

**REDEVELOPMENT PLAN FOR THE  
WISNER WEST, INC., REDEVELOPMENT PROJECT**

**PREPARED SEPTEMBER, 2022**

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

## **A. Introduction**

This Redevelopment Plan for the Wisner West, Inc., Redevelopment Project (this "Redevelopment Plan"), prepared by the Community Development Agency of the City of Norfolk, Nebraska (the "Agency"), 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, 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 "East Omaha Avenue Redevelopment Area" (referred to herein 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 a redevelopment project consisting of the phased construction of a commercial business development, together with such public improvements associated therewith, 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. Exhibit "A-1", attached hereto and incorporated herein, sets forth the boundaries and existing conditions of the area to be developed as part of the Redevelopment Project (the "Project Site"). The Project Site is located to the northwest of the intersection of E. Omaha Ave. and Channel Rd. 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 Reserve" designation for future use of the Project Site. A Commercial designation allows for general retail, office buildings and other similar uses. It is anticipated that many of the uses developed as part of the Redevelopment Project will conform to the same. However, even if some uses do not fall within this category, the use of the word "Reserve" denotes parcels which were not expected to be developed within 20 years of the Comprehensive Plan's adoption. And while "Reserve" designations generally carry the same use characteristics as the associated land use type, the Comprehensive Plan specifies that, "Reserve areas are intended to provide the City with greater flexibility in the years after the production of the report to plan for and accommodate development options as yet, unforeseen." Because the use of the Project Site contemplated under this Redevelopment Plan was unforeseen at the time of the Comprehensive Plan's adoption, resulting in a "Reserve" designation, development outside the traditional bounds of "Commercial" is appropriate and does not conflict with the Comprehensive Plan's future use map.

The Comprehensive Plan further sets forth the following objectives for the area encompassing the Project Site, referred to therein as the "East Entrance District":

- Retail and/or commercial based development types should be encouraged to locate along or near the intersection of Highway 275 and Victory Road. Commercial and office developments within the district should be built to accommodate typical auto-oriented development types.
- Development of Mixed Commerce in areas near the intersection of Highway 275 and Victory Road is meant to accommodate certain aspects of light Industrial use and auto-oriented commercial use acting as a buffer so that land use conflicts are minimized.

The Redevelopment Project will assist in carrying out the above 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 phased construction of a commercial business development consisting of eight lots. Wisner West, Inc. ("Redeveloper"), currently owns the Project Site and no public acquisition of the Project Site is anticipated. The Project Site consists of vacant agricultural land, and no families will be displaced as a result of the Redevelopment Project.

The first phase of the Redevelopment Project (“Phase One”) will consist of the construction of a Prime Stop convenience store and truck stop on “Lot 1”, as shown on the Site Plan (referred to herein as the “Phase One Site”). Development of the other seven lots will occur in subsequent phases (collectively, the “Subsequent Phases”). The exact uses of the lots in relation to the Subsequent Phases are unknown at this time, as the businesses and operators still need to be identified and located. Redeveloper intends to prepare the lots and sell them to compatible businesses for commercial use. It is the intent of Redeveloper and the City that once the nature of the Subsequent Phases has been established with sufficient detail, this Redevelopment Plan shall be amended to set forth and incorporate the same. Exhibit "C", attached hereto and incorporated herein, sets forth the proposed site plan for Phase One (the “Site Plan”). The Site Plan is preliminary in nature and subject to change.

The Agency and Redeveloper anticipate that Redeveloper will construct the Redevelopment Project in up to eight phases. Accordingly, the Redevelopment Project will require infrastructure improvements and other public and private improvements which are not financially feasible to undertake at one time. Completing the Redevelopment Project in phases will allow the Redeveloper to maximize the TIF resources available for public improvements, which will be necessary for the Redevelopment Project to succeed. Further, implementation of the Redevelopment Project in multiple phases will allow Redeveloper to construct the private improvements at a rate that the market can support, and to adapt the Subsequent Phases of the project to the changing needs of the City.

While Redeveloper anticipates the Redevelopment Project will be constructed over the course of up to eight phases, the Redevelopment Project requires flexibility and more or less phases may be necessary as a result of market demand and other extraneous factors. This Redevelopment Plan contemplates and authorizes the reconfiguration of the phasing, as necessary, via amendment to this Redevelopment Plan.

## **E. Existing Conditions**

### **1. Existing Land Use**

The Project Site currently consists of vacant agricultural land.

### **2. Existing Zoning**

The Project Site is currently zoned as C-3 (Service Commercial District).

### **3. Existing Public Improvements**

Public access to the Project Site currently abuts Channel Rd. to the east, E Omaha Ave, to the south and S. Victory Rd. to the west, but is without ingress/egress for public access. The Project Site is without paving, sewer, water, storm sewer, electrical service, public walks, and related infrastructure.

## F. **Proposed Redevelopment**

### 1. **Public Improvements**

The Redevelopment Project will require significant infrastructure improvements and other public improvements. These improvements will include, but are not limited to:

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

Public access to the Project Site currently exists via Channel Rd. to the east, E Omaha Ave, to the south and S. Victory Rd. to the west. Redeveloper intends to construct paving for ingress and egress therefrom, as shown on the Site Plan. 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 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.**

Redeveloper will construct or extend water and sewer systems to provide appropriate service to the Project Site; and the Project Site will be filled and graded to provide for effective surface water runoff.

c. **Other incidental improvements**

The Project Site is currently undeveloped and will require grading to provide effective drainage throughout the area. The Project Site requires filling and grading to properly drain the ground water runoff and provide appropriate grading levels to erect the buildings constructed thereon. Redeveloper also anticipates the construction of electric and gas utilities extending to the buildings on the Project Site. The anticipated public improvements (and costs related to the public improvements) for Phase One are listed in Exhibit "E", attached hereto and incorporated herein. The details pertaining to the public improvements and related costs for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

d. **Additional public facilities or utilities**

Other than the construction or extension of the utilities and infrastructure detailed above, Redeveloper and the City anticipate that the existing public facilities and utilities can adequately meet the demands of the Redevelopment Project.

e. Property Acquisition, Demolition and Disposal

No public acquisition of private property or relocation of families or businesses is necessary to accomplish the Redevelopment Project. The Project Site is vacant and does not require demolition.

f. Population Density

The Project Site currently sits undeveloped and vacant. The Redevelopment Project is commercial in nature and will not result in an increase to population density in the area.

g. Land Coverage

The Project Site consists of approximately 34.21 acres of undeveloped land. Phase One will consist of the construction of an approximately 7,000 square foot building and adjacent parking areas, with a land coverage footprint shown on the Site Plan. The Redevelopment Project is subject to and must comply with all applicable land coverage ratios required by the City. The details pertaining to land coverage for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

h. Parking

The City's Zoning Code requires one parking space per 300 square feet of floor area for commercial structures. With respect to Phase One, the approximately 7,000 square foot building will require approximately 24 parking spaces. The Redevelopment Project shall be subject to and must comply with all applicable parking requirements of the City. The details pertaining to parking for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

i. Zoning, Building Code and Ordinance

The Project Site is currently zoned as C-3 (Service Commercial). It is not anticipated that Phase One will require a zoning change. The necessity of the same for the Subsequent Phases will be addressed in the amendment(s) to this Redevelopment Plan. Redeveloper will be

responsible for all zoning, building code, or ordinance changes that are necessary for the Redevelopment Project.

### **3. Private Improvements**

Phase One private improvements consist of the construction of Prime Stop convenience store and truck stop, in addition to the related facilities and improvements ancillary thereto. Redeveloper or other builders will construct the private improvements. Paragraph H of this Redevelopment Plan details the anticipated construction schedule for the private improvements. The details pertaining to the private improvements for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

### **G. Project Costs**

The total estimated construction costs of Phase One are \$7,732,886. A breakdown of the estimated costs of Phase One is attached and incorporated herein as Exhibit "D". Such figures are only estimates based upon 2022 pricing, and are subject to change without further amendment of this Redevelopment Plan. The details pertaining to project costs for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

### **H. Implementation**

Redeveloper is unable to undertake the construction in Phase One of the Redevelopment Project without some assurance that Redeveloper can undertake the additional phases. According to Redeveloper, it could not complete the initial public improvements for Phase One but-for the approval of the entire Redevelopment Project and, likewise, the Subsequent Phases of the Redevelopment Project would not occur but-for these initial public improvements. Accordingly, this Redevelopment Plan contemplates that the costs and expenses of all the public improvements for the Redevelopment Project are eligible TIF uses for each phase of the Redevelopment Project (as allocated). As such, Redeveloper may apply the TIF Indebtedness (defined below) generated from each phase of the Redevelopment Project toward the payment of the eligible expenses of the entire Redevelopment Project, if necessary.

Redeveloper anticipates that construction of Phase One will commence upon the approval of this Redevelopment Plan, and will be completed before the end of 2024; provided that market demand and other extraneous factors may necessitate additional time. The details pertaining to timing and implementation for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

The anticipated start dates and completion dates for the Redevelopment Project and/or its phases are preliminary and subject to change based upon market conditions, availability of materials, workforce availability and other extraneous factors. More or less phases spanning more or less time than the anticipated completion dates listed herein may be necessary as a result of such extraneous conditions or factors.

Upon the completion of each phase, Redeveloper will notify the Agency of the same in writing on a form prescribed by the Agency. Such notice shall set forth the "effective date" (as defined in the Act) for the pertinent phase and must be submitted to the Agency on or before June 30 of the year in which taxes are to be divided for such phase.

## 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 to 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 each phase will be established via the notifications from Redeveloper to the Agency referenced in Paragraph H, above, as shall be further detailed in the "redevelopment contract" (as defined in the Act) entered into between Redeveloper and the Agency with respect to the Redevelopment Project. The Agency and Redeveloper anticipate that the effective dates will be different for each phase, and therefore the increment period for each phase, will be different.

Notwithstanding any provision herein to the contrary, all tax revenues resulting from improvements constructed/installed after the commencement of the first portion of each phase shall only be divided and allocated over the applicable 15-year increment period or 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 represented and warranted in its TIF application that:

The Redevelopment Project is not financially feasible without TIF. The cost of the public infrastructure improvements are simply too expensive to justify development. The Prime Stop cannot afford the estimated \$3,400,633 in site acquisition and public improvements costs that would be required to develop the Prime Stop lot. These costs make more sense when the public benefit to the additional lots and adjacent properties is considered, but redeveloper is still taking a risk to develop the property at this point. The upfront investment is too high to justify the cost. Additionally, the NDOT highway improvement requirements and recommendations were unexpected and further add to the burden on the Redevelopment Project, and are not improvements that are required solely for and because of this development. They are public improvements with a wider benefit, and Redeveloper should not bear the burden of paying the cost of all of these improvements. In addition to these development costs, Redeveloper will spend approximately \$4,725,750 to construct the Prime Stop. This is a substantial investment in addition to the cost of the public improvements.

If the cost of land and public infrastructure costs alone are considered, the cost to prepare the Project Site would be approximately \$3,400,633, or \$122,368 per acre. Thus, without accounting for holding costs and a reasonable expected profit, the lots would cost a minimum of \$122,368 per acre. Development is not feasible at this rate.

The City and Agency find Redeveloper's statements regarding the necessity of TIF to be accurate and compelling. The current underdeveloped condition of the Project Site, and the added site preparation costs related thereto, contribute to the site's blighted and substandard condition and the infeasibility of its development without the assistance of TIF. Accordingly, 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 two or more TIF bonds (the "TIF Indebtedness") in an aggregate principal amount not to exceed \$3,074,959. The TIF Indebtedness shall bear interest at a rate not to exceed 5.00% per annum. The first bond or note issued in accordance with the above shall pertain to Phase One only (the "Phase One Bond"), and shall be in a principal amount not to exceed \$528,472. The details pertaining to the TIF bonds for the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan. Notwithstanding the foregoing, the final principal and interest amount comprising the TIF Indebtedness shall be determined by the Agency and set forth in the redevelopment contract(s) or resolution authorizing the issuance of the TIF Indebtedness. Additionally, the City may reduce the aggregate amount of the TIF Indebtedness initially authorized by this Redevelopment Plan via the amendment(s) thereto incorporating the Subsequent Phases, if the City determines there is not sufficient evidence supporting the estimated future valuation of the Subsequent Phases in an amount that can justify the TIF Indebtedness initially authorized hereunder.

The total estimated cost of the Phase One is \$7,732,886. Redeveloper anticipates that the balance of the public and private costs exceeding the Phase One Bond 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. The details pertaining to financing of the Subsequent Phases will be set forth in the amendment(s) to this Redevelopment Plan.

## **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
- 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 Construction Costs
- Exhibit E: Sources and Uses of TIF
- Exhibit F: Cost-Benefit Analysis

## EXHIBIT "A"

### Redevelopment Area

Depiction of East Omaha Avenue Redevelopment Area (outlined in black):



#### Existing Conditions of Redevelopment Area and Surrounding Area:



Exhibit "A"

## **EXHIBIT "A-1"**

### **Project Site and Existing Land Use**

#### **Legal Description:**

Part of the South Half of the Southwest Quarter (S1/2SW1/4) (Tract 2 – Per Survey), Section 25, Township 24, Range 1, Norfolk, Madison County, Nebraska, legally described as follows:

Tract 2: A tract of land lying wholly in the South 1/2 of the SW 1/4 of Section 25, Township 24 North, Range 1, West of the 6th P.M., Madison County, Nebraska. Said tract of land is more particularly described as follows: Referring to the Southwest Corner of said Section 25; thence proceeding North along the West line of said Section 25, on an assumed bearing of N00°55'46"E, 418.0 feet; thence S89°04'14"E, 33.00 feet to a point on the Northerly right-of-way of U.S. Hwy. 275 and the East right-of-way of Victory Road, which is the point of beginning; thence S45°22'20"E, along said Northerly right-of-way, 195.83 feet; thence S72°31'39"E, along said Northerly right-of-way, 188.08 feet; thence N89°39'08"E, along said Northerly right-of-way, 228.60 feet; thence S25°52'00"E, along said Northerly right-of-way, 153.85 feet; thence N87°45'17"E, along said Northerly right-of-way 1018.40 feet to a point on the Westerly right-of-way of Nebraska State Hwy. No. 35; thence N05°56'16"W, along said Westerly right-of-way, 531.52 feet; thence N23°06'30"W along said Westerly right-of-way, 569.63 feet; thence N36°26'13"W, along said Westerly right-of-way, 160.70 feet to a point on the North line of the SW1/4 of the SW1/4 of said Section 25; thence N89°34'23"W, along said North line, 378.85 feet to the Northeast Corner of a tract of land owned by School District No. 2 of Madison County; thence S00°56'31"W, 274.27 feet to the Southeast Corner of a tract of land owned by said School District No. 2; thence N89°26'41"W, along the South line of a tract of land owned by said School District No. 2, 864.61 feet to a point on the East right-of-way of Victory Road; thence S00°55'46"W, 627.73 feet to the point of beginning.

\* 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.

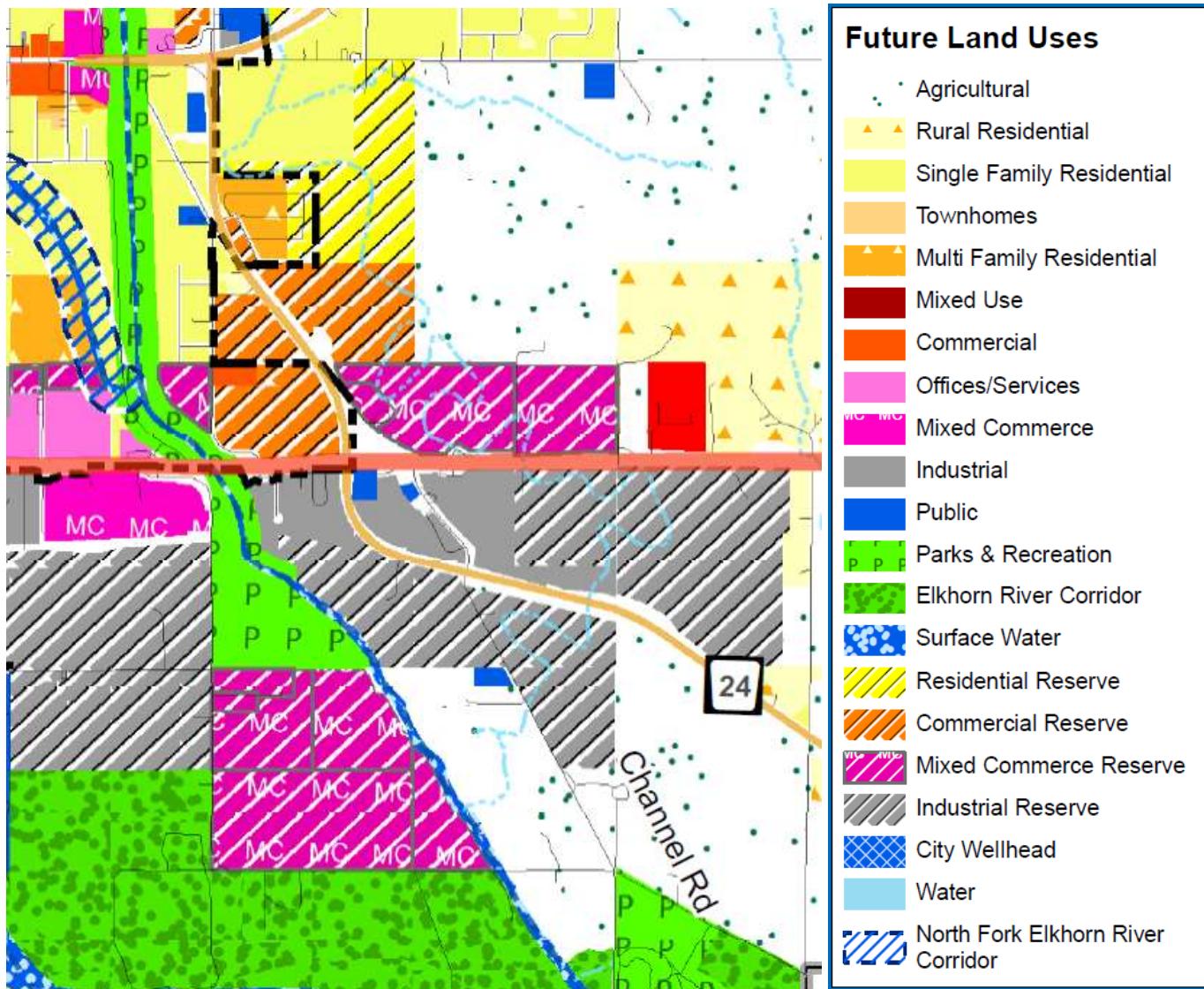
Depiction and Current Condition (outlined in red):



Exhibit "A-1"

## EXHIBIT "B"

### Future Land Use Map



\* Project Site designated as Commercial Reserve.

## EXHIBIT "C"

### Phase One Site Plan and Future Land Use



Exhibit "C"



\* The above are preliminary plans/renderings and are subject to change.

\*\* The site plans for the Subsequent Phases shall be set forth in the amendment(s) to this Redevelopment Plan.

## **EXHIBIT "D"**

### **Phase One Estimate of Construction Costs**

Preconstruction	\$5,000
General Conditions	\$143,047
Excavation / Fill - Sitework / Silt Fence	\$575,785
Concrete Paving	\$766,938
Concrete Striping	\$5,960
Temporary Seeding / Erosion Control	\$162,648
Site Utilities	\$498,402
Site Electrical	\$100,000
Soil / Concrete Testing	\$20,000
Survey Work	\$32,000
Allowances: (Temp Fence, Blue Prints, Toilets)	\$7,341
Traffic Control	\$3,000
Procure I Submittal Exchange	\$2,700
Builders Risk / Insurance	\$14,400
Fee	\$103,812
Contractor Contingency 3%	\$86,164
Owner Contingency 5%	\$143,607
Financing	\$26,082
City Legal Fees	\$15,000
Turn Lane: East Bound Hwy 275 (Tentative)	\$69,000
Turn Lane: West Bound Hwy 275 (Tentative)	\$227,000
<b><u>Hard Construction Costs</u></b>	<b><u>\$4,725,000</u></b>
<b>TOTAL</b>	<b>\$7,732,886</b>

\* 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.

\*\* The estimated construction costs for the Subsequent Phases shall be set forth in the amendment(s) to this Redevelopment Plan.

## **EXHIBIT "E"**

### **Phase One Sources and Uses of TIF**

#### **USES:**

Land Acquisition (entire Project Site)	\$526,000
General Conditions (for TIF-eligible work)	\$143,047
Excavation / Fill - Sitework / Silt Fence	\$575,785
Concrete Paving	\$766,938
Concrete Striping	\$5,960
Temporary Seeding / Erosion Control	\$162,648
Site Utilities	\$498,402
Site Electrical	\$100,000
Soil / Concrete Testing	\$20,000
Survey Work	\$32,000
Traffic Control	\$3,000
Contractor Contingency 3%	\$86,164
Owner Contingency 5%	\$143,607
Financing	\$26,082
City Legal Costs	\$15,000
Turn Lane: East Bound Hwy 275 (Tentative)	\$69,000
<u>Turn Lane: West Bound Hwy 275 (Tentative)</u>	<u>\$227,000</u>
<b>TOTAL</b>	<b>\$3,400,633</b>

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

## **SOURCES:**

### General Assumptions (Phase One):

Base Value:	\$122,904
Final Value:	\$2,750,000
Tax Levy (2021):	1.957619
TIF Revenues per Year:	\$50,914
Total TIF Revenues:	\$763,710
TIF Indebtedness:	NTE \$528,472
Interest Rate:	NTE 5.00%

### General Assumptions (Redevelopment Project):

Base Value:	\$364,031
Final Value:	\$15,650,000
Tax Levy (2021):	1.957619
TIF Revenues per Year:	\$296,248
Total TIF Revenues:	\$4,443,720
TIF Indebtedness:	\$3,074,959
Interest Rate:	5.00%

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

\*\* The uses for the Subsequent Phases shall be set forth in the amendment(s) to this Redevelopment Plan.

## **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 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 2021 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 public infrastructure installation. The Project Site will require the construction of vehicular access from Channel Rd. to the east, E Omaha Ave, to the south and S. Victory Rd. to the west, along with the construction and/or extension of utilities to serve the buildings on the lot. The public improvements for the Redevelopment Project will address any traffic and street infrastructure concerns that would otherwise be created by the Redevelopment Project. The Project Site will be filled and graded to provide for effective

surface water runoff. 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 commercial operations constructed on the Project Site will require and pay for City services. Additionally, the City will collect sales tax on a portion of the materials used for 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:**

Currently, no businesses exist within the Project Site. The Redevelopment Project will result in new and expanded business within the Project Site. 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:**

The Redevelopment Project will result in new businesses in an area that is currently vacant. This will result in opportunities for area businesses to expand, the addition of new goods and services to the area, and increased employment opportunities for surrounding employers and employees. 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 vacant space 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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