

# Agenda Packet

## NORFOLK PLANNING COMMISSION

Tuesday, March 8, 2022  
7:30 a.m.

Created 3/4/2022 3:03 PM

**NOTICE OF MEETING  
CITY OF NORFOLK, NEBRASKA**

NOTICE IS HEREBY GIVEN that a meeting of the Norfolk Planning Commission of the City of Norfolk, Nebraska, will be held at 7:30 a.m. on Tuesday, March 8, 2022, in the Council Chambers, 309 N. 5th Street, which meeting will be open to the public.

An agenda for such meeting, kept continually current, is available at the City of Norfolk Administration Building, located at 309 N 5<sup>th</sup> Street, Norfolk, Nebraska during normal business hours.

AGENDA  
NORFOLK PLANNING COMMISSION  
March 08, 2022

CALL TO ORDER

1. 7:30 a.m. Call meeting to order.
2. Inform the public about the location of the Open Meetings Act posted in the Council Chambers and accessible to members of the public
3. Roll call.

CURRENT BUSINESS

4. Election of Chairperson and Vice-Chairperson. **Motion**
5. Consideration of Elizabeth Lienemann as Planning Commission Secretary. **Motion**
6. Approval of full agenda. **Motion**
7. Consideration of approval of the minutes of the February 23, 2022 Planning Commission meeting. **Motion**
8. Consideration of recommendation of a zoning change from I-1 (Light Industrial District) to C-2 (Central Business District) on properties generally located southwest of the intersection of Madison Avenue and 6th Street. This item was tabled at the February 23, 2022 Planning Commission Meeting. **Motion**
9. Consideration to have City staff prepare a Conditional Use Permit for discussion and action at the next regularly scheduled Planning Commission Meeting to allow storage and warehousing of non-hazardous materials on properties generally located southwest of the intersection of Madison Avenue and 6th Street. This item was tabled at the February 23, 2022 Planning Commission Meeting. **Motion**

PUBLIC HEARINGS

10. Public hearing at the request of Michael D. & Gina Uecker; Raymond A. and Mary B. Johnson, Trustees of the Raymond and Mary Johnson Trust; and Lea R. Puschendorf, Jr., to consider a zoning change from A (Agricultural District), and R-R (Rural Residential District) to I-2 (Heavy Industrial District) on properties generally located north of East Nucor Road, and east of North 1st Street and of Victory Road.

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11. Consideration of recommendation of a zoning change from A (Agricultural District), and R-R (Rural Residential District) to I-2 (Heavy Industrial District) on properties generally located north of East Nucor Road, and east of North 1st Street and of Victory Road, **Motion**
  12. Public hearing to consider the Redevelopment Plan for the Geary Redevelopment Project.
  13. Consideration of recommendation of the Redevelopment Plan for the Geary Redevelopment Project. **Motion**

OTHER BUSINESS

14. Open topics on any concerns the Commission has towards current and future planning for the City. No action can be taken on matters discussed.

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## PLANNING COMMISSION MEETING

The Norfolk Planning Commission of the City of Norfolk conducted a public meeting in the City Council Chambers, 309 N. 5th Street, on the 23rd day of February, 2022, beginning at 7:30 a.m.

The Planning Commission Chair, Dan Spray, called the meeting to order and informed the public about the location of the current copy of the Open Meetings Act posted in the meeting room and accessible to members of the public.

Roll call found the following Commission Members present: Dan Spray, Kyle Deets, Brandon Franklin, Dirk Waite, Mary Hammond, Martin Griffith, and Jacob Thone. Absent: Melissa Figueroa and Matt Gilmore.

Staff members present were: Val Grimes, City Planner; Steven Rames, City Engineer; Scott Cordes, Public Safety Director/Assistant City Administrator; and Katelyn Palmer.

Chair Dan Spray presided and the Planning Commission Secretary Elizabeth Lienemann digitally recorded the audio of the proceedings.

### Current Business

Commissioner Griffith moved, seconded by Commissioner Thone to approve the full agenda.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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Commissioner Waite moved, seconded by Commissioner Hammond to approve the January 19, 2022 meeting minutes.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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### Public Hearings

#### Public Hearing

Conditional Use Permit – Camper in a mobile home park  
Between S. 14<sup>th</sup> Pl. & S. 15<sup>th</sup> St., south of Grove Ave. – Norfolk MHP, LLC

Chair Spray opened the public hearing at 7:34 a.m. to consider a Conditional Use Permit for a camper in a mobile home park on property generally located between S. 14th Place and S. 15th Street and south of Grove Avenue.

John Squartino, applicant, explained that he had purchased the property about two years ago and his lender voiced a concern about a camper that was non-compliant with the zoning district, but was grandfathered in since it had been there for so long (10+ years). The lender asked that he try to bring it into compliance.

No one spoke in favor or opposition of the request and Chair Spray closed the public hearing at 7:37 a.m.

City Planner Val Grimes noted that about a year ago, the Land Use Matrix was updated to allow campers in R-M zoning with a Conditional Use Permit.

Commissioner Waite asked if there was currently anyone living in it. John confirmed that someone was currently living in it. Chair Spray asked if it was the only camper located in the whole area. Planner Grimes confirmed that it was the only camper she was aware of. Commissioner Thone asked for clarification that the request was just for the one camper on the one lot. John confirmed that the intention is for the CUP to be tied to the one lot to bring it into compliance and once the camper is removed, a mobile home would take its place.

Commissioner Deets asked if the permit could be tied to the owner of the camper. Chair Spray indicated that he would be in favor of that as opposed to the permit being tied to the camper itself. Chair Spray also suggested adding a condition that no additional structures could be placed on the property for safety reasons.

Chair Spray stated that the question had been asked before and there was discussion around separating campers from the mobile homes in the park. He also noted that the prior case was different because setbacks weren't being followed whereas the camper in this request was within the required setbacks. Commissioner Griffith also expressed concern with how this decision would affect future requests for campers in a mobile home park.

Commissioner Waite asked what the repercussions would be if the CUP was denied. Planner Grimes explained that the City didn't have an issue with the camper since it was grandfathered in, it was the lender who wanted to have the issue cleaned up. John explained that the owner of the camper was a business owner in Norfolk and the camper is temporary housing for them while they are in town.

Commissioner Waite moved, seconded by Commissioner Thone to have City staff prepare a Conditional Use Permit for discussion and action at the next regularly scheduled Planning Commission meeting.

Roll Call: Commission Members: Ayes: None. Nays: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Absent: Figueroa and Matt Gilmore. Motion failed (0-7).

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#### Public Hearing

##### Zoning Change Request from I-1 to C-2

Southwest of the Madison Ave. and 6<sup>th</sup> St. intersection – Orphan Grain Train, Inc., and Tommark Properties, LLC

Chair Spray opened the public hearing at 7:51 a.m. to consider a zoning change from I-1 (Light Industrial District) to C-2 (Central Business District) on properties generally located southwest of the intersection of Madison Avenue and 6th Street.

Seth Lange with Olsson Associates, representing the applicant, explained that Orphan Grain Train wants to build a larger warehouse addition that would help expand their services and provide additional space for volunteers.

City Planner, Val Grimes, explained that everything the Orphan Grain Train wants to do is outright permitted in I-1 zoning. However, the size of the proposed warehouse does not meet the required setbacks for I-1. Instead of going before the Board of Adjustment to ask for a variance from a hardship, the better option would be to change the zoning to C-2 and ask for a CUP for storage. Office spaces are already outright permitted in C-2 zoning.

No one else spoke in favor or opposition of the request and Chair Spray closed the public hearing at 8:03 a.m.

Because there were still questions, Chair Spray recommended that the zoning change request be tabled.

Commissioner Waite moved, seconded by Commissioner Thone to table approval of a zoning change from I-1 (Light Industrial District) to C-2 (Central Business District) on properties generally located southwest of the intersection of Madison Avenue and 6th Street.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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#### Public Hearing

Conditional Use Permit – Storage & warehousing of non-hazardous materials  
Southwest of the Madison Ave. and 6<sup>th</sup> St. intersection – Orphan Grain Train, Inc., and Tommark Properties, LLC

Chair Spray opened the public hearing at 7:51 a.m. to consider a Conditional Use Permit for storage and warehousing of non-hazardous materials on properties generally located southwest of the intersection of Madison Avenue and 6th Street.

Seth Lange with Olsson Associates, representing the applicant, explained that the Orphan Grain Train is looking at expanding their services to provide additional space for volunteers. He explained that with the new, approximately 20,000 sq. ft. warehouse, pedestrian entrances and parking will be along 6<sup>th</sup> Street while truck traffic would be at 7<sup>th</sup> Street accessing the existing building.

Chair Spray inquired about truck traffic. Seth explained that Orphan Grain Train has four trucks and three drivers and they are not currently looking to expand/increase truck traffic.

Grant Schmidt, Orphan Grain Train, provided additional information about the request. He explained that the current space is outdated, not ADA accessible, and allows for only 12-14 volunteers at a time. He noted that with Divots changing, they no longer have space for large packing events. The Orphan Grain Train hopes to increase the amount of meals shipped on an annual basis and majority of the proposed building would be for warehouse space and storage for food production.

No one else spoke in favor or opposition of the request and Chair Spray closed the public hearing at 8:03 a.m.

Chair Spray expressed concern that the building was being used for more than just storage and warehousing. Commissioner Deets explained that warehousing involved ongoing operations, some storage, prepping, movement in and out of stored items, as well as common use. He stated that there would need to be room to pack and ship items out in addition to storage of the items.

Chair Spray also stated he had trouble understanding how the operations would expand but the truck traffic would not increase. He introduced a letter that was written by City staff on May 25, 2021 to the Orphan Grain Train stating safety concerns regarding truck traffic. Deets noted that he believed the site plan addressed traffic and safety concerns indicated in the letter.

Chair Spray requested additional information for the project including the layout/floor plan with the percentage of use in each area. He also asked that the applicant work with Public Safety Director, Scott Cordes; Steven Rames; and Olsson to determine approximate numbers for: the increase of goods in and out; increase in traffic; current truck route, flow, and operating hours; as well as the current operation capacity and future operation capacity.

Commissioner Waite moved, seconded by Commissioner Thone to table City staff preparing a Conditional Use Permit for discussion and action at the next regularly scheduled Planning Commission meeting.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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Public Hearing

Zoning Change Request from I-1, C-1 and R-3 to C-2  
East of 3<sup>rd</sup> St. near Winter Ave. – Daniel E. & Connie J. Geary

Chair Spray opened the public hearing at 8:37 a.m. to consider a zoning change from I-1 (Light Industrial District), C-1 (Local Business District), and R-3 (Multiple-family Residential District) to C-2 (Central Business District) on properties generally located east of 3rd Street near Winter Avenue.

Dan Geary, applicant, explained that the request was for a development along the river and that would tie in with new river improvements. He also noted that it was going to be a mixed-use type area that would include apartments, commercial use, and condos.

No one spoke in favor or opposition of the request and Chair Spray closed the public hearing at 8:41 a.m.

Commissioner Waite moved, seconded by Commissioner Griffith to recommend approval of a zoning change from I-1 (Light Industrial District), C-1 (Local Business District), and R-3 (Multiple-family Residential District) to C-2 (Central Business District) on properties generally located east of 3rd Street near Winter Avenue.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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Public Hearing

Mixed Use Overlay  
East of 3<sup>rd</sup> St., near Winter Ave. – Daniel E. & Connie J. Geary

Chair Spray opened the public hearing at 8:43 a.m. to consider a Mixed Use Overlay on properties generally located east of 3rd Street near Winter Avenue.

Dan Geary, applicant, explained that the request was for a development along the river and that would tie in with new river improvements. Because they have a large property, they are going to take advantage of the Mixed Use zoning in order to allow for numerous uses on the property as well as housing on the main level.

Planner Grimes noted that the Mixed Use zoning code has been in the books for the past 15 years but this was the first time being put to use. She also explained that the C-2 base zoning generally provides what they want, and the Mixed Use allows them to do the extra they have plans for.

Commissioner Waite asked if the Mixed Use Overlay would interfere with them being in the Riverfront Overlay District. Planner Grimes explained that the Riverfront Overlay Review Board focuses on the aesthetics while the Mixed Use Overlay focuses on the zoning. The applicants had already gone to the Riverfront Overlay Review Board with the first two buildings they intend to construct this spring.

No one else spoke in favor or opposition of the request and Chair Spray closed the public hearing at 8:44 a.m.

Commissioner Waite moved, seconded by Commissioner Hammond to recommend approval of a Mixed Use Overlay on properties generally located east of 3rd Street near Winter Avenue.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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### Waivers

Sidewalk Waiver Request  
4511 W. Lilly Ln./3111 N. 45<sup>th</sup> St. – Stephen Karmazin

Commissioner Deets moved, seconded by Commissioner Waite to remove the item from the table.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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Stephen Karmazin, applicant, explained that he was aware that ongoing discussions were happening amongst City Staff and requested to table the item again in case City Staff wasn't yet ready to make a decision.

Planner Grimes informed the applicant and Commissioners that there was a subcommittee the night before and Committee members asked for more time to review sidewalks overall. City Engineer, Steven Rames, noted that the conversation was revolving around all R-R type subdivisions and would take more time to meet and review. Rames recommended voting on the waiver and with the addition of contingencies. He also noted that the waiver would not include sidewalks with lots adjacent to Eisenhower and that sidewalks on these lots would need to be installed once sidewalk is installed on abutting property.

Chair Spray asked the applicant if this request was preventing him from starting construction on his home. Planner Grimes explained that a building permit can be issued, but the site plan must show sidewalks. A note will be added to the permit stating that either the sidewalk must be installed prior to receiving a Certificate of Occupancy, or a waiver must be acquired. She also noted that if the Code were to change, or an agreement is made, that will be accounted for on the permit.



*progress. right at home.*

309 N 5<sup>th</sup> St  
Norfolk, NE 68701  
P402-844-2280 F402-844-2028  
www.norfolkne.gov

Commissioner Waite moved, seconded by Commissioner Deets to table consideration of a sidewalk waiver requested by Stephen Karmazin for property located at 4511 W. Lilly Lane/3111 N. 45th Street, until June 7, 2022.

Roll Call: Commission Members: Ayes: Spray, Deets, Franklin, Waite, Hammond, Griffith, Thone. Nays: None. Absent: Figueroa and Matt Gilmore. Motion carried (7-0).

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### **Other Business**

City Planner Valerie Grimes presented the January 2022 Building Permit Report.

There was no other discussion and Chair Spray declared the meeting adjourned at 8:57 a.m.

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Elizabeth Lienemann, Norfolk Planning Commission Secretary

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Dan Spray, Norfolk Planning Commission Chair

**ZONING CHANGE APPLICATION**

<b>For Office Use Only</b>	Date Rec'd _____
	Fee \$ _____
	Rec'd by _____

**Applicant:** Orphan Grain Train (attn: Grant Schimdt) 606 Phillip Avenue, Norfolk NE  
Tommark Properties (Attn: Tom Schommer) 2404 Taylor Avenue, Norfolk NE

Name	402-371-7393	Address	gschmidt@ogt.org
	402-841-2337		tomschommer16@gmail.com
Phone		Email	

\*If applicant is an LLC, a copy of the operating agreement must be submitted with the application.

**Contact:** Seth Lange 1103 Riverside Blvd Norfolk NE

(other than applicant)	Name	Address
	402-430-0823	slange@olsson.com
	Phone	Email

**Current Zoning:** I-1 **Proposed Zoning:** C-2

\*If applying for M-U (Mixed Use) District, a copy of the plan must be submitted with the application.

**Location of Property:** Southwest of the intersection of 6th and Madison Avenue

**Legal Description:** See attached sheet for Legal Description of site and location

**Property Area, Square feet and/or Acres:** 2.40 acres

**Use of Adjoining Properties:**

North: I-1 Storage East: C-1 & C-2 South: I-1 West: I-1

  
Tom Schommer  
Signature of Owner Authorized Agent

Grant Schimdt OR  
Printed Name of Owner Printed Name of Authorized Agent

Return Completed forms to: Norfolk Planning Department; 309 N 5<sup>th</sup> Street; Norfolk, NE 68701

## ZONING CHANGE JUSTIFICATION FORM

1. What type of development does the Norfolk Comprehensive Plan recommend for this area?

Future land use has the area as mixed use

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2. Does the zone change request conform to the Comprehensive Plan?

Yes

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3. Is the proposed property in the Floodplain hazard area as delineated under the Federal Flood Insurance program?

No

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4. What is the justification for the zone change as it relates to the overall Land Use?

Zone change allows for area to match closer to the downtown zoning and allows for better use of the land.

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5. How would this zoning district conform with adjacent properties' zoning?

it would match adjacent zonings

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6. What is the general character of the area?

This area is adjacent to Downtown and Commercial properties and matches those properties.

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7. Is adequate sewer and water available? How do you propose to provide adequate public utilities?

Yes

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Return Completed forms to: Norfolk Planning Department; 309 N 5<sup>th</sup> Street; Norfolk, NE 68701



<b>For Office Use Only</b>	Date Rec'd _____
	Fee \$ _____
	Rec'd by _____

**CONDITIONAL USE  
PERMIT APPLICATION**

**Applicant:** Orphan Grain Train Attn: Grant Schmidt 606 Phillip Avenue, Norfolk NE 68701  
Tommark Properties Attn: Tom Schommer 2404 Taylor Avenue, Norfolk NE 68701

<b>Name</b> 402-371-7393 402-841-2337	<b>Address</b> gschmidt@ogt.org tomschommer16@gmail.com
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<b>Phone</b>	<b>Email</b>
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\*If applicant is an LLC, a copy of the operating agreement must be submitted with the application.

**Contact:** Seth Lange 1103 Riverside Blvd Norfolk NE

(other than applicant)	<b>Name</b> 402-430-0823	<b>Address</b> slange@olsson.com
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<b>Phone</b>	<b>Email</b>
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**Present Use of Property:** vacant lot and existing Orphan Grain Train warehouse for Orphan Grain Train property existing silos and communication towers for Tommark property

**Desired Use of Property:** Orphan Grain Train will utilize the additional property for warehouse expansion. Tommark Properties will have no change in use.

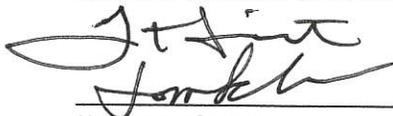
**Timeframe of Request:**  Perpetual  Issued for \_\_\_\_\_ years

**Location of Property:** Southwest of the intersection of Madison Avenue and 6th Street

**Legal Description:** See attached sheet for legal description and location of site.

**Property Area, Square feet and/or Acres:** 2.40 acres

**General Character of the area:** warehouse area, silos comm towers, and open fields.

 _____ Signature of Owner	OR	 _____ Authorized Agent
Grant Schmidt		
Printed Name of Owner		Printed Name of Authorized Agent

**CONDITIONAL USE PERMIT  
JUSTIFICATION FORM**

1. What is the current zoning district?

I-1

2. For what specific use are you requesting the permit?

The use of this land will be for an expansion of the existing OGT Warehouse

3. Will it be necessary to build a new structure?  Yes  No

4. What makes the location of the proposed permit appropriate in relation to the adjacent properties?  
this would be an addition to the existing building on OGT's existing site.

5. Is screening or buffering required?  Yes  No

If yes, explain type \_\_\_\_\_

6. Is the ingress & egress to the property and proposed structure adequate?  Yes  No

If no, explain traffic flow solutions \_\_\_\_\_

7. Are off-street parking and/or loading areas required?  Yes  No

If yes, explain traffic flow traffic flow is one way on 6th Street going north, Phillip, Madison and 7th are two way

8. Describe the current traffic of the area and the effect the proposed permit will have on traffic patterns.  
There should be no affect on existing traffic patterns.

9. Are any signs or exterior lighting required?  Yes  No

If yes, explain \_\_\_\_\_

10. Are utilities property located?  Yes  No

Explain location and closest availability \_\_\_\_\_

11. Adequate water and sewer available?  Yes  No

12. Will required yards & other open spaces be observed with the permit?  Yes  No

NORFOLK AVE

CHAS. B. THURMAN SUBDIVISION

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

BURROW'S SUBDIVISION

AVENUE

BLACK SL17 OF LOT 10

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

BURROW'S SUBDIVISION

AVENUE

BLACK SL18 OF LOT 9

BLACK SL17 OF LOT 10

CHAS. B. THURMAN SUBDIVISION

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

BURROW'S SUBDIVISION

AVENUE

BLACK SL18 OF LOT 9

CHAS. B. THURMAN SUBDIVISION

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

BURROW'S SUBDIVISION

AVENUE

BLACK SL18 OF LOT 9

CHAS. B. THURMAN SUBDIVISION

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

BURROW'S SUBDIVISION

AVENUE

BLACK SL18 OF LOT 9

CHAS. B. THURMAN SUBDIVISION

BRADLEY'S ADDITION

STOVERS' SUBDIVISION

KENIGSTEIN'S FOURTH ADDITION

MANASSAS

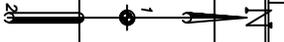
BURROW'S SUBDIVISION

AVENUE

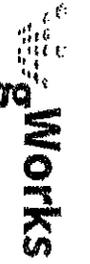
BLACK SL18 OF LOT 9

TRACT

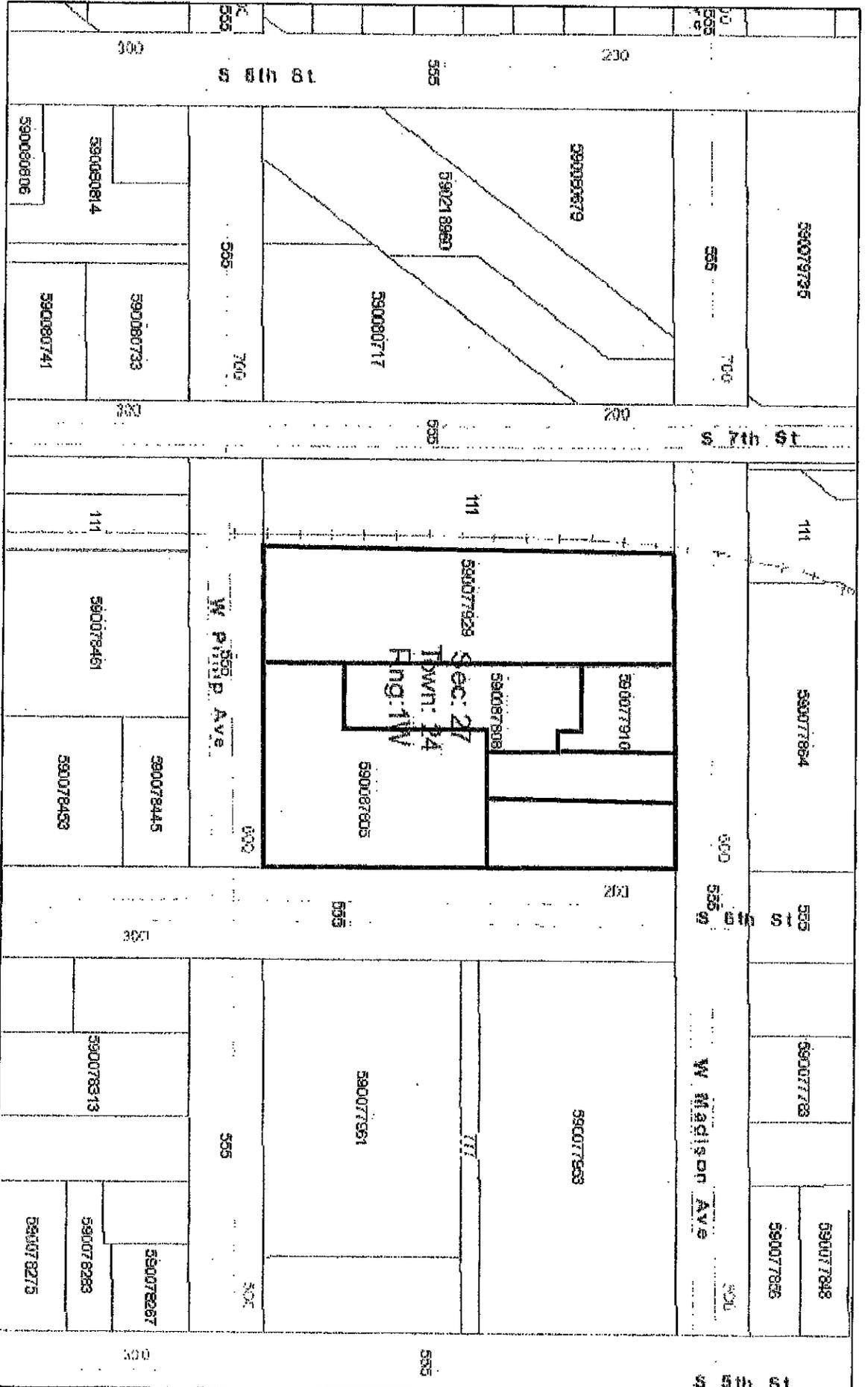
BOUNDARY 300'



NOT TO SCALE



# ORPHAN GRAIN TRAIN SITE MAP

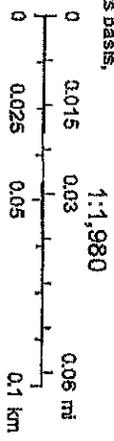


October 15, 2021

Parcels

Sections

DISCLAIMER: This map is not intended for conveyances, nor is it a legal survey. The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments.





March 1, 2022

**City of Norfolk Planning Commission**

Attn: Valerie Grimes, Steven Rames, and Scott Cordes  
309 N. 5<sup>th</sup> Street

Norfolk, NE 68701

**Description: Orphan Grain Train Zone Change and CUP Application, Request for Additional information.**

**Dear City Staff and Members of the Planning Commission:**

This memorandum is in response to requests by the City of Norfolk Planning Commission for additional information for the Orphan Grain Train zone change and conditional use permit that were discussed at the City of Norfolk Planning Commission meeting on February 23<sup>rd</sup>, 2022.

Per the City of Norfolk Planning Commission, the following information has been requested and will be provided to City Staff and Planning Commission Members for the March 8<sup>th</sup>, 2022, Planning Commission Meeting:

1. Please provide a site plan that shows the percentage of usage of the building. For example, show the percentage of warehouse usage, office usage, etc.
2. Please provide existing truck information. This shall include approximately how many trucks leave and enter the project site per week, per month, and per year.
3. Please provide approximate times and days when existing truck traffic is at the Orphan Grain Train site.
4. Please provide existing truck routes for entering and exiting truck traffic from the Orphan Grain Train site.
5. Please provide approximate future truck loading for the site. This will be approximate information based off financial responsibilities of Orphan Grain Train and probability of increase existing services in the future.
6. Please provide proposed future truck routes for entering and existing truck traffic from the Orphan Grain Train site.

**Site Plan Percentages**

As part of this project, the Orphan Grain Train shall be adding approximately 20,000 square feet onto their existing facility to help facilitate the services that Orphan Grain Train provides for domestic, international, and disaster needs.

Orphan Grain Train throughout the past few years have purchased and sold land in anticipation to consolidate their storage and services in one centralized building. This includes the sale of

Parcel ID 50080695 and Parcel ID 590080714, as seen in attached Exhibit A. In 2021 Orphan Grain Train sold Parcel ID 590080717 to Life Point Church of Norfolk, this property and buildings located on the property were utilized for storage prior to selling the property. Three (3) buildings on the property are approximately 3,120 sf, 900 sf, and 3,120 sf. Additionally, the Parcel ID 590080695 was sold in 2021 by Orphan Grain Train with a building of approximately 3,400 sf utilized as storage. This total is approximately 10,500 sf that Orphan Grain Train used as warehousing/storage. The sale of these properties eliminated any traffic concerns for crossing 7<sup>th</sup> street and the rail road tracks on a daily/hourly basis with trucks, forklifts, and telehandlers.

The existing building for Orphan Grain Train located northeast of the intersection of Phillip Avenue and 7<sup>th</sup> Street provides storage for materials that come in and out of the site now. As per the attached layout, Exhibit B, the existing facility is approximately 19,600 sf. Approximately 16,135 sf is utilized as storage, 82% of the existing building, and approximately 1,460 sf is utilized as servant center which includes offices, restrooms, and training areas. The servant center would be 7% of the existing building. Finally, as a necessary precautions Orphan Grain Train has defined areas for Forklift Traffic, this is approximately 2,000 sf and 10% of the existing building. Orphan Grain Train provides Mercy Meal services in a detached building located along Madison Avenue and 6<sup>th</sup> Street. This building is 3,020 sf.

The proposed addition to Orphan Grain Train will provide additional areas for warehousing for future expansion and servant areas for future expansion. This includes 8,970 sf of additional warehouse storage, 34% of the proposed addition, and 11,660 sf will be utilized for the servant center, 44% of the proposed addition. As stated in the existing facility Forklift Traffic areas have been defined and comprise of 4,090 sf, 15% of the proposed addition. Finally, expansion of the Orphan Grain Train will provide an additional 1,730 sf for expansion of their Mercy Meals service, 7% of the proposed addition.

With the proposed addition this allows for Orphan Grain Train to provide internal movement from the existing Mercy Meal building to the existing warehouses, which in the present conditions is not feasible. Paths within the building clearly define where forklift traffic and pedestrian actions will occur.

The following table shows the break down and utilization of the existing and proposed building when construction is finalized. Additionally, the table provides square footage of buildings sold in 2021 by Orphan Grain Train as part of this project to eliminate any traffic concerns from Orphan Grain Train crossing the railroad tracks and 7<sup>th</sup> street on a daily/hourly basis with trucks, telehandlers, and forklifts.

PERCENT USAGE OF A1:D14ORPHAN GRAIN TRAIN FACILITY		
<b>PROPERTIES SOLD BY ORPHAN GRAIN TRAIN</b>		
DESCRIPTION	AREA (SF)	PARCEL ID NUMBER (MADISON CNTY GIS)
WAREHOUSE 2A	3,120	590080717
WAREHOUSE 2B	900	590080717
WAREHOUSE 3	3,120	590080717
WAREHOUSE	3,400	590080695
Total Property Sold	10,540	
<b>EXISTING BUILDING</b>		
DESCRIPTION	AREA (SF)	PERCENTAGE (%)
WAREHOUSE	16,135	71%
FORKLIFT TRAFFIC	2,000	9%
SERVANT CENTER	1,460	7%
MERCY MEALS	3,020	13%
Subtotal	22,615	100%
<b>PROPOSED EXPANSION</b>		
WAREHOUSE	8,970	34%
FORKLIFT TRAFFIC	4,090	15%
SERVANT CENTER	11,660	44%
MERCY MEALS	1,730	7%
Subtotal	26,450	100%
<b>OVERALL PROJECT LAYOUT</b>		
WAREHOUSE	25,105	51%
FORKLIFT TRAFFIC	6,090	12%
SERVANT CENTER	13,120	27%
MERCY MEALS	4,750	10%
Total	49,065	100%

As shown in the table the overall expansion of the building will allow for 25,105 square feet of warehousing, 51% of the overall building. The servant center area will comprise of 13,120 square feet of servant center, 27% of the overall building. The Forklift Traffic area is 6090 sf and is 12% of the overall building. The Mercy Meals will comprise of 4,750 sf, 10% of the overall building. Overall, the majority of the building is utilized for warehousing or warehousing activities. Orphan Grain Train has taken the necessary precautions to separate the locations of high traffic areas for machinery and pedestrian activities.

## **EXISTING TRUCK INFORMATION AND TRUCK ROUTES**

A concern for the City of Norfolk is the interaction of pedestrian traffic and heavy truck traffic. As stated in the meeting heavy truck traffic will be isolated to the west side of the overall site and pedestrian traffic will be isolated to the east side of the overall site.

Per Exhibit 3 the existing truck traffic from June 1<sup>st</sup>, 2021, to February 23<sup>rd</sup>, 2022, leaving the warehouse was 38 loads which is 1.1 loads per week. The total international shipments for the same time frame are 32 loads, which is less than 1 shipment per week. The routes that are utilized for truck routes and times can be found on Exhibit C. Additionally, routes are shown on the site map of Exhibit D and E.

Finally, per the City of Norfolk municipal code Section 24-214 (a), if the commercial point of origin or commercial destination for any truck herein defined shall be off such truck route, then such vehicle may proceed to and from said commercial point of origin or commercial destination by shortest route possible to and from the nearest truck route. As per the municipal code Orphan Grain Train is meeting the requirements for their existing location.

## **PROPOSED TRUCK INFORMATION AND TRUCK ROUTES**

As Orphan Grain Train expands and continues to grow, they have a financial responsibility as a not-for-profit organization to make sure that they are financially healthy. The expansion of this existing facility is a large investment for Orphan Grain Train that includes not just expanding their building, but training branch and local volunteers and addressing their needs as a leading international humanitarian aid organization with Headquarters in Norfolk, NE. Orphan Grain Train now has 27 branches (warehouses) in the U.S. These services require employees and space if Norfolk is to continue as the International Headquarters. Approximate truck traffic will stay the same for approximately 3 to 5 years. At that point in time Orphan Grain Train will evaluate expanding their services. If expanding services provides two (2) or three (3) times more with three (3) to four (4) truck per week instead of 1 per week this should have no large impact to the existing traffic flow. Timelines for in and out movements of truck traffic will stay the same as provided in the existing conditions and when needed will be evaluated if additional traffic causes additional congestion of the site. In addition, Orphan Grain Train will not be increasing or adding any additional dock areas to their site. This will be a limiting factor to how many trucks can come in and go out of the site. As Orphan Grain Train continues to grow and develop their headquarters in Norfolk, they will provide and be conscience of the location of the location of trailers parked in their yard. They will make a conscious effort to not impede or encroach on traffic site distances. One way to alleviate traffic on Phillip Avenue is to vacate Phillip Avenue and close access to 6<sup>th</sup> Street. New access could be provided on Park Avenue and allow for access to 6<sup>th</sup> from 7<sup>th</sup>.

Orphan Grain Train is invested in the Community of Norfolk and is excited for the expansion of their facility. Our team is committed to working with the City of Norfolk and welcome any additional communication prior to the Planning Commission meeting on March 8. We look forward to speaking. Should you have any questions, please contact me at 402.403.0823 or at slange@olsson.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Seth Lunge". The signature is fluid and cursive, with the first name "Seth" being more prominent than the last name "Lunge".

*Olsson Project Manager*

*1103 Riverside Blvd.*

*Norfolk, NE 68701*

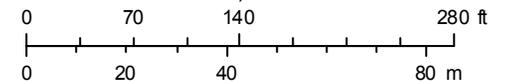


February 24, 2022

DISCLAIMER: This map is not intended for conveyances, nor is it a legal survey. The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments.

- Parcels
- Sections

1:1,501





# EXHIBIT C



## Orphan Grain Train Truck Traffic

The total of domestic shipments (the use of Orphan Grain Train trailers) since June 1<sup>st</sup> 2021 to February 23<sup>rd</sup> 2022 leaving the warehouse was 38 loads which is a weekly average of 1.1 loads a week.

The total of international shipments that occur from the Norfolk warehouse in the same time period was 32 loads, which is less than 1 shipment per week on average.

The routes that are utilized, 90% of the time entering or existing OGT will be Hwy 35/Victory Rd onto Norfolk Ave to First St. then proceed one block south to Madison Ave. west to the east side of the railroad tracks on the access road alongside the Orphan Grain Train building and beside the tracks to the yard south of Phillip Ave.

The other 10% of truck routes are 7<sup>th</sup> St. to Norfolk Ave west to 13<sup>th</sup> St. to the closest truck designated truck route.

The trucks that are loaded for boarder missions in Texas and New Mexico or for disaster relief are leaving either before 7am, or after 9am. We do not recommend trucks moving around Norfolk before 8 am, 12-1pm, Wednesday at 2:00 pm for school dismissal, and from 3-4pm for school dismissal on Monday, Tuesday, Thursday, and Friday.

Example of a typical week for our trucking operation. Monday the driver leaves in the morning and returns on Thursday afternoon. If the trailer is empty, it does not come back into Norfolk till there is a load ready to load. The truck will bobtail back into the OGT yard and park.

## Analysis of Existing Truck Movements

Per the information provided by OGT.

June 1<sup>st</sup> 2021 thru February 23<sup>rd</sup> 2022 is approximately 8 months. If we assume that the truck traffic is proportional year around then for one year there is approximately the following.

- Domestic shipments per year is approximately 57 shipments
  - $38\text{ shipments}/8\text{ months} = x\text{ shipments}/12\text{ months}$  ( $12 * (38/8) = X$ )  $X = 57\text{ shipments/year}$
  - 1 year = 12 months  $57/12 = 4.75\text{ shipments/month}$
  - 1 year = 52 weeks  $57/52 = 1.1\text{ shipments/week}$

"I will not leave you as orphans;  
I will come to you." John 14:18

P.O. Box 1466 • Norfolk, NE 68702-1466  
402.371.7393 • Fax: 402.371.7350 • www.ogt.org



- International shipments per year is approximately 48 shipments
  - $32\text{ shipments}/8\text{ months} = x\text{ shipments}/12\text{ months}$  ( $12 \cdot (32/8) = X$ )  $X = 48\text{ shipments/year}$
  - 1 year = 12 months  $48/12 = 4\text{ shipments/month}$
  - 1 year = 52 weeks  $48/52 = .9\text{ shipments/week}$

### Analysis of Proposed Truck Movement

Proposed truck movement is an approximation of the existing movements. The proposed movements will be assumed to increase 2 to 4 times within approximately 10 to 15 years. (This is an assumption and is not based off any precise traffic study.)

- Domestic shipments per year is approximately 57 shipments (increase by 2x = 114 shipments, increase by 4x = 228 shipments)
  - (At increase of 2x the truck traffic) 1 year = 12 months  $114/12 = 9.5\text{ shipments/month}$
  - (At increase of 2x the truck traffic) 1 year = 52 weeks  $114/52 = 2.19\text{ shipments/week}$
  - (At increase of 4x the truck traffic) 1 year = 12 months  $228/12 = 19\text{ shipments/month}$
  - (At increase of 2x the truck traffic) 1 year = 52 weeks  $228/52 = 4.38\text{ shipments/week}$
  
- Existing International shipments per year is approximately 48 shipments (increase by 2x = 84 shipments, increase by 4x = 192 shipments)
  - (At increase of 2x the truck traffic) 1 year = 12 months  $84/12 = 7\text{ shipments/month}$
  - (At increase of 2x the truck traffic) 1 year = 52 weeks  $84/52 = 1.6\text{ shipments/week}$
  - (At increase of 4x the truck traffic) 1 year = 12 months  $192/12 = 16\text{ shipments/month}$
  - (At increase of 2x the truck traffic) 1 year = 52 weeks  $192/52 = 3.70\text{ shipments/week}$

Based on the existing site there are 3 docks that are utilized for moving trucks in and out of the existing facility. The trailers utilized at Orphan Grain Train are approximately 40' long and can hold over 500,000 meals and other goods to be shipped for humanitarian efforts. Existing efforts for meals provided are approximately 225,000 meals per year. Based on these circumstances, increasing OGT operations will need to be intricately planned to still meet the existing requirements of OGT.

"I will not leave you as orphans;  
I will come to you." John 14:18

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402.371.7393 • Fax: 402.371.7350 • www.ogt.org





## EXHIBIT F

### **Sec. 24-214. Operation of trucks, exceptions.**

(a) If the commercial point of origin or commercial destination for any truck herein defined shall be off such truck route, then such vehicle may proceed to and from said commercial point of origin or commercial destination by the shortest route possible to and from the nearest truck route.

(b) A resident of the city who operates a semi-tractor may proceed to and from a personal residence so long as the trailer is detached and so long as the sem-tractor proceeds to and from the personal residence by the shortest route possible to and from the nearest truck route.

(c) Trucks being utilized by or at the direction of the city or the State of Nebraska when conducting road maintenance, snow removal, or responding to an emergency situation shall not be restricted to truck routes.

Source: Ord. No. 5713, § 2, 12-07-20; Ord. No. 5760, § 1, 12-6-21;

For Office Use Only	Date Rec'd <u>2/10/22</u>
	Fee \$ <u>300</u> <u>2/10</u>
	Rec'd by <u>EA</u>

**ZONING CHANGE APPLICATION**

Contact Applicant: Norfolk Crush, LLC PO BOX 1203, Carroll, IA 51401  
 Name Address  
 712-790-0767 nick@nbowdishcompany.com

Phone Email

\*If applicant is an LLC, a copy of the operating agreement must be submitted with the application.

Applicants Contact: Lea R. Puschendorf, Jr., Raymond A. & Mary B. Johnson, Michael D. & Gina Kecker  
 (other than Name Address  
 applicant)

Phone Email

Current Zoning: A & R-R Proposed Zoning: I-2

\*If applying for M-U (Mixed Use) District, a copy of the plan must be submitted with the application.

Location of Property: The SW Quarter of Section 2, T24N, R1W + SE Quarter of Section 2, T24N, R1W  
 The Southwest Quarter of Section 1, Township 24 North, Range 1 West of the 6th P.M., Madison County, NE

Legal Description: AS further detailed on Exhibit A, attached hereto

Property Area, Square feet and/or Acres: +/- 160 Acres \* 3 = ± 480 AC

Use of Adjoining Properties:

North: Ag & R-R East: Industrial South: Ag West: Ag

Signature of Owner

Nick Bowdish  
Authorized Agent

OR

Nick Bowdish, Manager

Printed Name of Owner

Printed Name of Authorized Agent

Return Completed forms to: Norfolk Planning Department; 309 N 5<sup>th</sup> Street; Norfolk, NE 68701

**ZONING CHANGE  
JUSTIFICATION FORM**

1. What type of development does the Norfolk Comprehensive Plan recommend for this area?

Agricultural

2. Does the zone change request conform to the Comprehensive Plan?

No

3. Is the proposed property in the Floodplain hazard area as delineated under the Federal Flood Insurance program?

Small area only

4. What is the justification for the zone change as it relates to the overall Land Use?

Similar uses & zoning adjacent & in the area; will conform to other existing industrial uses in area

5. How would this zoning district conform with adjacent properties' zoning?

Other major industries near & adjacent

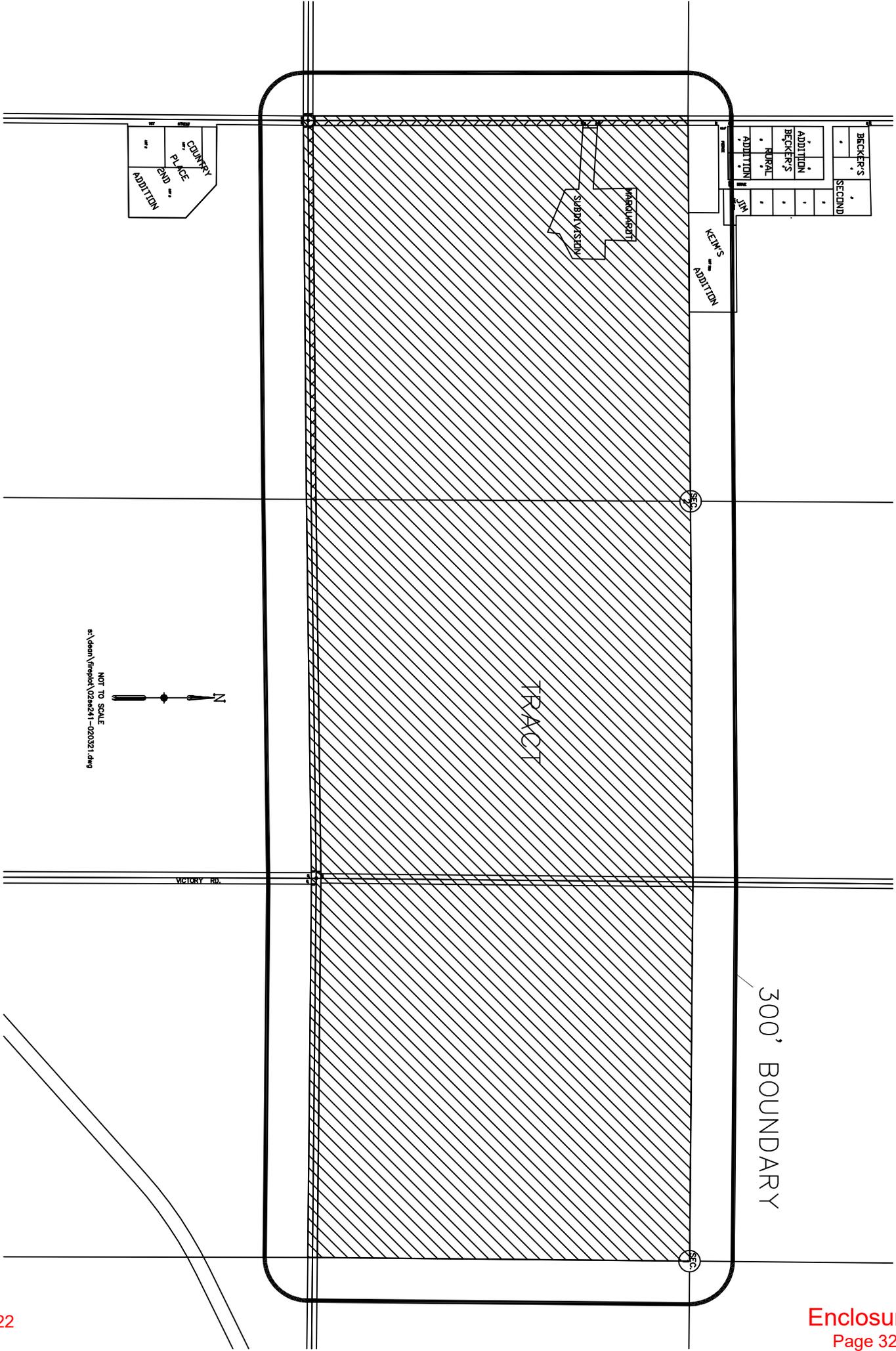
6. What is the general character of the area?

Industrial, agricultural, & some rural residences

7. Is adequate sewer and water available? How do you propose to provide adequate public utilities?

well & septic proposed.

Return Completed forms to: Norfolk Planning Department; 309 N 5<sup>th</sup> Street; Norfolk, NE 68701



### Public Hearing

The Norfolk Planning Commission will hold a public hearing on Tuesday, March 8, 2022 at 7:30 a.m. in the City Council Chambers, 309 N 5th Street, Norfolk, Nebraska at the request of Michael D. & Gina Uecker; Raymond A. and Mary B. Johnson, Trustees of the Raymond and Mary Johnson Trust; and Lea R. Puschendorf, Jr., to consider a zoning change from A (Agricultural District), and R-R (Rural Residential District) to I-2 (Heavy Industrial District) on properties generally located north of East Nucor Road, and east of North 1<sup>st</sup> Street and of Victory Road, legally described as follows:

The Southwest Quarter of Section 1, Township 24 North, Range 1 West of the 6th P.M., Madison County, Nebraska.

The Southeast Quarter of Section 2, Township 24 North, Range 1 West of the 6th P.M., Madison County, Nebraska.

The Southwest Quarter (SW1/4) of Section Two (2), Township Twenty-four (24), North, Range One (1), West of the 6th P.M., Madison County, Nebraska;

LESS

The following Marquardt Subdivision, Lot One (1) more particularly described as follows: Commencing at the West 1/4 corner of said Section Two (2); thence South on section line on an assumed bearing of S00°00'W 628.8 feet to the point of beginning; thence continuing S00°00'W 100.0 feet; thence S86°06'E 478.8 feet; thence S01°00'20E 93.34 feet; thence S67°43'20"E 322.6 feet; thence N6°39'10"E 82.3 feet; thence N62°11'40"E 195.0 feet; thence N01°31'50"E 224.9 feet; thence N88°48'40"W 135.4 feet; thence N02°09'50"E 214.0 feet; thence N89°18'50"W 368.0 feet; thence S01°00'20"E 302.7 feet; thence N86°06'W 477.0 feet to the point of beginning;

LESS

A tract of land comprising a part of the SW1/4 SW1/4 of Section 2, Township 24 North, Range 1 West of the 6th P.M., Madison County, Nebraska, more particularly described as follows: Beginning at the Southwest corner of said Section 2; thence Northerly along the West line of said Section 2, a distance of 82.5 feet; thence Easterly parallel to the South line of said Section 2, a distance of 82.5 feet; thence Southerly parallel to the West line of said Section 2, a distance of 82.5 feet to the South line of said Section 2; thence Westerly along the South line of said Section 2, a distance of 82.5 feet to the place of beginning.

Lot One (1), Marquardt Subdivision, Section Two (2), Township Twenty-four (24) North, Range One (1) West of the 6th P.M., Madison County, Nebraska.

Publish (February 25, 2022)  
1 P.O.P.



## Public Hearing

The Planning Commission of the City of Norfolk, Nebraska will hold a public hearing on Tuesday, March 8, 2022 at 7:30 a.m. in the City Council Chambers, 309 N 5th Street, Norfolk, Nebraska to hear comments regarding the Redevelopment Plan entitled “Redevelopment Plan for the Geary Redevelopment Project” legally described as:

The North 44 feet of Lot 1 and 2, Block 2, in the original town of Norfolk, Madison County, Nebraska

The North 1 foot of the South 44 feet of the North 88 feet of Lots 1 and 2, Block 2, in the original town of Norfolk, Madison County, Nebraska

Tax Lot 7, in the Southeast Quarter of the Southeast Quarter of Section 22, Township 24 North, Range 1 West of the 6th P.M., in the City of Norfolk, Madison County, Nebraska, more particularly described as follows: Commencing 16 feet North of the Northeast corner of Lot 8, Block 1, Original Town of Norfolk; running thence West 116 feet; thence North 22 rods to the center of the creek known as the North Fork of the Elkhorn River; running thence down the center of said creek to a point due North of the starting point; thence due South 13 1/2 rods to the place of beginning, WITH THE EXCEPTION OF a tract of land in said Tax Lot 7, more particularly described as follows: Commencing at a point 16 feet North and 116 feet West of the Northeast corner of Lot 8, Block 1, Original Town of Norfolk, being the place of beginning; thence North 22 rods to the center of the creek known as the North Fork of the Elkhorn River; running thence Easterly down the center of said creek to a point 14 feet East of the North-South 22 rod line; thence due South to a point 14 feet East of the point of beginning; thence West to the point of beginning.

East Half (E1/2) of Tax Lot Six (6) in the Southeast Quarter of the Southeast Quarter (SE1/4 SE1/4) of Section Twenty-two (22), Township Twenty-four (24) North, Range One (1), West of the 6<sup>th</sup> P.M. in Madison County Nebraska, and

A tract of land in Tax Lot Seven (7) in the Southeast Quarter of the Southeast Quarter (SE1/4 SE1/4) of Section Twenty-two (22), Township Twenty-four (24) North, Range One (1), West of the 6<sup>th</sup> P.M. in Madison County, Nebraska more particularly described as follows: Commencing at a point 16 feet north and 116 feet west of the Northeast corner of Lot Eight (8), Block One (1) Original Town of Norfolk, being the place of beginning, thence North 22 rods to the center of the creek known as the North fork of the Elkhorn River, running thence easterly down the center of said creek to a point 14 feet east of the North South 22 rod line; thence due south to a point 14 feet west of the point of beginning; thence West to the point of beginning.

Lots 1, 2, 3, 4 and 5, Pilger’s Second Addition to Norfolk, Madison County, Nebraska

Tax Lot 4 in the SE1/4 SE1/4 of Section 22, Township 24 North, Range 1 West of the 6<sup>th</sup> P.M., Madison County, Nebraska.

West Half of Tax Lot 6 in the SE1/4 SE1/4 of Section 22, Township 24 North, Range 1 West of the 6<sup>th</sup> P.M., Madison County, Nebraska.

The North 66 feet of Lots 7 and 8, Block 1, Original Town of Norfolk, Madison County, Nebraska

Commencing at the Southwest corner of Lot 4, Block 1, Original Town of Norfolk, Madison County, Nebraska, extending thence North 176 feet to the North line of said Lot; thence East 18 feet; thence South 51 degrees 20 minutes East along the South side of the dike along the North Fork River, a distance of 28.18 feet; thence South 158.51 feet; and thence West 40 feet to the place of beginning; also Lots 5 and 6, Block 1, Original Town of Norfolk, Madison County, Nebraska.

The South 100 feet of the West 45 feet of Lot 8, Block 1, Original Town of Norfolk, Madison County, Nebraska.

The “Redevelopment Plan for the Geary Redevelopment Project” map and cost-benefit analysis can be found at:

<https://norfolkne.gov/government/departments/planning-and-development/blight-studies-and-redevelopment-projects/redevelopment-plan-for-the-geary-redevelopment-project.html>

Publish (February 18 and February 25, 2022)  
2 P.O.P.’s

**REDEVELOPMENT PLAN FOR THE  
GEARY REDEVELOPMENT PROJECT**

**PREPARED FEBRUARY, 2022**

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

**A. Introduction**

This Redevelopment Plan for the Geary 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 Downtown District 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 phased construction of a mixed-use development consisting of multi-family residential, condos, and commercial uses, 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 of the Redevelopment Project (referred to herein as the “Redevelopment Area”). . The Redevelopment Area is entirely included in the "Downtown District 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 and land uses of the area to be developed as part of the Redevelopment Project (the "Project Site"). The Project Site is located to the northeast of the intersection of Braasch Avenue and N 3rd Street 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 land use and 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 Project Site and surrounding areas) included within the City's Comprehensive Plan. The map sets forth a "Mixed Use" designation for future use of the Project Site. A Mixed Use designation promotes development patterns comprised of housing (inclusive of multi-family), retail, offices, and light commercial trade. Accordingly, the anticipated uses associated with the Redevelopment Project conform to the desired use of the Project Site set forth in the Comprehensive Plan's future use map.

The Project Site is located within a portion of the City referred to as the "Downtown district" in the Comprehensive Plan. With respect to the same, the Comprehensive Plan further sets forth the following guidance and objectives:

- The Downtown district provides a walkable, mixed use environment that serves as the city's primary civic, cultural, and entertainment destination, as well as an important center for commerce activities making it the heart of the community.
- Retail and/or entertainment based development types should be encouraged to locate within the Downtown district. These development types should be programmed to provide increased night-time activity to the downtown area attracting college students, young adults, and families who desire such amenities and cultural attractions in their community.
- Downtown and its immediate fringe areas should offer a wide variety of medium to high-density housing options to support retail, restaurants, professional services, and entertainment venues.
- The Downtown district should serve as a central, commerce, governance, and gathering place; allowing for people to network and exchange ideas, goods, and services.
- The City should adopt a proactive stance in regenerating downtown buildings/blocks by establishing necessary financial and organizational structures. This may include the City partnering in key redevelopment sites or catalyst projects.
- Encourage the development of a new central plaza/gathering space within the downtown and adjacent to the North Fork Elkhorn River Corridor for supporting community events and activities.

The Redevelopment Project will assist in carrying out the above objectives for the Downtown district; and specifically, the portion adjacent to the river corridor. 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 will be undertaken by developers Dan and Connie Geary (referred to herein as "Redeveloper"). Redeveloper currently owns the parcels which make up the Project Site and no further land acquisition will be required.

The Redevelopment Project consists of the phased construction of a mixed-use residential and commercial development consisting of approximately five condominiums, approximately two multi-family apartment buildings consisting of approximately 10 units, and approximately five two-story commercial structures of various uses and types. All but one of the commercial structures is planned to have apartments on the second floor. The two apartment buildings are intended for use as student housing to serve Wayne State College students as part of the Growing Together Career Scholars Program. No public acquisition of the Project Site is anticipated. One single-family residence and one operating business will be displaced as a result of the Redevelopment Project. Redeveloper and the Agency will comply with all requirements related to relocation assistance under the Act.

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 subsequent phases of the project to the changing needs of the City. The Agency and Redeveloper anticipate that Redeveloper will construct the Redevelopment Project in three phases consisting of the following improvements:

"Phase One" – Site preparation and infrastructure improvements for the majority of the Project Site and the construction of approximately two apartment buildings consisting of approximately 10 units, one commercial structure with apartments on the second floor, and rehabilitation of an existing commercial structure, together with the public improvements associated therewith.

"Phase Two" – Construction of approximately two commercial buildings, consisting of approximately 14 commercial units with 24 residential units on the second floors, together with the public improvements associated therewith.

“Phase Three” – Construction of approximately five condominiums, one two-story commercial structure, and one 2 unit commercial structure with 2<sup>nd</sup> story residential, together with the public improvements associated therewith.

The public improvements associated with the Redevelopment Project are discussed in greater detail under Paragraph F of this Redevelopment Plan.

While Redeveloper anticipates the Redevelopment Project will be constructed over the course of three phases, the Redevelopment Project requires flexibility and more or less phases may be necessary as a result of market demand and other extraneous factors. Accordingly, this Redevelopment Plan contemplates and authorizes the reconfiguration of the phasing, as necessary, via an administrative amendment to this Redevelopment Plan, unless such changes constitute a substantial modification und Section 18-2115 of the Act.

Exhibit "C", attached hereto and incorporated herein, sets forth the proposed site plans for the Redevelopment Project. The site plans are preliminary in nature and subject to change.

**E. Existing Conditions**

**1. Existing Land Use**

The Project Site is currently made up of multiple lots. The current makeup of the lots and the uses thereon is shown in Exhibit “A-1”, attached hereto.

**2. Existing Zoning**

The Project Site currently consists of a mix of I-1, C-1 and R-3 zoning designations. The Redevelopment Project will require rezoning of the Project Site, as detailed in Paragraph F, below.

**3. Existing Public Improvements**

Public access to the Project Site exists from Braasch Avenue and N 2nd Street from the south, and N 3rd Street and Winter Avenue from the west. The borders of the Project Site have access to paving, sewer, water, storm sewer, electrical service, public walks, and related infrastructure. However, such essential infrastructure will be extended to the interior of the Project Site to serve the uses constructed therein, as detailed in Paragraph F, below.

**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

As stated above, the Project Site is adjacent to public streets, but extension is required to provide adequate access to the interior of the Project Site and the uses constructed therein. Specifically, Redeveloper intends to extend N 2nd Street, construct two crossover lanes to connect the N 2nd Street extension to N 3rd Street, and extend Winter Avenue to the east. Redeveloper will construct sidewalks providing for pedestrian access to the area, and also intends to move the existing unused railroad bridge spanning the North Fork Elkhorn River downstream to provide a pedestrian connection to existing trails and Johnson Park. Redeveloper will address any traffic and street infrastructure concerns that arise from the Redevelopment Project, including the installation of additional traffic controls. 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, Sewer and Utility Improvements.

Redeveloper will construct or extend water and sewer systems, communication lines, gas, electrical, and other essential utilities and infrastructure to provide appropriate service to the interior Project Site.

c. Other incidental improvements

Redeveloper will grade and fill the Project Site to provide appropriate grading levels to erect the buildings constructed thereon, and to allow for proper drainage and ground water runoff. Redeveloper also intends to implement greenspaces and landscaping for public use and enjoyment, in addition to other improvements for the public benefit, such as street benches, trash bins, bicycle racks, and a community fire pit. A comprehensive breakdown of the anticipated public improvements (and costs related to the public improvements) for the Redevelopment Project are listed in Exhibit "E", attached hereto and incorporated herein.

d. Additional public facilities or utilities

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

e. Property Acquisition, Demolition and Disposal

No public acquisition of private property is necessary to accomplish the Redevelopment Project. While Redeveloper intends to rehabilitate one of the commercial structures that currently exists on the Project Site, the remaining structures are in too poor of condition to be salvaged and will necessitate demolition.

f. Population Density

The Project Site currently contains one single-family residence. As a result of the construction of approximately five condominiums and 39 apartment units, the Redevelopment Project will result in a net increase in population density in the area. Per the City's Comprehensive Plan, such an increase via the construction of mixed-use developments is desired in the Downtown district.

g. Land Coverage

The Project Site consists of approximately 4.5 acres of vacant space and low density single-family housing and commercial uses. The residential and commercial uses constructed as part of the Redevelopment Project will result in a considerable increase to land coverage and building density, as is implicit with the type of mixed-use developments desired by the City in the Downtown district. The site plans set forth in Exhibit "C" depict the Redevelopment Project's anticipated land coverage footprint. The Redevelopment Project is subject to and must comply with all applicable land coverage ratios required by the City.

h. Parking

The site plans included within Exhibit "C" show the preliminary parking plans for the Redevelopment Project. Redeveloper will be required to comply with all parking requirements under the City's zoning code with respect to the various uses constructed.

i. Zoning, Building Code and Ordinance

The Project Site currently consists of a mix of I-1, C-1 and R-3 zoning designations. Rezoning of the Project Site will be required. Redeveloper intends to rezone the Project Site as C-2 with a Mixed Use Overlay, which will allow for the anticipated uses. Redeveloper also intends to re-plat the Project Site, as shown in Exhibit "C". 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 construction of approximately five condominiums, approximately two multi-family apartment buildings consisting of approximately 10 units, and approximately five two-story mixed-use commercial/residential structures of various uses and types, in addition to the related facilities and improvements ancillary thereto. The two apartment buildings are intended for use as student housing to serve Wayne State College students as part of the Growing Together Career Scholars Program. In total, Redeveloper anticipates the Redevelopment Project will result in the construction of approximately 39 new dwelling units. Redeveloper or other builders taking reconveyance 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 cost of the Redevelopment Project is estimated to be \$24,712,736. The estimated costs of the Redevelopment Project are 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.

**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 Revenues (defined below) generated from each phase of the Redevelopment Project toward the payment of

the eligible expenses of the entire Redevelopment Project, if necessary; provided there is no duplication of costs between phases. Likewise the TIF Revenues generated from one phase may be applied as payment on the TIF Indebtedness (defined below) for a different phase, as may be necessary.

Redeveloper intends to commence construction of Phase One in spring of 2022, pending approval of TIF. Redeveloper will endeavor to complete Phase One by the end of 2024. Redeveloper intends to construct the subsequent phases over similar intervals upon completion of the prior phase; provided that market demand and other extraneous factors may require more or less time for each phase.

The anticipated start dates and completion dates for the 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 timeframes listed above may be necessary as a result of such extraneous conditions or factors.

Upon the completion of each phase, or sub-phase thereof, 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 or sub-phase, all as shall be set forth in greater detail in the "redevelopment contract(s)" (as defined in the Act) entered into between Redeveloper and the Agency with respect to the Redevelopment Project.

## **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 of the authority authorizing the issuance of the indebtedness 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 for each phase, or sub-phase thereof, of the Redevelopment Project 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(s). The Agency and Redeveloper anticipate the effective dates will be different for each phase, or sub-phase thereof, and therefore the increment period for each phase, or sub-phase thereof, will be different.

Notwithstanding any provision herein to the contrary, all TIF Revenues shall only be divided and allocated over the applicable 15-year increment period or payment of the TIF Indebtedness, whichever occurs first, with respect to the applicable phase, or sub-phase thereof.

#### **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, and Redeveloper would not undertake the Redevelopment Project without TIF. In support thereof, Redeveloper provided in its TIF application, as paraphrased:

Except for one existing building that is salvageable, all structures will require new construction. Because of the limited space in the Project Site, the number of structures that can be constructed is limited, thereby reducing the revenue available. The Project Site further requires extensive and costly infrastructure installation. As such, it is not possible or financially feasible to conduct the site preparation, infrastructure installation and buildout of the Project Site, while also incurring a substantial increase in property taxes related thereto, without the assistance of TIF. TIF will provide the necessary up-front capital to construct the Redevelopment Project.

The City and Agency concur with Redeveloper's representations. The current conditions of the Project Site, the lack of infrastructure, 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 one TIF bond (the "TIF Indebtedness") for each phase of the Redevelopment Project (i.e., three total), in the principal amounts not to exceed:

Phase One – \$1,309,756

Phase Two – \$2,177,910

Phase Three – \$1,365,608

The TIF Indebtedness shall bear interest at a rate not to exceed 5.0% 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(s) or resolution(s) authorizing issuance of the TIF Indebtedness.

The total estimated cost of the Redevelopment Project is \$24,712,736. Redeveloper anticipates 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
- Exhibit A-1: Project Site and Existing Conditions and Land Uses
- Exhibit B: Future Land Use Map
- Exhibit C: Site Plans and Future Land Uses
- Exhibit D: Estimated Construction Costs of the Redevelopment Project
- Exhibit E: Sources and Uses of TIF
- Exhibit F: Cost-Benefit Analysis

**EXHIBIT "A"**

**Redevelopment Area and Existing Land Use**

Existing Conditions of Redevelopment Area and Surrounding Area:



Exhibit "A"

**EXHIBIT "A-1"**

**Project Site and Existing Land Use**

Legal Description:

The North 44 feet of Lots 1 and 2, Block 2, in the original town of Norfolk, Madison County, Nebraska, commonly known as 205 North Second Street, Norfolk, Nebraska.

The North 1 foot of the South 44 feet of the North 88 feet of Lots 1 and 2, Block 2, in the original town of Norfolk, Madison County, Nebraska, commonly known as 203 North Second Street, Norfolk Nebraska.

Tax Lot 7, in the Southeast Quarter of the Southeast Quarter of Section 22, Township 24 North, Range 1 West of the 6th P.M., in the City of Norfolk, Madison County, Nebraska, more particularly described as follows: Commencing 16 feet North of the Northeast corner of Lot 8, Block 1, Original Town of Norfolk; running thence West 116 feet; thence North 22 rods to the center of the creek known as the North Fork of the Elkhorn River; running thence down the center of said creek to a point due North of the starting point; thence due South 13 1/2 rods to the place of beginning, WITH THE EXCEPTION OF a tract of land in said Tax Lot 7, more particularly described as follows: Commencing at a point 16 feet North and 116 feet West of the Northeast corner of Lot 8, Block 1, Original Town of Norfolk, being the place of beginning; thence North 22 rods to the center of the creek known as the North Fork of the Elkhorn River; running thence Easterly down the center of said creek to a point 14 feet East of the North-South 22 rod line; thence due South to a point 14 feet East of the point of beginning; thence West to the point of beginning.

East Half (E1/2) of Tax Lot Six (6) in the Southeast Quarter of the Southeast Quarter (SE1/4 SE1/4) of Section Twenty-two (22), Township Twenty-four (24) North, Range One (1), West of the 6th P.M. in Madison County Nebraska, and

A tract of land in Tax Lot Seven (7) in the Southeast Quarter of the Southeast Quarter (SE1/4 SE1/4) of Section Twenty-two (22), Township Twenty-four (24) North, Range One (1), West of the 6th P.M. in Madison County, Nebraska more particularly described as follows: Commencing at a point 16 feet north and 116 feet west of the Northeast corner of Lot Eight (8), Block One (1) Original Town of Norfolk, being the place of beginning, thence North 22 rods to the center of the creek known as the North fork of the Elkhorn River, running thence easterly down the center of said creek to a point 14 feet east of the North South 22 rod line; thence due south to a point 14 feet west of the point of beginning; thence West to the point of beginning.

Lots 1, 2, 3, 4 and 5, Pilger's Second Addition to Norfolk, Madison County, Nebraska

Tax Lot 4 in the SE1/4 SE1/4 of Section 22, Township 24 North, Range 1 West of the 6th P.M., Madison County, Nebraska.

West Half of Tax Lot 6 in the SE1/4 SE1/4 of Section 22, Township 24 North, Range 1 West of the 6th P.M., Madison County, Nebraska.

The North 66 feet of Lots 7 and 8, Block 1, Original Town of Norfolk, Madison County, Nebraska.

Commencing at the Southwest corner of Lot 4, Block 1, Original Town of Norfolk, Madison County, Nebraska, extending thence North 176 feet to the North line of said Lot; thence East 18 feet; thence South 51 degrees 20 minutes East along the South side of the dike along the North Fork River, a distance of 28.18 feet; thence South 158.51 feet; and thence West 40 feet to the place of beginning; also Lots 5 and 6, Block 1, Original Town of Norfolk, Madison County, Nebraska.

The South 100 feet of the West 45 feet of Lot 8, Block 1, Original Town of Norfolk, Madison County, Nebraska.

\* In the event Redeveloper subdivides or re-plats the Project Site, the legal description(s) of such subdivided or re-platted parcel(s) comprising the Project Site, upon final approval of the City with respect thereto, shall replace and supersede the above legal description. The legal description of the Project Site shall supersede the depiction, provided below.

Exhibit "A-1"

Project Site Depiction (outlined in red):



Exhibit "A-1"

Current Land Uses:

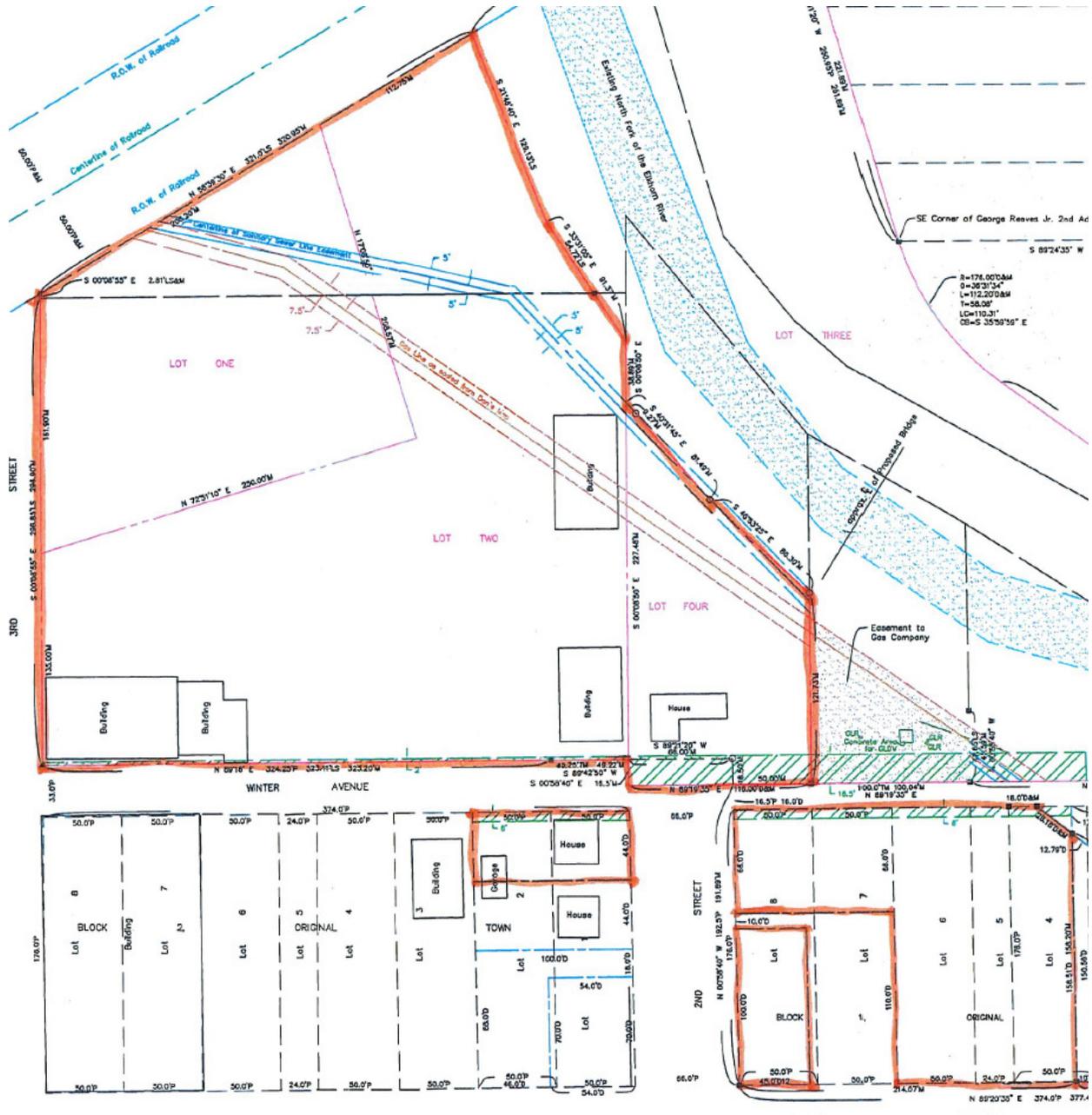
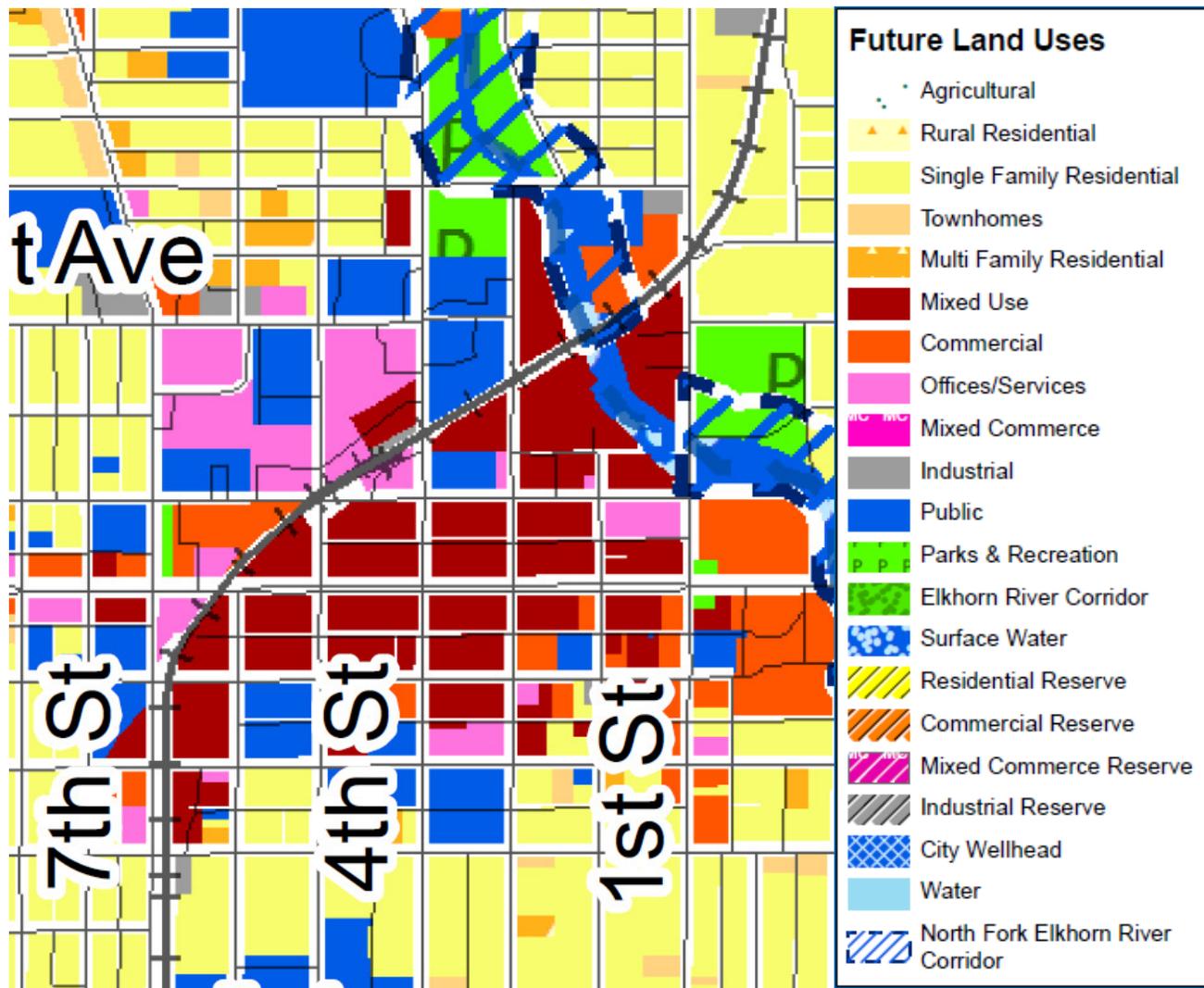


Exhibit "A-1"

**EXHIBIT "B"**

**Future Land Use Map**



\* Project Site designated as "Mixed Use".

Exhibit "B"

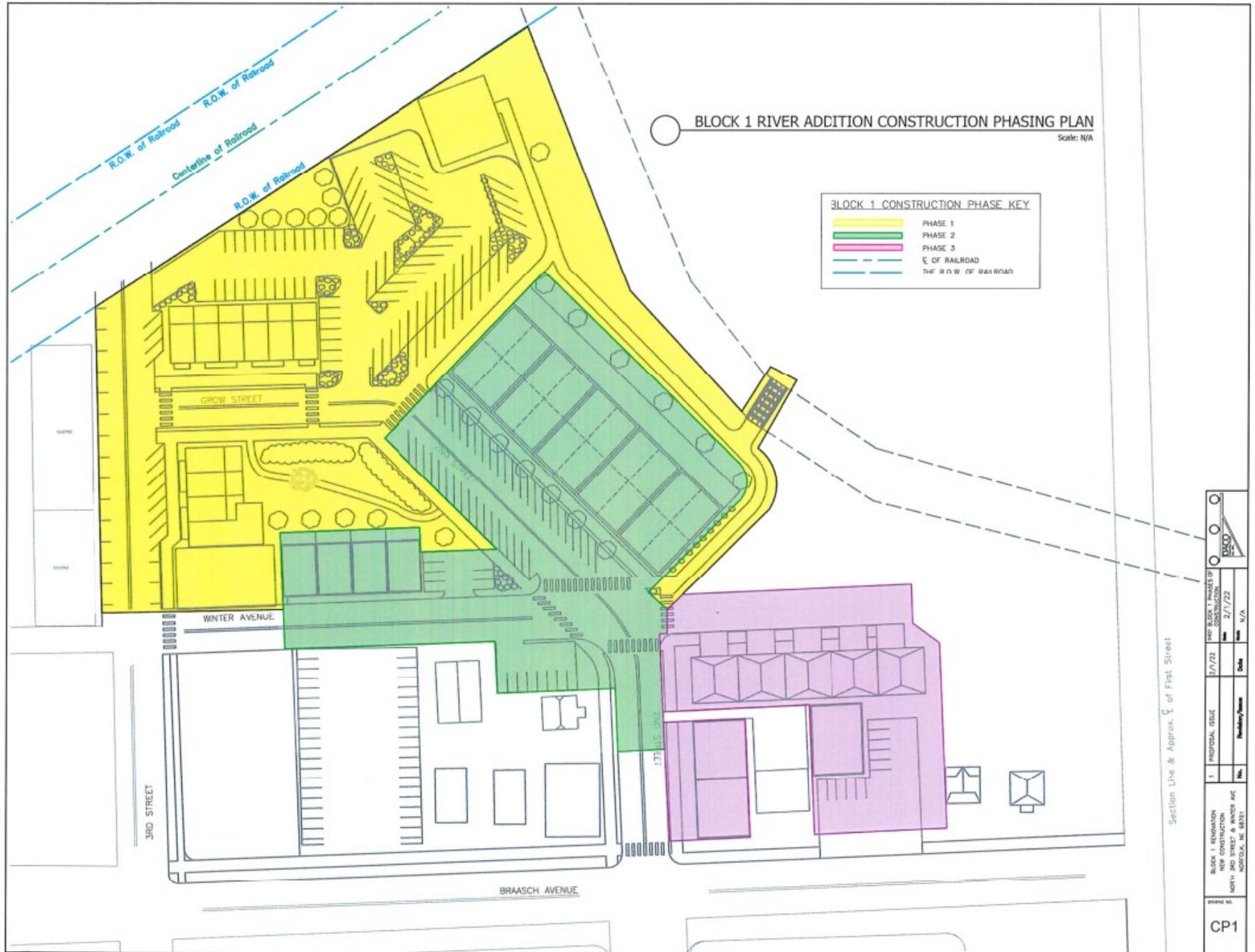
**EXHIBIT "C"**

**Site Plan and Future Land Use**

(See Attached)

\* The attached preliminary site plan is subject to change.

Exhibit "C"



**EXHIBIT "D"**

**Estimate of Construction Costs**

Land Acquisition	\$314,310
Site Preparation and Development	\$2,753,501
Building Cost including rehabilitation	\$21,530,000
Soft Costs	\$114,925
<hr/>	
<b>TOTAL</b>	<b>\$24,712,736</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.

**EXHIBIT "E"**

**Sources and Uses of TIF**

**USES:**

(See Attached)

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

Site Planning and Development	Phase 1	Phase II	Phase III	Total
<b>Site Acquisition</b>				
Site Acquisition	\$ 98,477.00	\$138,723.00	\$77,110.00	\$314,310.00
<b>Total</b>	<b>\$ 98,477.00</b>	<b>\$138,723.00</b>	<b>\$77,110.00</b>	<b>\$314,310.00</b>
<b>Site Planning &amp; Development</b>				
Grading & Fill	\$64,600			\$64,600.00
8" Paving Roadway (30' and 63')	\$103,750.00	\$222,163.00	\$162,519.00	\$488,432.00
6" Parking Lots	\$271,076.00	\$170,463.00	\$88,992.00	\$530,531.00
Curb & Gutter	\$7,300.00	\$29,262.00	\$15,012.00	\$51,574.00
Storm Sewer		\$57,970.00		\$57,970.00
Water Main	\$31,050.00	\$33,075	\$27,000	\$91,125.00
Sanitary Main		\$29,025.00	\$27,000.00	\$56,025.00
Moving Bridge	\$375,000.00			\$375,000.00
Clear Site	\$59,920.00			\$59,920.00
<b>Construction Costs Subtotal</b>	<b>\$912,696.00</b>	<b>\$541,958.00</b>	<b>\$320,523.00</b>	<b>\$1,775,177.00</b>
20% Contingency	\$182,539.00	\$108,392.00	\$64,104.00	\$355,035.00
<b>Total Construction Costs</b>	<b>\$1,095,235.00</b>	<b>\$650,350.00</b>	<b>\$384,627.00</b>	<b>\$2,130,212.00</b>
<b>Additional Site Development</b>				
BHE-Natural Gas Relocation	\$30,000.00	\$30,000.00	31,000.00	\$91,000.00
NPPD-Electricity extension & relocate power pole	\$20,000.00	\$50,000.00	15,000.00	\$85,000.00
Landscaping	\$9,880.00	\$3,930.00	\$4,770.00	\$18,580.00
Trails & sidewalk development	\$123,952.00	\$35,243.00	\$23,957.00	\$183,152.00
Urban Lighting	\$40,000.00	\$80,000.00	\$56,177.00	\$176,177.00
Traffic Controls	\$0.00	\$9,380.00	\$0.00	\$9,380.00
Street Furniture & Firepit	\$5,000.00	\$5,000.00	\$50,000.00	\$60,000.00
Rehab Existing Structures	\$50,000.00			\$50,000.00
<b>Total Additional Site Development Costs</b>	<b>278,832.00</b>	<b>213,553.00</b>	<b>180,904.00</b>	<b>673,289.00</b>
<b>Master Planning &amp; Engineering</b>				
Master Planning	\$34,500.00	\$0.00	\$0.00	\$34,500.00
Engineering Estimates	\$25,000.00	\$25,000.00		\$50,000.00
<b>Total Master Planning &amp; Engineering</b>	<b>\$59,500.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$84,500.00</b>
<b>City of Norfolk-Site Development</b>				
Preliminary Plat & abstractors certificate	\$675.00	\$0.00	\$0.00	\$675.00
Final Plat	\$3,000.00			\$3,000.00
Madison County Filing Fees	\$200.00	\$200.00	\$200.00	\$600.00
zoning Change	\$800.00	\$0.00	\$0.00	\$800.00
Redevelopment Plan-Certified Mailing	\$200.00	\$0.00	\$0.00	\$200.00
Redevelopment Contract-Madison Co. Filing	\$50.00	\$50.00	\$50.00	\$150.00
<b>Total Planning &amp; Development Fees</b>	<b>\$4,925.00</b>	<b>\$250.00</b>	<b>\$250.00</b>	<b>\$5,425.00</b>
<b>BLOCK ONE RIVER Addition, Misc. Expenses</b>	<b>2022</b>	<b>2023 - 2024</b>	<b>TBD</b>	
TIF Attorney	\$10,000.00	\$0.00	\$5,000.00	\$15,000.00
Relocate Tenants		\$10,000.00	\$0.00	\$10,000.00
<b>Total</b>	<b>\$10,000.00</b>	<b>\$10,000.00</b>	<b>\$5,000.00</b>	<b>\$25,000.00</b>
*Include all in phase I cost estimates				
<b>Total estimated planning &amp; development costs</b>	<b>\$ 1,546,969.00</b>	<b>\$ 1,037,876.00</b>	<b>\$ 647,891.00</b>	<b>\$ 3,232,736.00</b>

Exhibit "E"

**SOURCES:**

**Phase One General Assumptions:**

Base Value:	\$158,477
Final Value:	\$6,616,000
Tax Levy (2021):	1.957691
TIF Revenues per Year:	\$125,154
Total TIF Revenues:	\$1,877,310
TIF Indebtedness:	NTE \$1,309,756
Interest Rate:	NTE 5.0%

**Phase Two General Assumptions:**

Base Value:	\$237,200
Final Value:	\$10,975,000
Tax Levy (2021):	1.957691
TIF Revenues per Year:	\$208,111
Total TIF Revenues:	\$3,121,665
TIF Indebtedness:	NTE \$2,177,910
Interest Rate:	NTE 5.0%

**Phase Three General Assumptions:**

Base Value:	\$77,110
Final Value:	\$6,810,000
Tax Levy (2021):	1.957691
TIF Revenues per Year:	\$130,491
Total TIF Revenues:	\$1,957,365
TIF Indebtedness:	NTE \$1,365,608
Interest Rate:	NTE 5.0%

\* 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 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 considerable public infrastructure installation. Redeveloper intends to extend N 2nd Street, construct two crossover lanes to connect the N 2nd Street extension to N 3rd Street, and extend Winter Avenue to the east. Redeveloper will construct sidewalks providing pedestrian access to the site, and also intends to move the existing unused railroad bridge spanning the North Fork Elkhorn River downstream to provide a pedestrian connection to existing trails and Johnson Park. Redeveloper will address any traffic and street infrastructure concerns created by the Redevelopment Project. Redeveloper will fill

and grade the Project Site to provide for effective surface water runoff. Redeveloper will construct or extend water and sewer systems, gas, electrical, and other vital utilities and infrastructure to provide appropriate service to the interior Project Site. Redeveloper intends to implement greenspaces and landscaping for public use and enjoyment, in addition to other improvements for the public benefit, such as street benches, trash bins, bicycle racks, and a community fire pit. The Agency and Redeveloper do not anticipate that the Redevelopment Project will have a negative impact on now-existing City infrastructure. Rather, the Redevelopment Project will contribute vital infrastructure and improvements that would otherwise be a public cost.

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 significant portion of new ad valorem real property taxes generated by the Redevelopment Project, the Redevelopment Project should generate immediate tax growth for the City. The residential and commercial uses 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:**

The Redevelopment Project will result in new and expanded business within the Project Site, resulting in growth opportunities for existing businesses and new jobs for the City's workforce. 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 increase population density and attract visitors to the downtown area. Nearby employers and employees, in addition to the downtown area as a whole, will benefit from the increase in population density and foot traffic. 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 apartments constructed as part of the Redevelopment Project are not of the size expected to attract families with school-aged children. The five condominiums are larger and may attract families with school-aged children, but the number will be too small to have much impact on 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 an underutilized space near downtown 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.