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Introduction

Purpose of the Comprehensive Plan

The primary purpose of the Comprehensive Plan is to translate the community’s values and vision into a plan for development and how the community is lived in and experienced. By addressing topics such as transportation, utilities, and land use, this plan will ensure that public officials have guidance when approving proposed developments. Leaders that keep the values and vision articulated in the plan central to the decision making will be guided so that decisions are not made arbitrarily, but are based on prior planning efforts that consider the needs and desires of the public. In Nebraska, the adoption of a comprehensive plan is also a prerequisite for a City’s authority to administer zoning codes.

Scope of the Comprehensive Plan

The intended scope of the plan is to provide a general analysis of the needs of the City of Scottsbluff and its residents, particularly as they relate to existing and future uses of the land. In doing so, the plan evaluates past trends in several subject areas and attempts to project in what manner changes will occur several years in the future. Primary emphasis is placed upon how these trends might impact physical growth and development within the city and the identification of policies needed to direct that change.

Although this study is a comprehensive plan for the incorporated areas and extraterritorial zoning jurisdiction of the City of Scottsbluff, it recognized that both existing and future activities within the remainder of Scotts Bluff County may directly, or indirectly, cause change to occur within the City. The conclusions drawn in this study attempt to incorporate these potential impacts and reflect the need for intergovernmental cooperation.

Utilizing the Comprehensive Plan

Community Leaders and Decision Making

The Comprehensive Plan provides guidance on the character of neighborhoods and sets out goals and a vision for the community, but the power of implementation still lies with decision makers, developers, and citizens. By law, zoning changes must be consistent with goals and future land use map of the comprehensive plan. Across the board, the comprehensive plan should be somewhat of the universal starting point for development decisions. Those involved in development should ensure projects advance the vision of the plan and are consistent with its themes and principles.

Connection to Other Planning Documents and Previous Work:

The City of Scottsbluff and local civic organizations have undertaken numerous efforts over the past ten years to identify a desired future for the community. Examples of these efforts include:

- Community Connections group with task forces related to Family/Health, Education/Youth, Regional Cooperation, Jobs/Workforce, Business Development, and Community Involvement
• Tri-City Sustainability Plan developed in 2009 addressing topics such as Alternative Transportation, Community Health and Safety, Economic Development, Energy, Resource Management, and Water Quality
• Economic Development Plan completed in 2014 by the City of Scottsbluff addressing economic development locally and regionally

System of Sub-Plans
It is envisioned that the comprehensive plan will provide the overall vision and basic principles for development decisions to refer back to. However, a series of sub-plans will be what drive action towards implementing the vision outlined in the Comprehensive Plan. These sub-plans should be consistent with the comprehensive plan but will dive further into the specifics of implementing the community’s vision and will provide further strategic and policy guidance for things like transportation, parks and recreation, and utilities. Sub-plans should be reviewed and updated frequently. Sub-plans will also include special corridor specific plans that outline redevelopment and revitalization strategies in greater detail.

Process
Work on this update of the comprehensive plan began the summer of 2014 with short survey and information booth at an open house for the strategic economic development plan that was getting underway. A demographic analysis completed by Panhandle Area Development District and a utilities study completed by Diamondback Engineering and surveying were completed in 2015 to inform the updated plan with population projections, demographics trends, and utilities costs and feasibility associated with various growth scenarios.

Community Voice
In fall of 2015, the city of Scottsbluff planning commission, city staff, Panhandle Area Development District, and volunteers in the community engaged in a public process that included:

• Three open house public input and mapping sessions that coincided with parent-teacher conferences at the Bluffs Middle School in central Scottsbluff, Roosevelt Elementary in Southeast Scottsbluff, and Westmoor Elementary in Southwest Scottsbluff.

Figure 1: Open house Westmoor Elementary
• A website and online survey where interested persons could track progress, view documents and data, and participate in the city’s vision and issue identification. 186 survey responses were collected. A summary of these responses is available in the appendices.

• Four focus groups were organized to get a more in depth understanding of the voice of populations that were under-represented in the public input process. These groups included a neighborhood meeting for English speaking residents of Southeast Scottsbluff, Spanish speaking residents, a discussion at the Lakota Lutheran center, and an arranged discussion with a group of senior citizens.

Our Key Attributes
The following is a list of strengths of the community. These are areas upon which the City can continue to build:

• Abundant natural resources and public lands- The City is located along the North Platte River, surrounded by sandstone bluffs which provide an aesthetically pleasing environment. The river and its adjacent ponds provide many opportunities for recreation. Hiking, hunting, and fishing are all popular activities in the area, and groups such as the Platte River Basin Environments have opened up tens of thousands of acres of land to the public for these activities.

Figure 2: Scotts Bluff National Monument at sunrise

• Focus on Sustainability- The City has implemented a number of projects to be more environmentally friendly. Working with groups such as Keep Scottsbluff Gering Beautiful has facilitated clean-up events that have provided residents with ways to properly dispose of used
oil, tires, electronics, and household hazardous waste. A strong partnership with the Nebraska Statewide Arboretum has helped the City to install several demonstration projects that utilize landscaping to reduce the amount of polluted stormwater that reaches the river. Recently planted trees in the downtown will serve to moderate extreme temperatures, capture stormwater, and reduce air and noise pollution.

- **Community Involvement** - Several civic organizations actively work to improve the community. Groups such as the Chamber of Commerce, Kiwanis, Rotary, Lions, Masons, NEXT Young Professionals, United Way, Guadalupe Center, Lakota Lutheran Center, and many others volunteer countless hours of time to projects that add to the quality of life of the community.

- **Diversity and Cultural Assets** - The City has historically had a large, well-established Hispanic community, American Indian community, as well as a smaller Japanese community. These groups have been here for decades and are an integral part of the population. These members of our community bring cultural richness and diversity uncommon to a rural western community of our size.

- **Regional Trade Center** - Scottsbluff is the largest city in the panhandle of Nebraska and is the economic center of the area. The City is home to a two-year community college, state of the art medical facilities, and numerous retail facilities.

- **Quiet community** - Despite being the regional trade center, Scottsbluff-Gering is still a relatively small community when compared to metropolitan areas. This smallness maintains the quiet character of the community as a place with fewer traffic problems and fewer stressful environmental factors.
Major Issues

The following are issues which were identified in one or more of the initiatives listed above:

- **Lack of Alternative Transportation** - Cars are overwhelmingly the main form of transportation in the City. The lack of pathways and bike lanes makes it difficult for residents to walk or bike as a form of alternative transportation. A growing group of cyclists in the community would like to see more opportunities for alternative transportation as well as more acceptance of cycling by drivers. Additionally, transportation needs for the elderly, handicapped, and families with one or no vehicles are going unmet with the current weekday only, dial-a-ride public transportation option.

- **Challenges to Current Transportation System** - The main challenge to traffic flow in Scottsbluff results from arterial streets being blocked by passing trains. Grade separated railroad crossings (overpasses or underpasses) should be considered to relieve traffic congestion, especially as train traffic increases in the future.

- **Poor property maintenance** - Many properties are not maintained to the level that residents would like. Some problems noted in the public input process include weeds, trash, and junk cars. These issues make neighborhoods far less appealing to current and prospective residents and can have a negative impact on property values.

- **Need for better paying jobs** - While the community has a relatively low unemployment rate, wages are also lower than in other parts of the state. While economic development is dealt with more extensively outside of the scope of the Comprehensive Plan, the Plan can ensure that transportation and utility extensions along with land use patterns are planned in such a way that provides suitable sites for higher paying industries.

- **Demographic changes in surrounding communities** - The declining population in the surrounding communities poses uncertainties and challenges for the city which has benefitted from the strength of the surrounding communities as additional shoppers, workers, and community members.

- **Divisions between the Southeast neighborhood and the rest of the community** - For decades, differences and tension between the residents of Scottsbluff’s southeast neighborhood, the rest of the community, and the city have been noted by residents. In the public engagement process,
some residents of southeast Scottsbluff mentioned experiencing feelings of neglect and mistrust, and some minorities even reported instances of racism from others in the community. Those living outside the neighborhood noted feeling uncomfortable or unsafe in the southeast neighborhood.
Community Vision

Scottsbluff will be a place where current and future generations want to pursue their aspirations- a place of opportunity.

We will do this by:

• Growing as a regional leader of commerce and economic opportunity in western Nebraska
• Living into the unique character of being a city in the country
• Promoting the health and happiness of all citizens
• Inclusive opportunities for participation in civic life

In the next 10-years we will focus on the following themes:

• Interconnection of neighborhoods and amenities
• Sustainable development
• Access to culture and recreation
• Strong neighborhoods and places, rooted in our unique character

Breaking down the vision:

“Scottsbluff will be a place where current and future generations want to pursue their aspirations- a place of opportunity.”

Scottsbluff’s vision is and must be rooted in the aspirations of its current and future generations. The community should be a place where the character of the community reflects the things its residents care about most, whatever those things may be. Scottsbluff’s vision trusts that when the character and values of its residents shape the community, others who share those values will be drawn to it and will even want to be a part of it. Scottsbluff recognizes that its future residents will not necessarily share the dreams of current residents, and so the community will honor its timeless values while making space for future generations to dream, innovate, and see their impact in the community. People today have a choice in where they live and work, and so it is not enough to be a place where people can live, but Scottsbluff must be a place people want to live and can find opportunity.
How will Scottsbluff achieve this vision?
These themes help answer how we become a place where future generations want to pursue their aspirations and how we become a place of opportunity. These four themes were found to be most foundational to creating a place where current and future generations want to pursue their aspirations and how we become a place of opportunity. These themes are not specific to development planning but cut across multiple sectors and are more timeless than the principles that will guide today’s needed strategies.

“Growing as a regional leader of commerce and economic opportunity in Western Nebraska.”
Scottsbluff, along with Gering and Terrytown, is the economic and retail hub for over a 100 mile radius in Western Nebraska and Eastern Wyoming. The tri-cities’ growth in economic opportunities and commerce will increase prosperity for more people. The region thrives when Scottsbluff thrives, and Scottsbluff thrives when the region thrives. Following the 2014 document, United We Grow: Regional Economic Development Strategic Plan, the Scottsbluff area will be a place where big and small businesses can find opportunities and the connection to resources to invest in their own success and the success of the community.

“Living into the unique character of being a city in the country”
Scottsbluff is not the front-range, it’s not Rapid City, and it’s not eastern Nebraska. It is a vibrant small town within the Panhandle of Nebraska. It is Old West. It is a melting pot, with heritage from around the world and native to the prairie. It is blessed with endless sunshine, towering bluffs, and ample solitude. Scottsbluff will succeed through translating its unique identity authentically into the way the community is experienced.

“Promoting health and happiness for all citizens”
Scottsbluff will promote health and happiness of all citizens. A city’s development and monetary prosperity should be means to healthier and happier lives of its residents. In short, the city will promote good living.

“Inclusive opportunities for participation in civic life.”
Decision-making, civic organizations and our cultural amenities should be inclusive and accessible to all members of the community. Our community works best when it is shaped by people who can advocate for their own best interests.
What development principles will move us towards this vision?

These **four principles** will guide strategies in development in every aspect. Any specific objective, policy, or strategy should be able to fall under and adhere to these four principles. The principles and city-wide strategies are listed below. Strategies by district are outlined later in the plan.

**“Interconnection of Neighborhoods and amenities...”**

The interconnection of neighborhoods and amenities means that where residents live will be connected to the places and things they utilize. It also promotes safe and efficient movement of goods and people to and from other communities and around the city. Included in this strategy are:

- Easy and safe mobility throughout the city no matter the mode of transportation (Vehicles, bicycles, pedestrians)
  - Increase bicycle accommodations through city-wide system connectivity and targeted hardscape improvements.
    - Southeast and downtown neighborhood bicycle facilities
    - Connectivity within and to the city-wide cycling loop
  - Enhance pedestrian facilities and connectivity from doorstep to destination.
    - Obstruction free, connectivity, and safe crossings
    - Prioritize connections from areas with high populations of those without vehicles (children, poor, elderly).
    - Attention to safe routes to schools
  - Promote safety and efficiency of movement for vehicular traffic.
    - Major arterials corridors enhanced by beautification, wayfinding improvements, and problem point reduction. Major arterials will be focused on moving traffic to opposite ends of the community and to other communities.
    - Minor arterials enhanced by improved intersections with arterials, beautification, and multi-modal accommodations.
    - Improve a system of collector and local roads that enhances neighborhood safety, improves safety and efficiency around schools, and promotes active transportation.
  - Develop a fixed route transit system and complementing development patterns.
  - Plan for land uses with high intensity vehicle traffic, particularly commercial vehicle traffic, to be located along major and minor arterials along the highways and beltlines.

- Commercial centers utilized by the entire community should be generally compact, well connected to other areas in and outside of the community, have adequate motorized traffic accommodations, but also be connected through multiple modes of transportation.
- Promote neighborhood commercial centers that serve the needs of the surrounding neighborhood, are residential in scale, accommodating of pedestrian traffic and allow adequate vehicular access.
- Route legibility to attractions and amenities tied to community identity
“Sustainable development”

Development should be responsive to the market and social needs of the region and city infrastructure and policies should accommodate development’s swift responsiveness. City investments should be fiscally conservative and equitable throughout the city. Growth will not saddle future generations with long term environmental or economic burdens. Development and redevelopment will best respond to the needs of the community if the community is involved in shaping those plans. Included in this strategy are:

- Land use decisions should ensure compatibility of neighboring land use intensities, using hours, transportation access, mass, and emissions as a guide.
- Neighborhoods and corridors should have land use intensities appropriate for those areas to maximize land use utility
- Prioritization of infill development through incentives, residential home rehabilitation, and brownfields redevelopment.
- Redevelopment in blighted areas that holistically address the economic, social, business, and physical health needs of the community.
- Work regionally to aggressively market, prepare, and certify sites most suited for industry and business recruitment.
- Build a strong community core through placemaking, mixes of uses, integration of motorized and non-motorized transportation options, and strategic investments for social and economic stability.
- Ensuring growth is guided in a data-driven manner that promotes cost effective extension of the current utilities system while providing for future capacity and location demands.
  - Preserve areas where future utilities servicing would be logical and growth would be in demand.

Part of a Regional Community

In many ways, Scottsbluff, Gering, and Terrytown behave like one community. One example can be seen through population and sales tax data. From 2000-2010 Gering’s population grew much more than Scottsbluff’s but net taxable sales increased by 4.6 percent in Scottsbluff while Gering actually saw net taxable sales decrease. Scottsbluff also is home to only 40.7% of Scotts Bluff County’s population but accounts for over 80% of net taxable sales in the county. Scottsbluff should continue to plan to be a regional hub for commerce while working across political lines to implement economic development and land use strategies for sustainable development.

<table>
<thead>
<tr>
<th></th>
<th>Scottsbluff</th>
<th></th>
<th>Gering</th>
<th></th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>14,732</td>
<td>15,039</td>
<td>2.1%</td>
<td>7,751</td>
<td>8,500</td>
</tr>
<tr>
<td>Net Taxable Sales (inflation adjusted 2014 dollars, 3 year average)</td>
<td>378,643,176</td>
<td>396,173,784</td>
<td>4.6%</td>
<td>70,225,485</td>
<td>66,455,482</td>
</tr>
</tbody>
</table>
Promote rural residential uses in areas where utilities are unlikely to be served by city utilities.

Actively work to improve quality of stormwater runoff. At a minimum, meet all requirements of the City’s Phase II NPDES stormwater permit. The City should set an example for residents by using best management practices that minimize stormwater pollution.

- Environmentally responsible growth that minimizes conflict with flood plains, wildlife, wetlands, waste, and preserves natural beauty.
  - Encourage preservation of open space in floodplain areas. If floodplain areas are to be developed, ensure that buildings are elevated properly.
  - Ensure that any development in the floodway does not result in elevated flood levels
  - Utilize landscaping to minimize the negative effects of the built environment. For example, tree planting can help keep streets and parking lots cool in summertime, and landscaping with native plants can provide habitat for wildlife, such as birds and butterflies. Native or well-adapted plant choices can minimize the amount of irrigation water necessary to a landscape.

- Maintain codes and permitting processes that are accessible, easy to understand, easy to follow, and consistent.
- Use annexation as a tool to secure the city’s tax-base and revenue sources

Community Voice: Parks and Recreation

“If we build it we need to maintain it.”

“Restrooms are very important as my family has small children.”

[Parks should be] “Within walking distance from home. None of this is available north of Highway 26.”

“Access to culture and recreation…”

Recreational and entertainment amenities should be woven into the fabric of the community. These amenities include parks and outdoor spaces, playgrounds, sidewalks and walking trails, pools, concert venues, restaurants, and plazas. Integrating these amenities into the shared spaces in the community works to promote a community where people want to be and improve the wellness of the community. Included in this strategy are:

- Walking accessibility by all households in city limits to a community park or playground.
- Walking and cycling paths with connectivity to all areas of the community and looped service.
- Coordinated investment in parks for regular maintenance and targeted services.
- Comprehensive parks system master plan and schedule of improvements
- Coordinated transportation for all ages to cultural and recreation centers.
• Promotion, way-finding and ease of motorized and non-motorized access to natural environments and recreation opportunities such as the riverfront, Scottsbluff National Monument, the Wildcat Hills, and Lake Minatare.

“Strong neighborhoods and places rooted in our unique character”
Communities that make investments to improve quality of life and sense of place are the communities where people and businesses are moving. Scottsbluff will continue the work that has been started to bring energy, stability, and business to the community through place-based development. Enhancing the lived experiences and cultural experiences in the community strengthens the bond residents feel to remain in or return to the community. Scottsbluff also knows strong neighborhoods and housing options help build and strong workforce and healthy families. Together, strong neighborhoods and memorable places help residents grow roots in the community and attract others to live and invest here. Included in this strategy are:
• Clean neighborhoods where trash, nuisance, and road problems are identified, communicated, and acted upon.
• Support a healthy balance of regional housing that affords all people access to safe, decent, and affordable housing.
• Support the development of additional housing that improves housing mobility and choice and integrates with the city’s current built and natural environment.
• Access to information and resources that empower residents to participate in civic improvement.
  o Language accommodation
  o Online resource access
  o Identification of neighborhood information hubs
• Ensure security and safety throughout the community—especially in neighborhoods and destination corridors.
• Beautification of entryway and heavily trafficked community corridors.
• Cultivation of a community identity in public spaces with inspiration from the local natural environment, old west heritage, and cultural heritage of residents.
• Community design standards in neighborhood commercial areas and downtown that promote human scale interaction and promote cultural assets of the community’s citizens.
Growth and Land Use
Scottsbluff's future land-use will strive to shape the community to be a place where current and future generations want to pursue their aspirations. Land use will accommodate aggressive economic development and encourage budding entrepreneurs while promoting wellness through active living and minimized conflicts with residential and high intensity uses. Scottsbluff’s future land-use patterns will respond to the market and social needs of the region and design policies will develop consistency in the brand and identity of Scottsbluff’s character. Stakeholders and residents will be included in land use planning and decision making that is consistent community defined benefit and neighborhood character.

Future Land Use Map
The future land use map is one of the most influential parts of the comprehensive plan. Changes in zoning must be consistent with the future land use map and goals of the city’s comprehensive plan.

Neighborhood Types
The future land use map guides decision making by clustering similar intensities into ‘neighborhood types’. Most of the twelve neighborhood types correspond to a certain corridor and its role within the community. Within these neighborhood types, there may be many different types of actual land use (single family residential, multi-family residential, commercial, etc.) but all uses should be of compatible intensities as measured in Hours, Auto, Mass, and Emissions to work together to build strong neighborhood.

Near term, Short Term, and Long Term Development
One of the recommendations of the utilities study completed in 2015 was to phase extension of utilities in a feasible, cost effective manner. Using the population projection scenario below, a series of near term (within five years), short term (5-10 years), and long term (10-20 years) sites were mapped out. These suggested phases of development are marked on the Extra Territorial Jurisdiction future land use map.

Using a projected population in 2035 of 16,008 and assuming the same level of service, Scottsbluff is projected to need 92.5 additional acres of residential land, 47.7
additional acres of commercial land and 51.5 additional acres of industrial land by 2035. This future land use map provides enough land to well exceed those benchmarks which will allow for options in development.

Most of the near term development ground is located on the near east and near north sides of town, short term (5-10 year) development is recommended on the north and northwest fringes of the city, and land on the west side of town should be reserved for long term needs as it is least feasible for utilities extensions at this time.
City-wide land use strategies  
*Plan parks and walkability into future development*

Access to parks, recreation opportunities and educational facilities is an important part of healthy neighborhoods and should be planned early. The area north of highway 26 is particularly underserved by public parks. School playgrounds can also help fill in the gaps where parks are lacking, increase access to physical activity facilities, and influencing healthier lifestyles for kids.

*Figure 7: Areas within .25 mile walking distance to parks, schools, and libraries*

Use annexation as a tool to secure the City’s tax base and revenue sources

Properties that are just outside city limits benefit from City services without contributing proportionately to the City’s tax base. Sales tax is an extremely important revenue source for the City to maintain an appropriate level of services and infrastructure. Businesses that benefit from being a part of the Scottsbluff community should not be exempted from charging sales tax because of arbitrarily drawn city boundaries. Properties within City limits also benefit from faster response times for emergency services and reduced insurance costs.
**Encourage infill development where possible**

Infill is a potentially important contributor to housing starts. Often infill is concentrated in older areas of the community and incentives need to be introduced to encourage that process. Sewer and water are typically available as are other forms of important infrastructure such as roads, sidewalks, schools, refuse, and parks. It is a relatively efficient way for the City to benefit from the advantage of increased housing at a low cost to the City.

### Table 1: Infill acres by projected use

<table>
<thead>
<tr>
<th></th>
<th>Additional Needed Acres (projected)</th>
<th>Vacant Infill Acres Designated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>92.5</td>
<td>172.6</td>
</tr>
<tr>
<td>Commercial</td>
<td>47.7</td>
<td>155.2</td>
</tr>
<tr>
<td>Industrial (ETJ)</td>
<td>51.5</td>
<td>3.2</td>
</tr>
<tr>
<td>Park</td>
<td>23.1</td>
<td>1.4</td>
</tr>
<tr>
<td>Mixed Use</td>
<td></td>
<td>61.2</td>
</tr>
</tbody>
</table>

**Direct high intensity industrial uses to best suited sites in Scottsbluff-Gering-Terrytown**

High intensity industrial uses should be directed to the best suited site available regardless of political boundaries. These sites will provide logical extension of utilities and excellent connection to existing surface transportation infrastructure. City staff will work collaboratively across political borders and with local economic development agencies to take advantage of economic development opportunities for regional benefit.
Districts and Neighborhood Types

Districts | Advancing the community’s vision
Land use, transportation, planned utilities, and public facilities considerations are all to be applied to each district to advance the overall goals of the community, as all these elements work together to create great places and promote economic efficiency. The themes and principles of the plan and appropriate strategies are applied to each district of the city. Within each district are multiple neighborhood types. Consistency of character and compatibility of uses within each neighborhood depends on consistency of intensities, guided by the Hours, Auto, Mass, and Emissions (HAME) system.

Neighborhood Types | It’s all about intensity
When building great neighborhoods and efficient, livable land use patterns for the city, compatibility is all about intensity of uses. Focusing on intensity rather than category of use makes a consistent and compatible character of a neighborhood the goal, rather than a strict separation of uses. Mixes of uses such as residential and commercial can be compatible when integration of those uses advances a larger community goal such as strong neighborhoods, sustainable development, or access to amenities. Intensity for this plan will be measured using the Hours, Auto, Mass, and Emissions system1.

**Hours**: When is activity happening?
**Auto**: Towards which kind(s) of transportation access is the neighborhood oriented?
**Mass**: How much of the lot should buildings utilize? What setbacks and heights are appropriate?
**Emissions**: What noises, smells, sights, and level of activity are acceptable?

Basic Framework

**District**

- **Themes**: How are the districts helping advance the community vision?
- **Principles**: What strategies will happen in the district to advance the community vision?
- **Neighborhoods**: Build consistent character and compatible uses within neighborhoods.
  - Hours
  - Auto
  - Mass
  - Emission

---

1 HAME system was implemented by Traverse City, MI planning commission and has been utilized with permission.
## Summary of Neighborhood Types

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Characteristics</th>
</tr>
</thead>
</table>
| **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 |
<table>
<thead>
<tr>
<th>Zone</th>
<th>Hours</th>
<th>Auto</th>
<th>Mass</th>
<th>Emissions</th>
<th>Appropriate zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Broadway</td>
<td>Hours: Heavier daytime use, evening retail</td>
<td>Auto: Multi-modal transportation well accommodated.</td>
<td>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.</td>
<td>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.</td>
<td>Appropriate zones: C-1, O-P, C-2, R-4, PBC*</td>
</tr>
<tr>
<td>Central Business District</td>
<td>Hours: Active daytime, evening, and nighttime activities</td>
<td>Auto: Formalized bicycle and pedestrian accommodations. Pedestrian oriented along Broadway</td>
<td>Mass: Allowable height up to 70 feet, zero setbacks. Buildings should take up entire lot- green space provided in public facilities.</td>
<td>Emissions: High activity during the day, evening, and late night. Lights that reflect historical character of district.</td>
<td>Appropriate zones: C-1</td>
</tr>
<tr>
<td>Automobile Commercial</td>
<td>Hours: Daytime and nighttime activity</td>
<td>Auto: Motorized traffic oriented with ease of commercial vehicle access</td>
<td>Mass: Wide variety of building types and sizes</td>
<td>Emissions: Noises and heavier commercial traffic associated with business</td>
<td>Appropriate zones: C-2, C-3, PBC, R-4</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>Hours: Generally daytime activity</td>
<td>Auto: Motorized traffic oriented</td>
<td>Mass: Some agricultural activity, low traffic intensity, dust from unpaved roads</td>
<td>Emissions: Noises and heavier commercial traffic associated with business</td>
<td>Appropriate zones: R-1b, AR</td>
</tr>
<tr>
<td>Residential</td>
<td>Hours: Daytime activity</td>
<td>Auto: Generally personal motorized traffic only, safe streets for non-motorized transportation</td>
<td>Mass: Generally small buildings, single family homes predominately with ample setbacks</td>
<td>Emissions: No offensive smells or noises, low traffic, well maintained properties</td>
<td>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</td>
</tr>
</tbody>
</table>
Key Districts

Southeast

Themes:

1. **Growing as a regional leader of commerce and economic opportunity**  
   a. Key area for heavier commercial and industrial

2. **Living into our unique character of a city in the country**  
   a. Cultural hub of the city with Hispanic and American Indian community. Food and festivals.

3. **Promoting the health and happiness of all citizens**  
   a. Social, mental, physical well-being through prosperity, care, and physical environment conducive to activity.

4. **Inclusive Opportunities for participation in civic life**  
   a. Strong civic groups, available resources, community events

Principles:

1. **Interconnection of Neighborhoods and amenities**  
   a. Walkable connections of neighborhoods to neighborhood services along East Overland  
   b. Connection to other services and areas of the city through multiple modes of safe transportation  
   c. Formalized bicycle and pedestrian facilities

2. **Sustainable development**  
   a. 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.  
   b. Socially responsible economic development that fulfills the community’s definition of success.  
   c. Encourage creative community development and entrepreneurship projects that take care of a social need for the neighborhood.  
   d. Plans and investments to increase economic viability of business corridor in east overland  
   e. Encourage infill development through mitigation of blighted properties and incentives.  
   f. Economic industrial growth on city periphery along highways 26, South 21th Ave, and South Beltline.

3. **Access to culture and recreation**  
   b. Access to greenways and walking paths.

4. **Strong neighborhoods and places, rooted in our unique character**  
   a. Promote cultural hub of the community through design standards.  
   b. Placemaking components to increase safety, wellness, social gathering, attractiveness of East Overland area.  
   c. Beautification along community gateways  
   d. Housing rehabilitation and increase in quality of rental and other available housing  
   e. Maintain availability of low income housing options.  
   f. Facilitate and support neighborhood involvement in plans, studies, and community events.
g. Make programs that encourage up-keep of private property and neighborhoods more accessible and better communicated.

h. Improve aesthetics and landscaping along collectors, arterials, and in front of businesses, utilizing native species and enforcing design standards and property maintenance code.

Southeast Neighborhoods

East Overland
Appropriate zones: C-1, C-2, R-1a*

- **Hours:** Active daytime, limited nighttime activities
- **Auto:** Human scale transportation oriented. Formalized bicycle and pedestrian accommodations. Pedestrian oriented in business center of East Overland. Motorized traffic adequately accommodated.
- **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.

*This neighborhood should include mixed use zoning in the future. Until the City adds Mixed Use as a zoning district, either C-1, C-2, or R-1a would be appropriate zones for this area.

Southeast Industrial
Appropriate Zones: C-3, M-1, M-2

- **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 daytime traffic acceptable closer to residential areas west of 21st Avenue.
Northeast

Themes:

1. Growing as a regional leader of commerce and economic opportunity
   • Attractive, thriving highway corridor, housing that supports a capable workforce.

2. Living into our unique character of a city in the country
   • Small town feel in residential neighborhoods and minor arterials, major retail and office opportunities in major arterials and commercial centers.

3. Promoting the health and happiness of all citizens
   • Clean neighborhoods and housing, access to parks and schools.

4. Inclusive Opportunities for participation in civic life
   • Strong civic groups, available resources, community events

Principles:

5. Interconnection of Neighborhoods and amenities
   a. Improve pedestrian and cycling facilities east-west from Broadway to Highway 26 through the Northeast Neighborhood.
   b. Safe and efficient transportation access in auto-oriented commercial centers along highway 26.
   c. Enhanced employment centers set back from the highway and accessible from residential areas and main thoroughfares.
   d. Encourage multi-family residential development along periphery of low density residential neighborhoods.
   e. Plan safe crossings and routes to schools.

6. Sustainable development
   a. Incorporate native species, and natural landscaping into codes of commercial and big box development along highway.
   b. Scottsbluff drain- There is an opportunity to make changes to the drain that would improve stormwater drainage, improve water quality, and provide green space for recreation and wildlife habitat.
   c. Encourage diversity of commercial types mixed use development along the Highway 26 corridor.
   d. Targeted and planned utilities maintenance activities.
   e. Preserve land potentially served by city utilities for near term (within five years) development needs.
   f. Encourage new development to be contiguous with existing development with planned linkages between roads and utilities.
   g. Direct rural residential development to areas to which utilities cannot be reasonably extended.

7. Access to culture and recreation
   a. Improved access, visibility, and connectivity of school recreation facilities and public parks near the middle school and high school.
   b. Walking and bicycle path connectivity along and across Highway 26 and greenways.
   c. Improved pedestrian and cycling connectivity to downtown.
   d. Enhanced sense of place improvements in parks and around high school sports fields and courts.

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

Northeast Neighborhoods

WNCC Campus and Surrounding Area
Appropriate Zones: R-1a, O-P, R-4

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

Highway 26 Commercial
Appropriate Zones: C-2, PBC, O-P, R-4

- **Hours**: Daytime and evening. Nighttime activity acceptable adjacent to highway.
- **Auto**: Motorized vehicle oriented to facilitate both personal and commercial vehicles. Formalized pedestrian and cycling facilities.
- **Mass**: Variety of building types and heights and setbacks. Moderate to high density and mixes of uses.
- **Emissions**: High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.
North of Highway 26

Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
   - Housing that supports a thriving workforce, home to regional office, medical, and retail facilities.

2. **Living into our unique character of a city in the country**
   - State of the art medical facility and surrounding campus, variety of housing options

3. **Promoting the health and happiness of all citizens**
   - Clean residential neighborhoods, well-designed and accessible hospital campus

4. **Inclusive Opportunities for participation in civic life**
   - Strong civic groups, available resources, community events

Principles:

5. **Interconnection of Neighborhoods and amenities**
   a. Improve pedestrian and cycling facilities across the highway and throughout the neighborhood.
   b. Safe and efficient motorized transportation access to the hospital from major arterials.
   c. Limited vehicular access points along Avenue I to maximize traffic flow, utilizing shared driveways.
   d. Encourage multi-family residential development adjacent to low-intensity commercial areas.
   e. Coordinate land improvements and expansion of road capacity.

6. **Sustainable development**
   a. Incorporate native species, and natural landscaping into codes commercial development and campus landscape design.
   b. Natural stormwater facilities in uses with high percentage of impervious surfaces.
   c. Direct higher intensity uses towards arterials, with highest intensities at intersections of arterials and collectors.
   d. Plan for continuity of street patterns in development.
   e. Preserve land potentially served by city utilities for short term (5-10 year) and near term (within five years) development needs.
   f. Encourage new development to be contiguous with existing development with planned linkages between roads and utilities.

7. **Access to culture and recreation**
   a. Connect residential areas to parks through walking and biking trail connectivity and attention to pedestrian accommodations along and across heavily trafficked thoroughfares.
   b. Plan for a public access to a park or greenspace in current and new development, striving for no one residence to be more than a quarter mile walking distance from recreation facilities.

8. **Strong neighborhoods and places, rooted in our unique character**
   a. Make programs that encourage up-keep of private property and neighborhoods more accessible and better communicated.
   b. Facilitate and support neighborhood involvement in plans, studies, and community events.
   c. Maintain quiet character of existing contemporary single family residential areas.
d. Encourage multi-family housing and traditional neighborhood style of homes, grid streets, and sidewalks within walking distance (quarter mile) of the hospital.

e. Improve aesthetics and landscaping along collectors, arterials, and in front of businesses, utilizing native species and enforcing design standards especially along Avenue B and near the hospital.

f. Direct higher intensity commercial uses toward Avenue I and at major intersections.

North of Highway 26 Neighborhoods

Avenue B and Hospital Campus

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

- **Hours**: Daytime use though nighttime and 24 hour uses acceptable at major intersections.

- **Auto**: Multi-modal accommodations for motorized and non-motorized transportation

- **Mass**: Similar building heights with higher ratio of lot coverage smaller setbacks.

- **Emissions**: High activity during the day, low amounts of non-restaurant smells, lower noise, and enforced aesthetic and landscaping standards.

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

Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
   - Home to employment hubs, Housing that supports a thriving workforce, High transportation accessibility

2. **Living into our unique character of a city in the country**
   - Home to retail amenities to serve the surrounding neighborhoods and the region

3. **Promoting the health and happiness of all citizens**
   - Clean, safe neighborhoods, multimodal active transportation options, access to parks

4. **Inclusive Opportunities for participation in civic life**
   - Strong civic groups, available resources, community events

Principles:

5. **Interconnection of Neighborhoods and amenities**
   a. Improve pedestrian and cycling facilities across the highway and throughout the neighborhood. Utilize neighborhood through streets, Railway St., and multi-modal accommodations along 27th St and Ave. B.
   b. Safe and efficient motorized transportation along major arterials, encouraging shared driveways and limited access points.
   c. Safe routes to school with attention to crosswalks on high traffic roads, crossing guards, and drop-off, pick-up traffic flow.

6. **Sustainable development**
   a. Incorporate native species, and natural landscaping into codes commercial development and campus landscape design.
   b. Natural stormwater facilities in uses with high percentage of impervious surfaces.
   c. Direct higher intensity uses towards arterials, with highest intensities at intersections of arterials and collectors.
   d. Build successful nodes at major intersections on 27th street through aesthetics, building design, and encouraging commercial and mixes of uses.
   e. Preserve undeveloped land where city utilities could be extended for long term (10-20 year) development needs.
   f. Encourage new development to be contiguous with existing development with planned linkages between roads and utilities.
   g. Avoid development in floodplain
   h. Restrict uses that may have a negative impact on the City’s wellfield.

7. **Access to culture and recreation**
   a. Connect residential areas to parks through walking and biking trail connectivity and attention to pedestrian accommodations along and across heavily trafficked thoroughfares.
   b. Plan for a public access to a park or greenspace in current and new development, striving for no one residence to be more than a quarter mile walking distance from recreation facilities.
   c. Encourage opening school grounds as regular park access.
   d. Create positive, safe gathering places for neighbors and youth in parks and outside of restaurants.

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, arterials, and in front of businesses, utilizing native species and enforcing design standards in Northwest Commercial Corridors.

Northwest Neighborhoods

Northwest Commercial
Appropriate Zones: C-2

- **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 stores, shared buildings, low height but smaller setbacks on 27th Street to encourage walkability.
- **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.

*This neighborhood may include mixed use zoning in the future. Until the City adds Mixed Use as a zoning district, either C-2 or R-1a would be appropriate zones for this area.*
Southwest

Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
   - Home to employment hubs, Housing that supports a thriving workforce, High transportation accessibility

2. **Living into our unique character of a city in the country**
   - Small town neighborhood feel, recreation and employment opportunities of a city

3. **Promoting the health and happiness of all citizens**
   - Clean, safe neighborhoods, access to job opportunities, active transportation

4. **Inclusive Opportunities for participation in civic life**
   - Strong civic groups, available resources, community events

Principles:

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

6. **Sustainable development**
   a. Incorporate native species, and natural landscaping into codes, commercial development, and campus landscape design.
   b. Encourage mixed use and residential development in South Broadway to increase economic activity and vitality in the community core.
   c. Encourage infill development through mitigation of blighted properties and incentives-prepare sites to respond to market demand.
   d. Preserve land city utilities could be extended to for long term (10-20 year) development needs.
   e. Natural stormwater facilities in uses with high percentage of impervious surfaces.
   f. Avoid development in floodplain
   g. Restrict uses that may have a negative impact on the City’s wellfield.

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

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. Improved programmatic, aesthetic, and physical connections to the riverfront.
   e. Improve aesthetics and landscaping along collectors, arterials, and in front of businesses, utilizing native species and enforcing design standards in Northwest Commercial Corridors.

**Southwest Neighborhoods**

*South Broadway*

Appropriate Zones: C-1, O-P, C-2, R-4, PBC*

- **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. * This neighborhood should include mixed use zoning in the future. *Until the City adds Mixed Use as a zoning district, C-2, R-4, or PBC would be appropriate zones for this area.*
Downtown

Themes:

1. **Growing as a regional leader of commerce and economic opportunity**
   - Key area for light commercial (primarily retail) businesses.

2. **Living into our unique character of a city in the country**
   - Historic district with unique features. Cultural hub of the city with a focus on the arts.

3. **Promoting the health and happiness of all citizens**
   - Social, mental, physical well-being through prosperity, care, and physical environment conducive to activity.

4. **Inclusive Opportunities for participation in civic life**
   - Centralized gathering place for community events.

Principles:

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

6. **Sustainable development**
   a. Reduce impervious cover- decrease stormwater runoff while providing aesthetically pleasing landscaped areas.
   b. Focus on tree planting to help moderate temperatures and beautify public spaces.
   c. Continue making public improvements in landscaping and other public facilities to encourage additional private investment.
   d. Maintain landscaped areas to keep them attractive long-term.

7. **Access to culture and recreation**
   a. Partner with Midwest Theater, Western Nebraska Arts Center to provide cultural opportunities downtown.
   b. Access to walking paths; signage to encourage more walking downtown.

8. **Strong neighborhoods and places, rooted in our unique character**
   a. Promote cultural hub of the community through built design of buildings
   b. Retain historical value of existing buildings
   c. Encourage upper-story housing to increase vitality of the district

Downtown Neighborhoods

**Central Business District**

Appropriate Zones: C-1

- **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.
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
Appendix 1: Transportation Element

GOALS

*Connect all areas of the City efficiently and keep traffic flowing smoothly*

The City’s transportation system is essential for giving residents access to workplaces, schools, retail areas, and other City amenities. A well-functioning transportation system minimizes travel time, increasing the amount of time residents have for other activities. It should also ensure that there are no areas of town that people avoid because of poor traffic flow.

*Identify problem intersections and make necessary changes to make them safer*

In the public input process, there were some intersections that were repeatedly identified as being either extremely inefficient or perceived as dangerous. The City should do everything it can to ensure that intersections are safe and efficient.

*Increase opportunities for alternative forms of transportation*

While the City’s transportation system is primarily geared toward vehicle traffic, there is growing population of residents who are walking or bicycling to work or other destinations. This is something that the City should accommodate and encourage, as it helps reduce vehicle traffic while also promoting a healthier lifestyle.

*Ensure student safety when walking to or being dropped off at school*

The City should ensure that all students have safe ways to get to school. This includes designating safe routes to school, utilizing crossing guards where necessary, and carefully considering traffic patterns near schools, especially drop-off zones.

INTRODUCTION

In order for a community to function well, it must have an effective transportation system. The transportation system connects residents to schools, businesses, and other necessities. It provides business and industry with a way to receive and deliver goods, and it helps determine the physical layout of the community.
Scottsbluff’s transportation system is primarily auto-oriented. Streets are classified as expressways, arterials, collectors, and minor streets (see map below).

**EXPRESSWAYS**

There are currently three expressway routes serving Scottsbluff. The Highway 71 bypass, located just west of town, includes an overpass that crosses over both the railroad and Highway 26. The Heartland Expressway bypass, located just east of town, connects Highway 71 south of Gering to the southeast part of Highway 26 just outside of Scottsbluff. This bypass includes overpasses over both the Union Pacific and Burlington Northern railroads, providing an efficient route for both local and through traffic. The other expressway route is Highway 26, which bisects the City from the southeast to the northwest. Because Highway 26 is a limited access, four lane expressway, it can be challenging for pedestrians to cross, which has the effect of preventing residents in the northern part of town from walking to parks, trails, or other amenities south of the highway. It also makes it challenging for residents who live south of the highway to walk to common destinations like the soccer field, Western Nebraska Community College, or Regional West Medical Center. A pedestrian bridge is currently planned that would cross Highway 26 at 2nd Avenue to help alleviate this problem.
ARTERIALS

Streets classified as arterials are those that are primarily for fast moving or heavy vehicular traffic. The traffic flow on these arterials should be made as efficient as possible in order to make it easier for people to reach their destinations. Scottsbluff’s main north-south arterials are Ave I, Ave B, Broadway, 5th Ave, and 21st Ave. The main east-west arterials are 42nd Street, 27th Street, 20th Street, East and West Overland, and the Beltline Highway.

In the past, some arterials have experienced diminished efficiency due to too many access points. A good example of this is 27th Street. While this is a major east-west route that is heavily trafficked (over 10,000 vehicles a day), this is also a major business district for the city, where almost every business has its own access directly onto the arterial. Due to the high traffic counts, it can be very difficult for vehicles to attempt to enter 27th Street from the adjacent businesses. While a left turn lane helps increase efficiency of the arterial, right turns still hinder the free flow of traffic. In the future, the number of access points along arterials should be limited in order to maintain free-flowing traffic conditions.

The greatest challenge to the free flow of traffic along the City’s arterials is train traffic. The Burlington Northern Railroad runs through Scottsbluff, and there are crossings at Avenue I, 20th Street, Avenue B, Broadway, 5th Avenue, 9th Avenue, and 21st Avenue. The only overpasses are located well outside of City limits, along the Highway 71 west bypass and the Heartland Expressway bypass to the east. These overpasses work well for through traffic, but do not serve local traffic. When the City’s arterials are blocked by trains, traffic typically backs up for several blocks, which also can block traffic from nearby cross-streets. This issue was commonly brought up in the public input process. However, residents seemed to have mixed views on whether or not a grade separated crossing (overpass or underpass) is necessary. 46% of residents surveyed stated that conflicts between vehicles and trains was one of their top transportation concerns.

While it would certainly reduce the amount of time spent waiting at trains, a grade separated crossing is expensive, and some residents believed that the money that would go towards it could be better spent making other, more necessary improvements to the community. Typically the traffic that is backed up due to a passing train is cleared within a few minutes after the train has passed. There are some crossings, primarily 21st Ave, 9th Ave, and 5th Ave, which are commonly blocked for much longer periods of time while trains are either hitching or unhitching cars. Some residents were very passionate about the need for an overpass, particularly one that would be centrally located. But of all of the residents who participated in the open houses and surveys, there seemed to be a pretty even divide between those who thought an overpass is necessary and those who believe that there are many more important priorities for the City.

Community Voice:

“Trains! Trains! Trains! We are held hostage, to some extent, by the trains.”

-Resident quote from public input survey
ALTERNATIVE TRANSPORTATION

Throughout the Community input process, many individuals and groups commented on the need for alternative forms of transportation. Currently, cars are overwhelmingly the main form of transportation in the City, and the City’s transportation network is designed primarily for auto transportation. The lack of pathways and bike lanes makes it difficult for residents to walk or bike as a form of alternative transportation. A growing group of cyclists in the community would like to see more opportunities for alternative transportation as well as more acceptance of cycling by drivers. Additionally, transportation needs for the elderly, handicapped, and families with one or no vehicles are going unmet with the current weekday only, dial-a-ride public transportation option.

In the future, the City’s transportation network should be evaluated to determine where additional bike lanes or bike/pedestrian pathways could be incorporated to accommodate residents. A master plan for bike pathways and safe routes to school was completed in 2004. The City is currently in the process of designing and installing the Monument Valley Pathway, which will connect Riverside Park to Scottsbluff High School, Regional West Medical Center, and Western Nebraska Community College. This pathway will also include a pedestrian bridge over Highway 26, helping to bridge the divide between areas north of Highway 26 and areas south of the highway. With the addition of this pathway, the 2004 master plan is now outdated. The City’s alternative transportation system should be reevaluated to determine the next logical extensions of the pathway and to prioritize future improvements.

CITY TRANSPORTATION FACILITY
The City’s current Transportation Facility has limited capacity to store equipment and materials such as gravel stockpiles and snow fence. In the future, a City Transportation Yard should be established in a centralized location that could be used to store materials and equipment.

FURTHER CORRIDOR TYPE

Future land-use and transportation should work together to advance the city’s principles of interconnection of neighborhoods and amenities as well as promoting health of citizens. Scottsbluff leadership and citizens should consider multi-modal connectivity within the core of the city while balancing motorized traffic efficiency and safety of all operators and pedestrians. The map below outlines opportunities for corridors to be comfortably accessed by multiple modes of transportation whether integrated with or separated from motorized traffic. Further plans and studies will outline in more detail and more comprehensively non-motorized connectivity and solutions for points of conflict.

Figure 10: Scottsbluff future corridor type and land use
Appendix 2: Utilities and Energy Element
Purpose: To encompass all strategic components for serving the community with water, sewer, and electrical services.

Access to Utilities is necessary for growth. Quality utility services are vital to businesses and residents alike. The following section describes the City’s current infrastructure capacities and the next steps necessary to expand utility services in the future.

GOALS

Meet current capacity needs and provide capacity for future growth

Residents should be able to expect their utilities to be available at all times, therefore running out of capacity is not an option for the City. Future development should also never be inhibited by a lack of capacity in our infrastructure or public facilities.

Meet all environmental and regulatory permitting requirements

The City must ensure that residents have clean, high quality drinking water. It must ensure that its wastewater is treated, at a minimum, to the level required by its National Pollutant Discharge Elimination System (NPDES) permit, as well as meeting all the requirements of its NPDES permit for stormwater. This will ensure that the City is not having a detrimental effect on our valuable waterways. The City must also dispose of all its waste in accordance with state solid waste permit requirements, and should look for ways to minimize the amount of waste which must go to a landfill.

Provide quality service to residents in the most economical way possible

The City has a responsibility to its rate payers to provide the best possible value in return for their utility payments. Service must be consistent and reliable, but in order to keep rates as low as possible, all proposed improvements should be carefully evaluated. The expansion of infrastructure to serve new developments should not come at the cost of current ratepayers.

Have a process in place to identify and rehabilitate potential problems with aging infrastructure

Public utilities rarely come to the attention of the public unless something goes wrong. While the Public Works Department typically responds quickly and effectively to any loss of service, some ongoing maintenance to the aging infrastructure is necessary to minimize the frequency and severity of these occurrences.

Identify areas to which public utilities may reasonably be extended

Reliable, cost-effective utility services are vital to the growth of the City. The most reliable and cost-effective way to provide sewer service is to rely as much as possible on gravity flow. Therefore, due to topography, some areas are preferable to others for expanding the sewer system. These areas should be identified so that compatible land uses can be planned. In areas to which the sewer system cannot
be easily extended, land uses that are low density and rely on individual systems should be planned. An evaluation of current and future infrastructure for the City was completed in 2015 which identified areas to which water and sewer trunk lines could be extended, as well how much these main lines would cost per developable acre. This information was used to prioritize utility improvements into near term, short term, or long term phases of development. This can be shown on the map below.
PUBLIC WORKS DEPARTMENTS

WATER RECLAMATION

The Water Reclamation Department is responsible for the operation of an extended air activated sludge treatment plant located at 3702 Rebecca Winters Road. The Wastewater Treatment Plant receives an average influent flow of 2.06 million gallons per day (MGD) and a peak daily flow of 4.15 MGD. The treatment plant was upgraded in 2009 to be fully redundant with a design daily flow of 3.71 MGD and a design maximum flow of 11.0 MGD. Ultraviolet light is used to disinfect the plant’s effluent in summer months, as per the requirements of the NPDES permit. With the exception of the aeration basins, all wastewater treatment processes are contained within buildings to prolong the life of the equipment and to contain smells. This ensures that smells from the treatment plant are very rarely a concern. In addition to the buildings that contain wastewater processes, there are four equipment buildings and an office building on site. The office building houses both the water and wastewater departments and also contains a lab which conducts all necessary water testing to ensure that all wastewater processes are operating efficiently. Lagoons, formerly used for treatment, are still maintained on site, and could still be used as a backup to contain influent in case of a catastrophic event.

After treatment, the effluent from the facility is returned to the North Platte River. Additionally, as part of the activated sludge treatment process, waste sludge consisting of biosolids from wastewater is produced. In order to meet permitting requirements, the biosolids are hauled to a separate facility where it is incorporated with yard waste and composted.

The Water Reclamation Department is also responsible for cleaning and maintaining the sanitary sewer collection system which is made up of approximately 100 miles of sewer main and 1,815 manholes. To assist in this endeavor, a collections crew utilizes a sewer camera to identify problem areas, which are then cleaned out using a vacuum truck. This also allows the department to more accurately map the sanitary sewer system.

In 2015, the Existing and Future Utility Infrastructure Evaluation Report considered areas to which sewer service could reasonably be extended. The following is a summary of their findings:

- The City should begin planning for additional interceptors to accommodate future flows. The wastewater figures below shows the locations of future interceptors and the areas they could serve.
• On the east side of town, the Northeast Interceptor could serve over 1,300 acres, while the County Road 24 Interceptor could serve over 600 acres.

• To serve the northern portions of the City, the City will need to plan and construct three new interceptors; the North Central Interceptor, Northwest Interceptor and the North Hwy. 26 Interceptor extension. The North Central Interceptor could serve 700 acres, the Northwest Interceptor could serve over 800 acres and the North Hwy. Interceptor extension could serve over 1,300 acres.

• The North Central Interceptor would require one lift station, as the collection piping would be deep and would not be able to flow by gravity to the existing North Hwy. 26 Interceptor.

• The West Interceptor would serve nearly 1,400 acres and would likely require several lift stations. Because of the additional expense in installing and maintaining these lift stations, the cost per acre to extend infrastructure to these areas is much higher than it is for the other interceptors identified.

• The City currently has two Gorman Rupp lift stations, and new lift stations could be designed with similar equipment so that the pumps and instrumentation are similar and familiar to the City.
YARD WASTE AND BIOSOLIDS COMPOST FACILITY

In order to reduce the volume of waste that must be landfilled, the City provides a separate service to collect yard waste from residents. This yard waste is then taken out to a separate facility where it is composted along with the biosolids from the Wastewater Treatment Plant. The composting process takes place on a concrete pad which drains into a lined retention pond, in accordance with the state Solid Waste Permit for the facility. The finished compost is a Class A product, meaning that it is considered safe for use by the public. It is then made available to residents, landscapers, and farmers. Tree waste is also brought to the facility where it is chipped into wood mulch. This mulch is used by the City Parks Department and is also available to residents and landcapers. Currently the City gives away both the compost and the mulch for free, but there is some value to both products, and many other cities sell these products to the public.

STORMWATER

The City has a municipal separate storm sewer system (MS4) which is made up of 100 miles of storm sewer main, 1,500 catch basins, and 6 outfall locations to the North Platte River. Maintenance of the storm sewer system is carried out by both the Water Reclamation Department and the Transportation Department. Besides carrying stormwater, many components of the storm sewer system also carry groundwater that is pumped out of basements, so some outfalls carry water all year long, even in dry weather.

The most significant drainageway in the City is the Scottsbluff Drain, a man-made drain that was originally constructed to carry groundwater. Capacity of the Scottsbluff Drain is a concern, especially in the vicinity of 13th Avenue and 17th Street. Several studies have been done, the most recent in 2004 and each has shown the underground section should be opened up to allow for better capacity. This could also help with water quality issues and provided a greenway throughout the city. Any consideration for redevelopment for the Southeast district should take this drainageway into account.

Because the City has a population of over 10,000 it is considered a Phase II community under the National Pollutant Discharge Elimination System (NPDES) stormwater permit. This means that the City must have a program in place to reduce pollutants from stormwater. This program consists of six minimum criteria measures (MCM): Public Education, Public Involvement, Illicit Discharge Detection and Elimination, Construction, Post-Construction, and Good Housekeeping.
One of the biggest stormwater issues the City will face going into the future is the issue of stormwater retention. As the City continues to grow, it is essential to require retention of stormwater in all new development both to minimize capacity issues and to meet the water quality requirements of the City’s NPDES permit. Currently the City requires each development to provide its own stormwater retention. In the future, it is suggested that the City consider using a regional approach to stormwater management. With this approach, rather than each development giving up buildable space to create stormwater retention, larger, regional retention facilities could be created throughout the City that would be maintained by City staff. These facilities could serve dual purposes of providing green space and recreational opportunities for residents.

![Regional stormwater drainageway in Cheyenne, WY](image)

**Figure 11: Regional stormwater drainageway in Cheyenne, WY**
WATER

The City operates a water system that is supplied by 12 groundwater wells that are drilled to an average depth of 100 feet. In 2014, the combined pumping capacity of these groundwater wells total 13,575 gallons per minute. Due to the high quality water, the City does not have to treat water to meet current MCLs. The City is also able to provide adequate disinfection using bulk sodium hypochlorite located at each well. The system has five overhead water storage towers which allow storage of up to 2,750,000 gallons of water. The water distribution system is made up of approximately 100 miles of water main, 895 fire hydrants, 1,200 main valves and 6,200 service lines with curb boxes (property shut-off valves).

The Water Department shares an office building with the Wastewater Department, located at 3702 Rebecca Winters Road.

In 2015, the Existing and Future Utility Infrastructure Evaluation Report recommended the following infrastructure improvements:

- The City’s existing firm well capacity is 11,575 gpm, which includes city wells, the new well field and the airport well. Thus, the City’s existing wells are capable of supplying adequate water for the projected term of the Comprehensive Plan.
- In the future, when long term developments are on the horizon, the City will need to either drill new wells, or provide treatment for Well No. 20, which could provide enough water (an additional 2,000 gpm) for the long term demands provided it meets Safe Drinking Water Standards.
- The firm capacity of the wells in the high pressure zone is 1,650 gpm. The firm capacity of the high pressure zone is currently capable of supplying the maximum daily demand in the high pressure zone. In the future, as more development occurs in the northern portion of the City, the wells in the high pressure zone will no longer be able to supply maximum day demand without either depleting a portion or all of the storage, or pumping water from the low pressure zone.
- The City should consider replacing Booster Pump Station No. 16 with larger capacity pumps (1,000 to 1,500 gpm pumps) to ensure that adequate water is supplied to the high pressure zone in the short and long term development scenarios.
- A new booster pump station should be constructed to house three pumps (two duty, one standby) capable of supplying 1,500 gpm. Thus, should the wells in the high pressure zone lose capacity or need to be abandoned, the City would be able to supply long term demand to the high pressure zone using two booster pump stations.
- Much of the City can be supplied with ample water during a fire flow condition, without having any portion of the City drop below 20 psi. The portions of the City that may lack in fire protection are primarily located one the west side of the City, have 4” diameter distribution piping, or are located where water lines dead end and are not looped by more than one distribution pipe.
• In general, all locations throughout the City that are only supplied with one distribution pipe should be looped. In addition, 4” diameter water mains that have feed fire hydrants should be replaced with a minimum of 8” diameter to ensure proper water supply for fire protection. This will help the City to maintain its current ISO rating, which affects insurance rates for property throughout the City.

• There are a number of new water distribution mains that will need to be constructed to provide water to new developments. The water mains should be a minimum of 12” diameter, such that additional water distribution piping can be tied onto the main to provide water to various neighborhoods, industries and commercial developments. The specific locations of the various water distribution piping for the various development scenarios can be seen on Figure X.

• The City currently has limited storage in the low pressure zone, and limited capacity of the wells in the high pressure zone. As a result, the City is restricted regarding how much water can be moved from the high pressure zone to the low pressure zone, and consequently, from the low pressure zone to the high pressure zone. There are currently three locations in which the high pressure zone and low pressure zone are connected; one of which is equipped with a PRV (Booster Pump Station No. 16). Due to the age of the PRV, which was installed in 1983, it is recommended that the City replace the PRV in Booster Pump Station No. 16 with a new 12” PRV, equipped with instrumentation such that the City water operators could control the valve from the water department.

• The other two locations in which the high and low pressure zones are interconnected are US Highway 26 and East 27th Street (12” diameter) and US Highway 26, just east of 5th Avenue (6” diameter). It is recommended that the City immediately construct pressure reducing valve stations at these locations, which will ensure that the City be able to move water from the high pressure zone to the low pressure zone.

• The PRV station on US Hwy. 26 and East 27th Street should be constructed in such a way that it could serve as a booster pump station in the future, when it becomes necessary to pump water from the low pressure zone to serve the high pressure zone. This would require a larger vault to house the PRV, but could potentially save the City significant money in the future.

• The City could also construct a pressure reducing valve vault at the intersection of County Road 24 and Skyport Drive. Currently, the 200,000 gallon Airport Tower is only tied into the low pressure zone via a booster pump station and 12” water main. The overflow elevation of the Airport Tower allows the tower to be integrated into the water supply in the high pressure zone, however currently there is no piping that connects the Airport Tower to the high pressure zone. Thus, the 200,000 gallons of storage near the airport is not usable storage for the City. It is recommended that the City immediately install water distribution piping and a PRV vault to connect the Airport Tower to the high pressure zone, and make use of the 200,000 gallons of storage capacity.

• To meet industry standards, the City is in need of additional storage, specifically in the low pressure zone. It is recommended that the City construct a 2.0 MG storage tank in the low pressure zone, near the intersection of US Hwy. 26 and E. 27th St. There is currently a 16"
diameter pipe that can serve as a suction line to fill the tank, and the tank would be located near two PRV stations, allowing it to be filled from the high pressure zone, if necessary.

ENVIRONMENTAL SERVICES

Solid waste is collected from plastic 95 gallon rollout containers and metal 1.5cy & 3.0cy dumpsters. Rapid rail and EMCO refuse trucks are used for both residential and commercial collection. Residents are served with either metal 1.5cy dumpsters in the alley or plastic 95 gallon containers that are picked up at the front curb. The city disposes of waste at the City of Gering Landfill. Solid waste is baled and put in the landfill pods.

A yard waste program is in place yearly from the first full week of April to the week before Thanksgiving. Yard debris is collected from plastic 95 gallon rollout containers in the ally or at the curb. A compost facility also serves Scottsbluff and surrounding communities year around. Peoples may drop off yard debris and pickup compost &/or mulch.

A recycling depot operates as a non-profit corporation collecting recyclable materials from the community and surrounding areas. The depot collects e-waste along with normal recycling from both residential and commercial businesses. The center brokers the sale of these recyclable materials to Magic City Eco Recycling center in Cheyenne, WY and Electronic Recyclers International in Aurora, CO.

The city works with Keep Scottsbluff/Gering Beautiful to educate the public on reducing waste going to the landfills.

ENERGY INFRASTRUCTURE

Energy usage in the early 21st Century is becoming a critical issue throughout Nebraska as well as the entire United States. Our dependency on energy sources that are not renewable has increased significantly over the past 100 years. Energy usage comes in several forms, such as:

- Lighting our homes, businesses, and industries
- Heating our homes, businesses, and industries
- Heating our water for homes, businesses, and industries
- Food preparation
- Transportation – both personal and business related
- Recreation and Entertainment – vehicular, computers, music, etc.

The 21st Century ushered in an increased concern for energy usage and its impacts on the environment. With the increased concern for the environment came an increased understanding of the carbon
footprint generated by any one individual as well as striving towards modifying our behavior patterns in order to lessen that footprint. In addition, the phrase and concept of sustainability has become more widely used, even in the smaller communities of Nebraska and United States.

Energy and the issues connected to the different sources are becoming more critical every year. The need for the Energy Element in the Scottsbluff Comprehensive Development Plan should be something desired as opposed to required. However, during the 2010 Legislative Session of the Nebraska Unicameral, the State Senators passed LB 997 which required this section become a part of all community and county comprehensive plans, except for Villages. The passage of LB 997 appears to be a first step toward comprehensive plans addressing the entire issue of energy conservation and/or sustainability.

Sustainability

Sustainability, in today’s discussions, has a number of meanings. According to Webster’s Third International Dictionary, the verb “sustain” is defined as “to cause to continue...to keep up especially without interruption, diminution or flagging”. However, the Brundtland Commission Report in 1987, described sustainability as “...development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. In addition, the phrase and concept of sustainability has become more widely used, even in Nebraska.

All of us living in today’s world need to begin switching gradually to cleaner and more renewable resources. By doing so it will aid future generations with their quality of life. The more renewable energy sources become the norm for our generation, the more likely these sources will be second nature and common place in the future.

Americans have grown to rely heavily on electricity. However, state and federal policies have been increasingly more insistent on curbing this reliance; especially, those sources that are produced by non-renewable fossil fuels such as oil and coal. Federal policy has set a goal of 20% of all electricity, by 2030, in the United States be from renewable sources. Renewable sources would include solar, wind, water, geothermal and any number of other sources that have not yet been discovered or brought to production levels.

Electrical Power

Electrical power in Scottsbluff is supplied by Nebraska Public Power District. The electrical system is also operated by Nebraska Public Power District.

Power is supplied via two 115 kV lines. Five main distribution substations, with a total capacity of more than 80 MVA. Two peripheral distribution substations capable of serving 3 MVA of load. All can be served from at least two different 34.5 kV sources. The heart of the Scottsbluff distribution system and the peripheral area distribution systems are served by 12.47 kV distribution lines. All substations and lines have been designed and built with future load growth in mind.

Source: http://sites.nppd.com/aedc/fastfacts.asp?city=Scottsbluff
At the time of this element, NPPD was in the process of constructing a 23-mile transmission line between a substation near Stegall and Scottsbluff. The following is NPPD’s write up on the project...

NPPD plans to construct an 115,000-volt electric transmission line from the existing Scottsbluff Substation to a new substation to be built approximately five miles south of Stegall near the existing Stegall Substation owned by Basin Electric Power Cooperative. The exact location of the new substation is yet to be determined.

The approximate 23-mile transmission line will enhance transmission system reliability in the western Nebraska Panhandle region. The new line will also meet the North American Electric Reliability Corporation’s Reliability Standards for the western Nebraska area. The line is expected to be in service by mid-2017.


**Natural Gas Service**

Natural gas service in Scottsbluff is supplied and operated by SourceGas. Natural gas is transported through a 16 inch transmission pipeline, with an operating pressure of approximately 700-1,000 lbs. per sq. inch. SourceGas supplies natural gas transportation to residential, commercial, industrial, and agricultural customers through 3 pipeline systems.


**Energy Use by Sector**

This section analyzes the energy use by residential, commercial, and industrial and other users. This section will examine the different types of energy sources that are utilized by these different sectors.

Table 1 shows the overall electricity usage by all consumers in Scottsbluff. The categories are reflective of the ones established by the City. The categories are defined as:

*Residential* = all connections and demand by households in Scottsbluff

*Commercial* = all retail and office users within Scottsbluff

*Industrial* = all industrial users within Scottsbluff
### Table 1: Total Electrical Usage

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (kWh)</td>
<td>67,109,244</td>
<td>65,053,954</td>
<td>66,956,427</td>
<td>-0.23%</td>
</tr>
<tr>
<td>Per customer usage</td>
<td>10,361</td>
<td>10,035</td>
<td>10,331</td>
<td>-0.29%</td>
</tr>
<tr>
<td>Residential % of Total</td>
<td>32%</td>
<td>29%</td>
<td>29%</td>
<td>-11%</td>
</tr>
<tr>
<td>Commercial (kWh)</td>
<td>105,447,988</td>
<td>105,764,552</td>
<td>105,423,329</td>
<td>-0.02%</td>
</tr>
<tr>
<td>Per customer usage</td>
<td>68,696</td>
<td>69,037</td>
<td>68,015</td>
<td>-0.99%</td>
</tr>
<tr>
<td>Commercial % of Total</td>
<td>51%</td>
<td>47%</td>
<td>45%</td>
<td>-10.59%</td>
</tr>
<tr>
<td>Industrial (kWh)</td>
<td>16,779,157</td>
<td>34,203,632</td>
<td>42,661,668</td>
<td>154.25%</td>
</tr>
<tr>
<td>Per customer usage</td>
<td>4,194,789</td>
<td>8,550,908</td>
<td>10,665,417</td>
<td>154.25%</td>
</tr>
<tr>
<td>Industrial % of Total</td>
<td>8%</td>
<td>15%</td>
<td>18%</td>
<td>127%</td>
</tr>
<tr>
<td>Other Municipal (kWh)</td>
<td>19,282,931</td>
<td>18,987,320</td>
<td>18,241,951</td>
<td>-5.40%</td>
</tr>
<tr>
<td>Other Municipal % of Total</td>
<td>9%</td>
<td>8%</td>
<td>8%</td>
<td>-15.40%</td>
</tr>
<tr>
<td>Total Usage within corporate limits</td>
<td>208,619,320</td>
<td>224,009,458</td>
<td>233,283,375</td>
<td>11.82%</td>
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<tr>
<td></td>
<td>100%</td>
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<td>100%</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Customer by Class</th>
<th>Residential</th>
<th>Commercial</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>6,477</td>
<td>1,535</td>
<td>4</td>
</tr>
<tr>
<td>Commercial</td>
<td>6,483</td>
<td>1,532</td>
<td>4</td>
</tr>
<tr>
<td>Industrial</td>
<td>6,481</td>
<td>1,550</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: Nebraska Public Power District

Table 1 shows the usage of electricity throughout the Scottsbluff corporate limits from 2011 through 2013. The data indicate the usage by residential, commercial, industrial uses, and municipal uses (street lighting and other municipal uses) for the time period. In addition, the Table indicates the number of customers per sector. Overall, from 2011 to 2013, the total consumption increased by 11.8% while the customer base remained relatively stable with 19 new customers or a 0.2% increase.

**Residential Uses**

The data in Table 1 indicate the percent of total used by sector. The Table shows the overall percentage for residential customers went from 32% in 2011 to 29% in 2013; while the overall number of residential customers increased by four connections. From 2011 to 2013, the residential demand saw an overall decrease of 0.23%. Overall, the per customer usage also decreased by 0.29% for the same time frame. Electric consumption by residential customers is decreasing slightly on an annual basis.

Ascertaining where these conservation measures are occurring; are residential customers switching from electric water heaters and furnaces to natural gas systems? Is the conservation occurring in changes in thermostats? Is it due to better light sources (CFL or LED vs incandescent)?

It is likely some of all of these but what is critical is that conservation measures seem to be occurring in the community.
The decreases in light of the overall increase in customers indicates the residential users in Scottsbluff are starting to conserve electricity in their day to day lives. This may become even more critical as stiffer Federal regulations go into place regarding the generation of electricity.

**Commercial Uses**

Scottsbluff’s commercial consumption from 2011 to 2013 also decreased and fell by 0.02%; while the total number of consumers increased by 15 customers. During this same time period, commercial uses went from 51.0% of total consumption in 2011 to 45% of consumption in 2013. The average consumption per customer went from 68,696 kWh in 2011 to 68,015 kWh in 2013 or a 0.99% decrease in the three years; most of this decrease came during 2013 and needs to be tracked to see if it continues in to the future.

Ascertaining where these conservation measures are occurring is very similar to residential customers. However, commercial consumers are seeing more efficient heating and cooling equipment installed and as retrofits occur more insulation is being installed and the newer fluorescent bulbs and ballasts are more efficient.

This decrease, more so than the Residential, is interesting. Per customer decrease was greater and the increase in the consumer base was larger. This indicates that even greater conservation measures may be occurring in commercial customers than in the residential base.

**Industrial Uses**

Scottsbluff’s industrial sector was the only one that had an increase in consumption from 2011 to 2013. The overall consumption increased by 154.25%; while the total number of consumers remained the same. During this same time period, industrial use went from 8% of total consumption in 2011 to 18% of consumption in 2013. The average consumption per customer went from 4,194,789 kWh in 2011 to 42,661,668 kWh in 2013 or a 154.25% increase in three years. Increases were seen in 2012 and 2013 with the largest coming in 2012. This increase is anticipated to drop closer to the 2011 kWh in the coming years based upon discussions with NPPD.

Since there was no change in the number of customers, it can only be assumed that one or more of the four companies saw increases in production from 2011 to 2013.

**Municipal Use**

The municipality is singled out as a customer in this analysis. The municipal usage includes electricity used at all municipally owned facilities plus all the public and highway street lighting. This area also showed a solid decrease in consumption between 2011 and 2013, decreasing by 5.4%. All of this decline came from the different municipal facilities.

**Short-term and Long-term Strategies**
As the need and even regulatory requirements for energy conservation increases, residents of communities and even rural areas will need to:

1. Become even more conservative with energy usage
2. Make use of existing and future programs for retrofitting houses, businesses, and manufacturing plants
3. Increase their use of renewable energy sources.

**Residential Strategies**

There are a number of different strategies that can be undertaken to improve energy efficiency and usage in residences. These strategies range from simple (less costly) to complex (costly). Unfortunately not all of the solution will have an immediate return on investment. As individual property owners, residents will need to find strategies that fit into their ability to pay for savings at the present time.

There are several ways to make a residence more energy efficient. Some of the easiest include:

- Converting all incandescent light bulbs to CFL’s or LED’s bulbs
- Changing air filters more regularly
- Installing additional insulation in the attic
- Keeping thermostats set a cooler levels in the winter and higher levels in the summer
- Converting standard thermostats to digital/programmable thermostats
- Changing out older less efficient Air Conditioners and Furnaces to newer high-efficiency units
- Changing out older appliances with new Energy Star appliances

Some of the more costly ways to make a residence more energy efficient include:

- New insulation in exterior walls
- Addition of solar panels for either electrical conversion and/or water heater systems in cooperation with NPPD and in compliance with the local zoning codes.
- Adding individual scale wind energy conversion systems in cooperation with NPPD and in compliance with the local zoning codes.
- Installing geothermal heating and cooling system in cooperation with NPPD and in compliance with the local zoning codes.
• Installation of energy-efficient low-e windows

Commercial and Industrial Strategies

Strategies for energy efficiency within commercial and industrial facilities can be more difficult to achieve than those for residential uses. Typically, these improvements will require a greater amount of investment due to the size of most of these facilities.

There are a number of different strategies that can be undertaken to improve energy efficiency and usage in residences. Again, not all of the solutions will have an immediate return on investment. As individual property owners, property owners will need to find strategies that will fit into their ability to pay for savings at the present time.

There are several ways to make a commercial business more energy efficient. Some of the easiest include:

• Converting all incandescent light bulbs to efficient Florescent Lights, CFL’s, or LED’s on small fixtures
• Keeping thermostats set a cooler levels in the winter and higher levels in the summer
• Converting standard thermostats to digital/programmable thermostats
• Installing additional insulation in an attic space
• Changing out older less efficient Air Conditioners and Furnaces to newer high-efficiency units

Some of the more costly ways to make a business more energy efficient include:

• Installation of energy-efficient windows and/or storefronts
• New insulation in exterior walls, if possible
• Addition of solar panels for either electrical conversion and/or water heater systems in cooperation with NPPD and in compliance with the local zoning codes.
• Adding individual scale wind energy conversion systems in cooperation with NPPD and in compliance with the local zoning codes.
• Installing geothermal heating and cooling system in cooperation with NPPD and in compliance with the local zoning codes.
Renewable Energy Sources

Renewable energy sources are those natural resources such as the wind, sun, water, the earth (geothermal), and even methane (from natural resources or man-made situations) that can be used over and over again with minimal or no depletion. The most common sources of renewable energy resources used in Nebraska is the wind, the sun, the water and/or the earth. The following are examples of how these renewable resources can be used to reduce our dependency on fossil fuels.

Wind

The wind is one of those resources that seem to be in abundance in Nebraska. Wind is not a new technology in Nebraska; the pioneers that settled in Nebraska used wind mills for power and to work the water wells on their farms and ranches.

Wind can be used to produce electricity through the construction of small-scale or utility/commercial grade wind conversion systems (wind turbines). However, not all areas of the state have the ideal levels needed to produce electricity on a utility or commercial level; but the use of small-scale wind turbines on homes and businesses will work in most parts of Nebraska.

Figure 1:

Annual Average Wind Speed at 80 Meters
The wind quality in Scottsbluff and Scotts Bluff County is average to above average, especially in the Scottsbluff area and points south of the community. The darker the purple areas are the more ideal locations for wind. However, any future wind development will be determined with the use of meteorological towers used to compile wind data for approximately a one year period prior to making any future decisions.

Solar

Solar energy has been around for decades and it last hit a high in popularity in the 1970’s. However, today’s solar energy design is much more efficient and more aesthetically pleasing. Some of the aesthetic improvements have to do with the fact that today’s systems are not as bulky as their ancestors. Today solar is being used much like wind turbines, on a small-scale level (home or business) or a much grander level (solar farms).

Solar energy includes solar water and space heating as well as taking solar photovoltaic panels to convert the sun’s rays into electricity. Solar panels can typically produce between 100 and 200 watts per square meter at an installed cost of $7 to $9 per watt, but these costs are becoming less every year as more solar units are commissioned and new more cost effective technologies are developed.

Based upon the diagram to the right there is great solar potential in our area for solar development.
Geothermal Energy

Geothermal energy includes a process where a series of pipes are lowered into vertical cores called heat-sink wells. The pipes carry a highly conductive fluid that either is heated or cooled by the constant temperature of the ground. The resulting heat exchange is then transferred back into the heating and cooling system of a home or other structure. This is called a geothermal heat exchange system or ground source heat pumps. The California Energy Commission estimates the costs of a geothermal system can earn net savings immediately when financed as part of a 30-year mortgage (Source: American Planning Association, PAS Memo January/February 2009).

Renewable Energy in Scottsbluff and Scotts Bluff County

Renewable energy in Scottsbluff and the Scotts Bluff County area could be an extremely good means to conserve energy into the future. One key issue that will present an obstacle is the varying topography of the Panhandle area especially outside the North Platte River valley.
The flat bottomlands are likely habitat for waterfowl and other birds. In addition, these areas have been subject to flooding in the past. Finally, the soils within these areas may be an issue when attempting to construct the footings for a wind turbine.

The City has already adopted some wind regulations into their code. This should aid in the future development of commercial turbines within their jurisdiction.

Solar panels throughout Nebraska, especially the panhandle region may be difficult due to the number of hail storms that track through the area. Any future solar development will need to be capable of sustaining impacts from future hail storms.

Geothermal systems, may be a positive approach depending on the water table of the area. High water tables tend to create construction issues for this type of renewable energy.

However, the other types of renewable energy sources are possible within Scotts Bluff County, including methane and solar.

**Energy Programs in Nebraska**

The following provides a basic history and description of some newer programs in Nebraska; interested parties should contact the State of Nebraska Energy Office or their local public power district.

The following information is an excerpt from the Database of State Incentives for Renewables & Efficiency.

**C-BED Program**

In May 2007, Nebraska established an exemption from the sales and use tax imposed on the gross receipts from the sale, lease, or rental of personal property for use in a community-based energy development (C-BED) project. The Tax Commissioner is required to establish filing requirements to claim the exemption. In April 2008 L.B. 916 made several amendments to this incentive, including: (1) clarified C-BED ownership criteria to recognize ownership by partnerships, cooperatives and other pass-through entities; (2) clarified that the restriction on power purchase agreement payments should be calculated according to gross* and not net receipts; (3) added language detailing the review authority of the Tax Commissioner and recovery of exempted taxes; and (4) defined local payments to include lease payments, easement payments, and real and personal property tax receipts from a C-BED project.

A C-BED project is defined as a new wind energy project that meets one of the following ownership conditions:

- For a C-BED project that consists of more than two turbines, the project is owned by qualified owners with no single qualified owner owning more than 15% of the project and with at least 33% of the power purchase agreement payments flowing to the qualified owner or owners or local community; or
For a C-BED project that consists of one or two turbines, the project is owned by one or more qualified owners with at least 33% of the power purchase agreement payments flowing to a qualified owner or local community.

In addition, a resolution of support for the project must be adopted by the county board of each county in which the C-BED project is to be located or by the tribal council for a C-BED project located within the boundaries of an Indian reservation.

A qualified C-BED project owner means:

- a Nebraska resident;
- a limited liability company that is organized under the Limited Liability Company Act and that is entirely made up of members who are Nebraska residents;
- a Nebraska nonprofit corporation;
- an electric supplier(s), subject to certain limitations for a single C-BED project; or
- a tribal council.

In separate legislation (LB 629), also enacted in May 2007, Nebraska established the Rural Community-Based Energy Development Act to authorize and encourage electric utilities to enter into power purchase agreements with C-BED project developers.

* LB 561 of 2009 established that gross power purchase agreement payments do not include debt financing if the agreement is entered into on or before December 31, 2011, and the qualified owners have a combined total of at least 33% of the equity ownership in the C-BED project.

**Local Government and Renewable Energy Policies**

Local governments need to take steps to encourage greater participation in wind generation. Cities and counties can do a number of items to make these projects more attractive. Some of the things that could be done are:

- Develop or amend existing zoning regulations to allow small-scale wind turbines as an accessory use in all districts
- Develop or amend existing zoning regulations to exempt small-scale turbines from maximum height requirements when attached to an existing or new structure.
- Work with the Nebraska Public Power District and/or local public power district on ways to use wind turbines on small-scale individual projects or as a source of power for the community.
Net Metering in Nebraska

**LB 436**, signed in May 2009, established statewide net metering rules for all electric utilities in Nebraska. The rules apply to electricity generating facilities which use solar, methane, wind, biomass, hydropower or geothermal energy, and have a rated capacity at or below 25 kilowatts (kW). Electricity produced by a qualified renewable energy system during a month shall be used to offset any kilowatt-hours (kWh) consumed at the premises during the month.

Any excess generation produced by the system during the month will be credited at the utility's avoided cost rate for that month and carried forward to the next billing period. Any excess remaining at the end of an annualized period will be paid out to the customer. Customers retain all renewable energy credits (RECs) associated with the electricity their system generates. Utilities are required to offer net metering until the aggregate generating capacity of all customer-generators equals one percent of the utility's average monthly peak demand for that year.

State Law of Solar and Wind Easements

Nebraska's solar and wind easement provisions allow property owners to create binding solar and wind easements for the purpose of protecting and maintaining proper access to sunlight and wind. Originally designed only to apply to solar, the laws were revised in March 1997 (Bill 140) to include wind. Counties and municipalities are permitted to develop zoning regulations, ordinances, or development plans protecting access to solar and wind energy resources if they choose to do so. Local governing bodies may also grant zoning variances to solar and wind energy systems that would be restricted under existing regulations, so long as the variance is not substantially detrimental to the public good.

**LB 568**, enacted in May 2009, made some revisions to the law and added additional provisions to govern the establishment and termination of wind agreements. Specifically, the bill provides that the initial term of a wind agreement may not exceed forty years. Additionally, a wind agreement will terminate if development has not commenced within ten years of the effective date of the wind agreement. If all parties involved agree to extend this period, however, the agreement may be extended.

Incentive Programs

Programs change from time to time and are typically offered locally and/or through NPPD.
Utilities Policies

1. Utilize design and construction standards which are safe, cost-effective, and appropriate.
2. Manage utility systems effectively in order to provide reliable, quality service.
3. Ensure that the location, type, and size of all public facilities are determined and/or approved by the City.
4. Base the extension and sizing of system components on the land use plan of the area. System capacity should not determine land use.
5. Water main construction should be directed toward the looping of major water supply systems.
6. Ensure that utility improvements that are constructed by private developers are adequately sized to provide for adequate capacity for future adjacent development.
7. Encourage the use of alternative/renewable energy sources where possible.
8. Encourage the use of low-energy fixtures, energy-efficient appliances, additional insulation, and energy-efficient windows in new buildings and remodels.
Appendix 3: Community Snapshot - Population and Housing Demographics and Trends
Appendix 3: Community Snapshot: Population and Housing Demographics and Trends

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Population

Scottsbluff, Gering, and Terrytown are officially separate communities, but the economics of the region and the behavior of the residents who live here warrant the communities to also be looked at as one. The specific numbers for each community gives further clarity to the picture of the larger community but the effects of specific population trends in these communities are felt across city borders. This section will look at the some key demographic trends in the Scottsbluff-Gering-Terrytown community, assess the composition of who lives in the community, and help explain what this means for the future.

Table 2: Community Demographic Profile

<table>
<thead>
<tr>
<th>Subject</th>
<th>Scottsbluff</th>
<th>Gering</th>
<th>Terrytown</th>
<th>Scottsbluff-Gering-Terrytown</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION AND AGE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000 Total population</td>
<td>14,732</td>
<td>7,751</td>
<td>646</td>
<td>23,129</td>
</tr>
<tr>
<td>2010 Total population</td>
<td>15,039</td>
<td>8,500</td>
<td>1,198</td>
<td>24,737</td>
</tr>
<tr>
<td>Population Change 2000-2010</td>
<td>307</td>
<td>749</td>
<td>552</td>
<td>1,608 7.0</td>
</tr>
<tr>
<td>2000 Median age (years)</td>
<td>36.3</td>
<td>40.1</td>
<td>26.3</td>
<td></td>
</tr>
<tr>
<td>2010 Median age (years)</td>
<td>36.0</td>
<td>38.7</td>
<td>28.4</td>
<td></td>
</tr>
<tr>
<td>Under 18 years</td>
<td>3,745</td>
<td>2,173</td>
<td>409</td>
<td>6,327 25.6</td>
</tr>
<tr>
<td>65 years and over</td>
<td>2,516</td>
<td>1,453</td>
<td>114</td>
<td>4,083 16.5</td>
</tr>
<tr>
<td>RACE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total population</td>
<td>15,039</td>
<td>8,500</td>
<td>1,198</td>
<td>24,737</td>
</tr>
<tr>
<td>White</td>
<td>12,763</td>
<td>7,800</td>
<td>920</td>
<td>21,483 86.8</td>
</tr>
<tr>
<td>Black or African American</td>
<td>185</td>
<td>80</td>
<td>10</td>
<td>275 1.1</td>
</tr>
<tr>
<td>American Indian and Alaska</td>
<td>646</td>
<td>201</td>
<td>68</td>
<td>915 3.7</td>
</tr>
<tr>
<td>Asian</td>
<td>145</td>
<td>70</td>
<td>14</td>
<td>229 0.9</td>
</tr>
<tr>
<td>Native Hawaiian and Other</td>
<td>23</td>
<td>8</td>
<td>0</td>
<td>31 0.1</td>
</tr>
<tr>
<td>Some Other Race</td>
<td>1,622</td>
<td>556</td>
<td>220</td>
<td>2,398 9.7</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>4,371</td>
<td>1,461</td>
<td>505</td>
<td>6,337 25.6</td>
</tr>
<tr>
<td>White alone (Not Hispanic or Latino)</td>
<td>9,983</td>
<td>6,780</td>
<td>614</td>
<td>17,377 70.2</td>
</tr>
<tr>
<td>HOUSEHOLDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total households</td>
<td>6,168</td>
<td>3,361</td>
<td>436</td>
<td>9,965</td>
</tr>
<tr>
<td>Family households (families)</td>
<td>3,672</td>
<td>2,278</td>
<td>290</td>
<td>6,240 62.6</td>
</tr>
<tr>
<td>Households with individuals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>under 18 years</td>
<td>1,882</td>
<td>1,101</td>
<td>179</td>
<td>3,162 31.7</td>
</tr>
<tr>
<td>65 years and over</td>
<td>1,750</td>
<td>1,023</td>
<td>87</td>
<td>2,860 28.7</td>
</tr>
<tr>
<td>Average household size</td>
<td>2.35 (X)</td>
<td>2.45 (X)</td>
<td>2.74 (X)</td>
<td>(X) (X)</td>
</tr>
<tr>
<td>Average family size</td>
<td>3.04 (X)</td>
<td>2.99 (X)</td>
<td>3.27 (X)</td>
<td>(X) (X)</td>
</tr>
<tr>
<td>LABOR FORCE AND INCOME (2013 ACS Estimates)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population 16 years and over</td>
<td>11,684</td>
<td>6,519</td>
<td>759</td>
<td>18,962</td>
</tr>
<tr>
<td>In labor force</td>
<td>7,923</td>
<td>4,362</td>
<td>563</td>
<td>12,848 67.8</td>
</tr>
<tr>
<td>Percent Unemployed</td>
<td>9.8 (X)</td>
<td>3.2 (X)</td>
<td>5.7</td>
<td>949 7.4</td>
</tr>
<tr>
<td>Median household income</td>
<td>36,750 (X)</td>
<td>50,802 (X)</td>
<td>26,625 (X)</td>
<td>(X) (X)</td>
</tr>
<tr>
<td>EDUCATIONAL ATTAINMENT (2013 ACS Estimates)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population 25 years and over</td>
<td>9,871</td>
<td>5,615</td>
<td>612</td>
<td>16,098</td>
</tr>
<tr>
<td>Percent High School</td>
<td>8,280</td>
<td>5,201</td>
<td>436</td>
<td>13,917 86.5</td>
</tr>
<tr>
<td>Percent Associate's degree</td>
<td>3,101</td>
<td>1,662</td>
<td>111</td>
<td>4,874 30.3</td>
</tr>
<tr>
<td>Percent Bachelor's degree</td>
<td>2,066</td>
<td>1,161</td>
<td>73</td>
<td>3,300 20.5</td>
</tr>
<tr>
<td>INCOME BELOW POVERTY PAST 12 MONTHS (2013 ACS Estimates)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All families</td>
<td>430 12.2%</td>
<td>183 7.6%</td>
<td>61 25.5%</td>
<td>673 10.9%</td>
</tr>
<tr>
<td>All people</td>
<td>2,658 17.7%</td>
<td>687 8.1%</td>
<td>303 29.8%</td>
<td>3,648 14.9%</td>
</tr>
<tr>
<td>Under 18 years</td>
<td>4,249 28.3%</td>
<td>891 10.5%</td>
<td>493 48.5%</td>
<td>5,633 23.0%</td>
</tr>
</tbody>
</table>
Historic Population

Scottsbluff-Gering-Terrytown’s population reached an all-time decennial high in 2010. However, Scotts Bluff County recorded its highest decennial census population in 1980 and has continuously lost population over the decades with only 33% of the county’s 2010 population living outside of the tri-cities. Scottsbluff, Gering, and Terrytown’s still growing population contrasts the stories of population decline in most regional rural (2,500 or less) communities and speaks to the current economic and social strengths of the tri-cities.

Figure 12: Scotts Bluff County population 1930-2010

Table 3: Scotts Bluff County and communities historic population 1930-2010

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Scotts Bluff County</td>
<td>28,644</td>
<td>33,917</td>
<td>33,939</td>
<td>33,809</td>
<td>36,432</td>
<td>38,344</td>
<td>36,025</td>
<td>36,951</td>
<td>36,970</td>
</tr>
<tr>
<td>Gering</td>
<td>2531</td>
<td>3104</td>
<td>3842</td>
<td>4585</td>
<td>5639</td>
<td>7760</td>
<td>7946</td>
<td>7751</td>
<td>8500</td>
</tr>
<tr>
<td>Scottsbluff</td>
<td>8465</td>
<td>12057</td>
<td>12858</td>
<td>13377</td>
<td>14507</td>
<td>14156</td>
<td>13711</td>
<td>14732</td>
<td>15039</td>
</tr>
<tr>
<td>Terrytown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>228</td>
<td>164</td>
<td>747</td>
<td>727</td>
<td>656</td>
</tr>
<tr>
<td>Scottsbluff-Gering-Terrytown</td>
<td>10996</td>
<td>15161</td>
<td>16928</td>
<td>18126</td>
<td>11897</td>
<td>22643</td>
<td>22313</td>
<td>23129</td>
<td>24737</td>
</tr>
<tr>
<td>Scotts Bluff County without Terrytown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>62%</td>
<td>55%</td>
<td>50%</td>
<td>46%</td>
<td>43%</td>
</tr>
<tr>
<td>Scottsbluff-Gering-Terrytown</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>62%</td>
<td>55%</td>
<td>50%</td>
<td>46%</td>
<td>43%</td>
</tr>
<tr>
<td>Rest of Scotts Bluff County</td>
<td>17,648</td>
<td>18,756</td>
<td>17,011</td>
<td>15,683</td>
<td>15,539</td>
<td>15,701</td>
<td>13,712</td>
<td>13,822</td>
<td>12,233</td>
</tr>
</tbody>
</table>
Comparative Historic Population Trends
This trend is in line with other micropolitan regions on the Great Plains. Hays, KS and Norfolk, NE are used for comparison. Norfolk is a micropolitan community and central hub for a large area in Northeast Nebraska and Hays is a hub community in west-central Kansas that is gaining momentum partly thanks to growth of Fort Hays State University. Scotts Bluff County has retained a slightly higher proportion of its population in the rural areas of the county than the Ellis County, KS (home to Hays) and Madison County, NE (home to Norfolk).

Figure 13: Comparative cities population 1930-2010

Table 4: Rural proportion of county population-comparative cities

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Scotts Bluff County without Scottsbluff-Gering-Terrytown</td>
<td>61.6%</td>
<td>55.3%</td>
<td>50.1%</td>
<td>46.4%</td>
<td>42.7%</td>
<td>40.9%</td>
<td>38.1%</td>
<td>37.4%</td>
<td>33.1%</td>
</tr>
<tr>
<td>Ellis County without Hays</td>
<td>71.0%</td>
<td>63.5%</td>
<td>54.7%</td>
<td>43.8%</td>
<td>37.7%</td>
<td>37.5%</td>
<td>31.7%</td>
<td>27.2%</td>
<td>27.9%</td>
</tr>
<tr>
<td>Madison County without Norfolk</td>
<td>58.8%</td>
<td>56.8%</td>
<td>53.4%</td>
<td>47.9%</td>
<td>39.4%</td>
<td>38.0%</td>
<td>34.2%</td>
<td>33.2%</td>
<td>30.6%</td>
</tr>
</tbody>
</table>
Population change in Surrounding Area

From 2000 to 2010, the population of the tri-cities actually grew 7%. Each individual community in the tri-cities also increased its population: Scottsbluff by 307 or 2%, Gering by 646 or 9.7%, and Terrytown by 552 people or 85%.

Meanwhile, the population in the surrounding communities in Scotts Bluff County generally saw a decrease in population and saw a collective 7.2% decrease over the decade. The largest decreases in population were recorded in Mitchell, Henry, and Lyman while McGrew and Minatare increased their populations by a combined eight people.

Table 5: Population change 2000-2010

<table>
<thead>
<tr>
<th></th>
<th>Scottsbluff-Gering-Terrytown</th>
<th>Satellite Communities</th>
<th>Total Scotts Bluff County</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 population</td>
<td>23,129</td>
<td>4,422</td>
<td>36,951</td>
</tr>
<tr>
<td>2010 population</td>
<td>24,737</td>
<td>4,103</td>
<td>36,970</td>
</tr>
<tr>
<td>2000-2010 change</td>
<td>1608</td>
<td>-319</td>
<td>19</td>
</tr>
<tr>
<td>2000-2010 percent change</td>
<td>7.0%</td>
<td>-7.2%</td>
<td>0.1%</td>
</tr>
</tbody>
</table>
Age
By age group, the population in Scottsbluff-Gering-Terrytown has increased its population in all age groups under 35 years and the baby boom generation has shifted a large population swell into the 45-64 years age range. The change number of people from age groups in the smaller communities is dwarfed by the changes is Scottsbluff-Gering-Terrytown but the percentage decrease in age groups in these communities shows the impact that a relatively small number of people can have in small communities.

Scottsbluff, Gering, and Terrytown’s growth in population across several age groups can be attributed to generational aging, migration, and natural increase or decrease (births and deaths). From the point of community vitality, one of the most positive signs is the increase in population across age groups under 35 years for Scottsbluff, Gering, and Terrytown.
The composition of the population and trends can be seen in the population pyramids from 2000 to 2010. Each bar represents a five year age group in that year (also known as a cohort). The white, light blue, and light grey colored cohorts represent the Baby Boom, Baby Boom Echo, and 3rd wave baby boom generations, respectively. Some key trends to note in the tri-cities pyramids are the widening at the base of increasing younger population and the generally ‘filled in’ population in cohorts in their 20s and 30s.

Figure 15: Population by age and sex 2000 and 2010
It is important to note the differences between the tri-cities’ population and the pyramid of the satellite communities. While the tri-cities’ and the satellite communities’ population pyramids looked mostly the same in 2000, the 2010 satellite communities’ pyramid shows a decrease in baby boom echo cohorts. This likely means that many who were teenagers in 2000 left and did not return as 20 and 30 year olds.

Again, one of the most positive things about these charts for Scottsbluff-Gering-Terrytown is that the community has retained or even added population to the young adult cohorts. The tri-cities’ connection to the surrounding area cannot be overlooked, however, as many of the people in these communities are also workers, consumers, and participants in the daily life of Scottsbluff, Gering, and Terrytown.

**Race: A shifting composition**
Scotts Bluff County has a high Hispanic and Latino population relative to the rest of the state. However, unlike other counties with a large Hispanic and Latino population, Scotts Bluff County also has a fairly low foreign born population at only 4%. It is important to look at race in a population, not to create divisions in a community, but to assess social and economic patterns.

**Figure 16: Comparison between Hispanic/Latino and White alone (non-Hispanic) races in Scotts Bluff County**
In Scottsbluff, Gering, and Terrytown, the ratio of number of White alone (non-Hispanic) persons per Hispanic and Latino person is decreasing with each new cohort. Table 6 shows that the Hispanic population is growing faster than the White-alone (non-Hispanic) population while Figure 11 shows that the Hispanic/Latino population is much younger than the White Alone (non-Hispanic) population.
These tables and graphs hint at how the overall racial composition of the community may change in coming years. This changing composition has economic and social implications when paired with the historic trends of minority populations having lower educational attainment and income and higher rates of poverty and single parent households.

In addition, the tri-cities are also seeing an increase in foreign born residents as shown in Figure 12. The percentage of the population who is foreign born was also estimated to have increased from about 3.5% to 5.0% in this time frame.

Due to its proximity to neighboring states, the area also has a high proportion of residents born in a state other than Nebraska.

Table 6: Hispanic and White alone populations; Scottsbluff-Gering-Terrytown

<table>
<thead>
<tr>
<th></th>
<th>White alone (Non-Hispanic)</th>
<th>Hispanic/Latino</th>
<th>Ratio (White per Hispanic)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>17455</td>
<td>4800</td>
<td>3.64</td>
</tr>
<tr>
<td>Under 19</td>
<td>4261</td>
<td>2075</td>
<td>2.05</td>
</tr>
<tr>
<td>Under 9</td>
<td>1910</td>
<td>1129</td>
<td>1.69</td>
</tr>
<tr>
<td>Under 5</td>
<td>905</td>
<td>576</td>
<td>1.57</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>White alone (Non-Hispanic)</th>
<th>Hispanic/Latino</th>
<th>Ratio (White per Hispanic)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>17377</td>
<td>6337</td>
<td>2.74</td>
</tr>
<tr>
<td>Under 19</td>
<td>3916</td>
<td>2722</td>
<td>1.44</td>
</tr>
<tr>
<td>Under 9</td>
<td>2020</td>
<td>1546</td>
<td>1.31</td>
</tr>
<tr>
<td>Under 5</td>
<td>1037</td>
<td>810</td>
<td>1.28</td>
</tr>
</tbody>
</table>

Table 7: Place of Birth

<table>
<thead>
<tr>
<th>Subject</th>
<th>Gering</th>
<th>Scottsbluff</th>
<th>Terrytown</th>
<th>Tri-Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLACE OF BIRTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total population</td>
<td>8,482</td>
<td>8,482</td>
<td>15,015</td>
<td>1,017</td>
</tr>
<tr>
<td>Native</td>
<td>8,261</td>
<td>97.40%</td>
<td>14,245</td>
<td>794</td>
</tr>
<tr>
<td>Born in United States</td>
<td>8,200</td>
<td>96.70%</td>
<td>14,208</td>
<td>794</td>
</tr>
<tr>
<td>State of residence</td>
<td>6,089</td>
<td>71.80%</td>
<td>9,527</td>
<td>478</td>
</tr>
<tr>
<td>Different state</td>
<td>2,111</td>
<td>24.90%</td>
<td>4,681</td>
<td>316</td>
</tr>
<tr>
<td>Born in Puerto Rico, U.S.</td>
<td>61</td>
<td>0.70%</td>
<td>37</td>
<td>0</td>
</tr>
<tr>
<td>Foreign born</td>
<td>221</td>
<td>2.60%</td>
<td>770</td>
<td>223</td>
</tr>
</tbody>
</table>

Figure 18: Foreign born estimates 2009 and 2013
Population Projections
Several scenarios of projections could be considered depending on the desires of the community and the realistic knowledge of its officials. Projections are not forecasts, but rather what would happen if current (or desired) trends stayed the same. The projections in Table 8 show a range in 2035 population from over 30,000 at a 1% annual growth rate to 23,236 in the case of a .25% population decrease. If the growth rate stays the same as the past 10 years, the tri-cities can expect a population of 29,260 in 2035.

Table 8: Population projections 2010-2035; Scottsbluff, Gering, Terrytown

<table>
<thead>
<tr>
<th>Growth Scenarios</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
<th>2030</th>
<th>2035</th>
<th>Change 2010-2035</th>
<th>% Change 2010-2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>1% Annual Growth Rate</td>
<td>24,737</td>
<td>25,999</td>
<td>27,325</td>
<td>28,719</td>
<td>30,184</td>
<td>31,724</td>
<td>6,987</td>
<td>28.2%</td>
</tr>
<tr>
<td>.7% Annual Growth Rate</td>
<td>24,737</td>
<td>25,615</td>
<td>26,524</td>
<td>27,466</td>
<td>28,440</td>
<td>29,450</td>
<td>4,713</td>
<td>19.1%</td>
</tr>
<tr>
<td>.5% Annual Growth Rate</td>
<td>24,737</td>
<td>25,362</td>
<td>26,002</td>
<td>26,659</td>
<td>27,332</td>
<td>28,022</td>
<td>3,285</td>
<td>13.3%</td>
</tr>
<tr>
<td>.25% Annual Growth Rate</td>
<td>24,737</td>
<td>25,048</td>
<td>25,362</td>
<td>25,681</td>
<td>26,004</td>
<td>26,330</td>
<td>1,593</td>
<td>6.4%</td>
</tr>
<tr>
<td>Natural Population Change*</td>
<td>24,737</td>
<td>25,295</td>
<td>25,871</td>
<td>26,468</td>
<td>27,094</td>
<td>27,764</td>
<td>3,027</td>
<td>12.2%</td>
</tr>
<tr>
<td>Past 10-year Growth Rate^</td>
<td>24,737</td>
<td>25,582</td>
<td>26,456</td>
<td>27,359</td>
<td>28,294</td>
<td>29,260</td>
<td>4,523</td>
<td>18.3%</td>
</tr>
<tr>
<td>-.25% Annual Growth Rate</td>
<td>24,737</td>
<td>24,429</td>
<td>24,125</td>
<td>23,825</td>
<td>23,529</td>
<td>23,236</td>
<td>-1,501</td>
<td>-6.1%</td>
</tr>
</tbody>
</table>

*Cohort component without migration  
^ .6% Annual Growth Rate

[Forecast will have to be decided on through discussion. Insert here]

Projections by Age
The model that produced the natural population change scenario in Table 8 is called cohort component. This model combines fertility, estimated migration, and mortality to project populations among each 5-year age group, also known as cohorts. This model can help show what the age composition of the community might look like in the future. As is shown in the figure below, this model projects an increase in younger populations and in young adults between the ages of 30 and 44. Also notable is the continued aging of the baby boom generation which will swell age groups over 60 by 2025.

Assumptions
- Fertility rates will remain the same
- Mortality rates will remain the same
- Migration will increase by 1%
Figure 19: Population projections by age 2025; cohort component model

Population 2010 and Projected Population 2025; Scottsbluff, Gering, & Terrytown


<table>
<thead>
<tr>
<th>Age Group</th>
<th>Under 5 years</th>
<th>5 to 9 years</th>
<th>10 to 14 years</th>
<th>15 to 19 years</th>
<th>20 to 24 years</th>
<th>25 to 29 years</th>
<th>30 to 34 years</th>
<th>35 to 39 years</th>
<th>40 to 44 years</th>
<th>45 to 49 years</th>
<th>50 to 54 years</th>
<th>55 to 59 years</th>
<th>60 to 64 years</th>
<th>65 to 69 years</th>
<th>70 to 74 years</th>
<th>75 to 79 years</th>
<th>80 to 84 years</th>
<th>85 years and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Actual</td>
<td>1,964</td>
<td>1,837</td>
<td>1,554</td>
<td>1,709</td>
<td>1,651</td>
<td>1,717</td>
<td>1,495</td>
<td>1,379</td>
<td>1,277</td>
<td>1,514</td>
<td>1,619</td>
<td>1,613</td>
<td>1,325</td>
<td>968</td>
<td>806</td>
<td>797</td>
<td>755</td>
<td>757</td>
</tr>
<tr>
<td>2015 Projection</td>
<td>1,901</td>
<td>2,081</td>
<td>1,716</td>
<td>1,607</td>
<td>1,553</td>
<td>1,787</td>
<td>1,695</td>
<td>1,590</td>
<td>1,240</td>
<td>1,269</td>
<td>1,465</td>
<td>1,658</td>
<td>1,597</td>
<td>1,279</td>
<td>1,297</td>
<td>860</td>
<td>732</td>
<td>792</td>
</tr>
<tr>
<td>2020 Projection</td>
<td>1,975</td>
<td>2,018</td>
<td>1,959</td>
<td>1,769</td>
<td>1,451</td>
<td>1,690</td>
<td>1,765</td>
<td>1,789</td>
<td>1,449</td>
<td>1,232</td>
<td>1,226</td>
<td>1,509</td>
<td>1,640</td>
<td>1,534</td>
<td>1,140</td>
<td>732</td>
<td>620</td>
<td>730</td>
</tr>
<tr>
<td>2025 Projection</td>
<td>2,034</td>
<td>2,092</td>
<td>1,897</td>
<td>2,011</td>
<td>1,612</td>
<td>1,588</td>
<td>1,668</td>
<td>1,859</td>
<td>1,646</td>
<td>1,439</td>
<td>1,189</td>
<td>1,277</td>
<td>1,497</td>
<td>1,574</td>
<td>1,369</td>
<td>969</td>
<td>656</td>
<td>730</td>
</tr>
</tbody>
</table>

Total population:
- 2010 Actual: 24,737
- 2025 Projection: 27,108

Change from 2010 to 2025: 2,371
Housing

Housing is one of the most commonly voiced issues in Western Nebraska. Concerns about affordability, availability, and quality are prevalent. The housing profile below shows a household size of 2.48 on par with the average household size in Nebraska (2.47). Mobile homes and multi-family housing units make up a considerable portion of units in Terrytown while Gering is home to a large number of single unit detached housing. Housing tenure reflects the unit composition with high rates of home ownership in Gering and around 40% renter occupied housing in Scottsbluff and Terrytown.

Table 9: Housing Profile; Scottsbluff, Gering, & Terrytown

<table>
<thead>
<tr>
<th>Subject</th>
<th>Gering</th>
<th>Scottsbluff</th>
<th>Terrytown</th>
<th>Tri-Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population</td>
<td>8,500</td>
<td>15,039</td>
<td>1,198</td>
<td>24,737</td>
</tr>
<tr>
<td>Total households</td>
<td>3,361</td>
<td>6,168</td>
<td>436</td>
<td>9,965</td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.53</td>
<td>2.44</td>
<td>2.75</td>
<td>2.48</td>
</tr>
</tbody>
</table>

HOUSING OCCUPANCY

<table>
<thead>
<tr>
<th>Subject</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total housing units</td>
<td>3,601</td>
<td>6,712</td>
<td>465</td>
<td>10,778</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>3,361</td>
<td>93.3</td>
<td>6,168</td>
<td>91.9</td>
<td>436</td>
<td>93.8</td>
<td>9,965</td>
<td>92.5%</td>
</tr>
<tr>
<td>Vacant housing units</td>
<td>240</td>
<td>6.7</td>
<td>544</td>
<td>8.1</td>
<td>29</td>
<td>6.2</td>
<td>813</td>
<td>7.5%</td>
</tr>
<tr>
<td>Homeowner vacancy rate</td>
<td>0</td>
<td>(X)</td>
<td>1.7</td>
<td>(X)</td>
<td>4.8</td>
<td>(X)</td>
<td>813</td>
<td>7.5%</td>
</tr>
<tr>
<td>Rental vacancy rate</td>
<td>10.4</td>
<td>(X)</td>
<td>2.8</td>
<td>(X)</td>
<td>13.7</td>
<td>(X)</td>
<td>813</td>
<td>7.5%</td>
</tr>
</tbody>
</table>

UNITS IN STRUCTURE

<table>
<thead>
<tr>
<th>Subject</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-unit, detached</td>
<td>2,767</td>
<td>75.8%</td>
<td>4,635</td>
<td>68.9%</td>
<td>190</td>
<td>43.6%</td>
<td>7,592</td>
<td>70.4%</td>
</tr>
<tr>
<td>1-unit, attached</td>
<td>98</td>
<td>2.7%</td>
<td>219</td>
<td>3.3%</td>
<td>0</td>
<td>0.0%</td>
<td>317</td>
<td>2.9%</td>
</tr>
<tr>
<td>2 units</td>
<td>108</td>
<td>3.0%</td>
<td>197</td>
<td>2.9%</td>
<td>2</td>
<td>0.5%</td>
<td>307</td>
<td>2.8%</td>
</tr>
<tr>
<td>3 or 4 units</td>
<td>175</td>
<td>4.8%</td>
<td>568</td>
<td>8.4%</td>
<td>82</td>
<td>18.8%</td>
<td>825</td>
<td>7.7%</td>
</tr>
<tr>
<td>5 to 9 units</td>
<td>208</td>
<td>5.7%</td>
<td>159</td>
<td>2.4%</td>
<td>0</td>
<td>0.0%</td>
<td>367</td>
<td>3.4%</td>
</tr>
<tr>
<td>10 to 19 units</td>
<td>38</td>
<td>1.0%</td>
<td>186</td>
<td>2.8%</td>
<td>0</td>
<td>0.0%</td>
<td>224</td>
<td>2.1%</td>
</tr>
<tr>
<td>20 or more units</td>
<td>199</td>
<td>5.5%</td>
<td>475</td>
<td>7.1%</td>
<td>15</td>
<td>3.4%</td>
<td>689</td>
<td>6.4%</td>
</tr>
<tr>
<td>Mobile home</td>
<td>55</td>
<td>1.5%</td>
<td>292</td>
<td>4.3%</td>
<td>147</td>
<td>33.7%</td>
<td>494</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

HOUSING TENURE (2010 Census)

<table>
<thead>
<tr>
<th>Subject</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
<th>Estimate</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied housing units</td>
<td>3,361</td>
<td>100</td>
<td>6,168</td>
<td>100</td>
<td>436</td>
<td>100</td>
</tr>
<tr>
<td>Owner-occupied housing</td>
<td>2,418</td>
<td>71.9</td>
<td>3,561</td>
<td>57.7</td>
<td>275</td>
<td>63.1</td>
</tr>
<tr>
<td>Renter-occupied housing</td>
<td>943</td>
<td>28.1</td>
<td>2,607</td>
<td>42.3</td>
<td>161</td>
<td>36.9</td>
</tr>
</tbody>
</table>

Median Owner Occupied Value    | 110,900  | -       | 92,200   | -       | 55,200   | -       |
Median Monthly Rent (dollars)  | 472      | -       | 444      | -       | 398      | -       |
Renter and Owner Occupied
While Scottsbluff has a lower home ownership rate than the surrounding region, the tri-cities as a whole have a rate only 5% below the state and county. Proximity to workplaces and lower income areas likely contribute to higher percentage of rental units in Scottsbluff.

Year Built
Figure 15 shows the decades in which housing units were built. 53% of Scottsbluff units were built before 1960 compared with less than 30% of all units in Gering. Figure 15 also shows Gering has had more houses built in recent years than Scottsbluff.
Vehicles Available
An estimated 9% of Scottsbluff households do not have a vehicle available while another 36% have only one vehicle available. One vehicle in a family can cause logistical issues. In the tri-cities as a whole, only 6% of households have no vehicles available and 34% only have one vehicle available.

Vacancy
As is shown above, Scottsbluff has the highest vacancy rate of around 8% with the tri-cities as a whole having 7.5% vacancy. Table 9 indicates higher rates of vacancy among rental properties in Gering and Terrytown. Terrytown’s higher homeowner vacancy rate also could hint toward more wide spread blight. Scottsbluff’s rental property vacancy rate is extremely low, however, indicating a higher demand than supply which could also contribute to relatively higher rental prices.

Vacant housing can help measure dilapidation but also gives a measure of how “tight” the housing market is. That is, give a measure of availability.
Housing Costs
Homeowner housing values in the Scotts Bluff County are much lower than the state of Nebraska median. Scottsbluff’s median owner occupied home value is 28% lower than median value for Nebraska. In the North Platte Valley, a wide range in value exists from $132,000 in Torrington, to around $50,000 in some of the smaller communities. Monthly rent ranges from just over $500 in Morrill to a high in Scottsbluff of $692, which is less than 2% lower than the estimate for the state of Nebraska.

Figure 18 shows the distribution of owner occupied values and monthly rent. While owner occupied unit values are heavily weighted towards the lower values, the vast majority of rent is above $500.

Table 11: North Platte Valley owner occupied housing values

<table>
<thead>
<tr>
<th>North Platte Valley</th>
<th>Median Owner Occupied Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torrington, WY</td>
<td>132,500</td>
</tr>
<tr>
<td>State of Nebraska</td>
<td>128,000</td>
</tr>
<tr>
<td>Gering</td>
<td>110,900</td>
</tr>
<tr>
<td>Scottsbluff</td>
<td>92,200</td>
</tr>
<tr>
<td>Mitchell</td>
<td>84,400</td>
</tr>
<tr>
<td>Morrill</td>
<td>74,400</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>73,300</td>
</tr>
<tr>
<td>Bayard</td>
<td>61,600</td>
</tr>
<tr>
<td>Melbeta</td>
<td>59,000</td>
</tr>
<tr>
<td>Terrytown</td>
<td>55,200</td>
</tr>
<tr>
<td>Minatare</td>
<td>51,200</td>
</tr>
<tr>
<td>Lyman</td>
<td>50,000</td>
</tr>
<tr>
<td>McGrew</td>
<td>45,000</td>
</tr>
</tbody>
</table>

Table 11: North Platte Valley median monthly rent

<table>
<thead>
<tr>
<th>North Platte Valley</th>
<th>Median Monthly Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>State of Nebraska</td>
<td>706</td>
</tr>
<tr>
<td>Scottsbluff</td>
<td>692</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>641</td>
</tr>
<tr>
<td>Minatare</td>
<td>633</td>
</tr>
<tr>
<td>Mitchell</td>
<td>632</td>
</tr>
<tr>
<td>Henry</td>
<td>613</td>
</tr>
<tr>
<td>Torrington, WY</td>
<td>604</td>
</tr>
<tr>
<td>Bayard</td>
<td>592</td>
</tr>
<tr>
<td>Gering</td>
<td>578</td>
</tr>
<tr>
<td>Terrytown</td>
<td>556</td>
</tr>
<tr>
<td>Lyman</td>
<td>536</td>
</tr>
<tr>
<td>Morrill</td>
<td>510</td>
</tr>
<tr>
<td>McGrew</td>
<td>-</td>
</tr>
<tr>
<td>Melbeta</td>
<td>-</td>
</tr>
</tbody>
</table>
Cost Burden
As a percentage of income, a much larger share of homeowners are paying lower percentages of their income towards housing cost. Compared to Hays, KS and Norfolk, NE, the tri-cities show a slightly lower cost burden for homeowner households while Hays and Scottsbluff-Gering-Terrytown show over half of rental households paying over 30% of their income towards rent.

Figure 25: Housing costs as a proportion of income

Figure 26: Housing costs as a proportion of income; Comparative cities
When compared to Hays, KS and Norfolk, NE, Scottsbluff-Gering-Terrytown shows more owner occupied housing on the low end of the price spectrum and few rental units on the low end of the price spectrum. Scottsbluff does have more rental units costing $750 or higher than either two of the communities as well.

**Figure 27: Housing value and rent cost distribution**

By dividing the median home value by the median household income, a ratio of income to value is created to measure how far an income can go for housing in a community. An income to value ratio of over 2.5 can signify that affordability may be an issue for many in the community. When compared to other communities outside of the immediate area, higher cost burdens become apparent especially in the front range where the median home value is over three and four times the median income. This could provide opportunities for telecommuters to enjoy low cost of living in the Scottsbluff-Gering-Terrytown area while benefitting from employment opportunities and wages on the Front Range.

**Table 12: Income to value ratio**

<table>
<thead>
<tr>
<th>Location</th>
<th>Median Home Value</th>
<th>Median household income (dollars)</th>
<th>Income to Value Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gering</td>
<td>110,900</td>
<td>50,850</td>
<td>2.18</td>
</tr>
<tr>
<td>Scottsbluff</td>
<td>92,200</td>
<td>35,116</td>
<td>2.63</td>
</tr>
<tr>
<td>Terrytown</td>
<td>55,200</td>
<td>25,912</td>
<td>2.13</td>
</tr>
<tr>
<td>Sterling, Colorado</td>
<td>95,900</td>
<td>35,091</td>
<td>2.73</td>
</tr>
<tr>
<td>Hays, Kansas</td>
<td>148,400</td>
<td>40,941</td>
<td>3.62</td>
</tr>
<tr>
<td>Hastings, Nebraska</td>
<td>92,000</td>
<td>44,552</td>
<td>2.07</td>
</tr>
<tr>
<td>Norfolk, Nebraska</td>
<td>111,000</td>
<td>41,268</td>
<td>2.69</td>
</tr>
<tr>
<td>North Platte, Nebraska</td>
<td>103,000</td>
<td>42,928</td>
<td>2.40</td>
</tr>
<tr>
<td>Cheyenne, Wyoming</td>
<td>175,100</td>
<td>52,848</td>
<td>3.31</td>
</tr>
<tr>
<td>Denver, Colorado</td>
<td>249,100</td>
<td>50,313</td>
<td>4.95</td>
</tr>
</tbody>
</table>
Housing Need

Housing need is measured here by assuming an affordable owner occupied unit is no more than twice a household's income and by assuming an affordable rental unit is no more than 30% of a household's income.

Table 13: Housing need by income and tenure

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Affordable Housing Value*</th>
<th>Affordable Units</th>
<th>Shortage or Surplus</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-24,999</td>
<td>Less than $50,000</td>
<td>1124</td>
<td>1031</td>
</tr>
<tr>
<td>25,000-49,999</td>
<td>$50,000 to $99,999</td>
<td>1618</td>
<td>2200</td>
</tr>
<tr>
<td>50,000-74,999</td>
<td>$100,000 to $149,999</td>
<td>1422</td>
<td>1446</td>
</tr>
<tr>
<td>75,000-99,999</td>
<td>$150,000 to $199,999</td>
<td>874</td>
<td>765</td>
</tr>
<tr>
<td>100,000-149,999</td>
<td>$200,000 to $299,999</td>
<td>765</td>
<td>518</td>
</tr>
<tr>
<td>150,000+</td>
<td>$300,000 or more</td>
<td>336</td>
<td>179</td>
</tr>
</tbody>
</table>

*Affordable housing is assumed no more than twice of annual household income

The tables above show a large need for low and higher income rental units and also a need for owner occupied units above $150,000. A smaller shortage also exists for owner occupied households earning less than $25,000 a year.

Projected Need

Table 14 projects future housing demand based on the population growth rate of the past 10 years and assumes the vacancy and average household size remain the same. In this scenario, Scottsbluff-Gering-Terrytown would need over 1,000 units by 2025 and approaching 2,000 units by 2035.

Table 14: Projected housing demand

| Population at the End of Period* | 24,737 | 25,582 | 26,456 | 27,359 | 28,294 | 29,260 |
| Population Living in Households at the End of Period | 23,943 | 24,761 | 25,607 | 26,481 | 27,386 | 28,321 |
| Average Persons/Household | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 |
| Household Demand at End of Period | 9,965 | 10,317 | 10,669 | 11,034 | 11,411 | 11,800 |
| Projected Vacancy Rate | 0.075 | 0.075 | 0.075 | 0.075 | 0.075 | 0.075 |
| Unit Needs at End of Period | 10,778 | 11,091 | 11,470 | 11,861 | 12,267 | 12,686 |
| Replacement Need | 15 | 15 | 15 | 15 | 15 | 15 |
| Cumulative Need | 328 | 707 | 1,098 | 1,504 | 1,923 |

*Growth rate of previous 10 years (.6% annually) [2010 numbers used as base year]
Appendix 4: REDEVELOPMENT TOOLS

There are many tools available to assist in redevelopment. The following are just a few of the opportunities available to a City of the First Class:

**Blight and Substandard Designation**

The City, as a City of the First Class, may designate up to thirty five percent of its area as “blighted and substandard.” An area designated as such becomes eligible for the use of redevelopment tools such as Tax Increment Financing. In order to qualify as blighted and substandard, an area must meet the requirements described in state statute §18-2103. Map X shows the areas of Scottsbluff which, utilizing census data, meet some of the criteria listed in the statute. This map outlines areas that should be considered high, medium, or low priority for a blight designation. As the City nears the thirty five percent limit of areas that are declared blighted and substandard, preference should be given to areas that are designated as high priority for redevelopment on this map.

**Tax Increment Financing**

One of the most important tools that is available to developers for redevelopment, Tax Increment Financing (TIF) utilizes the additional tax increment generated by improvements on the property to help pay for site improvements. If a redevelopment plan utilizing TIF financing is in place, when the property owner pays property taxes, the amount paid is split. The entities that benefit from those property taxes will continue to receive the same amount of taxes that they received before the redevelopment project. The remainder of the property taxes paid will go back to the developer to help pay for redevelopment costs. This can be used for purchasing the property, demolition of structures, utility extensions, paving, or any other site improvements necessary to make the property buildable.

There are some restrictions to tax increment financing. It can only be utilized in areas that the City has designated as “blighted and substandard.” State statute also requires that any project utilizing TIF must pass the “but-for” test, meaning that the project would not be economically feasible without the use of tax increment financing. It is an extremely important tool for redevelopment, and when used correctly, is of great benefit to the City. However, there is some potential for abuse with this tool; some projects across the state have met with great resistance because rather than utilizing TIF as a necessary tool for redevelopment, they used TIF as an opportunity to increase profit margins for developers on projects that would have gone forward with or without the use of this tool, diverting revenue from public agencies.

**Enhanced Employment Area**

Another tool for redevelopment that has been used very effectively is an Enhanced Employment Area. City Council, acting as the Community Development Authority (CDA), has the power to designate boundaries for an Enhanced Employment Area (EEA). The boundaries of this area are at the CDA’s discretion. Once an area has been designated as an EEA, the City may levy a general business occupation tax upon the businesses and users of space within that area. The revenue generated may be used for the purpose of paying all or any part of the costs and expenses of any redevelopment project.
within the EEA. Although there may be some flexibility, the EEA occupation tax is generally levied on the same types of transactions for which the local option sales tax is imposed.

Projects that could be funded by the occupation tax in an EEA include:

A. The acquisition, construction, maintenance, and operation of:
   (1) Public off-street parking facilities;
   (2) Any public place or facility landscaping, physical improvements for decoration or security purposes, and plantings;
   (3) Pedestrian shopping malls or plazas, sidewalks or moving sidewalks, parks, meeting and display facilities, bus stop shelters, lighting, benches or other seating furniture, sculptures, trash receptacles, shelters, fountains, skywalks, and pedestrian and vehicular overpasses and underpasses, and any useful or necessary public improvements;
   (4) Parking lots or parking garages;
   (5) Facilities authorized by the Community Development Law

B. Creation and implementation of a plan for improving the general architectural design of public areas in the EEA

C. The development of any public activities and promotion of public events, including the management, promotion, and advocacy of retail trade activities or other promotional activities, in the EEA;

D. Any other project or undertaking for the betterment of the public facilities in the EEA

E. Enforcement of parking regulations and the provision of security within the EEA, or

F. Employing or contracting for personnel, including administrators for any improvement program under the Community Development Law, and providing for any service as may be necessary or proper to carry out the purposes of the Community Development Law

If an EEA is not blighted or substandard, the City of Scottsbluff may designate an area as an EEA if the City Council determines that new investment within the EEA will result in at least 10 new employees and new investment of $500,000. This requirement applies to cities that are located within counties having a population of between 25,000 and 50,000. Employee numbers are measured based on equivalent employees measured both before and after the designation of an EEA. If an EEA is confined to an area that is declared blighted and substandard, this requirement does not apply.

Improvements within an EEA may be funded by one or more revenue bonds. These bonds are limited obligations of the City, to be repaid from the occupation tax revenue levied in the EEA. If there are bonds issued, the occupation tax shall remain in effect so long as bonds are outstanding which have been issued in anticipation of the occupation tax being an available source for payment.

This is a tool which has been used to great effect at Monument Mall. If other business districts are interested in seeing increased investment from the City in their areas, this would be a great tool to fund future improvements without diverting funds from other City departments and projects.
Community Redevelopment Authority

In order to implement many of the community development tools, including Tax Increment Financing, City Council may either act as the City’s community development agency (CDA), or they may create a separate Community Redevelopment Authority (CRA). In the past, City Council has always acted as the City’s Community Development Agency. If they were to create a CRA, the CRA would constitute a separate public body which would have the power to prepare or cause to be prepared and recommend redevelopment plans to City Council and to undertake and carry out redevelopment projects. The CRA could make expenditures necessary to carry out the purposes of the Community Development Law, with the powers of the CRA set for in state statute §18-2107. Included in those powers is the authority to levy a separate tax in an amount not to exceed 2.6 cents of each $100 valuation in the City. This CRA levy would not affect the $175,000 property tax levy limit mandated by the City Sales Tax ballot language.

There are many potential advantages to a Community Redevelopment Authority, but there are also some drawbacks. There are some potential disadvantages to implementing a CRA that should be carefully considered. The property tax levy may be somewhat controversial, as well as the perception that the CRA, by purchasing and redeveloping property, may be artificially inflating property values utilizing City funds. Some of this could be addressed by the way the CRA is structured and the goals that it sets. For example, rather than focusing on purchasing and redeveloping properties, the CRA could focus on façade improvement grants and improvements to public facilities in blighted areas.

A Community Redevelopment Authority is an important tool for redevelopment that has been used to great effect in other communities across Nebraska. However, before implementing a CRA, the City should carefully research and consider all of the potential advantages and disadvantages. If they choose to move forward, they should also set forth clearly defined goals to avoid some of the potential disadvantages of a CRA.
Appendix 5: Parks, Recreation and Public Facilities

GOALS

*Provide adequate opportunities for exercise and recreation to residents*

The City should do everything it can to encourage and provide opportunities for a healthy lifestyle for all residents. Numerous recreational opportunities should be provided in the park system. These recreational opportunities should be varied enough to serve residents of all different age ranges and physical abilities.

*Provide recreational opportunities year round*

One of the most common comments that was received through the open house process was that the City lacks recreational opportunities in the winter. Many residents commented that they utilize the parks often, but wish that there were indoor play areas or places to recreate so that they would have a way to stay active when the weather is not conducive to using the outdoor parks.

*Provide equitable recreation opportunities in every area of the City*

Parks should be distributed across the City as evenly as possible to ensure that all residents have recreational opportunities within walking distance.

*Parks and all park features should be well maintained and safe*

Residents should feel comfortable taking their families to the City’s parks. Well-maintained public spaces also increase the value of nearby properties. Parks should have an attractive appearance, and all playground equipment or other features should be well-maintained to ensure that it is safe for the public.

*Parks and public spaces should consider low water use, sustainable alternatives for landscaping*

There are many areas in our parks that should remain in turf grass. Not all residents have access to their own yard, especially those in multi-family housing, and the parks provide a great outdoor space for these residents and their families. However, there are some areas in our parks that are not used for recreation that could be landscaped using plants that are native or well-adapted, which would cut down on water use and also require less mowing, fertilizing, and spraying. While there is an initial cost to install such landscapes, over time the reduced inputs, especially labor inputs, will start paying back. This should especially be considered in areas like center medians or near the street where the City does not want residents to linger because of traffic.

*Provide a Library facility that can accommodate educational, civic, and recreational activities*
Looking to the future, the library will continue to focus on literacy, education and technology. The recent upgrades to the facility have enabled the library to be very successful with programming for youth. In the future, the library will continue to work to keep up with technology needs of the public as well as to serve as the “community’s living room,” a place where the members of the community can come together formally or informally for educational or recreational activities.

*Continue to provide Police and Fire facilities that enable the departments to equitably serve the entire community*

The police and fire departments began to be housed in the same facility in the Public Safety building in 2011. This facility serves both departments well but in the future considerations should be made for additional storage for both departments and for training facilities for the Fire Department.

*Provide City Offices that provide adequate space and accessibility to carry out city functions and for residents to participate in civic processes*

City offices should be accessible to the public for activities such as bill payments and building permits. It should also serve as a meeting place for public hearings and public meetings, providing a space where residents can engage with public officials and City staff.

**PARKS AND RECREATION**

The Scottsbluff Parks Department currently maintains parks and recreation facilities throughout town, including neighborhood parks, ball fields, aquatic facilities, the cemetery, and bike pathways. These facilities are shown in the map of park and recreation facilities below.

One of the overall goals is to ensure that every neighborhood has equitable access to community parks. As shown in the map of walking distance to parks below, there are certain areas, particularly north of Highway 26, that are underserved by park facilities. In addition, several residents have expressed a desire for an indoor recreation facility that would provide space for indoor soccer, volleyball, basketball, etc. In the future, a Parks and Recreation Master Plan should be developed to determine the best locations for future parks and to consider the need for additional recreational facilities. While it is important to add recreational facilities that will better serve residents, it is imperative that the Parks Department be given the additional funding and staff necessary to maintain these facilities.

**CAPITAL IMPROVEMENTS**

For the department’s existing facilities, the following have been identified by community members and staff as needed improvements:

- **All Parks**
  - Expand landscaping, with a focus on tree planting and well-designed landscaped areas that utilize a minimum amount of irrigation water
- **Riverside Park**
  - Expand services at Campground (more pads w/water, sewer, and electrical hookups)
- Install restrooms and laundry facility at Campground
- Expand irrigation system
- Fix and/or replace sections of pathway that have been damaged by flood events
- Roads could be paved to eliminate dust
- Area around ponds could be cleaned up to make them more attractive and useable
- Potential for additional recreational opportunities, such as lookout towers and floating docks in the west ponds

- Soccer Complex
  - Restroom facilities needed

- Lacy Park
  - Septic system needs expanded to handle the amount of wastewater currently generated

- Westmoor Park
  - Build splash pad
  - Expand aquatic opportunities at Westmoor Pool

- Northwood Park and Frank Park
  - More playground equipment
  - Build splash pad
Figure 28: Location of parks and recreational facilities
Walking Distance to Scottsbluff City Parks, Schools, and Libraries

.25 Mile walking distance to Scottsbluff City Parks, Schools, and Libraries
- **Cemetery**
  - Sunken grave repair
  - Landscape area near columbarium
  - Building repair (heat/air)
  - Repair roads
  - Repair irrigation system
  - Eventual expansion north of 42nd Street (streets, landscaping, irrigation, etc.)

- **Pathways**
  - Finish current approved path grant and apply for new path grants
  - Identify safe routes to schools
  - Landscape along current and future pathways

**STAFFING NEEDS**

As recreational facilities and park areas are added to the department’s workload, there is a need for additional staff. The Parks Division has identified a need for 2-3 more full time staff members. In the future, the City should consider creating a position for a full time, certified arborist. This person could be responsible for the structural pruning of trees on public property, which would help reduce risk of liability from trees breaking in weather events. This would be helpful for City parks as well as for the tree trimming that the Public Works department does in the City’s right of way.

**PUBLIC FACILITIES**

*Lied Scottsbluff Public Library*

Lied Scottsbluff Public Library was opened in 1966. The library underwent a major renovation and grand re-opening in June 2011 at which time the 22,800 square foot building earned LEED certification. The library proudly serves residents of the City of Scottsbluff, as well as many from surrounding communities and visitors from other cities and states. The library’s mission is to deliver high quality public education to all ages. Through the delivery of high quality public education for all, Lied Scottsbluff Public Library advances the economy, enhancing quality of life for all in our community.

Lied Scottsbluff Public Library accomplishes its mission through three pillars: self-directed education, research assistance and instruction, as well as instructive and enlightening experiences. The library has over 70,000+ print books, DVDs, newspapers, magazines and other materials, as well as a vast digital library of eBooks and downloadable audio books. The library provides remote access to its digital collections, including its online research databases, when applicable. Along with its vast print and digital collections, the library provides access to public computers, Wi-Fi and technology training opportunities. The library puts special emphasis on literacy programs for children and teens through summer reading, story times, special author events, as well as other programs to engage the community’s youth. Finally, the library puts a special emphasis on developing community partnerships that bring new services, programs or special events to the community.
Looking to the future, the library will continue to focus on literacy, education and technology. Even with the building renovation, the library still struggles with space issues due to daily use by our community, as well as record-breaking attendance at regular programs and special events. The library director and staff would like to expand its technology services and develop a “technology center” which would encompass multiple computer workstations and public access Wi-Fi for both daily use by the public and for more frequent technology training classes. This technology center would also include a makerspace. This makerspace would be a hands-on space for members of the community to learn about and use new technologies with instruction from library staff or other expert instructors from the community. The vision for this space is to put the “technology center” off-site, preferably in downtown Scottsbluff on Broadway, as an extension arm of the library and its services.

Public Safety Building

Fire Department

The Fire Department is housed in the new (2011) Public Safety Building with the Police Department and Emergency Management. While this new building offers many improvements over the former, dilapidated Station 1, it substantially lacks in storage space. The Fire Department (FD) now has storage in 3 separate units all over town and has a need to consolidate into one readily accessible unit.

Both staffing and training facilities are listed as areas of most needed improvement for the department’s Insurance Standards Organization (ISO) rating. The ISO Public Protection Classification Rating is a numeric scale with 1 being the best and 10 not meeting the minimum standards. They evaluate the City/Fire Department on infrastructure and response capabilities. They audit response times and capabilities (training level), equipment and its reliability, communications systems, and water distribution systems. Many businesses and developers actually require a minimum ISO rating as part of their business plan before they will even consider a franchise in the area. While currently maintaining a rating of 3, the fire department faces numerous challenges in maintaining that rating. Many homeowners insurance companies increase their rates as much as 10% for each point lost in the ISO scale. Insurance rates have increased enough after all of the hail damage and flooding. While the department currently has a rating of 3, that number is very close to dropping to a lower score, citing staffing and training facilities as areas in most need of improvement. Keeping the current rating or improving it is a substantial area where the fire department can have an impact on economic growth and it is imperative that the rating be maintained or improved. Fringe areas just outside of the city limits would see a substantial benefit in their insurance rates and public safety services by incorporating into the city limits.

A substantial need is a training center with live burn and hazardous materials training capabilities. The fire department does not have a statewide training center to learn and sharpen skills to a standardized level. The only fire academy programs available are on the far eastern end of the state, making them extremely time-and-cost-prohibitive. It also means there is no opportunity for lifelike training scenarios for the most dangerous calls to which they respond; such as structure fires and hazardous materials calls. Scottsbluff Fire and Gering Fire departments have worked very hard to support each other. Gering
Fire Department has recently begun building a small training facility at the far south end of Gering. This facility will adequately meet the needs of Gering Fire Department and Scottsbluff Fire Department does use it on a limited basis. Due to its remote location and other limitations it will never meet all training needs for Scottsbluff Fire Department.

The City of Scottsbluff has emergency preemption devices that change traffic lights from red to green for emergency vehicles. This substantially reduces the liability that comes with proceeding through a red light. It changes the traffic light green in the direction the emergency vehicle is traveling. These need to be systematically expanded to cover all traffic-light-controlled intersections. Existing preemption components that have been damaged from previous storm events also need replaced. Intersections being upgraded to meet Americans with Disabilities Act (ADA) requirements may work well with this project as some existing conduits are already too small to add preemption.

The most used vehicles in the FD fleet have no defined replacement plan funding. Primary units respond to nearly every call within the jurisdiction and to many mutual aid calls. While primary and secondary units have been identified as needing replaced, there is a substantial need to establish a reliable funding source for a vehicle replacement program. The department is continually facing high maintenance costs as well as continual response adjustments due to out of service vehicles. Because the Fire Department strives to meet the ever-increasing volume and wide variety of services the public demands, the vehicle replacement program must be a top priority.

The department intends to evaluate the increase in response times now that the trains have reduced speed through town following the adoption of the quiet zone. This and the gradual expansion of the city limits will need to be constantly evaluated to determine the need for additional staffing and/or satellite stations or the need for underpasses/overpasses. The department also has a strong desire to evaluate how we can more effectively assist our surrounding departments through mutual and/or automatic aid agreements.

**Police Department**

The Scottsbluff Police Department also housed within the Public Safety Building. This facility is an example of the cooperation exhibited throughout the city, specifically the police and fire departments. This facility is furthering the efficient delivery of governmental public safety services to the community.

Any growth within the city and outlying communities will increase the demand for police services in the community. In the coming years the Scottsbluff Police Department will experience a need for additional space, preferably at the public safety building, to accommodate a growing police force, technology platforms and evidence storage. An increase in population could lead to an increase in crime and increase the need for new community policing initiatives.

The Police Department will always make a priority of working hard to keep our youth safe by preventing underage drinking, seat belt use, and alcohol related violations. Maintain a presence at our schools keeping them safe and continue to vigorously combat the illegal use of controlled substances.
The Police Department will continue to demonstrate a spirit of cooperation with all area law enforcement agencies in providing services that make our community safe.

City Hall

City Hall is currently located on Circle Drive. The administration, parks and recreation, finance, and development services departments are all housed in this facility. City Hall hosts the Council Chambers, which is used for City Council and Planning Commission meetings. The facility also has a conference room that is used for smaller meetings.

The current facility is at capacity for both offices and meeting space. On rare occasions, there are more attendees at public hearings than can be accommodated in the current Council Chambers. In the future, this facility should be evaluated to determine if there is a need for more space.
Appendix 5: Community Voice

Process
Work on the update of the comprehensive plan began the summer of 2014 with short survey and information booth at an open house for the strategic economic development plan that was getting underway. A demographic analysis completed by Panhandle Area Development District and a utilities study completed by Diamondback Engineering and surveying were completed in 2015 to inform the updated plan with population projections, demographics trends, and utilities costs and feasibility associated with various growth scenarios. In fall of 2015, the city of Scottsbluff planning commission, city staff, Panhandle Area Development District, and volunteers in the community engaged in a public process that included:

- Three open house public input and mapping sessions that coincided with parent-teacher conferences at the Bluffs Middle School in central Scottsbluff, Roosevelt Elementary in Southeast Scottsbluff, and Westmoor Elementary in Southwest Scottsbluff.
- A website and online survey where interested persons could track progress, view documents and data, and participate in the city’s vision and issue identification. 186 survey responses were collected. These responses are summarized below and are available in the appendices.
- Four focus groups were organized to get a more in depth understanding of the voice of populations that were under-represented in the public input process. These groups included a neighborhood meeting for English speaking residents of Southeast Scottsbluff, Spanish speaking residents, a discussion at the Lakota Lutheran center, and a discussion with a group of senior citizens.

Open house and mapping
The open houses and mapping primarily focused on neighborhood issues with land use, transportation, and community betterment. A map of the comments can be seen below. Each neighborhood had intersections, streets, and crosswalks that were identified as dangerous.

Frequently noted dangerous or awkward traffic situations were:
Intersection at 24th St. and Highway 26
Intersection at Avenue I and West Overland
Crosswalk at 20th Street and Avenue M
Congestion around Bluffs Middle School; 2nd Avenue
Congestion around Roosevelt Elementary School
No crosswalk at 27th Street and Broadway
Online Survey
The online survey was open for over a month and was made available on the city of Scottsbluff’s website as well as being mentioned in the paper, at the open houses, and shared throughout social media. 186 responses were received from around the city. Remarks on the vision and issues from residents can be found throughout the document and complete summary can be found in the appendices. A quick summary of responses and emerging patterns are as follows:

• Describe your vision: Safe, clean, friendly, progressive, opportunities, family, downtown, growth, education, entertainment
• Strengths: Small town, great people, friendly
• Parks and Recreation
  o More walking/biking trails
  o Too few parks N. of Hwy 26
  o More shade, seating, gathering areas at parks
  o Keep open space
  o Aquatic areas not meeting needs
  o Demand for outdoor amphitheater
  o Demand for indoor playgrounds
• Safety and Wellness
  o People were timid about letting children walk to school alone
  o Safest places were considered downtown Scottsbluff
  o Places where people were least comfortable was Southeast Scottsbluff
  o Southeast Scottsbluff least satisfied with police presence
  o Grocery access least adequate in Southeast and Northeast Scottsbluff
  o Low stress, adequate amount of fun
  o Not adequate places for neighborhood gathering
  o Residents feel adequately connected and supported in the community, lower adequacy in Southeast
• Transportation
  o Easy to get around town
  o Less comfort letting children walk or bike to school
  o Neighborhood roads good be better
  o Intersections in neighborhoods are a concern
  o Excellent ease of travel outside the community when necessary
• Community Design
  o Places could be more memorable and buildings more attractive
  o Parking close to destination and vehicle access is important
  o Desire for more and better landscaping; community beautification
  o Comfort in walking around town is very important
  o Well-kept properties is very important to residents
  o Pleasant places in town to sit or walk outside is important
  o Widely accessible public art was less important
• Best places to gather: Neighborhood parks, Gering Civic Center, Midwest Theater, WNCC, Riverside Park
• Most important landmarks: Midwest Theater, Library, Downtown, Broadway, Library, Schools, Parks, Sugar Factory, Hospital, Lincoln Hotel
Focus Groups
A summary of the focus group discussions can be found in the appendices. These meetings engaged a total of 45 people in four meetings and a summary of each is provided below:

Southeast Neighborhood
Several residents in this session felt their neighborhood was “forgotten about” by the city and other residents in town. There was a strong desire to obtain more information within the neighborhood to take action on dilapidated properties, trash, vacant lots, and organizing for community economic development projects. Feelings of division between the neighborhood and the rest of the community and between minority and majority populations are still prevalent and the desire to find ways to unify the community in shared cultural experiences were brought up. Residents requested better communication between themselves and the city and wanted better awareness to the social and economic issues facing members of their community.

Primarily Spanish speaking meeting
Residents in this session mentioned the difficulties for primarily Spanish speaking residents of communicating and understanding resources and procedures communicated only in English. Helping to bring about a cleaner neighborhood and making the neighborhood friendlier to pedestrians and cyclists of all ages were priorities for attendees. Like the other residents of Southeast Scottsbluff, there is a strong desire to learn more about what resources are available to take citizen action on community development projects. Residents appreciated the quiet community, nice neighbors, and wanted to promote the cultural richness of the community more.

Lakota Lutheran Center meeting
Residents in this meeting discussed the strengths of the community that there were many good and generous people willing to help others in times of need. Housing issues including low income housing needs and homelessness were mentioned as needing to be urgently addressed in the community along with resources and options for substance abusers. The need for “rock bottom” housing that is accessible and affordable to those on low and fixed incomes was mentioned as a priority. Alternative transportation was also mentioned as a priority as well as additional economic and job training resources for obtaining work.

Senior Citizen Meeting
Seniors discussed the strong desire to continue to be an active part of the community. Alternative transportation and enhanced senior center activities and facilities were mentioned as priorities to providing for the needs of seniors. The small town, slower pace of life and traffic in Scottsbluff-Gering was very important to the seniors gathered in feeling comfortable being independent in the community. Mobility and communication were the main components the group felt were important towards being independent and active in the community.

Meeting with Senior Citizens Focus Group: Notes
Café de Paris
December 8th, 2015; 9:30-11:00 am

Number in attendance: 9

A focus group was hosted by PADD
1. **Describe the strengths of the community:**
   - Pride in the residential areas. It is very good in this community.
   - Highway 26 needs to be cleaned up and greened up and better maintained
   - People are friendly
   - People care about each other “Just ask and you’ll get a warm reception
   - Housing is still “semi-affordable” in town and is a big reason why they stay here
   - The fact that it is easy to drive here means that they can stay living independent longer in this community
   - Strong work ethic
   - Community safety is a plus

2. **What is lacking in the community?**
   - Property taxes are too high
   - Another grocery store is needed in the community, maybe something smaller scale
   - We need to fill empty buildings
   - Community bathroom downtown
   - Public restroom downtown
   - Weekend transportation and transportation for seniors
   - Transportation service for appointments later in the day
   - “We feel we are not valued anymore”
   - Senior center could be a bigger part of the community
   - Need transportation to events so they can be a part of the community
   - Improvements need to be made so seniors can be independent
   - Programs that help people stay in their homes to help with shopping, emergencies, security, and housework
   - Improved walking paths and crosswalks at intersections
   - Things to beautify the area
   - Maintenance of public places should be a priority
   - Education about resources that are available (Need a directory of services for seniors)

3. **What changes have you seen in the community in recent years?**
   - Traffic has increased
   - Taxes in Nebraska are high
   - Youth work ethic is different from the older generations
   - We appreciate that construction projects get completed

4. **Transportation needs**
   - Where seniors need to go: Hospital, doctor’s appointments, senior center, grocery store, YMCA, church, college, Midwest theater for plays and music, pool at the high school, retirement homes
   - Fixed route service is needed, but how do we get people to that route?
   - Retirement homes have vans but people who are in houses have transportation problems

5. **Housing needs**
   - Condo living: a senior community that is independent living
• 2 bedroom, 1 bathroom living units that are affordable, secure, and provide transportation access
• Builders who can build handicap accessible housing
• Encourage ADA accessibility along corridors of bus routes
• Contractors is a barrier to adequate housing because nobody wants to do the small jobs; housing rehab can help a lot of people stay in their homes
• Need better information and resource to know what is available, an organization that draws together available rentals in the community

6. Other miscellaneous needs
• People often go to the mall to walk
• There’s a need for benches and places to sit in downtown Scottsbluff and a desire for a place to be social downtown
• Limited handicap parking downtown on Broadway
• Plowing snow without making clear pathways for people to walk from their cars makes it very difficult to get around with limited mobility
• The parks are kept nice!
• Gering: “We’re proud of our public spaces and parks. Preserve the parks!”

Top priorities:
1) Transportation: fixed route, weekend service, faster, more reliable, evening service, funding is an issue but “we’re prepared to pay our fair share”
2) Public bathrooms downtown
3) Message to the city councils and county commissioners: “Don’t forget about us. We are still a part of the community and we want to participate in community life.”

The group then discussed a desired focus on education and better educating elderly persons on available resources. It was discussed that an advocacy group would be beneficial because a group has more voice than just one person.

Notes recorded by Daniel Bennett, Regional Planner for Panhandle Area Development District

Meeting with Southeast Scottsbluff Community Members: Notes
Rosita’s Restaurant
November 23rd, 2015; 5:00 pm

Number in attendance: About 12

This focus group was held as a part of the process for developing the Scottsbluff comprehensive development plan update. The meeting was facilitated by Daniel Bennett, of PADD, and Annie Folck, of the City of Scottsbluff. Those gathered were a diverse group of adults and genders and races. The following notes were recorded from the discussion that evening.

How would you describe your community to someone who had never been here?
• We feel like we’re the forgotten part of town. We feel the city stops at Broadway.
• This is a wonderful community, but it needs a lot of improvement.
• We feel forgotten in this part of town.
• People get along in this community and we enjoy getting together.
• Southeast Scottsbluff is the cultural heart of the community.
• Food, language, culture, church, festivities, families getting together, feed each other, rich life, poverty, drugs, revolving doors, need jobs.
• Home
• Good city to raise a family
• We don’t share the good things about our youth as much as we should
• Talented kids
• Faith-based community
• Lakota church sponsors positivity

What are the strengths of the community?

• Lakota Lutheran Center
• Guadalupe Center
• School System
• Mentality of “stop being the victim”
• Entrepreneurial mindset and community
• Lots of heart
• Many cooks and good food
• Beautiful homes
• Multi Cultural vibrancy
• Can-do attitude
• Provide homes and apartments for low-income people, but need more
• Roosevelt Elementary, the principle is providing good direction

What is lacking in the community?

• The Hispanic community needs to be involved in more decisions, be/find community leaders
• We need to band together to strengthen our voice.
• Lack of positivity, we get the left-over decorations and need to improve them
• Better participation
• People outside Southeast Scottsbluff are scared of what it used to be
• What used to happen on 9th street is still hanging on now
• Perceptions of the past are influencing people’s attitudes towards Southeast Scottsbluff today
• We need to stop being the victim- not “poor us”
• Good parenting- need to get better involved with parenting
• More security and help for the homeless
• Homeless shelter
• Alleys need better lighting, gravel, cleaned up, too much trash dumping
• Same rights and action taken in our community as elsewhere
• More businesses, fewer abandoned buildings
• Place for youth, intergenerational, and multi-cultural learning
• Need to know what is available to help us
• East Overland is “Broadway” for this community, this is our main street
• Community reinvestment in the area
• Need for a homeless shelter and housing that is accessible that can provide a roof over someone’s head, “Rock-bottom Housing”
• Trees
• Drug problem, particularly close to Roosevelt (one block)
• Hireable people
• Too many alcohol places on E. Overland
• Employment
• Support for the child outside of school
• Family literacy program, support for parents and schools.
• More rentals
• Increase the expectations of the community, don’t have to accept trash in the streets and dilapidated properties
• Public transportation
• Walk-in clinic
• Language services and Spanish translations
• Bridge the divide and the fear of this part of town
• There is an increase in white families in poverty

How would you describe interactions between people of different backgrounds in the community? How can interactions and communication improve?

• Recognizing that the problem of poverty is real
• People need more information about drugs and alcohol prevention in a language and way that people can understand
• People need to call information in when they see it
• Education on where to go and what to do to solve community issues and problems
• People need a place where they can go to talk about the problems and ask what they can do to make it better
• Cultural sensitivity training
• Relation building with police
• Concerned that not all people are treated equally, minorities treated differently
• Feel minorities are quicker to be arrested
• Citations go more to minorities than whites
• Current problematic situation and past problematic situations are not kept separate when people run into problems with the law

How would you like to describe your community?

• Active community groups
• Working together
• Pride in keeping things clean
• People have the tools they need to keep their community clean
• Response and action to community concerns
• Improve expectations in this community and be vocal about issues to the city
• East Overland looks as nice as Broadway
• Alleys improved, better lighting
• Good police and community relations
• Opportunities and entrepreneurship
• Clean community, youth recreation opportunities and leadership
• Get rid of dilapidated buildings
• Speed enforcements around schools
• Improve relations so the rest of the city isn’t scared of this community
• Up and coming
• Integrated: One community that works well together
• Entire community considered as one
• Equitable investments across the city
• Committee: not be afraid to speak out
• Higher standards, education, and expectations
7. How would you describe your community to someone who had never been to it before?
   - United, helping each other, accepting of all people, great hospitality
   - There are lots of different kinds of people in Southeast Scottsbluff and the diversity is a good thing.
   - People of this neighborhood help each other. Many people like to participate in church and community groups and when there is a need, people step up to help and fill that need.
   - Community members wanted better parks, streets and neighborhoods and would like to be a part of bringing that about.
   - This is a very established population (in Southeast Scottsbluff) and is a population to be proud of.
   - It was noted that the Southeast part of town had a bad reputation as was looked down upon by the rest of the community. Employees who worked for one of the attendees were embarrassed that their boss’ child went to Roosevelt Elementary. To the contrary, the individual reported and the group confirmed that this was something to take pride in, and that it was a good school and his child has grown up to do great things.
   - Lots of good leadership and health programs.
   - The willingness to help and be good neighbors was again noted as something special in the neighborhood.

8. What are the strengths of the community?
   - Veteran’s park is the only neighborhood park with a soccer complex
   - Veteran’s park is big enough with enough open space to do activities that require a lot of space like Kite Flying
   - Veteran’s park is a great green space in the community
   - The Guadalupe Center benefits the community in a lot of ways a space to gather, hold meetings, and the ESL (English as a second language) classes are very important to the community, the college help and other resources are also very valuable to residents.
   - Roosevelt is a great school because of the people who are leading. The group was very positive about Roosevelt’s current principal and said that she was a “valiant” person.
   - Head Start is a big asset to the community and provides needed psychological help for students. They are very good at communicating with parents and students and the community.
   - Churches are a strength of this neighborhood
The annual dinner is the best event of the year in Southeast Scottsbluff according to several attendees. This dinner is held at the Guadalupe Center and recently won a statewide award.

- Events that were particularly special were noted to be events when people came from outside the community. This included the Cinco de Mayo festival where people come from all over the city.

9. **What changes have you seen in the community in recent years?**
   - Two groups of people were noted: Those established in the community and new residents. There are a great number of new residents who have arrived recently and many who are still arriving.
   - This is a safe place, attendees reported feeling very safe in the community. Scottsbluff feels much better and more safe than a big city.
   - Most people new arrivals know someone in the community or soon after arriving they will ask for the Catholic Church and get connected.
   - Many newcomers are from very isolated, rural areas, and so in addition to trying to learn a new language, they also have to learn how to use modern amenities, like microwaves and cars.

10. **Which places are most important to you in the community?**
    - Attendees would like Scottsbluff to be known by others as a tourist place, a place with something to see. The whole area is a place with something to see.
    - Best places include the monument, zoo, library, schools.
    - Places to exercise and the trails system are both very important.
    - CAPWN, known by many in the community as “the clinic” was emphasized as been very important. Health classes and health fairs were seen as very important.
    - It was suggested that cooking classes or seminars or fairs for health prevention were important.
    - Mexican stores in the community were important to the community. These included La Bonita, Rincon Latino, La Fondita. These stores help the community for products, culture, and places to be.

11. **What are the needs in the community? What is lacking in the community?**
    - The irrigation ditch in veteran’s park is dangerous and has lots of trash
    - The space behind family dollar has lots of trash, it is dark, it is dangerous for kids, there have been fires.
    - People passing out in Overland Park from alcohol is concerning
    - Alleys are full of mud, weeds, and trash
    - The city never says, “You need to clean something up.”
    - Abandoned housing and buildings are a big problem...how does the city give these properties and owners tickets or citations for taking care of properties?
    - In other areas of the city, something might happen when asked, but not in Southeast Scottsbluff.
    - Cars on the street because of a business that is located by the church? Why can that business park all those cars on the street with weeds growing around them.
    - Lack of trees.
    - How do we get rid of dead trees in our community?
    - We need more protection with youth.
    - There is a sense of mistrust with the police. People in the community without documents and others are in a cycle where violent people aren’t reported for fear of contact with the police.
• “I wouldn’t call the police unless I was dying.”
• Cleaned up ditches would make an improvement.
• Not a lot of places to sit in town or in our community. There is no plaza to gather in, no place to sit at the park.
• Children at the meeting noted that the family dollar parking lot was known as a place where people sold drugs.
• Children wanted a new trail to school, bike lanes on Overland, safer streets and cleaned up ditches, and safe places to walk.
• Children wanted more things to do and help in redesigning the school
• Tree planting initiative at the school would be good.
• How can we help rehab houses and trailers? There are many damaged trailers.
• Undocumented people are renting or owning something smaller because no one is willing to rent or loan to undocumented people.
• When street lights burn out, it is very difficult to get them replaced. Who is responsible for replacing these?

12. How can communication be improved between the city and this community?
• It is important for us to go to the city, form a committee.
• More meetings in our area, better notice for meetings, knowing where to put notices so that people will see them.
• Bilingual people at the city. When going to city meetings or other meetings in the community one person has to bring someone who is bilingual to participate.
• “The only presence of the city in this neighborhood is the police.”
• “When’s the last time the mayor or council have been here?”
• City should have a more bi-lingual presence
• We need to know what is the law or ordinance on issues like cleaning up a property or an alley way. Should be bi-lingual opportunities to learn this information.
• Presentations by police, bilingual police officers would be great.
• Attendees wanted to know how to participate civically in the community.
• Have cultural and social education
• Utility bills have a note on them saying that customers can take trash to the landfill for no charge, but it is in English, so a lot of people do not realize that this is an option.

13. Transportation
• There is a need for more public transportation
• Currently rely on community to take people and give rides, people help each other out
• More people that go by bike in this neighborhood. The streets are wide and could accommodate more bicycle traffic.
• Bicycle traffic needs more structure especially in a stretch like E. Overland. A lane would be helpful for kids to go to school and for people to exercise.
• Children at the meeting said they would like bike lanes.
• The Handibus is used by a lot of people in the area, but there are long wait times. Also, if someone uses the Handibus to get to WalMart, they sometimes have to wait several hours for it to pick them up and take them home, so if they see a friend or neighbor, they will ask them for a ride. But if they do this, then the Handibus might refuse to pick them up the next time they call.
14. Describe interactions between people of different backgrounds in the community. Different races, new comer vs. old timer, etc.
   - “There is a wall between races.” Families can feel that wall.
   - People from outside the neighborhood look at this community and fear this area, they think it is a dangerous place even though it is not really. The reputation is not good.
   - There is not much interaction between the anglos and other races, it sometimes seems like a different world.
   - Racism and selfishness is a problem. “Today, each world is selfish.” (Referring to the two worlds.)

15. Define success in the community.
   - Cleaner, takes an impetus and effort
   - More code enforcement
   - Trees and benches, places to sit, planters
   - More activities and sports for the kids, basketball court was destroyed, more sports teams needed.
   - To play sports or exercise, you have to have a membership at the Y. It would be nice to have things in the park.
   - More lights in the community and especially the park. Better sense of security.
   - Ask the young people what they would like in the community.
   - Lights are important, too dark for kids and make it hard to see ice.
   - Better protection
   - Cleaned up: need a place to do this and a way to begin
   - Bills from the city could be in Spanish
   - City-wide clean-up day where large items are taken to the dump. Rollout containers are better than dumpsters, because dumpsters that serve several families are often filled up, leaving families with nowhere to take their trash.
   - Does the city have petitions? How do we submit one?
   - Have a meeting and someone from the city could come and listen, we need to invite more people, have more people from the city come and listen.
   - Liaisons- People who can form relationships, bridge builder people, Gente Puente.
   - Neighborhood organization, get together every month and take notes to the city to report to them what is going on and what the issues are.
   - Can we start a neighborhood watch?
   - We can start small, but we need help and resources

We need crosswalks where people who are blind can hear so they can cross the street safely. Bike lanes and sound making crosswalks.
An informal conversation was held with neighbors at the Lakota Lutheran Center over the lunch hour and was open to anyone who came to lunch that day. After the soup kitchen lunch, about six neighbors came to a separate meeting to discuss the future, strengths, and challenges of Scottsbluff. The meeting was not advertised in advance. Most of the neighbors lived in the Southeast neighborhood in Scottsbluff some with and some without homes or apartments.

16. How would you describe your community to someone who had never been to it before?
   - Retirement town, people graduate high school and leave. We should make it a place with better living.
   - People are very willing to help others in this community. Some people get into a situation where they can’t help themselves and it is nice to have a generous community.
   - There’s a larger homeless population than is realized, some people get desperate, some people are taking advantage of others
   - “We’re not scared of work. Sometimes the background will look bad and so no one wants to give a person a second chance.”
   - Minorities get wages dropped, underpaid and no overtime.
   - Enforcement of wages is important
   - The community is balanced, varied, and diverse.
   - The remoteness and isolation of Scottsbluff is an important thing for our identity. We have more going on for the size of our community than you would expect.
   - Jobs and higher wages should be a priority for this community

17. What is lacking in the community?
   - It is hard to get places to rent
   - Finishing high school, getting a GED is hard. Wish we had an adult school to help people who don’t have jobs learn skills
   - Ways to lower the risk of hiring an unskilled person. Make a “guarantee” on a riskier hire
   - Public service employment
   - Places to cultivate and learn and reward responsibility, loyalty, and honesty
   - Needs to be changed: Extensive prison sentences where people will spend time in prison or jail and not be rehabilitated. It is a waste of time and money.
   - Jail is used as a shelter
   - We need a homeless shelter
   - There is a break between folks that need the help and the people that do the helping.
   - Drug use is another thing that is needing attention.
   - Opportunities that use skills and interests of youth and things for them to be involved with.
   - Building skills and tools where people can apply learned skills to small projects

18. What are your priorities for this community?
   - Reopen the detox center
   - Acknowledge and address homelessness, “I don’t like to see my friends on the street.”
   - Buy Eastwood Apartments and turn them into a shelter
• Treat the underlying cause of people who are self-medicating their problems. Self restorative justice. Constructive justice, not destructive justice.
• Address homelessness
• How can we create ways for those who are being helped to help others?

19. What would success look like in this community?
• No one with a skill couldn’t use it
• Proactive recruitment of under and unemployed persons
• Bring services to people who need them
• Transportation available for people to get to their job no matter where it is or where they live
• A culture of helping people who are having problems to be successful. For example: if someone has a problem being late, they could receive help not to be late rather than being fired.
• You can get help if you need it as long as you are willing to help yourself.
• Integrated workforces, neighborhoods, and churches
• End discrimination based on race and background
• Sharing economy

20. What would you like to say about your community?
• Music shop and rental music available
• People can get jobs and make a life for themselves
• All people can be self-sustaining
• Resources more readily available, don’t have to “look under rocks” to find the resources and help they need.
• Community garden program, free books, better access to fruits and vegetables
• Electric cargo bikes(? Peddling instead of taking a care
• Restore and help people see the fun of work,

Better promoters of culture and learning

Daniel Bennett recording notes.