

City of Scottsbluff, Nebraska

Tuesday, January 16, 2024

Regular Meeting

Item Pub. Hear.5

Council to conduct a public hearing set for this date at 6:00 p.m. for the purpose of reviewing and obtaining comment on a Redevelopment Plan submitted by Timothy G. Reganis, Trustee for the TGR Trust for a Redevelopment Project related to a Chrysler, Dodge, Jeep, Ram dealership.

Staff Contact: Sharaya Toof, Economic Development Director

CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN
TGR Trust/Reganis Car Dealership

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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.*

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

The Project requires a significant investment, with the cost being estimated at \$6,000,000.00. 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:

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 (i) 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 (ii) 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/Dirt Work	\$ 105,000.00
Site Engineering	\$ 45,000.00
Paving-Driveways	\$ 38,400.00
Paving-Sidewalk	\$ 9,680.00
Utilities-Water Service	\$ 40,775.00
Utilities-Sanitary Sewer	\$ 34,360.00
Utilities-Storm Drains	\$ 85,000.00
Site Lighting	\$ 12,000.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,568.00
Estimated TIF Eligible Expenses	\$ 1,185,783.00

B. Private Investment/Financing. The Redeveloper will make a substantial private investment in the Project estimated at \$5,045,963.00. 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		
Paving-Driveways	\$ 38,400.00		
Paving-Sidewalk	\$ 9,680.00		
Utilities-Water Service	\$ 40,775.00		
Utilities-Sanitary Sewer	\$ 34,360.00		
Utilities-Storm Drains	\$ 85,000.00		
Site Lighting	\$ 12,000.00		
Building Cost		\$ 4,000,000.00	
Paving--Other		\$ 702,000.00	
Architecture/Engineering		\$ 152,000.00	
Contingencies		\$ 38,000.00	
Sub Totals	\$ 1,170,215.00	\$ 4,892,000.00	\$ 6,062,215.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,568.00		
TIF Adjustment*	\$ (153,963.00)	\$ 153,963.00	
			Total Project Costs
Totals	\$ 1,031,820.00	\$ 5,045,963.00	\$ 6,077,783.00

*Adjustment to show TIF Expenses not covered by estimated TIF proceeds

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.

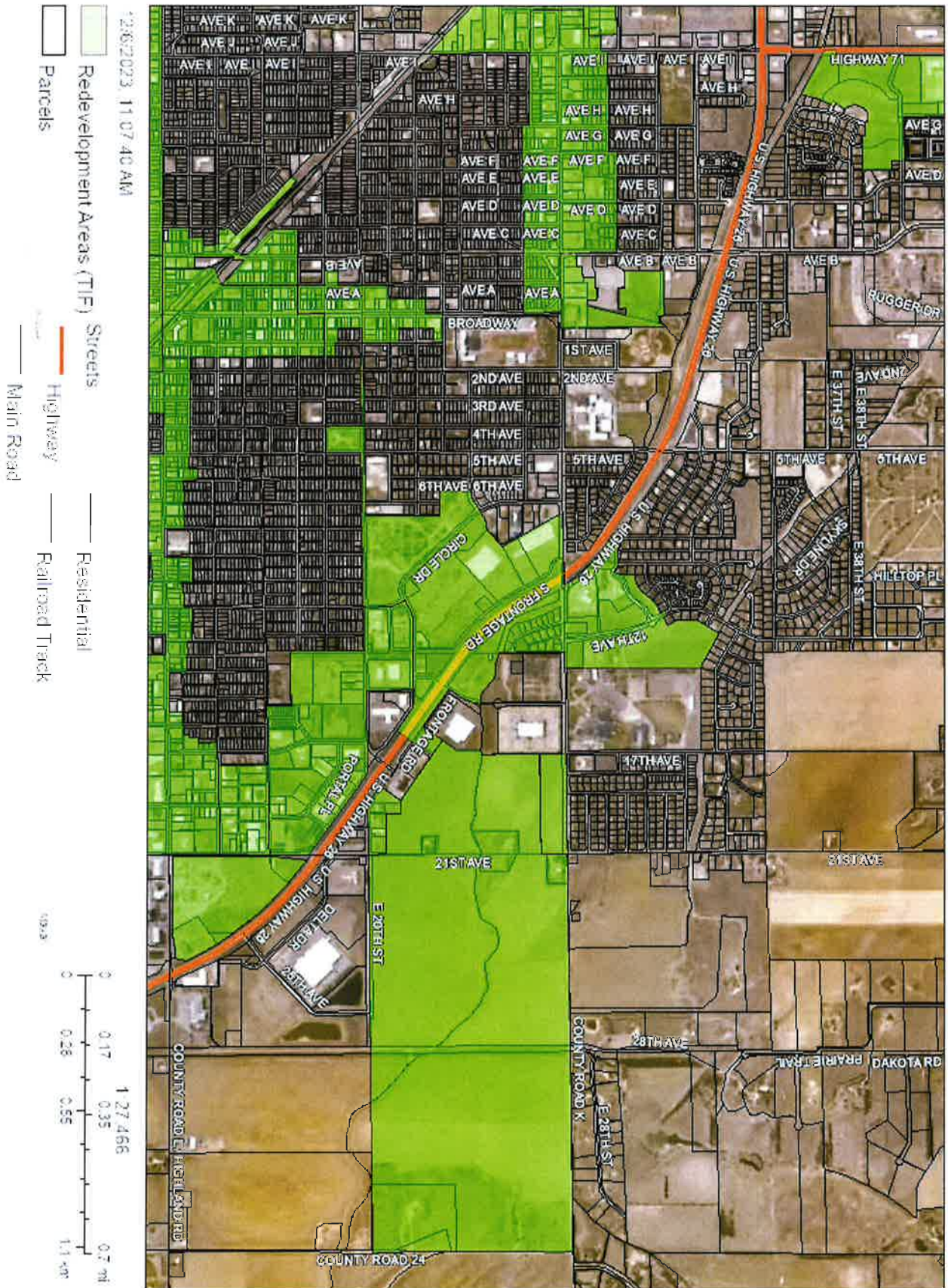
6. Implementation of the Plan

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 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.

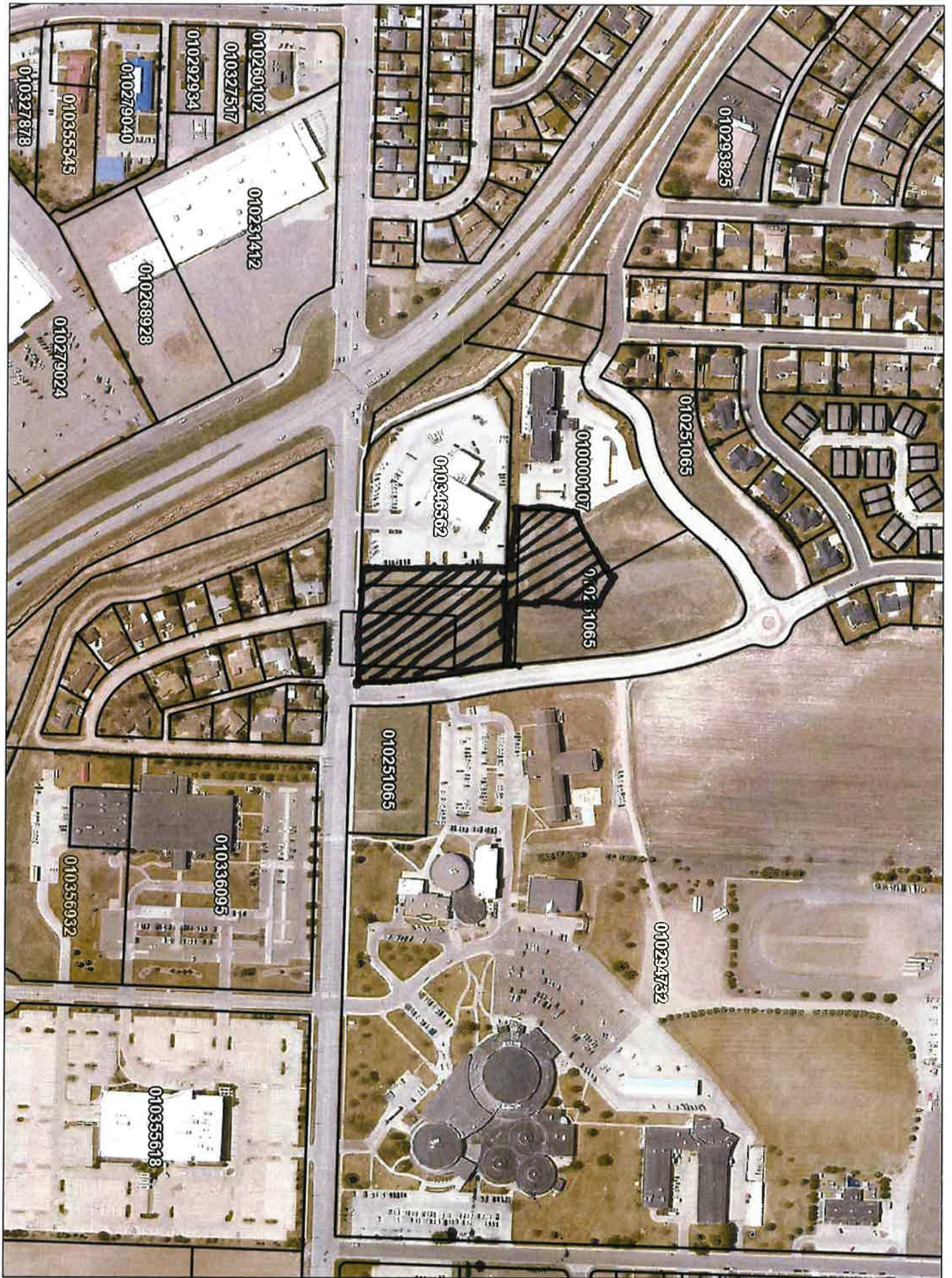
The Redevelopment Contract between the Redeveloper and the CRA does not replace or supersede the need for the Redeveloper to obtain other agreements, consents, permits, or licenses from the City related to the public improvements or other improvements as required by the City for the type of work to be 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**

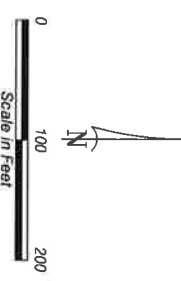
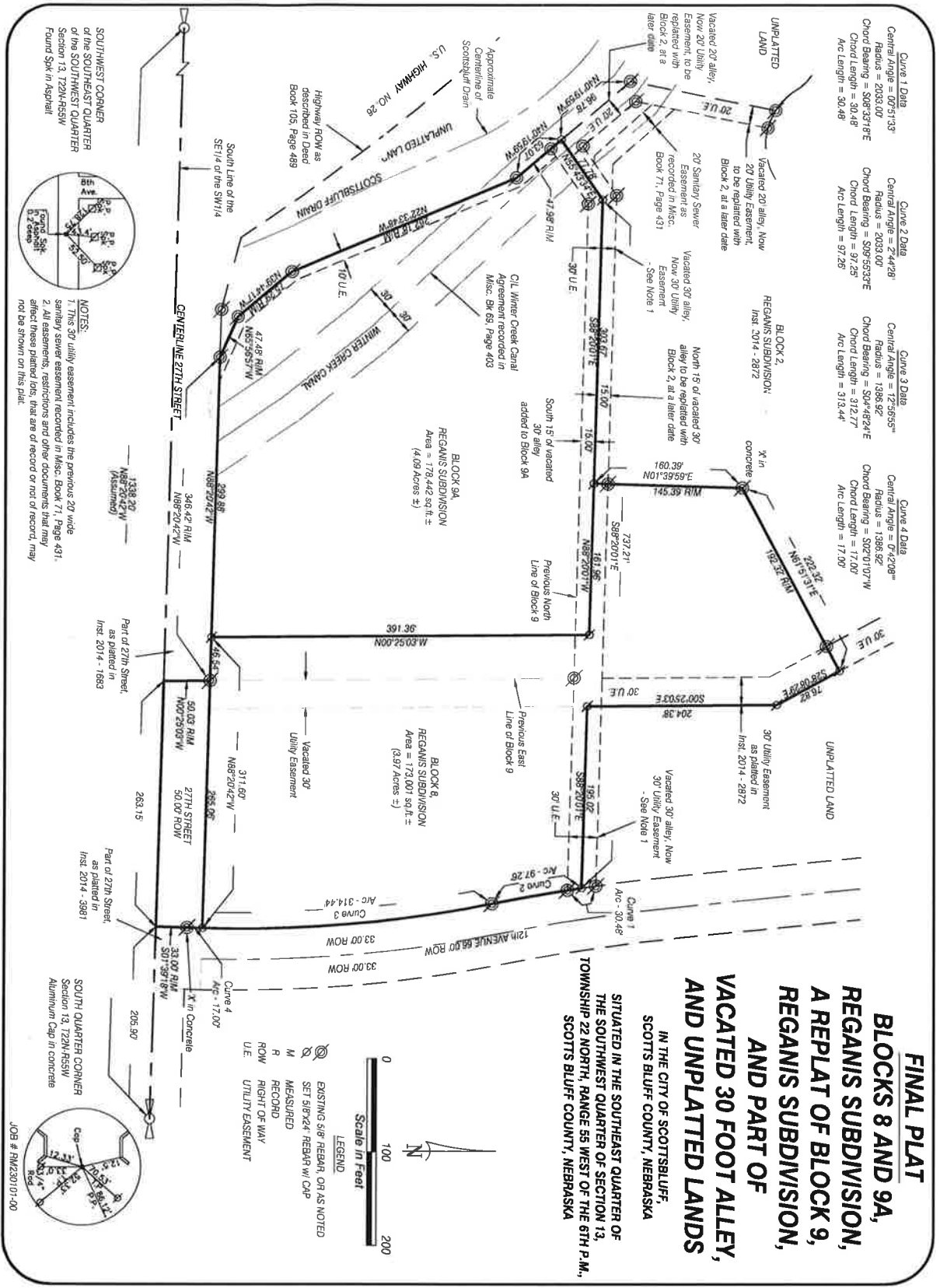


**TGR Trust/Reganis Car Dealership Redevelopment Plan
Attachment 3
Plat of Project Site**

FINAL PLAT
BLOCKS 8 AND 9A,
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

SITUATED IN THE SOUTHWEST QUARTER OF
 THE SOUTHWEST QUARTER OF SECTION 13,
 TOWNSHIP 22 NORTH, RANGE 55 WEST OF THE 6TH P.M.,
 SCOTTS BLUFF COUNTY, NEBRASKA

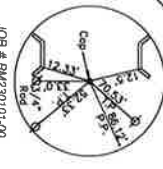
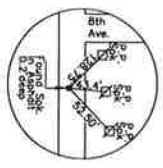


LEGEND

- EXISTING SIB REBAR, OR AS NOTED
- SET SIB#2# REBAR W/ CAP
- M MEASURED
- R RECORD
- ROW RIGHT OF WAY
- UE UTILITY EASEMENT

NOTES:

1. This 30' utility easement includes the previous 20' wide sanitary sewer easement recorded in Misc. Book 71, Page 431.
2. All easements, restrictions and other documents that may affect these platted lots, that are of record or not of record, may not be shown on this plat.



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

TRAILS WEST ARCHITECTURE
 Physical: 818 S. Roblee Hwy. E. Suite C
 Scottsbluff, Nebraska 68961
 Mailing: 100704 Currier Road D
 Morrill, Nebraska 68369
 Phone: 402-707-9451

City of Scottsbluff
 M.C. Schell and Associates
 818 S. Roblee Hwy. E. Suite C
 Scottsbluff, NE 68961
 Phone: (402) 524-2723
 Mailing: 100704 Currier Road D
 Morrill, NE 68369
 Phone: (402) 707-9451
 Website: trailswestarch.com

STRUCTURAL ENGINEER
 Richard J. Schell, P.E.
 818 S. Roblee Hwy. E. Suite C
 Scottsbluff, NE 68961
 Phone: (402) 524-2723
 Email: rjschell@mc-schell.com

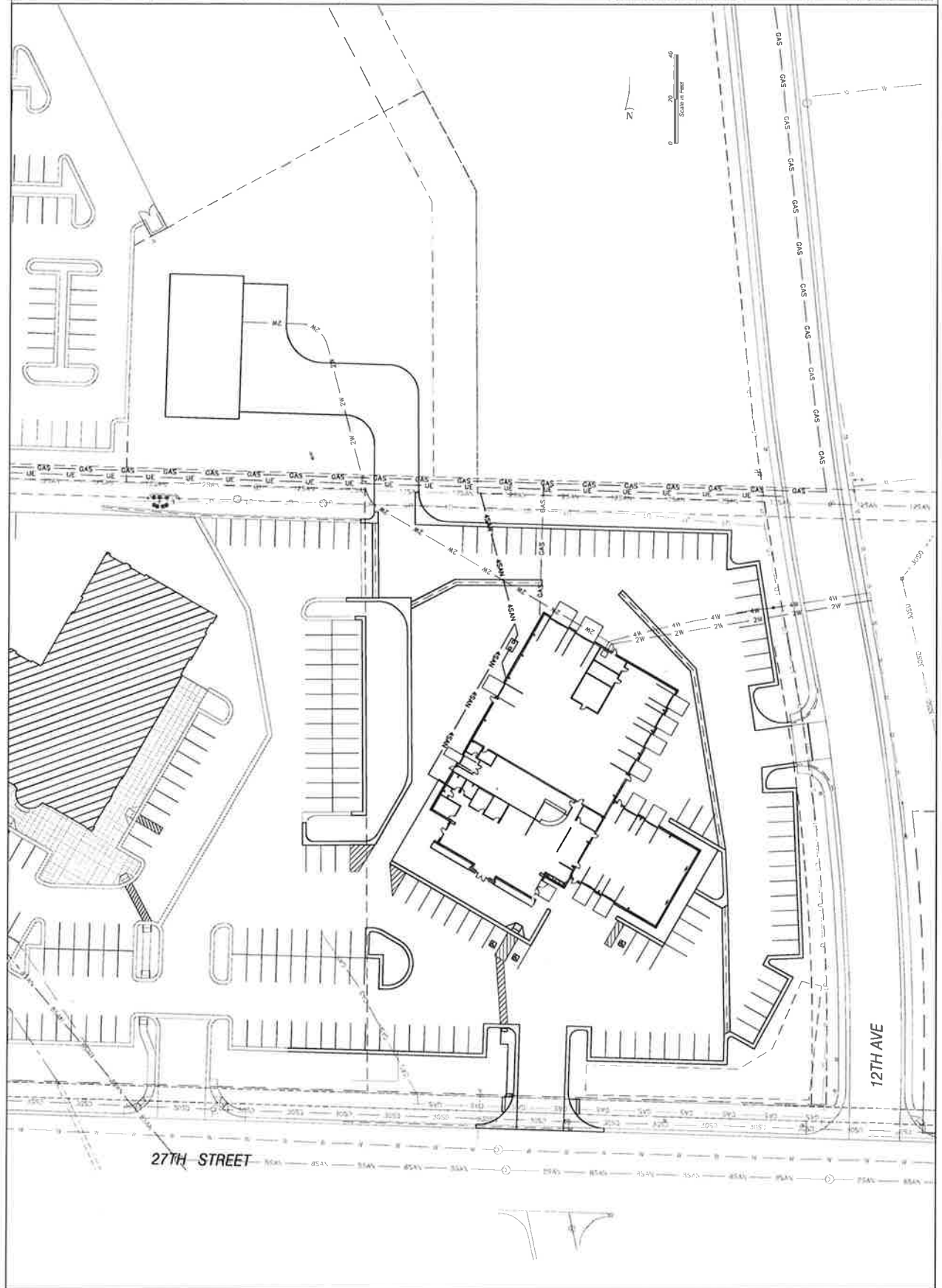
MECHANICAL ENGINEER
 Christopher J. Schell, P.E.
 818 S. Roblee Hwy. E. Suite C
 Scottsbluff, NE 68961
 Phone: (402) 524-2723
 Email: cschell@mc-schell.com

FIRE PROTECTION ENGINEER
 Christopher J. Schell, P.E.
 818 S. Roblee Hwy. E. Suite C
 Scottsbluff, NE 68961
 Phone: (402) 524-2723
 Email: cschell@mc-schell.com

Reganis
 CDJR
 1125 E 27th St, Scottsbluff, NE 68961

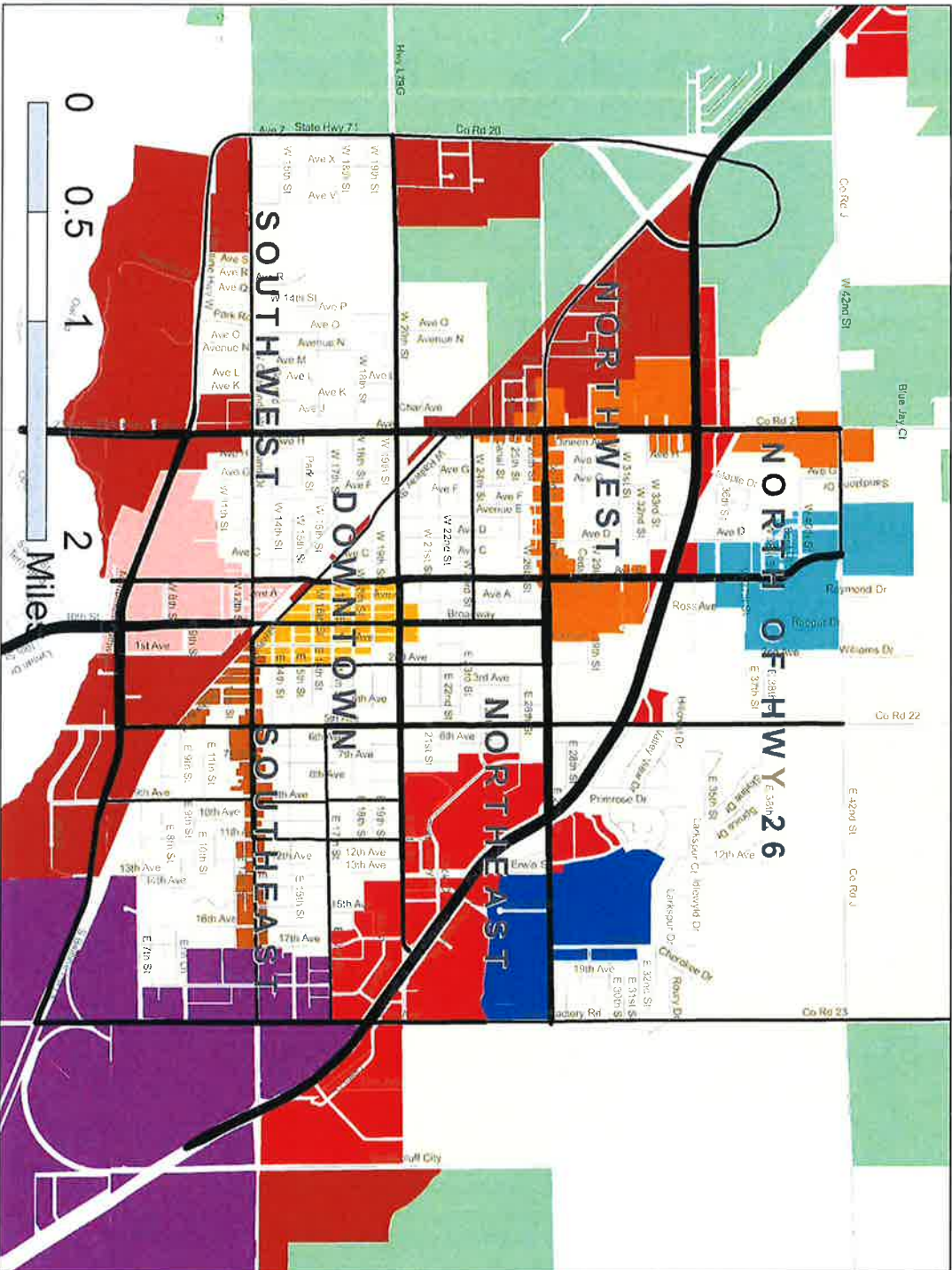
Civil Site Plan

Project Number: 23-CM-NC-REG-1
 Date: 10/18/2023
 Engineer: MWO
 Checked By: C/Reganis
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
East Overland	<p>Hours: Active daytime, limited nighttime activities</p> <p>Auto: Human scale transportation oriented. Formalized bicycle and pedestrian accommodations.</p> <p>Mass: Dense business corridor built near or to the street, one to two stories, Corners built out to develop 'nodes' of activity</p> <p>Emissions: High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards.</p> <p>Appropriate zones: C-1, C-2, R-1a*</p>
Southeast Industrial	<p>Hours: Active daytime and nighttime</p> <p>Auto: Heavy traffic both personal and commercial motorized vehicles</p> <p>Mass: Wide variety of buildings</p> <p>Emissions: 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>Appropriate zones: C-3, M-1, M-2</p>
WNCC Campus and Surrounding Area	<p>Hours: Daytime, generally 8-5 working hours.</p> <p>Auto: Both motorized and non-motorized traffic should be well facilitated, Motorized vehicle convenience should yield to pedestrian connectivity</p> <p>Mass: Variety of building types and heights and setbacks. Moderate to low density with accompanying open space and landscaping.</p> <p>Emissions: High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards.</p> <p>Appropriate zones: R-1a, O-P, R-4</p>
Highway 26 Commercial	<p>Hours: Daytime and evening. Nighttime activity acceptable adjacent to highway.</p> <p>Auto: Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.</p> <p>Mass: Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.</p> <p>Emissions: High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p>Appropriate zones: C-2, PBC, O-P, R-4</p>
Avenue B and Hospital Campus	<p>Hours: Daytime and evening. Nighttime activity acceptable adjacent to highway.</p> <p>Auto: Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.</p> <p>Mass: Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.</p> <p>Emissions: High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.</p> <p>Appropriate zones: C-2, PBC, O-P, R-5</p>
Northwest Commercial	<p>Hours: Heavier daytime use, 24 hour retail, fast-food, or traveler activity accepted.</p> <p>Auto: Multi-modal accommodations integrated on 27th street and included on Avenue I.</p> <p>Mass: 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>Emissions: 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>Appropriate zones: C-2</p>

<p>South Broadway</p>	<p>Hours: Heavier daytime use, evening retail. Auto: Multi-modal transportation well accommodated. Mass: 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. Emissions: 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. Appropriate zones: C-1, O-P, C-2, R-4, PBC*</p>
<p>Central Business District</p>	<p>Hours: Active daytime, evening, and nighttime activities Auto: Formalized bicycle and pedestrian accommodations. Pedestrian oriented along Broadway Mass: Allowable height up to 70 feet, zero setbacks. Buildings should take up entire lot- green space provided in public facilities. Emissions: High activity during the day, evening, and late night. Lights that reflect historical character of district. Appropriate zones: C-1</p>
<p>Automobile Commercial</p>	<p>Hours: Daytime and nighttime activity Auto: Motorized traffic oriented with ease of commercial vehicle access Mass: Wide variety of building types and sizes Emissions: Noises and heavier commercial traffic associated with business Appropriate zones: C-2, C-3, PBC, R-4</p>
<p>Rural Residential</p>	<p>Hours: Generally daytime activity Auto: Motorized traffic oriented Mass: Some agricultural activity, low traffic intensity, dust from unpaved roads Emissions: Noises and heavier commercial traffic associated with business Appropriate zones: R-1b, AR</p>
<p>Residential</p>	<p>Hours: Daytime activity Auto: Generally personal motorized traffic only, safe streets for non-motorized transportation Mass: Generally small buildings, single family homes predominately with ample setbacks Emissions: No offensive smells or noises, low traffic, well maintained properties Appropriate zones: 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		
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Paving-Sidewalk	\$ 9,680.00		
Utilities-Water Service	\$ 40,775.00		
Utilities-Sanitary Sewer	\$ 34,360.00		
Utilities-Storm Drains	\$ 85,000.00		
Site Lighting	\$ 12,000.00		
Building Cost		\$ 4,000,000.00	
Paving--Other		\$ 702,000.00	
Architecture/Engineering		\$ 152,000.00	
Contingencies		\$ 38,000.00	
Sub Totals	\$ 1,170,215.00	\$ 4,892,000.00	\$ 6,062,215.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	\$ 15,568.00		
TIF Adjustment*	\$ (153,963.00)	\$ 153,963.00	
			Total Project Costs
Totals	\$ 1,031,820.00	\$ 5,045,963.00	\$ 6,077,783.00

*Adjustment to show TIF Expenses not covered by estimated TIF proceeds

An estimated \$1,031,820.00 of TIF Revenues may be available for this Project. This public investment will leverage approximately \$5,045,963.00 in private sector investment; a private investment of approximately \$4.89 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.

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Steven C. Smith, Of Counsel

Robert G. Simmons, Jr. (1918-1998)

To: City of Scottsbluff City Council
From: John L. Selzer, Deputy City Attorney
Date: January 9, 2024
Re: TGR Trust/Reganis Car Dealership Redevelopment Plan

Introduction: At your January 16, 2024 meeting, you will consider a resolution regarding the Redevelopment Plan for the TGR Trust/Reganis Car Dealership Project (the “Plan” and “Project”).

Standards of Review:

1. Conformity with Comprehensive Plan.

The Project Site is described 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 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.

Relevant excerpts from the Comprehensive Plan are attached to the Redevelopment Plan as Attachment 5.

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.

The Planning Commission and CRA reviewed the Plan with respect to its conformity to the Comprehensive Plan and made a positive recommendations.

2. *Conformity to Community Development Law.*

You must also consider whether the Plan conforms to the legislative declarations and determinations set forth in the Community Development Law. Those declarations include, among other things, that:

[Blighted and substandard] conditions are beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprise without the aids herein provided. The elimination of such conditions and the acquisition and preparation of land in or necessary to the renewal of substandard and blighted areas and its sale or lease for development or redevelopment in accordance with general plans and redevelopment plans of communities and any assistance which may be given by any state public body in connection therewith are public uses and purposes for which public money may be expended and private property acquired. The necessity in the public interest for the provisions of the Community Development Law is hereby declared to be a matter of legislative determination. NEB. REV. STAT. § 18-2102.

The proposed Project is in an area that the City Council has designated as blighted and substandard and in need of redevelopment.

3. *The “But For” Test.*

Because this Plan proposes the use of tax-increment financing (“TIF”), in order to approve the Plan you must determine that the Plan would not be economically feasible or occur in the blighted and substandard area without the use of TIF. This requirement is addressed on Page 3 of the Plan. The CRA also analyzed this issue and made this finding as set forth in its resolution.

4. *Cost-Benefit Analysis.*

You must also analyze and, in order to approve the Plan, make a finding 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, having been analyzed by the City Council, are in the long- term best interests of the community. The CRA adopted a cost-benefit analysis which is in your packet.

Conclusion: The above findings must be documented in writing. To that end, a proposed resolution for Plan approval is in your packet. Please don’t hesitate to contact us with any questions or concerns prior to the Council meeting.

Attachments:

Redevelopment Plan
Planning Commission Plan Resolution
CRA Plan Resolution
CRA Cost Benefit Analysis
Proposed City Council Resolution

Sincerely,
SIMMONS OLSEN LAW FIRM, P.C., L.L.O.
/s/ John L. Selzer
John L. Selzer

RESOLUTION 12-01

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

Recitals:

a. Pursuant to the Community Development Law, NEB. REV. STAT. § 18-2101 *et seq.*, a redevelopment plan titled *TGR Trust/Reganis Car Dealership* (the "Redevelopment Plan") has been submitted to the Planning Commission.

b. The Planning Commission has reviewed the Redevelopment Plan as to its conformity with the 2016 Scottsbluff Comprehensive Plan (the "Comprehensive Plan").

Resolved:

1. The Planning Commission finds that Redevelopment Plan conforms to the Comprehensive Plan and recommends approval of the Redevelopment Plan to the Scottsbluff Community Redevelopment Authority and City Council.

2. All prior resolutions of the Commission in conflict with the terms and provisions of this Resolution are repealed to the extent of such conflicts.

3. This Resolution shall become effective immediately upon its adoption.

PASSED and APPROVED on December 11, 2023

PLANNING COMMISSION OF THE CITY OF SCOTTSBLUFF, NEBRASKA

ATTEST:

By:  _____
Chair

By:  _____
Recording Secretary

RESOLUTION NO. CRA 010824-2

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AUTHORITY OF THE CITY OF SCOTTSBLUFF, NEBRASKA:

Recitals:

a. Pursuant to the Community Development Law, NEB. REV. STAT. § 18-2101 *et seq.*, a redevelopment plan for the *TGR Trust/Reganis Car Dealership* project (the "Redevelopment Plan") has been submitted to the Scottsbluff Community Redevelopment Authority ("CRA"). The Redevelopment Plan proposes to redevelop an area of the City which the City Council has declared to be blighted and substandard and in need of redevelopment. The Redevelopment Plan includes the use of tax increment financing.

b. The Redevelopment Plan has been reviewed by the Planning Commission, which found that the Redevelopment Plan conforms to the 2016 Scottsbluff Comprehensive Plan (the "Comprehensive Plan"). The Planning Commission recommended approval of the Redevelopment Plan to the CRA and City Council.

c. The CRA has reviewed and conducted a cost-benefit analysis of the Redevelopment Plan and makes the findings and recommendations as set forth in this Resolution.

Resolved:

1. The proposed land uses and building requirements in the Redevelopment Plan are designed with the general purposes of accomplishing, in conformance with the Comprehensive Plan, a coordinated, adjusted, and harmonious development of the City and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of conditions of blight.

2. The CRA has conducted a cost benefit analysis for the project according to the Community Redevelopment Law, and finds that the project as proposed in the Redevelopment Plan would not be economically feasible or occur in the project area without tax increment financing and 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, are in the long term best interests of the community. The CRA Chair is authorized to execute the cost benefit analysis to show the CRA's review and discussion thereof.

3. The CRA states: (a) the Redeveloper plans to acquire the Project Site (as defined in the Redevelopment Plan) for \$800,000.00; (b) the estimated cost of preparing the project area for redevelopment is \$105,000.00; (c) the Redevelopment Plan does not propose that either the CRA or City will acquire the project area and neither the CRA nor City will receive proceeds or revenue from disposal of the project area to the Redeveloper; (d) the proposed methods of financing of the project are (i) tax increment financing for eligible costs and (iii) private investment and financing for the remainder of the project costs; and (e) no families or businesses will be displaced as a result of the project.

4. The CRA recommends approval of the Redevelopment Plan to the City Council.

5. This Resolution along with the recommendation of the Planning Commission shall be forwarded to the City Council for its consideration when reviewing the Redevelopment Plan.

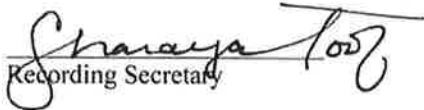
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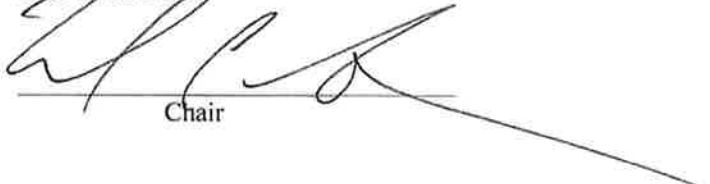
7. This Resolution shall become effective immediately upon its adoption.

PASSED AND APPROVED on January 8, 2024

**COMMUNITY REDEVELOPMENT
AUTHORITY OF THE CITY OF
SCOTT'S BLUFF**

ATTEST:


Recording Secretary


Chair

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		
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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

Adopted by the Scottsbluff Community Redevelopment Authority on January 8, 2024.

By 
Chair