CITY OF SCOTTSBLUFF
Scottsbluff City Hall Council Chambers
2525 Circle Drive, Scottsbluff, NE 69361
PLANNING COMMISSION AGENDA

Regular Meeting
January 13, 2025
6:00 PM

1. **Roll Call**

2. **Nebraska open Meetings Act** (For all interested parties, a copy of the Nebraska Open Meetings Act is posted on a bulletin board at the south wall of the council chambers.)

3. **Notice of changes in the agenda by the City Manager** (Additions may not be made to this agenda less than 24 hours before the beginning of the meeting unless added under Item 4 of this agenda.)

4. **Citizens with business not scheduled on the agenda** (As required by state law, no matter may be considered under this item unless council determines that the matter requires emergency action.)

5. **Approval of the Planning Commission Minutes From**

   A. December 9, 2024

6. **Public Hearing**

   A. Planning Commission to conduct a public hearing for the purpose of reviewing and obtaining comment on the Redevelopment Plan for the Northfield Retirement Communities Garden Homes Project

   Planning Commission to review and take action on a resolution recommending approval of the Redevelopment Plan for the Northfield Retirement Communities Garden Homes Project.

7. **Other Business**

   A. Marvin Planning Consultants to present progress on Comprehensive Plan to Planning Commisssion

8. **Schedule a Meeting**

   A. February 10, 2025

9. **Adjournment**

City of Scottsbluff, Nebraska
Monday, January 13, 2025
Regular Meeting

Item 5.A

December 9, 2024

Staff Contact:

PLANNING COMMISSION MINUTES
REGULAR SCHEDULED MEETING
December 9, 2024
SCOTTSBLUFF, NEBRASKA

The Planning Commission for the City of Scottsbluff met in regular scheduled meeting on Tuesday, December 9, 2024 at 6:00 PM in the Scottsbluff City Council Chambers at 2525 Circle Drive, Scottsbluff, Nebraska. A notice of the meeting was published in the Star-Herald, a newspaper of general circulation in the city, on November 30, 2024. The notice stated the date, time, and location of the meeting, that the meeting was open to the public, and that anyone with a disability desiring reasonable accommodation to attend should contact the Development Services office. An agenda was kept current and available for public inspection at the Development Services office, provided the Planning Commission can modify the agenda at the meeting if it is determined that an emergency so required. A copy of the agenda packet was delivered to each Planning Commission member

1 Chair Becky Estrada called the meeting to order at 6:00 PM. Roll call consisted of the following members being present, Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Mary Bowman, Henry Huber, Jim Zitterkopf "Absent" Dave Gompert, Dana Weber "Excused" Linda Redfern (alternate) City Officials present were Zachary Glaubius, Development Services Director, Sharaya Desersa, Economic Development Director, John Selzer, Deputy City Attorney, and, Chris Perales, Fire Marshal.

2 Estrada informed those present of the Nebraska Open Meetings Act and that a copy was located on the south wall of the Council Chambers.

3 Acknowledgement of any changes in the agenda: None.

4 Business not on the agenda: None.

5 The minutes from the November 12, 2024 meeting were reviewed. **Conclusion:** a motion was made by Wayman and seconded by Agualo to approve the minutes from November 12, 2024 meeting on the condition Line 14 is corrected. "Yeas:" , Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Henry Huber, Jim Zitterkopf "Nays" None "Abstain" Mary Bowman "Absent" Dave Gompert, Dana Weber "The motion carried.

6 Estrada introduced Item 6A, Planning Commission to conduct a public hearing for the purpose of reviewing and obtaining comment on the Redevelopment Plan or the Scottsbluff Inn Renovation Project and Planning Commission to review and take action on a resolution recommending approval of the Redevelopment Plan for the Scottsbluff Inn Renovation Project. Estrada opened the public hearing at 6:01 PM. Selzer stated the project is the renovation of the Scottsbluff Inn, which is the vacant hotel by Menards. Selzer stated the project is located in the C-2 Zoning District. Selzer stated the project is located in the Highway 26 Commercial future land use. Selzer introduced Andrew Willis, the attorney for 1901 21 Scottsbluff, LLC. Willis attended the meeting via Zoom. Willis stated the redeveloper is desiring to redevelopment the vacant hotel into a 70-room operating hotel. Willis stated the renovation and restoration of the hotel would expensive without TIF. Willis stated the site footprint would remain, the façade would be replaced, and the roof would be replaced. Willis stated the assessed value of the property is striking as in 2012 was $1,977,476 and has been steadily decreasing to $274,320 in 2024. Willis stated the tax revenue from the site has decreased from around $40,000 to around $4,400. Willis stated typically he sees a concern with the diversion of taxes due to TIF. Willis stated however nature has diverted taxes as the property has lost significant value. Willis stated his client will not close on the property unless the TIF is approved as the project is not feasible

without TIF. Willis stated the projected completed project valuation is $3,905,772 and the estimated TIF uses are $1,075,000. Huber asked if the developer had past experience with TIF. Willis stated the developer has been involved in a lot of redevelopments across the state. Zitterkopf asked if the new hotel would be a chain or independent. Willis stated he was unsure, but would guess it would be an independent. No other Planning Commission members had additional questions, and Willis left the Zoom meeting.

7 Terry Jessen stated the hotel is an eyesore to the community and expected the fire department to make a statement on the project. Jessen stated he previously owned three hotels in Scottsbluff, however no longer owns any. Jessen stated he felt TIF was wrong as it helps choose the winners and losers in private enterprise. Jessen stated the school district should be able to make a comment as TIF projects largely affect the school district, and he was unsure if the school district had made a comment. Jessen stated he did not think the project would work even with TIF. Jessen stated he felt the building would not be renovated to a good condition based off of the TIF money. Jessen stated multiple realtors had approached him about buying the hotel over the past 20 years. Jessen stated he knew people who were involved with the building and informed him the best use of the building would be to tear it down. Jessen stated he does not believe in tearing down buildings as it is wasteful. Jessen stated he would like to see the hotel be successful, but TIF is not the right route. Jessen stated the project should be completed with private funds and not taxpayer money. Jessen stated he thought the fire department shut down the hotel due to violations, and he wasn't surprised if that was the case. Jessen stated the when the previous owners of the hotel enclosed the pool, it caused extensive damage to the structure due to the pool humidity. Zitterkopf asked who the current property owner is. Perales stated Cheema Investments is the owner. Huber asked if the City staff knew anything about the buyer. Selzer stated he has worked with Andrew Willis on other TIF projects, and he had looked at the potential buyer's website. Selzer stated he was not personally familiar with the buyer. Huber stated he had heard the seller is involved with the buyer on the redevelopment. Jessen stated from the seating area that he heard that as well. Huber stated it was interesting that Willis did not know whether the renovated hotel would be a chain or who else was involved with the buyer. Perales stated he did not comment originally as it is his job to review the fire code on projects. Perales affirmed Jessen's assumption about the Fire Department shutting down the Scottsbluff Inn in 2023 due to water pouring out of electrical panels. Perales stated he saw Cheema had purchased the former mall in Hastings, Nebraska, and sold it to a redeveloper. Perales stated the Hastings mall redevelopment seems to be going well, but he had the same questions about Cheema working with the buyer. Zitterkopf stated $3.5 million does not seem like it would go very far with renovating the building and asked about the bones of the building. Perales stated it is a concrete building on the exterior, however the roof and electrical will need to be redone. Perales stated there is a significant amount of mold abatement done. Perales stated it would be likely cheaper to gut the building and redo the interior. Glaubius reminded the Planning Commission that they are only reviewing whether the project is aligned with the comprehensive plan. Wayman concurred. Selzer stated the Planning Commission is acting on whether a hotel in the location is consistent with the Comprehensive Plan, and that approving TIF via the CRA and City Council does not circumvent the building and fire code. Wayman asked if the money is not spent, then no TIF money would be given to the developer. Selzer stated the City does not have a TIF fund. Selzer stated if the developer does not improve the project, then they would not receive an TIF funding. Wayman stated there is not much of a detriment to the City if this project is approved. Selzer stated this project would not disqualify any other projects from TIF. Estrada closed the public hearing at 6:19.

Conclusion: A motion was made by Palu and seconded by Wayman to make a recommendation on approval of the Redevelopment Plan for the Scottsbluff Inn Renovation Project to City Council. “Yeas:” Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Mary Bowman, Henry Huber, Jim Zitterkopf “Nays” None “Absent” Dave Gompert, Dana Weber. The motion carried.

Estrada introduced Item 7 Officer Elections. Wayman nominated Estrada for Chairperson. Aguallo seconded the nomination. “Yeas” Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Mary Bowman, Henry Huber, Jim Zitterkopf “Absent” Dave Gompert, Dana Weber. Estrada nominated Wayman for Vice-Chairperson. Seconded by Palu. “Yeas” Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Mary Bowman, Henry Huber, Jim Zitterkopf “Absent” Dave Gompert, Dana Weber

Planning Commission confirmed the next meeting date of December 13, 2025.

Item 9: Adjournment

Adjournment: Motion was made by Palu and seconded by Bowman to adjourn the meeting at 6:25 PM. ““Yeas:” Becky Estrada, Angie Aguallo, Callan Wayman, Kendall Palu, Mary Bowman, Henry Huber, Jim Zitterkopf “Absent” Dave Gompert, Dana Weber. The motion carried.

_____.
Becky Estrada, Chairperson

_____.
Zachary Glaubius, Secretary

City of Scottsbluff, Nebraska

Monday, January 13, 2025
Regular Meeting

Item 6.A

Planning Commission to conduct a public hearing for the purpose of reviewing and obtaining comment on the Redevelopment Plan for the Northfield Retirement Communities Garden Homes Project

Staff Contact:

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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:	January 9, 2025
Re:	Northfield Retirement Communities Garden Homes Project

Introduction/Summary of Project: At your January 13, 2025 meeting you will conduct a public hearing regarding the Redevelopment Plan for the Northfield Retirement Communities Garden Homes Redevelopment Project (the "Plan" and the "Project").

The Project Site is Lots 1 and 2, Block 1, Garden Homes Development to the City of Scottsbluff (Parcel Nos. 010001575 and 010001576), which is the vacant lot to the south and west of Circle Drive across from the mall. Northfield Retirement Communities has begun, and plans to continue, the development of the Project Site into independent living duplexes for its prospective residents.

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.

The Plan provided to you for your meeting is subject to change. However, we do not contemplate any changes that will change your standard of review for the Project.

Standard of Review: The Planning Commission must review and recommend whether the Project and Plan conform to the general plan for development of the City, including the 2016 Scottsbluff Comprehensive Plan (the "Comprehensive Plan").

Issues Relevant to Your Review: The Project Site is zoned as R-1a (Single Family) which includes two-family dwellings as a principal permitted use. No zoning changes are necessary.

According to the Comprehensive Plan, the Project Site is in the *Northeast District.* A principle of interconnection of neighborhoods and amenities in the Northeast District is to encourage multi-family residential development along the periphery of low density residential neighborhoods. A principle of sustainable development in the Northeast District is to encourage new development to be contiguous with existing development. The Project Site is also on the west edge of the *Highway 26 Commercial Neighborhood* type in the Comprehensive Plan, but the zoning of the Project Site contemplates residential use of this area. The Project Site abuts the *Residential Neighborhood* type (to the west), which contemplates R1a zones and small buildings, and the R-4 zone (to the south). The Project will provide a good transition between the higher intensity commercial zones to the east (the mall), and the lower intensity residential areas to the west. Relevant excerpts from the Comprehensive Plan are attached as Attachment 4.

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.

CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN
Northfield Retirement Communities Garden Homes Project

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Attachments

Attachment 1: *Map of Project Site*

Attachment 2: *Plat of Project Site*

Attachment 3: *Site Plan*

Attachment 4: *Excerpts from Comprehensive Plan*

Attachment 5: *Infrastructure Costs Itemization*

Attachment 6: *Cost-Benefit Analysis*

CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN
Northfield Retirement Communities Garden Homes Project

1. Introduction

Northfield Retirement Communities, a Nebraska Nonprofit Corporation (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 has begun, and plans to continue, the development of the "Project Site" (as described below) into independent living duplexes for its prospective residents (the "Project").

The Project requires a significant investment, with the cost of completion being estimated at over $7,000,000.00. 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

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

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

a. ***Boundaries of the Project Site:*** The Project Site is described as: Lots 1 and 2, Block 1, Garden Homes Development to the City of Scottsbluff, Scotts Bluff County, Nebraska (Scotts Bluff County Parcel Nos. 010001575 and 010001576) and adjacent public right of way. A map of the Project Site is attached as Attachment 1. The Plat of the Project Site is attached as Attachment 2.

b. ***Land Acquisition:*** The Redeveloper owns the Project Site, so land acquisition is not necessary.

c. ***Land Uses:*** The Redeveloper will develop the Project Site into independent living duplexes for its prospective residents. Two new duplexes were built in 2024 and seven more duplexes will be built.

d. ***Land Coverage and Building Intensities:*** See the Site Plan attached as Attachment 3.

e. ***Site Plan:*** See Attachment 3.

f. ***Existing Uses and Condition:*** Two duplexes were built on the Project Site in 2024. The rest of the Project Site is vacant, undeveloped land. There are no sidewalks along Circle Drive.

g. ***Demolition and Removal of Structures:*** Demolition is not necessary.

h. ***Population Densities:*** The population density within the Project Site is expected to increase by approximately 9-18 residents due to availability of the new duplexes.

i. ***Zoning Changes:*** The Project Site is zoned as R-1a (Single Family) which includes two-family dwellings as a principal permitted use. No zoning changes are necessary.

j. ***Additional Public Facilities and Utilities:*** Sewer and water extensions and electrical upgrades are needed for this Project. Sidewalks along Circle Drive will be completed.

k. ***Street Layouts, Street Levels, and Grades:*** No changes to street layouts, street levels, and grades are needed for this Plan. An on-site street system will be constructed as part of the Project as shown in the Site 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 all must determine whether this Plan conforms to the general plan for the development of the City as a whole.

According to the 2016 Scottsbluff Comprehensive Plan, the Project Site is in the *Northeast District.* A principle of interconnection of neighborhoods and amenities in the Northeast District is to encourage multi-family residential development along the periphery of low density residential neighborhoods. A principle of sustainable development in the Northeast District is to encourage new development to be contiguous with existing development. The Project Site is also on the west edge of the *Highway 26 Commercial Neighborhood* type in the Comprehensive Plan, but the zoning of the Project Site contemplates residential use of this area. The Project Site abuts the *Residential Neighborhood* type (to the west), which contemplates R1a zones and small buildings, and the R-4 zone (to the south). The Project will provide a good transition between the higher intensity commercial zones to the east (the mall), and the lower intensity residential areas to the west.

The Redeveloper's development of the Project Site is consistent with the Comprehensive Plan. Relevant excerpts from the Comprehensive Plan are attached as Attachment 4.

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 $764,850.00, calculated as follows:

Parcel Nos. 010001575			
a.	Estimated Average Completion Value:	$2,366,064.00	
b.	Estimated Base Value:	$ 99,420.00	
c.	Tax Increment (a minus b):	$2,266,644.00	
d.	Estimated Levy:	1.964763%	
e.	Average Annual Projected Shift (rounded):	$ 44,534.00	
f.	Total TIF Available (e multiplied by 15)		$ 668,010.00
Parcel No. 010001576			
a.	Estimated Average Completion Value:	$ 357,645.00	
b.	Estimated Base Value:	$ 29,025.00	
c.	Tax Increment (a minus b):	$ 328,620.00	
d.	Estimated Levy:	1.964763%	
e.	Average Annual Projected Shift (rounded):	$ 6,456.00	
f.	Total TIF Available (e multiplied by 15)		$ 96,840.00
Total:			$ 764,850.00

Note: These figures are based on estimated values, project completion/phasing timelines, and levy rates. The estimated average completion value was calculated by taking the weighted average of the projected valuation, assuming two duplexes will be built each year for years 1-3 on Parcel No. 010001575 and one duplex will be built in year 4 on Parcel No. 010001576. The duplex value used was $328,620.00, which is based on the 2025 valuation of the duplexes built in 2024. Actual values, rates, project timelines, and base years 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 this Plan includes 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.

The Redeveloper certifies that the Plan to complete the Project would not be economically feasible and would not occur in the blighted and substandard area without the use of tax increment financing. Because of the Redeveloper's infrastructure and public improvements costs associated with the first two duplexes, the Redeveloper determined that tax increment financing is necessary to complete the Project in an economically feasible manner.

The legislative declarations set forth in the Community Development Law include the following:

> [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 City has declared the Project Site as blighted and substandard. In making that declaration, the City inherently contemplated that tax increment financing may be necessary for the development of the Project Site. The Redeveloper's request for tax increment financing supports the City's efforts to address blighted and substandard conditions, which is deemed a public purpose, and supports the legislative declarations under the Community Development Law.

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 will look exclusively to the TIF Revenues for the payment of the TIF Indebtedness. The Redeveloper acknowledges that the above figures are, and any TIF Indebtedness will be set, based on (a) 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 (b) certain project costs incurred by the Redeveloper. The Redeveloper also acknowledges 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:

Site Preparation/Dirtwork	$	56,160.00
Water and Sewer Utilities/Street/Sidewalk Infrastructure*	$	345,847.00
Electrical Infrastructure		
Primary	$	40,000.00
Secondary (estimated $10,000 per unit)	$	140,000.00
Landscaping/Sprinklers in City ROW (estimated 10% of overall costs)	$	40,000.00
Site Lighting	$	200,000.00
Façade and Exterior Enhancements**	$	198,240.00
Site Engineering	$	62,039.00
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	$	12,898.00
Estimated TIF Eligible Expenses	$	1,095,184.00

b. Private Investment/Financing. The Redeveloper will make a substantial private investment in this Project estimated at $6,239,145.00. 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**	
Site Preparation/Dirtwork	$ 56,160.00		
Water and Sewer Utilities/Street/Sidewalk Infrastructure*	$ 345,847.00		
Electrical Infrastructure			
Primary	$ 40,000.00		
Secondary (estimated $10,000 per unit)	$ 140,000.00		
Landscaping/Sprinklers in City ROW (estimated 10% of overall costs)	$ 40,000.00		
Landscaping/Sprinklers		$ 360,000.00	
Site Lighting	$ 200,000.00		
Façade and Exterior Enhancements**	$ 198,240.00		
Fencing		$ 150,000.00	
Site Engineering	$ 62,039.00		
Building Costs		$ 5,398,811.00	
Sub Totals	$ 1,082,286.00	$ 5,908,811.00	
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	$ 12,898.00		
TIF Adjustment***	$ (330,334.00)	$ 330,334.00	
			Total Project Costs
Totals	$ 764,850.00	$ 6,239,145.00	**$ 7,003,995.00**

Notes:
*The water and sewer utilities, street, and sidewalk infrastructure costs are itemized on Attachment 5.
**The façade and exterior enhancements that exceed minimum building and design standards include (1) stone exterior and (2) durable, weather resistant, and maintenance free siding. These are included to enhance the duplexes' exterior aesthetics and functionality, and they support the prevention of the recurrence of substandard and blighted conditions.
***The TIF Adjustment is included to show estimated TIF Expenses not covered by estimated TIF Revenues, for purposes of analysis only.

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 TIF Revenues actually received.

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

6. Implementation of the Plan

After 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 will 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 will 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.

Northfield Retirement Communities Garden Homes Project
Attachment 1
Map of Project Site

Project Site

Northfield Retirement Communities Garden Homes Project
Attachment 2
Plat of Project Site

2024-1347

NUM PAGES 2
DOC TAX ____ PD ___ CHG ___ RET ____
FEES 16.00 PD ___ CHG ✓ RET ____
TOTAL 16.00
REC'D Cities of Scottsbluff
RET For Office Use

RECORDED
SCOTTS BLUFF COUNTY, NE
Date 4.23.24 Time 11:12 am
Inst. 2024 1347
Jean A. Bauer
REGISTER OF DEEDS

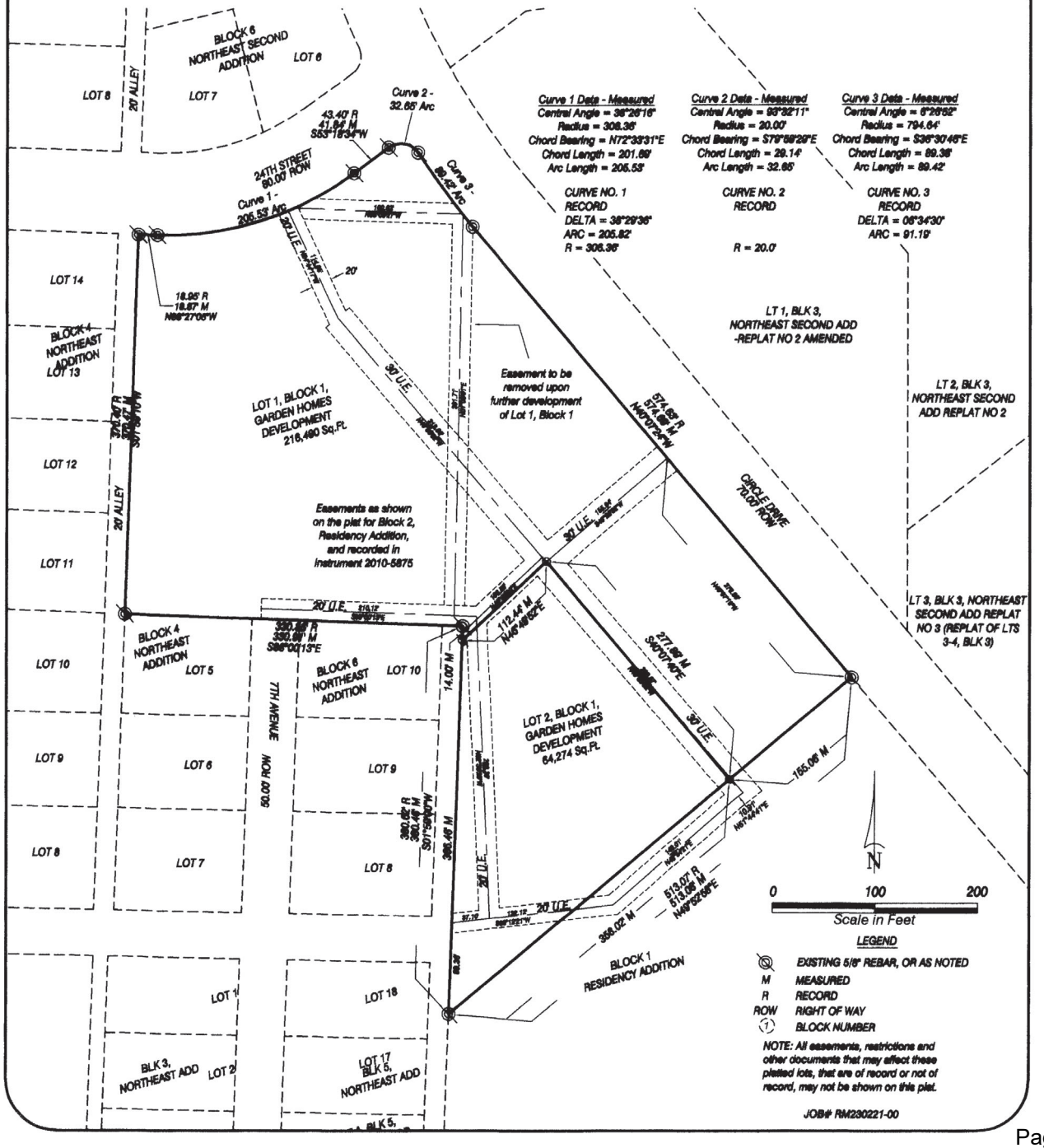
COMPUTER C
PICTURED C
IMAGED

FINAL PLAT

LOTS 1 AND 2, BLOCK 1, GARDEN HOMES DEVELOPMENT,

TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA

A SUBDIVISION AND REPLAT OF PART OF BLOCK 5, NORTHEAST SECOND ADDITION REPLAT NO. 2, AN ADDITION TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA



LOTS 1 AND 2, BLOCK 1,
GARDEN HOMES DEVELOPMENT
SCOTTSBLUFF, NEBRASKA
SHEET 2 OF 2
JOB# RM230221-00

SURVEYOR'S CERTIFICATE

I, Dennis P. Sullivan, a Nebraska Registered Land Surveyor No. 562, duly registered under the Land Surveyor's Regulation Act, hereby certify I, or under my direct supervision, have surveyed and prepared a plat of **LOTS 1 AND 2, BLOCK 1, GARDEN HOMES DEVELOPMENT,** TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA A SUBDIVISION AND REPLAT OF PART OF BLOCK 5, NORTHEAST SECOND ADDITION REPLAT NO. 2, AN ADDITION TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA

That the accompanying plat is a true delineation of said survey drawn to a scale of 100 feet to the inch. That all monuments found or set are marked as shown. That all dimensions are in feet and decimals of a foot. That the boundary of the plat is shown with a heavy solid line with dashed lines being for orientation purposes only. That said survey, to the best of my knowledge and belief is true, correct and in accordance with the Land Surveyor's Regulation Act in effect at the time of this survey.

WITNESS MY HAND AND SEAL THIS 22nd DAY OF April, 2024.
FOR THE FIRM OF M. C. SCHAFF AND ASSOCIATES, INC.

Dennis P. Sullivan, Nebraska Registered Land Surveyor, L. S. 562

NEBRASKA REGISTERED LS-562 4-22-24 LAND SURVEYOR DENNIS P. SULLIVAN

OWNER'S STATEMENT

We, the undersigned, being the owners of Block 2, Residency Addition to the City of Scottsbluff, Scotts Bluff County, Nebraska, a Subdivision and Replat of part of Block 5, Northeast Second Addition Replat No. 2, an Addition to the City of Scottsbluff, Scotts Bluff County, Nebraska, as described in the foregoing "Surveyor's Certificate" and shown on the accompanying plat have caused such real estate to be platted as **LOTS 1 AND 2, BLOCK 1, GARDEN HOMES DEVELOPMENT,** TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA A SUBDIVISION AND REPLAT OF PART OF BLOCK 5, NORTHEAST SECOND ADDITION REPLAT NO. 2, AN ADDITION TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA

That the foregoing plat is made with the free consent and in accordance with the desires of the undersigned owners.

Dated this 22 day of April, 2024.

Northfield Retirement Communities, Inc.

By: Bill Johnson, CEO

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
COUNTY OF SCOTTS BLUFF)

Before me, a Notary Public, qualified and acting in said County, personally came Bill Johnson, CEO of Northfield Retirement Communities, Inc. to me known to be the identical person whose signature is affixed to the foregoing `Owner's Statement' and acknowledged the execution thereof to be his voluntary act and deed, and the voluntary act and deed of Northfield Retirement Communities, Inc.

WITNESS MY HAND AND SEAL THIS 22nd DAY OF April, 2024.

GENERAL NOTARY - State of Nebraska DENNIS P. SULLIVAN My Comm. Exp. November 9, 2026

Notary Public

My Commission Expires Nov. 9, 2026

APPROVAL AND ACCEPTANCE

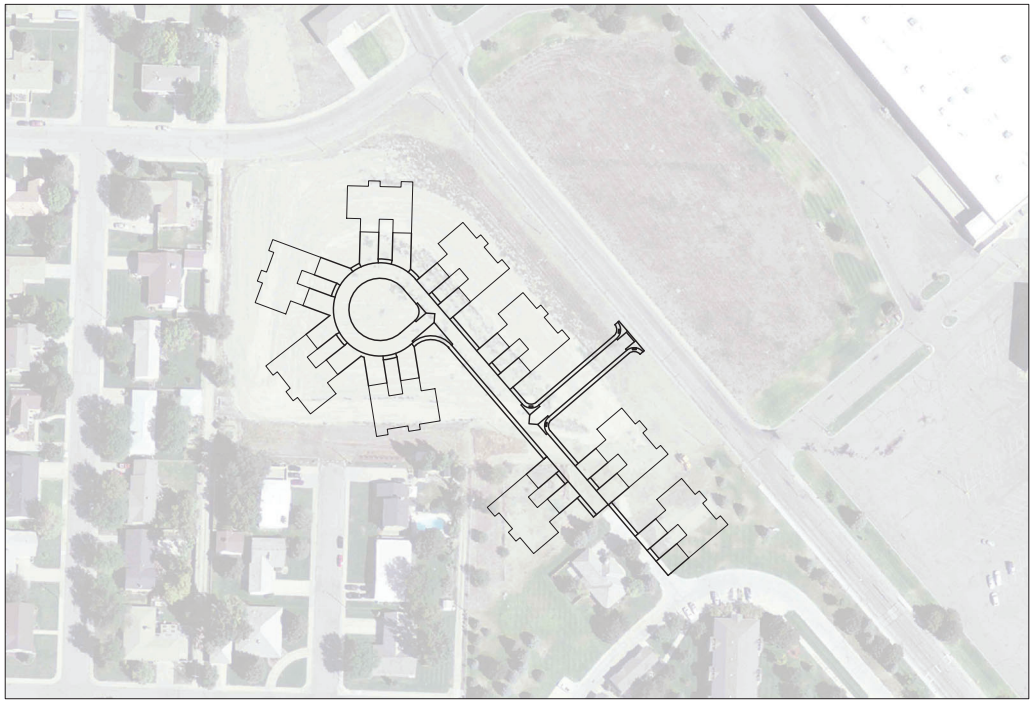
The foregoing plat of **LOTS 1 AND 2, BLOCK 1, GARDEN HOMES DEVELOPMENT,** TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA A SUBDIVISION AND REPLAT OF PART OF BLOCK 5, NORTHEAST SECOND ADDITION REPLAT NO. 2, AN ADDITION TO THE CITY OF SCOTTSBLUFF, SCOTTS BLUFF COUNTY, NEBRASKA was approved by the City Manager of the City of Scottsbluff, Nebraska, pursuant to Section 19-916, Reissue of Revised Statutes of Nebraska, and to Chapter 21 of the City of Scottsbluff, Nebraska municipal code.

Kevin Spencer, City Manager
City of Scottsbluff, Nebraska

Attest: City Clerk

Northfield Retirement Communities Garden Homes Project
Attachment 3
Site Plan

RESIDENCY COTTAGES
ROAD AND UTILITY IMPROVEMENT PLANS
NORTHFIELD RETIREMENT COMMUNITY
CONSTRUCTION PLANS



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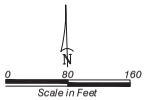
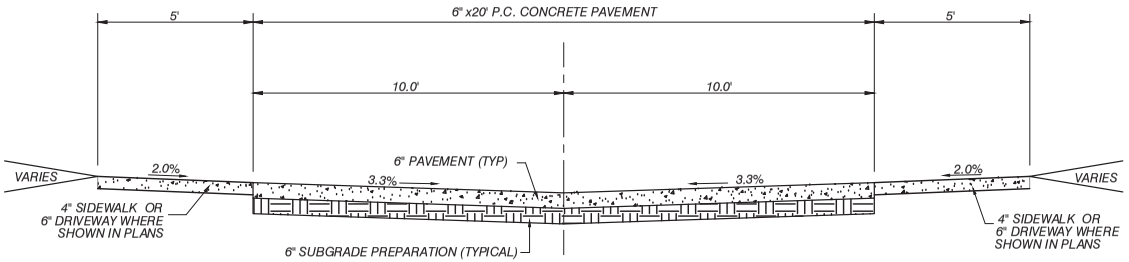
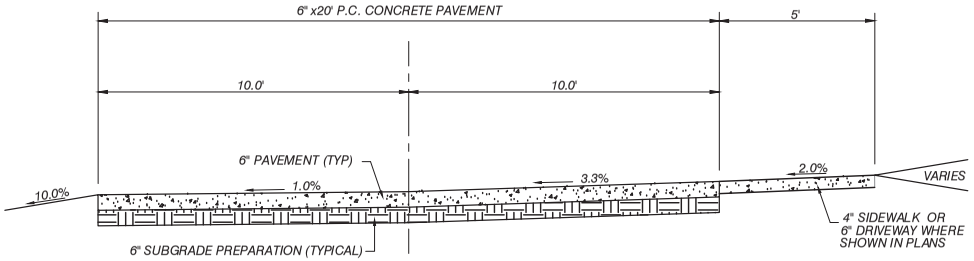
STANDARD PLANS		
303	23-27	CURB RAMP DETAILS



M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM



TYPICAL CROSS-SECTION OF IMPROVEMENT
STA 3+50.00 TO 6+81.82



TYPICAL CROSS-SECTION OF IMPROVEMENT
CUL-DE-SAC

TYPICAL CROSS-SECTION

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: Residency Cottages
Scottsbluff, NE
Typical Cross Section
CLIENT: Northfield Retirement
Community

PROJECT NUMBER:	RM220037-00
PROJECT DATE:	5/18/2022
PROJECT MGR:	M.O.
PROJECT TEAM:	D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 2 OF 27
2T

LEGEND

SYMBOL	EXISTING	PROPOSED
PROPERTY CORNER		
RIGHT OF WAY MARKER		
STOP SIGN		
ROAD SIGN		
DELINEATOR		
BOLLARD		
MAILBOX		
FIRE HYDRANT		
VALVE		
CURB STOP		
METER PIT		
MANHOLE		
STORM INLET		
POWER POLE		
LIGHT POLE		
GUY WIRE		
ELECTRIC TRANSFORMER		
TRAFFIC SIGNAL W/ LUMINARY		
TELEPHONE PEDESTAL		
TELEPHONE MARKER		
GAS MARKER		
CABLE TV PEDESTAL		
DECIDUOUS TREE		
CONIFER		
MONITORING WELL		
RIGHT OF WAY		
CENTERLINE		
WATER MAIN	W	W
6" WATER MAIN	6W	6W
8" WATER MAIN	8W	8W
1" WATER SERVICE LINE	1W	1W
8" SANITARY SEWER	8SAN	8SAN
12" SANITARY SEWER	12SAN	12SAN
15" SANITARY SEWER	15SAN	15SAN
STORM DRAIN	SD	
IRRIGATION LATERAL	OE	
OVERHEAD ELECTRIC	OE	
UNDERGROUND ELECTRIC	UE	
UNDERGROUND TELEPHONE	UT	
UNDERGROUND CABLE TV	UTV	
UNDERGROUND FIBER OPTIC	FO	
GAS MAIN	GAS	
FENCE		
EDGE OF PAVEMENT		
CURB AND GUTTER		

ABBREVIATIONS

ADA	AMERICANS WITH DISABILITIES ACT
AUX	AUXILIARY
BB	BACK TO BACK
BDC	BEGIN DROP CURB
BL	BURY LINE
BOP	BEGINNING OF PROJECT
℄, C/L	CENTERLINE
CMP	CORRUGATED METAL PIPE
CY	CUBIC YARDS
D	DEGREE OF CURVATURE
DC	TOP OF DROP CURB
DIA	DIAMETER
E	EAST,EASTING
EA	EACH
EDC	END DROP CURB
EL,ELEV	ELEVATION
FES	FLARED END SECTION
FL	FLOW LINE
FT	FEET, FOOT
HOR	HORIZONTAL
IE	INVERT ELEVATION
LBS	POUNDS
LF	LINEAL FEET
LIN	LINEAL
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
N	NORTH,NORTHING
OC	ON CENTER
OFF	OFFSET
P.C.	PORTLAND CEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PREP	PREPARATION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
R,RAD	RADIUS
RCCP	REINFORCED CONCRETE CULVERT PIPE
RE:	REFERENCE
REINF	REINFORCE,REINFORCING
RGSV	RESILIENT SEATED GATE VALVE
ROW	RIGHT OF WAY
RT	RIGHT
SQ	SQUARE
STA	STATION
SY	SQUARE YARDS
T	TANGENT
TC	TOP OF CURB
TEMP	TEMPORARY
TP	TOP OF PAVEMENT
TW	TOP OF SIDEWALK
TYP	TYPICAL
VER	VERTICAL
VO	VERTICAL OPERATING
VPI	VERTICAL POINT OF INTERSECTION
YDS	YARDS

GENERAL NOTES

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO COMMENCEMENT OF ANY WORK ON THE PROJECT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF ANY PROBLEMS IN CONFORMING TO THE APPROVED PLANS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO ITS CONSTRUCTION.

IT IS THE RESPONSIBILITY OF THE ENGINEER DURING CONSTRUCTION ACTIVITIES TO RESOLVE CONSTRUCTION PROBLEMS DUE TO CHANGED CONDITIONS, OR DESIGN ERRORS ENCOUNTERED BY THE CONTRACTOR DURING THE PROGRESS OF ANY PORTION OF THE PROJECT. IF, IN THE OPINION OF THE CITY, THE MODIFICATIONS PROPOSED BY THE ENGINEER, TO THE APPROVED PLANS, INVOLVE SIGNIFICANT CHANGES TO THE CHARACTER OF THE WORK, OR TO THE FUTURE CONTIGUOUS PUBLIC OR PRIVATE IMPROVEMENTS, THE ENGINEER SHALL BE RESPONSIBLE FOR RESUBMITTING THE REVISED PLANS TO THE CITY FOR APPROVAL PRIOR TO ANY FURTHER CONSTRUCTION RELATED TO THAT PORTION OF THE PROJECT. ANY IMPROVEMENTS NOT CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS, OR THE APPROVED REVISED PLANS, SHALL BE REMOVED AND RECONSTRUCTED ACCORDING TO THE APPROVED PLANS.

ANY CONSTRUCTION DEBRIS OR MUD TRACKING ONTO THE PUBLIC RIGHT OF WAY, RESULTING FROM THE PROJECT, SHALL BE REMOVED IMMEDIATELY, BY THE CONTRACTOR. THE CONTRACTOR SHALL IMMEDIATELY FIX ANY EXCAVATION, OR EXCESSIVE PAVEMENT FAILURE CAUSED BY THE FAILURE, AND SHALL PROPERLY BARRICADE THE SITE UNTIL CONSTRUCTION IS COMPLETE. FAILURE BY THE CONTRACTOR, TO CORRECT ANY OF THE ABOVE WITHIN 48 HOURS OF WRITTEN NOTICE, BY THE CITY, SHALL CAUSE THE CITY TO ISSUE A STOP WORK ORDER (RED TAG) AND/OR DO THE WORK AND MAKE A CLAIM AGAINST THE PROJECTS LETTER OF CREDIT FOR ANY COSTS INCURRED BY THE CITY.

THE CONTRACTOR SHALL BE SOLELY, AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS AT, AND ADJACENT TO THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE PERFORMANCE OF THE WORK, THIS REQUIREMENT SHALL APPLY CONTINUOUSLY, AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS, THE DUTY OF THE CITY TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING UTILITY LOCATIONS AT LEAST 48 HOURS (2 BUSINESS DAYS) PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION. FOR INFORMATION CONTACT DIGGERS HOTLINE: 1-800-331-5666. THE CONTRACTOR SHALL FIELD VERIFY SIZE, HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING FACILITIES PRIOR TO ANY CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAG PERSONS OR OTHER DEVICES NECESSARY TO PROVIDE FOR THE PUBLIC SAFETY IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL NOTIFY THE INSPECTOR AND TESTING AGENCY AT LEAST 24 HOURS PRIOR TO THE DESIRED INSPECTION.

ALL TRENCHES SHALL BE ADEQUATELY SUPPORTED AND THE SAFETY OF WORKERS PROVIDED FOR AS REQUIRED BY THE MOST RECENT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION. THESE REGULATIONS ARE DESCRIBED IN SUBPART P., PART 1926 OF THE CODE OF FEDERAL REGULATIONS, UTILIZE SHEETING AND SHORING WHERE REQUIRED TO PREVENT ANY EXCESSIVE WIDENING OR SLOUGHING OF THE TRENCH WHICH MAY BE DETRIMENTAL TO HUMAN SAFETY, TO THE PIPE BEING PLACED, TO TREES, OR TO ANY EXISTING STRUCTURE, WHERE EXCAVATIONS ARE MADE UNDER SEVERE WATER CONDITIONS, THE CONTRACTOR MAY BE REQUIRED TO USE AN APPROVED PILING INSTEAD OF SHEETING AND SHORING. EXCAVATED MATERIAL SHALL NOT BE PLACED NEARER THAN 2 FEET FROM THE SIDES OF THE TRENCH. HEAVY EQUIPMENT SHALL NOT BE PLACED NEAR THE SIDES OF THE TRENCH UNLESS THE TRENCH IS ADEQUATELY BRACED.

COMPACTION OF ALL TRENCHES AND ANY OTHER REQUIRED AREAS MUST BE ATTAINED AND THE TEST RESULTS SUBMITTED TO THE ENGINEER AND THE OWNER PRIOR TO ACCEPTANCE.

THE CONTRACTOR SHALL HAVE IN HIS/HER POSSESSION AT ALL TIMES AT LEAST ONE COPY OF THE PLANS APPROVED BY THE CITY.

THE CONTRACTOR SHALL NOTIFY THE OWNER AT LEAST 48 HOURS PRIOR TO THE START OF ANY CONSTRUCTION.

THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING DUST CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION.

SANITARY AND WATER SERVICE QUANTITIES ARE ESTIMATED FROM THE MAINS TO WITHIN THREE FEET OF EACH COTTAGE. FINAL SERVICE LOCATION SHOULD BE COORDINATED WITH THE ARCHITECT AND OWNER. FINAL SERVICE LOCATIONS MAY VARY ESTIMATED QUANTITIES.

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE

LEGEND SHEET

CLIENT: NORTHFIELD RETIREMENT COMMUNITY

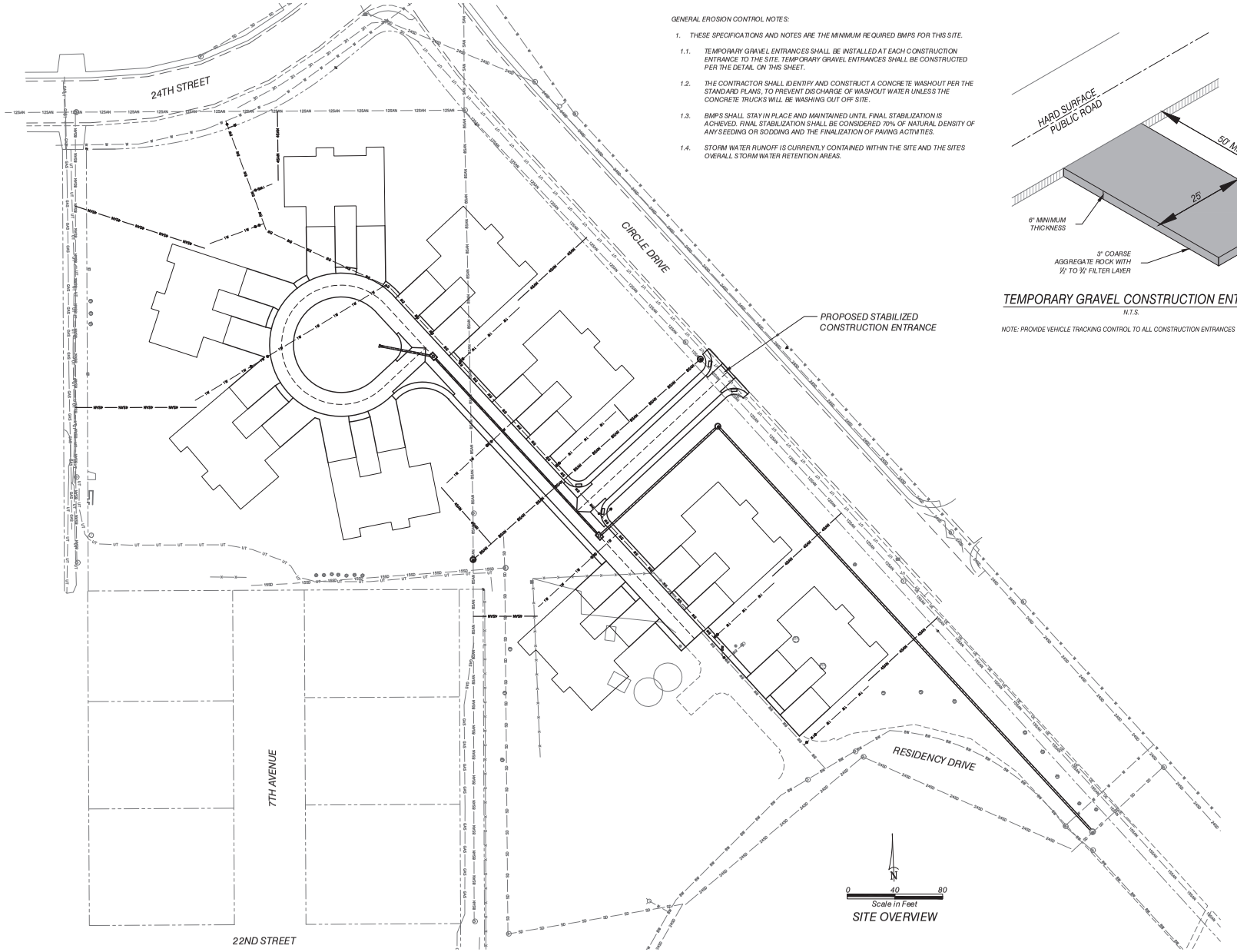
PROJECT NUMBER: RM220037-00
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 3 OF 27

LEG-1



SITE OVERVIEW

GENERAL EROSION CONTROL NOTES:

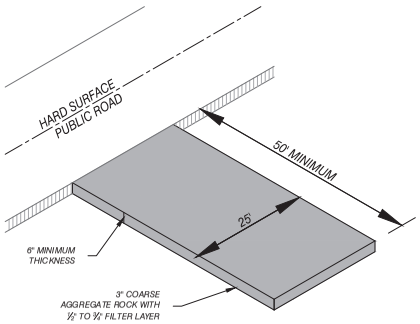
1. THESE SPECIFICATIONS AND NOTES ARE THE MINIMUM REQUIRED BMPS FOR THIS SITE.

1.1. TEMPORARY GRAVEL ENTRANCES SHALL BE INSTALLED AT EACH CONSTRUCTION ENTRANCE TO THE SITE. TEMPORARY GRAVEL ENTRANCES SHALL BE CONSTRUCTED PER THE DETAIL ON THIS SHEET.

1.2. THE CONTRACTOR SHALL IDENTIFY AND CONSTRUCT A CONCRETE WASHOUT PER THE STANDARD PLANS, TO PREVENT DISCHARGE OF WASHOUT WATER UNLESS THE CONCRETE TRUCKS WILL BE WASHING OUT OFF SITE.

1.3. BMPS SHALL STAY IN PLACE AND MAINTAINED UNTIL FINAL STABILIZATION IS ACHIEVED. FINAL STABILIZATION SHALL BE CONSIDERED 70% OF NATURAL DENSITY OF ANY SEEDING OR SODDING AND THE FINALIZATION OF PAVING ACTIVITIES.

1.4. STORM WATER RUNOFF IS CURRENTLY CONTAINED WITHIN THE SITE AND THE SITE'S OVERALL STORM WATER RETENTION AREAS.



TEMPORARY GRAVEL CONSTRUCTION ENTRANCE

N.T.S.

NOTE: PROVIDE VEHICLE TRACKING CONTROL TO ALL CONSTRUCTION ENTRANCES TO SITE.

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PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE
OVERALL SITE PLAN/SWPPP

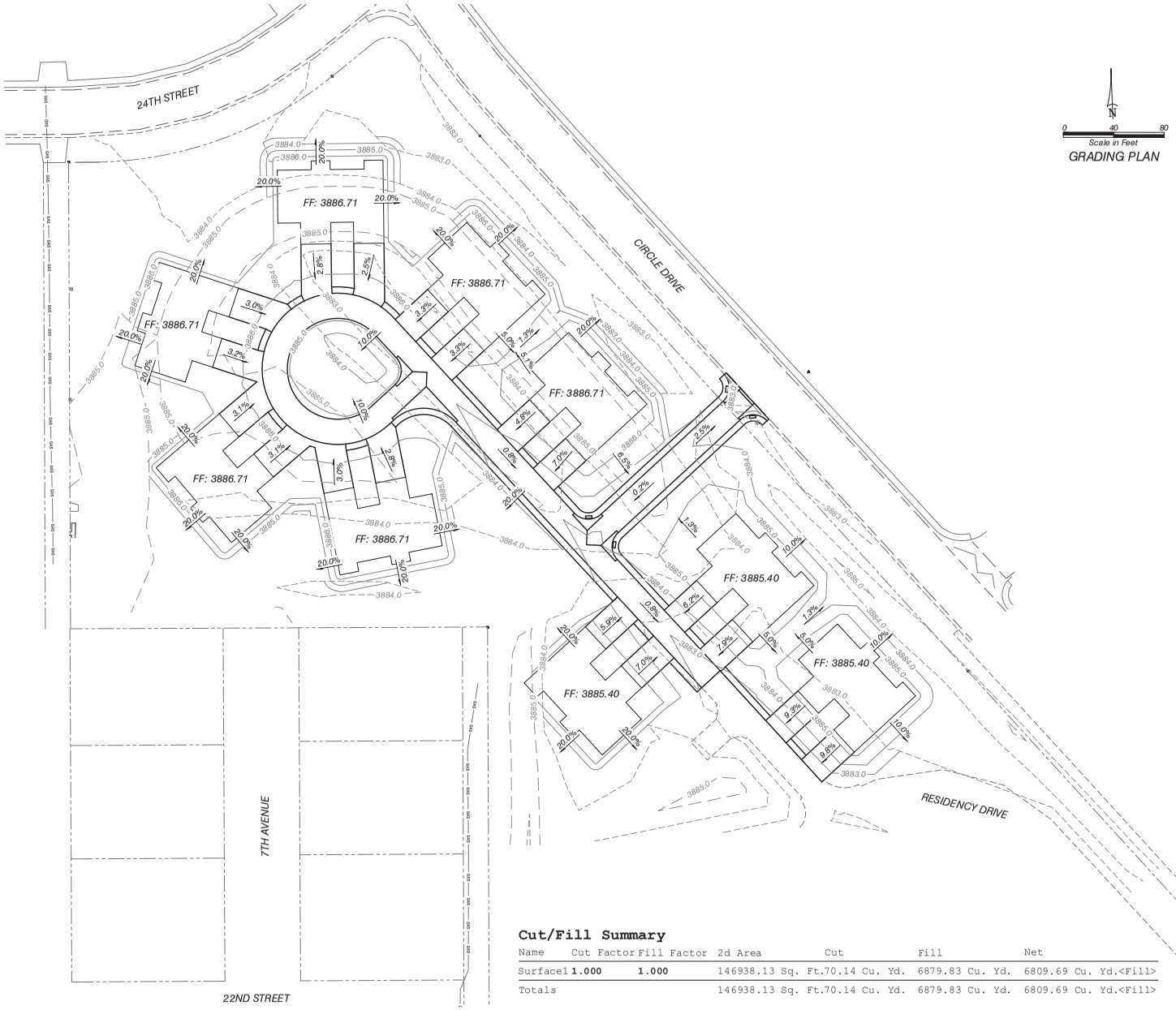
CLIENT: NORTHFIELD RETIREMENT COMMUNITY

PROJECT NUMBER: RM220037-00
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 4 OF 27
OVR-1



GRADING PLAN

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Surface1	1.000	1.000	146938.13 Sq. Ft.	70.14 Cu. Yd.	6879.83 Cu. Yd.	6809.69 Cu. Yd.<Fill>
Totals			146938.13 Sq. Ft.	70.14 Cu. Yd.	6879.83 Cu. Yd.	6809.69 Cu. Yd.<Fill>

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SCOTTSBLUFF, NEBRASKA 69361
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PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: Residency Cottages
Scottsbluff, NE
Grading Plan
CLIENT: Northfield Retirement Community

PROJECT NUMBER: RM220037-00
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16380
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 5 OF 27
G-1

SHEET 6 OF 27

RMV-1

DATE	REVISION

SEAL

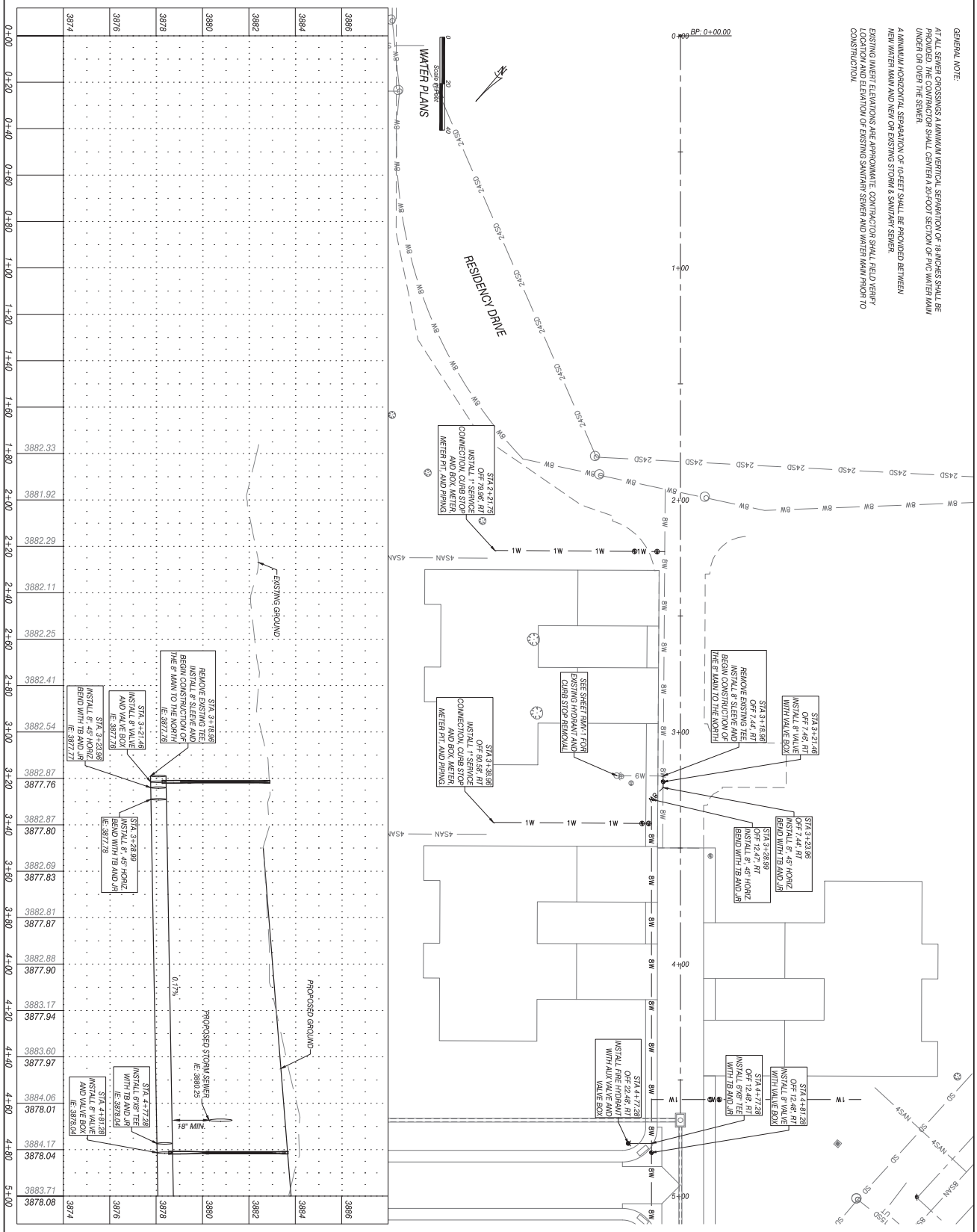
PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Removal Plan

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM



PROJECT: Residency Cottages
Scottsbluff, NE

Water Plan and Profile

CLIENT: Northfield Retirement Community

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

DATE | REVISION

SEAL

M. C. SCHAFF & ASSOCIATES, INC.
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SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

SHEET 7 OF 27

UTL-1

GENERAL NOTE:

AT ALL SEWER CROSSINGS A MINIMUM VERTICAL SEPARATION OF 18-INCHES SHALL BE PROVIDED. THE CONTRACTOR SHALL CENTER A 20-FOOT SECTION OF PVC WATER MAIN UNDER OR OVER THE SEWER.

A MINIMUM HORIZONTAL SEPARATION OF 10-FEET SHALL BE PROVIDED BETWEEN NEW WATER MAIN AND NEW OR EXISTING STORM & SANITARY SEWER.

EXISTING INVERT ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING SANITARY SEWER AND WATER MAIN PRIOR TO CONSTRUCTION.

STA 5+86.85
OFF 63.72', LT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

STA 5+34.40
OFF 80.92', RT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

STA 6+53.40
OFF 80.92', RT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

EXISTING SANITARY SEWER TO BE ABANDONED

STA 7+80.79
OFF 171.56', LT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

STA 7+39.60
OFF 12.50', RT
INSTALL 8", 22½° HORIZ. BEND WITH TB AND JR

STA 8+68.82
OFF 73.15', LT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

STA 8+44.69
OFF 31.09', LT
INSTALL 8", 45° HORIZ. BEND WITH TB AND JR

STA 8+70.03
OFF 1.10', LT
INSTALL 1" SERVICE CONNECTION, CURB STOP AND BOX, METER, METER PIT, AND PIPING.

STA 9+29.63
OFF 4.04', RT
INSTALL 6"X6" TEE WITH TB AND JR

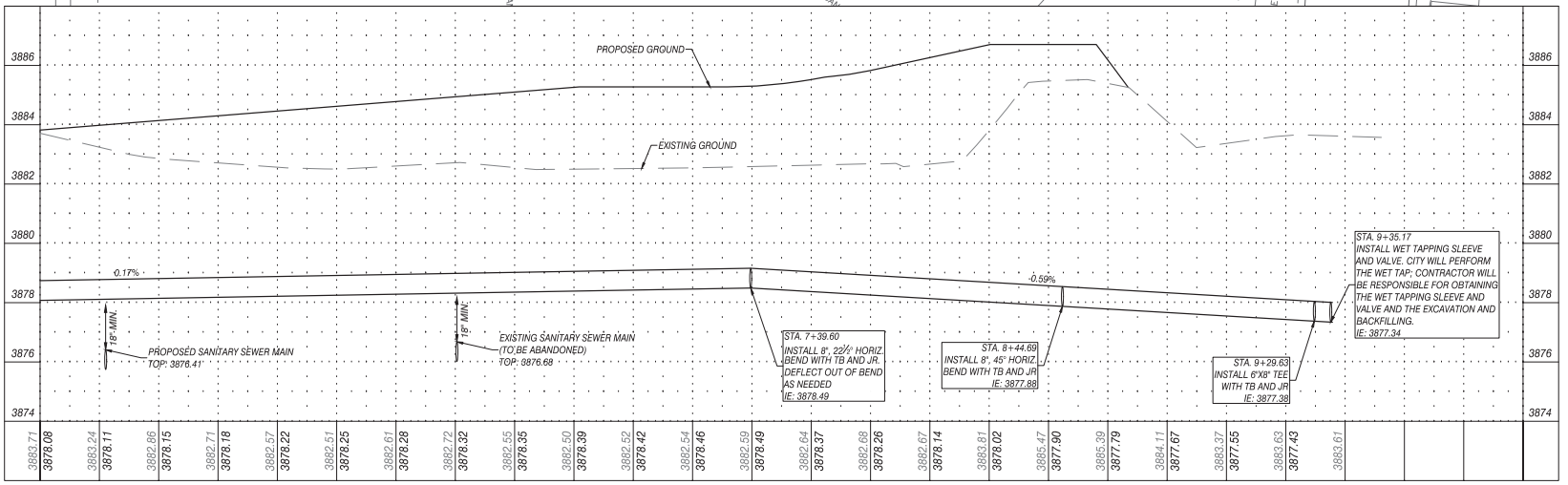
STA 9+27.34
OFF 9.58', RT
INSTALL FIRE HYDRANT WITH AUX VALVE AND VALVE BOX

STA 9+35.17
OFF 6.33', RT
INSTALL WET TAPPING SLEEVE AND VALVE. CITY WILL PERFORM THE WET TAP; CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING THE WET TAPPING SLEEVE AND VALVE AND THE EXCAVATION AND BACKFILLING.

E 24TH STREET

0 20 40
Scale in Feet

WATER PLANS



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ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE

WATER PLAN AND PROFILE

CLIENT: NORTHFIELD RETIREMENT COMMUNITY

PROJECT NUMBER: RM220037-00
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 8 OF 27
UTL-2

PROJECT: Residency Cottages
Scottsbluff, NE

Sanitary Sewer
Plan and Profile

CLIENT: Northfield Retirement
Community

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

DATE | REVISION

SEAL

SHEET 9 OF 27
UTL-3

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
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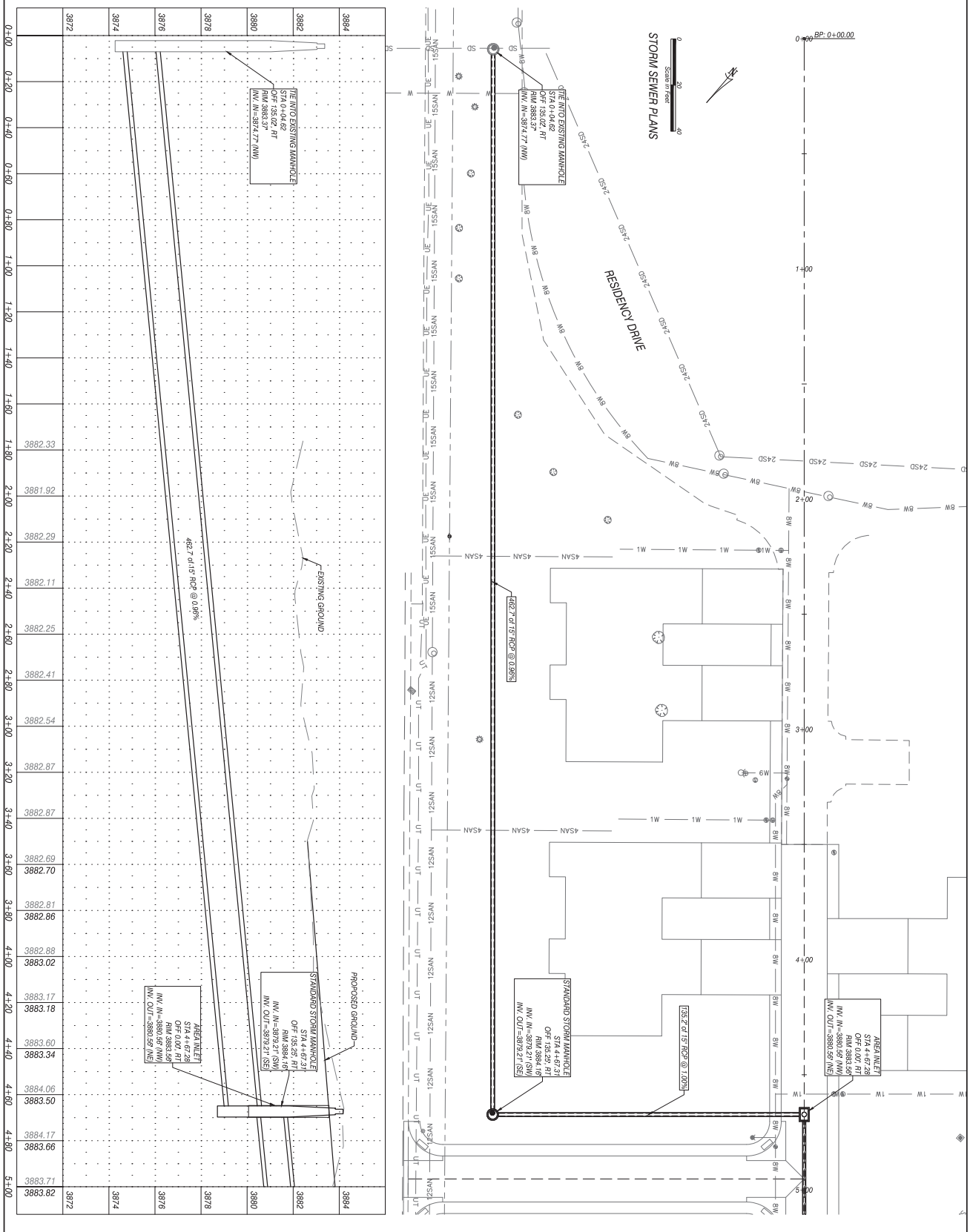

SHEET 10 OF 27

STM-1

DATE	REVISION

SEAL

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Storm Plan and Profile

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
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SCOTTSBLUFF, NEBRASKA 69361

ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS

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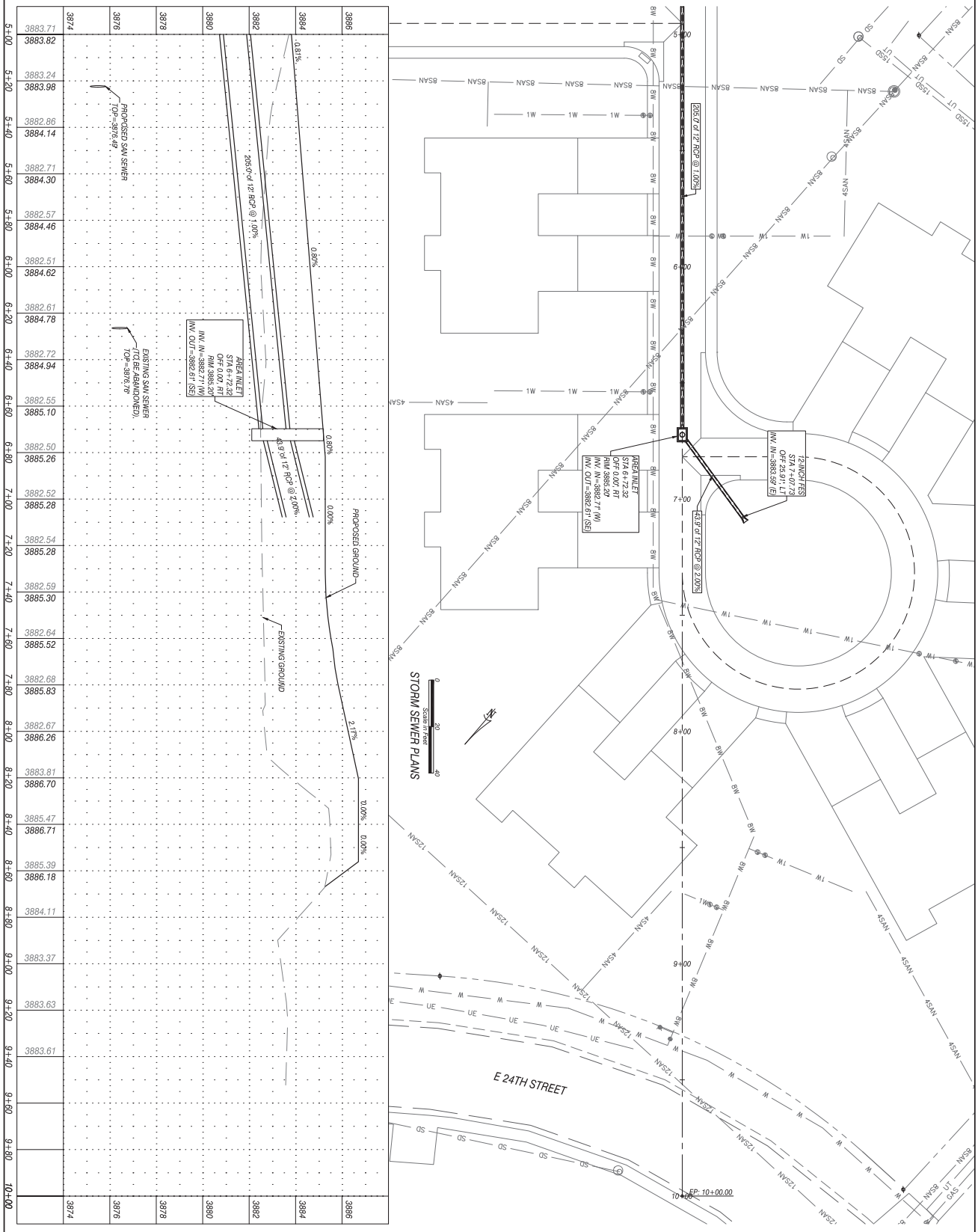


PROJECT:	Residency Cottages Scottsbluff, NE Storm Plan and Profile
CLIENT:	Northfield Retirement Community

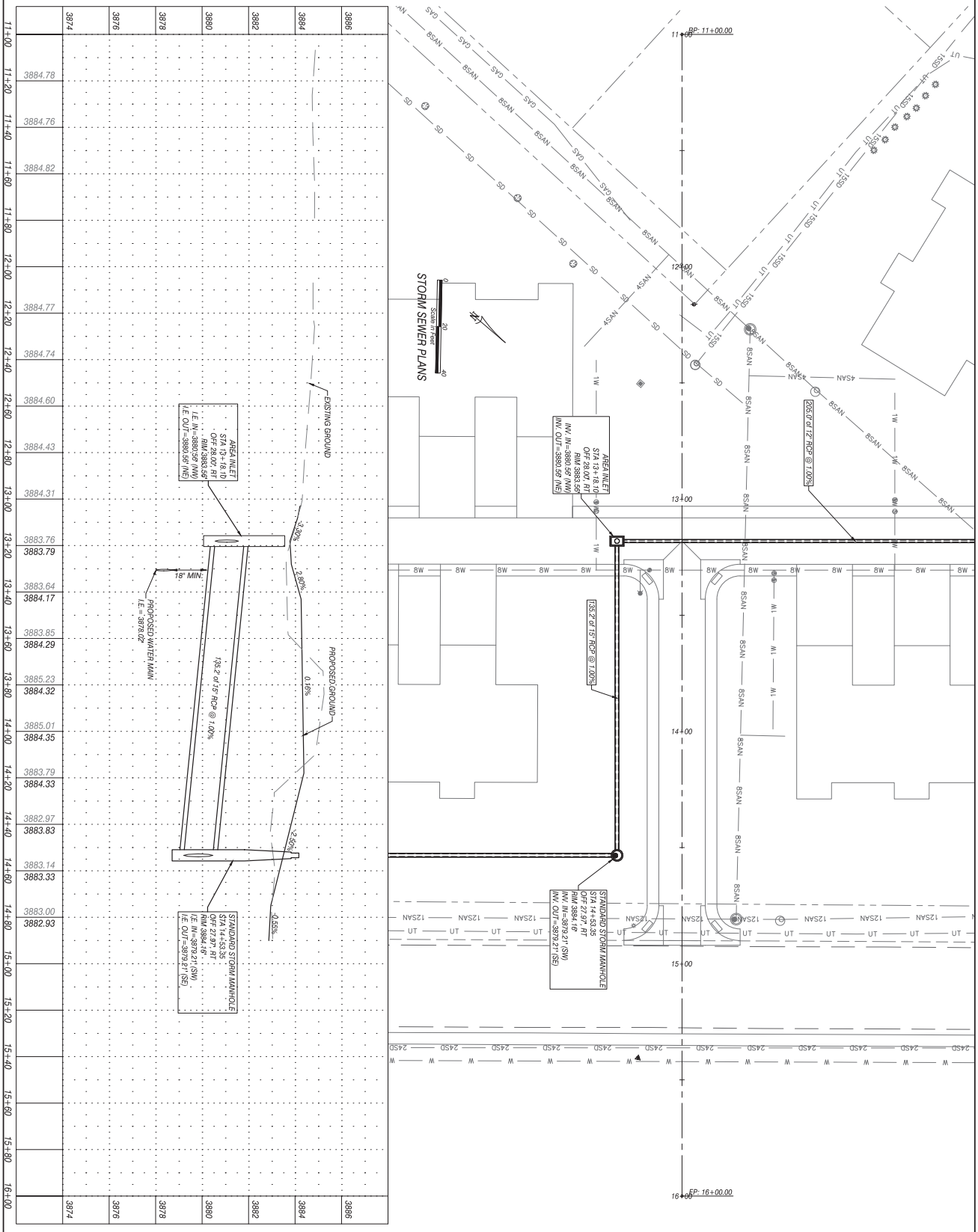
M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

SEAL

DATE	REVISION

STM-2
SHEET 11 OF 27



STM-3

SHEET 12 OF 27

DATE	REVISION

SEAL

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Storm Plan and Profile

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
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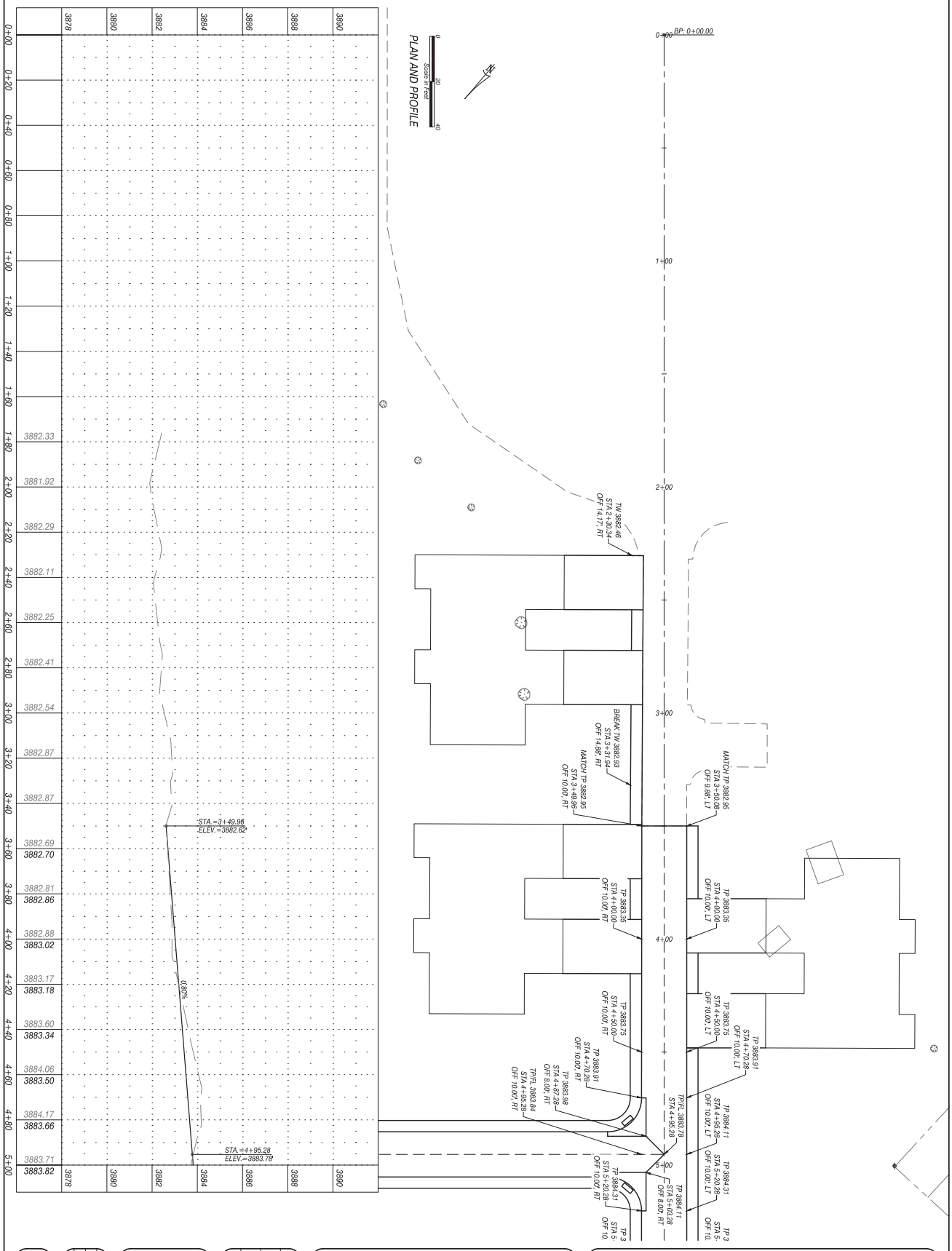
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM



SHEET 13 OF 27

P-1

DATE	REVISION

SEAL

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Street Plan and Profile

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS

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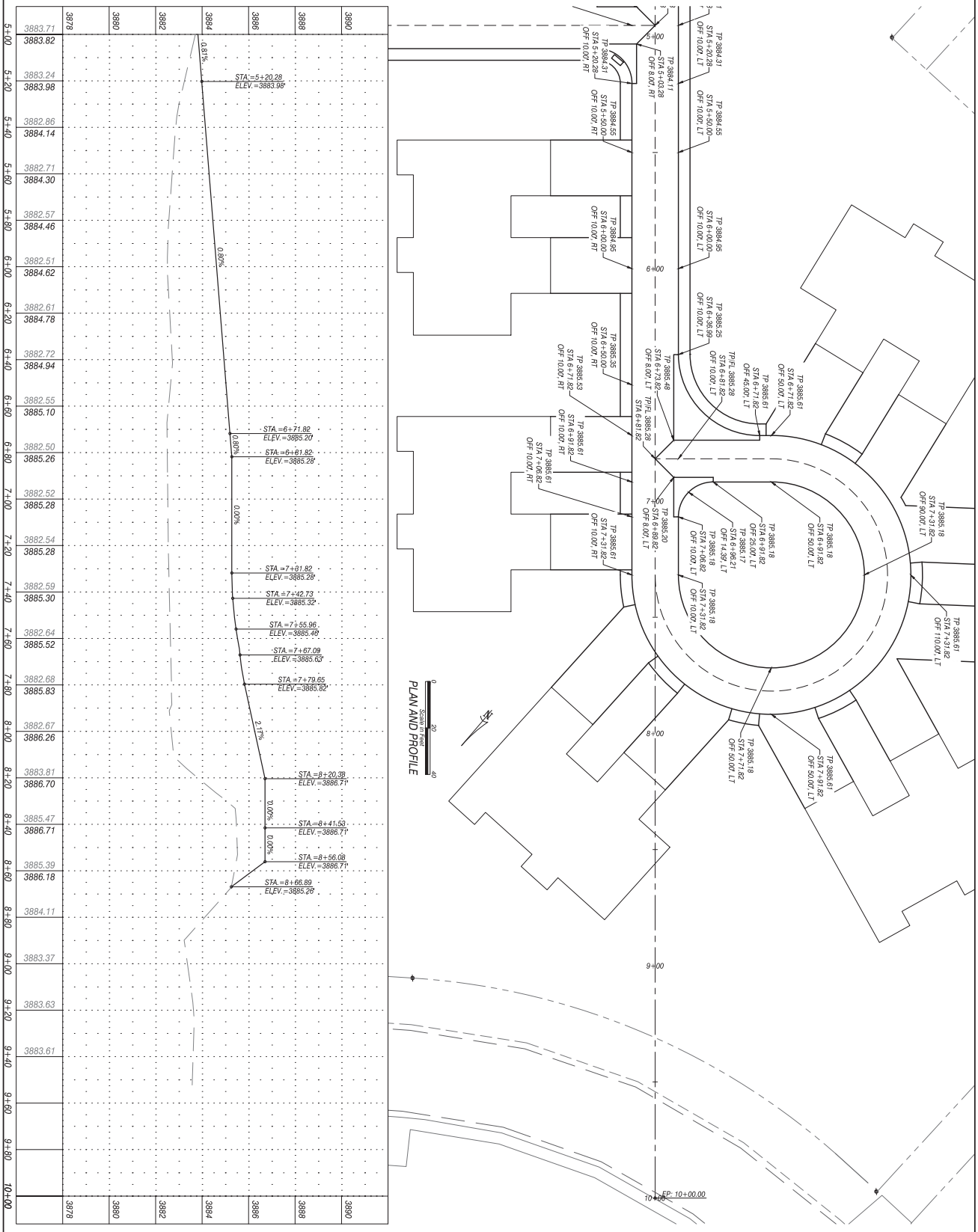

SHEET 14 OF 27
P-2

DATE	REVISION

SEAL

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Street Plan and Profile

CLIENT: Northfield Retirement Community

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ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
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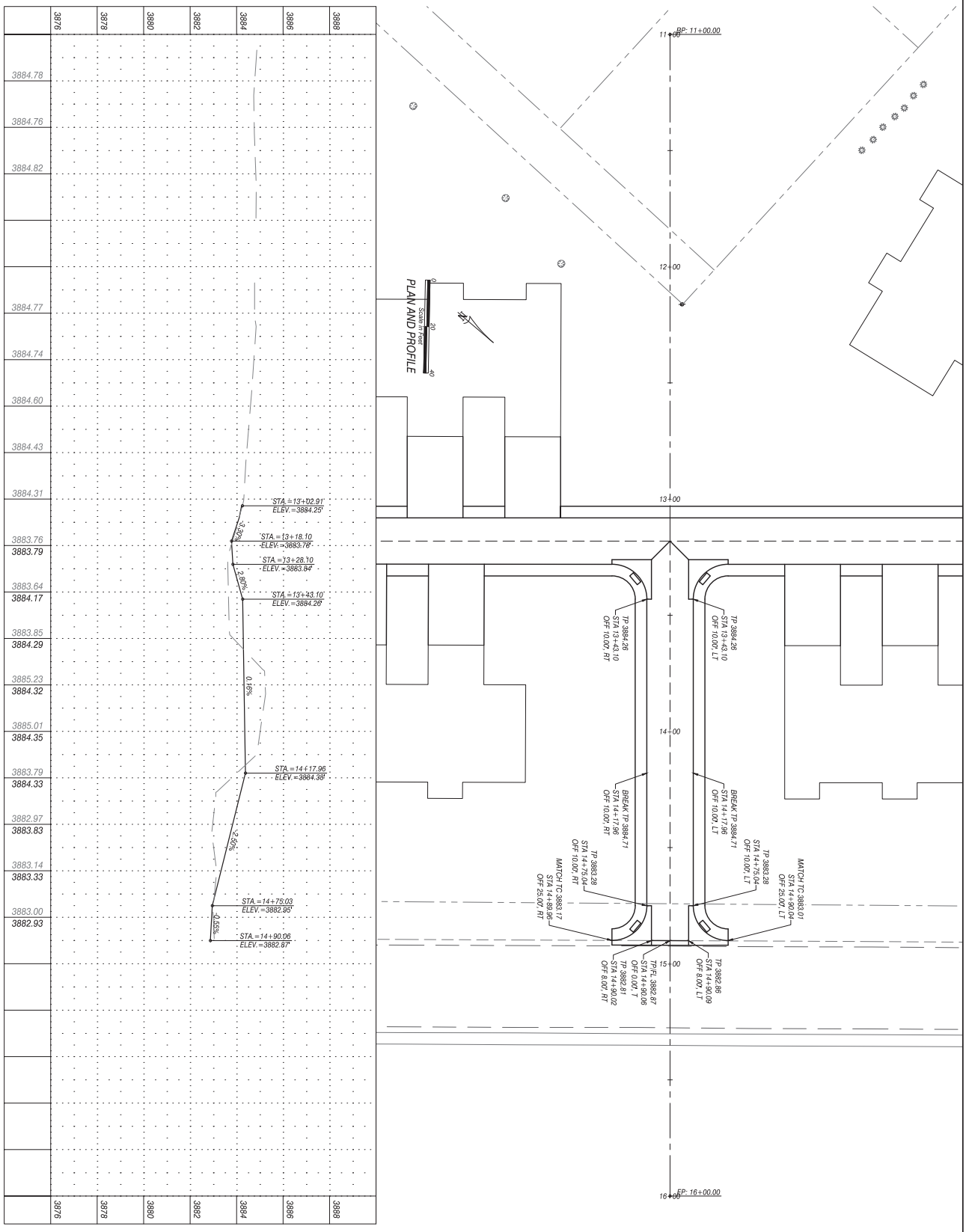

SHEET 15 OF 27

P-3

DATE	REVISION

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Street Plan and Profile

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
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ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
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C-1

DATE	REVISION

SEAL

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

PROJECT: Residency Cottages
Scottsbluff, NE

Construction Plans

CLIENT: Northfield Retirement Community

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

CONSTRUCTION NOTES:

1. BUILD 6-INCH P.C. CONCRETE PAVEMENT
2. BUILD 15-FOOT RADIUS CURB RETURN
3. BUILD 25-FOOT INTERSECTION RADIUS
4. BUILD 4-INCH P.C. CONCRETE SIDEWALK
5. INSTALL DETECTIBLE WARNING PANEL
6. BUILD HANDICAP RAMP
7. BUILD 30-INCH P.C. CURB AND GUTTER (CATCH)
8. BUILD 6-INCH P.C. CONCRETE DRIVEWAY

SEE STORM SEWER PLANS FOR STORM SEWER CONSTRUCTION DETAILS (STM 1-3)
SEE UTILITY PLANS FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION DETAILS (UTL 1-3)

CONSTRUCTION PLANS

Scale in Feet: 0, 20, 40

PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE

CONSTRUCTION PLANS

CLIENT: NORTHFIELD RETIREMENT COMMUNITY

PROJECT NUMBER: RM22003700
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

SEAL

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M. C. SCHAFF & ASSOCIATES, INC.
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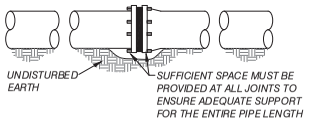
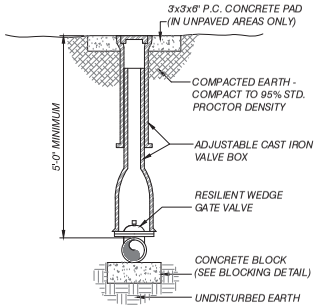
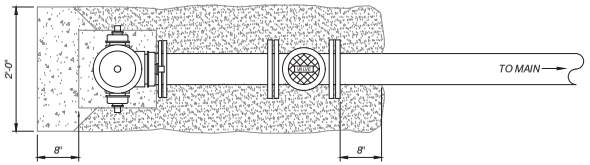


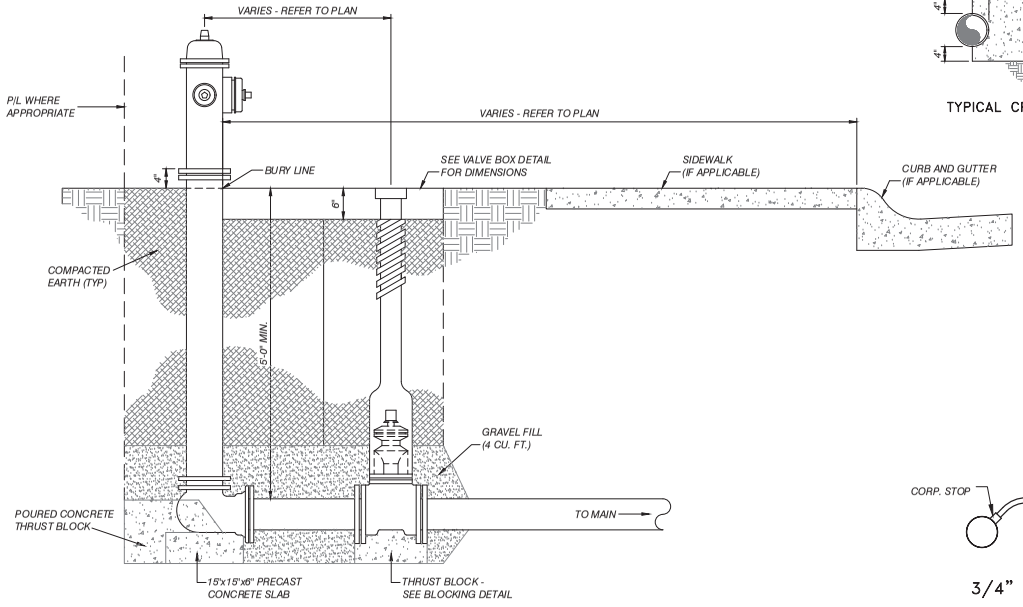
BEDDING DETAIL



GATE VALVE IN A VALVE BOX

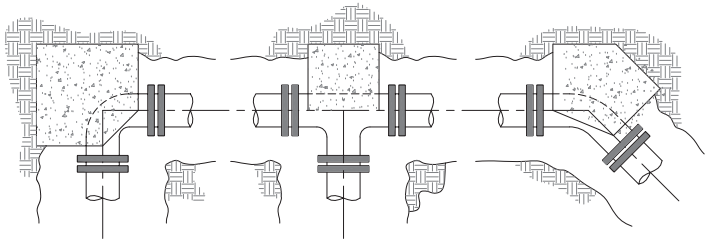


PLAN VIEW

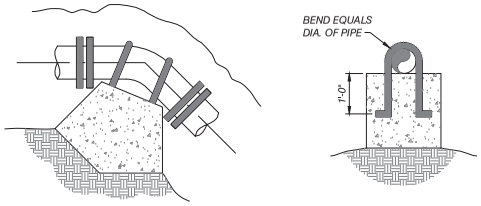


SIDE VIEW

FIRE HYDRANT SETTING



TYPICAL CROSS SECTION OF HORIZONTAL ELBOWS, TEE'S AND BENDS



TYPICAL CROSS SECTION OF VERTICAL BEND

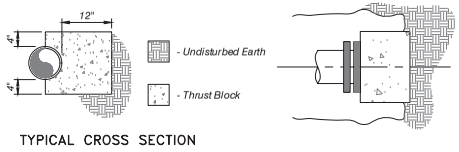
NOTES:

PLACE DOUBLE LAYER OF TAR PAPER BETWEEN CONCRETE BLOCK AND THE PLUG OR CAP.

ALL JOINTS, BOLTS, ETC. SHALL REMAIN FREE FROM CONCRETE AND SHALL BE OTHERWISE ACCESSIBLE.

ALL BLOCKS SHALL BE PLACED AGAINST UNDISTURBED EARTH.

BLOCKS SHALL BE CAST IN PLACE CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 2,000 PSI AT 28 DAYS, UNLESS OTHERWISE SPECIFIED.



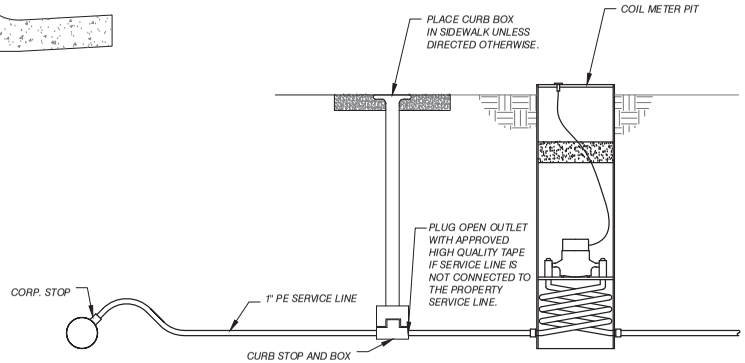
TYPICAL CROSS SECTION

MINIMUM AREA IN SQUARE FEET OF THRUST BLOCK ON UNDISTURBED TRENCH BANK

PIPE SIZE (INCHES)	90° BEND	45° BEND	DEAD END
4	2	2	2
6	3	3	3
8	5	5	5
10	8	8	8
12	12	12	12
14	16	16	16
16	20	20	20

MINIMUM THICKNESS OF THRUST BLOCK: 18"

WATER MAIN BLOCKING DETAIL



3/4" AND 1" WATER SERVICE CONNECTION AND WATER METER DETAILS

Not to Scale

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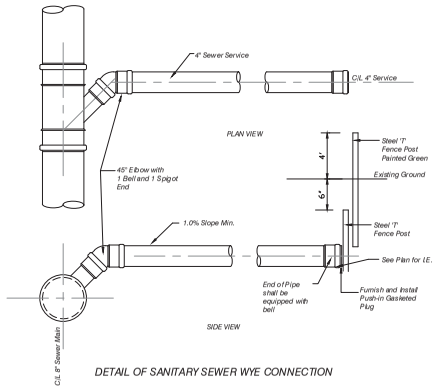
PROJECT: Residency Cottages
Scottsbluff, NE
Details
CLIENT: Northfield Retirement Community

PROJECT NUMBER: RM220037-00
PROJECT DATE: 5/18/2022
PROJECT MGR: M.O.
PROJECT TEAM: D.B./ M.O.

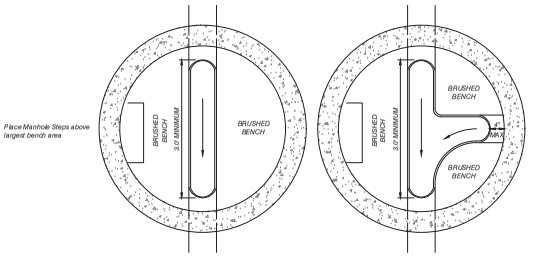
PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 18 OF 27
DTL-1

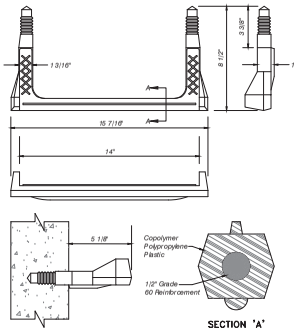


DETAIL OF SANITARY SEWER WYE CONNECTION



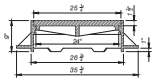
SANITARY SEWER MANHOLE FLOOR DETAIL

NOT TO SCALE

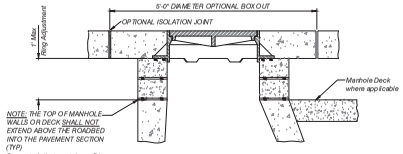


MANHOLE STEP DETAIL

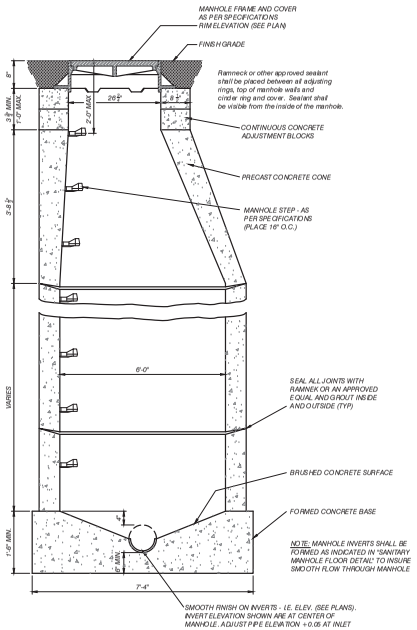
NOT TO SCALE



UNLESS SPECIFIED ELSEWHERE, THE COVER SHALL BE SOLID AND HAVE NO LETTERING. THE COVER DESIGN SHALL MEET WITH THE APPROVAL OF THE ENGINEER. THE WEIGHT OF THE FRAME AND COVER COMBINED SHALL BE NO LESS THAN 400 POUNDS. THE FRAME AND COVER SHALL BE NEENAH MODEL NO. R-1769-A, DEETER MODEL 1068 OR AN APPROVED EQUAL.



TYPICAL MANHOLE FRAME AND COVER

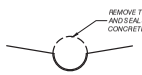


SANITARY SEWER MANHOLE DETAIL

NOT TO SCALE

GENERAL NOTES

1. RING AND COVER SHALL BE PLACED AS FOLLOWS:
   - IN PAVED AREAS:
     - FLUSH WITH FINISHED PAVEMENT GRADE
   - IN UNPAVED TRAFFIC AREAS:
     - 3" BELOW FINISHED GRADE
   - IN ALL OTHER AREAS:
     - AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER
2. FOR MANHOLES LESS THAN 6'-6" IN DEPTH, MEASURED FROM TOP OF THE RING AND COVER TO THE TOP OF THE FLOOR, THE MANHOLE SHALL BE DECKED. ECCENTRIC CONES SHALL NOT BE PERMITTED.
3. THE CONTRACTOR MAY LAY PIPE THROUGH THE MANHOLE AND CAST THE FLOOR AROUND THE BOTTOM HALF OF PIPE. THE TOP HALF OF THE PIPE WITHIN THE MANHOLE SHALL BE REMOVED.



4. SANITARY SEWER MANHOLES SHALL REQUIRE THE USE OF A CONCRETE MANHOLE ADAPTER WHEN P.V.C. PIPE IS USED.
5. MANHOLE RING AND COVER SHALL BE NEENAH MODEL NO. R-1769-A, DEETER MODEL NO. 1048 OR AN APPROVED EQUAL. SHOULD FLUSH MANHOLES BE REQUIRED, THEY SHALL BE NEENAH MODEL NO. R-6052-F, DEETER MODEL NO. 1054 OR AN APPROVED EQUAL.

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PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE

DETAILS

CLIENT: NORTHFIELD RETIREMENT COMMUNITY

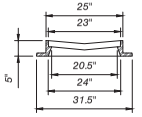
PROJECT NUMBER:	RM220037-00
PROJECT DATE:	5/18/2022
PROJECT MGR:	M.O.
PROJECT TEAM:	D.B./ M.O.

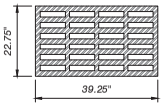
PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16380
STATE OF NEBRASKA
SEAL

DATE	REVISION

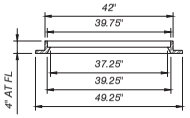
SHEET 19 OF 27

DTL-2



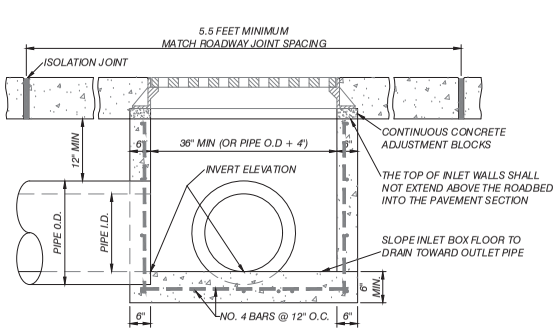


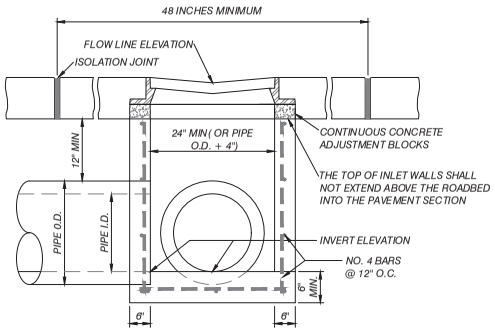
STANDARD GRATE–TYPE A



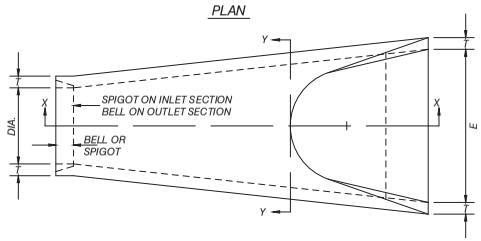
*UNLESS SPECIFIED, THE STANDARD GRATE DESIGN SHALL BE SUPPLIED. THE **STANDARD** GRATE SHALL BE D&L MODEL I-3386-01 TYPE "A" OR AN APPROVED EQUAL. IF THE STANDARD GRATE IS NOT TO BE USED THE PLANS SHALL SPECIFY WHICH GRATE SHALL BE USED.*

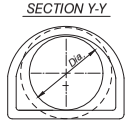
TYPICAL CURB INLET, FRAME, GRATE AND CURB BOX



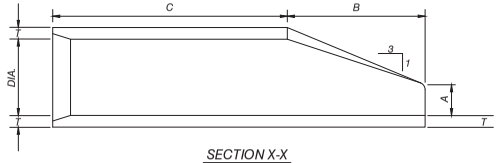


STANDARD CONCRETE CURB INLET BOX

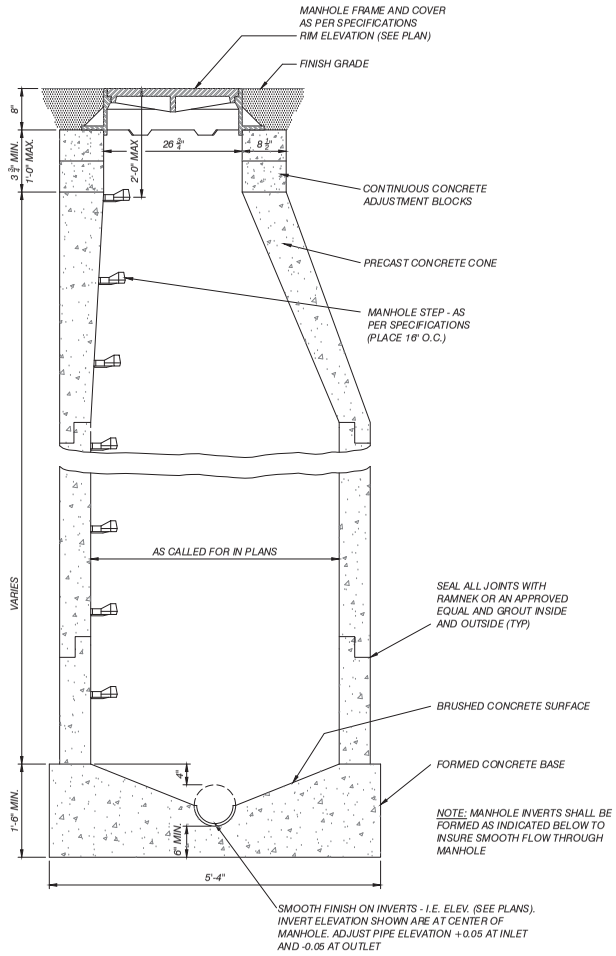




DIA	T	A	B	C	D	E
12"	2"	4"	24"	48 7/8"	72 7/8"	30"
15"	2 1/4"	6"	27"	46°	73°	30"
18"	2 1/2"	9"	27"	46°	73°	36"
24"	3"	9 1/2"	43 1/2"	30°	73 1/2"	48"
30"	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"
36"	4"	15"	63"	34 3/4"	97 3/4"	72"
42"	4 1/2"	21"	72"	35°	98°	78"
48"	5"	24"	24"	26°	98°	84"



FLARED END SECTION DETAIL



NOTE: MANHOLE INVERTS SHALL BE FORMED AS INDICATED BELOW TO INSURE SMOOTH FLOW THROUGH MANHOLE

GENERAL NOTES

1. RING AND COVER SHALL BE PLACED AS FOLLOWS:
   - IN PAVED AREAS:
     - FLUSH WITH FINISHED PAVEMENT GRADE
   - IN UNPAVED TRAFFIC AREAS:
     - 3" BELOW FINISHED GRADE
   - IN ALL OTHER AREAS:
     - AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER

2. FOR MANHOLES LESS THAN 6'-6" IN DEPTH, MEASURED FROM TOP OF THE RING AND COVER TO THE TOP OF THE FLOOR, THE MANHOLE SHALL BE DECKED. ECCENTRIC CONES SHALL NOT BE PERMITTED.

3. MANHOLE RING AND COVER SHALL BE NEENAH MODEL NO. R-1769-A, DEETER MODEL NO. 1048 OR AN APPROVED EQUAL. SHOULD FLUSH MANHOLES BE REQUIRED, THEY SHALL BE NEENAH MODEL NO. R-6052-F, DEETER MODEL NO. 1054 OR AN APPROVED EQUAL.

STANDARD STORM DRAIN CONCRETE MANHOLE

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MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

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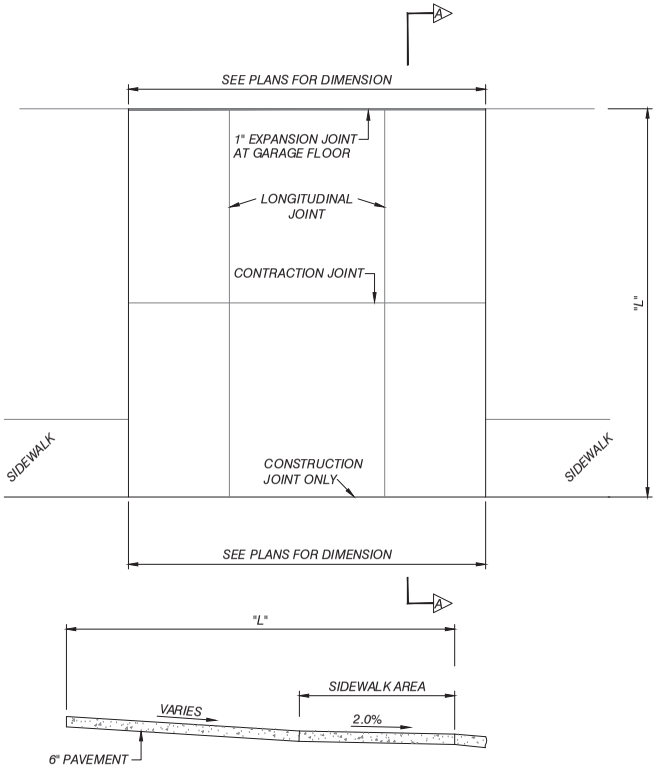
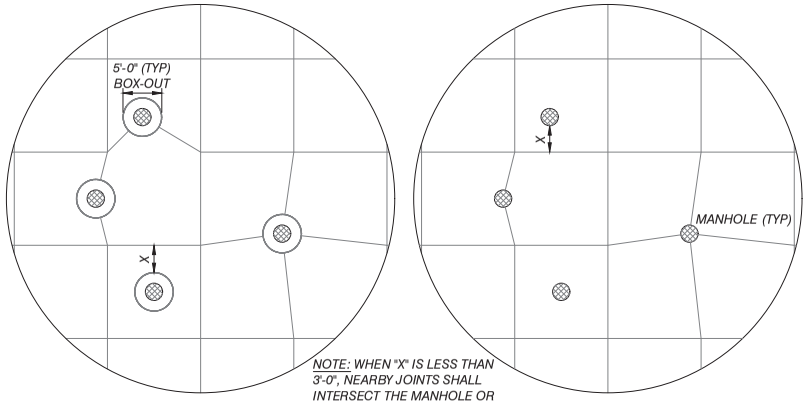
SHEET 20 OF 27
DTL-3



SECTION 'A' (SIDEWALK AT PAVEMENT)

SEE PAVING PLAN FOR DRIVEWAY WIDTH AND DEPTH DIMENSIONS.

TYPICAL DRIVEWAY/ALLEY RETURN

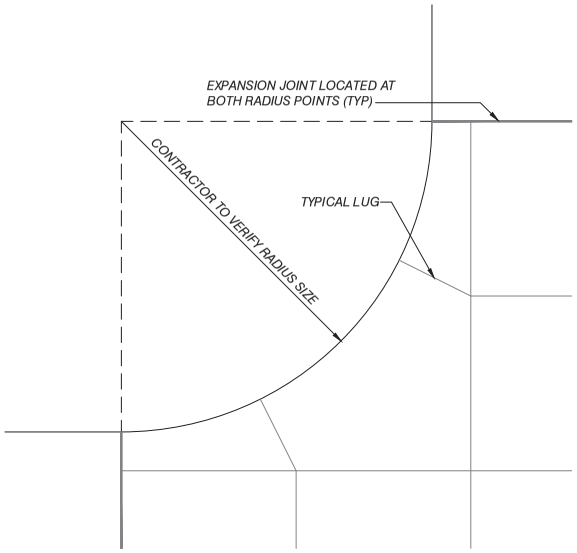


NOTE: WHEN "X" IS LESS THAN 3'-0", NEARBY JOINTS SHALL INTERSECT THE MANHOLE OR BOX-OUT AT A 90° ANGLE.

JOINTING PLAN WITH OPTIONAL MANHOLE BOX OUT

JOINTING PLAN WITHOUT OPTIONAL MANHOLE BOX OUT

TYPICAL MANHOLE BOX OUT



PAY ITEM FOR TYPICAL RADIUS SHALL INCLUDE THE CURB AND GUTTER, FILLET AND DROP CURB FOR CURB RAMP

TYPICAL CONCRETE INTERSECTION RADIUS

M. C. SCHAFF & ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
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ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM

PROJECT: RESIDENCY COTTAGES
SCOTTSBLUFF, NE

DETAILS

CLIENT: NORTHFIELD RETIREMENT COMMUNITY

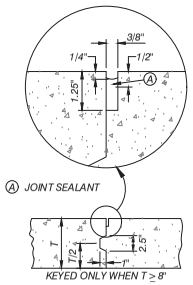
PROJECT NUMBER:	RM220037-00
PROJECT DATE:	5/18/2022
PROJECT MGR:	M.O.
PROJECT TEAM:	D.B./ M.O.

PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

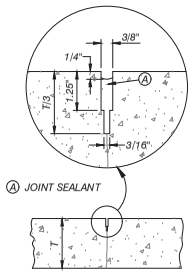
DATE	REVISION

SHEET 21 OF 27

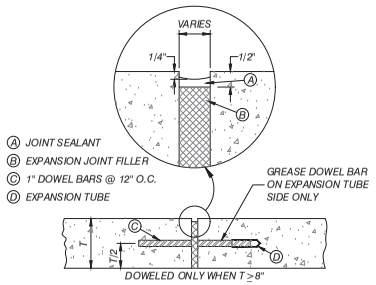
DTL-4



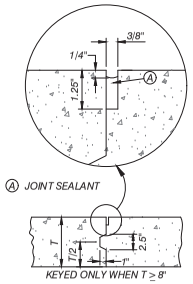
TYPICAL TRANSVERSE
ROADWAY CONSTRUCTION JOINT



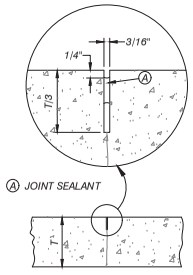
TYPICAL SAWN TRANSVERSE
ROADWAY CONTRACTION JOINT



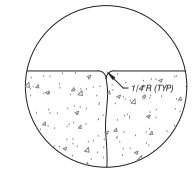
TYPICAL EXPANSION JOINT



TYPICAL LONGITUDINAL
ROADWAY CONSTRUCTION JOINT

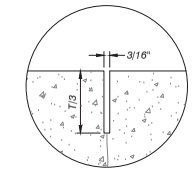


TYPICAL SAWN LONGITUDINAL
ROADWAY CONTRACTION JOINT



A TOOLED JOINT SHALL HAVE A WEAKENED PLANE INDUCED AT THE JOINT BY SLICING THE PAVEMENT ALONG THE JOINT WITH A MASON'S TROWEL (OR OTHER SUITABLE METHOD)

TYPICAL TOOLED CURB, SIDEWALK,
DRIVEWAY OR MEDIAN JOINT



TYPICAL SAWN CURB, SIDEWALK,
DRIVEWAY OR MEDIAN JOINT

CONCRETE JOINTING NOTES

CONCRETE PAVEMENT JOINTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE SUBSIDIARY TO THE PAVEMENT.

TRANSVERSE ROADWAY JOINTS SHALL BE SPACED AT 12 FEET EXCEPT AT LOCATIONS SUCH AS UTILITY FIXTURES AND INTERSECTION RADII WHERE TRANSVERSE JOINT SPACING MAY VARY FROM 9.5 TO 14.5 FEET.

TRANSVERSE CURB AND GUTTER JOINTS SHALL MATCH THE TRANSVERSE ROADWAY JOINTS.

LONGITUDINAL ROADWAY JOINTS SHALL EVENLY DIVIDE THE WIDTH OF THE ROADWAY, WITH A SPACING OF BETWEEN 9.5 AND 14.5 FEET. AS AN OPTION, A LONGITUDINAL CONSTRUCTION JOINT MAY BE PLACED 30 INCHES FROM THE BACK OF CURB. WHERE APPLICABLE, LONGITUDINAL JOINTS SHALL NOT BE PLACED WHERE THEY WILL DIRECTLY COINCIDE WITH ANY LONGITUDINAL PAVEMENT MARKINGS. INSTEAD, LONGITUDINAL JOINTS SHALL BE PLACED SUCH THAT THERE IS A 1 TO 2 INCH GAP BETWEEN THE JOINT AND THE EDGE OF THE PAVEMENT MARKING.

DRIVEWAY, SIDEWALK AND MEDIAN JOINTS SHALL RESULT IN RECTANGULAR PANELS WITH EACH EDGE MEASURING BETWEEN 12 AND 24 TIMES THE SLAB THICKNESS. ADDITIONALLY, THE LENGTH ANY PANEL SHALL NOT EXCEED 1.5 TIMES THE WIDTH.

TRANSVERSE ROADWAY, DRIVEWAY, SIDEWALK AND MEDIAN JOINTS SHALL BE PERPENDICULAR TO BOTH THE SURFACE OF THE SUBGRADE AND THE DIRECTION OF TRAVEL.

IN GENERAL, ALL JOINTS SHALL INTERSECT AT 90° ANGLES, EXCEPT AT LOCATIONS SUCH AS UTILITY FIXTURES AND INTERSECTION RADII. WHEREVER JOINTS (IF EXTENDED) WOULD INTERSECT AT AN ANGLE OF LESS THAN 60°, A DOG LEG OF LUG SHALL BE CONSTRUCTED AS SHOWN IN THE DETAIL.

ROADWAY EXPANSION JOINTS SHALL BE CONTINUOUS FROM BACK OF CURB TO BACK OF CURB, AND CONTINUOUS THROUGH MEDIANS. ROADWAY EXPANSION JOINTS SHALL BE SPACED AT INTERVALS NOT TO EXCEED 300 FEET, AND JUST PRIOR TO ALL ROADWAY INTERSECTIONS, OR AS SHOWN ON THE PAVING PLANS. EXPANSION JOINTS OUTSIDE THE ROADWAY (INCLUDING MEDIANS) SHALL BE PLACED AT INTERVALS NOT TO EXCEED 100 FEET, OR AS SHOWN IN THE DETAILS OR ON THE PAVING PLANS. EXPANSION JOINTS WITHIN THE ROADWAY SHALL HAVE DOWEL BARS AS SHOWN IN THE DETAILS. DOWEL BARS SHALL BE SUPPORTED AT MID-DEPTH OF THE SLAB AT ALL EXPANSION JOINTS BY THE USE OF CHAIRS AND SPACER BARS. CHAIRS SHALL BE PLACED NO FURTHER THAN 30 INCHES ON CENTER WITH THREE NO. 4 SPACER BARS. ALL DOWEL BARS SHALL BE WIRED TO ALL SPACER BARS. ROADWAY EXPANSION JOINTS WITH DOWEL BARS SHALL BE PLACED PERPENDICULAR TO BOTH THE ROADWAY AND THE ROADBED. DOWEL BARS SHALL BE SECURED PARALLEL TO BOTH THE ROADWAY AND ROADBED. EXPANSION JOINTS OUTSIDE THE ROADWAY SHALL NOT HAVE DOWEL BARS. EXPANSION JOINT FILLER SHALL BE 1 INCH THICK FOR ALL EXPANSION JOINTS PERPENDICULAR TO THE ROADWAY, AND ½ INCH THICK WHERE PLACED PARALLEL WITH THE ROADWAY. THE DEPTH OF THE EXPANSION JOINT FILLER SHALL BE ½ INCH LESS THAN THAT OF THE THINNEST ADJACENT PAVEMENT.

ISOLATION JOINTS SHALL BE PLACED BETWEEN ANY STRUCTURES, SUCH AS MANHOLES, INLETS, LIGHT POLES AND THE ADJACENT PAVEMENT. ALL ISOLATIONS JOINTS SHALL BE ½ THICK AND PLACED AS SHOWN IN THE DETAILS OR ON THE PAVING PLANS.

ALL ROADWAY JOINTS SHALL BE SEALED WITH A JOINT SEALANT THAT MEETS THE REQUIREMENTS SET FORTH IN THE SPECIFICATIONS FOR THIS PROJECT. JOINTS OUTSIDE THE FLOW LINE OF THE CURB, NEED NOT BE SEALED, INCLUDING MEDIAN JOINTS.

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PROFESSIONAL CIVIL ENGINEER
MICHAEL MARTIN OLSEN
E-16360
STATE OF NEBRASKA
SEAL

DATE	REVISION

SHEET 22 OF 27

DTL-5

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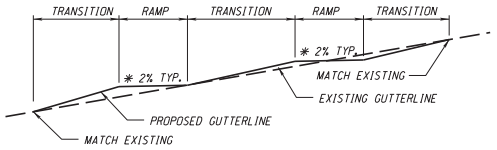
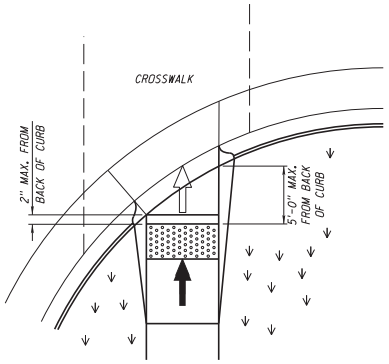
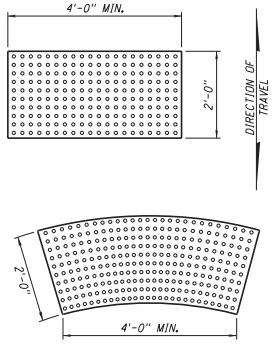


* 2% PREFERRED WHERE TRAFFIC STOPS, UP TO 5% ALLOWED WHERE TRAFFIC CONTINUES THROUGH THE CROSSWALK WITHOUT STOPPING (INCLUDING TRAFFIC SIGNALS).

GUTTER PROFILE DETAIL



DETECTABLE WARNING PANEL PLACEMENT DETAIL

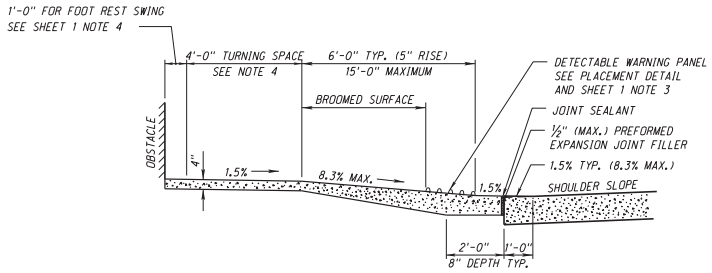


DETECTABLE WARNING PANELS

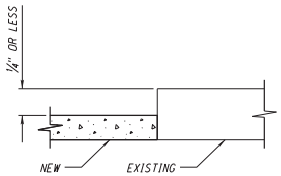
NOTES:

1. THE SURFACE OF ALL CURB RAMPS SHALL BE BROOMED PERPENDICULAR TO THE SLOPE OF THE CURB RAMP.
2. CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE CURB RAMP, FREE OF SAGS AND SHORT GRADE CHANGES.
3. DETECTABLE WARNING PANELS SHALL CONTRAST VISUALLY AND EXTEND 2 FT. MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL FOR THE WIDTH OF THE RAMP. TYPE C RAMP; DETECTABLE WARNING PANELS SHALL EXTEND THE FULL LENGTH OF THE TRAVERSABLE CURB.

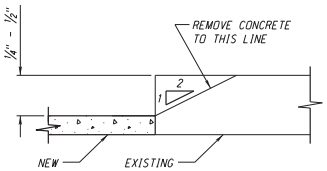
   NEW CURB RAMPS SHALL HAVE CAST IN CONCRETE DETECTABLE WARNING PANELS.
4. TURNING SPACE SHALL HAVE MINIMUM DIMENSIONS OF 4 FT. × 4 FT. AND SHALL BE A MINIMUM OF 1 FT. FROM ANY OBSTACLE SUCH AS A CURB OR RETAINING WALL FOR SWING OF WHEELCHAIR FOOT REST. THE SLOPE SHALL BE 2% MAXIMUM IN ANY DIRECTION.
5. THE WORK OF CONSTRUCTING CURB RAMPS SHALL BE INCLUDED IN THE QUANTITIES FOR "CONCRETE SIDEWALKS", "CONCRETE MEDIAN SURFACING" OR "CONCRETE BIKEWAY". THE WORK OF MODIFICATION OF NEW OR EXISTING CURB WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS OF WORK FOR WHICH DIRECT PAYMENT IS MADE.



TYPICAL RAMP PROFILE



NO BEVELING



BEVEL AS REQUIRED

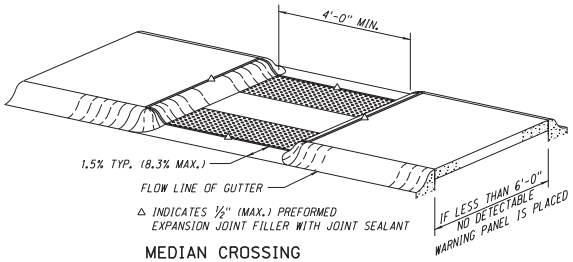
WHEN EXISTING SIDEWALK DOES NOT MEET THE 2% CROSS SLOPE, BEVELING TO MEET PROPOSED GUIDELINES IS REQUIRED.

THE SIDEWALK PANEL ABUTTING THE EXISTING SIDEWALK (WHICH MAY NOT BE 2% SLOPE): BUILD FULL WIDTH OF THE NEW SIDEWALK, ON 2% MAXIMUM CROSS SLOPE AND BEVEL THE EXISTING SIDEWALK EDGE WHERE IT DOES NOT MEET THE NEW WITHIN ¼", THIS WORK IS SUBSIDIARY.

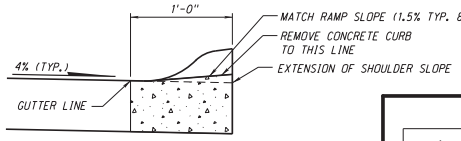
BEVELING DETAIL

LEGEND

- DETECTABLE WARNING PANEL
- BROOMED CURB RAMP WHEN 5% TO 8.3%
- RAMP FLARE
- GRASS OR NON WALKING SURFACE
- CURB TRANSITION
- CURB FACE SLOPE 1 VERT. : 2 HORZ.



MEDIAN CROSSING



NOTE:
COMBINATION CONCRETE CURB AND GUTTER MAY BE REMOVED AND REPLACED IN LIEU OF MILLING.

CURB DETAIL

SLOPE LEGEND

⇦	SIDEWALK/TURNING SPACE AND RAMP CROSS SLOPE 1.5% TYPICAL, 2.0% MAX. SLOPE
⬅	RAMP RUNNING SLOPE 8.0% TYPICAL, 8.3% MAX. SLOPE
⇦	FLARE 90° TO RAMP 9.0% TYPICAL, 10.0% MAX. SLOPE

THE CONTRACTOR SHOULD ACCOUNT FOR CONSTRUCTION TOLERANCES TO PREVENT EXCEEDING THE MAXIMUM SLOPES. ANY SLOPES EXCEEDING THE MAXIMUMS SHALL NOT BE ACCEPTED WITHOUT PRIOR APPROVAL FROM THE ROADWAY DESIGN ENGINEER. AN EXCEPTION TO THIS IS THE TRANSITIONAL SEGMENT TO EXISTING SIDEWALK MUST CONNECT TO THE EXISTING SIDEWALK PANEL; THIS DOES NOT REQUIRE A STATEMENT OF TECHNICAL INFEASIBILITY. (REF. PROWAG CHAPTER R3 TECHNICAL REQUIREMENTS)

REV. NO.	DATE	DESCRIPTION OF REVISION
R3	JAN 18	NDOR BORDER TO NDOT BORDER
R2	OCT 14	CHANGE PM TO ROADWAY DESIGN ENGINEER
R1	FEB 13	ALL OF PLAN REWORKED (PROWAG)

NEBRASKA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN NO. 303-R3

CURB RAMPS

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

PROFESSIONAL CIVIL ENGINEER
MICHAEL H. OWEN
E-6515
STATE OF NEBRASKA

DATE

ORIGINAL: MARCH 22, 2010
DATE

1
5

ROADWAY DESIGN DIVISION
Computer: NDOTDESIGN134
Date: 25-JAN-2019 13:33
File: 30300e03.dgn
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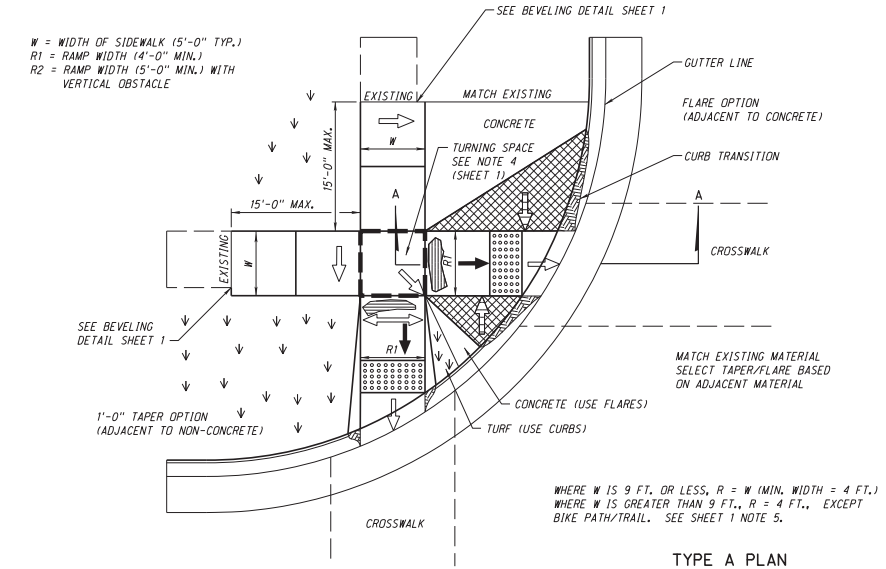
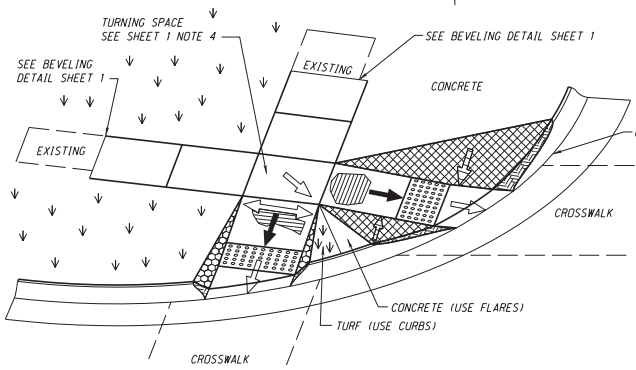
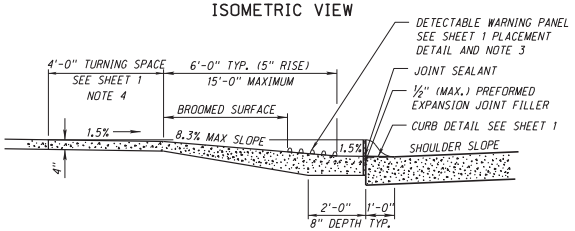


TYPE A PLAN



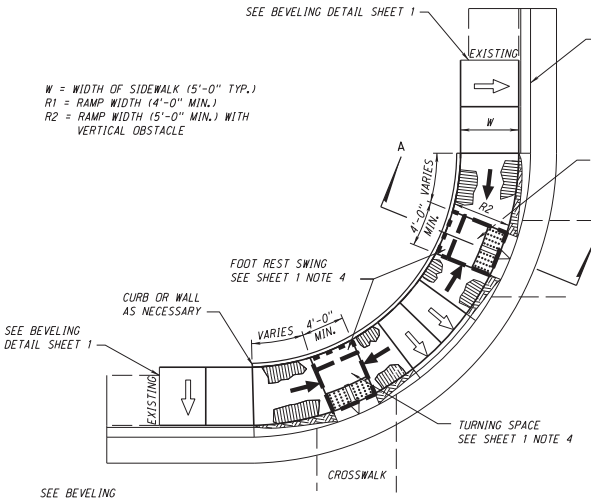
ISOMETRIC VIEW



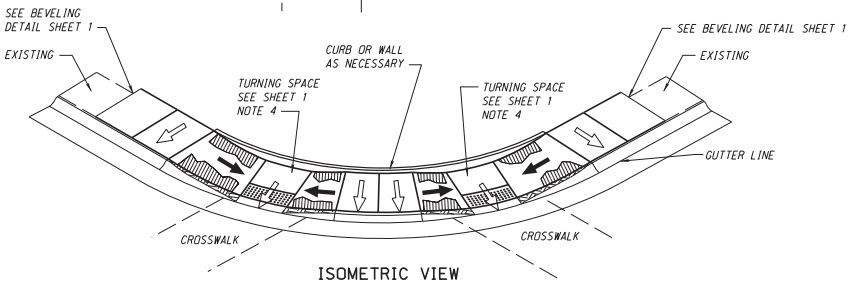
TYPE A CROSS SECTION
SECTION A-A

LEGEND

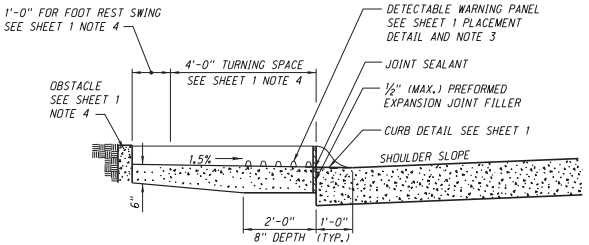
- DETECTABLE WARNING PANEL
- BROOMED CURB RAMP WHEN 5% TO 8.3%
- RAMP FLARE
- GRASS OR NON WALKING SURFACE
- CURB TRANSITION
- CURB FACE SLOPE 1 VERT. : 2 HORZ.



TYPE B PLAN



ISOMETRIC VIEW



TYPE B CROSS SECTION
SECTION A-A

SLOPE LEGEND

	SIDEWALK/TURNING SPACE AND RAMP CROSS SLOPE 1.5% TYPICAL, 2.0% MAX. SLOPE
	RAMP RUNNING SLOPE 8.0% TYPICAL, 8.3% MAX. SLOPE
	FLARE 90° TO RAMP 9.0% TYPICAL, 10.0% MAX. SLOPE

THE CONTRACTOR SHOULD ACCOUNT FOR CONSTRUCTION TOLERANCES TO PREVENT EXCEEDING THE MAXIMUM SLOPES. ANY SLOPES EXCEEDING THE MAXIMUMS SHALL NOT BE ACCEPTED WITHOUT PRIOR APPROVAL FROM THE ROADWAY DESIGN ENGINEER. AN EXCEPTION TO THIS IS THE TRANSITIONAL SEGMENT TO EXISTING SIDEWALK MUST CONNECT TO THE EXISTING SIDEWALK PANEL; THIS DOES NOT REQUIRE A STATEMENT OF TECHNICAL INFEASIBILITY. (REF. PROWAG CHAPTER R3 TECHNICAL REQUIREMENTS)

REV. NO.	DATE	DESCRIPTION OF REVISION
R3	JAN 18	NDOR BORDER TO NDOT BORDER
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NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 303-R3

CURB RAMPS

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

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ROADWAY DESIGN DIVISION
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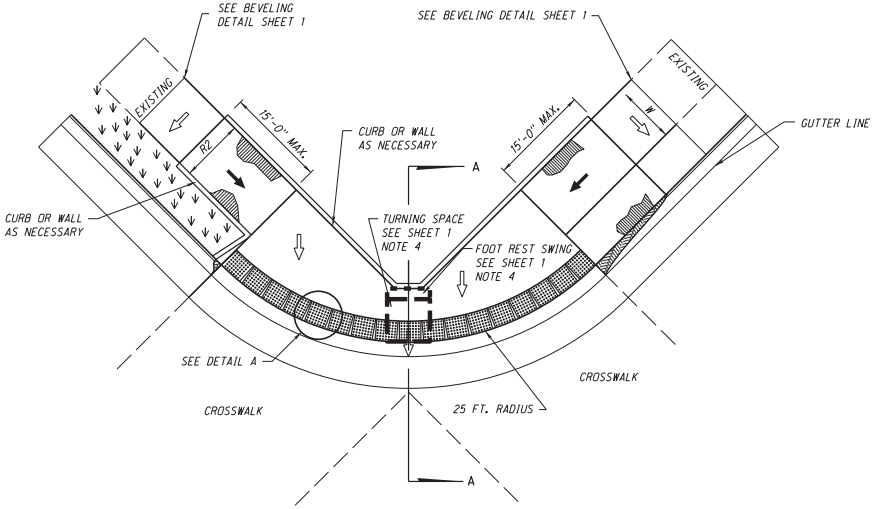
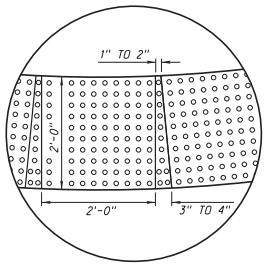


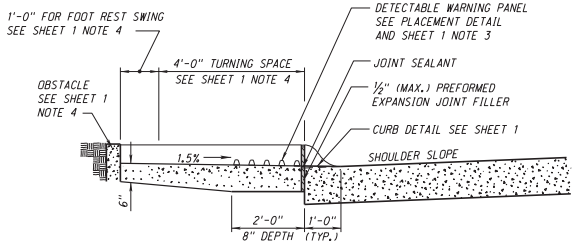
TYPE C PLAN



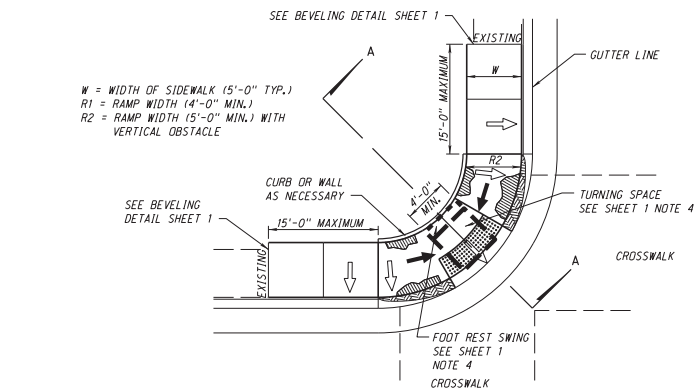
DETAIL A

LEGEND

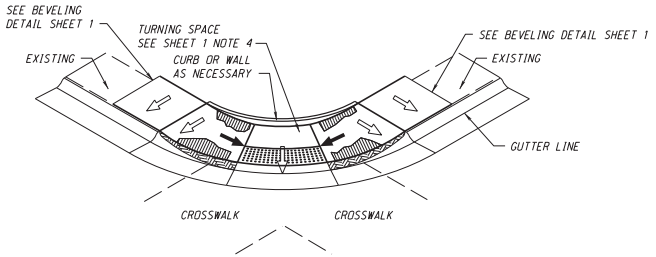
- DETECTABLE WARNING PANEL
- BROOMED CURB RAMP WHEN 5% TO 8.3%
- RAMP FLARE
- GRASS OR NON WALKING SURFACE
- CURB TRANSITION
- CURB FACE SLOPE 1 VERT. : 2 HORZ.



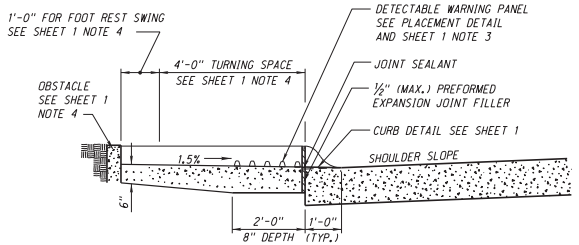
TYPE C CROSS SECTION
SECTION A-A



TYPE D PLAN



ISOMETRIC VIEW



TYPE D CROSS SECTION
SECTION A-A

SLOPE LEGEND

⇦	SIDEWALK/TURNING SPACE AND RAMP CROSS SLOPE 1.5% TYPICAL, 2.0% MAX. SLOPE
⇦	RAMP RUNNING SLOPE 8.0% TYPICAL, 8.3% MAX. SLOPE
⇦	FLARE 90° TO RAMP 9.0% TYPICAL, 10.0% MAX. SLOPE

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REV. NO.	DATE	DESCRIPTION OF REVISION
R3	JAN 18	NDOR BORDER TO NDOT BORDER
R2	OCT 14	CHANGE PM TO ROADWAY DESIGN ENGINEER
R1	FEB 13	ALL OF PLAN REWORKED (PROWAG)

NEBRASKA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN NO. 303-R3

CURB RAMPS

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

PROFESSIONAL CIVIL ENGINEER
MICHAEL H. OWEN
E-6515
STATE OF NEBRASKA

DATE

ORIGINAL: MARCH 22, 2010
DATE

3
5

ROADWAY DESIGN DIVISION
Computer: NDOTDESIGN134
Date: 25-JAN-2019 13:33
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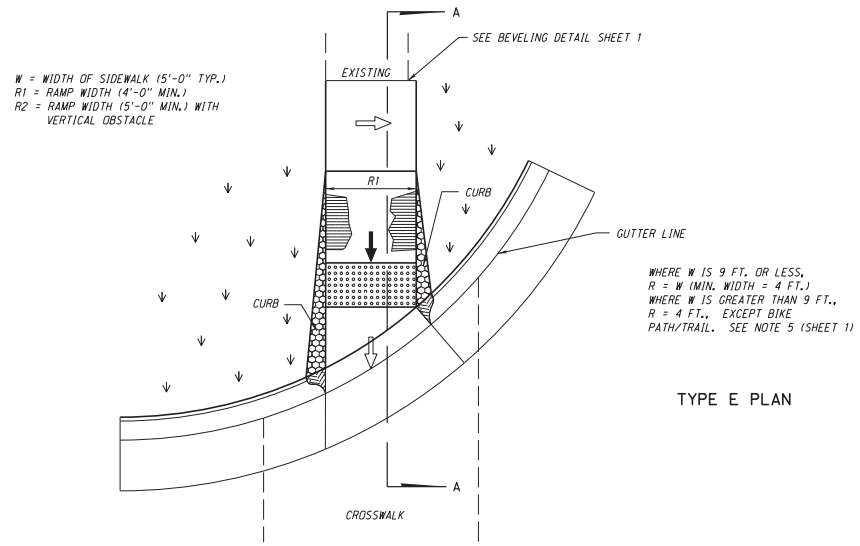

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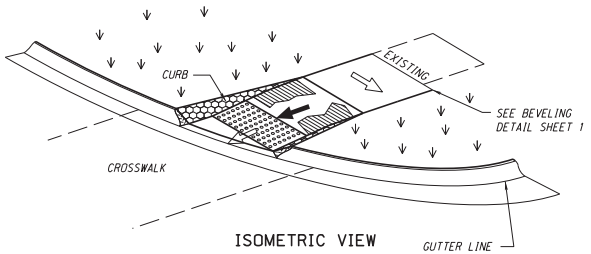
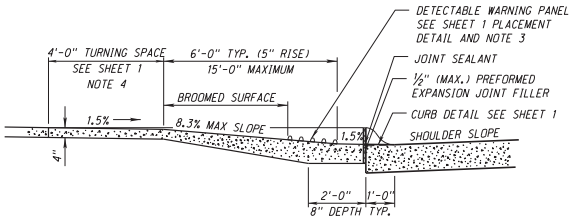


ISOMETRIC VIEW

LEGEND

- DETECTABLE WARNING PANEL
- BROOMED CURB RAMP WHEN 5% TO 8.3%
- RAMP FLARE
- GRASS OR NON WALKING SURFACE
- CURB TRANSITION
- CURB FACE SLOPE 1 VERT. : 2 HORZ.



TYPE E CROSS SECTION
SECTION A-A

SLOPE LEGEND

	SIDEWALK/TURNING SPACE AND RAMP CROSS SLOPE 1.5% TYPICAL, 2.0% MAX. SLOPE
	RAMP RUNNING SLOPE 8.0% TYPICAL, 8.3% MAX. SLOPE
	FLARE 90° TO RAMP 9.0% TYPICAL, 10.0% MAX. SLOPE

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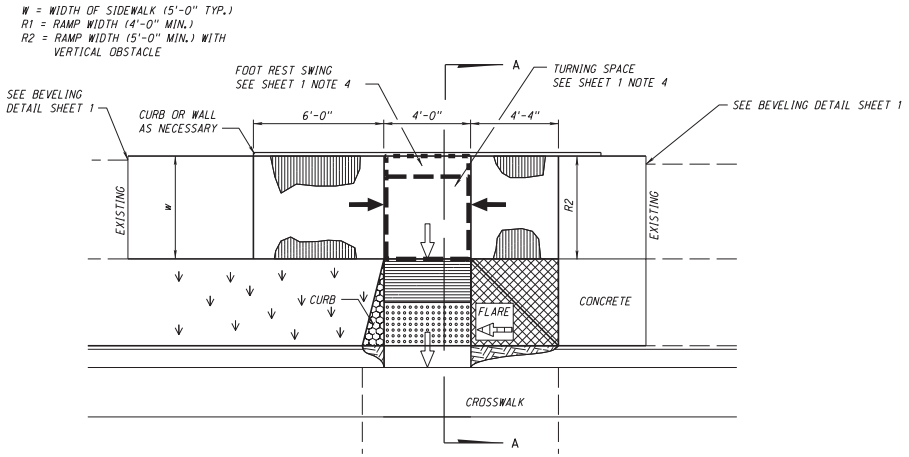
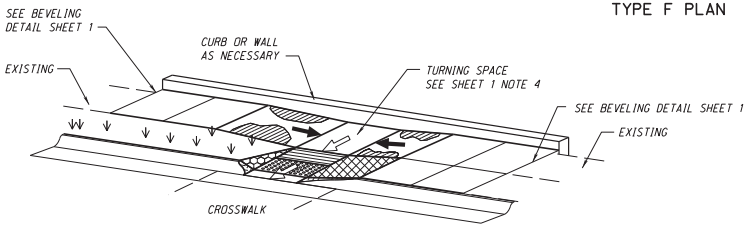


TYPE F PLAN



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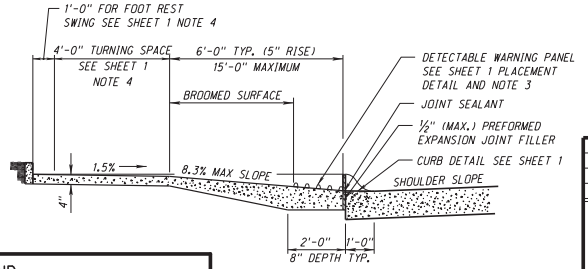

TYPE F CROSS SECTION
SECTION A-A

REV. NO.	DATE	DESCRIPTION OF REVISION
R3	JAN 18	NDOR BORDER TO NDOT BORDER
R2	OCT 14	CHANGE PM TO ROADWAY DESIGN ENGINEER
R1	FEB 13	ALL OF PLAN REWORKED (PROWAG)

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 303-R3

CURB RAMPS

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

PROFESSIONAL CIVIL ENGINEER
MICHAEL H. OWEN
E-6515
STATE OF NEBRASKA

DATE

ORIGINAL:
MARCH 22, 2010
DATE

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ROADWAY DESIGN DIVISION
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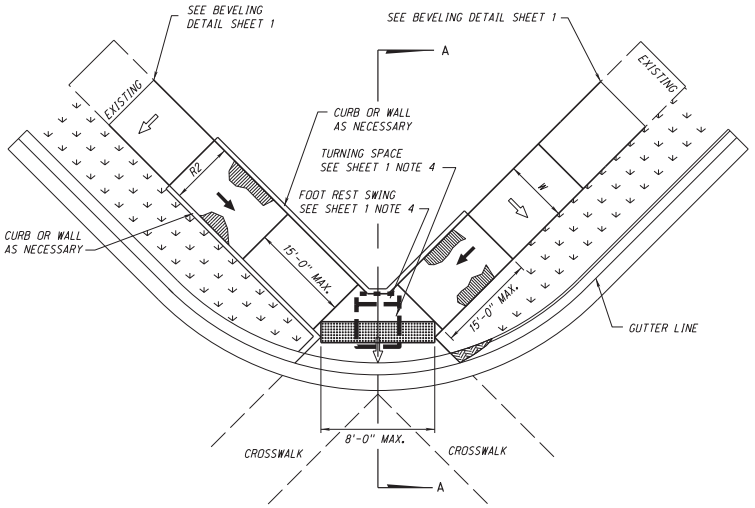
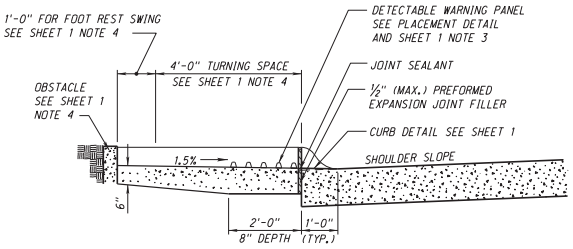
Date: 25-JAN-2019 13:33
File: 303r0e03.dgn
Scale: 1:200



TYPE G PLAN



TYPE G CROSS SECTION
SECTION A-A

LEGEND

- DETECTABLE WARNING PANEL
- BROOMED CURB RAMP WHEN 5% TO 8.3%
- RAMP FLARE
- GRASS OR NON WALKING SURFACE
- CURB TRANSITION
- CURB FACE SLOPE 1 VERT. : 2 HORZ.

SLOPE LEGEND

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STATE OF NEBRASKA

DATE

ORIGINAL:
MARCH 22, 2010
DATE

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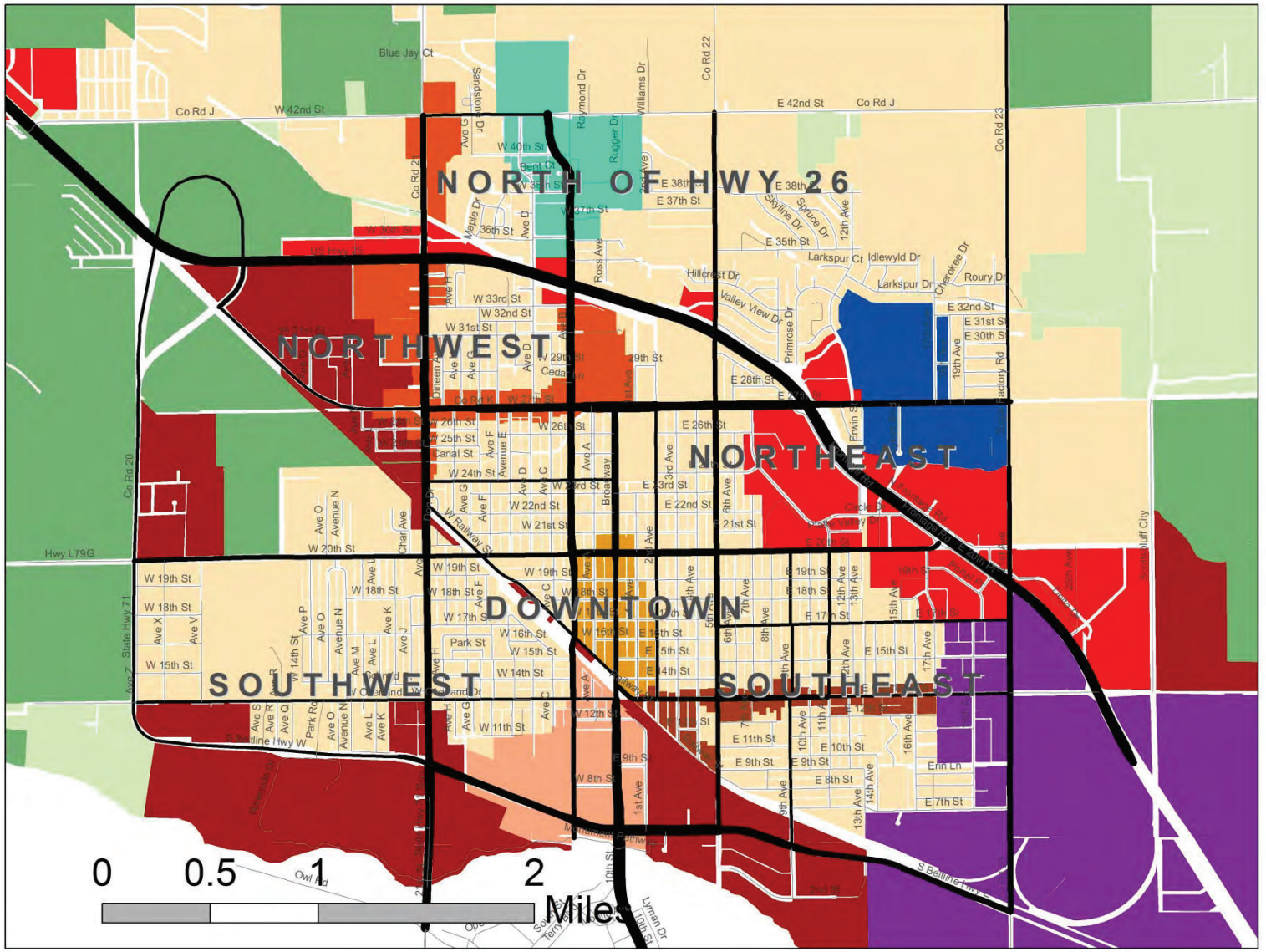
Northfield Retirement Communities Garden Homes Project
Attachment 4
Excerpts from Comprehensive Plan

Scottsbluff Future Land Use Map



Summary of Neighborhood Types

Neighborhood	Characteristics
East Overland	**Hours:** Active daytime, limited nighttime activities **Auto:** Human scale transportation oriented. Formalized bicycle and pedestrian accommodations. **Mass:** Dense business corridor built near or to the street, one to two stories, Corners built out to develop 'nodes' of activity **Emissions:** High activity during the day, generally residential daily business traffic, low amounts of noise and smells, and enforced aesthetic and design standards. ***Appropriate zones** : C-1, C-2, R-1a**
Southeast Industrial	**Hours:** Active daytime and nighttime **Auto:** Heavy traffic both personal and commercial motorized vehicles **Mass:** Wide variety of buildings **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. . ***Appropriate zones** : C-3, M-1, M-2*
WNCC Campus and Surrounding Area	**Hours:** Daytime, generally 8-5 working hours. **Auto:** Both motorized and non-motorized traffic should be well facilitated, Motorized vehicle convenience should yield to pedestrian connectivity **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. ***Appropriate zones** : R-1a, O-P, R-4*
Highway 26 Commercial	**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. ***Appropriate zones** : C-2, PBC, O-P, R-4*
Avenue B and Hospital Campus	**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. ***Appropriate zones** : C-2, PBC, O-P, R-5*
Northwest Commercial	**Hours:** Heavier daytime use, 24 hour retail, fast-food, or traveler activity accepted. **Auto:** Multi-modal accommodations integrated on 27th street and included on Avenue I. **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. **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. ***Appropriate zones** : C-2*

South Broadway	**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**
Central Business District	**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*
Automobile Commercial	**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*
Rural Residential	**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*
Residential	**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*

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.

Community-wide Neighborhoods

Residential

Appropriate Zones: R-1a, *Due to higher intensity of traffic and density in R-4 and R-6, these zones may be appropriate in areas adjacent to commercial zones as transition between higher-intensity commercial zones and lower-intensity residential zones.*

- **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

Automobile Commercial

Appropriate Zones: C-2, C-3, PBC, R-4

- **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

Rural Residential

Appropriate Zones: R-1b, AR

- **Hours: Generally** daytime activity
- **Auto:** Motorized traffic oriented
- **Mass:** Variety of rural residential home styles, very low density
- **Emissions:** Some agricultural activity, low traffic intensity, dust from unpaved roads

Northfield Retirement Communities Garden Homes Project
Attachment 5
Infrastructure Cost Itemization

Northfield Retirement Community - Residency Residency Cottages - Phase II				Engineers Estimate	
No.	**Description**	**Unit**	**Quantity**	**Unit Cost**	**Total**
1	Mobilization	LS	1	$ 32,000.00	$ 32,000.00
2	8" PVC Water Main	LF	450	$ 85.00	$ 38,250.00
3	6" PVC Water Main	LF	6	$ 65.00	$ 390.00
4	8" Valve and Valve Box	EA	1	$ 3,500.00	$ 3,500.00
5	Fire Hydrant with Aux Valve and Valve Box	EA	1	$ 8,000.00	$ 8,000.00
6	8" Wet Tap and Valve Box	EA	1	$ 8,000.00	$ 8,000.00
7	Fittings	LBS	304	$ 10.50	$ 3,192.00
8	8" PVC Sanitary Sewer Main	LF	255	$ 65.00	$ 16,575.00
9	Sanitary Sewer Manhole	EA	2	$ 7,500.00	$ 15,000.00
10	4" Sidewalk	SF	5,005	$ 8.00	$ 40,040.00
11	6" PCC Pavement	SY	1,610	$ 90.00	$ 144,900.00
12	15' Intersection Radius	EA	1	$ 3,000.00	$ 3,000.00
13	35' Intersection Radius	EA	1	$ 5,000.00	$ 5,000.00
14	12" RCP Storm Drain	LF	200	$ 100.00	$ 20,000.00
15	Area Inlet	EA	1	$ 6,000.00	$ 6,000.00
16	12" Flared End Section	EA	1	$ 2,000.00	$ 2,000.00
				Construction Estimate	**$ 345,847.00**
				Estimated Contract Inspection and Administration	**$ 41,502.00**

Northfield Retirement Communities Garden Homes Project
Attachment 6
Cost Benefit Analysis

COMMUNITY REDEVELOPMENT AUTHORITY, CITY OF SCOTTSBLUFF, NEBRASKA
Northfield Retirement Communities Garden Homes Project
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:

Parcel Nos. 010001575

a.	Estimated Average Completion Value:	$2,366,064.00	
b.	Estimated Base Value:	$ 99,420.00	
c.	Tax Increment (a minus b):	$2,266,644.00	
d.	Estimated Levy:	1.964763%	
e.	Average Annual Projected Shift (rounded):	$ 44,534.00	
f.	Total TIF Available (e multiplied by 15)		$ 668,010.00

Parcel No. 010001576

a.	Estimated Average Completion Value:	$ 357,645.00	
b.	Estimated Base Value:	$ 29,025.00	
c.	Tax Increment (a minus b):	$ 328,620.00	
d.	Estimated Levy:	1.964763%	
e.	Average Annual Projected Shift (rounded):	$ 6,456.00	
f.	Total TIF Available (e multiplied by 15)		$ 96,840.00

Total: $ 764,850.00

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 Revenues.

Description	**TIF Funds**	**Private Funds**	
Site Preparation/Dirtwork	$ 56,160.00		
Water and Sewer Utilities/Street/Sidewalk Infrastructure*	$ 345,847.00		
Electrical Infrastructure			
Primary	$ 40,000.00		
Secondary (estimated $10,000 per unit)	$ 140,000.00		
Landscaping/Sprinklers in City ROW (estimated 10% of overall costs)	$ 40,000.00		
Landscaping/Sprinklers		$ 360,000.00	
Site Lighting	$ 200,000.00		
Façade and Exterior Enhancements**	$ 198,240.00		
Fencing		$ 150,000.00	
Site Engineering	$ 62,039.00		
Building Costs		$ 5,398,811.00	
Sub Totals	$ 1,082,286.00	$ 5,908,811.00	
Plan Preparation/Legal (City Application, Processing, and Administrative Fees)	$ 12,898.00		
TIF Adjustment***	$ (330,334.00)	$ 330,334.00	
			Total Project Costs
Totals	$ 764,850.00	$ 6,239,145.00	**$ 7,003,995.00**

An estimated $764,850.00 of TIF Revenues may be available for this Project. This public investment will leverage approximately $6,239,145.00 in private sector investment; a private investment of approximately $8.15 for every TIF dollar invested.

B. Tax Revenues and Tax Shifts Resulting from the Division of Taxes. The "base" value of the Project Site is estimated to be $128,445.00, which currently generates tax revenues of approximately $2,525.00 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 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, all of which may vary materially from the estimated amounts.

C. Public Infrastructure and Community Public Service Needs Impacts and Local Tax Impacts Arising from Project Approval. Sewer and water extensions and electrical upgrades are needed for this Project. Sidewalks along Circle Drive will be completed. An on-site street system will be constructed. No additional tax impacts are anticipated, other than impacts of tax increment financing as described above.

D. Impacts on Employers and Employees of Firms Locating or Expanding Within the Boundaries of the Redevelopment Project Area. Northfield Retirement Communities will add approximately 2 full time positions.

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
Transition area between commercial zones to the east and residential areas to the west
Housing

RESOLUTION 1-25-01

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 for the *Northfield Retirement Communities Garden Homes Project* (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 January 13, 2025

.

PLANNING COMMISSION OF THE CITY OF SCOTTSBLUFF, NEBRASKA

ATTEST:

By: _____
Chair

By: _____
Recording Secretary

City of Scottsbluff, Nebraska
Monday, January 13, 2025
Regular Meeting

Item 7.A

Marvin Planning Consultants to present progress on Comprehensive Plan to Planning Commisssion

Staff Contact:

City of Scottsbluff, Nebraska
Monday, January 13, 2025
Regular Meeting

Item 8.A

February 10, 2025

Staff Contact: