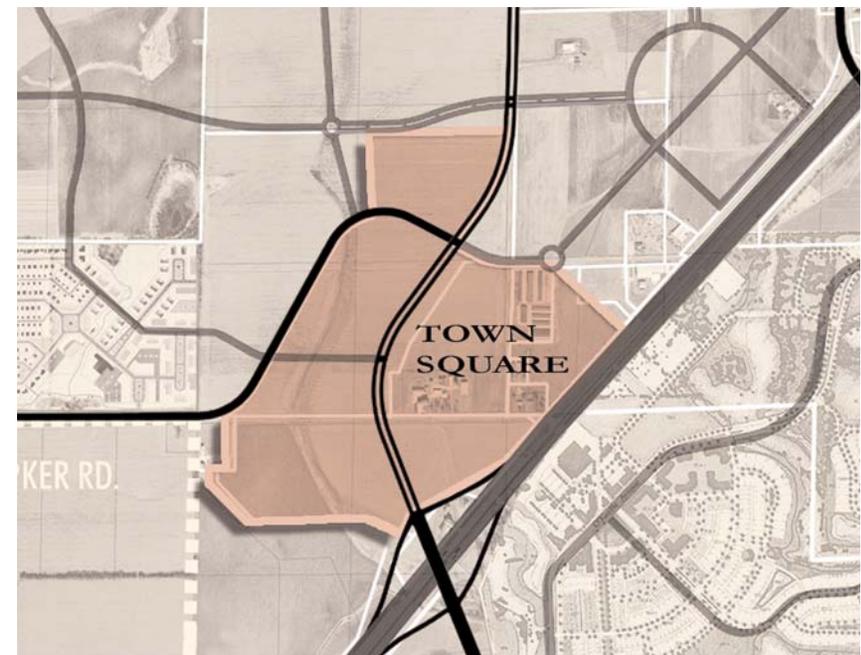


Town Square District

Planning Intent: The Town Square District encompasses the area around the Hoepker Road and County Trunk Highway C intersection. It is intended to be a highly active mixed-use district that combines local, regional and national retail with restaurant, hotel, office, and residential uses around a central town square and formal street framework. Although much of its retail program is conventional in nature, it is intended to combine this program in a manner that is non-conventional and village-like in experience, to the extent feasible. To accomplish this, parking has been relegated to a secondary position within internal parking courts, parallel parking, and highly landscaped parking courts. At the center of this district is a town square that is defined by active buildings and public park space and recreational amenities designed to accommodate the community's special events. This district has been conceived as the southern gateway into the Westside and will use quality architectural and landscape features that enhance this entrance to the city.

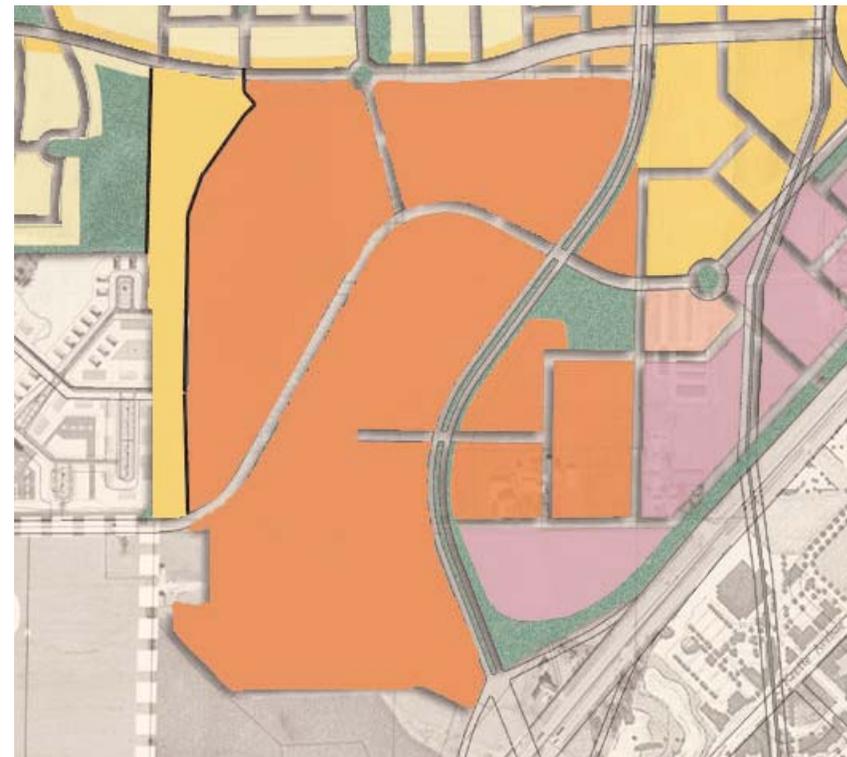
It is anticipated that retail development will be master planned to take advantage of nearby highways, access, visibility to traffic, and convenience in order to attract a mix of large retail anchors and smaller retailers. The retail development will also be planned in relation to existing and future neighboring residential developments to provide a walkable, pedestrian-friendly experience that includes a combination of street sidewalk and regional trail connections, as well as mid-block walkways, where appropriate. Attractive entry features such as a main street district with buildings located in close proximity to the road or other similar features, should be incorporated into development plans. Due to the visibility and prominence of this district, structures should be designed as four-sided architecture with attractive facades on all sides, to the extent feasible. The district should be designed to include a variety of tenants that should include discount retailers, department stores, soft good tenants, restaurants, hotel, office, and banks, among the types of occupants. The development should have architectural design controls that will ensure high quality standards. These standards will include rich, natural masonry materials, maximized storefronts, undulations to facades, a variety of tower forms at key corners of buildings, and interesting and varied skylines, to the extent feasible. Extensive landscaping, lighting standards and signage guidelines should also be a part of the development criteria.

Primary Features: The Town Square District provides a regional gateway with a strong landscape presence adjacent to the highway interchange. As applied to Parcels 70 and 72, the application of these policies will be determined in the site plan or GDP.



Product Assumptions: It is intended that mid-rise (up to 4 story) mixed-use commercial development front Highway 151. If such development is to include elevated structured parking garages, these garages should utilize liner development to allow a more friendly streetscape experience. The retail development envisions a surface-parked product combining both large format and neighborhood uses. All surface parking should follow the City's existing criteria. Upper level loft/office space is encouraged within the buildings fronting the parking service road and town square. As development within this district begins to transition to the community core and adjacent neighborhoods, apartment development in the two-to-three story range is anticipated to facilitate such transition. Sites for two or more mid-rise hotels (up to 4 stories) have been envisioned; one on the Town Square and the other on the opposite side of County Trunk Highway C.

Open Space Framework: The primary open space features within the Town Square District include the gateway highway frontage and the Town Square. The gateway highway frontage varies in depth and is intended to provide a highly textural foreground for the office buildings and related parking along US 151. These areas should have direct connections to the retention feature south of County Trunk Highway C as well as the highway setback area within the Community Core. The Town Square is conceived as a formal public park combining hard and softscape design with a strong edge condition. This feature should have a central gathering feature for special events and design marked by pedestrian interest and programmatic flexibility, to the extent feasible. The application of the open space will be determined for Parcels 70 and 72 in the site plan and GDP.



Town Square District

Gross Acreage	170.00
Retail	130.50
Mixed-Use Commercial	22.00
Hotel	4.00
Open Space	13.50

Implementation/ Regulatory Recommendations: Intital, the Town Square District is planned to accommodate a maximum of up to 1,118,000 sf of retail, 400 hotel rooms, and 280,000 sf mixed-use commercial. These totals are broken down within the district and allocated to the existing parcels by percentage of land ownership within each land use classification (See Table III.2).

This document sets the intended direction for land use allocation by plan district. Specific allocation of land use plan entitlement through zoning is the next step within this planning process. To complement this zoning we recommend that specific development guidelines be prepared by district land use category. The refinement and approval of this information will be directed by the Plan Commission and City Council.

In general, the anticipated density/intensity for development in the Town Square District is up to .45 FAR for retail development, and up to .6 FAR for mixed-use commercial/ institutional development. Ground level commercial and retail space is encouraged along the parking service roads and Town Square, where feasible. All development shall be designed to provide an interconnected pedestrian network of sidewalks and pathways. It is intended that the Town Square District utilize build-to-lines to ensure the physical plan form accepted by the community, to the extent feasible and as determined in the GDP or site plan. These parameters are subject to revision in the site plan or GDP for parcels 70 and 72.

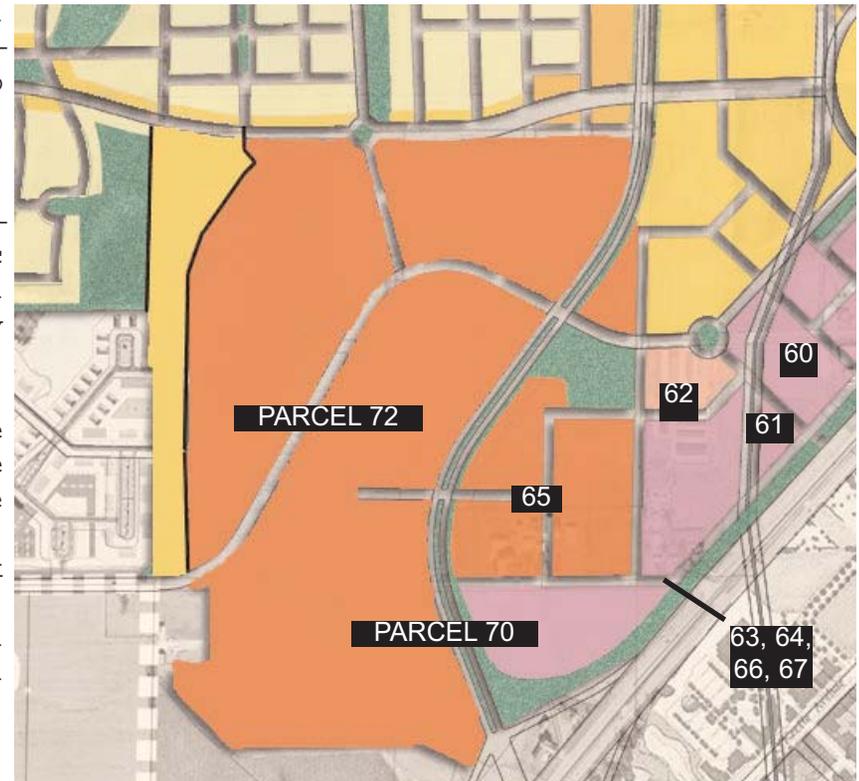


TABLE III.2 Town Square District Regulating Table
(Land Uses within the District are allocated to existing parcels by percentage of land ownership within each land use classification.)

Town Square	Low Den.Resid./ TND	Mixed Multi-Family/ TND	Mixed-Use Residential	Townhomes	Condo	Retail	Mixed-UseCommercial	Institute/Mixed Commercial	Civic/Public	Hotel	Open Space	Total AC
Total AC	0.0	0.0	0.0	0.0	0.0	130.5	22.0	0.0	0.0	4.0	13.5	170.0
Existing Parcels	% Units	% Units	% Units	% Sq.Ft.(non-residential)	% Units	% Units	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Sq.Ft.	% Units	% AC
Parcel 60	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parcel 61	0%	0%	0%	0%	0%	0%	4.5%	0%	0%	25%	12%	0%
Parcel 62	0%	0%	0%	0%	0%	0%	9%	0%	0%	75%	0%	0%
Parcel 63	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Parcel 64	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Parcel 65	0%	0%	0%	0%	0%	0%	20.4%	0%	0%	0%	19%	0%
Parcel 66	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%
Parcel 67	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
Parcel 70	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	18%	0%
Parcel 72	0%	0%	0%	0%	0%	0%	79.6%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	100%	100%	-0%	0%	100%	100%