

**REDEVELOPMENT PLAN FOR
THE CORNHUSKER AUTO REDEVELOPMENT PROJECT**

PREPARED MARCH, 2023

**BY THE COMMUNITY DEVELOPMENT AGENCY
OF THE CITY OF NORFOLK, NEBRASKA**

A. Introduction

This Redevelopment Plan for the Cornhusker Auto Redevelopment Project (this “Redevelopment Plan”) is a guide for redevelopment activities to remove or eliminate blight and substandard conditions within the City of Norfolk, Nebraska (“City”). The Mayor and City Council of the City (the “Council”), recognizing that blighted and substandard conditions are a threat to the continued stability and vitality of the City, designated certain areas of the City to be blighted and substandard and in need of redevelopment pursuant to the requirements of the Nebraska Community Development Law, sections 18-2101 et. seq., as amended (the “Act”).

Prior to the preparation of this Redevelopment Plan by the Community Development Agency of the City (the “Agency”), and in compliance with the Act, the Mayor and Council designated a portion of the City as a blighted and substandard community redevelopment area, such area being commonly referred to as the “West Highway 275 Redevelopment Area” (hereinafter referred to as the “Redevelopment Area”). This Redevelopment Plan sets forth a proposed redevelopment project located within the Redevelopment Area to optimize the tax increment financing (“TIF”) resources available to offset certain costs deemed eligible for reimbursement by TIF under the Act, and to remove existing and avoid future blighted and substandard conditions, all as further described herein. This Redevelopment Plan contemplates the renovation and rehabilitation of the former OfficeMax building for use as an automotive dealership, together with such public improvements associated therewith, undertaken by Cornhusker Auto Center, Inc. (“Redeveloper”), within the Redevelopment Area (such public and private improvements are collectively referred to herein as the “Redevelopment Project”).

B. Redevelopment Area; Project Site; Existing Conditions

Exhibit "A", attached hereto and incorporated herein, sets forth the boundaries and existing conditions of the Redevelopment Area. The Redevelopment Area is identical to the “West Highway 275 Redevelopment Area,” which the Mayor and Council previously declared blighted and substandard and in need of redevelopment. Exhibit "A-1", attached hereto and incorporated herein, sets forth the boundaries and existing conditions of the area to be redeveloped as part of the Redevelopment Project (the “Project Site”). The Project Site is located at 2125 Krenzien Drive, at the site formerly occupied by OfficeMax, in the City. The Project Site is completely engrossed within the blighted and substandard Redevelopment Area and is in need of redevelopment.

C. Conformance with the Comprehensive Plan

It is essential to the City’s comprehensive plan for development (the “Comprehensive Plan”) that dilapidated, inadequate, or deteriorating portions of the City conform to the current

and future needs of the City as it continues to grow and expand. Exhibit "B", attached hereto and incorporated herein, shows a portion of the future use map (showing the Redevelopment Area and surrounding areas) included within the City's Comprehensive Plan. The map sets forth a "Commercial" designation for future use of the Project Site, which conforms to the proposed Redevelopment Project.

The Comprehensive Plan further sets forth the following objectives for development within the Highway 275 corridor (inclusive of the Project Site):

- Retail and/or entertainment based development types should be encouraged to locate along the Highway 275 corridor.
- Commercial and office developments within the district should be built to accommodate typical auto-oriented development types.

The Redevelopment Project will assist in carrying out such objectives. Accordingly, the Redevelopment Project is in conformance with and furthers the objectives under the City's Comprehensive Plan.

D. Redevelopment Project Overview

The Redevelopment Project consists of the renovation and rehabilitation of the former OfficeMax building for use as an automotive dealership. Specifically, Redeveloper anticipates that it will move its current Nissan dealership to the Project Site following completion of the Redevelopment Project, facilitating the expansion and modernization of that business. Additionally, box stores such as OfficeMax (which previously occupied the Project Site) are closing within the City and all across the country. Finding occupants for such structures and/or retrofitting the same for other uses has proven to be difficult and has caused vacancy issues for municipalities across the country. The Redevelopment Project will prevent this and facilitate the renovation of the building for its highest and best (modern) use.

No public acquisition of the Project Site is anticipated. Additionally, no families will be displaced as a result of the Redevelopment Project. Redeveloper owns the Project Site, and formerly leased the same to OfficeMax. The lease with OfficeMax expired March 31, 2023. As such, no businesses will be displaced as a result of the Redevelopment Project.

Exhibit "C", attached hereto and incorporated herein, sets forth the proposed site plan for the Redevelopment Project.

E. Existing Conditions

1. Existing Land Use

The Project Site currently consists of a parking lot and vacant building.

2. Existing Zoning

The Project Site is currently zoned as C-1 (Local Business District).

3. Existing Public Improvements

Public access to the Project Site currently exists from W Michigan Ave and via shared internal access to Krenzien Dr. The Project Site contains all necessary paving, sewer, water, storm sewer, electrical service, public walks, and related infrastructure.

F. Proposed Redevelopment

1. Public Improvements

The Redevelopment Project requires minimal infrastructure improvements and other public improvements, as detailed below:

a. Public Access; Traffic Flow, Street Layouts and Street Grades

Public access to the Project Site currently exists from W Michigan Ave and via shared internal access to Krenzien Dr. To the extent applicable, the public improvements for the Redevelopment Project will address any traffic and street infrastructure concerns that would otherwise be created by the Redevelopment Project. All streets and other public infrastructure constructed by Redeveloper, if any, will be subject to review and approval by the City's engineer or other designee of the City.

b. Construction of Water and Sewer Improvements.

No construction or extension of water and sewer systems to the Project Site is necessary.

c. Other incidental improvements

Redeveloper and the City anticipate that the existing public facilities and utilities can adequately meet the demands of the Redevelopment Project.

d. Property Acquisition, Demolition and Disposal

No public acquisition of private property or relocation of families is necessary to accomplish the Redevelopment Project. Redeveloper owns the Project Site, and formerly leased the same to OfficeMax. The lease with OfficeMax expired March 31, 2023. As such, no businesses will be displaced as a result of the Redevelopment Project.

f. Population Density

The Project Site is currently utilized as a commercial/retail space. Likewise, the Redevelopment Project is commercial in nature and will not increase population density in the area.

g. Land Coverage

The Project Site is approximately 5.55 acres, consisting of paved parking areas and an approximately 30,670 square foot box store building. The Redevelopment Project primarily consists of the rehabilitation of the existing building. As such, land coverage is not anticipated to materially change. Notwithstanding, the Redevelopment Project is subject to and must comply with all applicable land coverage ratios required by the City.

h. Parking

With respect to automotive dealerships, the City's zoning ordinance requires one parking space for each two thousand (2,000) square feet of open sales lot area devoted to the sale, display and rental of vehicles, plus one parking space for each employee. Redeveloper anticipates the existing parking lot will satisfy such requirements, and will work with the City to ensure the same.

i. Zoning, Building Code and Ordinance

The Project Site is currently zoned as C-1 (Local Business District). It is anticipated the Redevelopment Project will require rezoning of the Project Site to C-3 (Service Commercial District), which specifically permits automotive dealerships. Accordingly, Redeveloper will be responsible for all zoning, building code, or ordinance changes that are necessary for the Redevelopment Project.

2. Private Improvements

Private improvements for the Redevelopment Project Area consist of the renovation and rehabilitation of the former OfficeMax building for use as an automotive dealership, in addition to the related facilities and improvements ancillary thereto. Redeveloper or other builders taking conveyance from Redeveloper will construct the private improvements. Paragraph H of this Redevelopment Plan details the anticipated construction schedule for the private improvements.

G. Project Costs

The total estimated cost of the Redevelopment Project is \$6,115,000. The estimated costs of the Redevelopment Project are attached and incorporated herein as Exhibit "D". Such figures are only estimates based upon 2023 pricing, and are subject to change without further amendment of this Redevelopment Plan.

H. Implementation

Redeveloper anticipates that construction of the Redevelopment Project will commence upon final approval of this Redevelopment Plan, and will be completed by spring of 2024. Notwithstanding the foregoing, Redeveloper's timely completion of the Redevelopment Project is subject to extraneous factors, which may necessitate that Redeveloper completes the Redevelopment Project later than the projected date. As such, the anticipated start and completion dates are preliminary and subject to change based upon market conditions, availability of materials, workforce availability and other extraneous factors.

I. Financing

The City and the Agency contemplate the use of TIF for the Redevelopment Project. Section 18-2147 of the Act authorizes the use of TIF. It provides that any ad valorem tax levied upon real property, or any portion thereof, in a redevelopment project shall be divided, for a period not to exceed fifteen years after the effective date as identified in the redevelopment contract, or amendment thereof, or in the resolution(s) of the authority authorizing the issuance of bonds pursuant to the Act, as follows:

- (a) That portion of the ad valorem tax the levy produces at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body ("Base Tax Amount"); and

- (b) That portion of the ad valorem tax on real property, as provided in the redevelopment contract or bond/note resolution, in the redevelopment project in excess of the Base Tax Amount, if any, (referred to herein as “TIF Revenues”) shall be allocated to and, when collected, paid into a special fund of the authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such authority for financing or refinancing, in whole or in part, the redevelopment project.

With respect to the Redevelopment Project, the actual base tax year and Base Tax Amount for the Redevelopment Project will be set forth in the redevelopment contract and/or the resolution authorizing the TIF Indebtedness (defined below). All TIF Revenues generated by the Redevelopment Project shall only be divided and allocated over the statutory 15-year increment period or until full payment of the TIF Indebtedness, whichever occurs first.

1. Necessity of TIF

Redeveloper has represented and warranted to the City that it would not be economically feasible to develop the Redevelopment Project without TIF. In support thereof, Redeveloper stated the following in its TIF application:

“Without TIF, this project is not financially feasible. Redeveloper purchased the Project Site for \$2,100,000 which is higher than Redeveloper would spend for a comparable lot outside of the Redevelopment Area. Additionally, Redeveloper will need to spend approximately \$4,000,000 to renovate and rehabilitate the existing building on the site to make the site usable.

Without TIF, Redeveloper would need to look at different locations or a different design in order to make this project financially feasible. Redeveloper was willing to take the risk of acquiring the Project Site but cannot do any further work and will not proceed with the project unless TIF is approved to make the overall cost of the project more feasible.

The total anticipated project cost is approximately \$6,115,000 with acquisition (\$2,100,000) and renovation (\$4,015,000). TIF allows the Redeveloper to do more work within that budget (e.g., by reducing the purchase price by \$421,000 with TIF, Redeveloper can utilize an additional \$417,468 in construction and build-out. This allows Redeveloper to expand the building size by approximately 10-15%, which gives the business room for a bigger inventory and extra services

bays. This increases the projected profit for the business to a point that operation is feasible in this location. The smaller project – what could reasonably be built on the same budget without TIF – does not have the potential to generate sufficient revenue to justify the expense.”

In addition to the foregoing representations, Redeveloper submitted an anticipated return on investment analysis for the Redevelopment Project, both with and without TIF. Without TIF, the anticipated return on investment is approximately 8.2%. With TIF, the anticipated return on investment is approximately 10.4%. While the spread between the two projections is relatively narrow, the additional return (with TIF) allows Redeveloper to increase the size of the facility by 10% - 15%, which, according to Redeveloper, is a critical component of the Redevelopment Project’s viability. As such, without the additional margin (and space), Redeveloper represents that, without TIF, the Redevelopment Project is not economically feasible and Redeveloper would not move forward with the same.

In consideration of the foregoing, the City and Agency have determined that the Redevelopment Project, as proposed herein, is not economically viable without the assistance of TIF and Redeveloper would not construct the same without TIF.

2. Sources and Uses of Financing

Based upon the projections provided in Exhibit "E", attached hereto and incorporated herein, the Agency and Redeveloper contemplate issuance of one TIF bond or note (the "TIF Indebtedness") in the principal amount not to exceed \$417,468. The TIF Indebtedness shall bear interest at a rate not to exceed 6.00% per annum. The final principal and interest amount comprising the TIF Indebtedness shall be determined by the Agency and set forth in the redevelopment contract or resolution authorizing the issuance of the TIF Indebtedness.

The total estimated cost of the Redevelopment Project is \$6,115,000. Redeveloper anticipates that the balance of the public and private costs exceeding the TIF Indebtedness will be financed by a mix of equity and traditional bank financing. The above figures are only projections and are subject to change as a result of market conditions and other extraneous factors.

J. Cost-Benefit Analysis

A cost-benefit analysis for the Redevelopment Project is attached as Exhibit "F" and incorporated herein.

Exhibits:

- Exhibit “A”: Redevelopment Area and Existing Land Use
- Exhibit “A-1”: Project Site and Existing Land Use
- Exhibit “B”: Future Land Use Map
- Exhibit “C”: Site Plan and Future Land Use
- Exhibit “D”: Estimated Costs of Redevelopment Project
- Exhibit “E”: Sources and Uses of TIF
- Exhibit “F”: Cost-Benefit Analysis

EXHIBIT "A"

Redevelopment Area and Existing Land Use

Redevelopment Area and Existing Conditions:

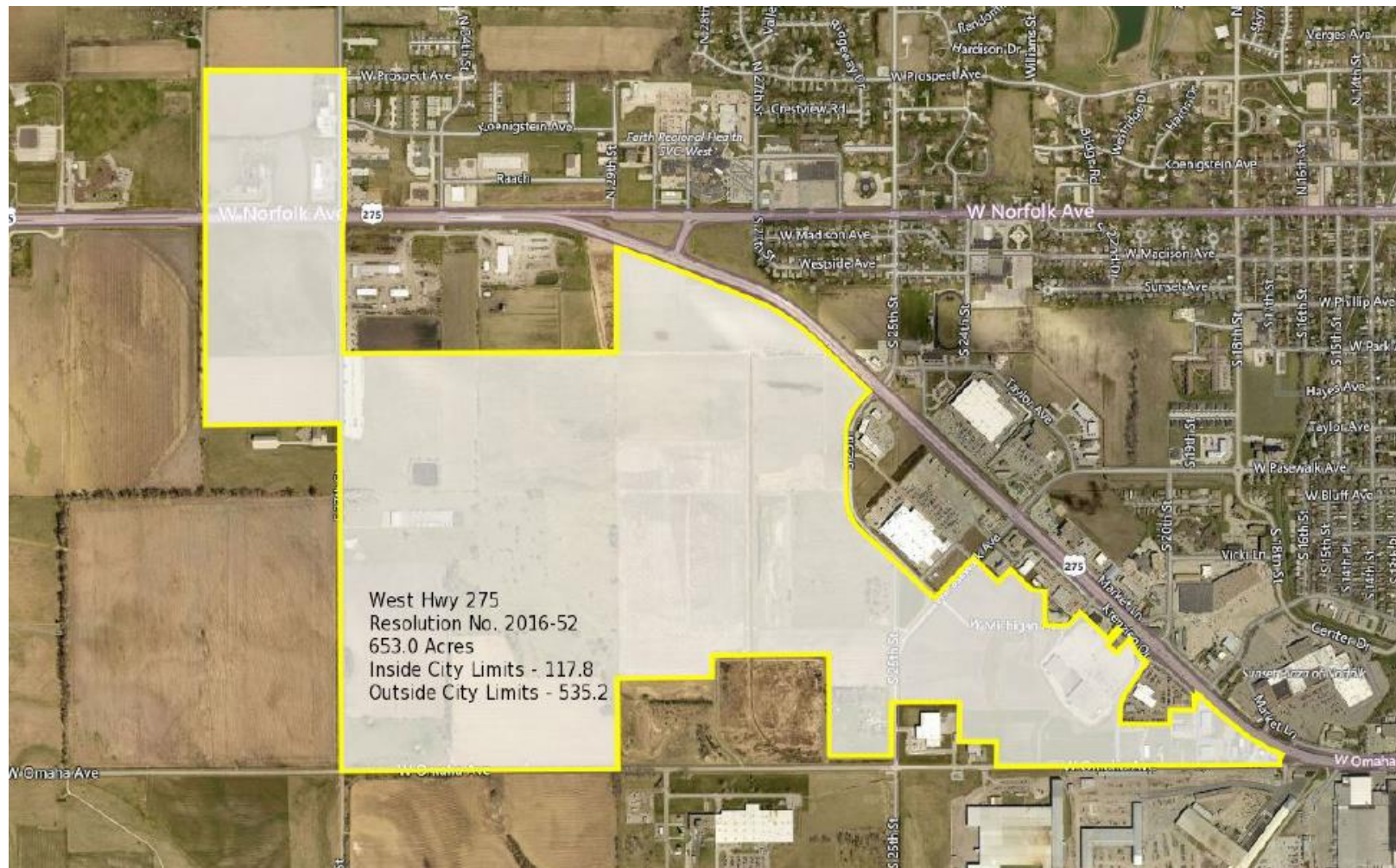


Exhibit "A"

EXHIBIT "A-1"

Project Site and Existing Land Use

Legal Description:

Lot 3, Block 1, Replat of Shopko Acres, being a part of the City of Norfolk, Madison County, Nebraska.

* In the event Redeveloper subdivides or replats the Project Site, the legal description(s) of such subdivided or replatted parcel(s) comprising the Project Site, upon final approval of the City with respect thereto, shall replace and supersede the above legal description.

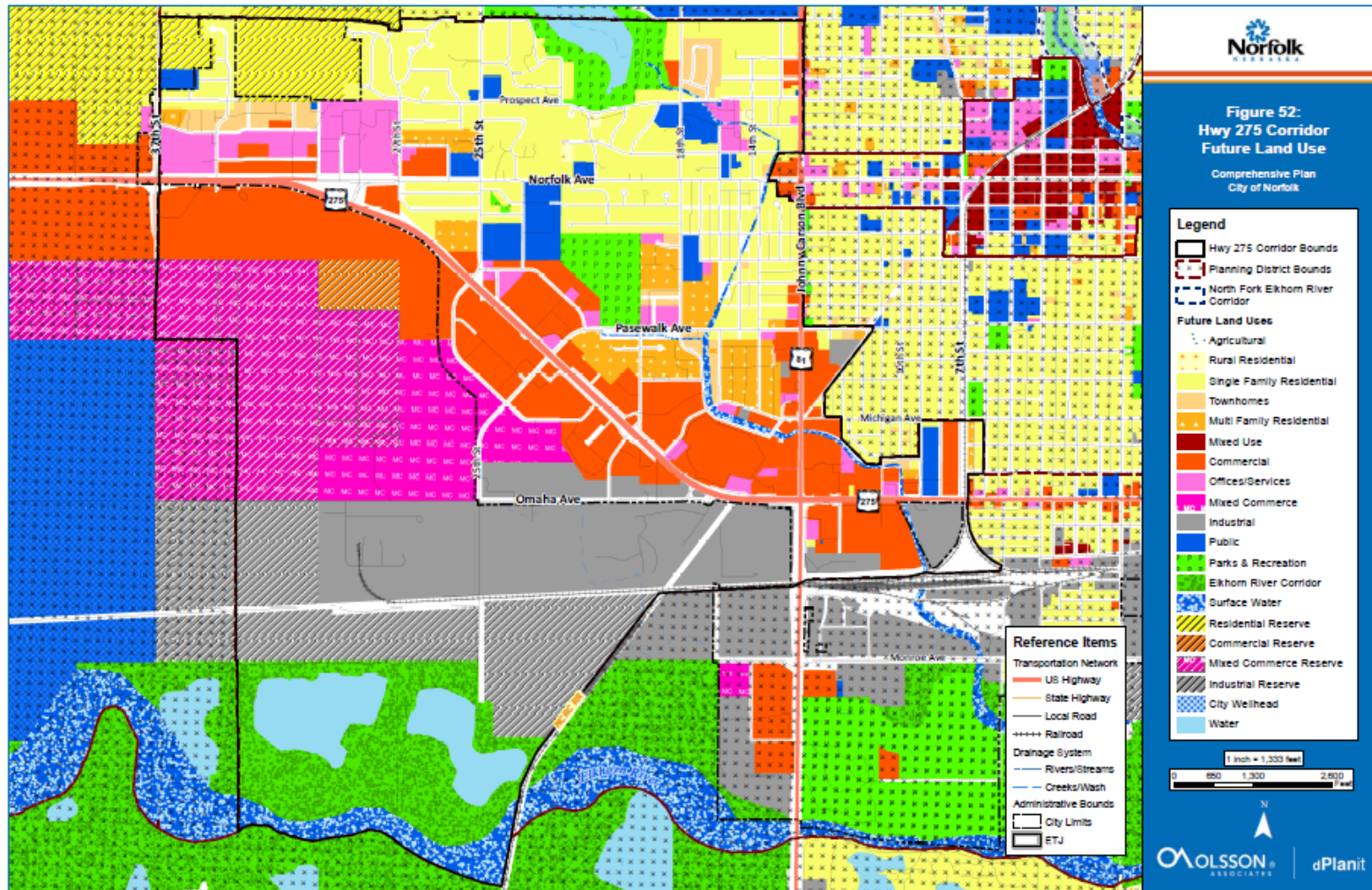
Depiction and Current Condition (outlined in red):



Exhibit "A-1"

EXHIBIT "B"

Future Land Use Map



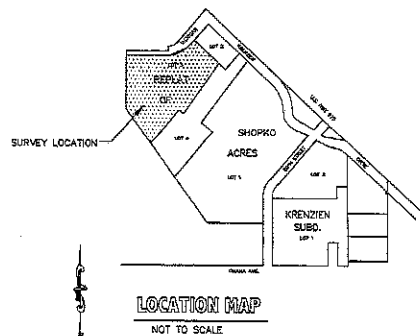
* Project Site designated as Commercial.

EXHIBIT "C"

Site Plan and Future Land Use

(See Attached)

* The attached are preliminary site plans and are subject to change.



LEGEND

- MONUMENT FOUND, 5/8" PIPE, OR AS NOTED
- PROPERTY LINE
- EASEMENT LINE
- BUILDING SETBACK LINE
- LIGHT POLE
- POWER POLE
- GAS METER
- TELEPHONE PEDESTAL
- WATER MAIN
- W-S WATER SERVICE
- OHE OVERHEAD ELECTRIC
- M MEASURED DISTANCE
- R RECORDED DISTANCE
- Sanitary SEWER
- WATER VALVE
- MANHOLE
- E.M. ELECTRIC METER

FIELD NOTES:

Found monuments of record at Points A, B, C, D, E, F, G, H, and I. Produced and measured all lines with Solisio Set 381 S/N 020302.

MICHIGAN AVE.

PINCHED PIPE (ASSUMED BEARING) S 89°59'00" E M-R 289.88' M 270.1' R.

NAL W/ DISC IN CONC.

ITEM #13 M-804, PAGE 558

DRAINAGE EASEMENT ITEM #10 M-88-8, PAGE 130-133

WATERMAIN EASEMENT ITEM #13 M-88-4, PAGE 558

CHISELED "X"

ITEM #13 M-88-4, PAGE 558

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ITEM #13 M-88-4, PAGE 558

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ITEM #13 M-88-4, PAGE 558

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CHISELED "X"

NOTES:

1) Underground utilities shown on this drawing were surveyed from points located in the field from the local utility companies field locators or were compiled from drawings supplied by the local utility companies and public works department, and are shown in their approximate locations. Other underground improvement locations are unknown.

2) Title Insurance Commitment No. 00229367E, supplied by Guardian Title Services, on agent for Chicago Title Insurance Company, dated December 6, 2002 at 8:00 A.M., contained the following easements:

Exceptions:
10. Terms and provisions of Drainage Easement and Agreement dated July 27, 1989, filed August 4, 1989 in Book 188-5 at Page 130 of the records of Madison County, Nebraska.

11. Terms and provisions of Ordinance No. 4053 filed September 29, 1994 in Book 94-8 at Page 906 of the records of Madison County, Nebraska.

12. Terms and provisions of Ordinance No. 4153 filed March 20, 1996 in Book M88-3 at Page 960 of the records of Madison County, Nebraska.

13. Terms and provisions of Subdivision Agreement filed April 15, 1985 in Book M88-4 at Page 558 of the records of Madison County, Nebraska.

14. Terms and provisions of cross-easements and use restriction agreement dated June 24, 1983 in Book M88-9 at Page 704 of the records of Madison County, Nebraska. (Blanket easement covering all of Lot 3)

Amendment to cross-easement dated August 22, 1988, filed September 21, 1988 in Book M88-9 at page 704 of the records of Madison County, Nebraska.

Assumption of cross-easement dated August 22, 1988, filed September 21, 1988 in Book M88-9 at Page 718 of the records of Madison County, Nebraska.

Second Amendment to Cross-Easement dated August 15, 1989, filed August 25, 1989 in Book M88-8 at Page 652 of the records of Madison County, Nebraska.

15. Easements as set forth on plat and contained in the dedication of that certain plat and dedication of Replat of Shopko Acres filed April 15, 1985 in Cabinet 1 of Plats, Page 178A, in the records of Madison County, Nebraska.

20. Terms and provisions of easement dated September 22, 1995, filed September 27, 1995 in Book M89-9 at Page 1174 of the records of Madison County, Nebraska.

LEGAL DESCRIPTION:

Lot 3, in Block 1, Replat of Shopko Acres, being a part of the City of Norfolk, Madison County, Nebraska.

SURVEYOR'S STATEMENT

To: Guardian Title Services
Chicago Title Insurance Company
Rockford Riverside Limited Partnership
First National Bank of Omaha

I hereby state that on the 16th day of December, 2002:

(a) This survey was made on the ground as per the field notes shown on this survey and correctly shows: (i) the boundaries and areas of the subject property and the size, location and type of buildings and improvements thereon and the distance therefrom to the nearest facing exterior property lines of the subject property; (ii) the location of all rights-of-way, easements, and any other shortable matters of record shown on Commitment for Title Insurance No. 00226567E, dated December 6, 2002, issued by Guardian Title Services, as agent for Chicago Title Insurance Company affecting or benefiting the subject property; (iii) the location of the parking areas on the subject property showing the number of parking spaces provided thereby; (iv) all cutting dedicated public streets providing access to the subject property, together with the width and name thereof; and (v) all other significant items on the subject property;

(b) Except as set forth below, there are no:

(i) encroachments upon the subject property by improvements on adjacent property, (ii) encroachments on adjacent property, streets or alleys by any improvements on the subject property, (iii) party walls, (iv) conflicts or provisions.

The exceptions to the above statements are listed under "Notes" on this sheet.

(c) Adequate ingress to and egress from the subject property is provided by Michigan Avenue, and the same being paved, dedicated public right-of-way maintained by the City of Norfolk.

(d) All required building setback lines on the subject property are located as shown hereon.

(Signature of Surveyor)

Registered Land Surveyor
Registration No. 541

Jeffrey S. Ryan
JEO Consulting Group, Inc.
P.O. Box 1424
Norfolk, Nebraska 68701

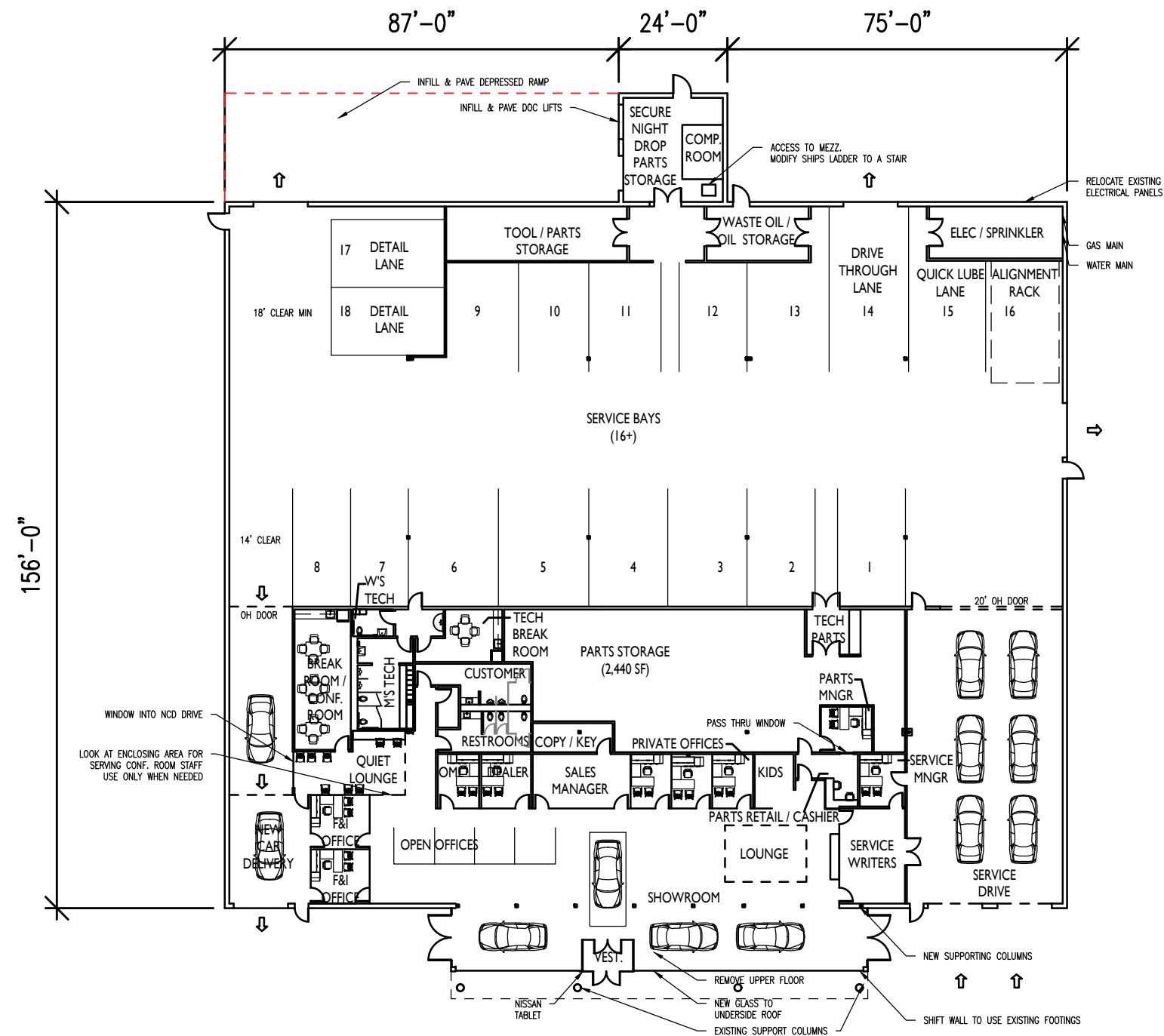


JEO Consulting Group, Inc.
42207 14TH P.O. BOX 1424 NORFOLK, NEBRASKA 68701

**LOT 3, BLOCK 1, REPLAT OF SHOPKO ACRES
CITY OF NORFOLK,
MADISON COUNTY, NEBRASKA**

TOPOGRAPHIC LOT SURVEY

DATE	12-16-02	DRAWN BY	JSR
PROJECT NO.	42207	FIELD GROUP	
SCALE	1"=50'		
FILED FOR	NORFOLK		
FILED BY			
REVISION			
REVISION			
REVISION			
REVISION			
REVISION			
SHEET	1	OF	1



CORNHUSKER NISSAN

NORFOLK, NEBRASKA

02/21/2023

SCHEMATIC DIAGRAM



emsick
architects
design studio

Trust. Excellence. Value.

1025 S. 36th. Street, Omaha, NE 68105
www.emsick.com | 402.614.0007

EXHIBIT "D"

Estimate of Construction Costs

Land Acquisition	\$2,100,000
Rehabilitation Costs	\$4,000,000
City's Legal Fees	\$15,000
<hr/>	
TOTAL	\$6,115,000

* The above figures are estimated values based on current pricing. These preliminary estimates are subject to change, as Redeveloper has no control over the change in cost of materials and services between the time of the approval of this Redevelopment Plan and commencement of construction.

EXHIBIT "E"

Sources and Uses of TIF

USES:

Land Acquisition	\$2,100,000
Rehabilitation Costs	\$4,000,000
City's Legal Fees	\$15,000
<hr/>	
TOTAL	\$6,115,000

* The above "Uses" are preliminary estimates based on current pricing and are subject to change.

SOURCES:

General Assumptions:

Base Value:	\$2,804,879
Final Value:	\$5,000,000
Tax Levy (2022):	1.960172%
TIF Indebtedness:	NTE \$417,468
Interest Rate:	NTE 6.00%

* The above figures are based on assumed values and levy rates. Actual amounts and rates will vary from those assumptions, and it is understood that the actual TIF sources may vary materially from the projected amounts.

Amortization:

	Total Taxable	Less Pre-	TIF		Tax	Treasurer's	Revenues	Debt Service Payments					
	Valuation	Development	Taxable	Tax	Revenues	1% Collection	Available						
DATE	Valuation	Base	Valuation	Levy	Revenues	Fee	For TIF Loan	Principal	Interest at 6.00%	Total	Loan Balance	Capitalized Interest	Interest at 6.00%
-----	-----	-----	-----	---	-----	-----	-----	-----	-----	-----	-----	-----	-----
0											\$417,468		
0.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$8,775	\$12,524	\$21,299	\$408,693	0	12524
1	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$9,038	\$12,261	\$21,299	\$399,655	0	12261
1.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$9,309	\$11,990	\$21,299	\$390,346	0	11990
2	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$9,589	\$11,710	\$21,299	\$380,757	0	11710
2.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$9,876	\$11,423	\$21,299	\$370,881	0	11423
3	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$10,173	\$11,126	\$21,299	\$360,708	0	11126
3.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$10,478	\$10,821	\$21,299	\$350,230	0	10821
4	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$10,792	\$10,507	\$21,299	\$339,438	0	10507
4.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$11,116	\$10,183	\$21,299	\$328,322	0	10183
5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$11,449	\$9,850	\$21,299	\$316,873	0	9850
5.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$11,793	\$9,506	\$21,299	\$305,080	0	9506
6	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$12,147	\$9,152	\$21,299	\$292,933	0	9152
6.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$12,511	\$8,788	\$21,299	\$280,422	0	8788
7	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$12,886	\$8,413	\$21,299	\$267,536	0	8413
7.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$13,273	\$8,026	\$21,299	\$254,263	0	8026
8	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$13,671	\$7,628	\$21,299	\$240,592	0	7628
8.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$14,081	\$7,218	\$21,299	\$226,511	0	7218
9	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$14,504	\$6,795	\$21,299	\$212,007	0	6795
9.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$14,939	\$6,360	\$21,299	\$197,068	0	6360
10	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$15,387	\$5,912	\$21,299	\$181,681	0	5912
10.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$15,849	\$5,450	\$21,299	\$165,832	0	5450
11	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$16,324	\$4,975	\$21,299	\$149,508	0	4975
11.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$16,814	\$4,485	\$21,299	\$132,694	0	4485
12	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$17,318	\$3,981	\$21,299	\$115,376	0	3981
12.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$17,838	\$3,461	\$21,299	\$97,538	0	3461
13	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$18,373	\$2,926	\$21,299	\$79,165	0	2926
13.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$18,924	\$2,375	\$21,299	\$60,241	0	2375
14	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$19,492	\$1,807	\$21,299	\$40,749	0	1807
14.5	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$20,077	\$1,222	\$21,299	\$20,672	0	1222
15	\$ 2,195,121	0	\$ 2,195,121	1.960172	\$ 21,514	\$ 215	\$ 21,299	\$20,679	\$620	\$21,299	\$0	0	620
=====		=====	=====		-----	-----	-----	-----	-----	-----	=====	-----	
					\$645,420	\$6,450	\$638,970	\$417,475	\$221,495	\$638,970		\$0	
					=====	=====	=====	=====	=====	=====		=====	
												(F9 = calculate)	
							Original Loan Amount	\$417,468					
							Capitalized Interest	\$0			ASSUMPTIONS:		
							Loan Balance Remaining	\$0			1. Loan Amount:	\$417,468	
								-----			2. Interest Rate:	6.00%	
								=====			3. Increment Base:	\$2,195,121	**

* The above figures are estimates based upon the assumptions in this Exhibit “E” and are subject to change.

EXHIBIT "F"

Cost-Benefit Analysis (Pursuant to Neb. Rev. Stat. § 18-2113)

The cost-benefit analysis for the Redevelopment Project, as described in the attached Redevelopment Plan, which will utilize funds authorized by section 18-2147 of the Act, is provided below:

1. Tax shifts resulting from the approval of the use of funds pursuant to Section 18-2147:

The taxes generated by the base value of the Project Site will continue to be allocated between the relevant taxing jurisdictions pursuant to the Act. Only the incremental taxes created by the Redevelopment Project will be captured to pay for the project's eligible public expenditures. Since the incremental taxes would not exist without the use of TIF to support the Redevelopment Project, the true tax shift of the Redevelopment Project is a positive shift in taxes after 15 years. However, for the purposes of illustrating the incremental taxes used for TIF, the estimated 15 year tax shift for the Redevelopment Project is set forth in Exhibit "E" of the Redevelopment Plan, and is adopted hereby.

Notes:

- 1. The Projected Tax Increment is based on assumed values and levy rates; actual amounts and rates will vary from those assumptions, and it is understood that the actual tax shift may vary materially from the projected amount. The levy rate is assumed to be the 2022 levy rate. There has been no accounting for incremental growth over the 15 year TIF period.*

2. Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the Redevelopment Project:

a. Public infrastructure improvements and impacts:

The Redevelopment Project requires minimal public infrastructure installation. Public access to the Project Site exists from W Michigan Ave and via shared internal access to Krenzien Dr. Additionally, the Project Site contains all necessary paving, sewer, water, storm sewer, electrical service, public walks, and related infrastructure. The Agency and Redeveloper do not anticipate that the Redevelopment Project will have a negative impact on now-existing City infrastructure.

b. Local tax impacts (in addition to impacts of tax shifts described above):

The Redevelopment Project should create material tax and other public revenue for the City and other local taxing jurisdictions. While the use of TIF will defer receipt of a majority of new ad valorem real property taxes generated by the Redevelopment Project, the Redevelopment Project should generate immediate tax growth for the City. The automotive dealership will require and pay for City services. Additionally, the City will collect sales tax on the goods sold by the dealership, as well as on a portion of the materials used to construct the Redevelopment Project. It is not anticipated that the Redevelopment Project will have any material adverse impact on such City services, but will generate revenue providing support for those services.

3. Impacts on employers and employees of firms locating or expanding within the boundaries of the Project Site:

The Redevelopment Project will result in new and expanded business within the Project Site. The lease with the former tenant (OfficeMax) expired March 31, 2023. Accordingly, the building would likely sit vacant unless/until a new tenant was secured – which is often difficult for large box store buildings. Conversely, the Redevelopment Project will result in timely occupancy of the building and the expansion of an existing automotive dealership business in the City. Redeveloper anticipates that such expansion will result in the creation of 30 jobs within the Project Site, 19 of which did not previously exist. Accordingly, it is anticipated that the Redevelopment Project will have a positive impact on employers and employees locating or expanding within the boundaries of the Project Site.

4. Impacts on other employers and employees within the City and the immediate area that is located outside of the boundaries of the Project Site:

As detailed above, it is a challenge for many municipalities and/or property owners to fill large box stores after the departure of its anchor tenant. This occurrence often has a material adverse impact on surrounding businesses that once relied on the abundance of consumer traffic generated by such stores. The Redevelopment Project will fill a space that otherwise may be left vacant or underutilized, and continue to generate consumer traffic to the area. Accordingly, the Redevelopment Project is anticipated to have a positive impact on surrounding employers and employees.

5. Impacts on student populations of school districts within the City:

The Redevelopment Project is commercial in nature and will not impact student populations in the City.

6. Other impacts determined by the Agency to be relevant to the consideration of costs and benefits arising from the redevelopment project:

The Project Site is blighted and contains substandard conditions that are a detriment to the City as a whole. The Redevelopment Project will revitalize and occupy a space – that may otherwise be considered undesirable or unsuitable for other commercial tenants – without negatively impacting the surrounding businesses, residents or straining the public infrastructure. There are no other material impacts determined by the Agency relevant to the consideration of the costs or benefits arising from the Redevelopment Project. As such, the costs of the Redevelopment Project are outweighed by its benefits.

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