City of Scottsbluff, Nebraska

Monday, March 11, 2019

Regular Meeting

Item 26 Group1

Conduct a public hearing for the purpose of reviewing and obtaining comment on a redevelopment Plan submitted by 26 Group, LLC for the Fuel Station and Convenience Store Project.

The area to be redeveloped under the Redevelopment Plan is legally described as Lot 1, Block 1, Western Addition, City of Scottsbluff, Scotts Bluff County, Nebraska. This Redevelopment Plan includes a request for tax increment financing.

Staff Contact:

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ALLIANCE OFFICE
129 East 5th Street
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(308) 761-0474

Please Direct All Correspondence
To Scottsbluff Office

To: City of Scottsbluff Planning Commission
From: John L. Selzer, Deputy City Attorney
Date: March 7, 2019
Re: Fuel Station and Convenience Store Redevelopment Plan

Introduction: At your March 11, 2019 meeting you will conduct a public hearing regarding the Redevelopment Plan for the Fuel Station and Convenience Store Project (the "Plan" and the "Project"). The Plan in your meeting packet is a preliminary plan and there may be updates to the Plan by the time of your meeting. However, there are no updates expected which would change the issues addressed in this memo. The proposed Project is in an area that has been designated as blighted and substandard and in need of redevelopment. After the public hearing, you will make a recommendation regarding the Plan and Project to the Scottsbluff Community Redevelopment Authority ("CRA") and City Council.

Standard of Review: The Planning Commission is tasked with reviewing and recommending whether the Project and Plan conform to the general plan for development of the City as a whole. Thus, you must analyze whether the Project and Plan conform to the 2016 Scottsbluff Comprehensive Plan (the "Comprehensive Plan").

Issues Relevant to Your Review: The Project Site is located at Lot 1, Block 1, Western Addition, City of Scottsbluff, Scotts Bluff County, Nebraska. The address is 1007 E. Hwy 26, Scottsbluff, Nebraska. According to the Comprehensive Plan, the Project Site is located in the Southeast Industrial and Commercial District. This area is characterized as having active daytime and nighttime hours, heavy personal and commercial vehicular traffic, a wide variety of buildings and a high amount of noise and smells tolerated closer to Highway 26. Under the theme, "Growing as a regional leader of commerce and economic opportunity" this area is listed as a "key area for heavier commercial and industrial." The Comprehensive Plan provides the following principles for sustainable development in this area:

- Plans and investments to increase economic viability of business corridor in East Overland.
- Encourage infill development through mitigation of blighted properties and incentives.
- Economic industrial growth on City periphery along Highway 26 and South 21st Avenue.

The Project Site is zoned as M-1 (Light Manufacturing and Industrial), which includes convenience stores with dispensing gasoline as a permitted use. Thus, no zoning changes are necessary.

Conclusion: If at the conclusion of the public hearing, the Planning Commission feels that the proposed Project and Plan conform to the Comprehensive Plan, it may recommend approval of the Plan and Project to the CRA and City Council. A proposed resolution has been provided.

Very truly yours,
SIMMONS OLSEN LAW FIRM, P.C., L.L.O
/s/ John L. Selzer
John L. Selzer, Deputy City Attorney

CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN
Fuel Station and Convenience Store
By: 26 Group, LLC

1. Introduction/Executive Summary

26 Group, LLC (the "Redeveloper") submits this Redevelopment Plan ("Plan") to the City of Scottsbluff City Council (the "City"), the City of Scottsbluff Planning Commission ("Planning Commission"), and the City of Scottsbluff Community Redevelopment Authority (the "CRA"), pursuant to the Nebraska Community Development Law, NEB. REV. STAT. § 18-2101 *et seq.*

Under this Plan, the Redeveloper proposes to develop the "Project Site" (as defined below) into a gasoline and diesel fuel station for cars, RVs, and trucks, along with convenience store with a fast food area, restrooms, and an office area. The Project Site has been declared to be blighted and substandard. The Redeveloper is requesting tax increment financing for certain eligible costs and expenses related to the Project.

2. Blighted and Substandard Condition of Project Site (NEB. REV. STAT. §§ 18-2103 (3) and (31) and 18-2109)

On February 19, 2019, the City declared the Project Site and surrounding areas as blighted and substandard as defined in the Nebraska Community Development Law.

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

A. ***Boundaries of the Project Site:*** The Project Site is located at Lot 1, Block 1, Western Addition, City of Scottsbluff, Scotts Bluff County, Nebraska. The address is 1007 E. Hwy 26, Scottsbluff, Nebraska. This Plan also includes adjacent public right of way as necessary for access, public utilities and other potential public improvements related to the Project Site. Aerial maps and the final plat of the Project Site is found in Attachment 1.

B. ***Land Acquisition:*** The owners of the Redeveloper, Eric and Brandy Reichert, acquired the Project Site in September of 2018 in contemplation of redeveloping the Project Site, conditional upon financing. The Project Site will be acquired by the Redeveloper for redevelopment.

C. ***Land Coverage and Building Intensities:*** The Project Site is approximately 5 acres (217,800 square feet). The proposed building coverages/intensities are as follows:

- Convenience Store: 7,000 square feet
- Canopies: 24' x 132' and 24' x 144'
- Paving: 100,000 square feet
- Truck Wash: 5,500 square feet (not included in initial development)
- Truck Scale: 1,000 square feet (not included in initial development)

D. ***Land Uses:*** See Attachment 2 for existing land uses of the area surrounding the Project Site. After development, the Project Site will be used as a fuel station and convenience store.

E. ***Existing Uses and Condition:*** The Project Site is currently vacant. A prior preliminary plat shows the current utilities and other conditions surrounding the Project Site. See Attachment 3.

F. ***Site Plan:*** See Attachment 4.

G. ***Demolition and Removal of Structures:*** No demolition and removal of structures will be necessary.

H. ***Population Densities:*** The Plan does not contemplate a change in population densities around the Project Site. Increased traffic to and use on the Project Site will likely result due to the increased employment and customers on the Project Site.

I. ***Zoning Changes:*** The Project Site is zoned as M-1 (Light Manufacturing and Industrial), which includes convenience stores with dispensing gasoline as a permitted use. Thus, no zoning changes are necessary.

J. ***Additional Public Facilities and Utilities:*** City water and sewer utilities will need to be extended to the Project Site. The location of such extensions will be subject to utility site plans approved by the City Engineer. It is necessary to increase the elevation of the Project Site. The Redeveloper and City staff are currently exploring an agreement under which the Redeveloper will excavate and use fill material from the City's stormwater detention facility located east of 27th Street and Highway 26 (the Scottsbluff Drain) to sufficiently elevate the Project Site in lieu of onsite storm water detention.

K. ***Street Layouts, Street Levels, and Grades:*** No changes to street layouts, street levels, and grades are needed for this Plan.

L. ***Ordinance and Building Code Changes:*** No ordinance or building code changes are contemplated by the Plan.

4. Conformity to General Plan of the City (NEB. REV. STAT. §§ 18-2112, 18-2113(1), and 18-2116(1)(a)).

The Planning Commission, City, and CRA are all tasked with determining whether this Plan conforms to the general plan for the development of the City as a whole. NEB. REV. STAT. §§ 18-2112, 18-2113(1), and 18-2116(1)(a).

According to the City's 2016 Comprehensive Plan, the Project Site is located in the Southeast Industrial and Commercial District. This area is characterized as having active daytime and nighttime hours, heavy personal and commercial vehicular traffic, a wide variety of buildings and a high amount of noise and smells tolerated closer to Highway 26. Under the theme, "Growing as a regional leader of commerce and economic opportunity" this area is listed as a "key area for heavier commercial and industrial."

The Comprehensive Plan provides the following principles for sustainable development in this area:

- Plans and investments to increase economic viability of business corridor in East Overland.
- Encourage infill development through mitigation of blighted properties and incentives.
- Economic industrial growth on City periphery along Highway 26 and South 21st Avenue.

Thus, this Plan conforms to the Comprehensive Plan.

In addition, the Blight and Substandard Determination Study adopted by the City Council related to this Project Site recognizes that due to a number of challenges, this area has not kept pace with community standards while other areas along the Highway 26 corridor have seen steady growth and development.

The Study also recognizes that being adjacent to the sugar factory presents challenges. Traffic circulation is tight and parking is minimal. The sugar factory structures and activities present the appearance of limited space to the south.

This Plan begins to address these challenges by initiating growth and development along Highway 26 and near the sugar factory. The Project could encourage development to continue throughout the adjacent blighted and substandard areas including the East Overland Corridor.

5. Proposed Financing

A. ***Tax Increment Financing.*** The Redeveloper is requesting tax increment financing to pay for statutorily eligible expenses, to the extent such funds are available. The tax increment financing will be generated from the increased property taxes to be paid on the Project Site after development all in accordance with NEB. REV. STAT. § 18-2147. The amount of the available proceeds from tax increment financing ("TIF Revenues") is estimated at approximately $900,000.00, calculated as follows:

2018 Assessed Value:		
Land:	$ 100,895.00	
Building/Improvements	$ .00	
Total		$ 100,895.00
Estimated Value after Completion		
Land:	$ 514,000.00	
Building/Improvements:	$2,362,360.00	
Total		$2,876,360.00
Increment Value:		$2,775,465.00
Multiplied by approximate 2.17% levy		x 0.0216
Annual TIF Revenues Generated (Rounded)		$ 60,000.00
Multiplied by 15 years (Maximum Duration of TIF)		x 15
Estimated TIF Revenues Available:		$ 900,000.00

This estimated amount must be reduced to present value based on an interest rate to be agreed upon by the Redeveloper and the City to support a tax increment financing bond ("TIF Indebtedness").

Because the Plan proposes the use of tax increment financing, the City must find that the Plan would not be economically feasible without the use of tax increment financing and the Project would not occur in the blighted and substandard area without the use of tax increment financing. The City and the CRA must also find that the costs and benefits of the Project, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services have been analyzed and been found to be in the long-term best interest of the community. NEB. REV. STAT. §§ 18-2113(2) and 18-2116(1)(b).

The Redeveloper certifies that the Plan would not be economically feasible and would not occur in the blighted and substandard area without the use of tax increment financing. The Redeveloper has submitted a letter from its lender for the Project, Great Western Bank, stating that tax increment financing is necessary for the Project. See Attachment 5.

Notwithstanding the foregoing, the Redeveloper understands the liability of the CRA and City is limited to the TIF Revenues received by the CRA related to the Project to pay the TIF Indebtedness. The Redeveloper shall look exclusively to the TIF Revenues related to this Project for the payment of any TIF Indebtedness. The Redeveloper acknowledges that the above figures are, and any TIF Indebtedness will be set, based on estimates and assumptions, including expectations as to the completion of construction and property valuations suggested by the Redeveloper, which may alter substantially and materially, and that tax increment revenues may be altered or eliminated entirely based on future decision of the Nebraska Legislature or the voters of the State of Nebraska or by future court decisions.

Below are the portions of the project, and estimated costs, which the Redeveloper proposes to be paid for with TIF Revenues

Description	Estimated Cost
Site Acquisition	$ 514,000.00
Site Preparation	$ 150,000.00
Site Utilities	$ 150,000.00
Gas Line Relocation	$ 12,610.00
Engineering (Civil)	$ 21,000.00
Plan Preparation/Legal	$ 14,000.00
TOTAL	$ 861,610.00

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

B. Private Investment/Financing. The Redeveloper will make a substantial private investment in and obtain private financing for in the private improvements such as the building and personal property estimated at $4,000,000.00.

Please note that all the figures in this Plan are estimates and tax increment financing granted will be based on actual costs incurred.

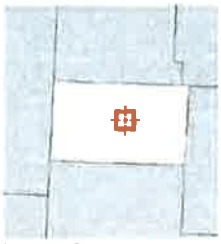
6. Implementation of the Plan.

Upon approval of this Plan, the Redeveloper will enter into a Redevelopment Contract with the CRA which shall govern the implementation of this Plan. All public improvements related to this Plan shall be according to (a) engineered plans and specifications approved in writing by the City in advance of commencement of construction, (b) all ordinances and codes adopted by the City, as in effect at the time that the public improvements are constructed, and (c) any other agreement related to the public improvements between the Redeveloper and the City. The Redevelopment Contract between the Redeveloper and the CRA shall not replace or supersede the need for the Redeveloper to obtain other agreements, consents, permits, or licenses from the City related to the public improvements or other improvements as may be required by the City for the type of work to be performed on the Project Site.

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 1
Aerial Maps and Final Plat of Project Site

Beacon™ Scotts Bluff County, NE

Overview



Legend

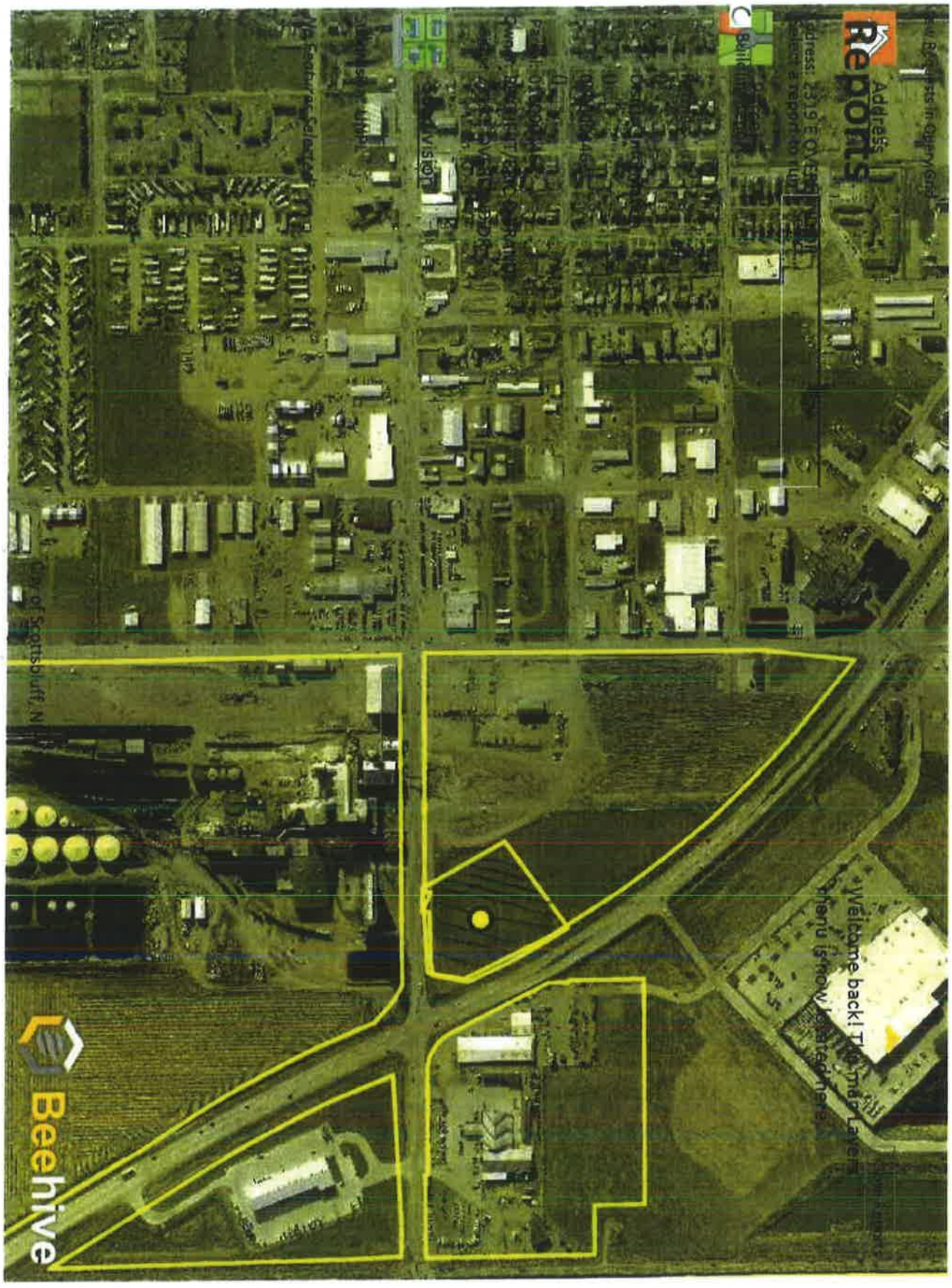
- Parcels
- Roads

Parcel ID	010000446	**Alternate ID**	n/a	**Owner Address**	REICHERT/ERIC & BRANDY
Sec/Twp/Rng	19/22/54	**Class**	n/a		1502 19TH AVE
Property Address	1007 E HWY 26	**Acreage**	n/a		SCOTTSBLUFF NE 69361
District	n/a				
Brief Tax Description	BLK 1, WESTERN ADD (5)				
	(Note: Not to be used on legal documents)				

DISCLAIMER: This map measurement's and all associated data are approximate and not to be used for any official purposes. Scotts Bluff County assumes no liability associated with the use or misuse of this information.

Date created: 2/18/2019

Developed by Schneider GEOSPATIAL


Address
Reports
Welcome back! The mdr Layers
menu is now expanded here.
Beehive

04/05/2014

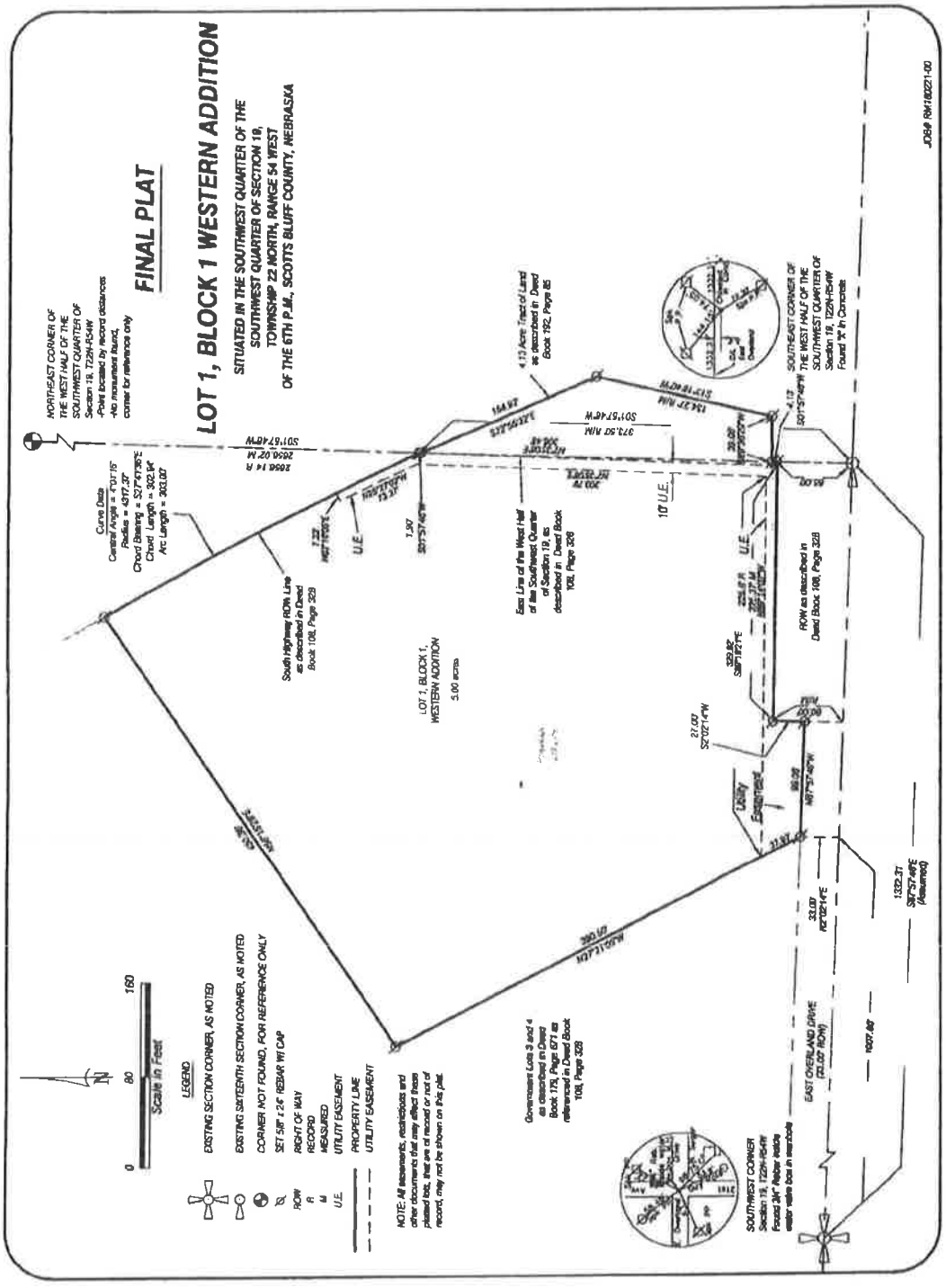
2010-4213

COMPUTER
FILM
IMAGE

NEBRASKA
F 42.00
T 93.00
R 11.5 SURVEY
R.F. OFFICE USE

RECORDED
SCOTTS BLUFF COUNTY NE

Date 9-19-18 Time 10:09am
INST. 2018 4213
Jean A. Bauer
REGISTER OF DEEDS



INST. 2018 4213

LOT 1, BLOCK 1,
WESTERN ADDITION
SCOTTSBLUFF, NEBRASKA
SHEET 2 OF 3

SURVEYOR'S CERTIFICATE

I, Dennis P. Sullivan, a Nebraska Registered Land Surveyor, hereby certify that I, or under my direct supervision, have surveyed and prepared a plat of a Tract of land situated in the Southwest Quarter of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M., Scotts Bluff County, Nebraska, more particularly described as follows;

Commencing at the Southwest Corner of Section 19, thence easterly on the south line of the Southwest Quarter of Section 19, on an assumed bearing of S87°57'46"E, a distance of 1007.86 feet, thence bearing N02°02'14"E, a distance of 33.00 feet, to the point of intersection with the north 33 foot right of way line of East Overland Drive, and the middle of a driveway, said point being the Point of Beginning, thence bearing N27°21'05"W, a distance of 390.50 feet, thence bearing N56°15'26"E, a distance of 450.36 feet, to the point of intersection with the south right of way line of U.S. Highway 26, as described in Deed Book 108, Page 328, and the point of intersection with a non-tangent curve to the right, said curve having a central angle of 4°01'16", a radius of 4317.37 feet, a chord bearing of S27°41'36"E and a chord length of 302.94 feet, thence southeasterly on the arc of said right of way line, a distance of 303.00 feet, to the point of intersection with the east line of the west half of the Southwest Quarter Section 19, and a point being 373.50 feet (Record and Measured) north of the section corner as described in Deed Book 108, Page 328, thence southerly on said quarter section line, bearing S01°57'46"W, a distance of 1.90 feet, to the point of intersection with a tract of land as described in Deed Book 192, Page 85, said line also being the south right of way line of U.S. Highway 26, thence southeasterly on the north line of said tract and said south right of way line, bearing S22°55'32"E, a distance of 164.92 feet, thence southwesterly on the east line of said tract and U.S. Highway 26 right of way, bearing S13°16'40"W, a distance of 154.27 feet, (record and measured), to the point of intersection with the north line of highway right of way as described in Deed Book 108, Page 328, thence bearing S89°36'29"W, a distance of 39.08 feet, to the point of intersection with the east line of the west half of the Southwest Quarter of Section 19, thence southerly on said quarter section line, bearing S01°57'46"W, a distance of 4.13 feet, and the point of intersection with the north right of way line of U.S. Highway 26 Right of Way as described in Deed Book 108, Page 328, thence northwesterly on said right of way line, bearing N89°14'02"W, a distance of 225.37 feet measured (225.6 feet record), thence southerly on said right of way line, bearing S02°02'14"W, a distance of 27.00 feet, to the point of intersection with the north 33 foot right of way line of East Overland Drive, thence bearing N87°57'46"W, a distance of 99.06 feet, to the Point of Beginning, said tract containing an area of 5.00 Acres, more or less.

That the accompanying plat is a true delineation of such survey drawn to a scale of 80 feet to the inch. That all dimensions are in feet and decimals. That each lot and block has its own number and that the boundary of the plat is shown with a heavy solid line with dashed lines being for orientation purposes only. That all corners found or set are marked as shown.

WITNESS MY HAND AND SEAL THIS 23rd DAY OF August, 2018.
FOR THE FIRM OF M. C. SCHAFF AND ASSOCIATES, INC.

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

NEBRASKA REGISTERED LS-562 LAND SURVEYOR DENNIS P. SULLIVAN

OWNER'S STATEMENT

We, the undersigned, being the owners of unplatted land situated in the Southwest Quarter of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th p.m., Scotts Bluff County, Nebraska, as described in the foregoing 'Surveyor's Certificate' and shown on the accompanying plat have caused such real estate to be platted as LOT 1, BLOCK 1, WESTERN ADDITION to the City of Scottsbluff, Scotts Bluff County, Nebraska situated in the Southwest Quarter of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M., Scotts Bluff County, Nebraska.

We hereby dedicate the easements shown for the use and benefit of the public.

That the foregoing plat is made with the free consent and in accordance with the desires of the undersigned owners.
Dated this 17 day of September, 2018.

Owner:
A.E. Staley Manufacturing Co / Western Sugar

By: Jerry Barnell, Vice President of Agriculture

INSTR. 2019 4213

LOT 1, BLOCK 1,
WESTERN ADDITION
SCOTTSBLUFF, NEBRASKA
SHEET 3 OF 3

ACKNOWLEDGEMENT

STATE OF NEBRASKA)
COUNTY OF SCOTTS BLUFF)

Before me, a Notary Public, qualified and acting in said County, personally came Jerry Darnell, Vice President of Agriculture for A. E. Staley Manufacturing Corporation / Western Sugar to me known to be the identical person whose signature is affixed to the foregoing `Owner's Statement' and acknowledged the execution thereof to be his voluntary act and deed and the voluntary act and deed of the A. E. Staley Manufacturing Corporation / Western Sugar.

WITNESS MY HAND AND SEAL THIS 17 DAY OF September, 2018.

Vicki E. Weber
Notary Public

My Commission Expires 09-02-22

GENERAL NOTARY - State of Nebraska
VICKI E. WEBER
My Comm. Exp. September 2, 2022

APPROVAL AND ACCEPTANCE

The foregoing plat of LOT 1, BLOCK 1, WESTERN ADDITION to the City of Scottsbluff, Scotts Bluff County, Nebraska situated in the Southwest Quarter of the Southwest Quarter of Section 19, Township 22 North, Range 54 West of the 6th P.M., Scotts Bluff County, Nebraska is hereby approved by the Mayor and City Council of the City of Scottsbluff, Scotts Bluff County, Nebraska,

by resolution duly passed this 17 day of September 2018.

Randy Meininger, Mayor

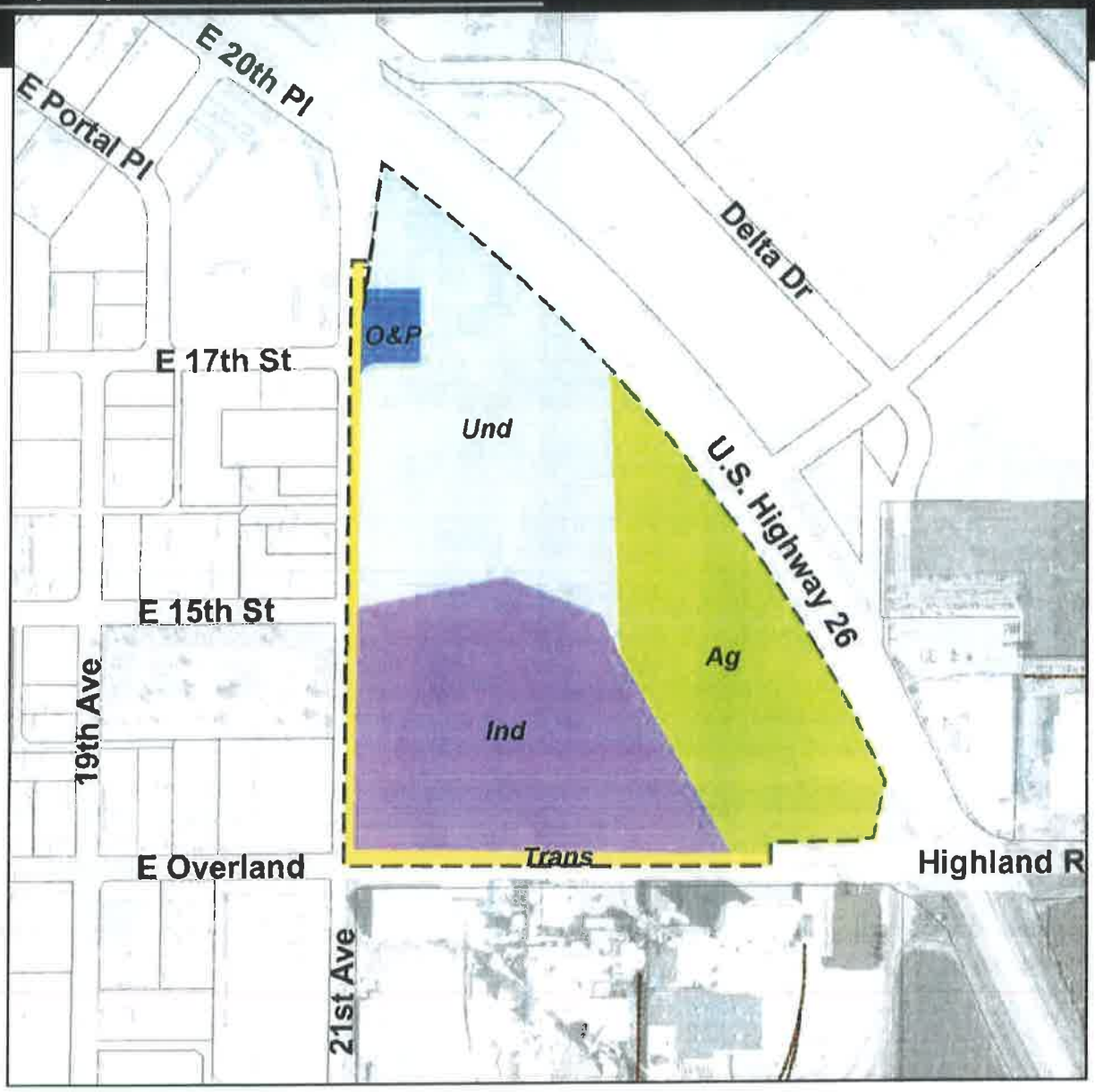
ATTEST:

Vindelay Wright
City Clerk

City of Scottsbluff, Nebraska
CORPORATE SEAL
Incorporated June 10, 1916

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 2
Land Uses

figure 2



0 100 200 400 600 800 Feet

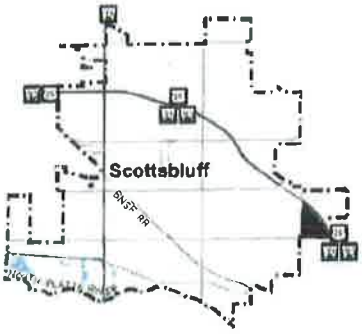
Existing Land Use

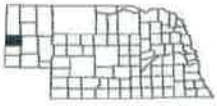
City of Scottsbluff
Scotts Bluff County, NE

Structure age obtained from Scotts Bluff County Assessor online data sheets, Jan. 2019.

Land Use

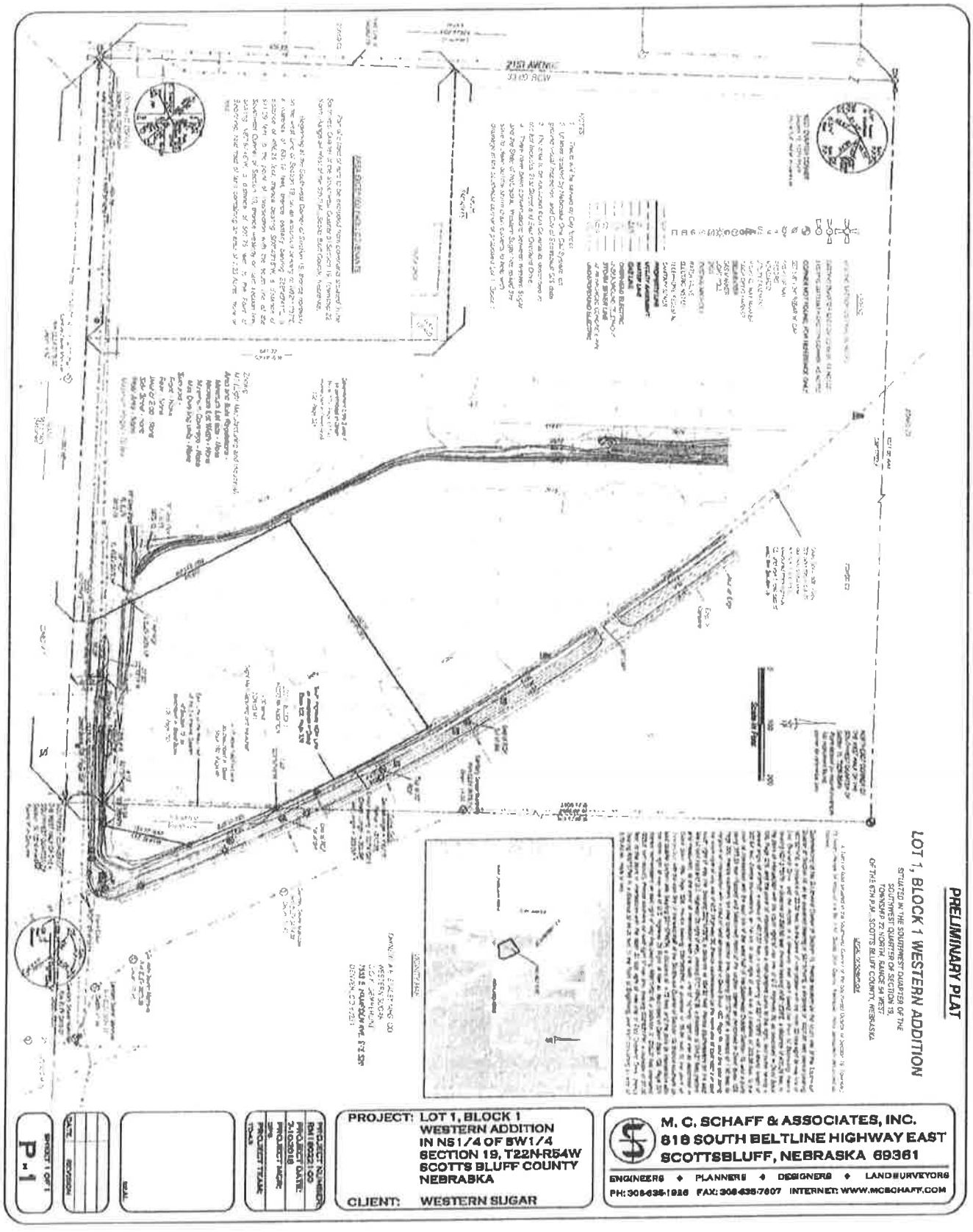
- Agriculture
- Office & Professional
- Industrial
- Public Streets
- Vacant / Undeveloped
- Study Area



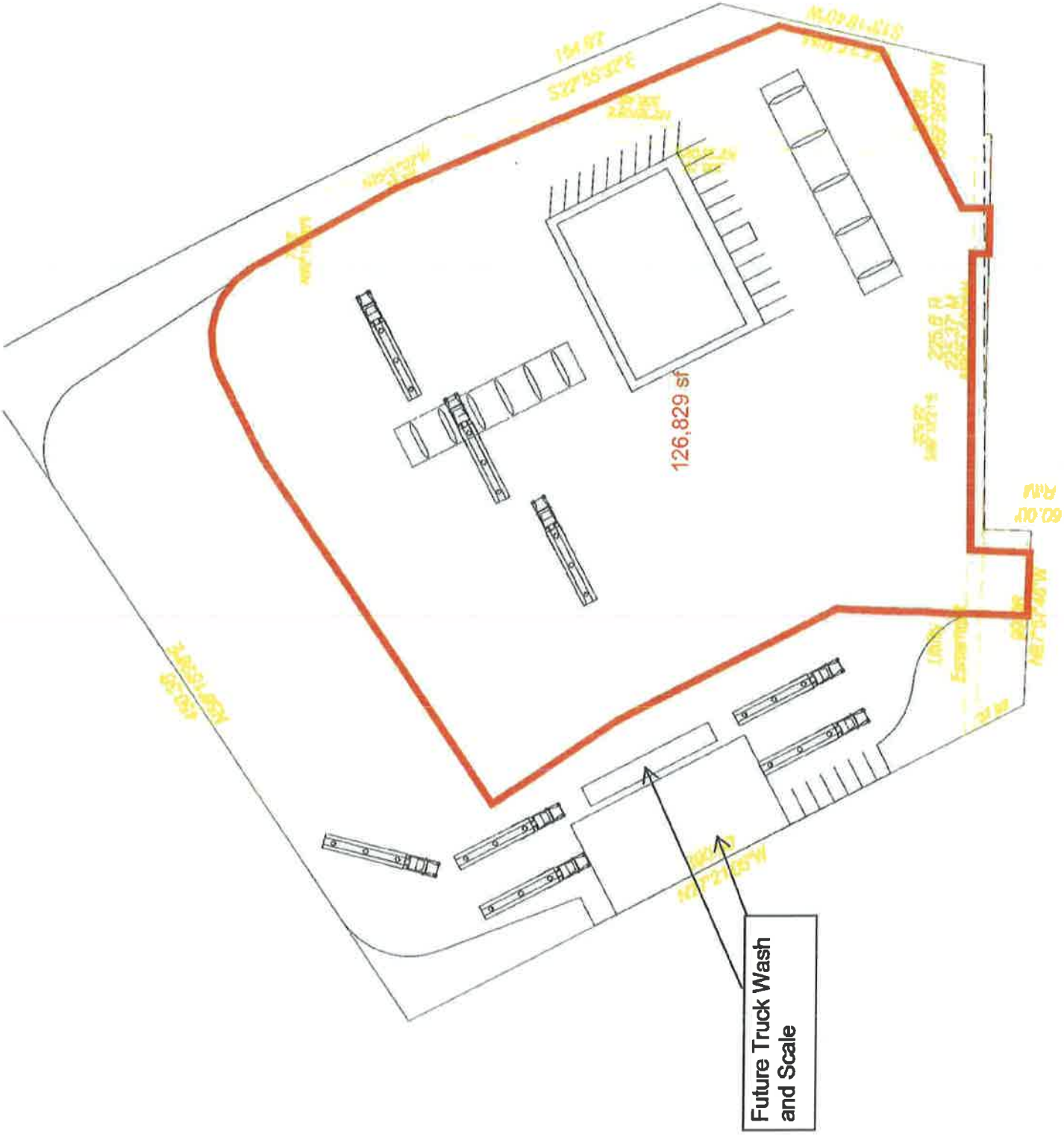


MCS FAMILY OF COMPANIES
Headquarters
818 South Beltline Highway East, Scottsbluff, Nebraska 69361
Phone (308) 635-1926 Fax (308) 635-7807 www.MCSfamilyofcompanies.com

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 3
Preliminary Plat


PRELIMINARY PLAT
LOT 1, BLOCK 1 WESTERN ADDITION
STUATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 22 NORTH, RANGE 54 WEST OF THE 6TH P.M., SCOTTS BLUFF COUNTY, NEBRASKA
21ST AVENUE
33.00' ROW
PROJECT: LOT 1, BLOCK 1
WESTERN ADDITION
IN NS1/4 OF SW1/4
SECTION 19, T22N-R54W
SCOTTS BLUFF COUNTY
NEBRASKA
CLIENT: WESTERN SUGAR
M. C. SCHAFF & ASSOCIATES, INC.
618 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361
ENGINEERS ◆ PLANNERS ◆ DESIGNERS ◆ LAND SURVEYORS
PH: 308-635-1936 FAX: 308-635-7607 INTERNET: WWW.MCSCHAFF.COM
SHEET 1 OF 1
P-1
DATE
REVISION
BY
PROJECT NUMBER
PROJECT DATE
PROJECT MGR.
PROJECT TEAM

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 4
Site Plan


126,829 sf
Future Truck Wash and Scale

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 5
Letter from Great Western Bank

Great Western Bank
Making Life Great
Member FDIC

Question #12b Attachment

January 15, 2019

26 Group, LLC
C/O Eric and Brandy Reichert
5415 Oriole Dr
Scottsbluff, NE 69361

RE: Tax Increment Financing

To Whom It May Concern;

Great Western Bank has reviewed the proposed project and is willing to finance the project with the assistance of tax increment financing. In our financial analysis the project is not cost feasible to build without tax increment financing and Great Western Bank would not be able to fund the project without it.

Sincerely,

Troy Brandt
Business Banker
Great Western Bank

GreatWesternBank.com

26 Group, LLC Fuel Station and Convenience Store Redevelopment Plan
Attachment 6
Cost-Benefit Analysis

CITY OF SCOTTSBLUFF REDEVELOPMENT PLAN
Fuel Station and Convenience Store
By: 26 Group, LLC

Cost Benefit Analysis

A. ***Tax Revenues and Tax Shifts Resulting from the Division of Taxes.*** The base value of the Project Site will be available to the local taxing jurisdictions regardless of the tax increment financing. The local taxing jurisdictions are the City, Scotts Bluff County, Scottsbluff Public Schools, WNCC, ESU 13, and North Platte NRD. The tax increment revenues created by the Project are estimated to be approximately $60,000.00 per year. These tax increment revenues will not be available to local taxing jurisdictions for 15 years after the effective date of the division of taxes, or earlier if the TIF Revenues pay off the TIF Indebtedness early. During those times, the tax increment revenues from the Project Site will be used to reimburse the Redeveloper for the eligible development costs (with interest) necessary for the Project, as set forth in the Redevelopment Plan.

B. ***Public Infrastructure and Community Public Service Needs Impacts and Local Tax Impacts Arising from Project Approval.*** This Project will require getting City water and sewer utilities to the Project Site. Tax increment financing will pay for these improvements, and thus, no additional local tax impacts, except those identified in section A above will result from the Project.

The Redeveloper and City staff are currently exploring an agreement under which the Redeveloper will excavate and use fill material from the City's stormwater detention facility located east of 27th Street and Highway 26 (the Scottsbluff Drain) to sufficiently elevate the Project Site in lieu of onsite storm water detention.

C. ***Impacts on Employers and Employees of Firms Locating or Expanding Within the Boundaries of the Redevelopment Project Area.*** Currently there is no employment on the Project Site. Employment on the Project Site at the fuel station and convenience store is estimated by the Redeveloper as follows:

2 Full Time Managers
2 Full Time Assistant Managers
3 Full Time Cooks
2 Part Time Cooks
5 Part Time Cashiers

D. ***Impacts on other Employers and Employees within the City and immediate area located outside the Redevelopment Project Area.*** No negative impacts on other employers and employees in the area are expected.

E. ***Impacts on Student Populations of School Districts within the City.*** No negative impacts on the student population at Scottsbluff Public Schools are expected.

F. ***Other Impacts.***

- The Redeveloper estimates a substantial amount of personal property to be added as a result of this Project. Personal property taxes are not included in tax increment financing and are immediately available to the local taxing jurisdictions.

- The Project is expected to create additional sales tax revenues.