number of deteriorated or deteriorating structures. This takes the form of structural problems, exterior paint, cracks, chimney, site conditions, roof and similar problems with the building.
2. Existence of a defective or inadequate street layout. This includes dead ends, railroad crossings, linear downtown, narrow alleys and blind crossings, as well as poor vehicular access and/or internal circulation, substandard parking definition and parking layout (lack of curb cuts, awkward entrance/exit points), offset or irregular intersections, substandard or nonexistent pedestrian circulation.
3. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness. Such things as landlocked parcels, odd shaped lots, undersized lots, and poor accessibility.
4. Unsanitary or unsafe conditions. Examples here include age and physical condition of structures, buildings located within the flood plain, lack of public infrastructure, unsanitary conditions and ventilation. Additional examples include graffiti or other forms of vandalism or vagrant activity, poorly lit and unlit areas, the existence of trash or debris or weeds, abandoned vehicles, uneven grading or steep slopes, environmental contamination, cracked or uneven sidewalks, a high incidence of reported crime.
5. Deterioration of site or other improvements. Such things as off-street parking, poor storm drainage, junk cars, dilapidated structures, neglected properties, debris, on-site storage, unscreened trash or mechanical storage areas, deterioration of parking surfaces, lack of landscaping, general site maintenance problems are examples.
6. Diversity of ownership. This condition exists when numerous lots are needed to develop to up to date standards. Assemblage is difficult without some form of public assistance.
7. Tax or special assessment delinquency exceeding the fair value of the land.
8. Defective or unusual conditions of title. Liens, improper filings are examples.
9. Improper subdivision or obsolete platting. Examples include undersized lots, improper zoning, lot configuration, easements and accessibility are problems that often are present.
10. The existence of conditions which endanger life or property by fire or other causes. Such things as inoperative infrastructure, site access, on-site storage, secluded areas for pests to thrive, poor surface drainage, poor street and poor sidewalk condition are examples.
11. Any combination of such factors, substantially impairs or arrests the sound growth of the community, retards the provision of housing accommodations or constitutes an economic or social liability. Here incompatible land uses, obsolescence and inability for a property to compete in the market place.
12. Is detrimental to the public health, safety, morals, or welfare in its present condition and use; and in which there is at least one of the following conditions:
 - a. Unemployment in the area at least 100% of state or national average census data
 - b. The average age of residential and commercial units is over 40 years as determined by field observations
 - c. More than half of the plotted/subdivided property has been unimproved for 40 years using public record
 - d. Per capita income of the area is lower than the average of the city from census data.
 - e. The area has a stable or declining population based on the last two decennial censuses.



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Analysis Approach

The approach and methodology utilized by M.C. Schaff & Associates, Inc., in conducting the Blighted and Substandard Area Determination Analysis included an assessment of all factors listed in the Nebraska Community Development Law as factors that indicate or contribute to making an area blighted and substandard. Data relating to factors such as building condition, building age, site conditions, adequacy of building sites, condition of public improvements, and unsanitary or unsafe conditions were developed through detailed exterior structural field surveys on a structure by structure basis and through collection of data on a unit by unit basis available from public records at the Scotts Bluff County Courthouse via their online databases. Data relating to other factors such as the adequateness of street layouts, lot layouts, and overall subdivision design were investigated on an area-wide basis.

Assessment of potential blighting factors stemming from diversity of ownership and tax or special assessment delinquencies were conducted through evaluation of online county courthouse records for all property within the analysis area, referred to as the Study Area. The valuation, tax amount and any delinquent amount was examined for each of the properties, and public records were examined to determine the number of property owners in the Study Area.

Additional Public Intervention Necessary

Although the presence of one or more of these substandard or blighting conditions may make it appropriate to declare an area substandard and blighted under the Statue, this analysis was conducted on the basis that additional public intervention over and above the exercise of the police power is necessary to overcome the problems that exist in any substandard and blighted area.



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Analysis of the Study Area

Scottsbluff Designated Study Area #17

The City selected the Designated Study Area #17 for evaluation to be within the corporate limits. The area straddles the BNSF Railroad via the Avenue B railroad crossing and is primarily a commercial arterial corridor combined with industrial, office & professional, and residential uses. This particular area was selected for several reasons.

1. The area is within an active commercial corridor.
2. There is obvious economic decline and functionally obsolete uses within the area.
3. There was the presence of blighted and substandard characteristics within the area.
4. A need is apparent for public intervention to stimulate the development and redevelopment of vital infrastructure systems to support private redevelopment efforts.
5. The Study Area is in immediate proximity to two other blighted and substandard areas.

The City is in a position to remove negative factors and implement programs and projects to improve conditions thereby removing the blighted and substandard conditions. This not only benefits the corridor/study area but the entire community through private reinvestment and enhanced quality of life.

The field survey of the Study Area within the city was conducted in March and April 2021, to determine whether this area, in fact, has experienced structure and/or site deterioration and whether the area is experiencing other negative influences that decrease the potential for redevelopment or new development. The following information describes this Study Area in detail and specifies the methods and procedures used to determine whether Study Area #17 should be declared blighted and substandard under the Nebraska Community Development Law.

The Study Area's southern border and the majority of its eastern border co-terminate with existing designated Blighted and Substandard Areas.

The total area within the City of Scottsbluff corporate limits is 4275.95 acres. Currently, the city has approximately 1085.7 acres designated as "Blighted and Substandard", approximately 25.4% of the city's total acreage. The proposed additional "Blighted and Substandard" area consists of 22.86 acres, equating to 0.5% of the total area within the City of Scottsbluff. Adding this proposed area to the existing "Blighted and Substandard" area brings the total Blighted and Substandard area to 1108.56 acres or 25.9% of the total area of the City of Scottsbluff. This remains well within the allowed 35% providing future opportunity to add more.

Existing Land Use

The land uses that now exist within the Study Area are depicted on **Figure 2** (page 12), and consist of land uses that can be placed in seven categories, including:

- Commercial (retail, service)
- Office & Professional
- Industrial (including storage)
- Residential (single family, multi-family)
- Public Streets and Alleys
- Parking (public, commercial, industrial)
- Vacant / Undeveloped Land



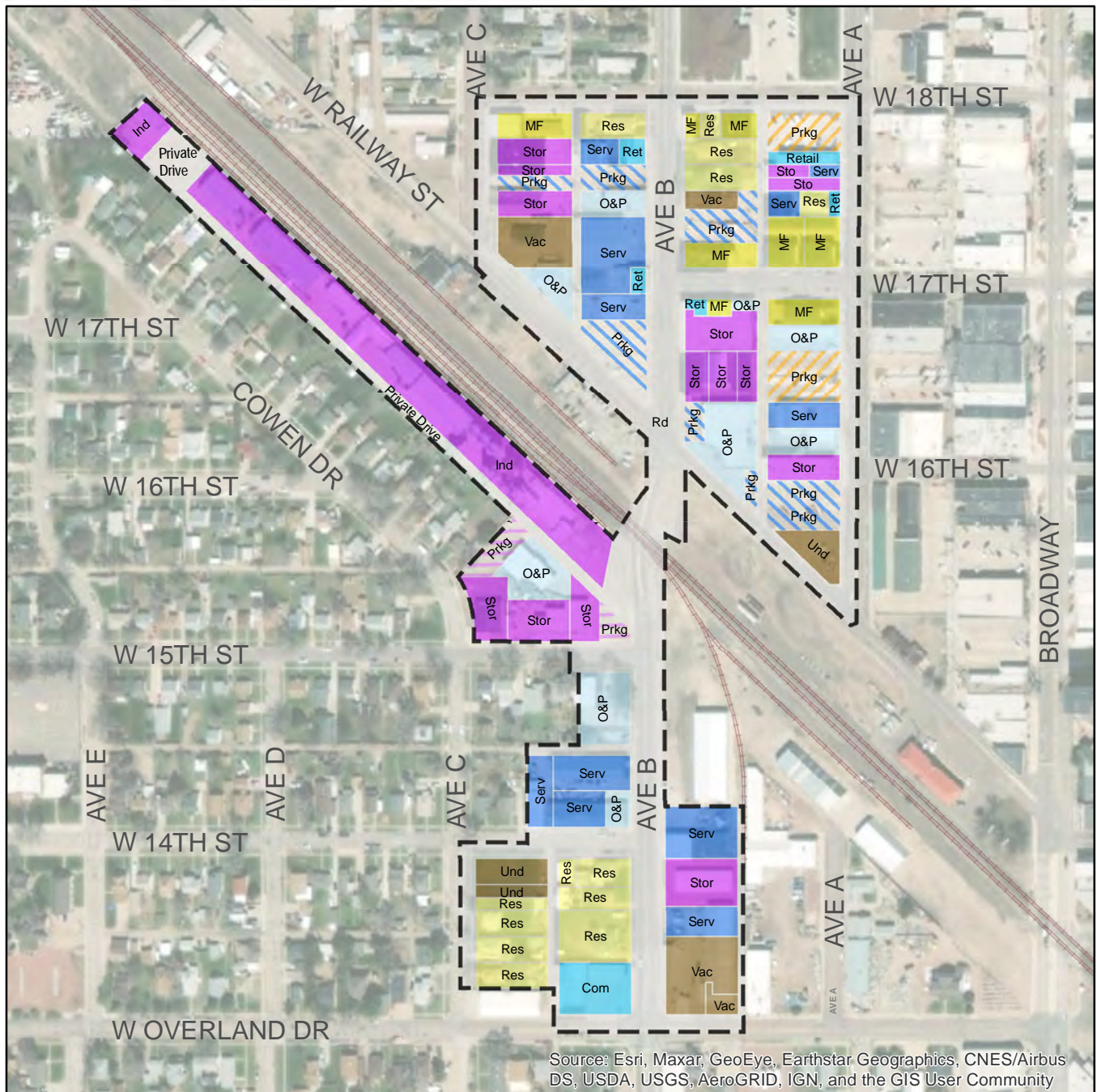
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- | | | |
|-----------------------|---------------------------|----------------------|
| Commercial Retail | Industrial / Storage | Public Parking |
| Commercial Service | Industrial Parking | Vacant / Undeveloped |
| Commercial Parking | Single Family Residential | Roads |
| Office & Professional | Multi-Family Residential | Study Area #17 |

Existing Land Use

City of Scottsbluff,
Nebraska

Data Sources:
Land Use: MCS Field Survey, 2021
Parcels: Scotts Bluff County, 2019
Aerial: ESRI Basemap



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Table 1
Existing Land use - Scottsbluff Blight Study Area #17
Scottsbluff, Nebraska

| Land Use Category | Blight Study Area 17 | |
|------------------------------------|----------------------|-----------------|
| | Area (Acres ±) | % of Total Area |
| Commercial | 2.52 | 11.0% |
| Retail | 0.55 | 2.4% |
| Service | 1.97 | 8.6% |
| Office & Professional | 1.68 | 7.3% |
| Industrial | 5.02 | 21.9% |
| Industrial | 2.17 | 9.5% |
| Private Rd (Industrial) | 0.74 | 3.2% |
| Storage | 2.11 | 9.2% |
| Residential | 2.74 | 12.0% |
| Multi-Family Residential | 0.96 | 4.2% |
| Single Family Residential | 1.78 | 7.8% |
| Vacant/Undeveloped | 1.31 | 5.7% |
| Public Streets & Alleys | 7.74 | 33.8% |
| Parking | 1.89 | 8.3% |
| Public Parking | 0.56 | 2.5% |
| Commercial Parking | 1.12 | 4.9% |
| Industrial Parking | 0.21 | 0.9% |

Source: M.C. Schaff & Associates, Inc., Field Survey, February 2021

The land uses indicated for the Study Area on **Figure 2**, (page 12), are analyzed further in **Table 1**, left. The data details the breakdown of land uses within this Study Area, as well as the acreage subtotals within this Study Area.

As indicated in Table 1, the largest land use in this Study Area is that of public streets and alleys. This use comprises a total of over 7.74 acres, or 33.8% of the Study Area.

The second largest land use in this Study Area is that occupied by industrial uses, which includes storage and a long private drive due to the lack of an alley. This land use comprises a just over 5.02 acres, or 21.9% of the Study Area.

Residential uses make up the third largest land use with over 2.74 acres and approximately 12% of the Study Area.

Commercial service and retail uses combine to make 11% of the Study Area with 2.52 acres for the fourth largest land use within the Study Area.

The fifth largest land use is that of parking, including not only public parking lots, but also commercial and industrial parking areas, occupying nearly 1.9 acres, or 8.3% of the Study Area.

Office & Professional land uses are the sixth largest land use with 1.68 acres, while vacant and/or undeveloped properties round out the uses within the Study Area occupying 5.7%.

The Study Area is directly adjacent to areas previously declared blighted and substandard, located along nearly all of its eastern boundary as well as its southern boundary.



Examples of Site Conditions within the Study Area



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Examples of Site Conditions within the Study Area

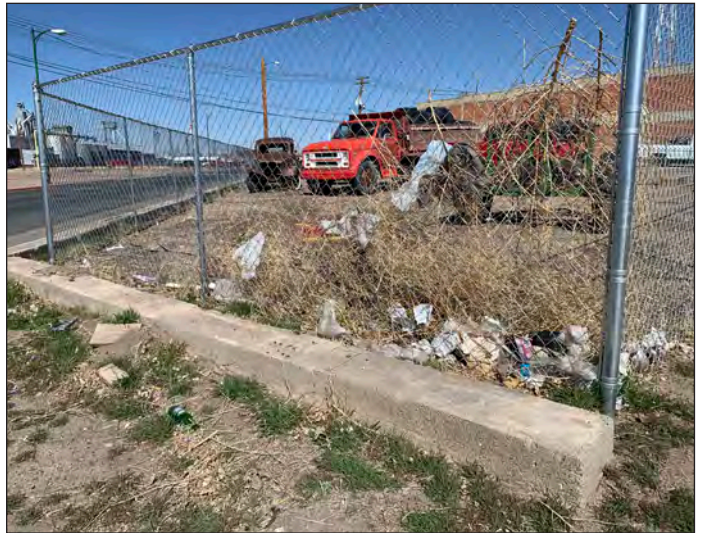


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Examples of Site Conditions within the Study Area



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Examples of Sidewalk, Structure, and Alley Conditions within the Study Area

Findings and Contributing Factors

The intent of this study is to determine whether the subject area has experienced structural and site deterioration and whether there are other negative factors that are decreasing the potential to develop. The field survey work was completed in February-April 2021, and strongly supported initial impressions that the area had generally declined below community standards. What follows are the factors evaluated to determine whether there is a reasonable presence of blighted and substandard conditions within the designated area. This section reviews the building and structure conditions, infrastructure, and land use found in the area based on statutory definitions, details observations, and explains the identified contributing factors.

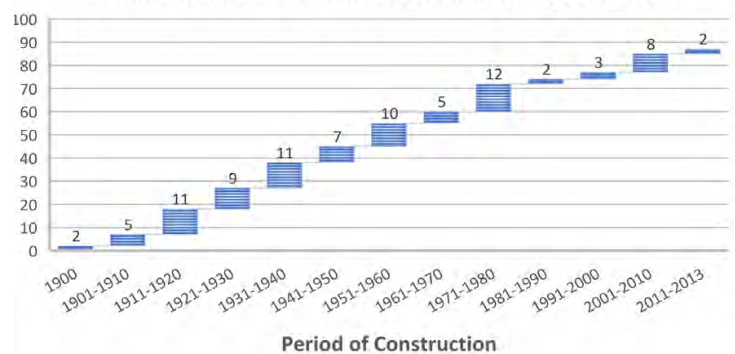
As set forth in Nebraska legislation, a blighted area means an area which by reason of the presence of:

1. Deteriorated or Deteriorating Structures —Exterior Inspection of Buildings

There were a total of 88 structures evaluated using the Blighted and Substandard criteria as described on pages 7-9 of this report. Only the primary structures were evaluated under the Blighted and Substandard definition. Thirteen outbuildings/other structures were present but were not included in the survey, including one public structure. Thus the boundary for the Blighted and Substandard designation includes 87 buildings of known age (1 exempt building—age is unknown), with a combined average age of 68.9 years. For structures' ages, see chart below, **Figure 3** (page 17), and **Table 3 (Appendix B)**. Field surveys concluded that 3.4% were good to excellent (including average plus), 93.2% were deteriorating (66.7% fair plus to average, 8% badly worn plus, 18.4% badly worn), and 3.4% were dilapidated (worn out).

Figure 4 (page 18) summarizes structure condition.

Current structures built in Scottsbluff Study Area #17



Source: Scotts Bluff County Assessor online database, verified by M.C. Schaff & Associates, Inc., Field Survey, March 2021



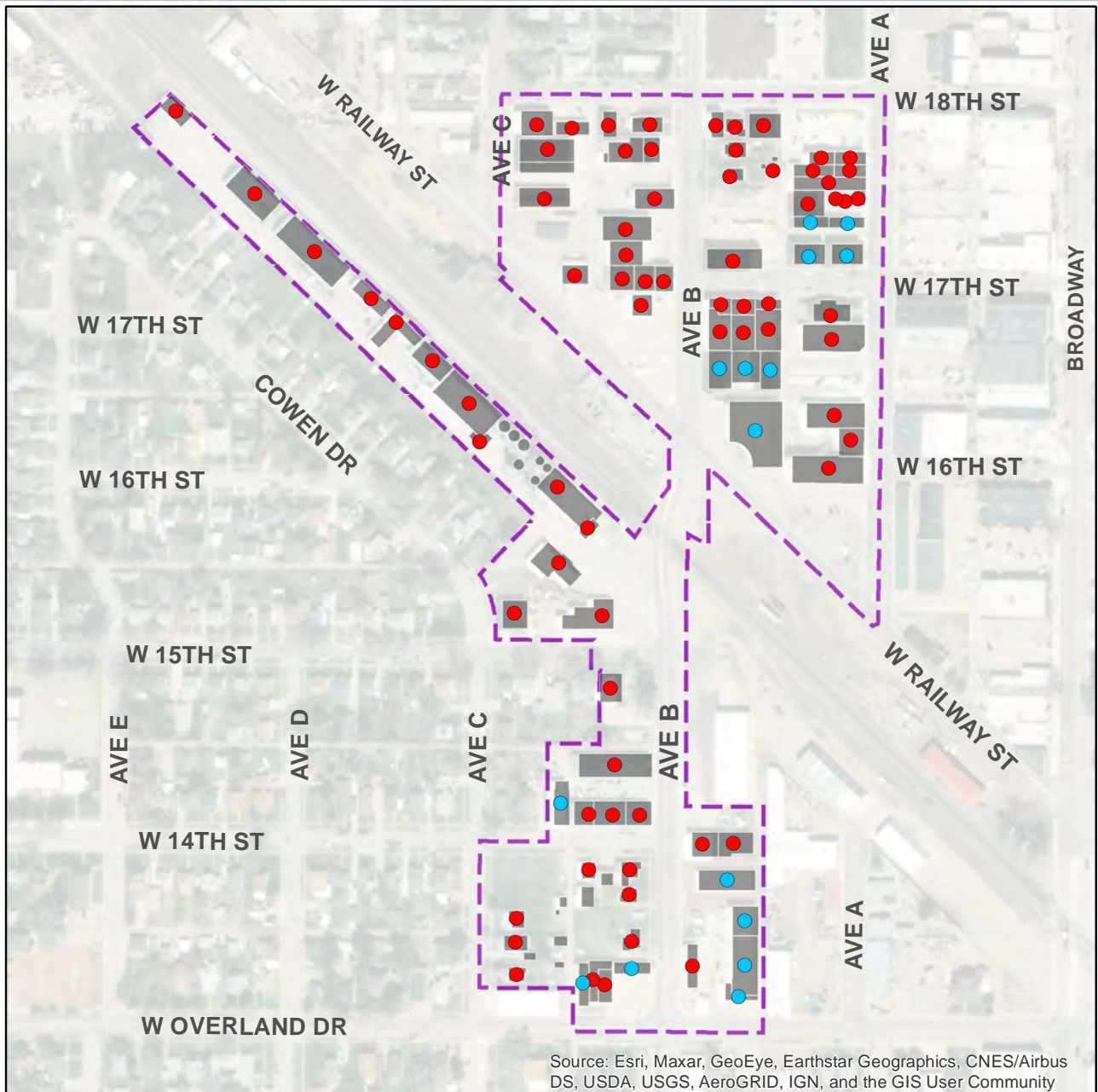
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Study Area Structure Year Built

- 1910-1981 (73 Structures
- Built 40 or More Years Ago)
- 1982-2021 (15 Structures
- Built Less Than 40 Years Ago)

- Study Area Building Footprint
- ▭ Study Area Boundary

Structure Age

City of Scottsbluff
Scotts Bluff County, NE

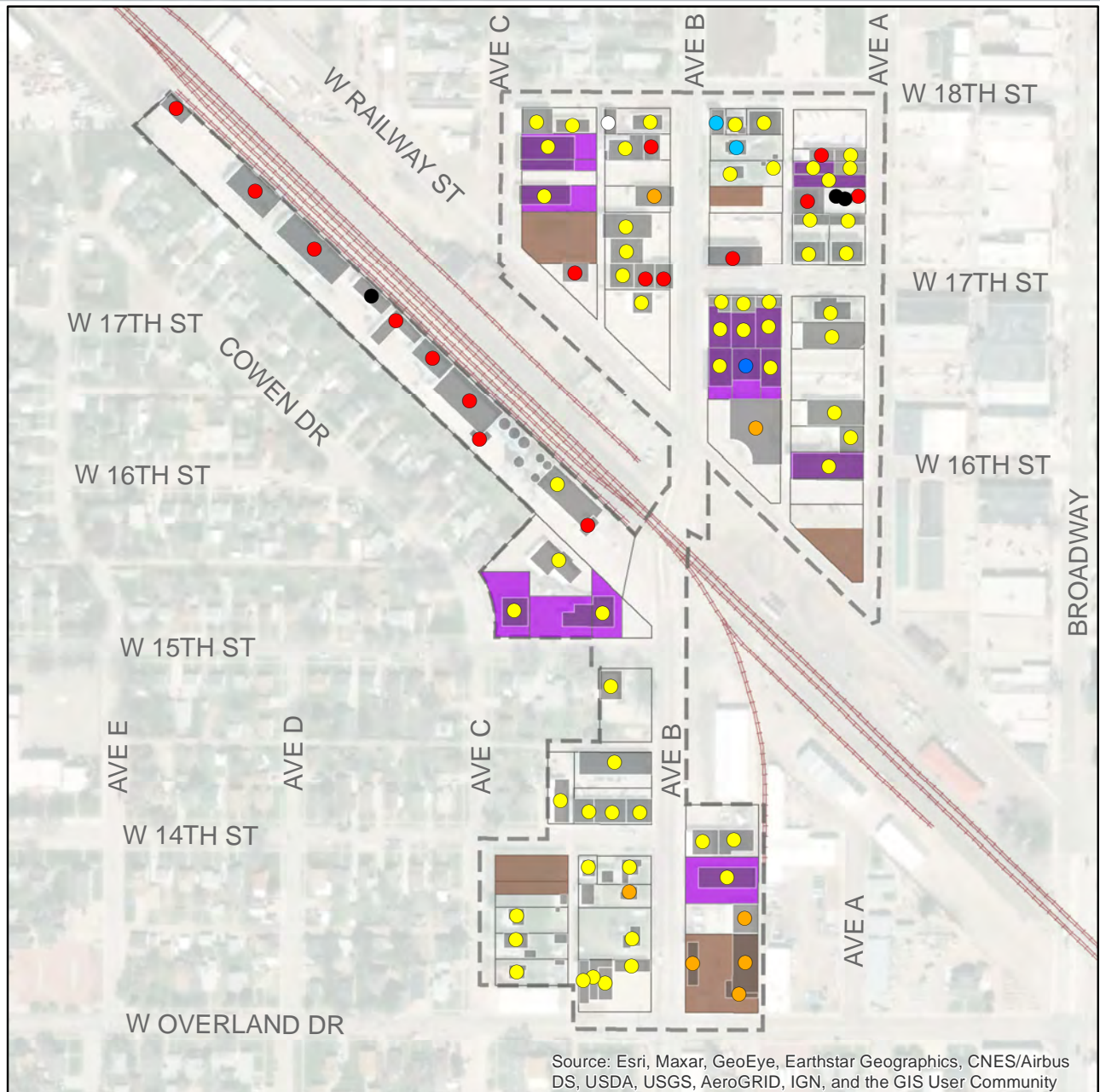
Structure age obtained from
Scotts Bluff County Assessor
online data sheets, Feb.-Mar. 2021.
Building footprints: City of Scottsbluff
with revisions by MCS&A



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0 75 150 300 450 600 Feet

Structure Condition

Structure Condition

- 1—Excellent
- 2—Good (includes Average
- 58—Average (includes Fair Plus)
- 7—Badly Worn Plus
- 16—Badly Worn
- 3—Worn Out
- 1—Exempt

- Vacant/Undev (7)
- Storage/Warehouse (14)
- Study Area Building
- Study Area
- Study Area

City of Scottsbluff, NE

Structure condition obtained from Scotts Bluff County Assessor online data sheets, and adjusted following field verification, Feb. 2021.



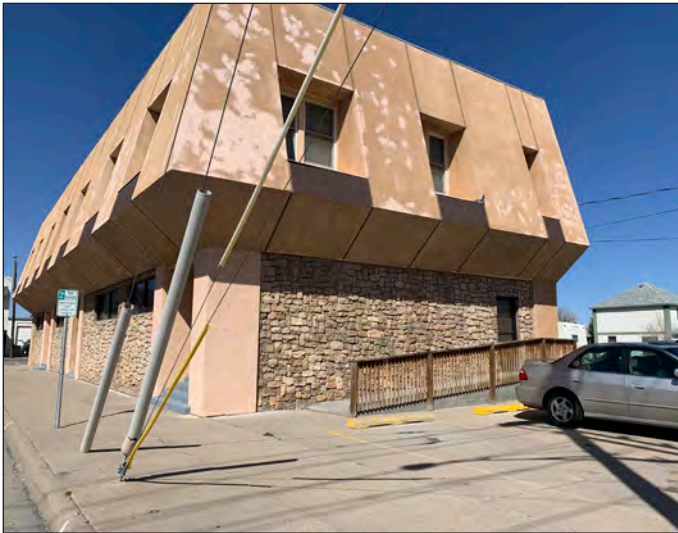
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Examples of Structure Conditions within the Study Area



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2. Defective or Inadequate Street Layout—Street Conditions and Accessibility

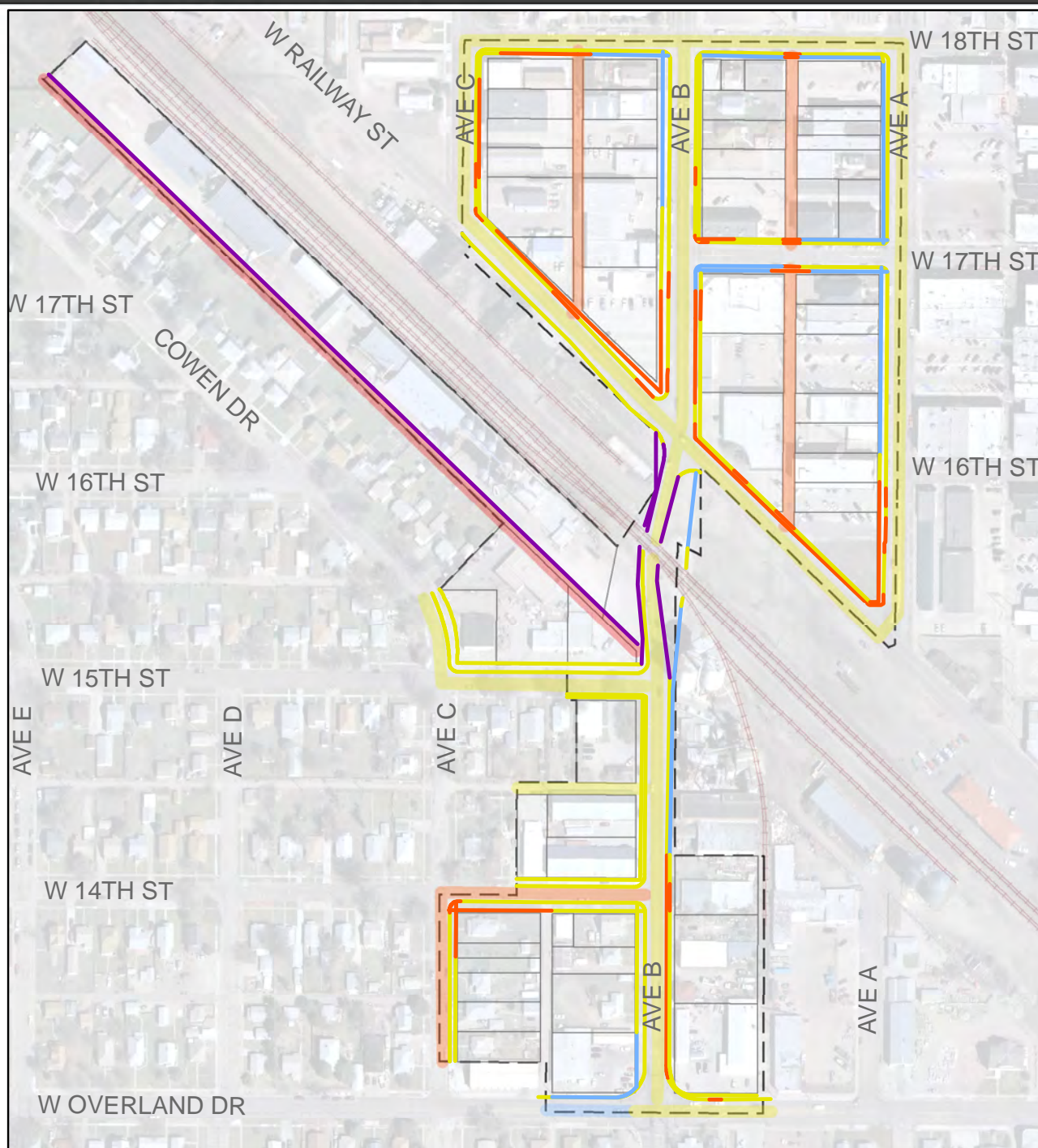
Inadequate infrastructure, street conditions, accessibility, and inability to safely move traffic through an area is a contributing factor to the blight and substandard conditions. **Figure 5** (page 21) depicts surface conditions.

The surface condition of public streets in the Study Area is generally good as most streets in the vicinity have been recently chipsealed. However, while some alleys are gravel, alley surfaces north of the railroad tracks are paved and range from cracked and worn to heavily cracked and dilapidated. Therefore, not all surfaces have been maintained to community standards. The Study Area lacks an alley in the vicinity of a long narrow industrial parcel along the south side of the railroad tracks, which is accessible only on the east end via a private unpaved drive.

- a. While redevelopment will add to traffic counts, consideration should be given to enhancing the pedestrian experience with landscaping. While some corner curbs have accessible ramps, many do not.
- b. The diagonal Railway Street paralleling the BNSF railroad on the north side of railroad crossing at Avenue B is irregular and a contributing factor.
- c. Gravel and unimproved surface drives and unimproved parking for some lots are contributing factors.
- d. No alleys are present for some blocks south of the BNSF railway: the 1300 block between Avenues A and B, and the Study Area portion west of Avenue B and north of West 15th Street.
- e. Study Area has incomplete sidewalk network. Instances of sidewalks have numerous safety issues—pole and guy wire with heaving panels blocking usage, cut away section with abrupt dropoff, trip hazards, and numerous corners lacking an ADA accessible ramp.
- f. There is a lack of crosswalks across Railway Street and Avenue B as well as lack of accessible ramps.



Examples of Site Conditions within the Study Area



Surface Condition

City of Scottsbluff
Scotts Bluff County, NE

Conditions observed during
MCS field survey, Feb. 2021.

**Sidewalk / Curb /
Gutter Condition**

- Good
— Fair
— Poor
— None

Street Surface

-  Good
-  Deteriorating
-  Dilapidated
-  None



0 62.5 125 250 375 500

People

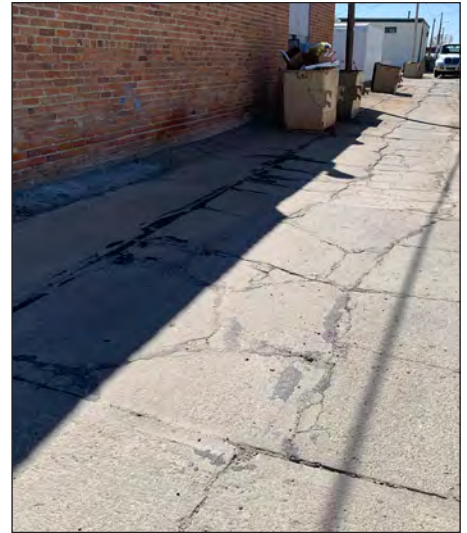
Minutes



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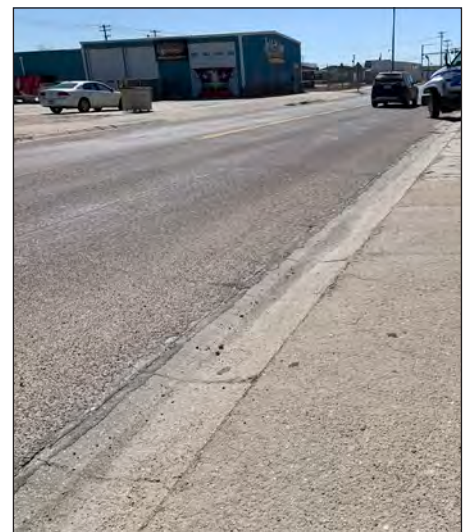
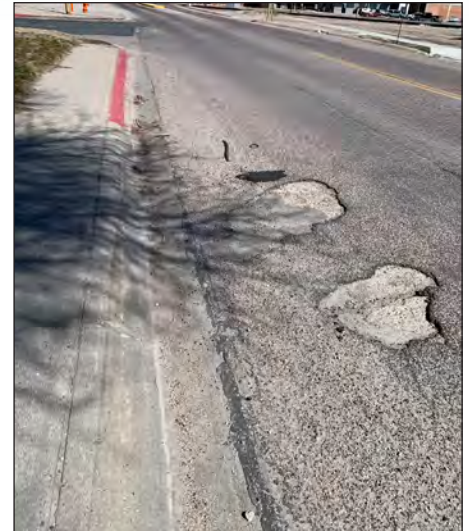
Examples of Street and Alley Conditions within the Study Area



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Examples of Street and Alley Conditions within the Study Area



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3. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

Several lots are small and narrow, and one large lot is rather long and narrow with no alleys and is only accessible from a public street at one end, therefore, property accessibility is quite limited with no internal street/alley infrastructure.

A very active railroad right-of-way and crossing exists in the center of the Study Area.

Narrow and shallow lots limit development. Instances can be found in the 200 Block of West 14th Street, the 100 Block of West 18th Street, the 200 Block of West Railway Street, the 1700 Block of Avenue A, and the 1300 Block of Avenue C.

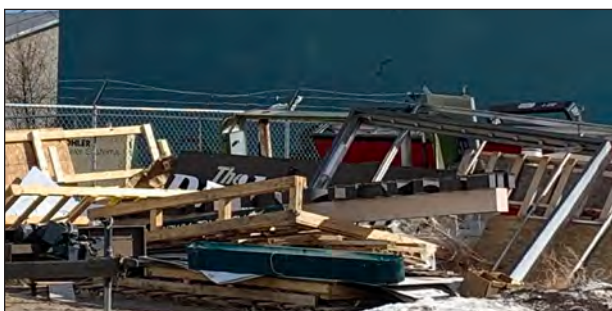
Platted lots with a single use are built over the top of lot lines. Where buildings are built over lot lines, these lots could be and should be combined; and this practice should not be continued in the future—instances are found in the 1500 Block of Avenue B and the 1700 Block of Avenue C.



4. Unsanitary or Unsafe Conditions

Age of Structure is a contributing factor to the blighted and substandard conditions pertaining to unsanitary and unsafe conditions in the Study Area with **83%** of the structures over 40 years of age. The statute allows the inclusion of this factor, regardless of structure condition, where there is a predominance of structures 40 years of age or older. See **Appendix B—Table 3** for a summary of structure ages.

Additionally, three structures within the Study Area are dilapidated (worn out).



5. Deterioration of site or other improvements

Debris

Debris accumulates in ditches, gutters, and along fences and railroad ROW. Several significant examples of debris were noted in field observation. This debris included everything from a mattress and discarded furniture, to construction materials, on-site storage, and excessive discarded debris accumulating along fencing and throughout the Study Area.

Light and heavy truck traffic on unpaved surfaces degrades air quality conditions in industrial areas centrally located within the Study Area. **Figure 6** displays debris, graffiti, on-site storage, and additional blight/substandard located during field survey.



Examples of Site Conditions within the Study Area

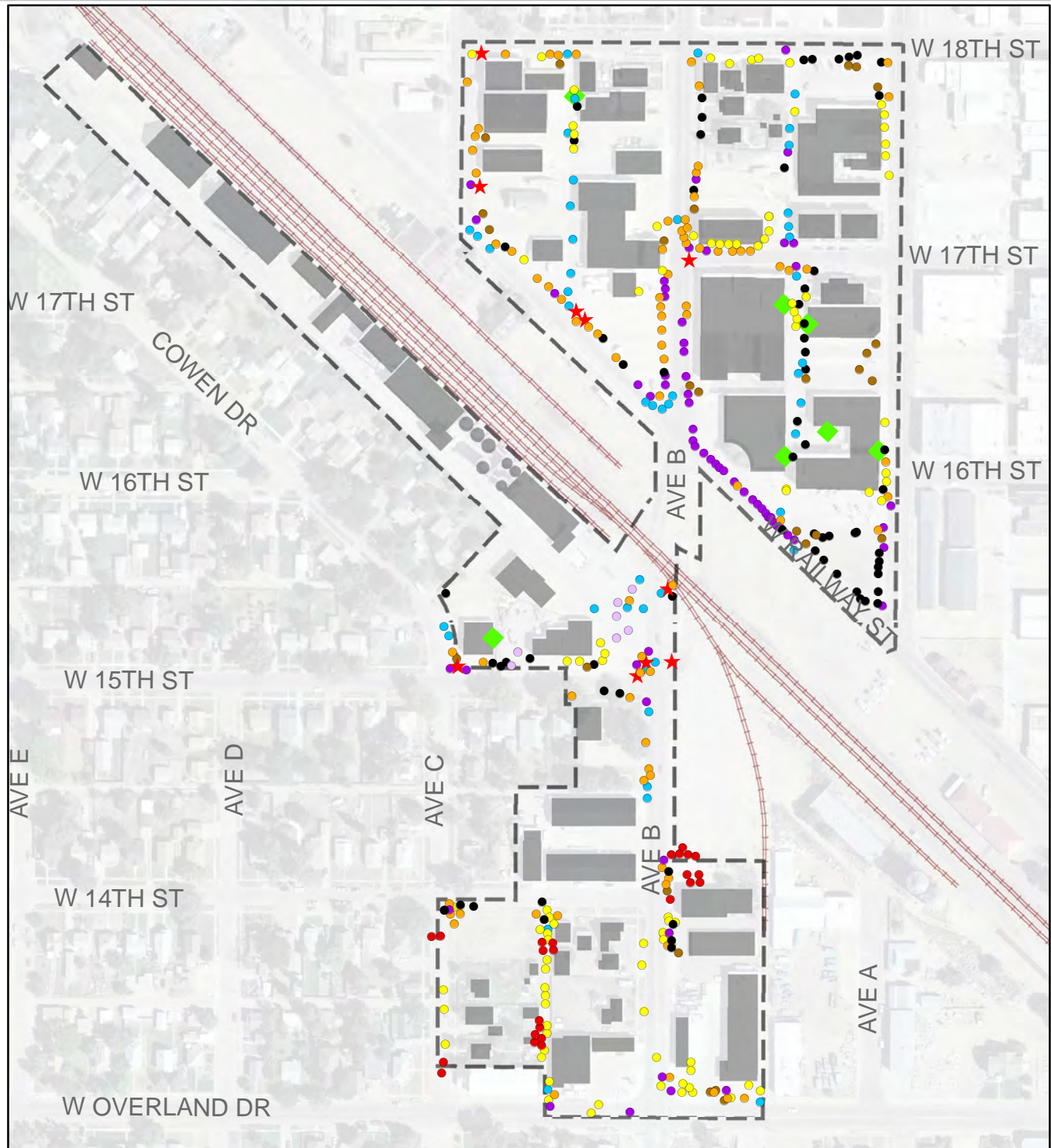


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Blighted and Substandard Conditions Locations

City of Scottsbluff, NE

Conditions observed during
MCS field survey, Feb. 2021



0 125 250 375 500 Feet

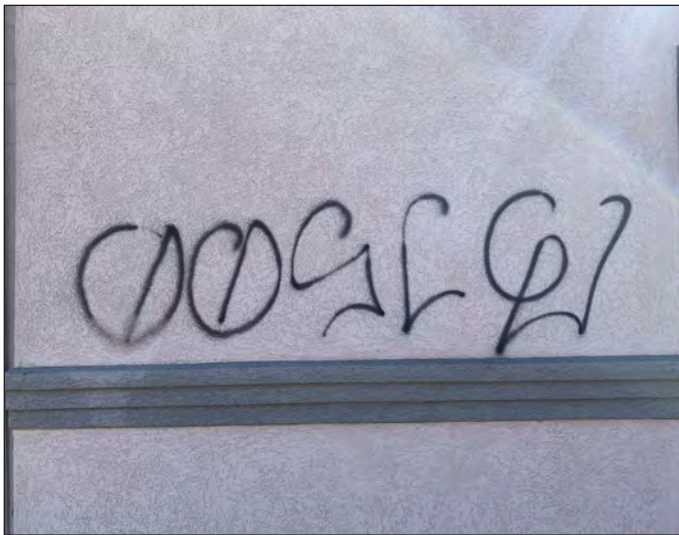
- | | | |
|-------------------|------------------|------------------|
| ★ Safety | ● Curb & Gutter | ● Structure |
| ◆ Graffiti | ● Sidewalk | ● Drainage |
| ● Debris | ● Infrastructure | ● Roads/Concrete |
| ● On Site Storage | ● Parking | |



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Examples of Graffiti within the Study Area



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Examples of Debris - Site Conditions within the Study Area



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Examples of Parking Conditions within the Study Area



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Examples of Site Conditions within the Study Area



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Dilapidated Structures

Structure conditions were examined both using Scotts Bluff County Assessor's online database of building appraisal and confirmed/adjusted through field evaluation. The data and rating system from the Scotts Bluff County Assessor's database was used to evaluate properties in the area, rating structures as either: Excellent, Good, Average, Fair, Badly Worn, and Worn Out. Rating terms are defined as follows:

Excellent: Typically newer construction or property that has been completely upgraded.

Good: Typically no major defects or aging conditions in field analysis.

Average: Typically minor defects showing up, 25% or less of the following—degrading roofing materials, masonry joints in need of tuck-pointing, or small cracks in foundation, broken glass, painted surfaces beginning to peel.

Fair: Similar to Average, conditions are worsening and cover a larger portion of structure.

Badly Worn: Structure is showing many of the conditions mentioned, and extent of aging and deterioration may require demolition to eliminate the conditions.

Worn Out: Aging, deterioration and conditions point toward demolition to eliminate the conditions.



Based on these ratings, it is assumed that Average condition and less would constitute less than desirable conditions due to age and structure status. It is common for older structures to require considerable maintenance and upkeep to maintain good and excellent condition, while an Average structure can show signs of deterioration that can more quickly become a dilapidated structure if not addressed.

Findings of the study show **3.4%** of the structures were dilapidated and pose a threat as well as **93.1%** deteriorating. There are **72** structures, (**83%**) in excess of 40 years of age in the Study Area. Thus, structure age and obsolescence *within the Study Area* is a contributing condition of blighted and substandard.



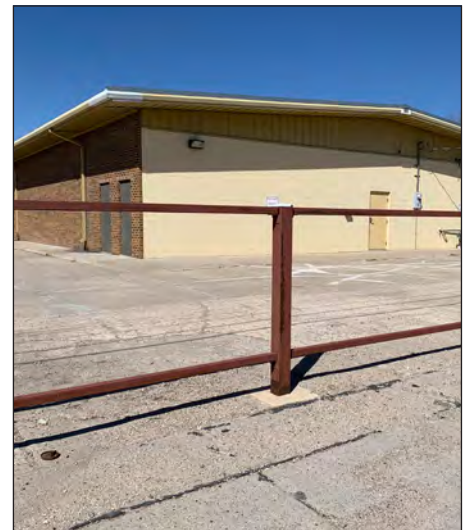
6. Diversity of Ownership—59 properties with 34 owners. Narrow and small parcels of diverse ownership do exist and could be considered a contributing factor.

7. Tax or Special Assessment Delinquency—None identified, therefore, not considered a factor.

8. Defective or Unusual Conditions of Title—None identified, therefore, not considered a factor.

9. Improper Subdivision or Obsolete Platting

A railroad crossing is located in the center of the Study Area. The Study Area contains a long narrow parcel and several small parcels, which limits their capabilities for development. See **Appendix D—Figure 11** for a current zoning map of the area.



Examples of Structure Conditions within the Study Area



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10. The existence of conditions which endanger life or property

Figure 6, on page 25, provides an overview of the blighted and substandard conditions located and photographed during field observations.

Poor Sidewalk and Street Conditions

The majority of the Study Area is serviced with sidewalks that vary in condition from excellent to poor. The condition of the street paving shows signs of age with cracks, gaps and missing pieces. Bituminous streets have been recently (in 2016 or 2020) chipsealed. Concrete surfaces are aging with substantial cracking found throughout the Study Area. Street curbs and gutters show signs of aging with settling, cracks, and missing pieces. Paved alleys range from minor cracking to patched dilapidated surfaces. These conditions are wide-spread.

Poor Surface Drainage

Storm water drainage problems exist in the central portion of the Study Area in particular. During field analysis, several areas of standing water were noted as poor drainage exists in localized areas including private unpaved drives, and parking lots.

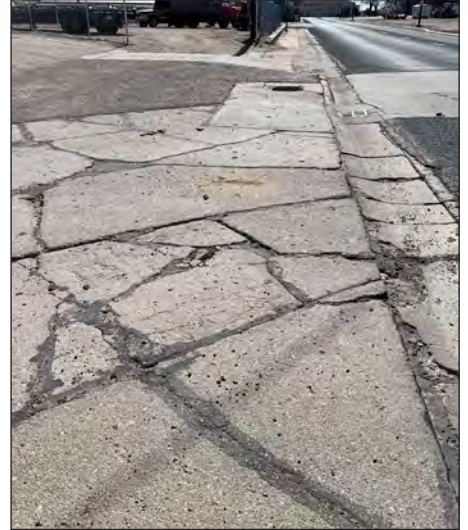
On-Site Storage

Throughout the Study Area, numerous sites of outdoor storage were noted. These findings point to an impediment for development or upgrades in the neighborhood and should be evaluated for removal.

Structure Age

The average age of the **87** main structures in the area is **68.9** years. Age of the structures within the designated Study Area is provided through the Scotts Bluff County Assessor's Office and field verification. Only those structures built before 1982 qualify for the 40 years and older structures designation in the State of Nebraska laws. The Study Area contains **72** structures built before 1982.

11. Any Combination of Such Factors—The combination of all blight and substandard conditions found within the Study Area could be considered a factor in substantially arresting sound growth in the area, and obsolescence contributes toward an inability of property within the area to compete in the market place.



Examples of Sidewalk Conditions within the Study Area



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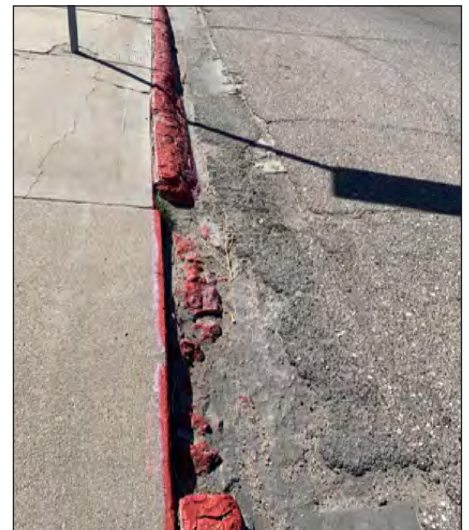
Examples of On-Site Storage within the Study Area



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Examples of Curb & Gutter and Drainage Conditions within the Study Area



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12. Detrimental to Public Health, Safety, Morals, Welfare in Present Condition

A minimum of at least one of the following factors is required for this condition to be met, and at least one of the factors is confirmed to be present in the Study Area, considering average structure age.

a. Unemployment Rate At Least 100% of State or National Average—was not considered a factor and was not researched as part of this study beyond determining that the unemployment rate in Scotts Bluff County, NE was 4.208% in 2020, while the US had an unemployment average of 8.1%, and Nebraska averaged 4.242% for the year.

b. Average Residential and Commercial Structure Age Over 40 Years—is a factor. The median age of the **87** primary non-public structures in the area is **68.9** years. Age of the structures within the Study Area #17 is provided through the Scotts Bluff County Assessor's online database and field verification. Only those structures built before 1982 qualify for the 40 years and older structures designation in the State of Nebraska laws. The Study Area contains **87** structures of known age, (**83%**) built before 1982.

c. Subdivided/Platted Property Unimproved for 40 Years—not considered as a factor.

d. Per Capita Income Level—not researched as part of this study.

e. Decreasing Population—is not considered a factor. The Study Area contains residential properties, and is located in census tracts all of which the census data reports population from 1990, 2000, and 2010 decennial census. Map **Figures 7-10** provided in **Appendix C** illustrate the 1990, 2000, and 2010 decennial census as well as the projected 2020-2025 population change for census tracts covering and surrounding the Study Area. Based on the data illustrated on the maps, the Study Area and adjacent populated areas display a slight increase in population based on the last two decennial census (1990-2010), from approximately 70 to 81; and a stable population is projected for 2020-2025 according to ESRI demographics data, which is based on the decennial census, Infogroup business data, other public and proprietary data sources, and proprietary models. The projected 2020-2025 model shows a stable to 1.25% decrease in population in the tract containing the larger number of residential units north of BNSF railroad, and a stable to 1.25% increase in population in the tract where the Study Area contains fewer residential units south of the BNSF railroad.



Conclusion of Blighted and Substandard Analysis

Based on this analysis, Study Area #17 meets the criteria of both blighted and substandard conditions—the area displays the presence of criteria required for a finding of a blighted and substandard condition as defined by the State of Nebraska Legislature.

The primary conditions leading to this conclusion include the following blighted and substandard conditions:

- a. The Study Area has inadequacies in the form of traffic movement capabilities and real property access. Numerous off-street paved parking areas exist (conditions range from good to poor), while the remaining interior private drives, off-street parking areas and driveways are deteriorating gravel surfaced or unimproved. Defective or inadequate street layout thus may be considered a factor contributing to blighted conditions in this Study Area.
- b. Storm water drainage on parcels centrally located within the Study Area is inadequate and ponds on the property.
- c. The field survey included an evaluation of the condition of site improvements inclusive of street surface as well as curb and gutter conditions, street width adequacy, sidewalks, and driveways. Additionally, off-street parking facilities, sanitary sewer facilities, and drainage facilities and inadequacies or deterioration of site improvements were identified:
 - Gravel and unimproved internal driveways, lack of internal streets where a long narrow parcel and adjacent residential neighborhood lack an alley.
 - Lack of paved parking and proper site grading/drainage creates unnavigable areas following heavy rain.
 - A single roadway access to long narrow property located along BNSF railway, west of Avenue B
 - Paved public alleys as well as curb and gutter paving along much of Study Area shows major signs of age with wide-spread conditions of heavy cracking, gaps, and missing pieces. Streets, while mostly recently chipsealed, also contains broken/patched panels.
 - The sidewalk system serves nearly all of the Study Area, but displays a substantial amount of cracking as well as upheaval, gaps, and has a pole with guy wire blocking a portion. The west side of Avenue B south of Railway Avenue and north of West 15th Street is not served by public sidewalks. There is a lack of crosswalks in the vicinity of the BNSF railway. Many corners lack ADA accessible ramps. The sidewalk deficiencies and limited number of hazards contributes to generating traffic hazards for children and other pedestrians in the Study Area as pedestrians are forced to walk along the edge of streets—their safety, well-being and health at risk.
 - A very active major heavily traveled railroad corridor diagonally cuts through the Study Area.



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Blighted & Substandard Study Area #17 | City of Scottsbluff, NE

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- d. The Study Area contains three structures of worn out status, and the lack of site improvements to many existing structures in the Study Area serves to be a limiting factor to future development in the Study Area and thus **is** an additional factor contributing to blight.
- e. The Study Area has lot layout faults in relation to size, adequacy, accessibility or usefulness. Due to its proximity to the railroad along with lack of an alley and access limitations, faulty lot layout in relation to accessibility or usefulness within this Study Area **is** considered a factor contributing to blighted conditions in this Study Area.
- f. Conditions **exist** which endanger life or property by fire and other causes. The BNSF Railroad corridor is unsecured along much of the Study Area, allowing individuals to walk along the tracks of this busy rail corridor. Standing water gives rise to mosquitos. According to city GIS data layers and visible fire hydrants, the entire Study Area is within 450-500 feet of a fire hydrant. Review of hydrant placement reveals a break in the standard hydrant grid spacing normally seen throughout the city where a majority of any location within the community are within 250-300 feet of a hydrant. This break in the grid is in the vicinity of West 16th Street and Cowen Drive, the same long narrow industrial land use area with a single access on one end and lacking an alley, adjacent to BNSF railway.
- g. Conditions **exist** which are detrimental to the public health, safety, morals and welfare in the present condition with the existence of graffiti, debris, on-site storage, inadequate drainage and needed sidewalk, ADA ramp, and crosswalk improvements. **Average structure age is 68.9 years.** The existence of an inadequate surface drainage system in part of the Study Area presenting additional threats to health—where the lack of sufficient engineered drainage and structures allows water to pond and stagnate, creating not only a physical hazard, but also increasing the potential for multiplying mosquito production, an additional health hazard to area residents located in the adjacent residential areas to the south and west.

Blighted conditions not evaluated and/or do not appear to be present

- a. According to a review of *Nebraska Taxes Online* completed in March 2021, there are no taxes or special assessment delinquency exceeding the fair value of the land. No further evaluation was performed.
- b. Defective or unusual conditions of title were not discovered during Scotts Bluff County online data review performed in March 2021.
- c. There are not more than half of the plotted and subdivided property that is unimproved, within the city for forty years and has remained unimproved during that time.
- d. The Study Area includes a variety of uses including residential uses, however, per capita income and unemployment of the area were not determined as part of this study.
- e. Diversity of ownership (34 owners of 59 parcels) could be but was not necessarily a notable factor.



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Blighted & Substandard Study Area #17 | City of Scottsbluff, NE

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Comprehensive Plan / Surrounding Property

According to the City's 2016 Comprehensive Plan, the Study Area straddles the border of three districts: Residential (northern and western portions of study area), Central Business District (northeast portion of study area), and South Broadway (southeast portion of the study area). The Comprehensive Plan provides the following principles for sustainable development in these areas:

- Plan parks and walkability into future development.
- Encourage in fill development where possible.
- Direct high intensity industrial uses to best suited sites in Scottsbluff-Gering-Terrytown.

The Comprehensive Plan provides the following applicable principles for sustainable development in the **Central Business District**:

Interconnection of Neighborhoods and amenities

- Transportation amenities should prioritize pedestrians. Encourage residents to park and walk.
- Connection to other services and areas of the city through multiple modes of safe transportation; bike lanes could connect to other pathways throughout the City.

Sustainable development

- Reduce impervious cover—decrease storm water runoff while providing aesthetically pleasing landscaped areas.
- Focus on tree planting to help moderate temperatures and beautify public spaces.
- Continue making public improvements in landscaping and other public facilities to encourage additional private investment.
- Maintain landscaped areas to keep them attractive long-term.

Access to culture and recreation

- Partner with Midwest Theater, Western Nebraska Arts Center to provide cultural opportunities downtown.
- Access to walking paths; signage to encourage more walking downtown.

Strong neighborhoods and places, rooted in our unique character

- Promote cultural hub of the community through built design of buildings.
- Retain historical value of existing buildings.
- Encourage upper-story housing to increase vitality of the district.



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The Comprehensive Plan provides the following applicable principles for sustainable development in the **South Broadway District** and **Southwest Neighborhoods**:

Interconnection of Neighborhoods and amenities

- Improve pedestrian and cycling facilities across the arterials and throughout the neighborhood. Enhance east-west and over train track connections.
- Safe and efficient motorized transportation along major arterials, encouraging location of transportation-reliant business along South Beltline.
- Determine best possible fixed route bus stops along major roadways.
- Allow and encourage neighborhood commercial development at node intersections and corridors within walking distance to residential neighborhoods.
- Safe routes to school with attention to crosswalks on high traffic roads, crossing guards, and drop-off, pick-up traffic flow.

Sustainable development

- Incorporate native species, and natural landscaping into codes, commercial development, and campus landscape design.
- Encourage mixed use and residential development in South Broadway to increase economic activity and vitality in the community core.
- Encourage in fill development through mitigation of blighted properties and incentives, preparing sites to respond to market demand.
- Preserve land—city utilities could be extended for long term (10-20 year) development needs.
- Natural storm water facilities in uses with high percentage of impervious surfaces.
- Avoid development in floodplain.
- Restrict uses that may have a negative impact on the City's well field.

Access to culture and recreation

- Connect residential areas to neighborhood parks through walking and biking trail connectivity and attention to pedestrian accommodations along and across heavily trafficked thoroughfares.
- Provide multiple non-motorized connections to Riverside Park from other areas of the community.
- Enhance non-motorized connections from south Broadway to Downtown.
- Plan for a public access to a park or greenspace in current and new development, striving for each residence to be no more than a quarter mile walking distance from recreation facilities.
- Create positive, safe gathering places for neighbors and youth in parks and outside of restaurants.

Strong neighborhoods and places, rooted in our unique character

- Make programs that encourage up-keep of private property and neighborhoods more accessible and better communicated.
- Facilitate and support neighborhood involvement in plans, studies, and community events.
- Continue traditional neighborhood style of homes, streets, and sidewalks in residential areas.
- Improved programmatic, aesthetic, and physical connections to the riverfront.
- Improve aesthetics and landscaping along collectors, arterials, and in front of businesses, utilizing native species and enforcing design standards [utilized] in Northwest Commercial Corridors.



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Blighted & Substandard Study Area #17 | City of Scottsbluff, NE

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The development potential of property is determined by the property conditions themselves, and the conditions of surrounding property. This is particularly true for Study Area #17. The Study Area abuts two other blighted and substandard areas (Broadway downtown business district and South Beltline corridor).

The Study Area with its many parking areas and hardscape will benefit greatly from implementation of the Comprehensive Plan's sustainable development principles.

In order to achieve the principles of sustainable development included in the City's 2016 Comprehensive Plan, it is vitally important to adjoin the Study Area with the adjacent previously blighted and substandard areas. This will enhance the development potential of not only Study Area #17 but also the current adjacent blighted and substandard areas and will create a continuous, harmonious redevelopment area in the Scottsbluff Central Business District, South Broadway District, and Residential Districts.

Blighted and Substandard Area Declaration

Based on the findings in this report, the Study Area may be declared blighted and substandard in keeping with and conforming to the Nebraska Community Development Law. This finding will make this area available for redevelopment activities. The General Redevelopment Plan, when prepared, shall be composed in a manner consistent with the City of Scottsbluff Comprehensive Plan.



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Blighted & Substandard Study Area #17 | City of Scottsbluff, NE

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Appendix



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The referenced Study Area, in the city of Scottsbluff, Nebraska, includes the following identified parcels with their legally described additions, blocks and/or lots, and unplatted lands:

Table 2
Scotts Bluff County Ownership Parcels - Blight Study Area #17
Scottsbluff, Nebraska

| Parcel | Legal Description | Parcel | Legal Description |
|----------|---|----------|---|
| 10113622 | LT 1 EX E 115', ALL LT 2, KELLEY-BRESTER REPLAT | 10137564 | LT 6, BLK 5, ORIGINAL TOWN ADD |
| 10113630 | E 115' LT 1, KELLEY-BRESTER REPLAT | 10137572 | LT 8, BLK 5, ORIGINAL TOWN ADD |
| 10113649 | LT 3, KELLEY-BRESTER REPLAT | 10137599 | LT 10, BLK 5, ORIGINAL TOWN ADD REPLAT |
| 10131574 | LT 1A, BLK 1, MC CLANAHANS ADD REPLAT | 10137602 | LTS 11,12, BLK 5, ORIGINAL TOWN ADD |
| 10131582 | LT 1B, BLK 1, MCCLANAHANS ADD REPLAT | 10137610 | LTS 13-14, BLK 5, ORIGINAL TOWN ADD |
| 10131590 | S 45' LT 2, BLK 1, MCCLANAHANS ADD | 10137629 | LTS 15-16, BLK 5, ORIGINAL TOWN ADD |
| 10131604 | LTS 3,4, BLK 1, MCCLANAHANS ADD | 10150498 | LTS 1,2, BLK 1, SUNSET ADD |
| 10131612 | LT 5, PT LT 6, BLK 1, MCCLANAHANS ADD | 10150595 | LTS 9-12, BLK 1, SUNSET ADD |
| 10131639 | LT 8, BLK 1, MCCLANAHANS ADD | Lot 10A | LT 10A, BLK 1, SUNSET ADD |
| 10131647 | LT 9, BLK 1, MCCLANAHANS ADD | Lot 10B | LOT 10B, BLK 1, SUNSET ADD |
| 10131655 | LT 10, BLK 1, MCCLANAHANS ADD | 10151699 | LT 2, BLK 9, THIRD ADD |
| 10131663 | S 1/2 LT 11, BLK 1, MCCLANAHANS ADD | 10151702 | LT 3, BLK 9, THIRD ADD |
| 10131671 | N 1/2 LT 11, BLK 1, MCCLANAHANS ADD | 10151710 | LT 4, BLK 9, THIRD ADD |
| 10131698 | LT 12, BLK 1, MCCLANAHANS ADD | 10151729 | LTS 5-7, BLK 9, THIRD ADD |
| 10137378 | LT 1, N1/2 LT 2, BLK 4, ORIGINAL TOWN ADD | 10151745 | LT 8-10, BLK 9, THIRD ADD |
| 10137386 | S 1/2 LT 2, BLK 4, ORIGINAL TOWN ADD | 10151788 | EX N 50' & EX PT OF SE CORNER OF LT 11, BLK 9, THIRD ADD |
| 10137394 | S1/2 LT 3, BLK 4, ORIGINAL TOWN ADD | 10151796 | LT 13, BLK 9, THIRD ADD |
| 10137408 | N1/2 LT 3, BLK 4, ORIGINAL TOWN ADD | 10151818 | LT 14, BLK 9, THIRD ADD |
| 10137416 | LT 4, BLK 4, ORIGINAL TOWN ADD | 10151826 | LT 15, BLK 9, THIRD ADD |
| 10137424 | LTS 5C, BLK 4, ORIGINAL TOWN ADD-REPLAT OF 5A REPLAT OF LTS 5-6 | 10151834 | LT 16, BLK 9, THIRD ADD |
| 10137440 | LTS 7,8, BLK 4, ORIGINAL TOWN ADD | 10152148 | LTS 4-5 PT OF LT 6, BLK 1, TRI STATE ADD |
| 10137459 | LT 9, BLK 4, ORIGINAL TOWN ADD | 10152172 | LTS 7-9, BLK 1, TRI STATE ADD |
| 10137467 | LT 10, BLK 4, ORIGINAL TOWN ADD | 10152245 | LTS 10-11, BLK 1, TRI STATE ADD |
| 10137475 | LT 11, BLK 4, ORIGINAL TOWN ADD | 10161368 | LT 1, BLK 9, THIRD ADD |
| 10137483 | E 70' OF E 110' LT 12, BLK 4, ORIGINAL TOWN ADD | 10162879 | LT 7, BLK 5, ORIGINAL TOWN ADD |
| 10137491 | W 40' OF E 110' OF LT 12, BLK 4, ORIGINAL TOWN ADD | 10274405 | PT E 1/2 SW, UNPL LANDS, 23-22-55 |
| 10137505 | W 30' OF LT 12, BLK 4, ORIGINAL TOWN ADD | 10294066 | N50' LT 11, ALL LT 12, BLK 9, THIRD ADD |
| 10137513 | LT 1, BLK 5, ORIGINAL TOWN ADD | 10305173 | LTS 3-4, BLK 5, ORIGINAL TOWN ADD |
| 10137548 | LT 2, BLK 5, ORIGINAL TOWN ADD | 10345728 | LTS 5B, BLK 4, ORIGINAL TOWN ADD-REPLAT OF 5A REPLAT OF LTS 5-6 |
| 10137556 | LT 5, BLK 5, ORIGINAL TOWN ADD | | |

The **primary streets and roads** within the Study Area include:

E—W: West 18th Street, West 17th Street, West Railway Street, West 15th Street, West 14th Street, West Overland Drive

N—S: Avenue A, Avenue B, Avenue C



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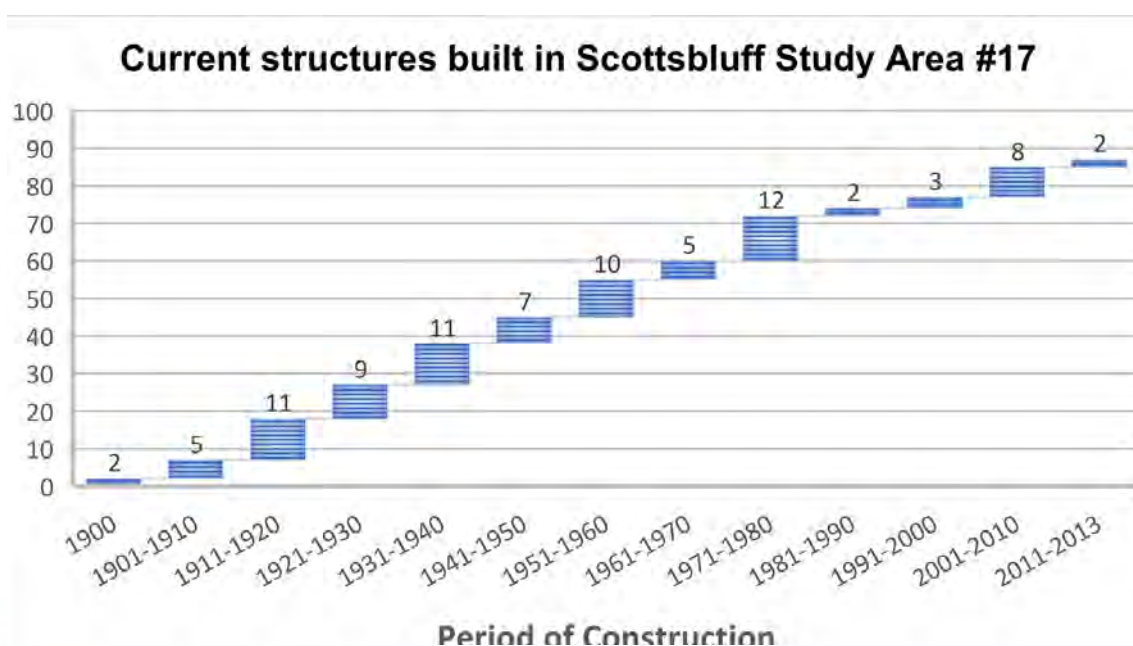
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Table 3
Structure Effective and Cumulative Ages - Blight Study Area #17
Scottsbluff, Nebraska

| Year Built | Effective Age | No of Units | Cumulative Age |
|------------|---------------|-------------|----------------|
| 1900 | 122 | 2 | 244 |
| 1910 | 112 | 5 | 560 |
| 1913 | 109 | 1 | 109 |
| 1920 | 102 | 10 | 1020 |
| 1923 | 99 | 3 | 297 |
| 1924 | 98 | 1 | 98 |
| 1927 | 95 | 3 | 285 |
| 1930 | 92 | 2 | 184 |
| 1935 | 87 | 1 | 87 |
| 1937 | 85 | 2 | 170 |
| 1940 | 82 | 8 | 656 |
| 1945 | 77 | 3 | 231 |
| 1946 | 76 | 2 | 152 |
| 1948 | 74 | 1 | 74 |
| 1949 | 73 | 1 | 73 |
| 1952 | 70 | 1 | 70 |
| 1955 | 67 | 2 | 134 |
| 1958 | 64 | 3 | 192 |
| 1959 | 63 | 1 | 63 |
| 1960 | 62 | 3 | 186 |
| 1962 | 60 | 1 | 60 |
| 1966 | 56 | 1 | 56 |

| Year Built | Effective Age | No of Units | Cumulative Age |
|-------------------------|---------------|-------------|----------------|
| 1967 | 55 | 1 | 55 |
| 1970 | 52 | 2 | 104 |
| 1972 | 50 | 1 | 50 |
| 1974 | 48 | 1 | 48 |
| 1976 | 46 | 1 | 46 |
| 1977 | 45 | 3 | 135 |
| 1979 | 43 | 2 | 86 |
| 1980 | 42 | 4 | 168 |
| 1985 | 37 | 1 | 37 |
| 1990 | 32 | 1 | 32 |
| 1994 | 28 | 1 | 28 |
| 1996 | 26 | 1 | 26 |
| 1997 | 25 | 1 | 25 |
| 2002 | 20 | 1 | 20 |
| 2003 | 19 | 2 | 38 |
| 2005 | 17 | 2 | 34 |
| 2008 | 14 | 1 | 14 |
| 2009 | 13 | 2 | 26 |
| 2011 | 11 | 1 | 11 |
| 2013 | 9 | 1 | 9 |
| Total Cumulative | | 87 | 5993 |
| Average Age | | | 68.9 |

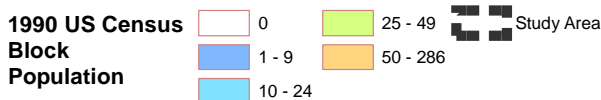
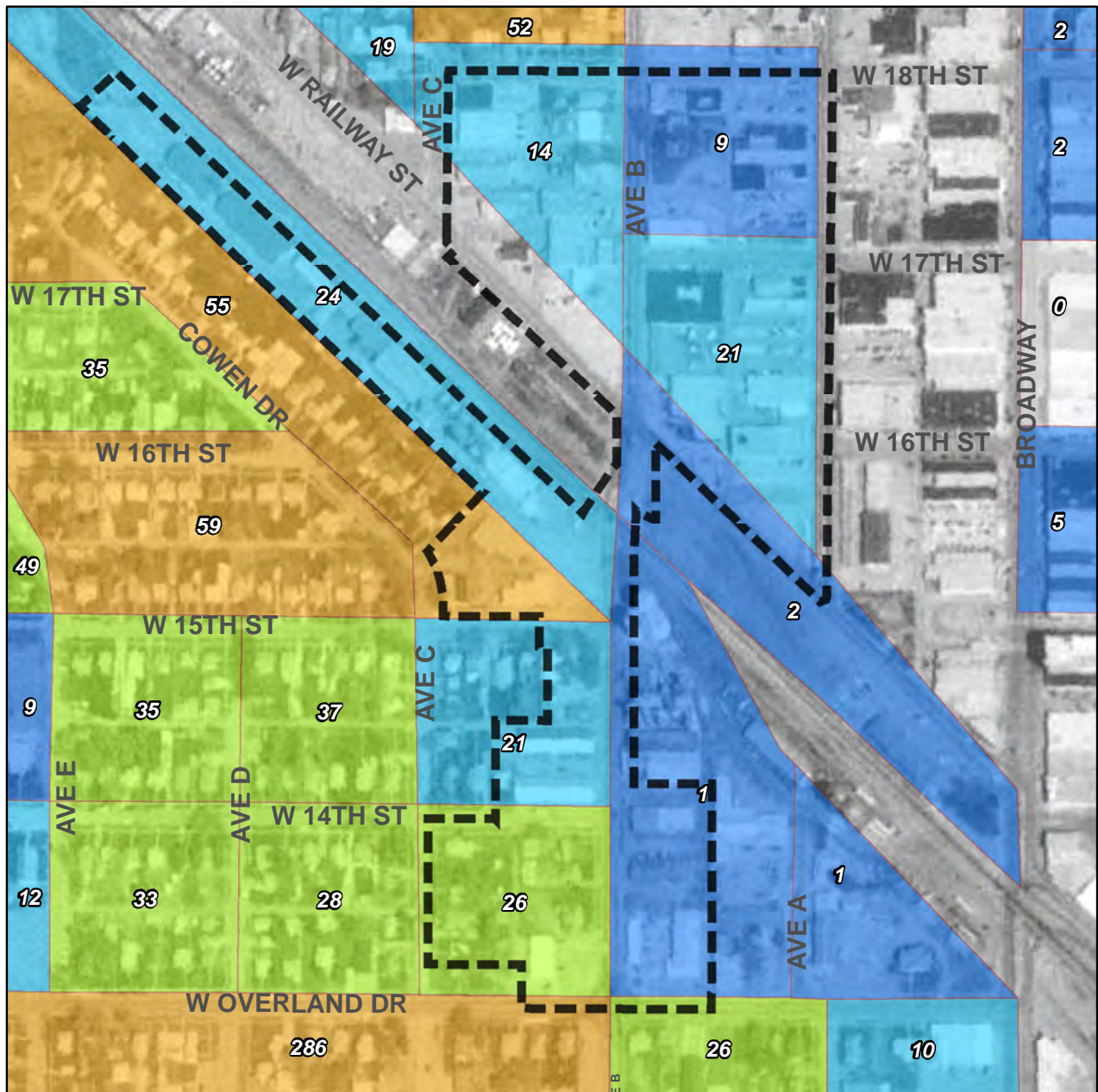
Source: Scotts Bluff County Assessor online database
 confirmed by M.C. Schaff & Associates, Inc., Field Survey, February 2021



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**1990 US Census
Population**

City of Scottsbluff
Scotts Bluff County, NE

Data Sources:

1990 Census shapefile and population data:
Minnesota Population Center, National Historical Geographic Information System: Version 11.0 [Database]. Minneapolis:
University of Minnesota. 2016. <http://doi.org/10.18128/D050.V11.0>. <https://data2.nhgis.org>

Imagery: NAIP, 1993 <ftp://dnrftp.dnr.ne.gov/pub/data/CoqArea/1993SPCOQs/41103/>



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**1990-2000
Population Change**

Great Increase (More than 1.5%)

Moderate Increase (0.75% to 1.5%)

Slight Increase (0% to 0.75%)

Slight Decrease (-0.25% to 0%)

Moderate Decrease (-1.5% to -0.25%)

Great Decrease (Less than -1.5%)

Study Area

**1990-2010 US Census
Population Change**

City of Scottsbluff
Scotts Bluff County, NE

Data Sources:

Population: 2000 US Census Block Groups. This layer shows past population change from 1990 to 2000 in the U.S., by block group. The data shown is from the U.S. Census Bureau's SF1 and TIGER data sets for 2010. Population block group level data sourced from ESRI ArcGIS Online.

Aerial: FSA, USGS Digital Orthophoto Quarter-Quadrangles, 1999



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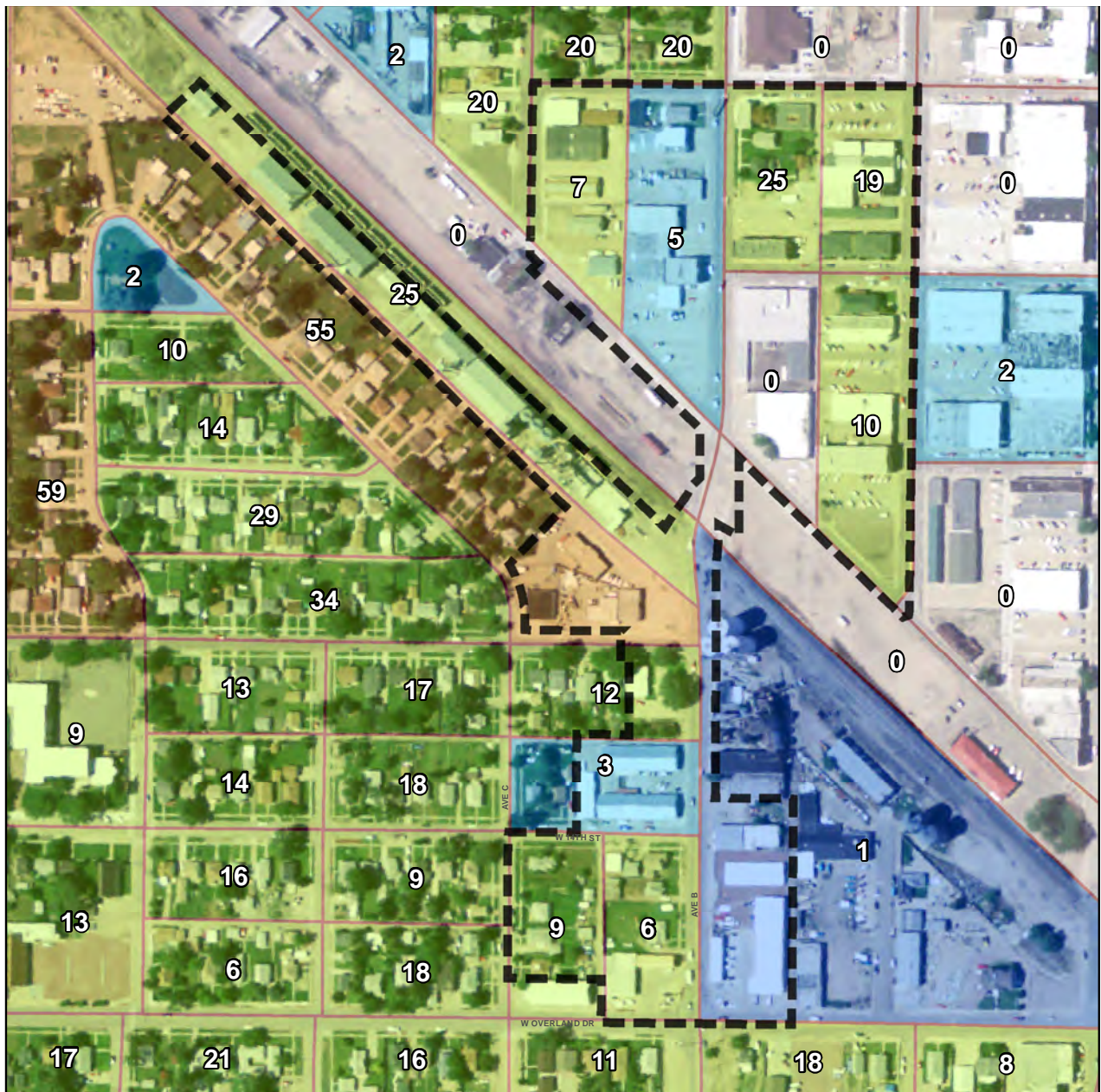
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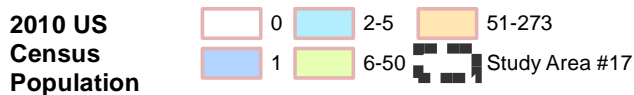
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2010 US Census Block Population



City of Scottsbluff
Scotts Bluff County, NE

Data Sources:

Population: 2010 US Census Blocks and Block Level Population Data from www2.census.gov

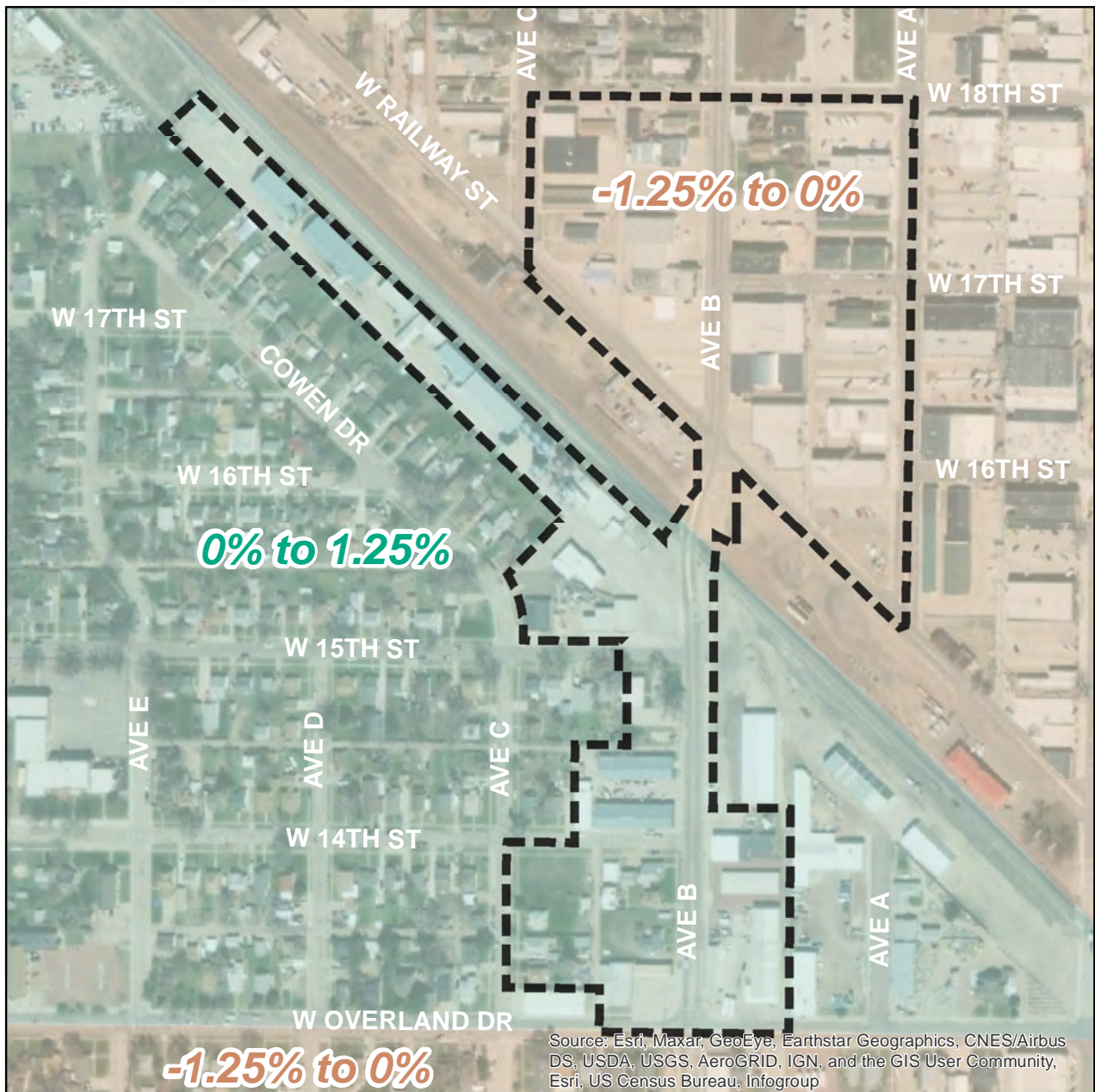
Imagery: Farm Service Agency (FSA) 2010 Imagery, Acquired on June 15-16, 2010
http://dnrftp.dnr.ne.gov/pub/data/CoqArea/Band4_NE_1m_2010/41103/



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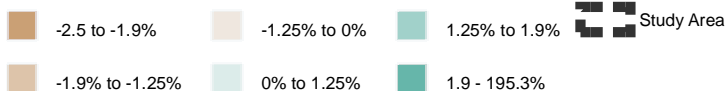
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Estimated 2015-2020 USA Population Growth

Estimated 2020-2025 USA Pop Growth



City of Scottsbluff
Scotts Bluff County, NE

Data Sources:

Esri's Updated Demographics, Census Data, Tapestry Segmentation, and Business Summary data for the United States.
Server: https://demographics5.arcgis.com/arcgis/rest/services; Name: USA_Demographics_and_Boundaries_2020.

Imagery: Esri, Maxar Vivid, April 28, 2018

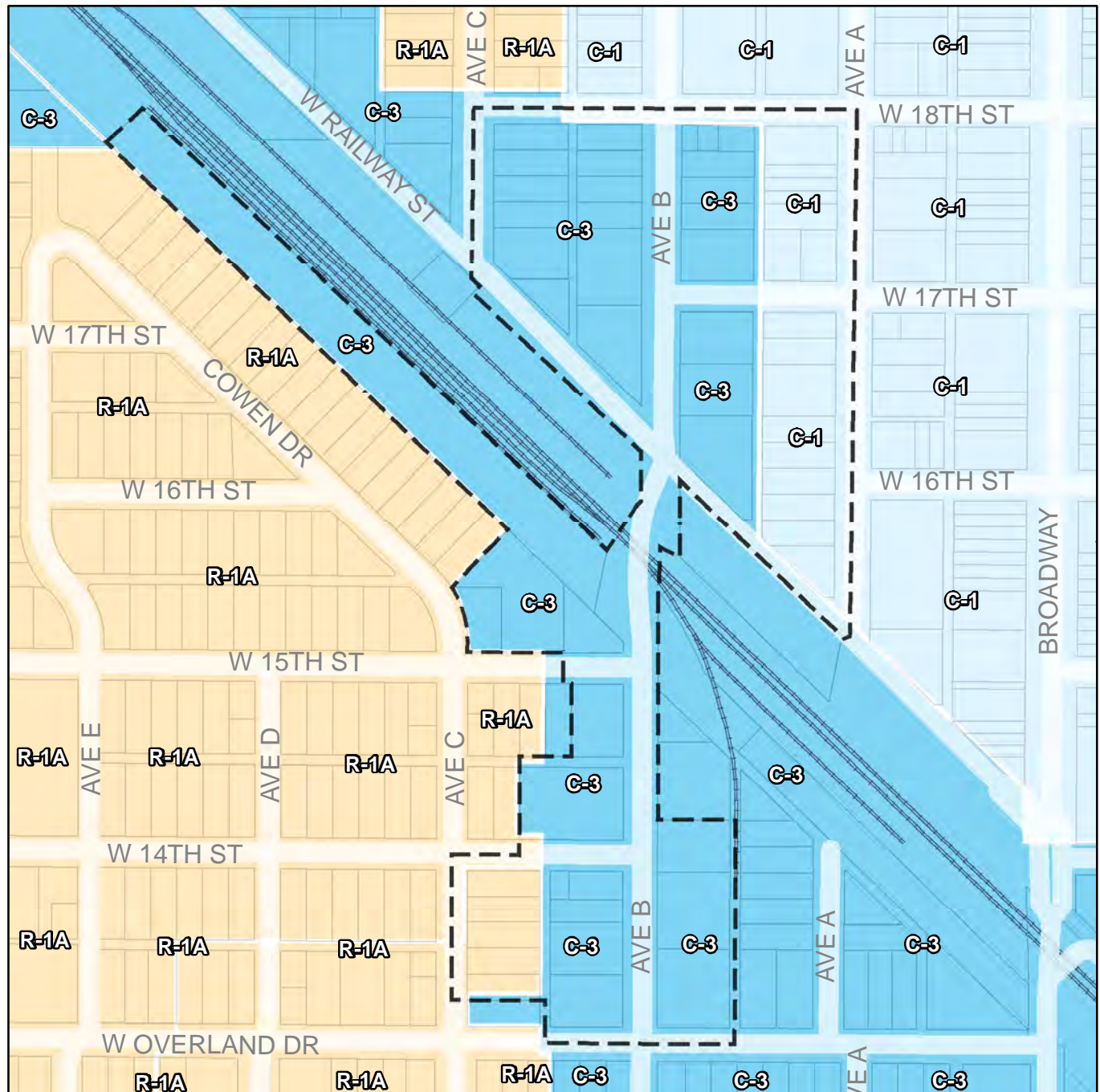


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Blighted & Substandard Study Area #17 | City of Scottsbluff, NE

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- Central Business District (C-1)
- Heavy Commercial (C-3)
- Single Family Residential (R-1A)
- Study Area

Existing Zoning

City of Scottsbluff
Scotts Bluff County, NE

Data Sources:
Zoning: City, 2020
Parcels: Scotts Bluff County, 2017



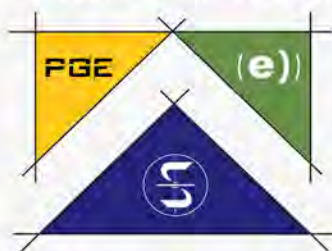
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PROVIDING SIMPLY SMART SOLUTIONS



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Engineering Firm | Environmental Consulting Group
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2116 Pioneer Avenue, Cheyenne, Wyoming 82001
Phone (307) 635-2828 Fax (307) 635-9902

RESOLUTION 21-04

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SCOTTSBLUFF, NEBRASKA:

Recitals:

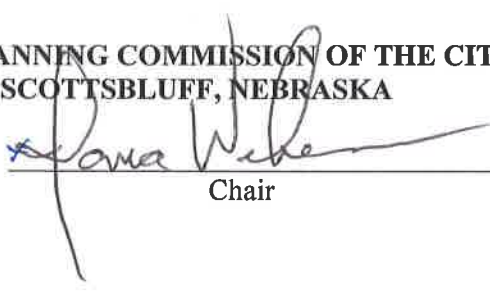
- a. The question of whether the “Redevelopment Area,” as defined below, is substandard and blighted as those terms are defined in the Nebraska Community Development Law (the “Act”) has been submitted to the Planning Commission.
- b. The “Redevelopment Area” encompasses the area in Scottsbluff, Nebraska, described as set forth in Exhibit A to this Resolution.
- c. The Planning Commission has received and reviewed the Blight & Substandard Determination Study, Study Area #17 prepared by M.C. Schaff & Associates, Inc. and dated April 8, 2021 (the “Study”).
- d. The Planning Commission conducted a public hearing on May 10, 2021 for the purpose of making a recommendation to the City Council as to whether the Redevelopment Area is and should be determined as substandard and blighted as those terms are defined in the Act.
- e. The Planning Commission considered the Study and the comments at the public hearing in formulating its recommendation to the City Council.

Resolved:

1. The Redevelopment Area meets the criteria set forth in Sections 18-2103(3) and (31) of the Act, as described and set forth in the Study, and the inclusion of all property in the Redevelopment Area is necessary to create a unified redevelopment area sufficient to encourage developers and redevelopment and to carry out the purposes of the Act.
2. The Planning Commission recommends to the City Council that the City Council declare the Redevelopment Area as substandard and blighted and in need of redevelopment.
3. All prior resolutions of the Planning Commission in conflict with the terms and provisions of this Resolution are repealed to the extent of such conflicts.
4. This Resolution shall become effective immediately upon its adoption.

PASSED and APPROVED on May 10, 2021

**PLANNING COMMISSION OF THE CITY
OF SCOTTSBLUFF, NEBRASKA**

By: 
Chair

ATTEST:

By: 
Recording Secretary

Exhibit A
Redevelopment Area (Area 17)

Properties and tracts of land within the general vicinity between Avenues A and C and between West Overland Drive and West 18th Street, including a corridor extending westerly from Avenue B along the southern border of the BNSF railroad right-of-way and north of Cowen Drive, in the south central portion of the community. The area contains approximately 22.861 acres and is more particularly described as:

Situated in the Southeast Quarter of the Southwest Quarter and in the Southwest Quarter of the Southeast Quarter of Section 23, Township 22 North, Range 55 West of the 6th P.M., Scotts Bluff County, Nebraska, more particularly described as follows;

Beginning at the northwest corner of LTS 10-11, BLK 1, TRI STATE ADD (Parcel #010152245);

Thence, easterly on the north line of said Parcel #010152245 to the northeast corner of said Parcel #010152245, and continuing easterly on an easterly extension of said north line of Parcel #010152245 to its intersection with the northerly-southerly centerline of the alley right-of-way between Avenue B and Avenue A, and between said Parcel 010152245 and LTS 16-19, BLK 1, TRI STATE ADD (Parcel #010152253);

Thence, southerly on said alley right-of-way centerline to its intersection with the north line of the West Overland Drive right-of-way, and continuing on a southerly extension of said alley centerline to the easterly-westerly centerline of the West Overland Drive right-of-way;

Thence, westerly on said West Overland Drive right-of-way centerline to its intersection with the southerly extension of the northerly-southerly alley right-of-way centerline of the alley between Avenue B and Avenue C;

Thence, northerly on said southerly extension of said alley right-of-way centerline of the alley between Avenue B and Avenue C to its intersection with the north right-of-way line of West Overland Drive, and continuing northerly on said alley right-of-way centerline of the alley between Avenue B and Avenue C to its intersection with the easterly extension of the north line of LT 8, BLK 1, MCCLANAHANS ADD (Parcel #010131639);

Thence, westerly on said easterly extension of the north line of said Parcel #010131639 to the northeast corner of said Parcel #010131639, and continuing westerly on the north line of said Parcel #010131639 to the northwest corner of said Parcel #010131639, and continuing on a westerly extension of the north line of said Parcel #010131639 to its intersection with the northerly-southerly right-of-way centerline of Avenue C;

Thence, northerly on said Avenue C right-of-way centerline to its intersection with the easterly-westerly right-of-way centerline of West 14th Street;

Thence, easterly on said West 14th Street right-of-way centerline to its intersection with the southerly extension of the west line of Lots 9-12, Block 1, Sunset Addition (Parcel #010150595);

Thence, northerly on the southerly extension of said west line of Parcel #010150595 to the southwest corner of said parcel, and continuing northerly on the west line of Parcel #010150595 to the northwest

corner of said parcel, and continuing northerly on a northerly extension of said parcel to the south edge of Lot 4, Block 1, Sunset Addition;

Thence, easterly on the south line of said Lt 4, Blk 1, Sunset Add and continuing on an easterly extension thereof to the southwest corner of Lots 1-2, Block 1, Sunset Addition (Parcel # 010150498);

Thence, northerly on the west line of said Parcel # 010150498 to the north line of Block 1, Sunset Addition;

Thence, westerly on said north line of Block 1, Sunset Addition to the southerly extension of the east line of LT 1 EX E 115', ALL LT 2, KELLEY-BRESTER REPLAT (Parcel # 010113622);

Thence, northerly on said southerly extension of the east line of Parcel #010113622 to the south line of said Parcel #010113622;

Thence, westerly on the south line of Kelley-Brester Replat to the southwest corner of said Kelley-Brester Replat, said point also being the Cowen Drive east right-of-way;

Thence, northerly on Cowen Drive east right-of-way to the south corner of LT 4, KELLEY-BRESTER REPLAT (Parcel #010113673);

Thence, northeasterly on the southeast line of said Parcel #010113673 to the northeast line of Kelley-Brester Replat, said point also being on the southwest line of PT E 1/2 SW, UNPL LANDS, 23-22-55 (Parcel #010274405);

Thence, northwesterly on the southwest line of said Parcel #010274405 to the west corner of said Parcel #010274405;

Thence, northeasterly on the northwest line of said Parcel #010274405 to the north corner of said Parcel #010274405, said point also being on the southwest line of the Burlington Northern Santa Fe (BNSF) Railroad right-of-way;

Thence, southeasterly on said BNSF southwest right-of-way line to its intersection with the west right-of-way line of Avenue B;

Thence, northerly on the west right-of-way line of Avenue B to its intersection with the southwestern right-of-way line of West Railway Street;

Thence, northwesterly on said West Railway Street southwest right-of-way line to its intersection with the Avenue C right -of-way centerline;

Thence, northerly on said Avenue C right-of-way centerline to its intersection with the West 18th Street right-of-way centerline;

Thence, easterly on said West 18th Street right-of-way centerline to its intersection with the Avenue A right-of-way centerline;

Thence, southerly on said Avenue A right-of-way centerline to the West Railway Street southwest right-of-way line;

Thence, northwesterly on the said West Railway Street southwest right-of-way line to its intersection with the Avenue B east right-of-way line;

Thence, southerly on said Avenue B east right-of-way to the northwest corner of LTS 10-11, BLK 1, TRI STATE ADD (Parcel #010152245), said point also being the Point of Beginning, said tract containing an area of 22.861 Acres, more or less.