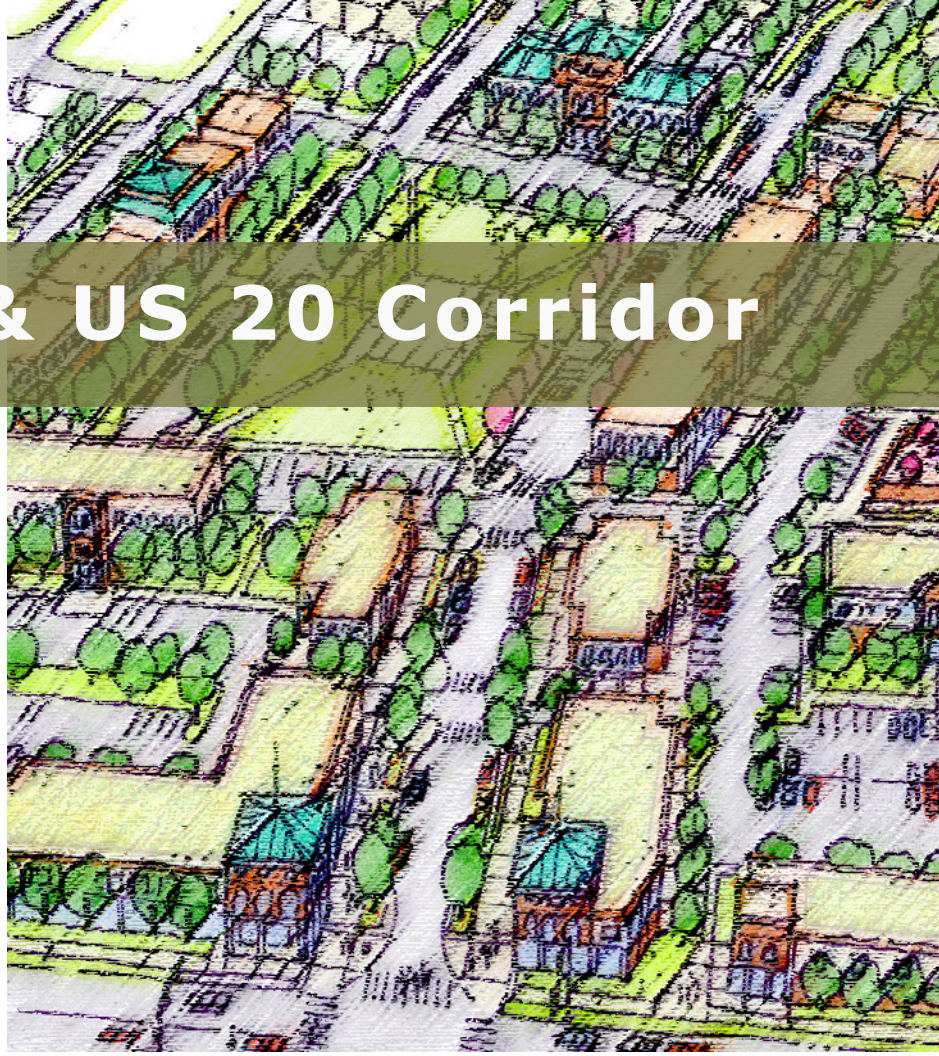
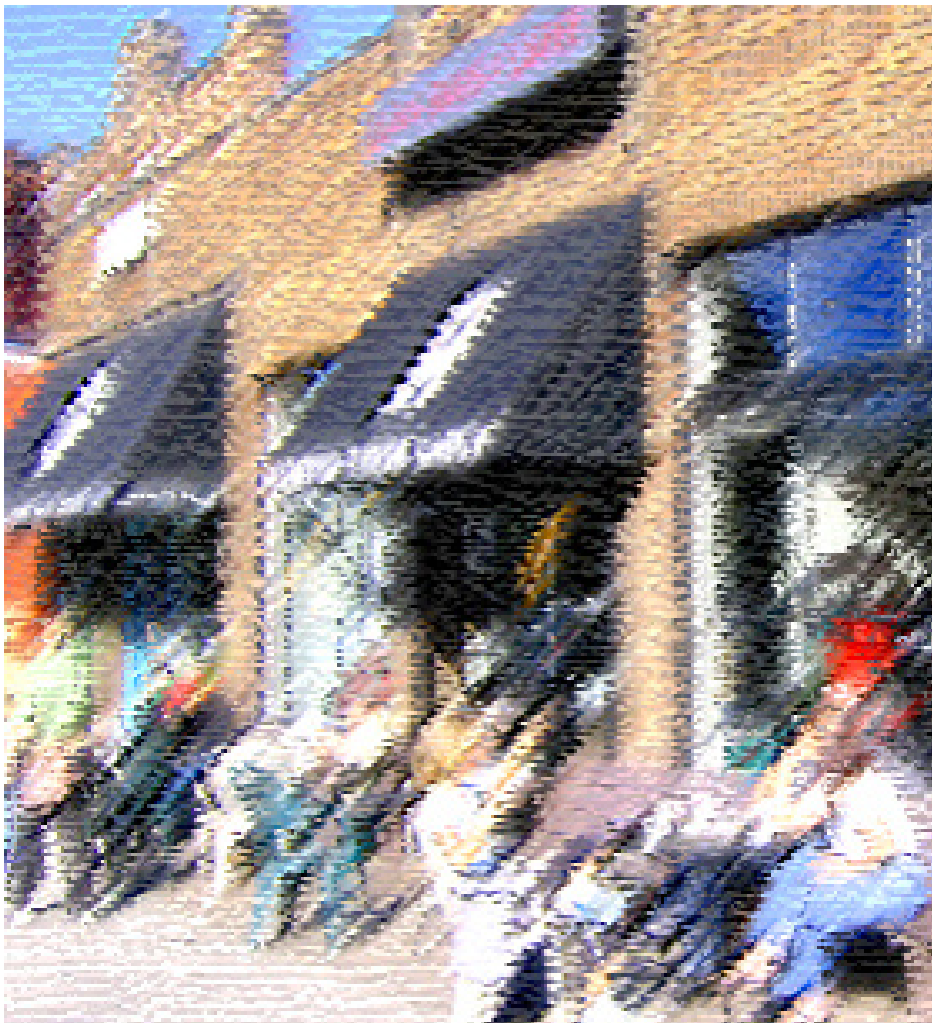
9200 Calumet Avenue Suite N501
Munster, IN 46321-2885

Downtown & US 20 Corridor

Sub - Area Plan





Summary Report

ACKNOWLEDGEMENTS

BURNS HARBOR TOWN COUNCIL

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JIM MEEKS

THE CONSULTANT TEAM:

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- BOB KOST
- BRADY HALVERSON
- A.J. MONROE
- MATT REARDON

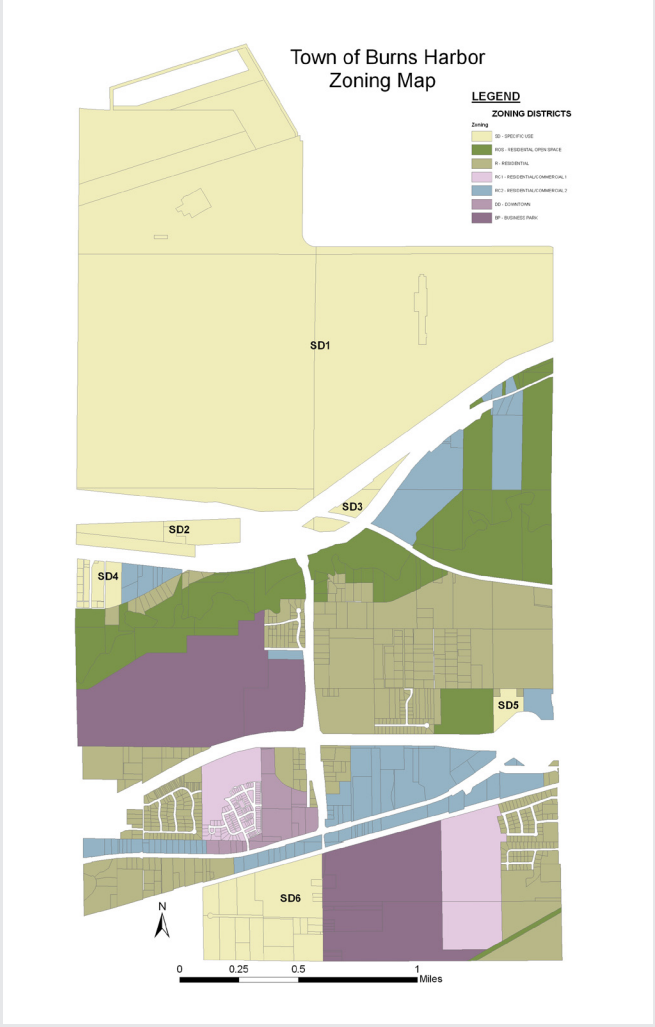
JJR, LLC
- GREGG CALPINO
- VISHAL KUNDRA

SPECIAL THANKS

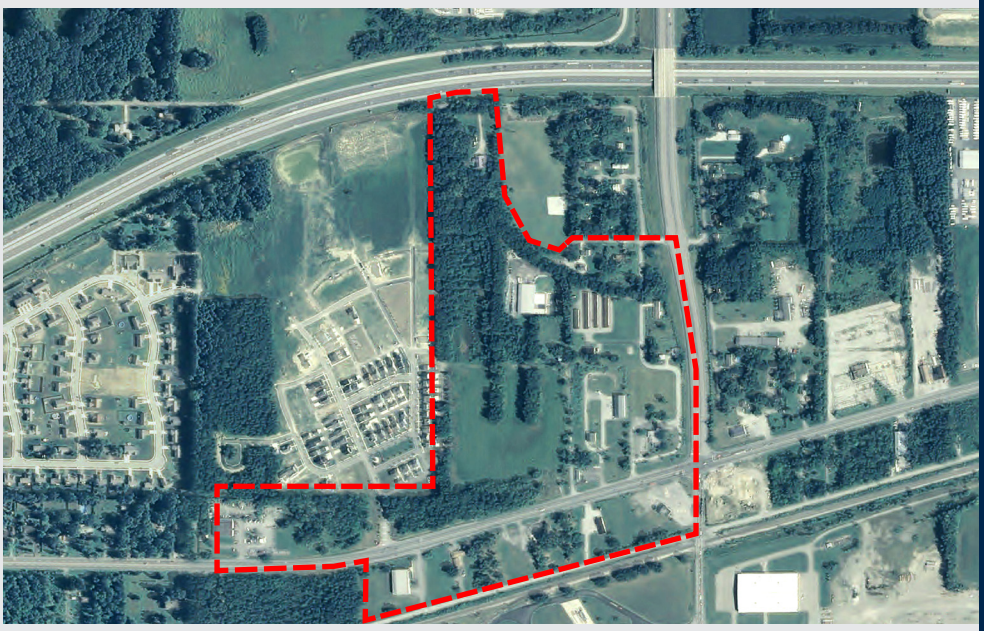
A SPECIAL THANKS TO THE RESIDENTS OF BURNS HARBOR THAT COMMITTED THE TIME AND ENERGY TO THIS EFFORT

CONTENTS

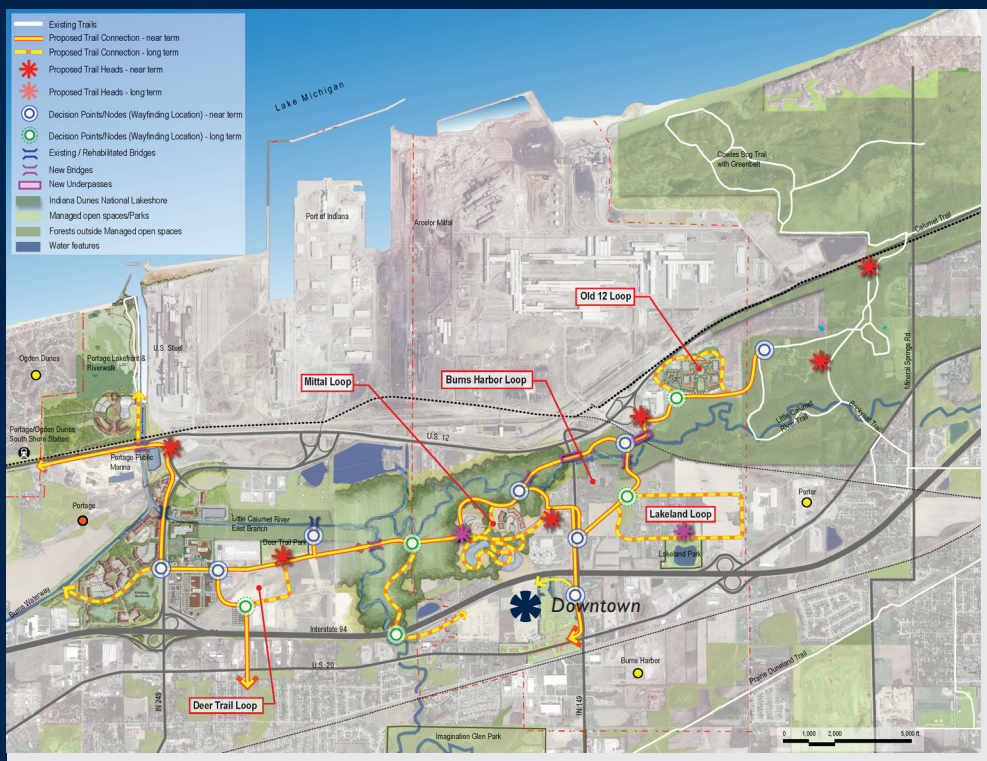
The Downtown and US 20 Corridor Plan for the Town of Burns Harbor establishes a design and implementation framework for development of a new, mixed and multi-use pedestrian-oriented district. The primary goal of this new district is to support and enrich the lives of residents and visitors by creating an attractive, well maintained environment for working, living, shopping, learning and recreating while making a positive contribution to the town's natural environment.



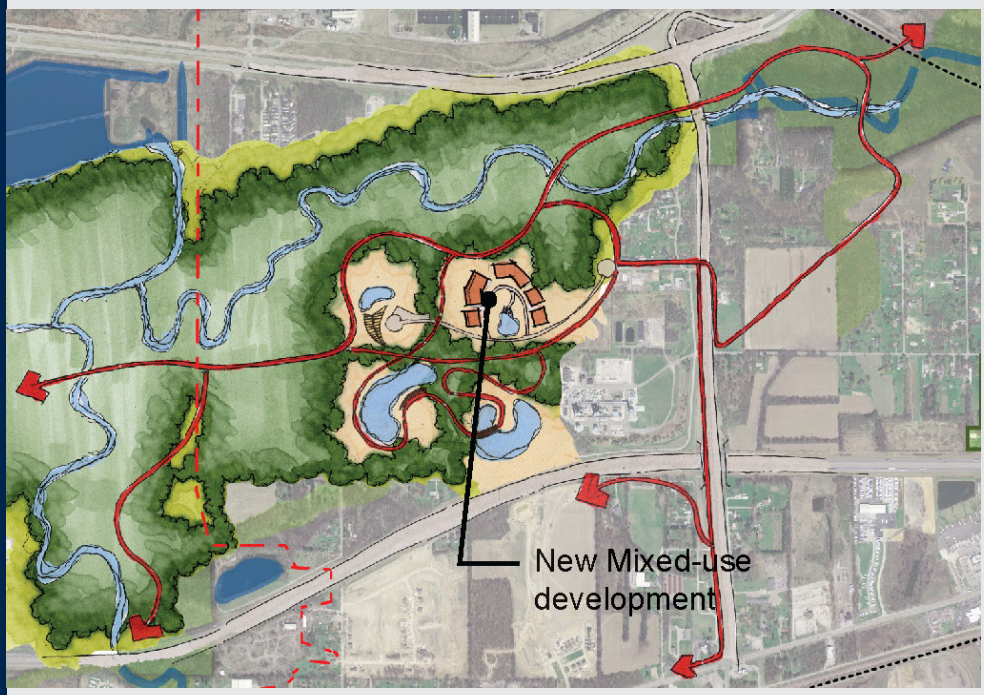
Burns Harbor Zoning Map.



Site area of Burns Harbor's Downtown District.



The Marquette Master Plan provides a diverse mainline/trunk connection from east to west with a series of trail feeders from adjacent areas that form a system of thematic loops that provide key community linkages.



The Marquette Plan

Development of the US 20 Corridor and Downtown Plan is the direct result of the on-going, extensive regional economic development and environmental enhancement efforts of the Marquette Plan.

... the Marquette Vision

"Sweeping changes will not come overnight. Nor can they be dictated by one person or one governmental body. We in Northwest Indiana must sit together as a unified community and reach a consensus on our future"

- Congressman Pete Visclosky

In 1985, Congressman Pete Visclosky offered the "Marquette Project" – a vision for what northwest Indiana's 21st Century Lake Michigan shoreline could be. The vision offered thoughts on public access, development setbacks and guidelines for lakefront development and consolidation of industry and transportation to establish highest and best use along the shores of Lake Michigan. Recognizing the enormity of his vision, the congressman proposed an incremental approach to attain the vision – project by project, link by link, jewel by jewel.

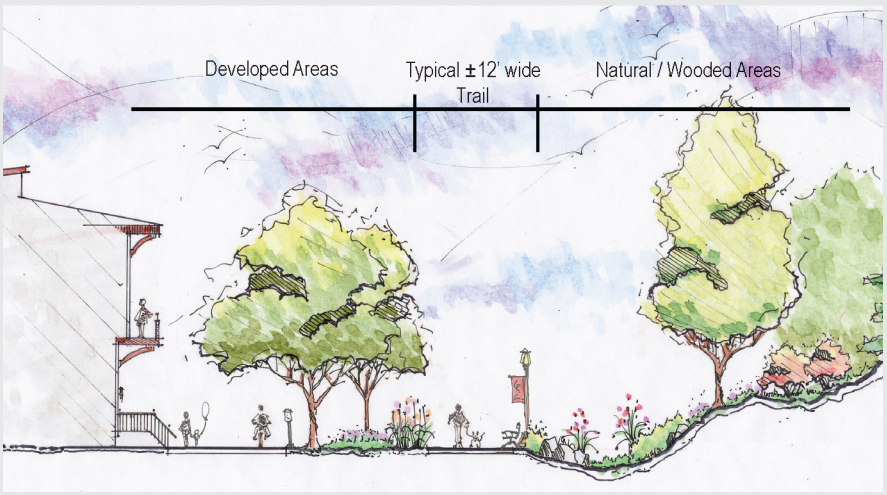
Nearly 20 years after the unveiling of his vision, Congressman Visclosky asked the Mayors of Hammond, Whiting, East Chicago, Gary and Portage to build upon the core tenants of the "Marquette Project". In January 2005, after an eight-month highly participatory, transparent planning effort, The Marquette Plan: The Lakeshore Reinvestment Strategy was unveiled.

The Plan's vision to "Create a Livable Lakefront" as:

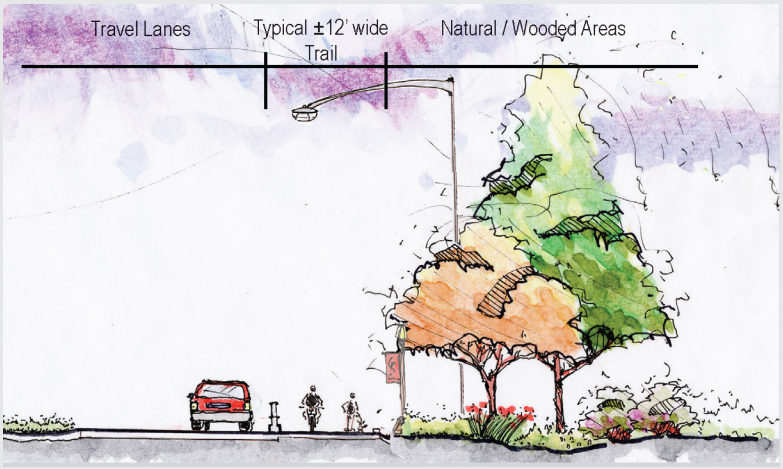
- A place to live, work, play and stay
- A sustainable environment
- A place of mixed uses and new uses
- A place to be proactive – to think and act strategically

A key recommendation of Plan was to extend the study east from the Burns Harbor International Port to the Indiana / Michigan state line. The Phase II study was completed in February 2008.

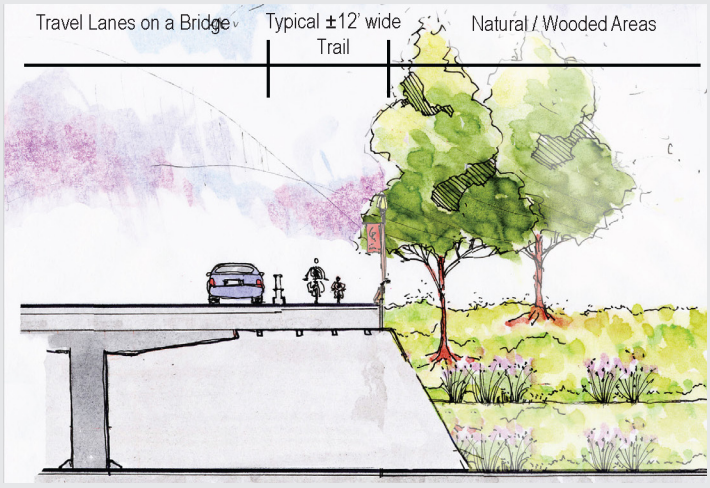
Now complete, The Marquette Plan: Indiana's Vision for Lakeshore Reinvestment outlines a dynamic, forward thinking, community-supported vision that will guide future development and land use decisions for Indiana's entire forty-six mile Lake Michigan shoreline.



Typical section through edge development.



Typical section looking south along HWY 149.



Typical section looking south along IN 149 bridge over I-94.

… project by project, link by link, jewel by jewel

The Burns Harbor Downtown / U.S. 20 Sub-Area Master Plan was identified as a recommended planning initiative in the Marquette Plan. The catalyst for this sub-area is The Village in Burns Harbor. The Village in Burns Harbor is a "New Urbanism" neighborhood that celebrates community. The Village was recently recognized by the National Association of Home Builders (NAHB) as the first development to be certified to National Green Building Standard (as promulgated by the NAHB and ANSI).

Coupled with the its adjacency to The Village, retail / commercial development set for construction, and available land, the opportunity exists to develop the Burns Harbor Town Center / U.S. 20 Corridor that includes:

- A light imprint "New Urbanism" Downtown focused on strengthening all aspects of community;
- A connection to the Marquette Greenway Trail and community open spaces;
- A reclaimed and redeveloped Standard Truck Plaza;
- An urban U.S. 20 streetscape; and
- An urbanized Highway 149 streetscape.

Advertisement for new retail proposed along U.S. 20.

"The Village" in Burns Harbor provides a good neighbor for the new Downtown.

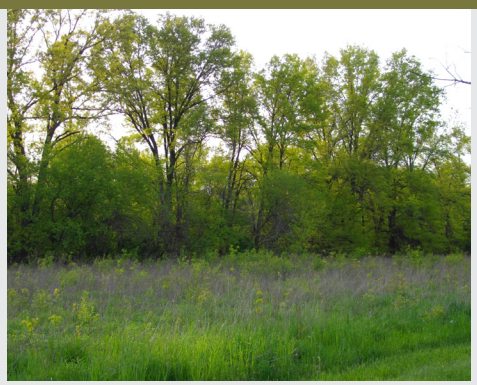
This section of the plan describes existing conditions within the study area as well as an analysis of the dominant forces and issues.

Downtown

The approximately 40-acre area identified through the planning process to be transformed into Burns Harbor's Downtown District includes a range of existing land uses:
Low density residential
Civic (Town Hall & Police)
Commercial/service
Open space

The landscape is similar in character to much of the town, with little topographic relief except for the sloping embankment down to HWY 149 along the north eastern edge of the area. Significant stands of mature deciduous trees are distributed across the area with a remnant hedgerow along the western boundary adjacent to the Village development and denser stands running along a curvilinear drainage swale.

Vacant bank building at the southeast corner of the district



Existing trees to be incorporated into "Town Green."

Existing office/warehouse.

Undeveloped property for sale within the Downtown District.

The northern edge of the area is bound by Interstate 94 which runs within a depressed corridor. The area is well served from a transportation perspective with by HWY 149 along the east border and US 20 and Old Porter Road along to the south. Although these roadways possess ample capacity, access is restricted in number of ingress/egress points and their location. Relatively fast travel speeds (45 mph – 50 mph) and high volumes of large trucks along both of these routes pose additional challenges for pedestrians and bicyclists traveling to the downtown area from neighborhoods to the east of HWY 149 and north and south of US 20. As the downtown area begins to develop, the pedestrian crossings and traffic signal timing at the US 20 and HWY 149 intersection should be updated and enhanced to improve ease of use and overall safety. There is great visibility of the downtown area from this intersection and the project's design should take advantage of this opportunity by providing pedestrian access and developing clear lines of sight into the district.

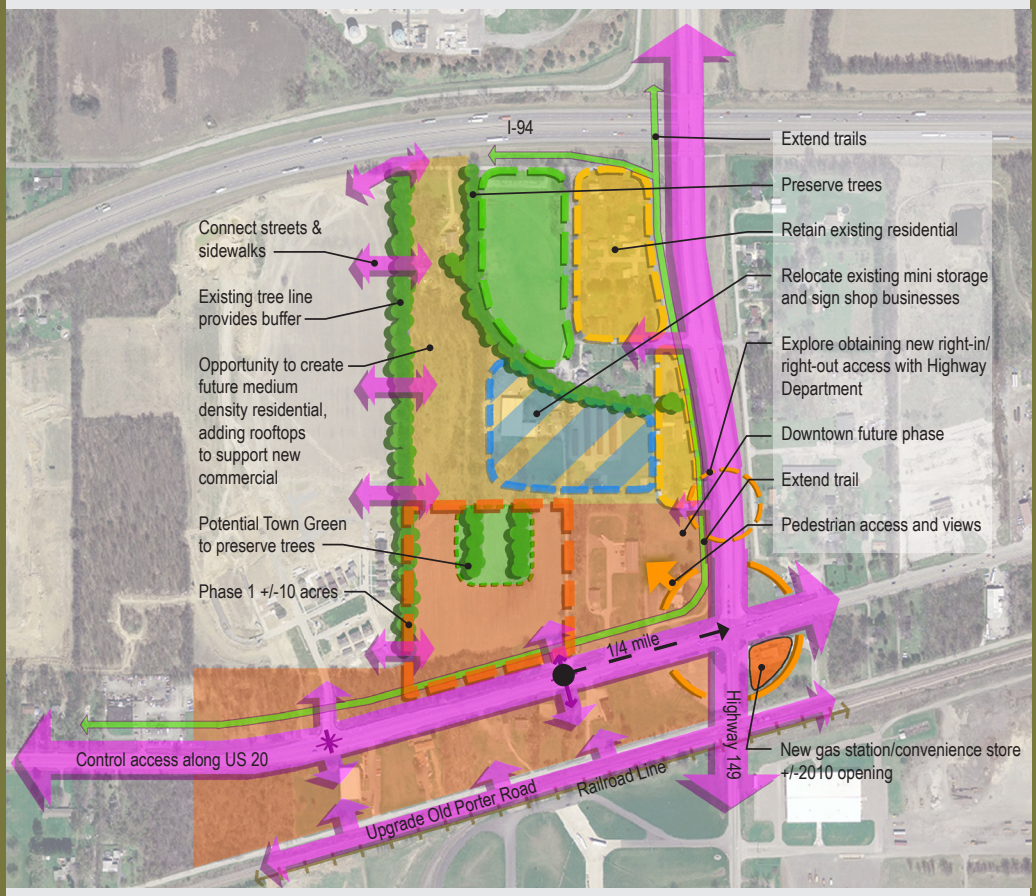
The close proximity of the adjacent Village neighborhood provides a great opportunity for shared synergies and business patrons within a five minute walk. Final location of street and sidewalk connections should be coordinated between the two developments to ensure compatibility and success.

U.S. 20 - Looking East.

Future street connection to "The Village."

Old Porter Road - looking East.

Existing mini storage facility.



Corridor

The US 20 corridor contains a wide variety of uses. The western end ranges from light industrial, office and commercial. Land uses along the middle segment shift from rural and suburban residential to highway oriented commercial. A new commercial strip center is proposed for development to the south of Burns Boulevard along US 20 while a new fuel and convenience store recently opened at the southwest corner of US 20 and HWY 149. These new projects should have a positive effect on the prospects for the development of the downtown district as they will begin to prove-up the market and reinforce the corridor as a local commercial destination. The eastern segment of the corridor (which includes the Standard Plaza brownfield site), is comprised of commercial auto-oriented uses.

Unique Destination

The development of a totally new downtown with its new infrastructure, buildings and public realm, represents a unique destination unlike other traditional, historic central business districts or commercial centers in the region. It is imperative that the vision established by the community during the charrette process be carried forth through the construction of durable, high quality public and private facilities operated and managed by experienced real estate professionals. As the heart of Burns Harbor, development of a downtown district is a long term commitment to community building that if done properly, will out last those who helped plan its inception.

The Town of Burns Harbor Town Council desiring a community-supported plan for the development of a recognizable Downtown and enhanced U.S. 20 Corridor convened this planning process. During the first half of 2009, the community and the consultant team convened residents and stakeholders in the study area to gather input that guided the development of this Plan. The planning process included:

- Field analysis, data gathering and review
- A 2-day design charrette on February 25-26, 2009
- Multiple community meetings / public open houses on April 7, 2009
- A public presentation at the Town of Burns Harbor Plan Commission Meeting
- A public presentation at the Town of Burns Harbor Town Council Meeting

This plan was prepared in concert with three other related community planning efforts:

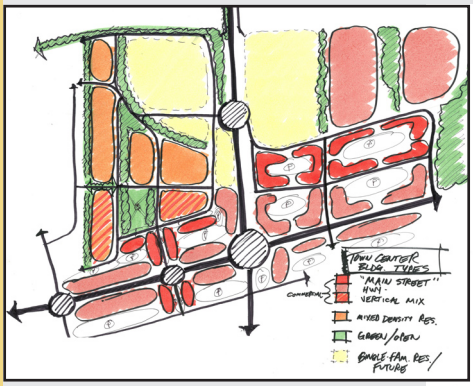
1. Comprehensive Plan Update
2. Zoning Ordinance Update
3. Marquette Greenway Burns Harbor Sub-area Plan

Many Ideas - One Plan

Over the course of February 24th and 25th, 2009 the consultant team facilitated a design charrette attended by approximately 30 residents of the town. Activities undertaken during the first evening charrette session included:

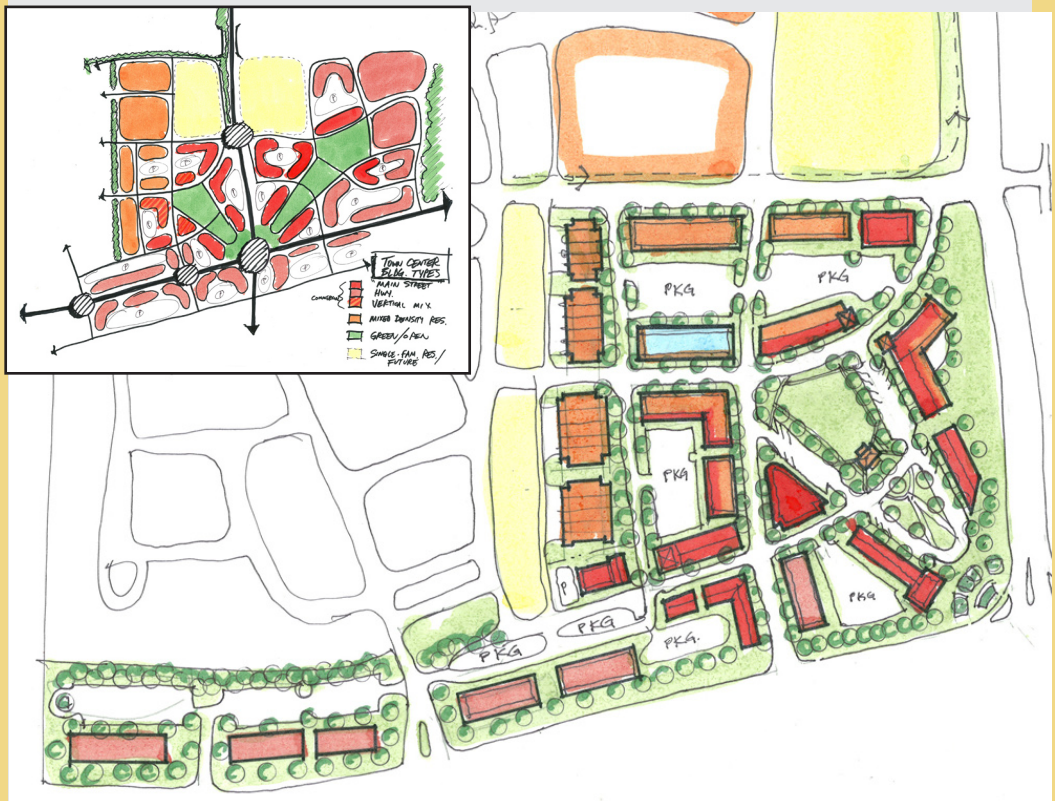
- Small group brainstorming sessions describing desired components of the ideal downtown or town center.
- A Power Point presentation describing specific attributes of downtowns and town centers.
- Small group exercise to define the downtown/town center area
- Small group exercise to develop downtown/town center vision statements
- Small group reports.

Town Center Alternative 1 - "Neo-traditional Town Square"



Bubble Diagram for new Downtown and long-term, mixed-use development east of I-94.

Town Center Alternative 2 - "Radial Town Green"



The following day consultants reconvened for a day-long design session while residents dropped in for updates and input throughout the day. The second evening charrete session involved a presentation of a charrette work products and a summary Power Point presentation including:

- A refined vision statement,
- A set of planning principles to guide the plan's design and implementation,
- A compiled list of uses and components,
- Two alternative design concepts for the entire corridor
- Two alternative site plans for the refined downtown area
- Two illustrative character sketches
- Three illustrative site cross sections
- Description of next steps

Public discussion followed the presentation for approximately an hour. Two subsequent community meetings were facilitated during March and April to refine the plan. Participants determined that the planning effort should result in the development of a Downtown district rather than a Town Center district so as to avoid confusion over the notion that Town Center referred to the Town Hall and developing a new Town Center implies the development of a new Town Hall (which is not proposed in the Downtown Plan).

VISION STATEMENT

The Burns Harbor Downtown will be a pedestrian-friendly, environmentally-conscious, community gathering place to experience all life has to offer - a place to live, work, recreate and learn.

PROGRAM ELEMENTS

- Bank / ATM
- Restaurants and Pubs
- Coffee Shop
- Bookstore
- Day Care Center
- Deli
- General, Governmental and Professional Office
- Medical Care
- Beauty / Barber Shop
- Flower Shop
- Animal Shelter
- Office Supply Store
- Banquet Hall
- Ice Cream Parlor
- Bakery
- Library
- Theater
- Bowling Alley
- Post Office
- Drug Store / Pharmacy
- Laundry / Alternations
- Hardware Store
- Children's Museum
- Nursing Home
- Grocery Store
- Food Pantry
- Fitness Club
- Community Club Places of Worship




GUIDING PRINCIPLES

Meeting the Community's Needs

- Offer a variety of residential, commercial, social and educational opportunities
- Create a pedestrian-friendly environment for a healthy lifestyle

Sustainable in Design

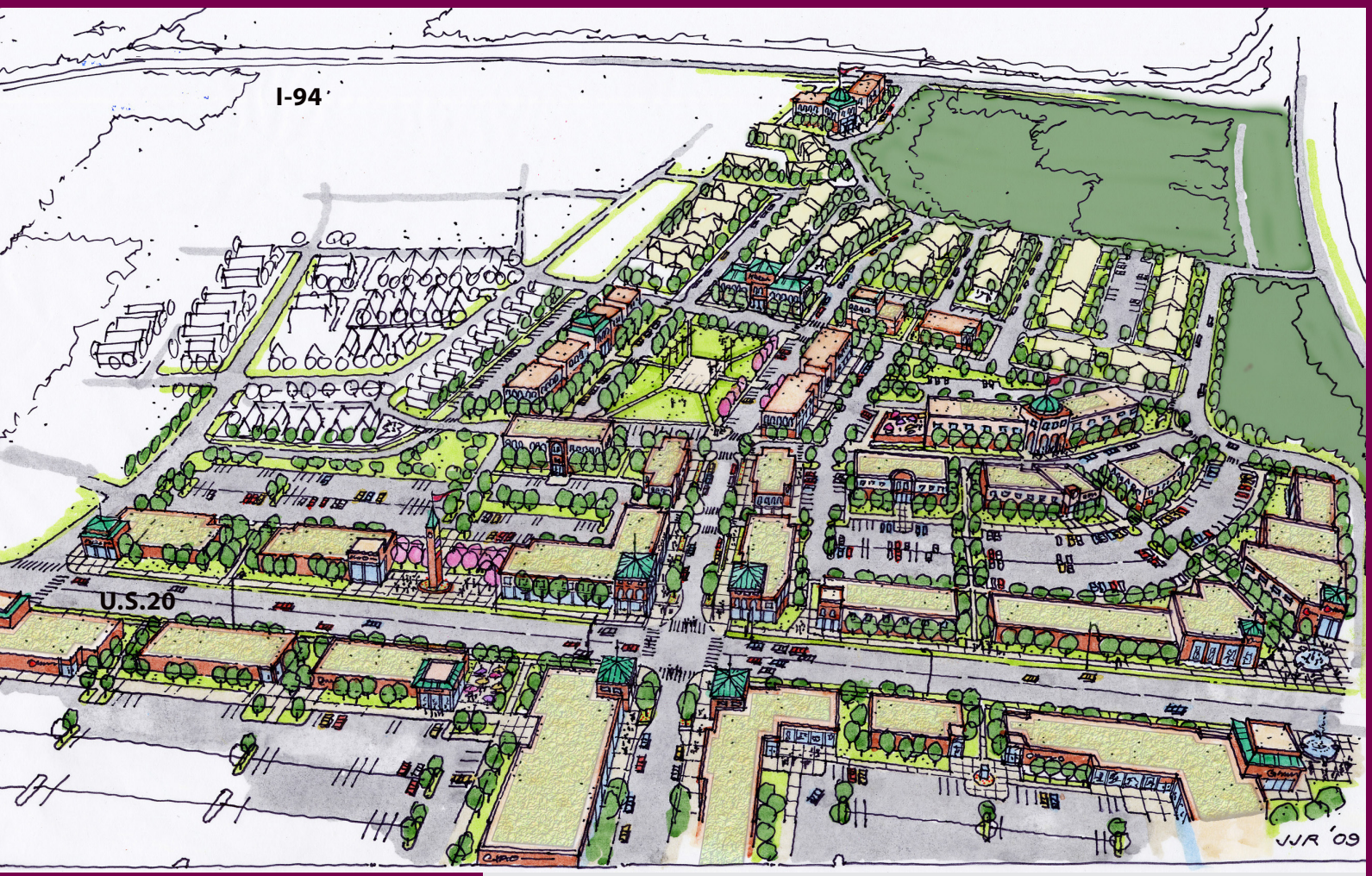
- Incorporate green building design practices
- Use alternative energy sources

In Partnership with the Development Community

- Utilize Public Private Partnerships
- Work together to protect our collective investment

For Ours and Future Generations

- Celebrate the arts
- Provide of experiential learning, playing and socializing



Green roofs can be used to reduce stormwater runoff and urban heat island effects in new Downtown buildings.

Purpose and Character

The final design for Burns Harbor's future downtown focuses on creating an attractive, mixed-use district where residents and visitors can meet many of their weekly shopping, personal service and entertainment needs by foot, bicycle and motor vehicle. As the town's most varied, mixed-use district, the downtown is designed as an urban place with multi-story buildings placed close the street with wide sidewalks, decorative pedestrian-scale lighting and streetscape amenities such as benches, bike racks and street trees.

New Downtown buildings should convey traditional main street design character.

Downtown character sketch of new multi-story mixed use buildings. Buildings include ground floor retail with office and residential uses above.

Example of pedestrian plaza proposed for the Downtown.

Overall Design

The plan's layout establishes a network of streets defining moderate to small length blocks with ample on-street parking and numerous off-street parking facilities located to the rear and sides of buildings accessible by rear allies and a limited number of mid-block driveways. Primary vehicular access is located approximately a quarter mile west of the US 20 / Highway 149 signalized intersection. This new north-south street is lined with multi-story, mixed-use block buildings with on-street parking to evoke a main street atmosphere. A central "town green" is situated within the heart of the downtown district adjacent to the main street. The town green's location also affords the opportunity to preserve and incorporate an existing stand of mature trees helping to establish a more established look to the district. Building forms and functions transition from single story commercial/service and multi-story mixed-use block buildings with upper story offices and residences between Old Porter road and the town green to multi-story townhouses, mansion apartments and stacked flats to the north of the town green. A small, pedestrian plaza and landscaped promenade are sited at the northwest corner of the HWY 149 and US 20 intersection to facilitate convenient pedestrian and bicycle access as well as to provide motorists with direct views of area businesses.

The plan transforms the US 20 corridor from its current quasi-rural-suburban nature to a more refined, urban corridor with curbs, sidewalks, street lighting, street trees and lawn boulevards. Buildings will line the roadway with parking lots placed to their backs and sides providing easy pedestrian access while conveying a more attractive, visitor friendly appearance. Motor vehicle access to properties along US 20 is accommodated at two primary locations. Additional access is also provided from the south via an upgrade Old Porter Road. Parking lots within the US 20 corridor as well as within the downtown district are interconnected with internal drive aisles and sidewalks to control access and traffic on US 20 while accommodating walking.

Example of mixed-use block building type.

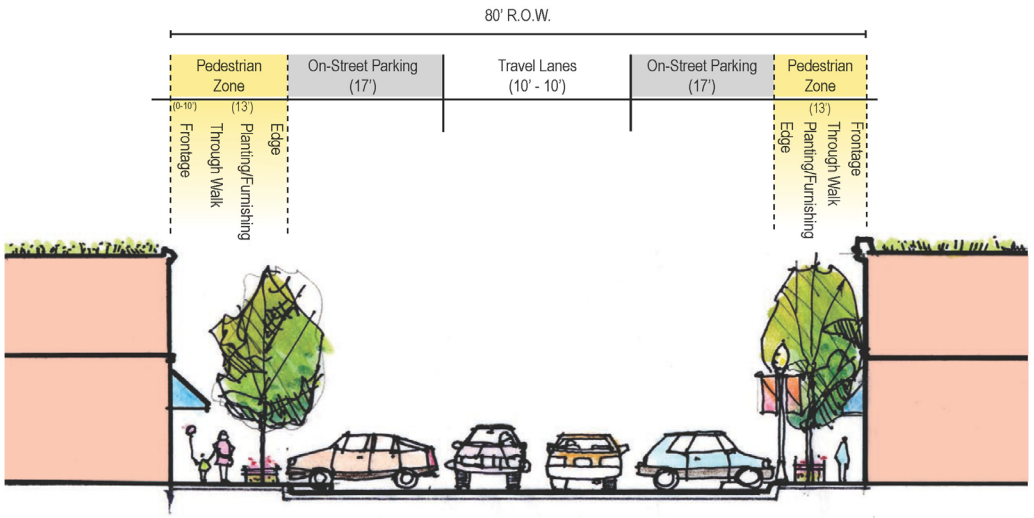
Character sketch showing buildings along new 2-way street with decorative streetscape and parallel parking.

Illustrative site plan showing fully developed Downtown District.

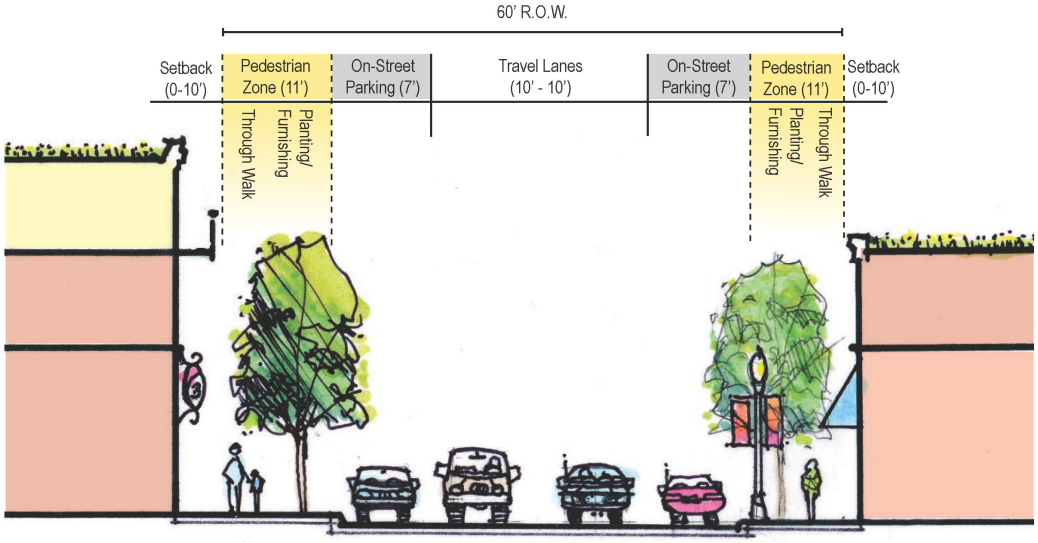
Primary elements and features of the downtown include:

Place-based transportation system:

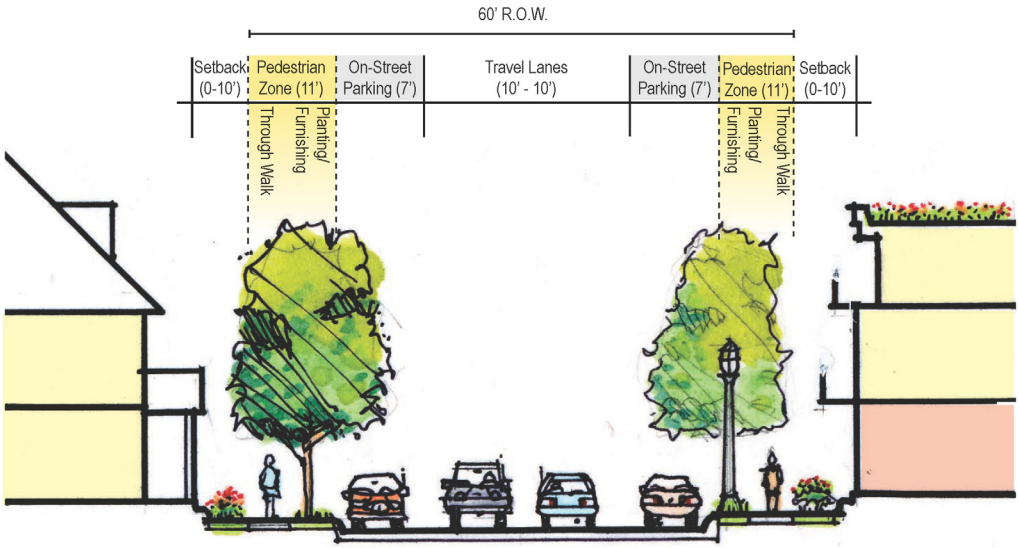
- **Commerce Street**: eighty foot wide right of-way, two-way street with two, ten foot travel lanes, seventeen foot deep 60 degree angled parking bays, twelve foot wide sidewalks, pedestrian scale street lighting and shade trees in planter cut-outs.
- **Mixed-use Street:** sixty foot wide right-of-way, two-way travel with two, ten foot travel lanes, seven foot wide parallel parking bays, ten foot wide sidewalks, shade trees in planter cut-outs and pedestrian scale street lighting.
- **Mixed-residential Street:** sixty foot wide right-of-way, two-way travel with two, ten foot travel lanes, seven foot wide parallel parking bays, five foot wide lawn planter strips with shade trees and pedestrian scale street lights and five foot wide sidewalks.
- **Alleyway:** eighteen foot wide right-of-way, one way travel with a single fourteen to sixteen foot wide paved travel lane.
- Emphasis on interconnected streets, sidewalks and trails.
- Implementation of segments of the Marquette Greenway regional trail system.



Typical section A-A' - Commerce Street with retail/commercial, Pedestrian friendly streets, Signage, Green roofs, and On-street angled parking

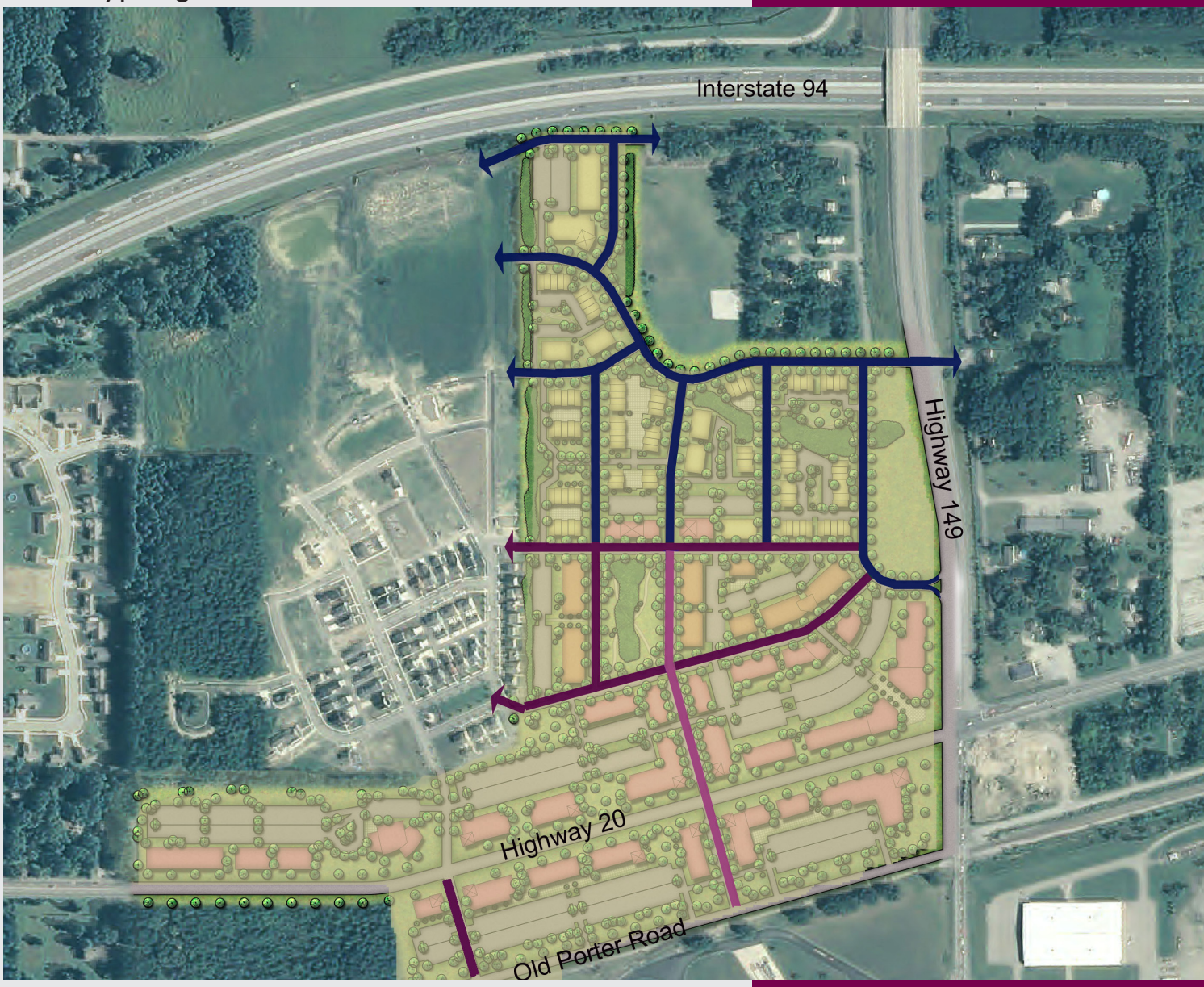


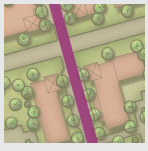
Typical section C-C' - Mixed Use Street, Pedestrian friendly streets, Signage, Green roofs, and On-street parking



Typical section B-B' - Mixed Residential Street, Pedestrian friendly streets, Signage, Green roofs, and On-street parking

Street Typologies





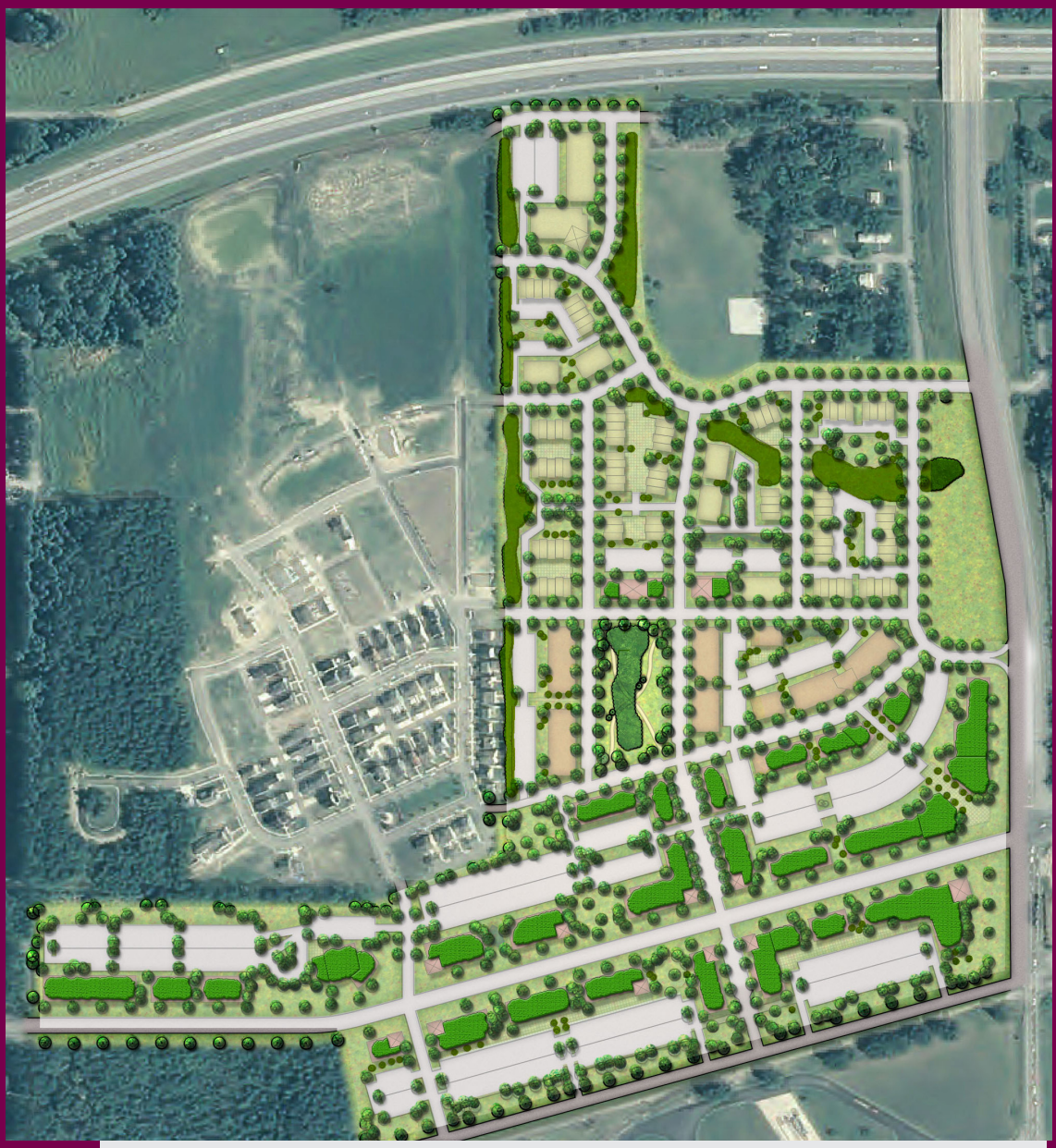
Commerce Streets

Mixed-use Streets

Mixed-residential Streets

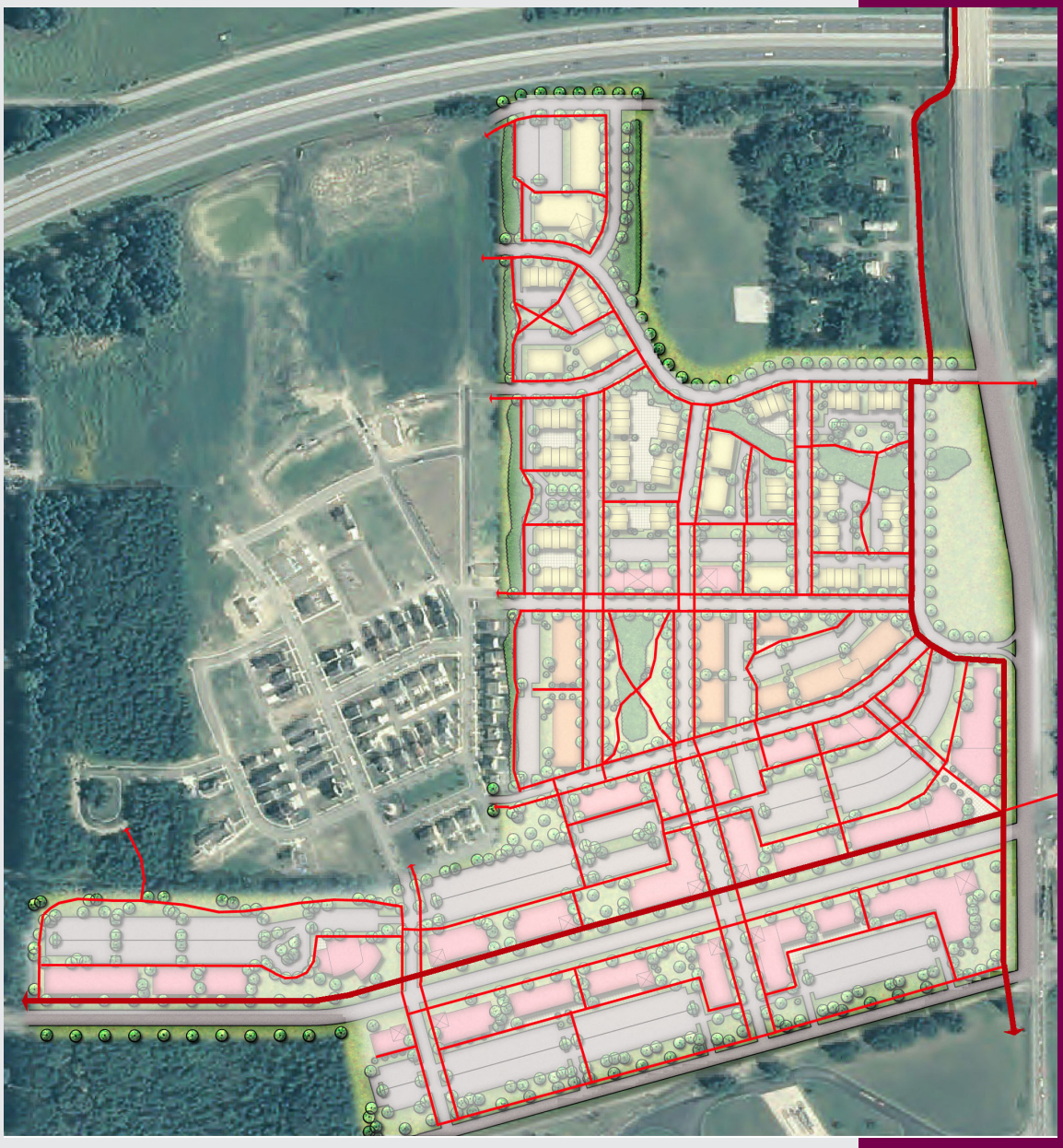
Integrated green urbanism features:

- Extensive, interconnected pedestrian system to support walking and promote public health.
- Green roofs to reduce stormwater runoff, and reduce urban heat island effect.
- Subsurface, structural cell sidewalk shade tree systems to support healthy urban forestry, reduce quantity and treat stormwater.
- Active solar building systems to reduce grid energy demand and reduce green house gas emissions.
- New zoning district regulations featuring maximum parking limits, shared parking reduction formulas and bicycle parking requirements.
- A range of life-cycle housing choices.
- District specific, building and site design standards.
- Phased, implementation process based on holistic, long-term vision.



Pedestrian Circulation

Green Infrastructure



Downtown Sub Area Engineering Analysis

Stormwater

It is the Town of Burns Harbor's intent to incorporate Best Management Practices (BMP's) in the downtown master plan in order to lessen stormwater pollution and disruption of natural hydrology. BMP's relate to both the quality and quantity control of stormwater using structural and non-structural techniques. These techniques are effectively implemented by reducing impervious surfaces, promoting infiltration, and capturing and treating stormwater runoff. BMP's should be designed based on a State or Local standard, or quantifiable in-field data meeting specific performance criteria.

Examples of BMP's include but are not limited to: disconnection of impervious surfaces, filter strips, swales, rain gardens, vegetated roofs, permeable paving, and tree box filters. It is important to take into consideration variables such as site factors, climate, construction costs, and maintenance when determining the type of BMP used for successful implementation. For example, if a rain garden is used, the landscaping selection should be based on pollutant loadings for that geographic area.

The Northwest Indiana Regional Planning Commission also offers comprehensive information including detailed definitions and applications for BMP's in their mission to improve water quality. This information can be viewed at: http://www.nirpc.org/environment/water.htm

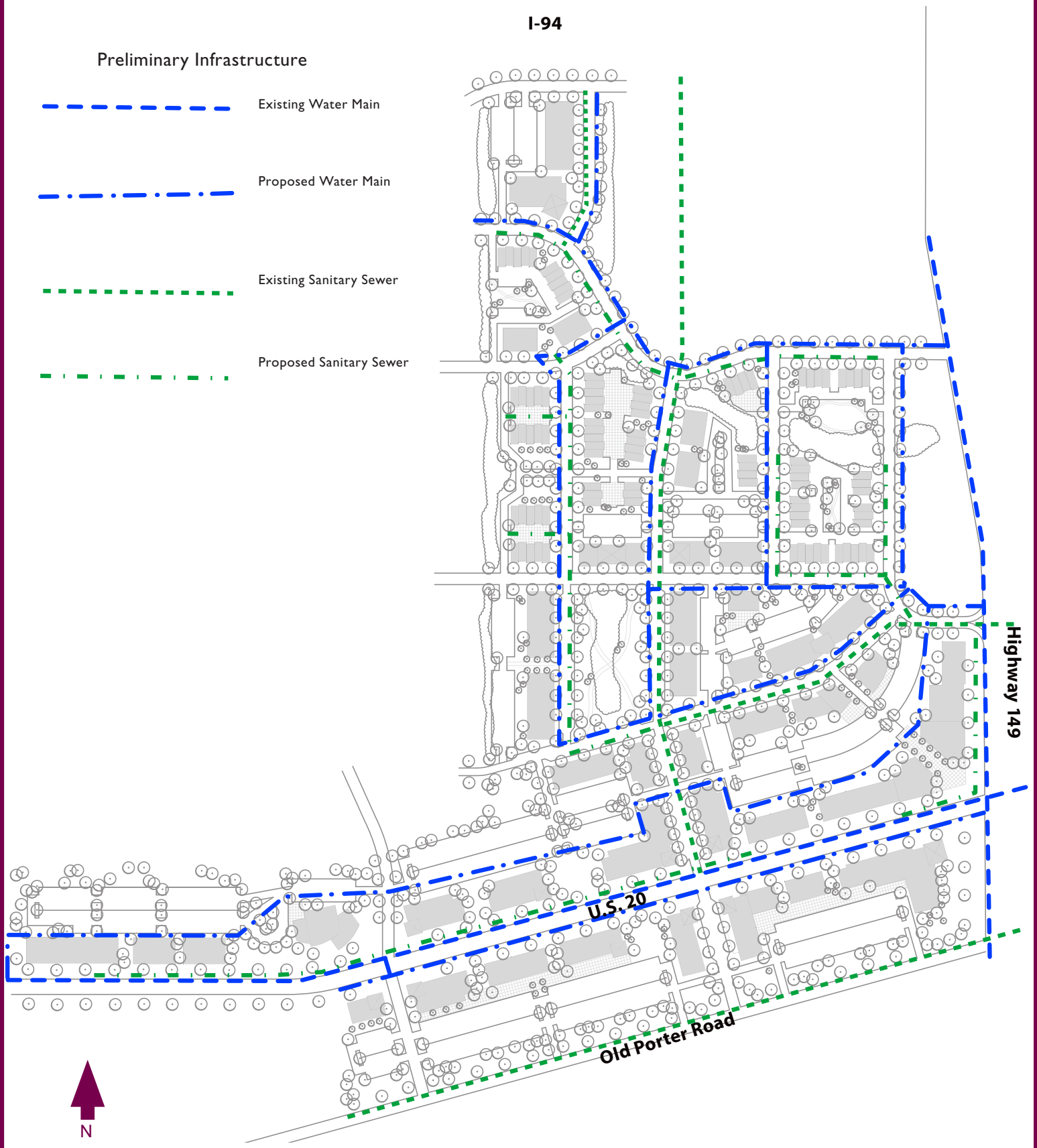
Sanitary / Sewage Treatment

The Town of Burns Harbor, through cooperation with Arcelor Mittal Steel, has purchased the Waste Water Treatment Plant (WWTP) within the steel mill plant site. The Town owns the facility, while Arcelor Mittal Steel operates and maintains the treatment plant under the company contract with the Town. The current contract allows the treatment plant to accept a maximum of 450,000 gallons per day (gpd) from the Town. Currently, the Town is operating at about 22% of its capacity, sending, on average about 100,000 gpd to the facility. An extensive sewage collection system has been installed by the Town to serve both current and future land uses. Additionally, Global Engineering has been recently contracted by the Town to conduct a Waste Water Treatment Master Plan which will provide existing and future data in much more detail.

There are existing 8" and 10" sanitary sewer lines that run through the downtown sub-area. These sewers will provide capacity and connections for certain phases of the development that are proposed as part of the downtown. The downtown, per site plan, has the capacity to generate approximately 500,000 gpd, approximately 150,000 gpd over the capacity of the existing WWTP. If this downtown plan comes to fruition, at some point in the future, the sewer trunk lines and the capacity at the WWTP may have to be expanded to accommodate the increased loading. These issues would have to be addressed in formal engineering studies.

Potable Water

Indiana American Water Company (IAWC) owns and operates the potable water system within the Town of Burns Harbor. There are existing main lines along U.S. 20 and State Road 149. Along U.S. 20 there is an existing 16" watermain west of SR 149 and an existing 12" east of SR 149. On SR 149 there is an existing 16" on the west side of the road with plans to install a 30" watermain sometime in the spring of 2010. This proposed 30" line would parallel the 16" main and both would remain in operation according to IAWC. Tapping off of these existing mains, the Burns Harbor downtown sub area would be serviceable via an 8" or 10" watermain installed throughout the development (final sizing of main would be determined in formal engineering studies).


I-94
Preliminary Infrastructure
Existing Water Main
Proposed Water Main
Existing Sanitary Sewer
Proposed Sanitary Sewer
Highway 149
U.S. 20
Old Porter Road
N

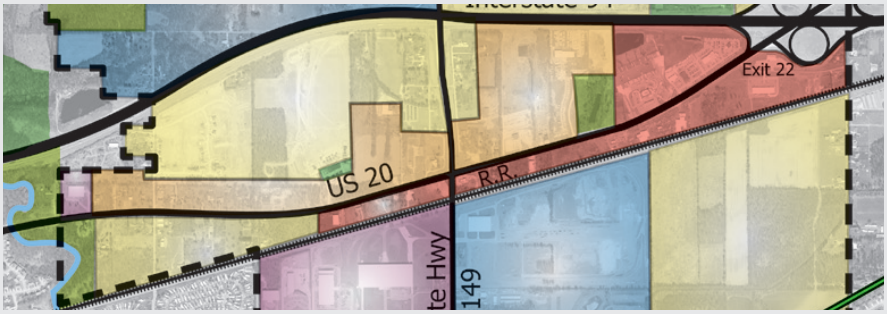
U.S. 20 Corridor

Future development and redevelopment of the US 20 Corridor within Burns Harbor will be guided by the Town Burns Harbor 2009 Comprehensive Plan Update (including the Future Land Use Plan) and regulated by the Town of Burns Harbor 2009 Zoning Ordinance. Designated land uses along the corridor include Parks, Industrial, Residential, Mixed-Use and Commercial. These land uses were translated into three Zoning districts within the corridor. New zoning districts include:

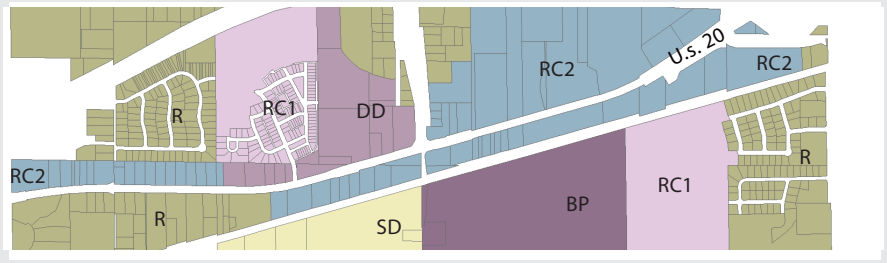
- R - Residential
- RC2 - Residential/Commercial 2
- DD - Downtown

Additional development guidelines for building and site design within the DD Downtown District are described in the Design section of this document.

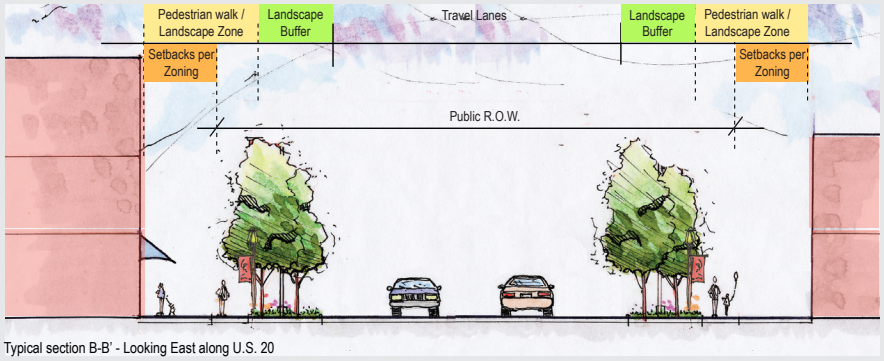
Implementation of urban design and pedestrian improvements within the highway right-of-way need to be coordinated with the Indiana Department of Transportation.



Land use segment of U.S. 20 Corridor.



Zoning map segment of U.S. 20 Corridor.



Typical section B-B' - Looking East along U.S. 20

U.S. 20 Corridor development concept.

New fuel and convenience store at southeast corner of U.S. 20 and Hwy 149 helps residents meet their daily needs.

Design Guidelines

Design Guideline Intent
The design guidelines for Burns Harbor's Downtown and US 20 Corridor serve two primary functions:

To guide developers and building designers proposing new building, renovation and or building expansion projects within the downtown or corridor.

To assist citizens of Burns Harbor, specifically those serving on the Plan Commission, Board of Zoning Appeals, Town Council or other development review committees or commissions in reviewing and evaluating development proposals for the downtown or corridor.

The design guidelines are intended to provide additional direction and support to the zoning regulations and shall be applied to new site development, new buildings, additions and major remodelings (more than 50% of the existing building or site).

Each design guideline is introduced with an objective to explain the intention of the guideline. The subsequent text and supportive images are intended to explain and illustrate potential solutions. Developers, designers and reviewers may develop additional ideas for achieving a specific guideline's objective.

Facades

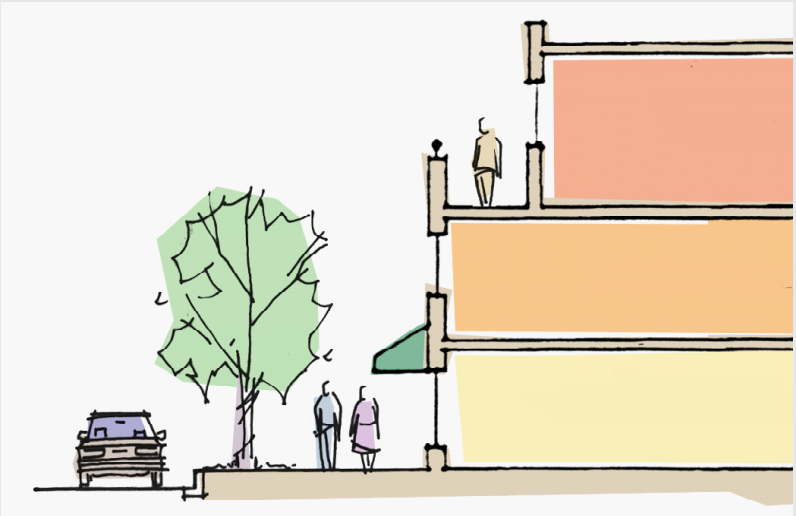
Objective: To employ visually legible building proportions that support the human scale, define the street edge and provide visual continuity.

In general, buildings over two stories should have a well-defined base, middle and top. The base, or ground floor, should appear visually distinct from the upper stories, through the use of a change in building materials, window shape or size, an intermediate cornice line, an awning, arcade or portico, or similar techniques.

It should be recognized that buildings will be viewed from a variety of vantage points. Consequently the placement of doors, windows, balconies, changes in materials, or roof height, etc. should be designed to provide an attractive and harmonious design from the front, side rear and top.

Building tops should be articulated with discernable cornice lines, parapets and/or facias.

Buildings facades with recognizable layers: base, middle and top.



Building Width and Façade Articulation

Objective: To add visual interest and variety by avoiding long, monotonous facades.

New building facades should have a pedestrian scale aesthetic. This can be accomplished by establishing a layering of rhythmic patterns and architectural elements such as windows, columns, roof lines, building materials and colors.

"Flat" facades should be avoided; historic structures exhibit more of the desired play of light and shadow on a building; new development should create more of a visual impact in ways similar to that of historic structures.

The primary façade(s) (viewable by the public from streets and parking lots) of buildings of 36 feet or greater in width should be articulated into smaller increments through the following or similar techniques:

- Stepping back or extending forward a portion of the façade
- Use of different textures or contrasting, but compatible, materials
- Division into storefronts with separate display windows and entrances
- Arcades, awnings, window bays, balconies or similar ornamental features
- Variation in roof lines to reinforce the articulation of the primary façade.

Roof Design

Objective: To provide a visual terminus to the building, reduce monotony and reflect interior and exterior patterns of use or ownership.

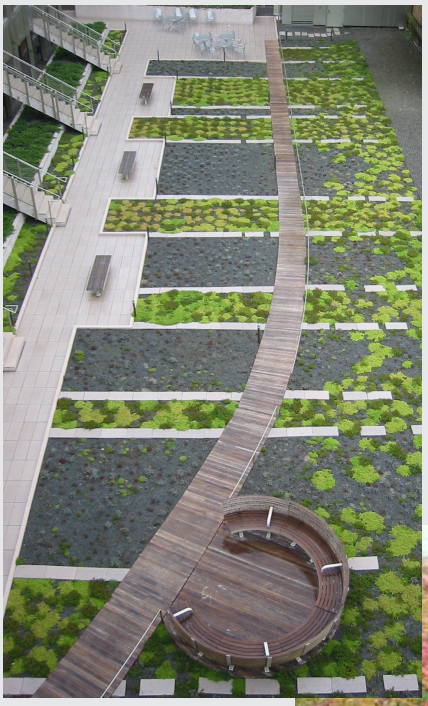
Buildings may be designed with pitched and/or flat roofs. Flat roofs should be defined with a discernable cornice line. Variations in roof type, height, and or distinct, separate roof segments should be considered as a means of creating greater visual interest, identifying changes in use, areas of ownership or reducing monotony.

Pitched roofs such as gable, hip, shed or mansard roofs should be clad with highly durable materials such as standing seam metal, slate, ceramic or fireproof composite tiles. Use of asphalt shingles is discouraged.

Use of vegetative, green roofs for flat and shallow pitched sloping roofs is highly encouraged to reduce stormwater runoff and urban heat island effects.

Flat roofed building with varying roof heights.

Examples (clockwise from upper left) mansard, shed, gable and flat roof types covered with highly durable materials.



Example: Non-residential building with 60 percent of façade featuring windows and doors at ground level; 30 percent at second story.

Traditional application of transparent, storefront type windows at ground level and transparent double-hung windows on second floor.

Example: Residential building with 20 percent of façade featuring windows and doors at ground level; 15 percent at second story.

Transparency: Window and Door Openings

Objective: To reflect the character of the area's traditional main street neighbors, enliven the streetscape and enhance security by providing views into and out of buildings.

For nonresidential or mixed-use buildings:
Window and door openings should comprise at least 60 percent of the length and at least 30 percent of the area of the ground floor of the primary street façade.

A minimum of 20 percent of the ground level of side and rear facades not fronting a public street should consist of window and door openings meeting the above requirements.

A minimum of 20 percent of all sides of upper story facades should consist of window or balcony/door openings meeting the above requirements.

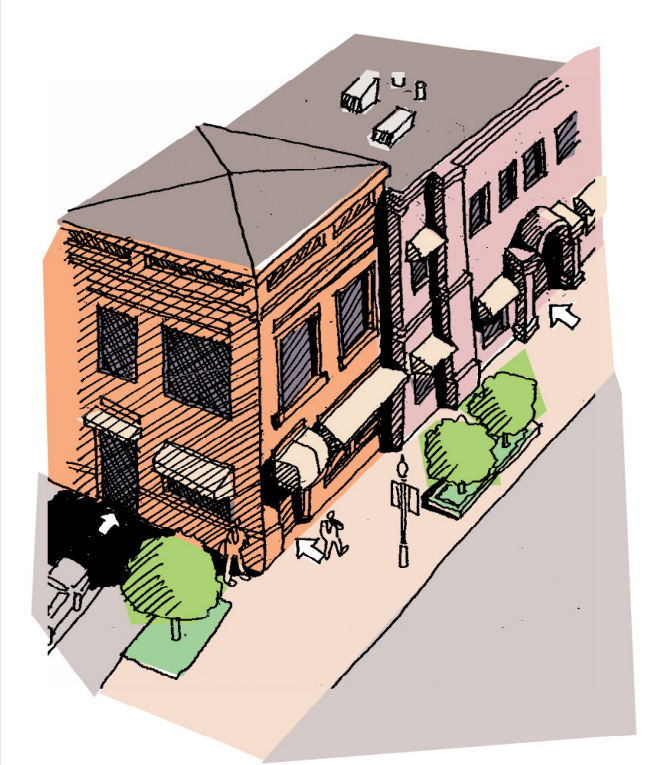
For residential buildings:
A minimum of 20 percent of primary (street-facing) facades and 15 percent of other facades including upper stories should consist of window and door openings, providing residents within the buildings a visual connection to activity on the sidewalk and street.

Transparency: Window and Door Openings, Continued

Windows and door openings should strive to meet the following requirements:

- Windows should be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow.
- Window shape, size and patterns should emphasize the intended organization of the façade and the definition of the building.
- Mirrored, dark tinted, opaque or glass block should not be used on street-facing facades. Glass on street facing doors and windows should be clear or lightly tinted, allowing views into and out of the interior.
- Windows on all facades of buildings should meet the requirements of the Indiana State Energy Code for energy efficiency.

Example of clear glass at ground level.



Clearly visible corner entrance with awning.

Recessed entry with canopy and sign.

Entries

Objective: To establish the visual importance of the primary street entrance, and to ensure that entries contribute to the visual attractiveness of the building and are readily visible to visitors.

Nonresidential or Mixed-Use Buildings

Primary building entrances on all buildings should face the primary abutting public street or walkway, or linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances should be oriented to a secondary street or parking area. Residential entries should be separate and distinct from commercial entrances.

In the case of a corner building or a building abutting more than one street, the street with the higher classification should be considered primary. The main entrance should be placed at sidewalk grade.

Entries should be designed with one or more of the following:

- Canopy, portico, overhang, arcade or arch above the entrance
- Recesses or projections in the building facade surrounding the entrance
- Display windows surrounding the entrance
- Architectural detailing such as brick work or ornamental moldings
- Planting areas, pots or window boxes for seasonal landscaping

Residential Buildings

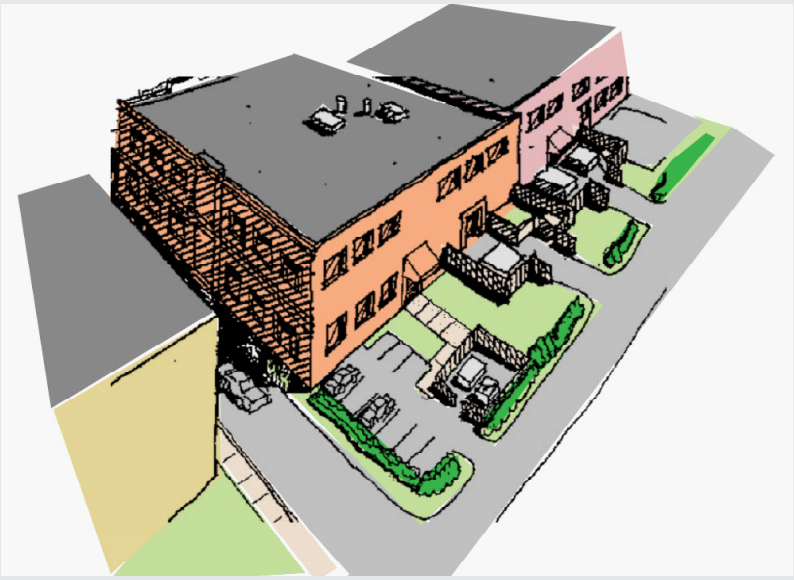
Primary building entrances on all buildings should face the primary abutting public street or walkway, or be linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances may be oriented to a secondary street or parking area.

Porches, steps, pent entryway roofs, roof overhangs, hooded front doors or similar architectural elements should be used to define the primary entrances to all residences. When the primary residential entrance is accessible by steps, a secondary at-grade entrance should be provided.

Distinct, separate entries for multi-family residential buildings provide individuality and reduce monotony for this town house building type.

Separate entrance set at sidewalk grade for multiple flats building type.

Example of "walk-up" style town houses.



Buildings with rear off-street parking and loading should provide windows, walkways and lighted entrances.

Example: Rear entries located along a pedestrian greenway.

Well-designed commercial entrance serving customers using off-street parking located behind building.

Rear Facades and Entries

Objective: To improve the appearance of rear facades, orient customers parking or walking to the rear of buildings, and provide safe and convenient access to all building entries.

Rear facades should be designed as an integral part of the overall building with similar materials and detail treatments. If parking is placed to the rear of a building, the building's rear façade should be welcoming in appearance. Awnings, landscaping and small wall signs identifying businesses are encouraged.

If customers, visitors and/or tenants park to the rear of the building, a well-defined and lighted rear entrance is strongly encouraged.

If no rear building entrance is provided, a signed and lighted walkway to the front or side building entrance should be provided.

Building Materials

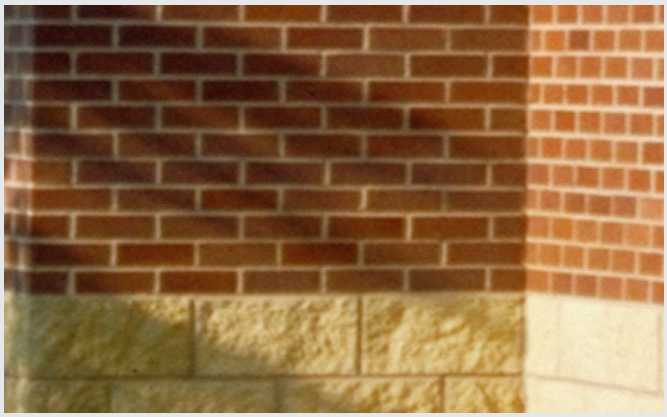
Objective: To ensure that high-quality, durable and authentic building materials are used in all forms of building construction.

Buildings should be constructed of durable, high-quality materials, such as:

- Brick
- Natural stone
- Manufactured stone
- Textured, patterned and/or integrally colored cast-in-place concrete
- Integrally colored, precast CMU (concrete masonry units), provided that surfaces are molded, serrated or treated to give wall surfaces a three-dimensional texture.
- Stucco or EFIS (exterior insulating finish system) above the ground line (+3 ft.)
- Architectural metal; decorative panels, structural elements and decorative support or trim members

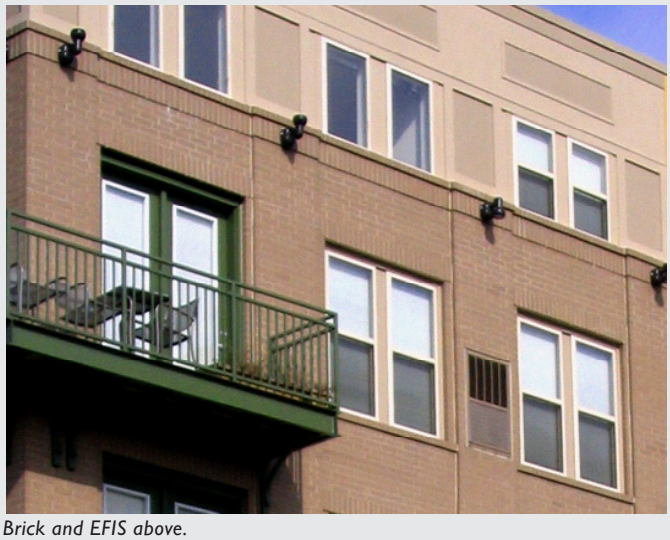
Materials to avoid:

- Unadorned plain or painted concrete block
- Unarticulated or blank, tilt-up concrete panels
- Pre-fabricated metal building systems
- Glass curtain wall systems
- Aluminum, vinyl, fiberglass, asphalt or fiberboard siding

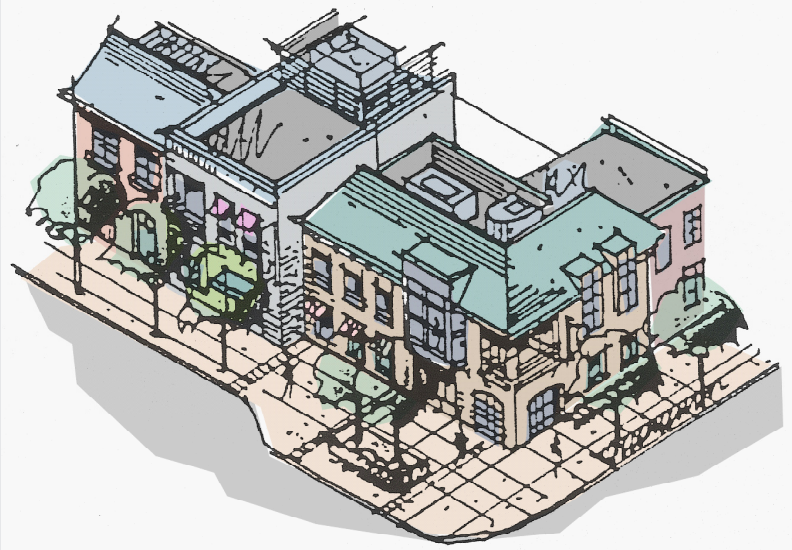


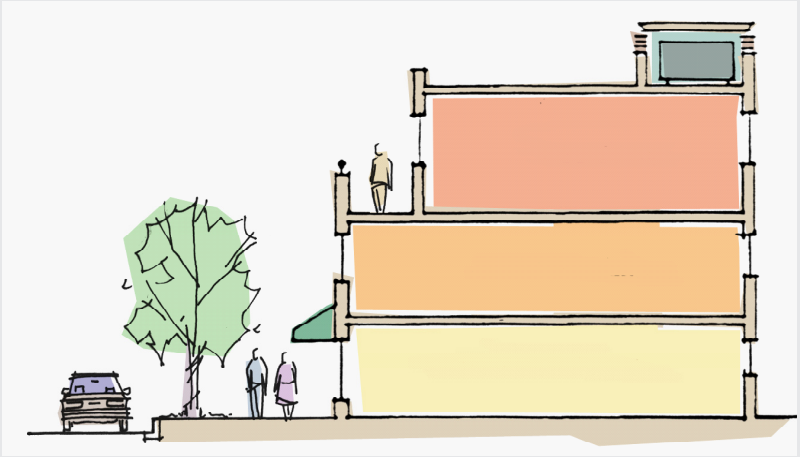
Brick and rock-face CMU

Copper siding and brick



Brick and EFIS above.





Rooftop Equipment

Objective: To ensure that views of rooftop equipment from public streets or pedestrian ways are minimized.

All rooftop equipment should be screened from view from adjacent streets, public rights-of-way and adjacent properties. Preferably, rooftop equipment should be screened by the building parapet, or should be located out of view from the ground.

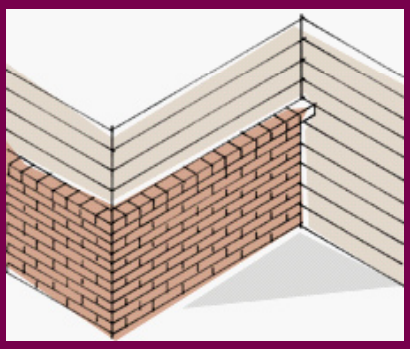
If this is infeasible, the equipment should be grouped within a single enclosure. This structure should be set back a distance of 1½ times its height from any primary façade fronting a public street. Screens should be of durable, permanent materials (not including wood) that are compatible with the primary building materials.

Exterior mechanical equipment such as ductwork should not be located on primary building facades.

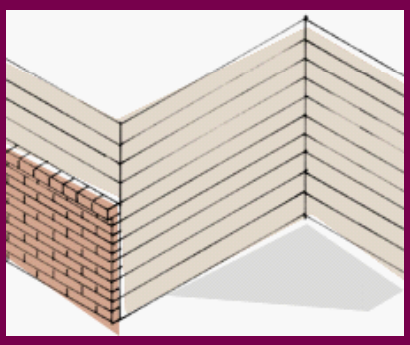
Architectural Detailing

Objective: To encourage new building design that enlivens building facades and contributes to a rich textured, human-scaled environment.

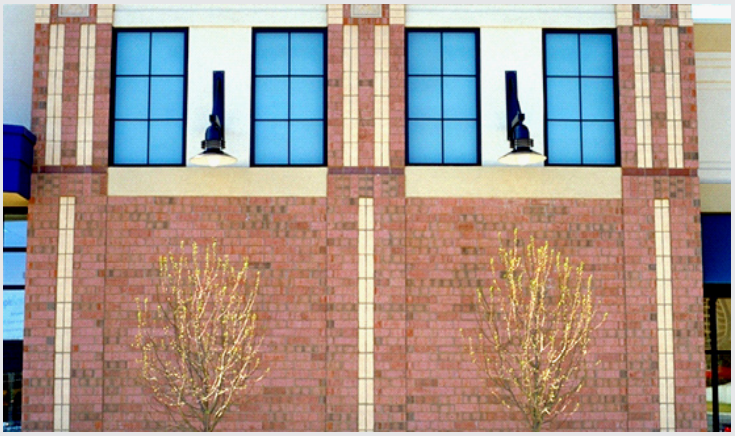
Architectural details such as ornamental cornices, arched windows and warm-toned brick with bands of contrasting color are encouraged in new construction. The contemporary adaptation of historic and vernacular residential, institutional and commercial styles found in Prospect Park and in Southeast Minneapolis is encouraged.



Terminate materials at an inside corner.



Avoid termination of materials at an outside corner.



Franchise Architecture

Objective: To encourage new building design that is supportive of the urban design goals of the City, and that responds to the corridor's transit-oriented development.

Franchise architecture (building design that is trademarked or identified with a particular chain or corporation and is generic in nature) is generally discouraged unless it employs a traditional storefront commercial style. Franchises or national chains should follow these guidelines to create context-sensitive buildings that are sustainable and reusable.

Typical franchise architecture.

Individually designed free-standing franchise use.

Franchise use incorporated into existing building.

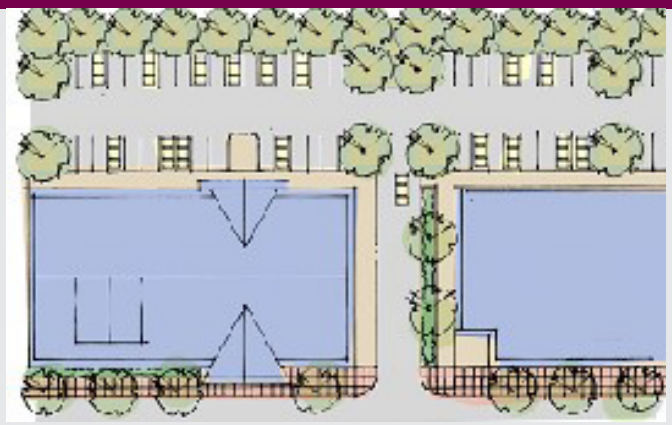
Former gas station converted to a neighborhood café.

Awnings

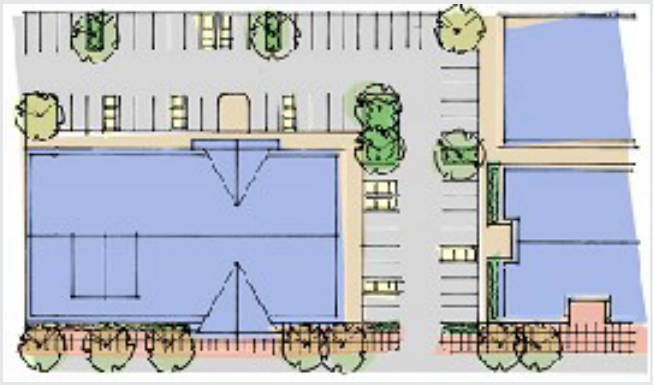
Objective: To encourage the use of awnings as a way to shelter customers, transit patrons and other pedestrians; reduce glare and conserve energy, and provide additional accent color to building facades.

Where awnings are used, canvas or fabric awnings are preferable. If glass or metal awnings are employed, they should closely complement the building's architectural character and aesthetic.

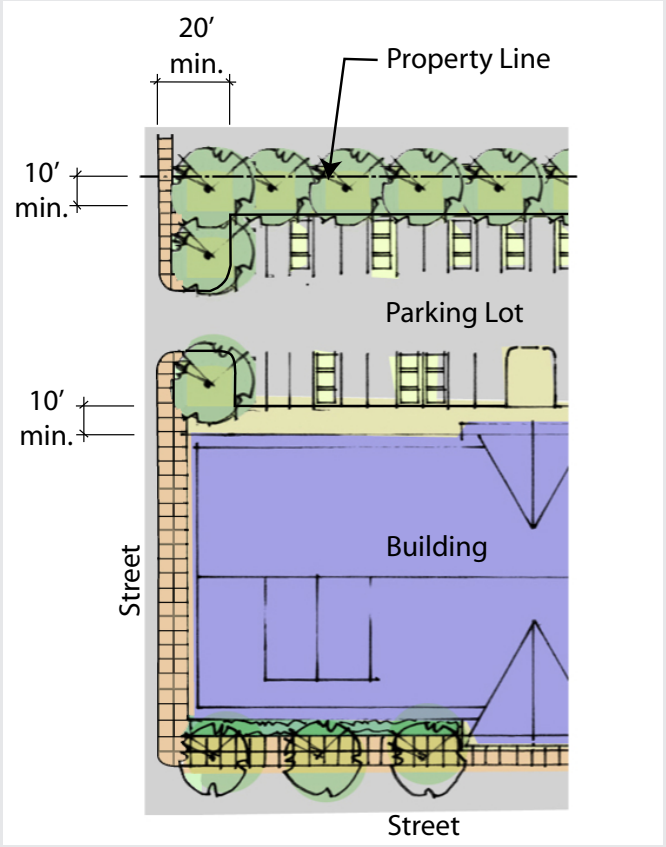
Back lighted awnings and canopy signs should not be used.



Parking located at the rear of buildings.



Parking located to the side and rear of building.



Parking Lot Design

Objective: To ensure parking lots are well-designed and constructed utilizing civil engineering and landscape architecture "best practices," including adherence to the principles of Crime Prevention Through Environmental Design (CPTED), i.e. territorially surveillance, activity support and access control.

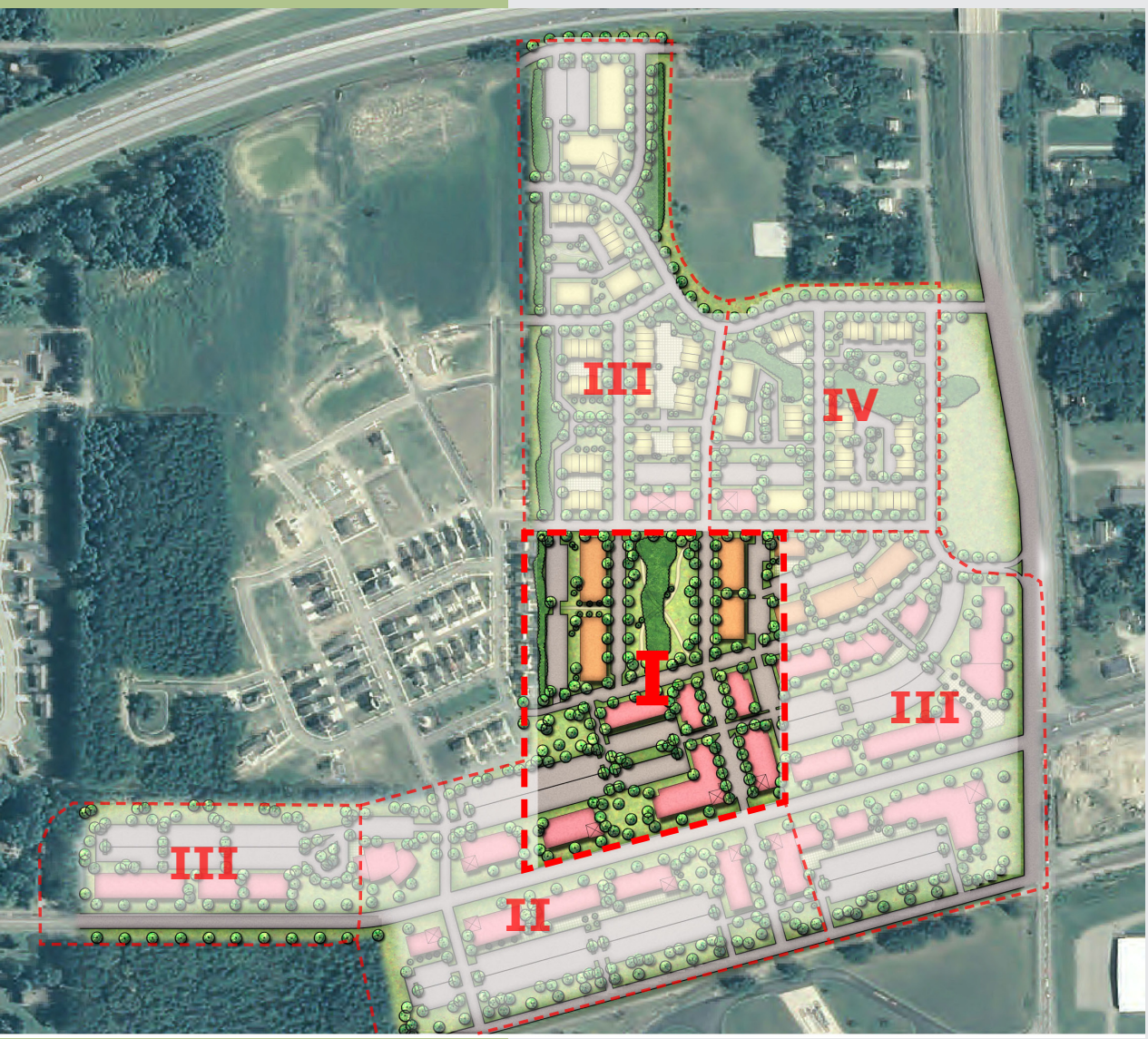
Paving treatments shall incorporate durable, long lasting materials. The use of pervious materials such as pervious concrete or paving stones is encouraged to minimize stormwater runoff. Stormwater runoff should be captured, when possible, and directed toward landscaped areas.

Parking lots shall be lit evenly and adequately to ensure visibility at night for pedestrian and vehicle safety and to reduce opportunities for vehicle break-ins.

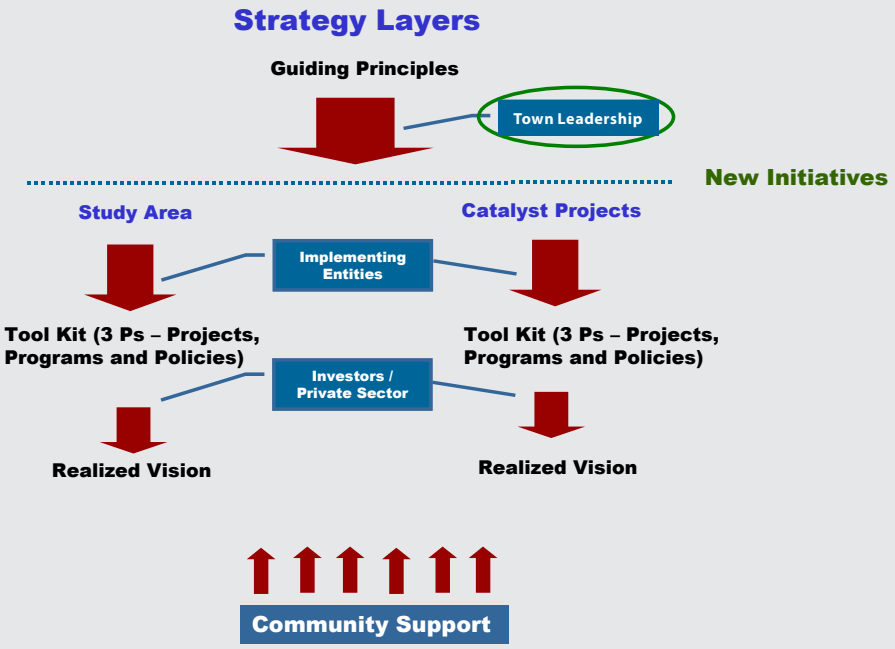
Parking lots shall be broken up into smaller areas located at the side and to the rear of buildings whenever possible. When parking is located adjacent to a roadway, a landscaped buffer shall be provided (see "Landscaping and Screening, Parking Areas").

Lots shall be designed to incorporate intermediate planting beds, planting island and intermediate planting "fingers" to break up large areas of impervious surface.

Facing increasing competition from development in communities surrounding, the Burns Harbor Downtown study area may experience heightened decline in commercial property values and a loss in market share unless specific actions are taken by the Town beyond the preparation of this master plan. Before moving forward, the Town must accept that its' competitive position may continue to be eroded unless there is repositioning of its role in the market, restructuring of its physical layout, recognition of the economic challenges inherent in infill and corridor redevelopment, and, aggressive recruitment of niche opportunities. The Town and its leadership need to recognize that as a primarily "Greenfield" site, the Downtown study area is at a distinct economic, social and market advantage compared to a brownfield or infill redevelopment site. However, portions of the study located near the southeast corner of US20 and HWY 149, contain vacant and outdated facilities. These areas are scheduled for later phases and may require additional attention and public investment in order to "level the investment and regulatory playing fields." Typically, private investment alone will not fill the financial "gap," rather, it will move elsewhere. Focusing the initial phase of the Downtown master plan implementation on undeveloped land, should strengthen the projects' position for leveraging public investment to lure interest from the private sector.



Phasing Plan: Phase I constitutes approximately ten acres.



Implementation Framework

Following identification and analyses of the catalyst investment area in the Downtown Plan, comes the challenge of outlining an implementable strategy for promoting investment. Webster's Dictionary defines implementation as "a means for accomplishing an end" or "an action to put into effect." As explained during the planning process, just as no one single building project will establish a new Downtown on its own, no single action will advance the larger vision. Rather, development and positioning of this area will be dependent on a series of actions designed to capitalize on market opportunities and overcome barriers - effectively "readying the environment for investment." Key to the successful implementation of this development plan will be the continued identification and implementation of actions tailored to the unique issues of the study area and potential investment areas within it. This approach has been proven to build community goodwill; enhance quality-of-life; provide opportunities for on-going public participation; allow special-interest groups to have a role in the revitalization effort; send a message that the area is successful and making positive strides; and, create an increasingly attractive environment for investment and development. Investors, developers and lenders seek out environments with market opportunity and prospects for success, devoid of obstacles and sound in sustainability.

Guiding Principles

The range of actions presented and identified to move the Plan forward were selected based on a foundation of guiding principles. These principles, while general in nature, were considered responsive to market opportunities, catalyst concepts and development programs, and stakeholder input. They include:

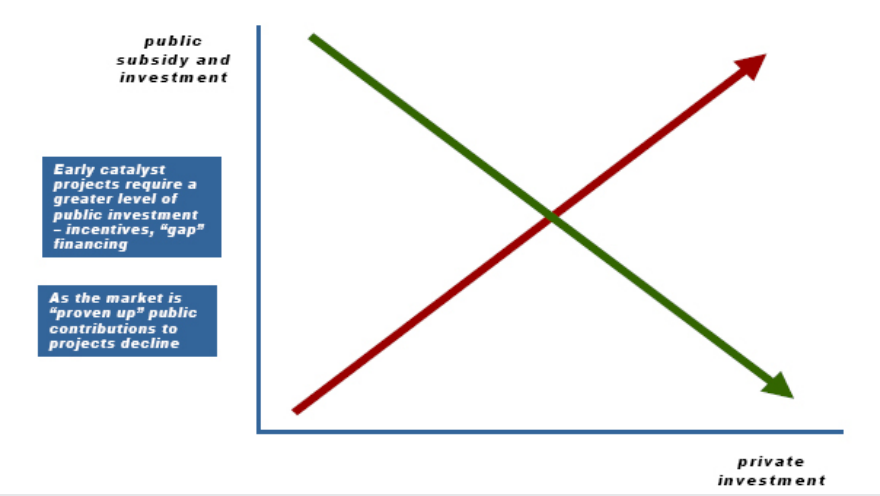
- Public-private partnerships are essential.
- The approach to revitalization will be holistic (3 p's – projects, programs, policies).
- There will be higher standards with off-setting incentives.
- There will be active marketing and promotion.
- The Town will participate in acquisition, disposition, and repositioning of key properties.
- Open and community space planning will be an important component of revitalization.
- The Town will exercise regulatory streamlining in reviewing and approving private investment proposals.
- The Town will exercise financial creativity in attracting private investment.

Downtown and US 20 Challenges

Challenges to creating the Downtown as well as revitalization of segments along US 20 are varied and numerous. To effectively "ready the environment for private investment", the following challenges must be overcome:

- Difficulty in assembling land
- Comparatively high land costs
- Increased regulation & review
- Limited examples of creatively-financed projects
- Parking costs
- Perceived greater risk in serving perceived narrow markets

The model for development and revitalization is summarized in the exhibits below. As shown, in successful revitalization efforts, early "catalyst" projects (such as land assembly for phase one) will require a higher level of public investment, however, as the market is "proven up", required public investments should decline.



Public and Private Sector Roles

As the entity with the largest and longest-term interest and responsibility, the public sector must have strong involvement and a visible presence, as well as offer continuing leadership, incentives and capital to future projects. The private sector will bring experience, access to private funding, and a willingness to balance risk and return. The road map for moving the Downtown vision towards reality is based on the assumption that the Town will move forward in partnership with the private sector. Through this approach, the Town is in a much stronger position to ensure that development is accomplished in a way that balances private investment objectives with community sustainability. To this end, the Town and/or an advocacy partner should:

- Acquire, assemble and position strategic parcels which will advance the vision;
- Establish policies in support of tools which allow for acquisition and disposition including land write-downs, land swaps, etc.;
- Commit to participating in the cost of infrastructure; and
- Be strategic about public investment, utilizing it to leverage private investment.

As pioneering projects come forward, expectations on the part of both public and private sector entities will arise. These include the following:

What the Public Sector Seeks From the Private Sector

- Developers who have done mixed-use infill projects
  - Who know the public scrutiny and won't back out
  - Who understand public process and microscope view of a public project
  - Who have experience in the project type desired
  - Who have a successful track record
- Developers who are financially strong
  - Equity or an equity source in place
  - Debt sources as well

What the Private Sector Seeks From the Public Sector

- Political will
  - Stable Town Council/Plan Commission
  - Community support
  - Community and business alignment
  - Favorable (or at least neutral) media
- Financial means
  - Urban renewal
  - Bonding capacity of the Town
  - Land control
  - Other needed incentives and mechanisms

Holistic Approach to Economic Development

Accept that no one effort will create or sustain a community, but rather a series of projects, programs and policies which occur simultaneously and serve to attract the interest of potential economic development partners. While Mittal Steel provides the majority of the tax and job base in Burns Harbor, the Downtown plan will assist in the diversification of the tax base as well as bring community amenities. Many of these efforts are identified here and described in the discussion which follows. The method by which the Town chooses to address these actions will be determined by its elected and appointed officials. Regardless, the approach must be comprehensive, fluid and continually updated.

Economic development "infrastructure" includes physical features (parks, open space, public improvements), service organizations (churches, schools, government offices), mix of employers (retail, service government – large and small users), community perceptions and attitudes. These are the assets which provide the impetus for investment; therefore, the Town needs to direct equal levels of resources to attraction, expansion, retention, and preservation and enhancement initiatives. To this end, the Town should:

- Identify and set aside open space and / or places for public amenities, particularly in the vicinity of the catalyst investment areas;
- Promote and reward these features;
- Establish programs to encourage participation by other community stakeholders (schools, churches, employers, etc.) in economic development and Downtown Development.

Higher Standards with Off-Setting Incentives

Higher standards as a component of place-making come with a price. Development costs are consistently higher in infill and redevelopment projects, while project revenues (in early years) are often lower. Placing additional financial burdens associated with design standards on these pioneering initiatives can create a scenario whereby development economics render the project financially infeasible and prevent it from moving forward. Conversely, a declining commercial corridor such as US 20, without minimum standards for development is a highly risky environment where new investment is largely unprotected. The Town must establish standards, but also recognize the financial challenges of the private sector and make available off-setting financial solutions. To this end, the Town should:

- Prepare a list of tools or incentives to offset impacts of higher standards (including those prepared as part of this process) and promote their availability; and
- Support the long-term vision through the Town's policies and regulations (New Zoning Ordinance and Downtown Plan) as components of the larger community with a unique set of hurdles to overcome.

Active Marketing and Promotion

A carefully designed and administered marketing program for the community and the Downtown should be developed and promoted. Material preparation should incorporate the skills of local officials, advocacy and marketing partners, brokers, businesses and property owners. These partner groups need to form cooperative consortiums and maintain autonomy in their objectives. To this end, the Town should:

- Define the role of the Town and other organizations such as partners in advancement of the vision;
- Create a well-funded information system to process inquiries, gather marketing intelligence, etc.; and
- Establish a marketing/ promotion "protocol" to direct private sector inquiries regarding the Downtown Development

Acquisition and Disposition

Site control is the single greatest advantage a community can have when initiating a development or redevelopment effort. Through site control, a community can exercise options related to assemblage, consolidation and disposition in order to position properties for private investment. Once acquired, disposition can be implemented by several methods. The Town needs to reflect on community interests, long-term goals, limitations and mandates when considering these methods and their application. To this end, the Town should:

- Define the role of the Town;
- Evaluate effectiveness of acquisition and disposition efforts to-date (if any) as forward actions need to be guided by accepted criteria; and
- Research and understand the range of disposition strategies and applications including land leases, land banking, quick sale, bulk sale, etc., and declare the Town's willingness to apply these strategies to select instances.

Community Spaces

The recommended development concepts for the study area include combinations of multi-use commercial, office, residential and civic spaces, supported by formal and informal open and community spaces. As evidenced by similar, successful initiatives across the country, amenities and open spaces are critical as they communicate the identity of the place and enhance property values. The challenge is successfully encouraging private property owners to set aside otherwise income-producing land for non-income generating uses. To this end, the Town should:

- Publicize the open space sites and trail corridors, as well as potentially environmentally-sensitive areas identified in this master plan and the corresponding Sub Area Plan of the Marquette Plan;
- Work with property owners and other stakeholders to define a program for public spaces;
- Promote open space, park amenities and streetscape enhancements as economic development benefits and financially incent their development.

New Zoning Ordinance Is A Crucial Tool

The vision and objectives identified for the Downtown and US 20 study area were developed from a market-based strategy. As markets change, new land uses and products, consistent with the desired outcome, must be accommodated without time-intensive reform. The safety net for quality and character within projects, near-term, will be standards. To this end, the Town should:

- Adopt the new Smart-Growth Zoning Ordinance prepared to in conjunction with this master plan;
- Be prepared to fine-tune this plan as well as the new zoning ordinance to respond to the ever changing needs and opportunities of the private real estate market.

Financial Creativity

The experience of development and redevelopment projects in other markets suggests project gaps of 20 to 30 percent can be the norm, however in the current market circumstances that gap can be increased in the range of 40 to 50 percent. The best strategy to address these deficiencies is through the application of multiple resources, thereby spreading risk and return among the partner entities. As projects are identified for the corridor and the Downtown it will be important to prepare preliminary pro formas to ascertain the potential gap. Each solution and implementation strategy will be as unique as the project being implemented. The most important quality among these projects will be a willingness on the part of both the public and private sectors to be creative and flexible in their approach. To this end, the Town should:

- Review the range of financing mechanisms identified and presented herein;
- Identify those the Town is most comfortable making available; and
- Promote their availability to the private sector and test their effectiveness through project monitoring (benchmarking).

The implementation "tool kit" can include mechanisms that provide both direct and indirect assistance to the private sector. Examples of these mechanisms include:

Direct Financial Assistance

- Land Assembly
  - Acquisition
  - Demolition
  - Relocation
  - Writedowns
- Capital Improvements
  - Infrastructure
  - Educational facilities
  - Open space and public amenities
  - Programmatic facilities
- Grant Assistance
  - Cost sharing of private improvements
  - Payment for pre-development studies, such as traffic impact and signal studies
- Debt Financing
  - Direct loans
  - Below-market interest rates
  - Loan guarantees
  - Credit enhancements

Indirect Assistance

- Zoning or density bonuses
- Transfers of development rights
- Regulatory relief from zoning and building codes
- Reduced processing time for project approvals
- Land assembly assistance
- Design coordination in public/private projects
- Below-cost utilities, if publicly owned
- Arbitration of disputes that might arise
- Government commitments to rent space

Financing Strategies

- Intergovernmental Grants
  - Community Development Block Grants
  - Section 108 guaranteed loans
  - Economic Development Administration Grant
  - State economic development grants/loans
- Local Debt Financing
  - General obligation bonds
  - Revenue bonds
  - Industrial development bonds/Private activity bonds
- Off-Budget Financing
  - Lease-purchase agreements
  - Ground leases
  - Land/building swaps
  - Property tax abatements
- Dedicated Sources of Local Funds
  - Special district assessments
  - Tax increment financing
  - Earmarked sales or special-purpose taxes

Tools for Private Redevelopment and Public Corridor Enhancements

The following tools can be used for public corridor enhancement and redevelopment projects. It is often difficult to predict which of the implementation tools is best until a real project is in place.

Type of Project	Implementation Tool
Public Corridor Enhancement (US 20 and Downtown Streets): streetscape, access management	• Capital Improvement Plan • Leverage Infrastructure funding to support private investment • Pedestrian Enhancements and Linkages • Signature Project • Underground Utilities • Special Assessment
Redevelopment	• Community Development Block Grant • Community Reinvestment Act • Density Bonuses • Development Fee Waivers • Economic Development Administration • Land Assembly • Revolving Loan Fund • Tax Abatement • Tax Increment Financing • Special Assessments

Engineer's Opinion of Probable Construction Cost					
Item No.	Item	Unit	Quantity	Unit Price	Total Price
A. EARTHWORK					
1	Mass Grading (including erosion control)	AC.	60	8,000.00	480,000.00
2	Clearing and Grubbing	AC.	60	300.00	18,000.00
3	Allowance for poor soil	L.S.	1	40,000.00	40,000.00
	SUB-TOTAL				538,000.00
B. SANITARY SEWER					
5	Connection to existing sewer	EA.	3	2,500.00	7,500.00
6	Sanitary Sewer (PVC)	L.F.	7,200	22.00	158,400.00
7	Manhole, with frame and lid	EA.	30	2,000.00	60,000.00
8	Granular backfill	L.F.	2,900	22.00	63,800.00
9	Offsite Restoration	EA.	3	3,000.00	9,000.00
10	Allowance for boring / directional drilling and lift station	L.S.	1	250,000.00	250,000.00
11	Televise Mainline Sewer	L.F.	7,200	1.50	10,800.00
	SUB-TOTAL				559,500.00
C. STORM SEWER					
12	RCP Storm Sewer / Stormwater routing (incl. structures, backfill, restrictors, swales etc.)	L.F.	12,000	40.00	480,000.00
	SUB-TOTAL				480,000.00
D. WATERMAIN					
13	Ductile Iron Watermain	L.F.	11,500	20.00	230,000.00
14	Valve and Vaults	EA.	26	1,800.00	46,800.00
15	Fire Hydrant Assembly (complete)	EA.	40	2,400.00	96,000.00
16	Connect to Existing Water Main	EA.	4	3,000.00	12,000.00
17	Granular Backfill	L.F.	4,000	22.00	88,000.00
18	Watermain depressions	EA.	20	1,000.00	20,000.00
19	Offsite Restoration	EA.	4	3,000.00	12,000.00
20	Allowance for pressure connections and borings	L.S.	1	50,000.00	50,000.00
	SUB-TOTAL				554,800.00
E. PAVING, CURBS, SIDEWALK & TRAIL					
21	Compacted Aggregate, Base Course, 12"	TON	46,000	20.00	920,000.00
22	HMA Surface, 2-inch	TON	7,672	60.00	460,320.00
23	HMA Intermediate, 2-inch	TON	7,672	54.00	414,288.00
24	HMA Base, 4-inch	TON	15,344	50.00	767,200.00
25	Tack Coat (0.25 gal/ s.y.)	Gal	17,200	0.75	12,900.00
26	Concrete Curb and Gutter, 24-inch	L.F.	36,340	14.00	508,760.00
27	Trail, 10 ft. wide, 2" porous asphalt, 8" agg. Base	S.F.	57,000	1.50	85,500.00
28	Concrete Sidewalk, 5' wide, 5-inch w/ 4" aggregate base	S.F.	181,700	2.50	454,250.00
29	Allowance for signs and pavement markings	L.S.	1	15,000.00	15,000.00
30	Maintenance of Traffic	L.S.	1	5,000.00	5,000.00
	SUB-TOTAL				3,643,218.00

Item No.	Item	Unit	Quantity	Unit Price	Total Price
F. LIGHTING					
31	Lighting Unit, Decorative Type (includes base & wiring)	EA.	227	4,000.00	908,000.00
	SUB-TOTAL				908,000.00
G. LANDSCAPING					
32	Turf Establishment (including fine grading)	S.Y.	37,500	0.70	26,250.00
33	Native Grass, Prairie Seed Mix (incl. fine grading)	S.Y.	37,500	1.50	56,250.00
34	Allowance for entrance treatments	EA.	4	125,000.00	500,000.00
35	Deciduous Tree 2.5 inch cal.	EA.	616	475.00	292,600.00
	SUB-TOTAL				875,100.00
H. OFFSITE & MISCELLANEOUS					
36	Offsite Roadway Improvement (turn lanes, widening, etc.)	L.S.	1	180,000.00	180,000.00
37	Traffice signal improvements at entrances	L.S.	1	300,000.00	300,000.00
	SUB-TOTAL				480,000.00
	T O T A L				8,038,618.00
	10% Contingency				803,861.80
	TOTAL with Contingency				8,842,479.80
	COST PER ACRE (approx. 60 acres)				147,374.66
	COST PER L.F. of R.O.W. (approx. 18,500 L.F.)				477.97

NOTES:

1. This engineer's opinion of probable construction cost has been prepared based upon the engineer's experience as a design professional and is furnished for information only. It does not constitute a guarantee of actual construction costs.

2. Building utility service connections not included.

Economic Impact Analysis

	Tax Year	2035		
	Gross Tax Rate	Retail / Office / Restaurant	$3.0000	(per $100 of assessed value)
		Residential	$1.0000	(per $100 of assessed value)
	Taxing District	Porter County		

PROPOSED ASSUMPTIONS			
Downtown Area		Bldg. Area (s.f.)	Lot Area (Acres)
1	Retail / Office	546,500	41
2	Residential	315,600	23.3
3	Restaurant	18,100	1.5
4	**Total**	**880,200**	**65.8**

CALCULATIONS			NOTES
	Retail / Office	546,500 s.f.	Combined total sq. footage
1	Fair Market Value per Sq. Foot	$140	RS Means construction cost data
2	Total Assessed Value (80%)	$61,208,000	Conservatively assumed 80% of value
3	Current Assessed Value of Land	$820,000	$20,000 per acre
4	Site Development Costs	$1,230,000	$30,000 per acre
5	Total Projected New Assessed Value	$63,258,000	Line items 2+3+4
6	Annual Realized Tax Revenue	$1,897,740	In Year 2035 upon complete build out
	Residential	315,600 s.f.	
7	Fair Market Value per Sq. Foot (includes parking)	$110	RS Means construction cost data
8	Total Assessed Value (80%)	$27,772,800	Assumed 80% of value
9	Current Assessed Value of Land	$466,000	$20,000 per acre
10	Site Development Costs	$699,000	$30,000 per acre
11	Total Projected New Assessed Value	$28,937,800	Line items 8 + 9 + 10
12	Annual Realized Tax Revenue	$289,378	In Year 2035 upon complete build out
	Restaurant	18,100 s.f.	
13	Fair Market Value per Sq. Foot (includes parking)	$200	RS Means construction cost data
14	Total Assessed Value (80%)	$2,896,000	Assumed 80% of value
15	Current Assessed Value of Land	$30,000	$20,000 per acre
16	Site Development Costs	$45,000	$30,000 per acre
17	Total Projected New Assessed Value	$2,971,000	Line items 14 + 15 + 16
18	Annual Realized Tax Revenue	$89,130	In Year 2035 upon complete build out
19	**Total Annual Realized Tax Revenue**	**$2,276,248**	

Proposed Land / Building Area Summary					
Building No.	Use	Ground Floor Sq. Footage	Stories (Floors) / Units	Total Bldg. Square Footage	Total Lot Area (S.F.)
1	Residential	13,333	3	40,000	128,800
2	Residential	12,333	3	37,000	119,140
3	Residential	1,000	5	5,000	16,100
4	Residential	1,000	5	5,000	16,100
5	Residential	5,333	3	16,000	51,520
6	Residential	5,333	3	16,000	51,520
7	Residential	1,000	5	5,000	16,100
8	Residential	1,000	5	5,000	16,100
9	Residential	1,000	5	5,000	16,100
10	Residential	1,000	5	5,000	16,100
11	Residential	1,000	4	4,000	12,880
12	Residential	1,000	4	4,000	12,880
13	Residential	1,000	4	4,000	12,880
14	Residential	1,000	4	4,000	12,880
15	Residential	1,000	4	4,000	12,880
16	Residential	5,333	3	16,000	51,520
17	Residential	5,333	3	16,000	51,520
18	Residential	5,333	3	16,000	51,520
19	Residential	1,000	3	3,000	9,660
20	Residential	1,000	3	3,000	9,660
21	Residential	1,000	5	5,000	16,100
22	Residential	1,000	5	5,000	16,100
25	Residential	1,030	20	20,600	66,332
26	Residential	1,000	4	4,000	12,880
27	Residential	1,000	4	4,000	12,880
28	Residential	1,000	3	3,000	9,660
29	Residential	1,000	3	3,000	9,660
30	Residential	1,000	5	5,000	16,100
31	Residential	1,000	5	5,000	16,100
32	Residential	1,000	24	24,000	77,280
33	Residential	1,000	24	24,000	77,280
			Residential Sub-Totals	315,600	1,016,232

23	Retail / Office	9,533	3	28,600	93,522
24	Retail / Office	6,500	2	13,000	42,510
32	Retail / Office	12,100	1	12,100	39,567
33	Retail / Office	12,100	1	12,100	39,567
34	Retail / Office	9,800	3	29,400	96,138
35	Retail / Office	7,833	3	23,500	76,845
36	Retail / Office	4,000	2	8,000	26,160
37	Retail / Office	4,800	2	9,600	31,392
38	Retail / Office	20,433	3	61,300	200,451
39	Retail / Office	10,300	2	20,600	67,362
40	Retail / Office	6,200	2	12,400	40,548
41	Retail / Office	6,200	2	12,400	40,548
42	Retail / Office	8,700	2	17,400	56,898
43	Retail / Office	8,600	2	17,200	56,244
44	Retail / Office	5,550	2	11,100	36,297
45	Retail / Office	15,200	1	15,200	49,704
46	Retail / Office	16,200	1	16,200	52,974
47	Retail / Office	7,400	1	7,400	24,198
48	Retail / Office	14,000	1	14,000	45,780
49	Retail / Office	11,500	1	11,500	37,605
50	Retail / Office	11,500	1	11,500	37,605
51	Retail / Office	20,000	2	40,000	130,800
52	Retail / Office	12,000	2	24,000	78,480
53	Retail / Office	9,700	1	9,700	31,719
54	Retail / Office	12,300	1	12,300	40,221
55	Retail / Office	5,500	1	5,500	17,985
56	Retail / Office	11,500	1	11,500	37,605
57	Retail / Office	9,700	1	9,700	31,719
58	Retail / Office	10,500	1	10,500	34,335
59	Retail / Office	10,500	1	10,500	34,335
60	Retail / Office	16,100	1	16,100	52,647
61	Retail / Office	6,000	1	6,000	19,620
62	Retail / Office	26,200	1	26,200	85,674
			Retail / Office Sub-Totals	546,500	1,787,055
63	Restaurant	9,400	1	9,400	32,900
64	Restaurant	8,700	1	8,700	30,450
			Restaurant Sub-Totals	18,100	63,350
			TOTAL	880,200	2,866,637

Notes:

1. All square footage areas are estimates based on site plan prepared by SEH, Inc.

2. Total area equals 65.8 acres - the r.o.w., green space, detention areas are all calculated as part of sub areas.