

# **City of Scottsbluff, Nebraska**

**Monday, December 11, 2023**

**Regular Meeting**

## **Item TIF1**

**Planning Commission to conduct a public hearing for the purpose of reviewing and obtaining comment on the Redevelopment Plan for the TGR Trust/Reganis Dealership Project.**

**Staff Contact:**

**CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN**  
*TGR Trust/Reganis Car Dealership*

**TABLE OF CONTENTS**

<b><u>Section</u></b>	<b><u>Page</u></b>
<b>1. Introduction/Executive Summary .....</b>	<b>1</b>
<b>2. Blighted and Substandard Condition of Project Site .....</b>	<b>1</b>
<b>3. Statutory Elements.....</b>	<b>1</b>
<b>4. Conformity to General Plan of the City.....</b>	<b>2</b>
<b>5. Proposed Financing.....</b>	<b>3</b>
<b>6. Implementation of Plan.....</b>	<b>5</b>

**Attachments**

**Attachment 1:** *Blighted and Substandard Maps*

**Attachment 2:** *Map of Project Site*

**Attachment 3:** *Plat of Project Site*

**Attachment 4:** *Site Plan*

**Attachment 5:** *Excerpts from Comprehensive Plan*

**Attachment 6:** *Cost-Benefit Analysis*

**CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN**  
***TGR Trust/Reganis Car Dealership***

**1. Introduction/Executive Summary**

Timothy G. Reganis, Trustee of the TGR Trust (the “Redeveloper”) submits this Redevelopment Plan (“Plan”) to the City of Scottsbluff City Council (the “City”), the City of Scottsbluff Planning Commission (“Planning Commission”), and the City of Scottsbluff Community Redevelopment Authority (the “CRA”), according to the Nebraska Community Development Law, NEB. REV. STAT. § 18-2101 *et seq.*

Under this Plan, the Redeveloper proposes to develop the “Project Site” (as described below) into a new Chrysler, Dodge, Jeep, Ram dealership (the “Project”). The Project Site has been declared to be blighted and substandard.

The Project requires a significant investment, with the cost being estimated at \$5,905,400.00. To make the project economically feasible, the Redeveloper is requesting tax increment financing for certain eligible costs and expenses related to the Project.

**2. Blighted and Substandard Condition of Project Site (NEB. REV. STAT. §§ 18-2103 (3) and (31) and 18-2109)**

The City has declared the Project Site and surrounding areas as blighted and substandard as defined in the Nebraska Community Development Law. *See* Attachment 1.

**3. Statutory Elements (NEB. REV. STAT. §§ 18-2103(27) and 18-2111)**

**A. *Boundaries of the Project Site:*** The Project Site is described as:

A tract of land containing approximately 3.97 acres in the southeast quarter of the southwest quarter of Section 13, Township 22 North, Range 55 West of the 6<sup>th</sup> P.M., Scotts Bluff County, Nebraska, to be platted as **Block 8, Reganis Subdivision**, a replat of Block 9, Reganis Subdivision and part of vacated 30 foot alley, and unplatted lands, in the City of Scottsbluff, Scotts Bluff County, Nebraska and adjacent public right of way.

An aerial map of the Project Site is attached as Attachment 2. A Plat of the Project Site is attached as Attachment 3.

**B. *Land Acquisition:*** The Redeveloper will acquire the Project Site for the Project.

**C. *Land Uses:*** The Redeveloper proposes to develop the Project Site into a Chrysler, Dodge, Jeep, Ram dealership.

**D. *Land Coverage and Building Intensities:*** See the Site Plan attached as Attachment 4.

**E. *Site Plan:*** See Attachment 4.

**F. *Existing Uses and Condition:*** The Project Site is currently vacant land.

**G. *Demolition and Removal of Structures:*** No demolition is necessary.

- H. *Population Densities:*** The Plan does not contemplate a change in population densities around the Project Site. Increased traffic to and use on the Project Site will result due to the increased employment, occupancy, and customers on the Project Site. The Redeveloper expects approximately 32 employees to be employed by the dealership on the Project Site.
  - I. *Zoning Changes:*** The Project Site is zoned as C-2 (Neighborhood and Retail Commercial) which includes auto sales and service as a special permitted use. Thus, no zoning changes are necessary.
  - J. *Additional Public Facilities and Utilities:*** No additional public facilities and utilities are anticipated.
  - K. *Street Layouts, Street Levels, and Grades:*** No changes to street layouts, street levels, and grades are needed for this Plan.
  - L. *Ordinance and Building Code Changes:*** No ordinance or building code changes are contemplated by the Plan.
4. **Conformity to General Plan of the City (NEB. REV. STAT. §§ 18-2112, 18-2113(1), and 18-2116(1)(a)).**

The Planning Commission, City, and CRA are all tasked with determining whether this Plan conforms to the general plan for the development of the City as a whole. NEB. REV. STAT. §§ 18-2112, 18-2113(1), and 18-2116(1)(a).

According to the 2016 Scottsbluff Comprehensive Plan, the Project Site is on the border of the *North of Highway 26 District* and *Northeast District* and is in a *Highway 26 Commercial Neighborhood*. A principle of sustainable development in the Northeast District is to encourage diversity of commercial types and mixed use development along the Highway 26 corridor. A principle for sustainable development for both the Northeast District and North of Highway 26 District is to encourage new development to be contiguous with existing development with planned linkages between roads and utilities.

For the Highway 26 Commercial Neighborhoods, the Comprehensive Plan contemplates daytime and evening hours; a variety of building types, heights, and setbacks; moderate to high density and mixes of uses; and C-2 as an appropriate zone.

The Redeveloper's development of the Project Site is consistent with the Comprehensive Plan. Relevant excerpts from the Comprehensive Plan are attached as Attachment 5.

5. **Proposed Financing**

A. **Tax Increment Financing.** The Redeveloper is requesting tax increment financing to pay for statutorily eligible expenses, to the extent such funds are available. The tax increment financing will be generated from the increased property taxes to be paid on the Project Site after development all according to NEB. REV. STAT. § 18-2147. The amount of the available proceeds from tax increment financing (“TIF Revenues”) is estimated to be \$1,031,820.00, calculated as follows:

a. Estimated Value at Completion:	\$3,750,000.00
b. Estimated Base Value:	\$ 520,485.00
c. Tax Increment (a minus b):	\$3,229,515.00
d. Estimated Levy:	2.13%
e. Average Annual Projected Shift (rounded):	\$ 68,788.00
f. Total TIF Available (e multiplied by 15)	\$1,031,820.00

*Note: The above figures are based on estimated values, project completion/phasing timelines, and levy rates. Actual values and rates may vary materially from the estimated amounts.*

The TIF Revenues will be used to make principal and interest payments toward a tax increment financing bond (“TIF Indebtedness”) to be held or sold by the Redeveloper. The principal amount of the TIF Indebtedness will be based on the eligible expenses actually incurred by the Redeveloper. The interest rate will be established according to the Redevelopment Contract.

Because the Plan proposes the use of tax increment financing, the City must find that the Plan would not be economically feasible without the use of tax increment financing and the Project would not occur in the blighted and substandard area without the use of tax increment financing. The City and the CRA must also find that the costs and benefits of the Project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services have been analyzed and been found to be in the long-term best interest of the community. NEB. REV. STAT. §§ 18-2113(2) and 18-2116(1)(b).

The Redeveloper certifies that the Plan would not be economically feasible and would not occur in the blighted and substandard area without the use of tax increment financing.

Notwithstanding the foregoing, the Redeveloper understands the liability of the CRA and City is limited to the TIF Revenues received by the CRA from the Project, and the Redeveloper shall look exclusively thereto for the payment of the TIF Indebtedness. The Redeveloper acknowledges that the above figures are, and any TIF Indebtedness will be set, based on estimates and assumptions, including expectations as to the completion of construction and valuations, suggested by the Redeveloper, which may alter substantially and materially, and/or certain project costs incurred by the Redeveloper, and that tax increment revenues may be altered or eliminated entirely based on future decisions of the Nebraska Legislature or the voters of the State of Nebraska or by future court decisions.

Below are the portions of the project, and estimated cost that the Redeveloper proposes to be paid with TIF Revenues, to the extent available:

Land Acquisition	\$ 800,000.00
Site Preparation	\$ 105,000.00
Site Engineering	\$ 45,000.00
Site Preparation/Other	\$ 65,000.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,400.00
Estimated TIF Eligible Expenses	\$ 1,030,400.00

**B. Private Investment/Financing.** The Redeveloper will make a substantial private investment in the Project estimated at \$4,875,000.00. Below is a breakdown of estimated costs and expenses of the Project and the use of funds for each. This breakdown does not account for interest to be paid out of TIF funds.

Description	TIF Funds	Private Funds	
Land Acquisition	\$ 800,000.00		
Site Preparation/Dirt Work	\$ 105,000.00		
Site Engineering	\$ 45,000.00		
Site Preparation/Other	\$ 65,000.00	\$ 685,000.00	
Building Cost		\$ 4,000,000.00	
Architecture/Engineering		\$ 152,000.00	
Contingencies		\$ 38,000.00	
Sub Totals	\$ 1,015,000.00	\$ 4,875,000.00	\$ 5,890,000.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,400.00		
			<b>Total Project Costs</b>
Totals	\$ 1,030,400.00	\$ 4,875,000.00	\$ 5,905,400.00

*Please note that all the figures in this Plan are estimates and tax increment financing granted will be based on actual costs incurred for eligible expenses, as limited by tax increment revenues received.*

A proposed statutory Cost-Benefit Analysis of the Project is attached as Attachment 6.

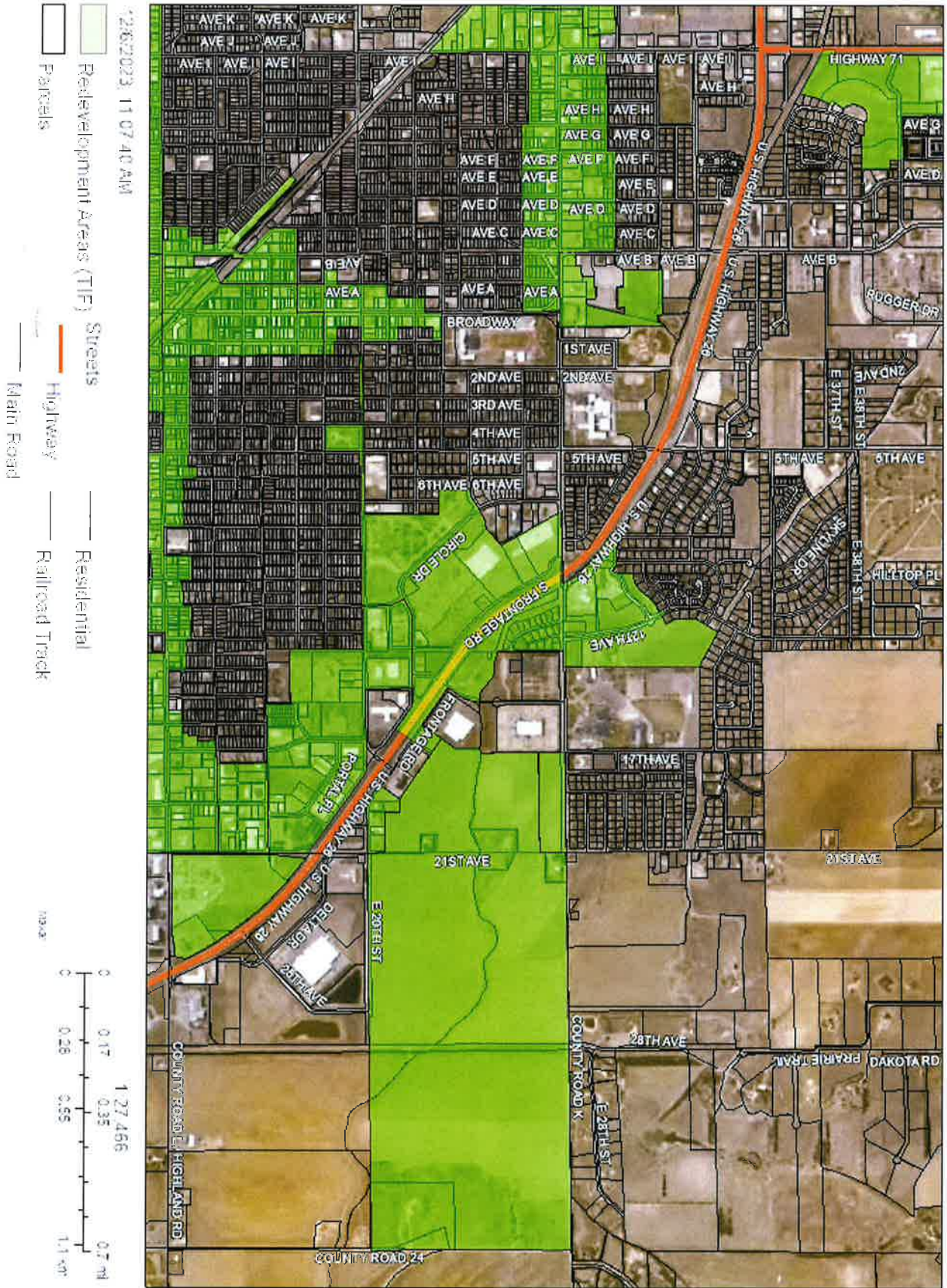
**6. Implementation of the Plan**

Upon approval of this Plan, the Redeveloper will enter into a Redevelopment Contract with the CRA which will govern the implementation of this Plan. All public improvements related to this Plan shall be according to (a) plans and specifications approved in writing by the City in advance of commencement of construction, (b) all ordinances and codes adopted by the City, as in effect at the time that the public improvements are constructed, and (c) any other agreement related to the public improvements between the Redeveloper and the City. The Redevelopment Contract between the Redeveloper and the CRA does not replace or supersede the need for the Redeveloper to obtain other agreements, consents, permits, or licenses from the City related to the public improvements or other improvements as required by the City for the type of work to be performed on the Project Site.

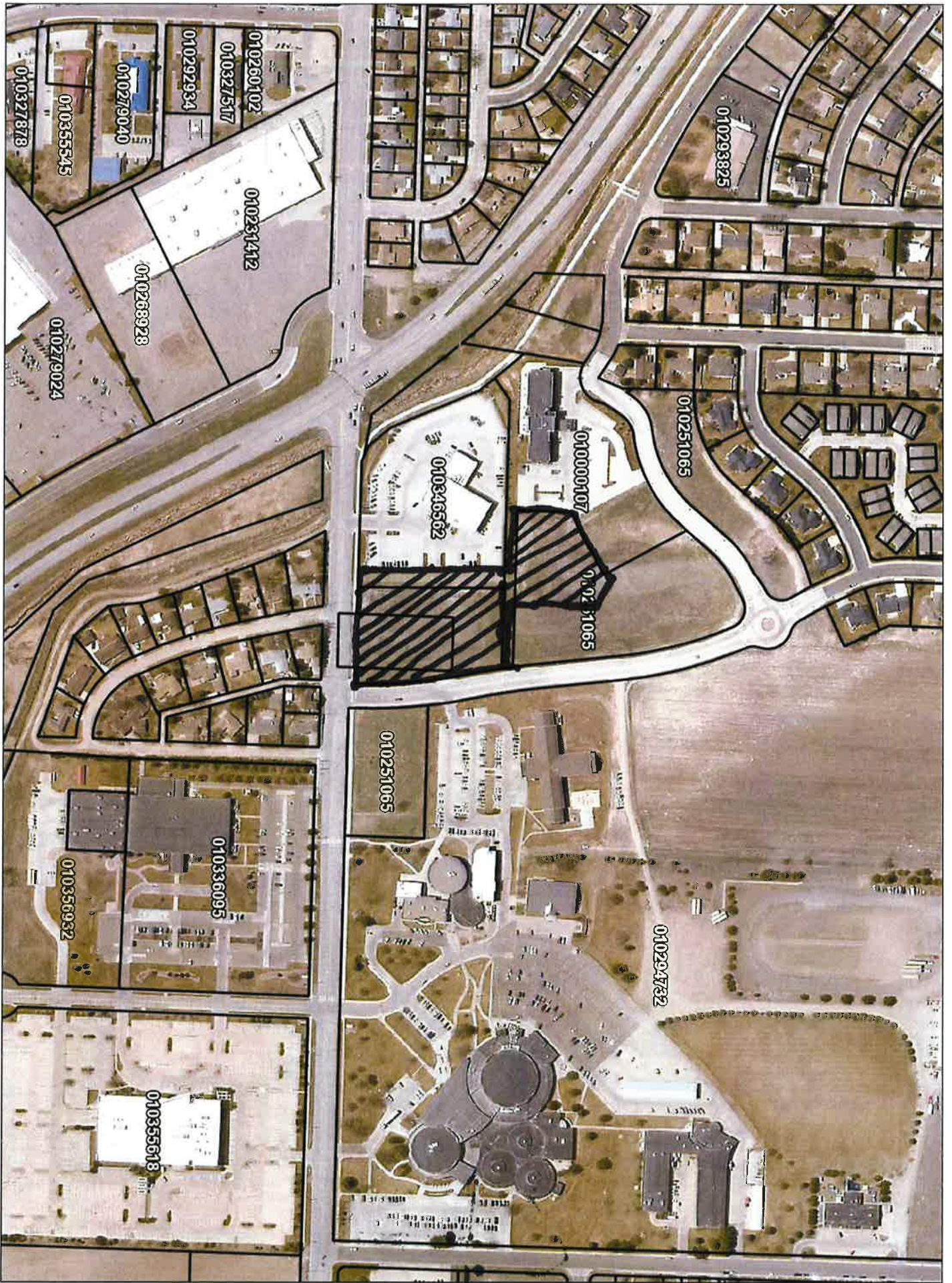
**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 1  
Blighted and Substandard Map**



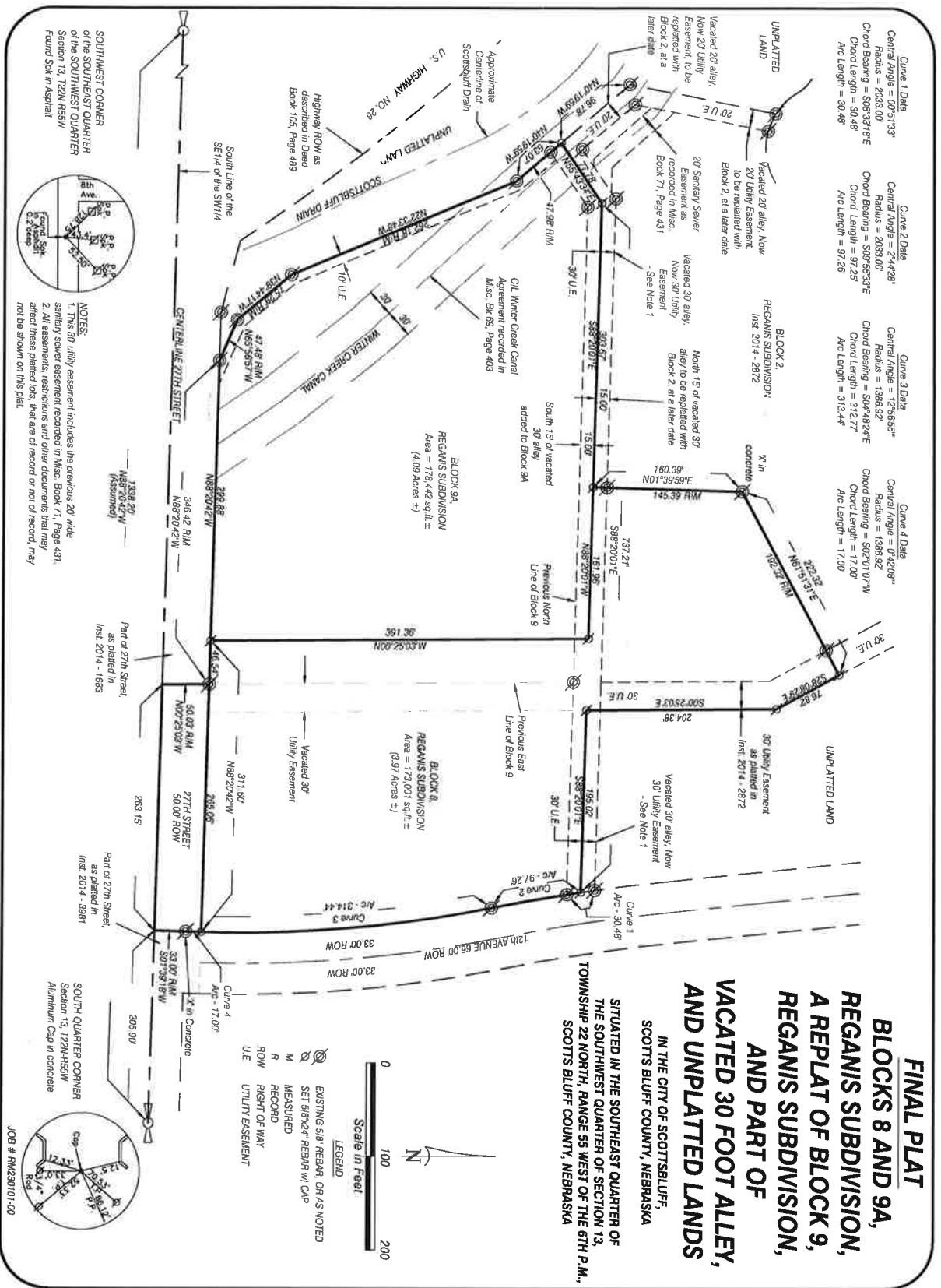
# Blighted and Substandard Area



**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 2  
Map of Project Site**



**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 3  
Plat of Project Site**

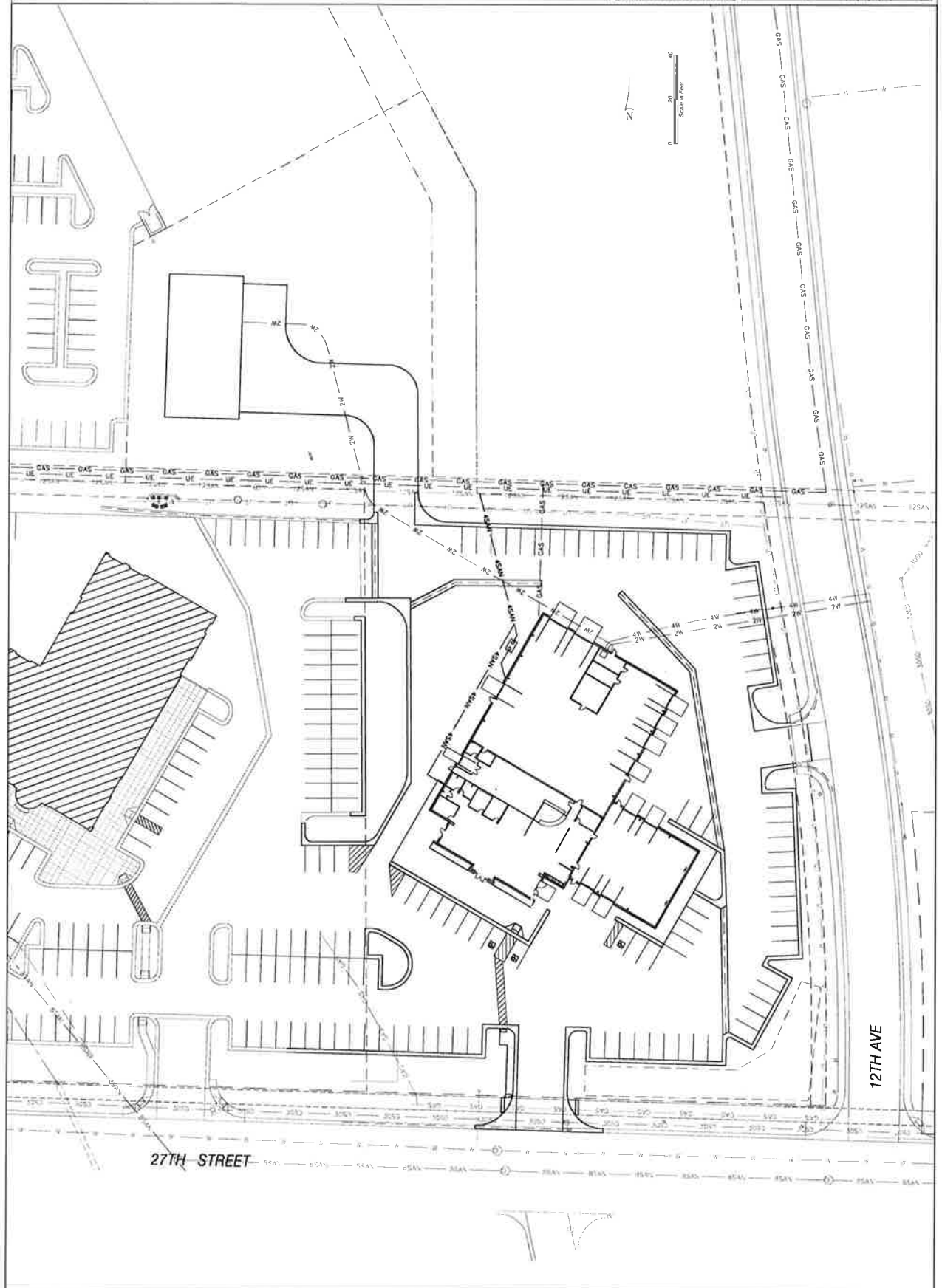


**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 4  
Site Plan**

**TRAILS WEST ARCHITECTURE**  
 Physical: 618 S. Balline Hwy. E. Suite C  
 Scottsbluff, Nebraska 69361  
 Mailing: 13724 Country Road D  
 Morrill, Nebraska 68369  
 Phone: 402-707-9461

**Contractors:**  
 M.C. Schmidt and Associates  
 618 S. Balline Hwy. E. Suite C  
 Scottsbluff, NE 69361  
 Phone: (402) 707-9461  
 Mailing: 13724 Country Road D  
 Morrill, NE 68369  
 Phone: (402) 707-9461  
**STRUCTURAL ENGINEER**  
 RICHARD J. SCHMIDT, P.E.  
 RICHARD J. SCHMIDT, P.E.  
 618 S. Balline Hwy. E. Suite C  
 Scottsbluff, NE 69361  
 Phone: (402) 707-9461  
**MECHANICAL ENGINEER**  
 SCOTT J. SCHMIDT, P.E.  
 SCOTT J. SCHMIDT, P.E.  
 618 S. Balline Hwy. E. Suite C  
 Scottsbluff, NE 69361  
 Phone: (402) 707-9461  
**FIRE PROTECTION ENGINEER**  
 DOUGLAS B. SCHMIDT, P.E.  
 DOUGLAS B. SCHMIDT, P.E.  
 618 S. Balline Hwy. E. Suite C  
 Scottsbluff, NE 69361  
 Phone: (402) 707-9461

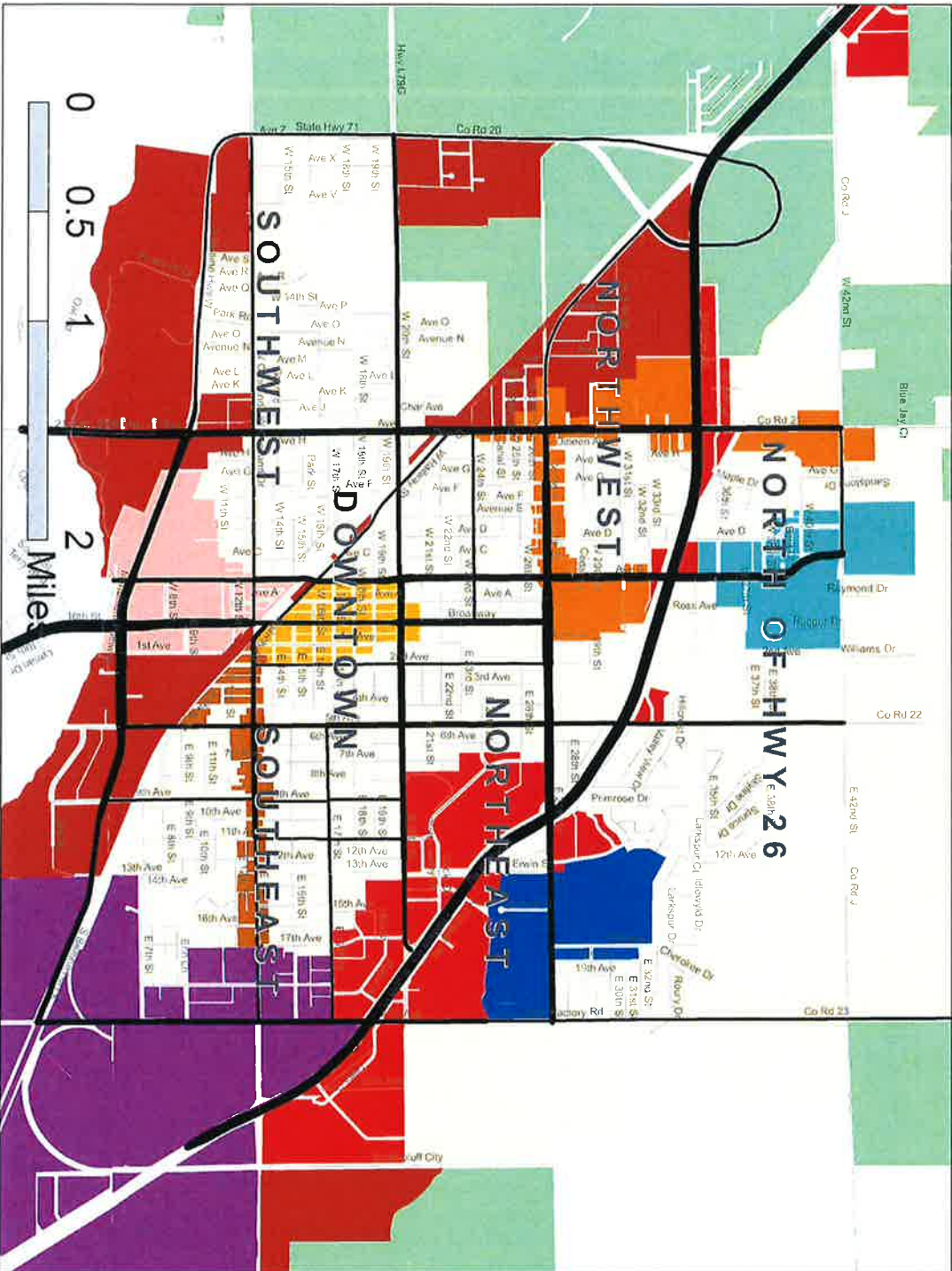
**Reganis**  
 CDJR  
 1125 E 27th St, Scottsbluff, NE 69361  
 Civil Site Plan  
 Project Number: 23-CM-REG-1  
 Date: 10/19/2023  
 Drawn by: MWO  
 Checked by: Cracker  
**C400**  
 SEE SHEET



**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 5  
Excerpts from Comprehensive Plan**



# Scottsbluff Future Land Use Map



- Legend**
- Future Land Use Neighborhood Type**
- Rural
  - Automobile Commercial
  - Avenue B and Hospital Campus
  - Central Business District
  - East Overland
  - Highway 26 Commercial
  - Northwest Commercial
  - Residential
  - Rural Residential
  - South Broadway
  - Southeast Industrial and Commercial
  - WNCC and Surrounding Area
- 2012 Avg. Daily Traffic**
- 435-4000
  - 4001-6000
  - 6001-8000
  - 8001-10000
  - 10001-15025
- All other streets



Summary of Neighborhood Types

Neighborhood	Characteristics
<b>East Overland</b>	<p><b>Hours:</b> Active daytime, limited nighttime activities</p> <p><b>Auto:</b> Human scale transportation oriented. Formalized bicycle and pedestrian accommodations.</p> <p><b>Mass:</b> Dense business corridor built near or to the street, one to two stories, Corners built out to develop 'nodes' of activity</p> <p><b>Emissions:</b> High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards.</p> <p><b>Appropriate zones:</b> C-1, C-2, R-1a*</p>
<b>Southeast Industrial</b>	<p><b>Hours:</b> Active daytime and nighttime</p> <p><b>Auto:</b> Heavy traffic both personal and commercial motorized vehicles</p> <p><b>Mass:</b> Wide variety of buildings</p> <p><b>Emissions:</b> High amounts of noise and smells tolerated closer to highway 26. Heavy day-time traffic acceptable closer to residential areas west of 21st Avenue. .</p> <p><b>Appropriate zones:</b> C-3, M-1, M-2</p>
<b>WNCC Campus and Surrounding Area</b>	<p><b>Hours:</b> Daytime, generally 8-5 working hours.</p> <p><b>Auto:</b> Both motorized and non-motorized traffic should be well facilitated, Motorized vehicle convenience should yield to pedestrian connectivity</p> <p><b>Mass:</b> Variety of building types and heights and setbacks. Moderate to low density with accompanying open space and landscaping.</p> <p><b>Emissions:</b> High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards.</p> <p><b>Appropriate zones:</b> R-1a, O-P, R-4</p>
<b>Highway 26 Commercial</b>	<p><b>Hours:</b> Daytime and evening. Nighttime activity acceptable adjacent to highway.</p> <p><b>Auto:</b> Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.</p> <p><b>Mass:</b> Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.</p> <p><b>Emissions:</b> High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p><b>Appropriate zones:</b> C-2, PBC, O-P, R-4</p>
<b>Avenue B and Hospital Campus</b>	<p><b>Hours:</b> Daytime and evening. Nighttime activity acceptable adjacent to highway.</p> <p><b>Auto:</b> Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.</p> <p><b>Mass:</b> Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.</p> <p><b>Emissions:</b> High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p><b>Appropriate zones:</b> C-2, PBC, O-P, R-5</p>
<b>Northwest Commercial</b>	<p><b>Hours:</b> Heavier daytime use, 24 hour retail, fast-food, or traveler activity accepted.</p> <p><b>Auto:</b> Multi-modal accommodations integrated on 27th street and included on Avenue I.</p> <p><b>Mass:</b> Big box with surface parking acceptable when built to design code, shared buildings, built out along key intersections, low height, set-backs to encourage walkability on 27th st.</p> <p><b>Emissions:</b> Traffic heaviest in the day but continuing through the night, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p><b>Appropriate zones:</b> C-2</p>

<b>South Broadway</b>	<p><b>Hours:</b> Heavier daytime use, evening retail.</p> <p><b>Auto:</b> Multi-modal transportation well accommodated.</p> <p><b>Mass:</b> Higher density development, generally low buildings though 2.5-3 stories is acceptable. Broadway setbacks set eventually to be near or on the street. Larger for big box.</p> <p><b>Emissions:</b> Traffic heaviest in the day but continuing through the night, commercial deliveries frequent, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p><b>Appropriate zones:</b> C-1, O-P, C-2, R-4, PBC*</p>
<b>Central Business District</b>	<p><b>Hours:</b> Active daytime, evening, and nighttime activities</p> <p><b>Auto:</b> Formalized bicycle and pedestrian accommodations. Pedestrian oriented along Broadway</p> <p><b>Mass:</b> Allowable height up to 70 feet, zero setbacks. Buildings should take up entire lot- green space provided in public facilities.</p> <p><b>Emissions:</b> High activity during the day, evening, and late night. Lights that reflect historical character of district.</p> <p><b>Appropriate zones:</b> C-1</p>
<b>Automobile Commercial</b>	<p><b>Hours:</b> Daytime and nighttime activity</p> <p><b>Auto:</b> Motorized traffic oriented with ease of commercial vehicle access</p> <p><b>Mass:</b> Wide variety of building types and sizes</p> <p><b>Emissions:</b> Noises and heavier commercial traffic associated with business</p> <p><b>Appropriate zones:</b> C-2, C-3, PBC, R-4</p>
<b>Rural Residential</b>	<p><b>Hours:</b> Generally daytime activity</p> <p><b>Auto:</b> Motorized traffic oriented</p> <p><b>Mass:</b> Some agricultural activity, low traffic intensity, dust from unpaved roads</p> <p><b>Emissions:</b> Noises and heavier commercial traffic associated with business</p> <p><b>Appropriate zones:</b> R-1b, AR</p>
<b>Residential</b>	<p><b>Hours:</b> Daytime activity</p> <p><b>Auto:</b> Generally personal motorized traffic only, safe streets for non-motorized transportation</p> <p><b>Mass:</b> Generally small buildings, single family homes predominately with ample setbacks</p> <p><b>Emissions:</b> No offensive smells or noises, low traffic, well maintained properties</p> <p><b>Appropriate zones:</b> R-1a, Due to higher intensity of traffic and density in R-4 and R-6, these zones may be appropriate in certain areas</p>

## Northeast

### Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
  - Attractive, thriving highway corridor, housing that supports a capable workforce.
2. **Living into our unique character of a city in the country**
  - Small town feel in residential neighborhoods and minor arterials, major retail and office opportunities in major arterials and commercial centers.
3. **Promoting the health and happiness of all citizens**
  - Clean neighborhoods and housing, access to parks and schools.
4. **Inclusive Opportunities for participation in civic life**
  - Strong civic groups , available resources, community events

### Principles:

5. **Interconnection of Neighborhoods and amenities**
  - a. Improve pedestrian and cycling facilities east-west from Broadway to Highway 26 through the Northeast Neighborhood.
  - b. Safe and efficient transportation access in auto-oriented commercial centers along highway 26.
  - c. Enhanced employment centers set back from the highway and accessible from residential areas and main thoroughfares.
  - d. Encourage multi-family residential development along periphery of low density residential neighborhoods.
  - e. Plan safe crossings and routes to schools.
6. **Sustainable development**
  - a. Incorporate native species, and natural landscaping into codes of commercial and big box development along highway.
  - b. Scottsbluff drain- There is an opportunity to make changes to the drain that would improve stormwater drainage, improve water quality, and provide green space for recreation and wildlife habitat.
  - c. Encourage diversity of commercial types mixed use development along the Highway 26 corridor.
  - d. Targeted and planned utilities maintenance activities.
  - e. Preserve land potentially served by city utilities for near term (within five years) development needs.
  - f. Encourage new development to be contiguous with existing development with planned linkages between roads and utilities.
  - g. Direct rural residential development to areas to which utilities cannot be reasonably extended.
7. **Access to culture and recreation**
  - a. Improved access, visibility, and connectivity of school recreation facilities and public parks near the middle school and high school.
  - b. Walking and bicycle path connectivity along and across Highway 26 and greenways.
  - c. Improved pedestrian and cycling connectivity to downtown.
  - d. Enhanced sense of place improvements in parks and around high school sports fields and courts.
8. **Strong neighborhoods and places, rooted in our unique character**

- a. Make programs that encourage up-keep of private property and neighborhoods more accessible and better communicated.
- b. Facilitate and support neighborhood involvement in plans, studies, and community events.
- c. Continue traditional neighborhood style of homes, streets, and sidewalks in residential areas.
- d. Improve aesthetics and landscaping along collectors and arterials, utilizing native species.

## Northeast Neighborhoods

### *WNCC Campus and Surrounding Area*

Appropriate Zones: R-1a, O-P, R-4

- **Hours:** Daytime, generally 8-5 working hours. Special events in the evenings expected, very limited activity at night.
- **Auto:** Both motorized and non-motorized traffic should be well facilitated, Motorized vehicle convenience should yield to pedestrian connectivity and safety around WNCC campus.
- **Mass:** Variety of building types and heights and setbacks. Moderate to low density with accompanying open space and landscaping.
- **Emissions:** High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards.

### *Highway 26 Commercial*

Appropriate Zones: C-2, PBC, O-P, R-4

- **Hours:** Daytime and evening. Nighttime activity acceptable adjacent to highway.
- **Auto:** Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.
- **Mass:** Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.
- **Emissions:** High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.

## North of Highway 26

### Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
  - Housing that supports a thriving workforce, home to regional office, medical, and retail facilities.
2. **Living into our unique character of a city in the country**
  - State of the art medical facility and surrounding campus, variety of housing options
3. **Promoting the health and happiness of all citizens**
  - Clean residential neighborhoods, well-designed and accessible hospital campus
4. **Inclusive Opportunities for participation in civic life**
  - Strong civic groups, available resources, community events

### Principles:

5. **Interconnection of Neighborhoods and amenities**
  - a. Improve pedestrian and cycling facilities across the highway and throughout the neighborhood.
  - b. Safe and efficient motorized transportation access to the hospital from major arterials.
  - c. Limited vehicular access points along Avenue I to maximize traffic flow, utilizing shared driveways.
  - d. Encourage multi-family residential development adjacent to low-intensity commercial areas.
  - e. Coordinate land improvements and expansion of road capacity.
6. **Sustainable development**
  - a. Incorporate native species, and natural landscaping into codes commercial development and campus landscape design.
  - b. Natural stormwater facilities in uses with high percentage of impervious surfaces.
  - c. Direct higher intensity uses towards arterials, with highest intensities at intersections of arterials and collectors.
  - d. Plan for continuity of street patterns in development.
  - e. Preserve land potentially served by city utilities for short term (5-10 year) and near term (within five years) development needs.
  - f. Encourage new development to be contiguous with existing development with planned linkages between roads and utilities.
7. **Access to culture and recreation**
  - a. Connect residential areas to parks through walking and biking trail connectivity and attention to pedestrian accommodations along and across heavily trafficked thoroughfares.
  - b. Plan for a public access to a park or greenspace in current and new development, striving for no one residence to be more than a quarter mile walking distance from recreation facilities.
8. **Strong neighborhoods and places, rooted in our unique character**
  - a. Make programs that encourage up-keep of private property and neighborhoods more accessible and better communicated.
  - b. Facilitate and support neighborhood involvement in plans, studies, and community events.
  - c. Maintain quiet character of existing contemporary single family residential areas.

- d. Encourage multi-family housing and traditional neighborhood style of homes, grid streets, and sidewalks within walking distance (quarter mile) of the hospital.
- e. Improve aesthetics and landscaping along collectors, arterials, and in front of businesses, utilizing native species and enforcing design standards especially along Avenue B and near the hospital.
- f. Direct higher intensity commercial uses toward Avenue I and at major intersections.

## North of Highway 26 Neighborhoods

### Avenue B and Hospital Campus

Appropriate Zones: O-P, R-4\*,

- **Hours:** Daytime use though nighttime and 24 hour uses acceptable at major intersections.
- **Auto:** Multi-modal accommodations for motorized and non-motorized transportation
- **Mass:** Similar building heights with higher ratio of lot coverage smaller setbacks.
- **Emissions:** High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.

\*Institutional zoning may be included in future zoning map.

**TGR Trust/Reganis Car Dealership Redevelopment Plan  
Attachment 6  
Cost Benefit Analysis**



COMMUNITY REDEVELOPMENT AUTHORITY, CITY OF SCOTTSBLUFF, NEBRASKA  
 TGR Trust/Reganis Car Dealership  
 COST-BENEFIT ANALYSIS  
 (According to Neb. Rev. Stat. § 18-2113)

**A. Project Sources/Use of Funds:** The estimated tax increment revenues (TIF Revenues) for this project are calculated as follows\*:

a. Estimated Value at Completion:	\$3,750,000.00
b. Estimated Base Value:	\$ 520,485.00
c. Tax Increment (a minus b):	\$3,229,515.00
d. Estimated Levy:	2.13%
e. Average Annual Projected Shift (rounded):	\$ 68,788.00
f. Total TIF Available (e multiplied by 15)	\$1,031,820.00

Below is a breakdown of estimated costs and expenses of the Project and the use of funds for each. This breakdown does not account for interest to be paid out of TIF funds.

Description	TIF Funds	Private Funds	
Land Acquisition	\$ 800,000.00		
Site Preparation/Dirt Work	\$ 105,000.00		
Site Engineering	\$ 45,000.00		
Site Preparation/Other	\$ 65,000.00	\$ 685,000.00	
Building Cost		\$ 4,000,000.00	
Architecture/Engineering		\$ 152,000.00	
Contingencies		\$ 38,000.00	
Sub Totals	\$ 1,015,000.00	\$ 4,875,000.00	\$ 5,890,000.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,400.00		
			<b>Total Project Costs</b>
Totals	\$ 1,030,400.00	\$ 4,875,000.00	\$ 5,905,400.00

An estimated \$1,031,820.00 of TIF Revenues may be eligible for this Project. This public investment will leverage approximately \$4,875,000.00 in private sector investment; a private investment of approximately \$4.72 for every TIF dollar invested.

**B. Tax Revenues and Tax Shifts Resulting from the Division of Taxes.**

The current “base” value of the Project Site is estimated to be \$520,485.00, which currently generates tax revenues of approximately \$11,100.00 per year. Taxes from base value of the Project Site will be available and distributed to the local taxing jurisdictions regardless of the tax increment financing. The local taxing jurisdictions are the City, Scotts Bluff County, Scottsbluff Public Schools, WNCC, ESU 13, and North Platte NRD.

The TIF Revenues from this Project, estimated to be \$68,788.00 per year\*, will not be available to local taxing jurisdictions for up to 15 years after the effective date of the division of taxes. During those times, the TIF Revenues from the Project Site will be used to reimburse the Redeveloper for the eligible development costs (with interest) necessary for the Project.

\* Note: The above figures are based on estimated values, project completion/phasing timelines, and levy rates. Actual values and rates may vary materially from the estimated amounts.

**C. *Public Infrastructure and Community Public Service Needs Impacts and Local Tax Impacts Arising from Project Approval.***

No public infrastructure or community public service needs are anticipated.

**D. *Impacts on Employers and Employees of Firms Locating or Expanding Within the Boundaries of the Redevelopment Project Area.***

Employment on the Project Site is currently 0. The Redeveloper expects approximately 32 employees to be located on the Project Site.

**E. *Impacts on other Employers and Employees within the City and immediate area located outside the Redevelopment Project Area.***

None anticipated.

**F. *Impacts on Student Populations of School Districts within the City.***

None anticipated.

**G. *Other Impacts.***

Local contractors and consultants will perform the work.  
Infill development

---

# Simmons Olsen Law Firm, P.C., L.L.O.

Attorneys at Law

Steven W. Olsen  
Kent A. Hadenfeldt  
John L. Selzer  
Adam A. Hoelsing  
Elizabeth A. Stobel  
Megan A. Dockery  
Kyle J. Long  
Jacob L. Swanson\*  
\*Also Licensed in Wyoming

1502 Second Avenue  
Scottsbluff, Nebraska 69361-3174  
(308) 632-3811  
Fax (308) 635-0907  
www.simmonsolsen.com  
Email: jselzer@simmonsolsen.com

Howard P. Olsen, Jr., Of Counsel  
Rick L. Ediger, Of Counsel  
John A. Selzer, Of Counsel  
Steven C. Smith, Of Counsel  
Robert G. Simmons, Jr. (1918-1998)

---

To: City of Scottsbluff Planning Commission  
From: John L. Selzer, Deputy City Attorney  
Date: December 6, 2023  
Re: TGR Trust/Reganis Redevelopment Plan

---

**Introduction:** At your December 11, 2023 meeting you will conduct a public hearing regarding the Redevelopment Plan for the TGR Trust/Reganis Project (the “Plan” and the “Project”). The Project is the development of a new Chrysler, Dodge, Jeep, Ram dealership next to the current Reganis Honda dealership, northeast of the Highway 26 and 27<sup>th</sup> Street intersection. The Plan is currently a preliminary plan and there may be updates to the Plan. However, there are no updates expected that would change the issues addressed in this memo. The proposed Project is in an area that has been designated as blighted and substandard and in need of redevelopment. After the public hearing, you will make a recommendation regarding the Plan and Project to the Community Redevelopment Authority and City Council.

**Standard of Review:** The Planning Commission must review and recommend whether the Project and Plan conform to the 2016 Scottsbluff Comprehensive Plan (the “Comprehensive Plan”).

**Issues Relevant to Your Review:** The Project Site is described as: A tract of land containing approximately 3.97 acres in the southeast quarter of the southwest quarter of Section 13, Township 22 North, Range 55 West of the 6<sup>th</sup> P.M., Scotts Bluff County, Nebraska, to be platted as **Block 8, Reganis Subdivision**, a replat of Block 9, Reganis Subdivision and part of vacated 30 foot alley, and unplatted lands, in the City of Scottsbluff, Scotts Bluff County, Nebraska and adjacent public right of way.

According to the 2016 Scottsbluff Comprehensive Plan, the Project Site is on the boarder of the *North of Highway 26 District* and *Northeast District* and is in a *Highway 26 Commercial Neighborhood*. A principle of sustainable development in the Northeast District is to encourage diversity of commercial types and mixed use development along the Highway 26 corridor. A principle for sustainable development for both the Northeast District and North of Highway 26 District is to encourage new development to be contiguous with existing development with planned linkages between roads and utilities. For the Highway 26 Commercial Neighborhoods, the Comprehensive Plan contemplates daytime and evening hours; a variety of building types, heights, and setbacks; moderate to high density and mixes of uses; and C-2 as an appropriate zone. Relevant excerpts from the Comprehensive Plan are attached to the Redevelopment Plan as Attachment 5. The Redeveloper’s development of the Project Site is consistent with the Comprehensive Plan.

The Project Site is zoned as C-2 (Neighborhood and Retail Commercial) which includes auto sales and service as a special permitted use. Thus, no zoning changes are necessary.

**Conclusion:** If at the conclusion of the public hearing, the Planning Commission feels that the proposed Project and Plan conform to the Comprehensive Plan, it may recommend approval of the Plan and Project to the CRA and City Council. A proposed resolution has been provided.