SECTION 6

NODAL DEVELOPMENT APPROACH

STATE ROUTE 28 CORRIDOR IMPROVEMENTS

THE NODAL DEVELOPMENT APPROACH

6.1 What Are Development Nodes?

One land use planning method aimed at controlling traditional strip commercial growth along long corridors is the use of "development nodes." This concept is based upon confining growth to dense, interconnected clusters, or nodes, with open space, and featuring small scale commercial or residential areas in between the more active commercial nodes. Development nodes channel commercial development into the nodal districts or "pulse points." This nodal design combined with excellent inter-parcel access utilizing cross access easements, reverse frontage roads and sidewalks creates a more efficient internal site traffic flow and access to shared egress points. This type of development pattern also promotes a more pedestrian friendly environment by reducing the number of potential conflicts along the roadway or corridor.

For larger developments, an on-site access road system within the nodes allows traveling consumers to exit main thoroughfares, park, and walk to their desired locations instead of driving from store to store. This allows local governments to improve the appearance of commercial districts, incorporating the nodes into new "places" with aesthetically pleasing designs which will attract consumers, new businesses, and increased sales and property tax dollars. Nodal district acreage and lots should be appropriate for dense development and have population densities and compositions sufficient to support the desired commercial and mixed-use development.

6.2 The Benefits of Creating Development Nodes Along State Route 28

Nodal development patterns provide several advantages to the State Route 28 study area, the general public and the landowners. With an abundance of vacant land and land identified as possessing valuable redevelopment potential located along the corridor, the study area is situated at an ideal time relative to it's development curve. Additionally, recognizing the corridors' relatively light demand in the early years for commercial and office type uses and the prospect of implementing access management controls all bode well for successfully creating a true nodal development pattern along the State Route 28 corridor. The advantages of nodal development along State Route 28 include:

- The avoidance of scattered sprawl.
- Concentration of land uses allow the local governmental stakeholders to focus development-infrastructure dollars in one or two areas at a time.
- With much of the land held in large blocks of single ownership, unified development is more easily achieved.
- Consistent design themes through PUD and overlay zoning is easier to implement.
- Pedestrian oriented shopping experiences are fostered in these scenarios.
- There exists a greater potential and flexibility for mixed use development patterns.
- Increased control of traffic and preservation of roadway capacity is better realized.

6.3 Nodal Development Prevents Dysfunctional Commercial Strip Zoning

The state route lined on both sides with franchise restaurants, strip shopping centers, car dealerships and all sorts of other commercial development can be found so often in the southwest Ohio region that most people assume it has been entirely created by market forces. But the commercial strip is actually a zoning concept derived from an outmoded model adopted long ago by most local governments. In suburban and rural areas, shopping had always been organized along a main street or corridor. At first, this pattern had advantages, creating sites with plenty of parking for businesses that had been constricted by more urban locations. Strip zoning helped empty out traditional downtowns, especially in small communities where much commercial activity migrated out to the "interstate bypass" and beyond.

Today, in most places, the only available retail locations, and most office and hotel sites are along commercial strips or in traditional downtowns. The market has had little choice. But now many real estate investors and planners, especially transportation planners, are coming to believe that the strip-zoning pattern has been a mistake because it creates two incompatible functions. The highway's original purpose is to connect one place with another and in many suburban areas such connections are scarce and badly needed. At the same time, the highway is being used for access to individual stores and other businesses.

The more people drive into businesses along the strip, especially by making left turns between intersections, the more congested the traffic becomes. Even short trips between different destinations along the strip usually have to take place on the highway. Eventually the highway ceases to function well as a traffic artery while access to each business becomes more and more difficult. Much of the worst gridlock takes place along commercially zoned highways, many of which are state routes similar to State Route 28. By identifying development nodes and then concentrating infrastructure improvement dollars, adopting zoning and access management regulations and offering economic development incentives within those areas, a critical mass of development and traffic is created. This critical mass of activity is better managed from a traffic and access perspective and avoids the trappings of traditional commercial strip development.

6.4 Nodal Development as a Place Making Tool

Implementing a nodal development pattern along State Route 28 can also provide numerous urban design advantages. In conjunction with Planned Unit Development districts and corridor overlay districts, uniform building and site design may be achieved. This is an effective approach to creating a unique sense of place that sets the individual node apart from other areas. This, in turn, adds market value to the land within the node and creates a "destination" demand in the market place for new development investment dollars.

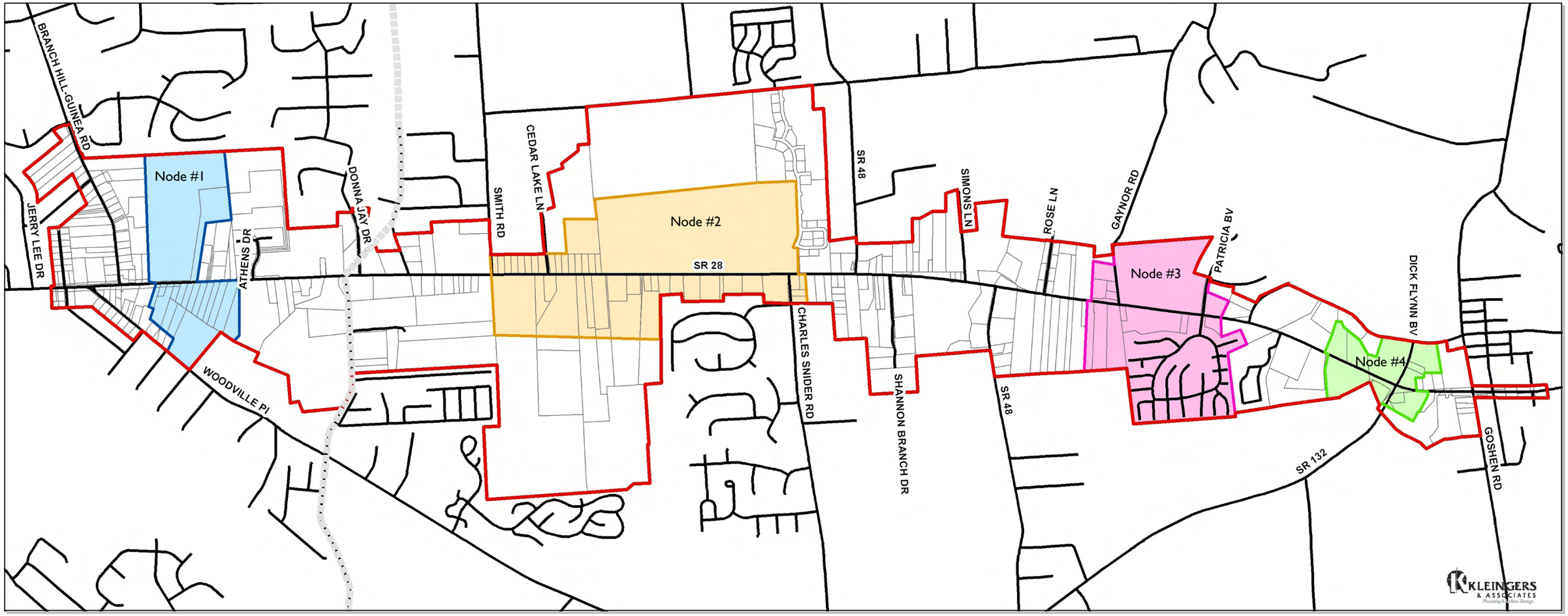
In addition to comprehensively approaching site access within a node, other development elements can be regulated to create a high quality development that will assist in attracting attention from the development community.

Elements to consider include:

- Coordinated sign standards.
- Architectural design guidelines.
- Landscape and gateway standards.
- Planned pedestrian connectivity and open space utilization.
- Promoting higher density, mixed-use development patterns.

These images represent planned mixed-use developments that form the foundation for creating higher density development nodes.

6.5 STATE ROUTE 28 NODE DEVELOPMENT MAP



The map above depicts the four development node districts identified in this plan. These districts represent the boundaries of the "Development Nodes" that are utilized for the revenue capability analysis provided in this plan.

How the Development Node Boundaries Were Determined

A combination of variables were utilized when determining the four development node boundaries. The key site related factor included the existence of a large single ownership parcels to serve as a district anchor parcel. The adjacency of parcels designated as either "New Development" and "Redevelopment" status helped determine the lineal distance of the district frontage along State Route 28. Other factors included the location of adjacent north-south collector roads, topographic constraints and lot depth.

SECTION 7

NODAL TRAFFIC ANALYSIS

STATE ROUTE 28 CORRIDOR IMPROVEMENTS

NODAL TRAFFIC ANALYSIS

7.1 TRAFFIC ANALYSES BASED ON FUTURE LAND USE WITHIN THE STUDY AREA

Traffic analyses were performed for the future design year (2030) in order to determine the roadway infrastructure and access requirements that are needed to accommodate the projected traffic volumes based on the future land uses within each development node. Individual parcels within each node were evaluated as to their potential to develop/redevelop within the study timeframe. For this portion of the study, groups of contiguous parcels were combined and analyzed as large developments with planned access points serving the entire group of parcels. While it is unlikely that developers will utilize an entire group of parcels within a node for a single large development, an access plan for each node should be put into effect such that the various individual developments that are constructed within the nodes are provided access based on the overall node plan. This section presents the methodology used in analyzing traffic operations along the SR 28 corridor and at the individual access points for each development node.

7.1.1 Node Access Locations

The access points for each of the development nodes were located in accordance with ODOT's State Highway Access Management Manual. For this study, SR 28 is assumed to have a 45 mph speed limit throughout the length of the corridor. The roadway is being evaluated as a Category III – High Emphasis area – roadway, which has the following driveway spacing recommendations:

- High Volume Driveway
  - Preferred spacing: ½ mile
  - Minimum spacing : 360 feet
- Medium Volume Driveway
  - Minimum spacing: 360 feet
- Low Volume Driveway
  - Discouraged
  - Minimum spacing if provided: 360 feet
- Minimum-Use Driveway
  - Minimum spacing: 360 feet
- Traffic Signal (Urban Highway Sections)
  - Preferred spacing: ½ mile
  - Minimum spacing: ¼ mile when there is no reasonable alternative access to the general street system.

The locations identified for the node access points as well as the anticipated traffic control method for each location are as follows.

Node 1:
Access 1A – Approximately 1,050 feet east of Branch Hill Guinea Road (full-access; signalized) - Located to provide access to Node 1 north and south of SR 28 while being located as far as possible from Branch Hill Guinea intersection.

Node 2:
Access 2A – Approximately 825 feet east of Smith Road (full access; signalized) - Located to align with Cedar Lake Lane, which is on the north side of SR 28
Access 2B – Approximately 2,200 feet west of Snider Road (full access; signalized) - Located to provide at least ¼ mile spacing from the other access points in Node 2
Access 2C – Located at the Snider Road intersection (full access; signalized)

Node 3:
Access 3A – Located at the Gaynor Road intersection (full access; signalized)
Access 3B – Located at the Patricia Boulevard intersection (full access; signalized)

Node 4:
Access 4A – Approximately 1,100 feet west of SR 132/Dick Flynn Boulevard (full access; signalized) - Located near the mid point of the section between Country Lake Drive and the nearby creek.
Access 4B – Located at the SR 132/Dick Flynn intersection (full access; signalized)

The design of these access points needs to be determined based on the specific site conditions when the engineering design is performed. It should be noted that the anticipated need for signalization is based on intersection capacity considerations. Formal signal warrant analyses would need to be performed at each location as specific developments are being planned in order to justify the traffic signal installations.

Due to roadway geometrics as well as high traffic volumes along SR 28 and those generated within the development nodes, the preferred ½ mile traffic signal spacing, and in some cases ¼ mile spacing, could not be achieved without adversely impacting traffic operations. As a result, access points that are anticipated to require signalization were located as far as practical from other intersections that are either currently signalized or are anticipated to be signalized at some point in the future.

In order to plan for development that could occur outside the defined development nodes, driveway locations were identified in a similar manner as was used in locating the access points within the development nodes. It should be noted that no traffic analyses of these access points were performed. These access points are as follows:

Access D1– Located at the Athens Drive intersection, providing access to the property south of SR 28.
Access D2– Located approximately 700 feet west of Donna Jay Drive, providing access to the property north of SR 28. If connectivity can be provided from this point to Donna Jay Drive, consideration should be given to restricting certain turning movements at Access D2.
Access D3– Located approximately 575 feet west of Smith Road, providing access to the north side of SR 28. Consideration should be given to restricting left turns exiting this property if indirect access to SR 28 can be provided via Smith Road.
Access D4– Located at the intersection of SR 28 and Oakland Road (SR 48 North), providing access to the property south of SR 28.
Access D5– Located approximately 850 feet west of SR 48 South, providing access to the north and south sides of SR 28. This access point was located to most adequately serve the properties on both sides of SR 28.

Figure 7-1 illustrates the locations of each of the access points described above.

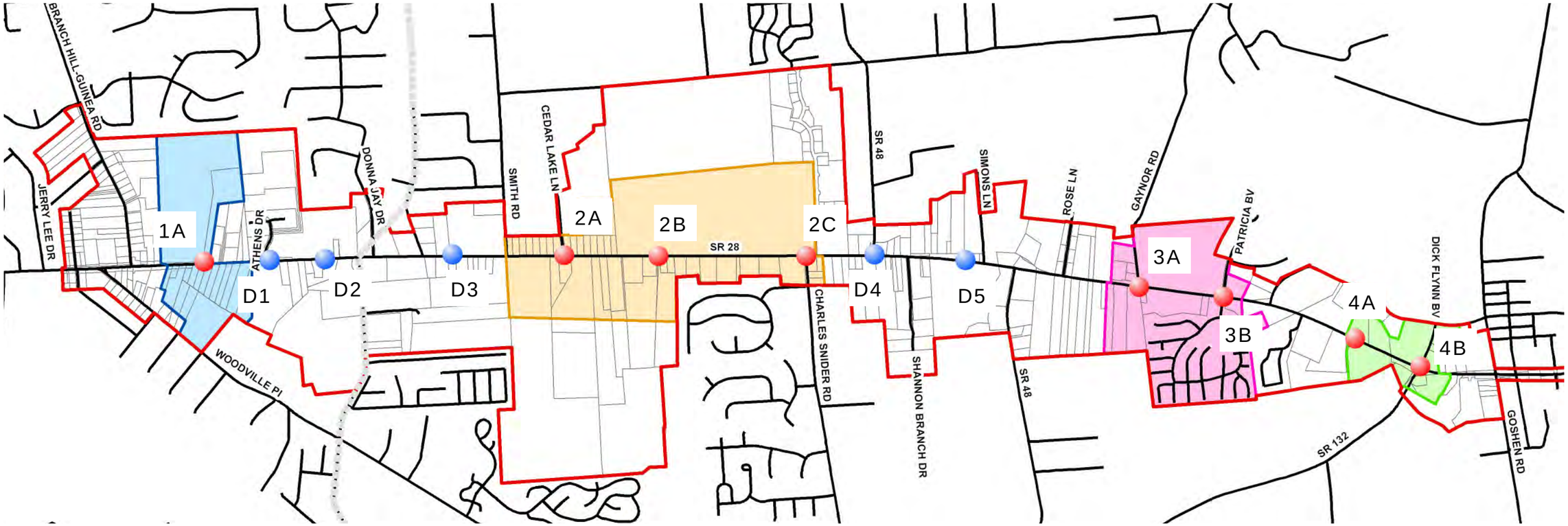


Figure 7-1: Potential access point locations

Proposed node access points

Proposed intermediate driveway locations

7.1.2 Background Traffic Projections

As indicated previously in this report, the growth in traffic volumes due to development within the development nodes along SR 28 was found to be significantly higher than that which was accounted for in the OKI traffic demand model. Therefore, it was assumed that while the OKI model likely accounts for some growth to occur within the project area, it does not account for the level of development that is projected in this study. As a result, the analyses performed in this section are based on traffic volumes generated by adding the estimated projected background traffic volumes (i.e. traffic volumes not associated with development in the project area) and the corridor-wide traffic volumes generated by all four development nodes.

The OKI traffic assignment plots indicate that at the eastern end of the project area, the average annual growth rate is projected to be approximately 2 percent. A portion of this growth rate can be attributed to growth within the corridor. For this study, it was assumed that a 1 percent annual growth rate would adequately account for the anticipated growth in traffic volumes that are not generated by developments within the project area. As a result, this 1 percent annual growth rate was applied to the existing traffic volumes to estimate the 2030 "background" traffic.

7.1.3 Node Generated Traffic Volumes

As part of this study, parcels within each development node were evaluated to determine the potential for new development or redevelopment. For parcels and groups of parcels where development activity is likely, estimates were made as to the likely future land uses as well as the building areas that parcels are expected to be able to accommodate.

Node-generated traffic volumes were calculated for each area that was identified for future development activity using ITE's publication Trip Generation (7th Edition). The following is information from the Trip Generation publication describing three of the main land uses that are expected to be applicable to the future development within the study area.

- Shopping Center—"A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit…Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices."
- Specialty Retail Center—"Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods, and services, such as real estate offices, dance studios, florists and small restaurants."
- Warehousing—"Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas."

Table 7A provides a summary of the expected land uses, building areas, and generated trips for both the AM and PM peak hour for each location where development activity is expected to occur. Tables showing the trip generation calculations for each development area are included in Appendix E.

Development Area	Future Land Use	Building Area (sq. ft.)	Peak-hour traffic volumes		
			Peak Hour	Enter	Exit
Node 1 - North of SR 28	Shopping Center	287,352	AM	180	115
			PM	603	654
Node 1 - South of SR 28	Shopping Center	176,797	AM	134	86
			PM	438	474
Node 2 - North of SR 28	Shopping Center	672,813	AM	300	191
			PM	1057	1146
Node 2 - South of SR 28 (west end)	Shopping Center	448,167	AM	235	150
			PM	809	876
Node 2 - South of SR 28 (east of Snider)	Shopping Center	16,400	AM	32	21
			PM	91	99
Node 3 - North of SR 28	Shopping Center	221,476	AM	154	98
			PM	508	550
Node 3 - South of SR 28 (west end)	Warehousing	146,300	AM	27	82
			PM	55	33
Node 3 - South of SR 28 (east end)	Shopping Center	372,902	AM	210	135
			PM	716	776
Node 4 - North of SR 28 (west end)	Specialty Retail	35,000	AM	22	14
			PM	42	53
Node 4 - North of SR 28 (east end)	Shopping Center	87,752	AM	88	57
			PM	276	299
Node 4 - South of SR 28 (west end)	Specialty Retail/Fast Food	31,500	AM	191	179
			PM	146	145
Node 4 - South of SR 28 (east end)	Drive-In Bank	3,000	AM	23	18
			PM	76	76

Table 7A: Summary of Node Land Uses and Generated Trips

7.1.4 Node-Generated Traffic Distribution

Node-generated traffic volumes were distributed to the east and west along SR 28 based on anticipated travel patterns within the study area. In general, it is assumed that 60 percent of the traffic volumes generated by each node will be oriented west of the node and 40 percent will be oriented east of the node.

It was assumed that after the general 60-40 directional split is applied, the node-generated traffic volumes will be distributed onto the various roadways that exit the project area corridor (including SR 28) proportionately to the traffic volumes on each roadway. For example, the 60 percent of traffic that exits a particular node toward the west was distributed to each significant roadway that exits the corridor west of that node, proportionate to each roadway's peak-hour traffic volumes. In most cases, the peak hour volumes for the roadways that intersect SR 28 were estimated from ADT information obtained from the OKI traffic assignment plots, ODOT, and the Clermont County Engineer's office. Peak hour volumes were typically assumed to be 10 percent of the average daily traffic volumes. No ADT information was located for Snider Road. It was assumed that 150 vehicles travel in each direction on Snider Road in both the AM and PM peak hours.

The node-generated traffic volumes were assigned to the access points for each development area based on the anticipated paths that motorists are likely to find most convenient.

7.1.5 Pass-by Trip Reductions

According to the ITE publication, *Trip Generation Handbook, Second Edition,* a portion of the traffic generated by the types of developments anticipated in this area could include traffic that was already passing by the site prior to the construction of the developments. That being the case, a portion of the trips generated by the site will not be new to the adjacent street system.

The majority areas that were identified for development activity in this study are anticipated to have a future land use of Shopping Center. According to the *Trip Generation Handbook,* the average pass-by trip percentage during the PM peak period for a shopping center is 34 percent. The pass-by trip percentages for some of the other less used development types along the SR 28 corridor, such as Drive-In Bank, and Fast-Food Restaurant with Drive-Through Window were higher than 34 percent. To be conservative, a 34 percent PM peak period pass-by trip reduction was applied to the projected "background" traffic volumes throughout the corridor. To simplify calculations, it was assumed that the pass-by trips are evenly split by direction and by entering and existing volumes. No data is presented for the AM peak period. Therefore, no reduction for the AM peak period was applied.

7.1.6 Total Traffic Volumes

In order to develop the total traffic volumes based on the projected development within the study corridor, the background projected traffic volumes were added to the distributed node-generated traffic volumes. For the PM peak hour, the calculated pass-by volumes were subtracted from the background volumes. The total volume turning movement counts at each of the node access points are shown in Figures 7-2 through 7-5. These total volumes were used in the intersection capacity analyses at each node access point. The total traffic volumes calculated for each section along SR 28 are shown in Figure 7-6.

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—NODE 1

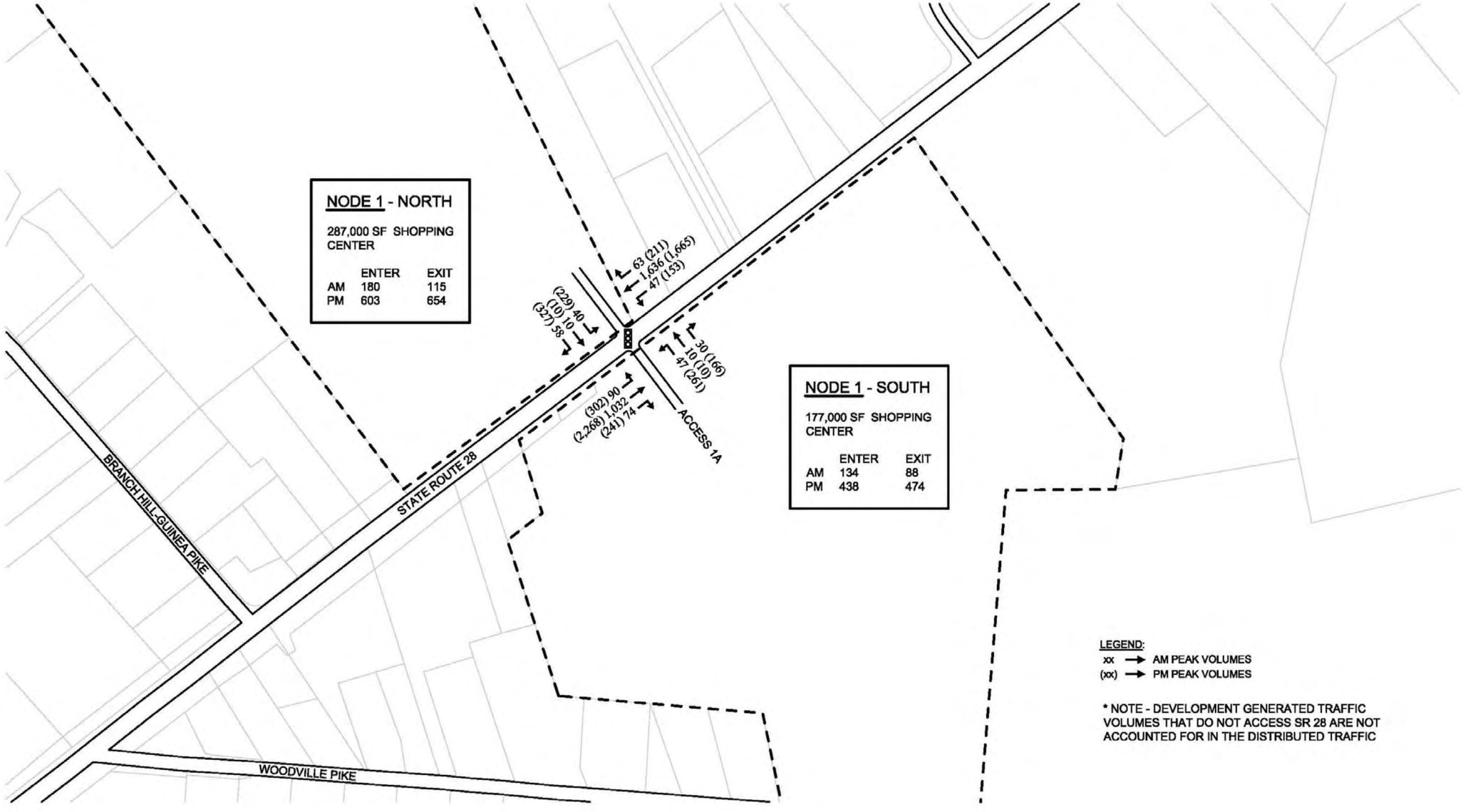


Figure 7-2: Future Year (2030), Projected Development Traffic Volumes—Node 1

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—NODE 2 (1 OF 2)

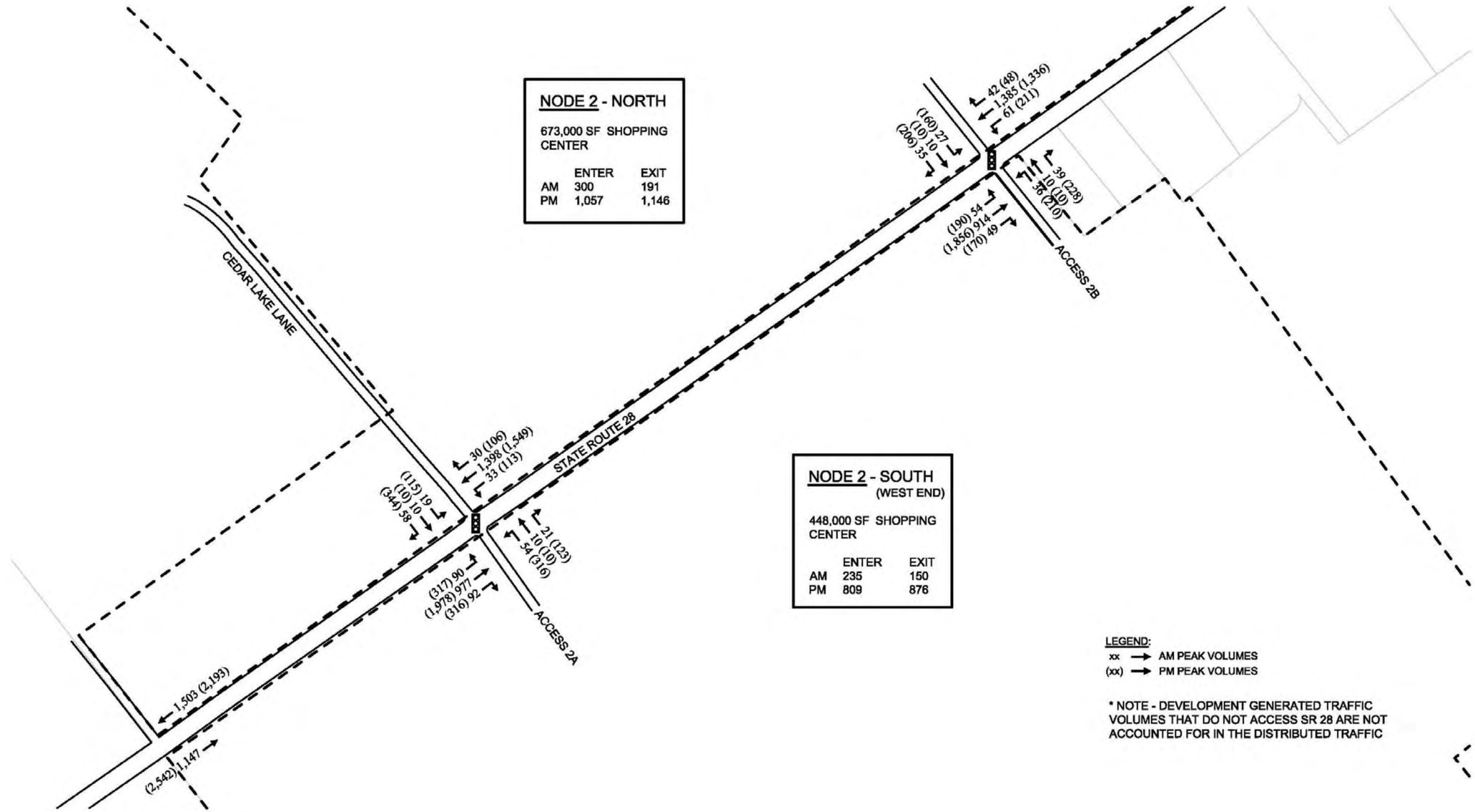


Figure 7-3: Future Year (2030), Projected Development Traffic Volumes—Node 2 (1 of 2)

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—NODE 2 (2 OF 2)

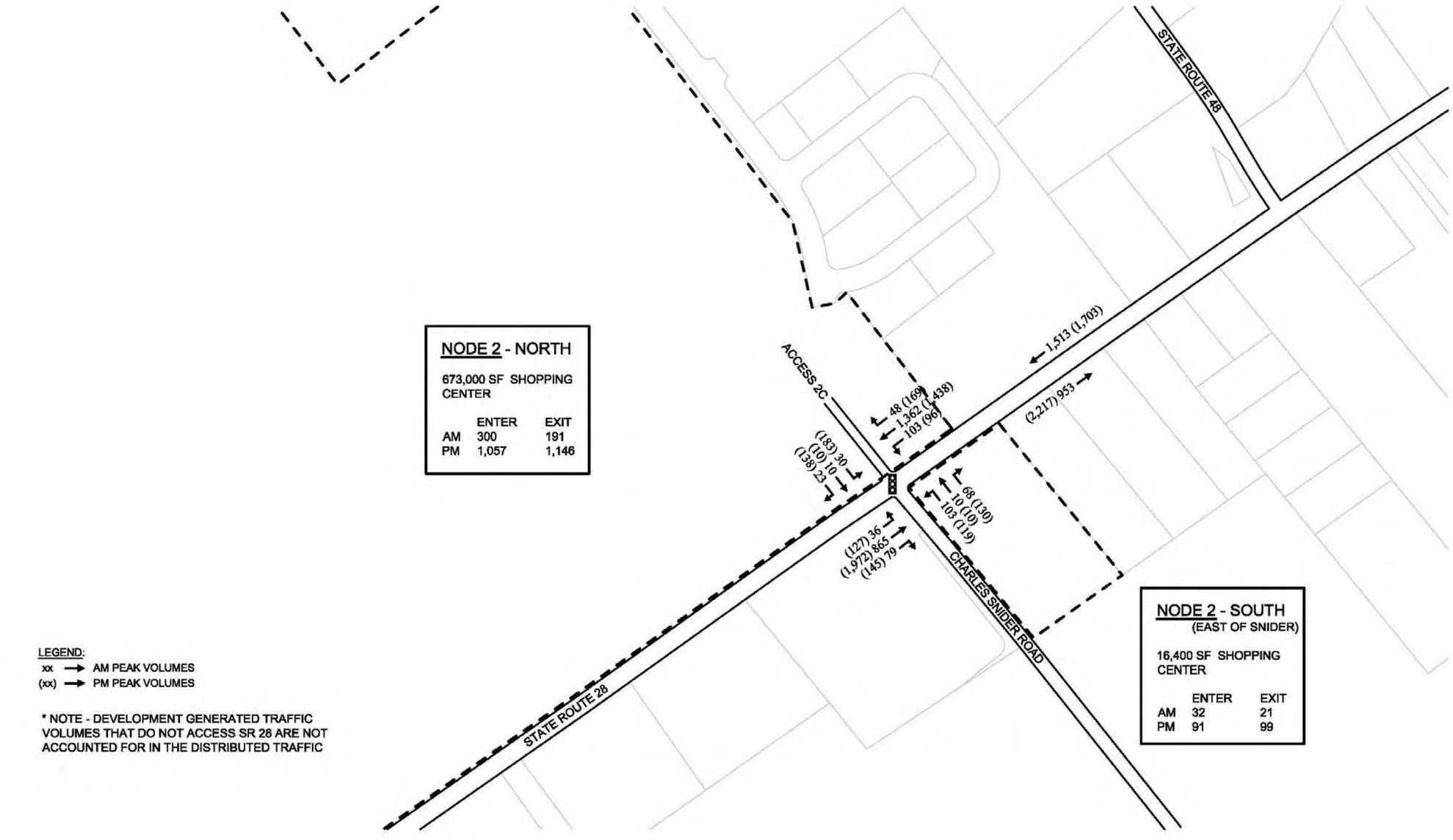


Figure 7-3: Future Year (2030), Projected Development Traffic Volumes—Node 2 (2 of 2)

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—NODE 3

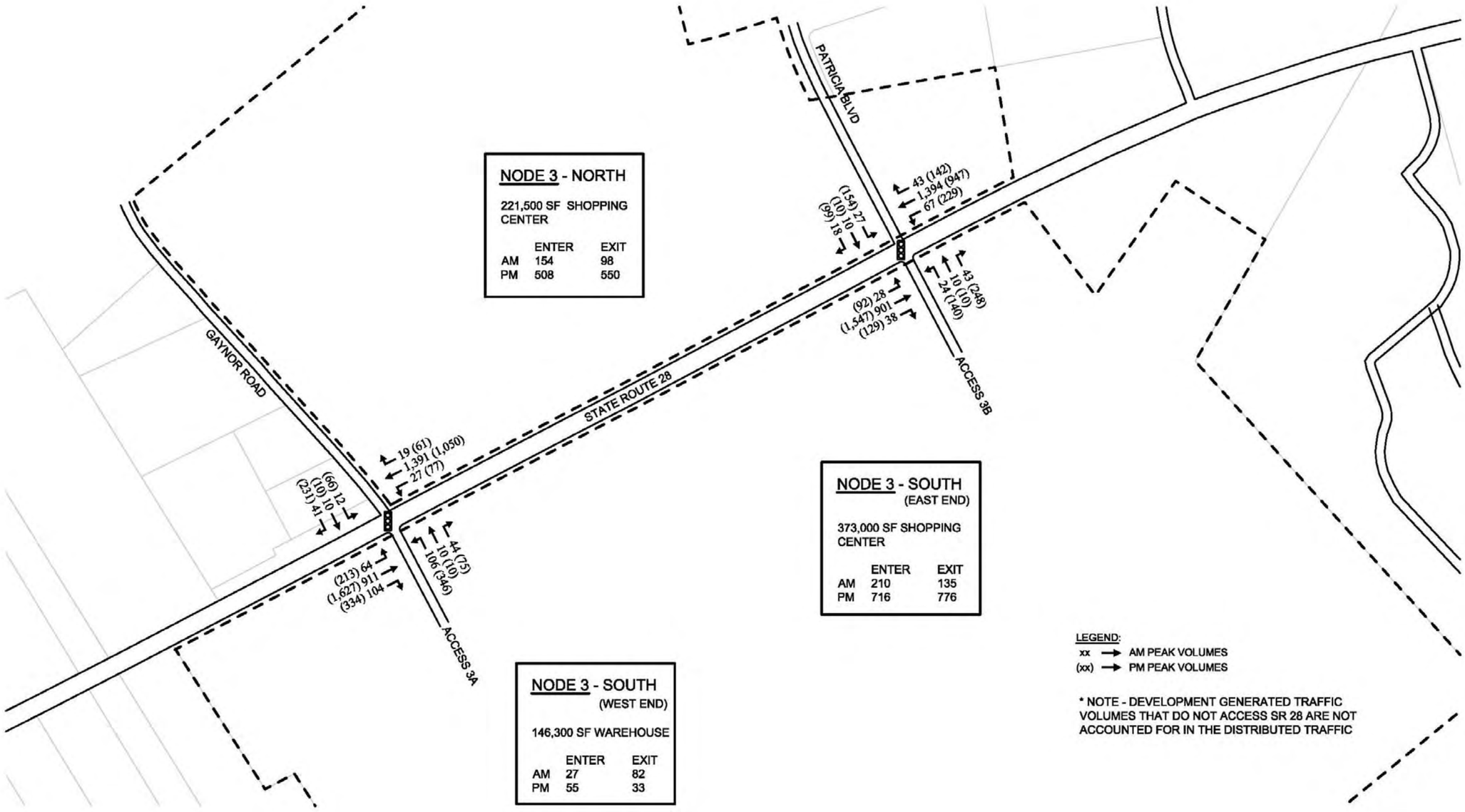


Figure 7-4: Future Year (2030), Projected Development Traffic Volumes—Node 3

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—NODE 4

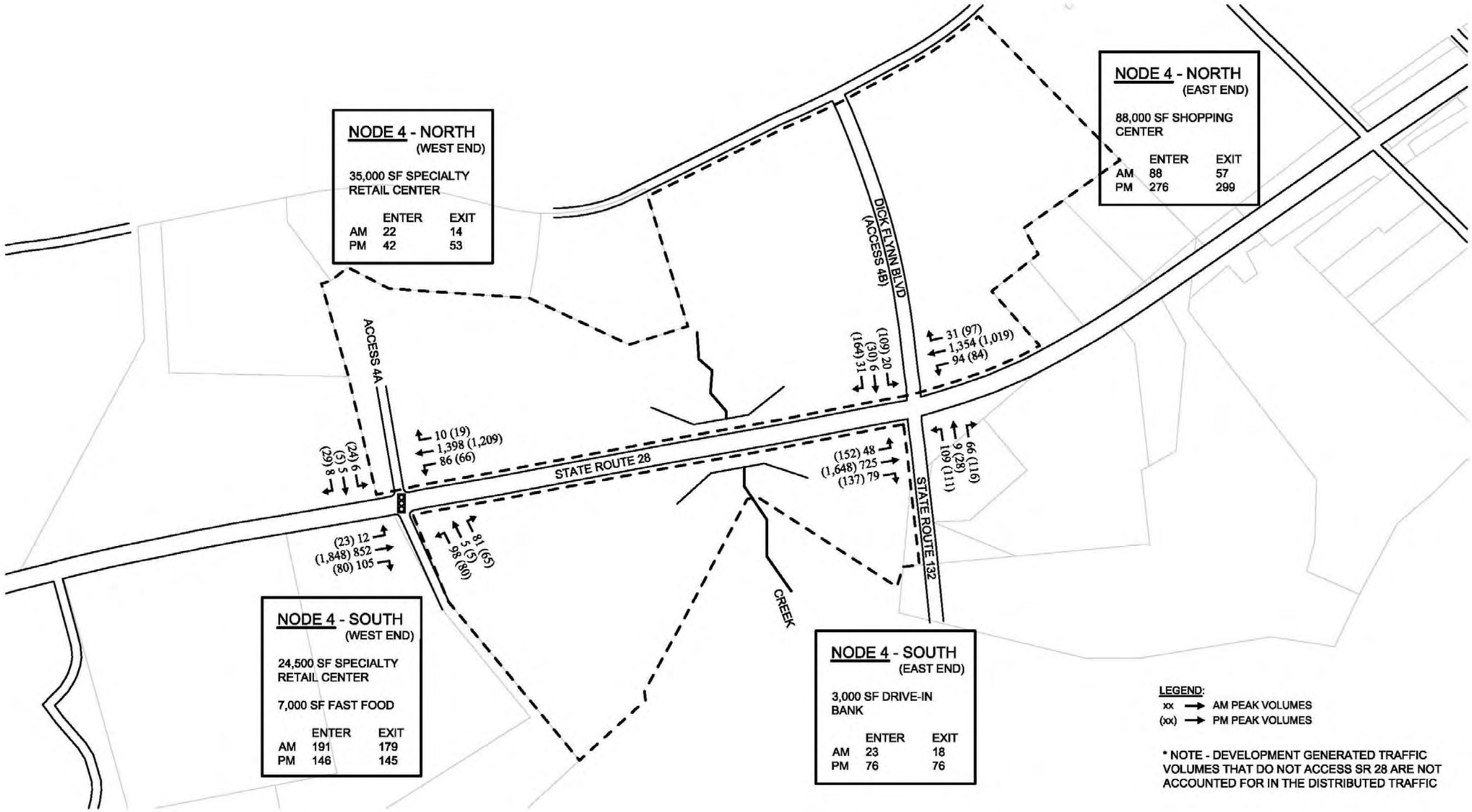
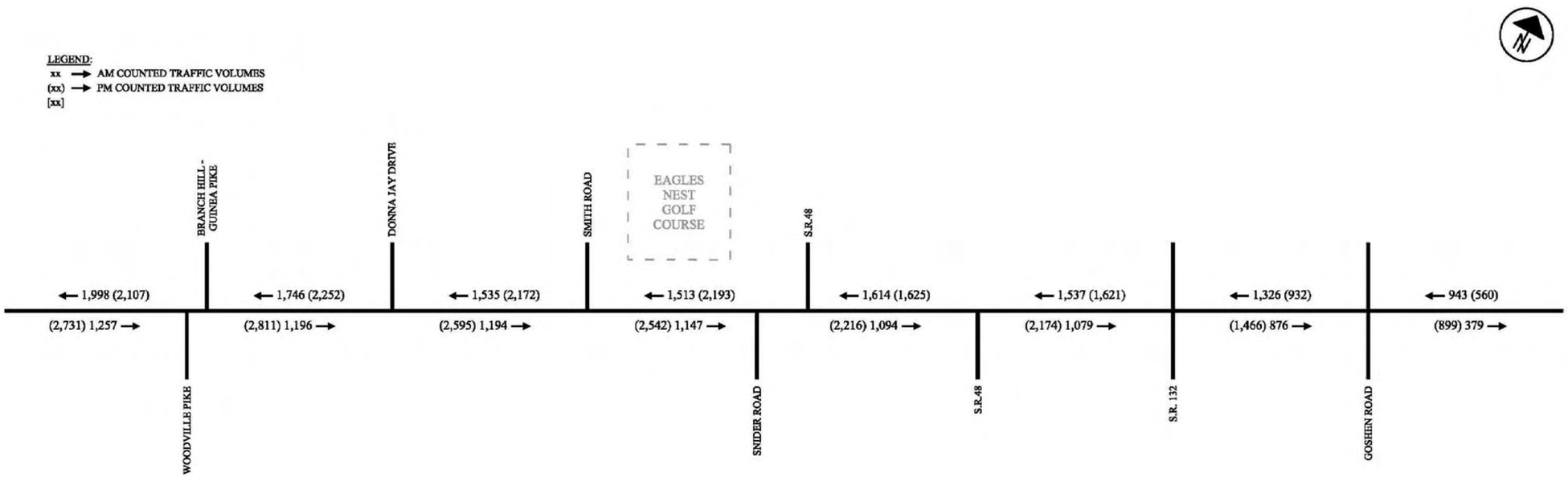


Figure 7-5: Future Year (2030), Projected Development Traffic Volumes—Node 4

FUTURE YEAR (2030), PROJECTED DEVELOPMENT TRAFFIC VOLUMES—ROADWAY SECTIONS



Note: ADT's obtained from OKI 2030 Traffic Assignment Plot

Figure 7-6: Future Year (2030), Projected Development Traffic Volumes—Roadway Sections

7.1.7 Nodal Development Traffic Capacity Analyses

Traffic capacity analyses based on the development that is anticipated to occur within the study area development nodes were performed using 2030 total traffic volumes that were developed as described in the previous section. These analyses were performed to determine the potential roadway capacity that may be needed if each of the development nodes reach their anticipated ultimate buildout. The roadway configurations that are expected to be needed at each of the node access points due to these ultimate buildout traffic volumes are outlined in this section. Table 7B summarizes the overall level of service for signalized intersections and the lowest level of service of all individual movements at unsignalized intersections. Table 7B also shows the highest volume to capacity ratio of all individual movements at the intersection. These intersection configurations are based on projected traffic volumes. The actual intersection configurations will need to be determined based on traffic impact studies for the individual developments using ODOT certified traffic volumes.

It should be noted that the analyses revealed that SR 28 is expected to operate at or very close to capacity at the majority of the node access points. In most cases, acceptable levels of service and volume-to-capacity ratios cannot be achieved with a roadway configuration that is considered practical to construct. Reports from each of the Capacity Analyses based on node-generated traffic volumes are included in Appendix F.

Intersection	Existing Roadway Network	
(2030 Total Volumes)	LOS	Max V/C
SR 28 at Node 1 - Access 1A	D / D	0.92 / 0.95
SR 28 at Node 2 - Access 2A	D / D	0.96 / 0.99
SR 28 at Node 2 - Access 2B	D / D	0.94 / 1.00
SR 28 at Node 2 - Access 2C	C / C	0.95 / 0.99
SR 28 at Node 3 - Access 3A	D / D	0.97 / 0.97
SR 28 at Node 3 - Access 3B	C / D	0.92 / 0.99
SR 28 at Node 4 - Access 4A	B / C	0.86 / 0.97
SR 28 at Node 4 - Access 4B	C / C	0.90 / 0.98

LOS = Level of service

Max V/C = maximum volume to capacity ratio experienced by any one movement at the intersection

- Intersection unaffected by background improvements

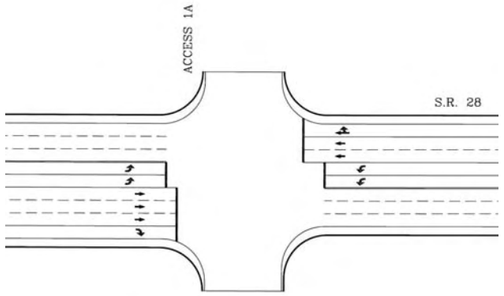
Note: LOS values shown for unsignalized intersections represent the highest delay movement

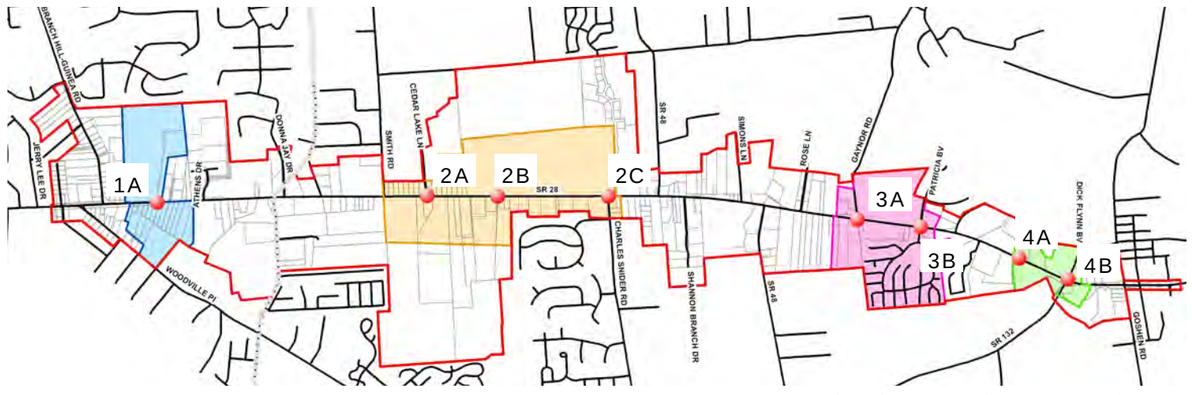
Table 7B: 2030 Node Access Points Intersection Capacity Analyses Summary (based on node-generated volumes)

Based on the intersection capacity analyses, the following lane configurations will be needed on SR 28 at the node access points to accommodate the projected traffic volumes:

Access 1A –

- Eastbound: Six approach lanes (Two left-turn only, three through only, and one right-turn only)
- Westbound: Five approach lanes (Two left-turn only, two through only, and one through-right shared)

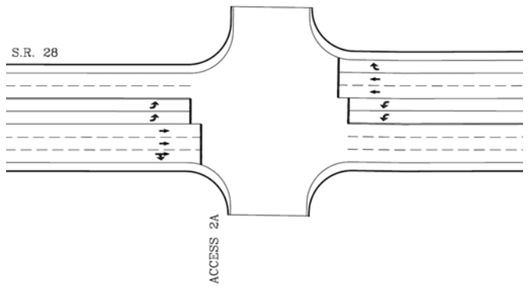




Development node access point locations

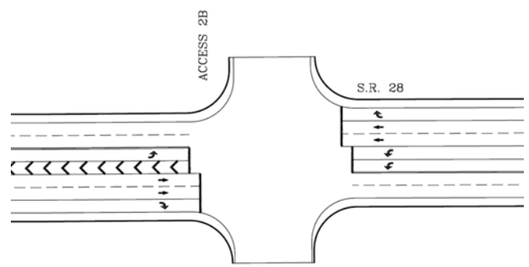
Access 2A –

- Eastbound: Five approach lanes (Two left-turn only, two through only, and one through-right shared)
- Westbound: Five approach lanes (Two left-turn only, two through only, and one right-turn only)



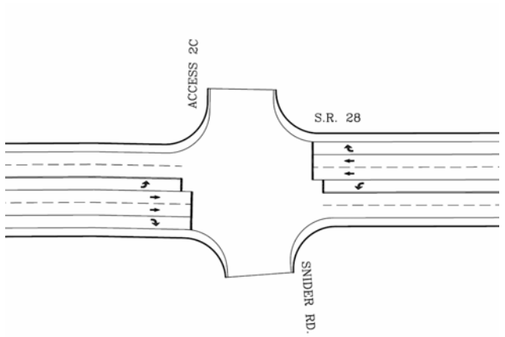
Access 2B –

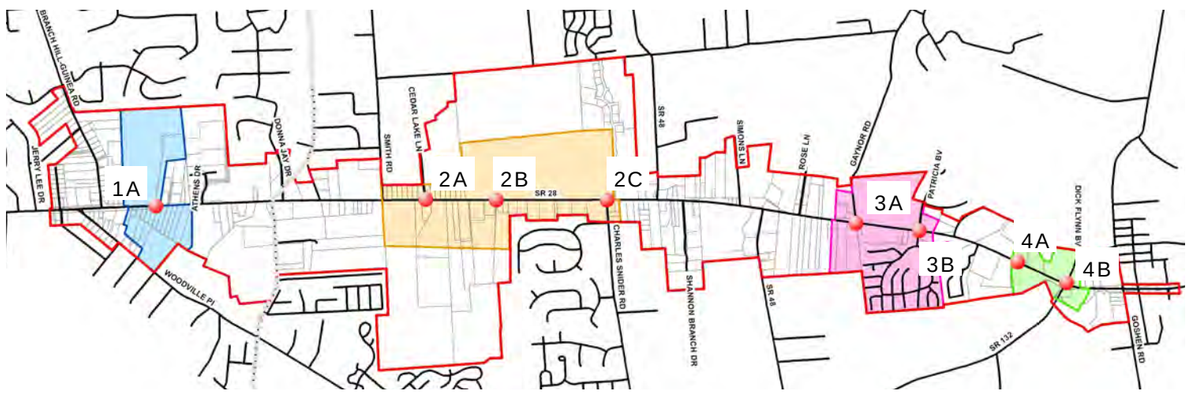
- Eastbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)
- Westbound: Five approach lanes (Two left-turn only, two through only, and one right-turn only)



Access 2C –

- Eastbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)
- Westbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)

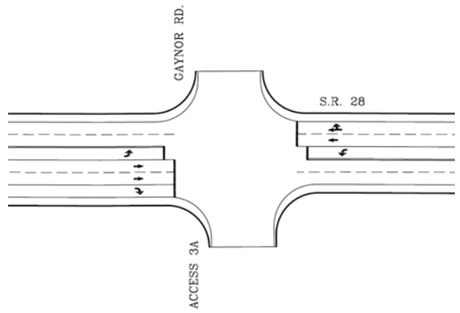




Development node access point locations

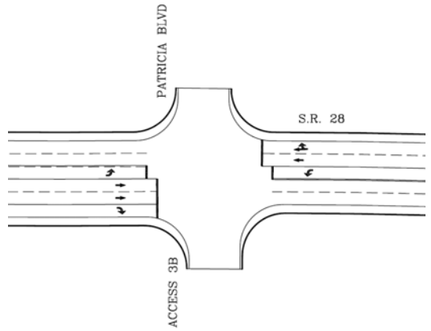
Access 3A –

- Eastbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)
- Westbound: Three approach lanes (One left-turn only, one through only, and one through-right shared)



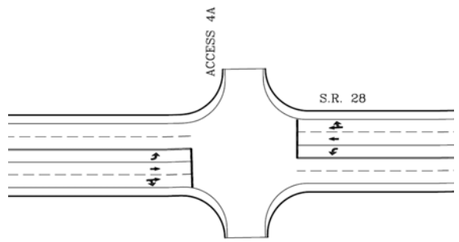
Access 3B –

- Eastbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)
- Westbound: Three approach lanes (One left-turn only, one through only, and one through-right shared)



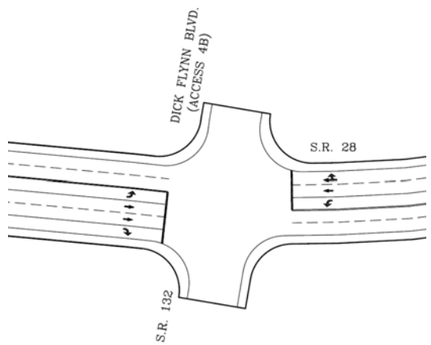
Access 4A –

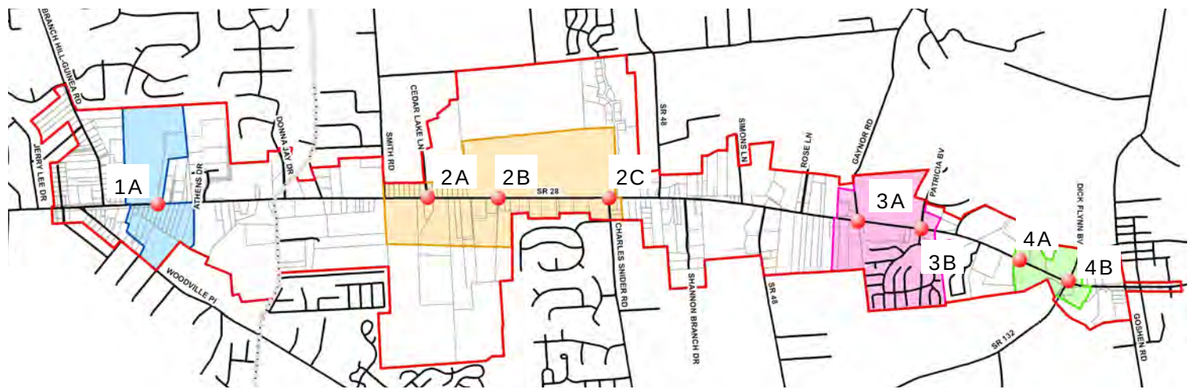
- Eastbound: Three approach lanes (One left-turn only, one through only, and one through-right shared)
- Westbound: Three approach lanes (One left-turn only, one through only, and one through-right shared)



Access 4B –

- Eastbound: Four approach lanes (One left-turn only, two through only, and one right-turn only)
- Westbound: Three approach lanes (One left -turn only, one through only, and one through-right shared)





Development node access point locations

SECTION 8

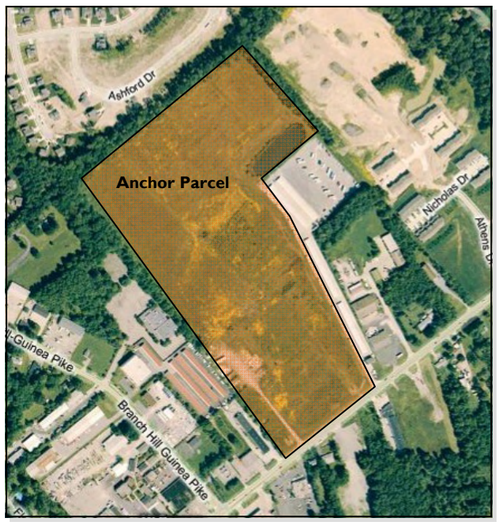
NODE REVENUES & IMPROVEMENTS

STATE ROUTE 28 CORRIDOR IMPROVEMENTS

DEVELOPMENT NODE REVENUES & IMPROVEMENTS

8.1 FISCAL IMPACT OF DEVELOPMENT NODE # 1 BUILD-OUT

Parcel ID	Acreage	Existing Zoning	Existing Land Use	Future Land Use	Development Opportunity Status	F.A.R.	Net Building Capacity	Annual Property Tax	Projected FTE's	Annual Income Tax
5	36.808	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	240,503	$ 518,525	267	$ 50,428
33	7.17	I PLANNED INDUSTRIAL	Commercial	Commercial	Redevelopment	0.15	46,849	$ 101,006	52	$ 9,823
50	1.35	R-2 SINGLE FAMILY	Vacant	Commercial	New Development	0.15	8,821	$ 19,018	10	$ 1,850
64	8.341	R-2 SINGLE FAMILY	Vacant	Commercial	New Development	0.15	54,500	$ 117,502	61	$ 11,427
66	0.7	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	4,574	$ 9,861	5	$ 959
67	0.445	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	2,908	$ 6,269	3	$ 610
68	0.84	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	5,489	$ 11,833	6	$ 1,151
70	0.98	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	6,403	$ 13,806	7	$ 1,343
72	1.12	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	7,318	$ 15,778	8	$ 1,534
74	1.26	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	8,233	$ 17,750	9	$ 1,726
75	1.4	R-2 SINGLE FAMILY	Commercial	Commercial	Redevelopment	0.15	9,148	$ 19,722	10	$ 1,918
76	2	R-2 SINGLE FAMILY	Single Family	Commercial	Redevelopment	0.15	13,068	$ 28,175	15	$ 2,740
77	1.54	R-2 SINGLE FAMILY	Commercial	Commercial	Redevelopment	0.15	10,062	$ 21,694	11	$ 2,110
80	2.222	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	14,519	$ 31,302	16	$ 3,044
81	2	R-2 SINGLE FAMILY	Single Family	Commercial	Redevelopment	0.15	13,068	$ 28,175	15	$ 2,740
82	2.86	R-2 SINGLE FAMILY	Vacant	Commercial	New Development	0.15	18,687	$ 40,290	21	$ 3,918
							464,149	$ 1,000,706	516	$ 97,322



Development Node #1 Anchor Parcel Shown Above.

Development Node #1 Build-out Summary

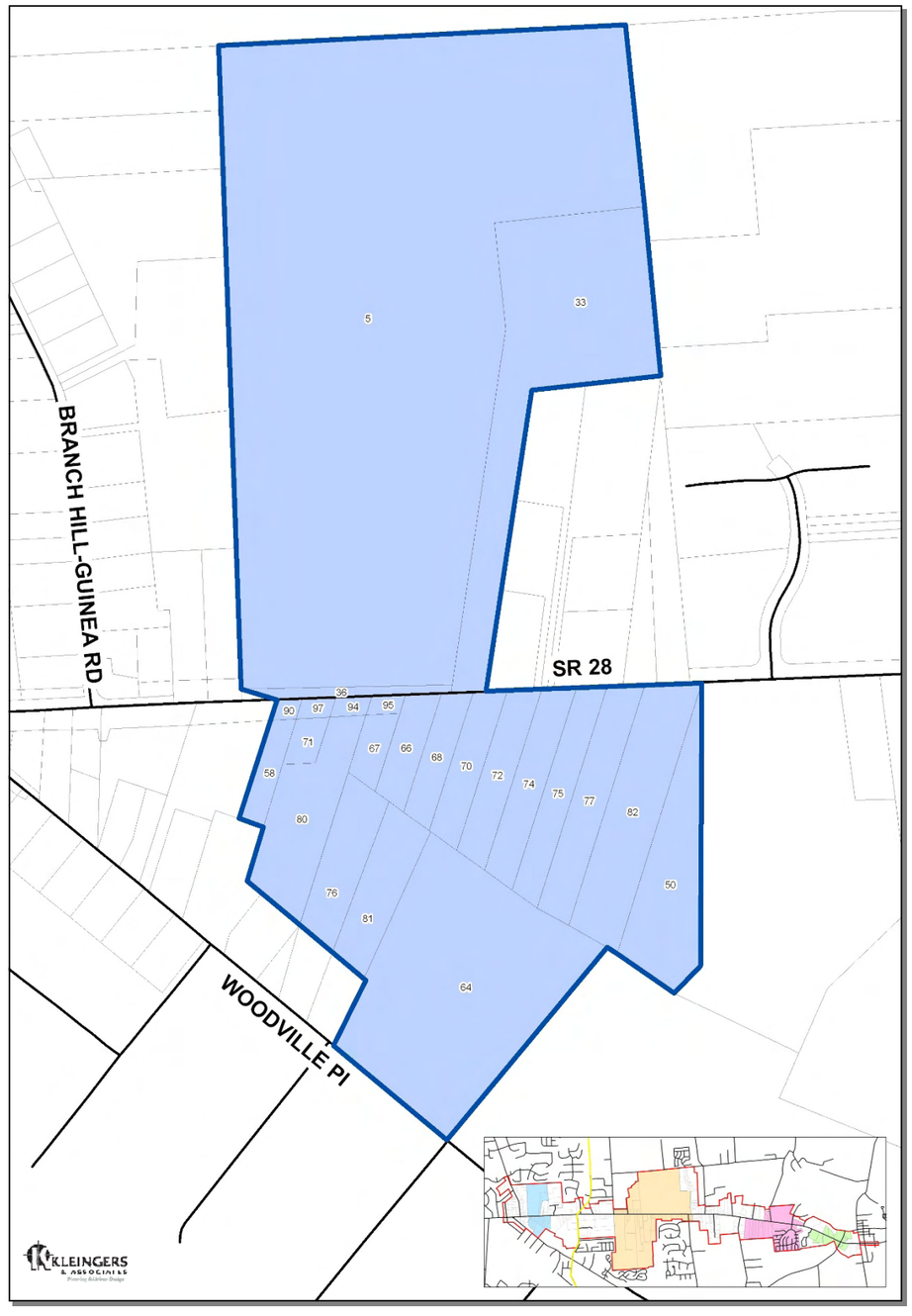
Total Commercial Building Capacity = 464,149 square feet
Annual Property Tax Revenue = $1,000,706
Net Annual Property Tax Revenue = $500,353 (after 50% revenue split to school district)
New FTE Job Creation = 516
Annual Earned Income Tax Revenue = $97,322

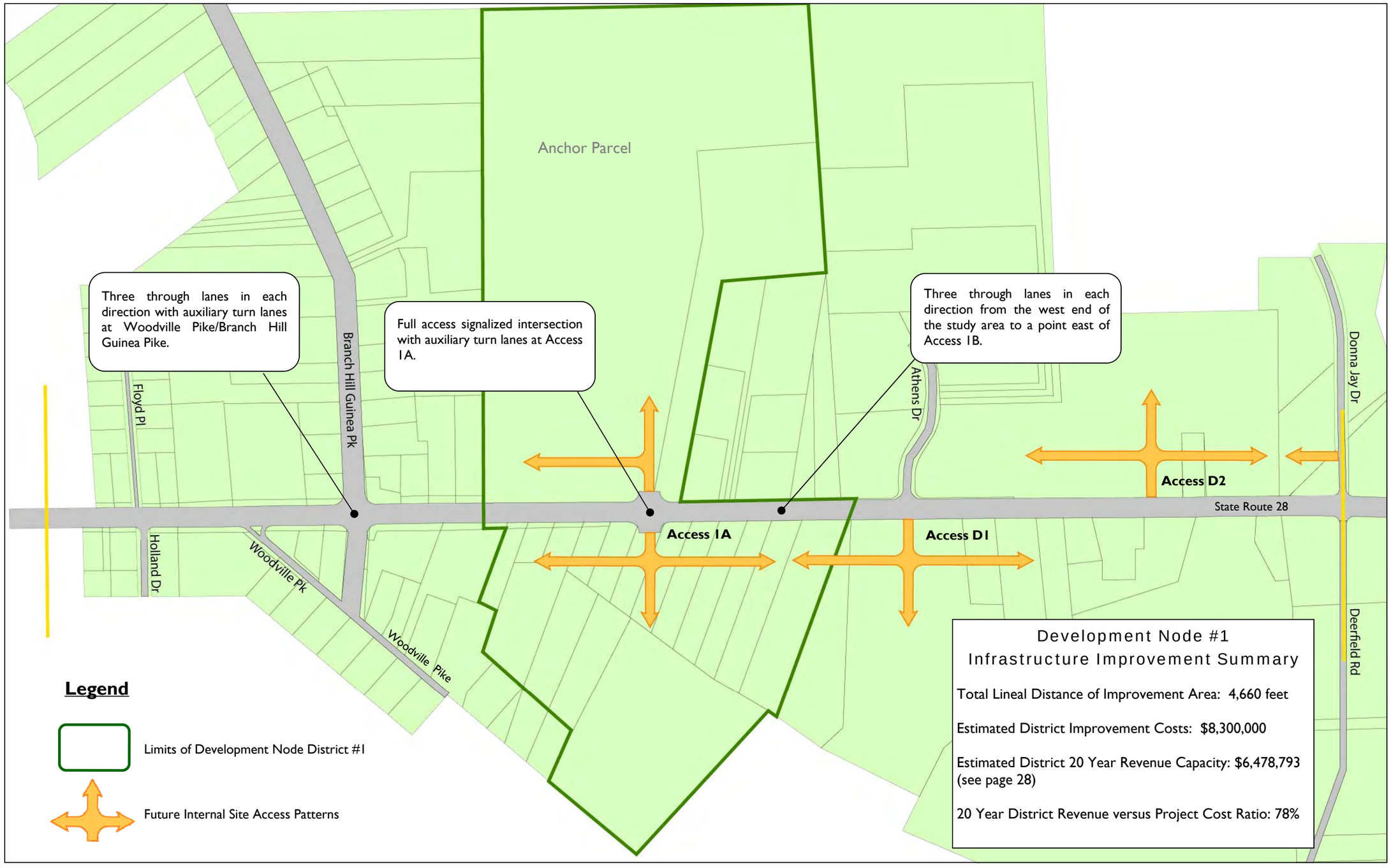
Development Considerations for Development Node #1

Development Node #1 Characteristics: This district is located entirely within Miami Township and features a 36 acre anchor parcel and a series of deep lots located on the south side of SR 28. This district would likely be the first district identified in this plan to build-out given its adjacency to recently development large scale commercial projects. This district features frontage on both SR 28 as well as frontage along Woodville Pike which creates opportunities for designing multiple access points on two established roadways. This double frontage layout would provide more efficient internal traffic flow and connectivity while creating less demand on the SR 28 access point.

Anchor Parcel Characteristics: Node #1 features a 36 acre single owner anchor parcel that maintains frontage along SR 28. This site has previously been considered for big-box retail projects. This anchor parcel is generally adjacent to commercial uses on the east and west property lines. A single family residential development shares the northern property line. It is anticipated that substantial buffering and screening would be required to protect the character of the residential neighborhood.

Development Node #1 District Boundaries




Anchor Parcel
Three through lanes in each direction with auxiliary turn lanes at Woodville Pike/Branch Hill Guinea Pike.
Full access signalized intersection with auxiliary turn lanes at Access 1A.
Three through lanes in each direction from the west end of the study area to a point east of Access 1B.
Floyd Pl
Branch Hill Guinea Pk
Athens Dr
Donna Jay Dr
Access D2
State Route 28
Access 1A
Access D1
Holland Dr
Woodville Pk
Woodville Pike
Deerfield Rd
Legend
Limits of Development Node District #1
Future Internal Site Access Patterns
Development Node #1
Infrastructure Improvement Summary
Total Lineal Distance of Improvement Area: 4,660 feet
Estimated District Improvement Costs: $8,300,000
Estimated District 20 Year Revenue Capacity: $6,478,793 (see page 28)
20 Year District Revenue versus Project Cost Ratio: 78%

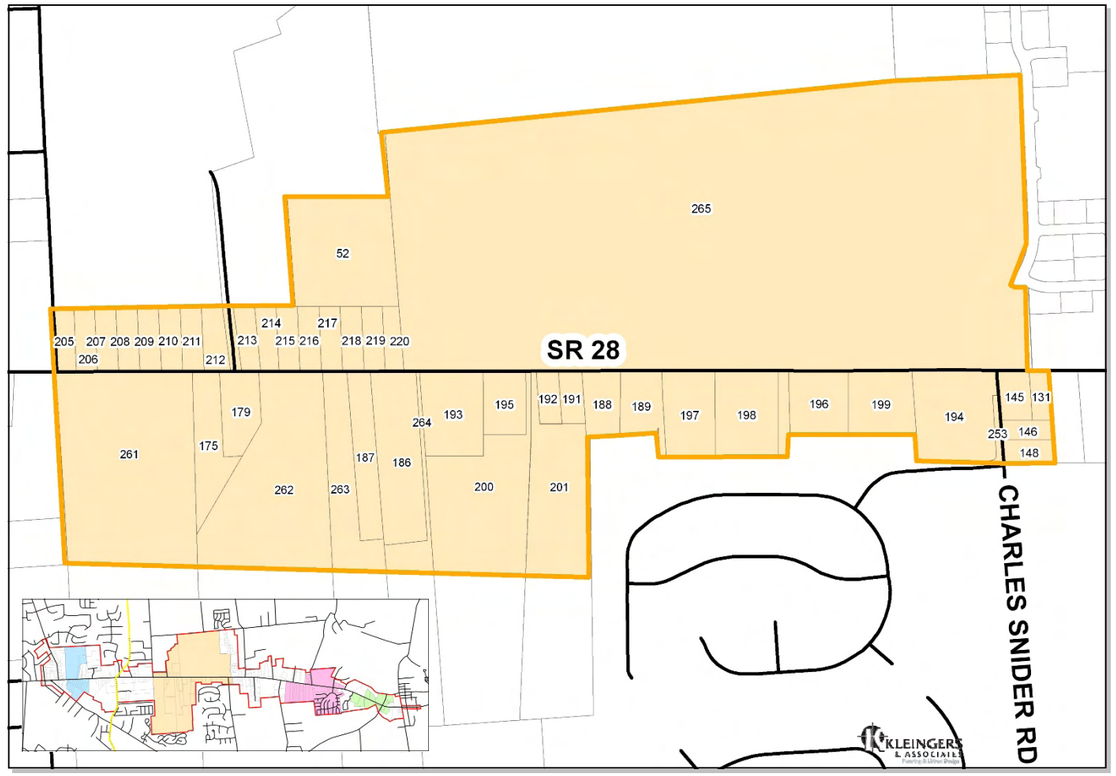
8.2 FISCAL IMPACT OF DEVELOPMENT NODE # 2 BUILD-OUT

Parcel ID	Acreage	Existing Zoning	Existing Land Use	Future Land Use	Development Opportunity Status	F.A.R.	Net Building Capacity	Annual Property Tax	Projected FTE's	Annual Income Tax
265	87.35	PBDD PLANNED BUSINESS DEVELOPMENT	Vacant	Commercial	New Development	0.15	570,745	$ 1,054,737	634	$ 119,673
52	5.79	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	37,832	$ 69,913	42	$ 7,933
131	0.61	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	3,986	$ 7,366	4	$ 836
145	0.75	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	4,901	$ 9,056	5	$ 1,028
146	0.52	M-1 LIGHT MANUFACTURING	Single Family	Commercial	Redevelopment	0.15	3,398	$ 6,279	4	$ 712
148	0.63	M-1 LIGHT MANUFACTURING	Single Family	Commercial	Redevelopment	0.15	4,116	$ 7,607	5	$ 863
175	2.2	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	14,375	$ 26,565	16	$ 3,014
261	13.06	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	85,334	$ 157,697	95	$ 17,893
179	1.76	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	11,500	$ 21,252	13	$ 2,411
262	9.61	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	62,792	$ 116,039	70	$ 13,166
263	3.16	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	20,647	$ 38,156	23	$ 4,329
186	3.823	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	24,979	$ 46,162	28	$ 5,238
187	2	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	13,068	$ 24,150	15	$ 2,740
193	2.55	PBDD PLANNED BUSINESS DEVELOPMENT	Vacant	Commercial	New Development	0.15	16,662	$ 30,791	19	$ 3,494
195	1.38	PBDD PLANNED BUSINESS DEVELOPMENT	Vacant	Commercial	New Development	0.15	9,017	$ 16,663	10	$ 1,891
199	2.14	PBDD PLANNED BUSINESS DEVELOPMENT	Commercial	Commercial	New Development	0.15	13,983	$ 25,840	16	$ 2,932
200	6.397	M-2 HEAVY MANUFACTURING	Vacant	Commercial	New Development	0.15	41,798	$ 77,243	46	$ 8,764
205	0.465	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	3,038	$ 5,615	3	$ 637
206	0.62	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
207	0.62	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Single Family	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
208	0.62	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	4,051	$ 7,486	5	$ 849
209	0.62	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	4,051	$ 7,486	5	$ 849
210	0.62	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	4,051	$ 7,486	5	$ 849
211	0.62	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	4,051	$ 7,486	5	$ 849
212	0.713	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Vacant	Commercial	New Development	0.15	4,659	$ 8,609	5	$ 977
213	0.564	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	3,685	$ 6,810	4	$ 773
214	0.57	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	3,724	$ 6,883	4	$ 781
215	0.62	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
216	0.7	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Commercial	Commercial	Redevelopment	0.15	4,574	$ 8,452	5	$ 959
217	0.7	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Commercial	Commercial	Redevelopment	0.15	4,574	$ 8,452	5	$ 959
218	0.62	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
219	0.62	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
220	0.539	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	3,522	$ 6,508	4	$ 738
264	1.06	M-1 LIGHT MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	6,926	$ 12,799	8	$ 1,452
201	5	M-2 HEAVY MANUFACTURING	Commercial	Commercial	Redevelopment	0.15	32,670	$ 60,374	36	$ 6,850
							1,010,294	$ 933,511	1,123	$ 211,836

Development Node #2 Build-out Summary

Total Commercial Building Capacity = 1,010,294 square feet
Annual Property Tax Revenue = $933,511
Net Annual Property Tax Revenue = $466,876 (after 50% revenue split to school district)
New FTE Job Creation = 1,123
Annual Earned Income Tax Revenue = $211,836

Development Node #2 District Boundaries



Development Considerations for Development Node #2

Development Node #2 Characteristics: This district features the largest single owner anchor parcel within the study area in addition to the potential for a large mixed-use commercial project on the south side of SR 28. This district is both the largest district identified in this plan and the first Goshen Township district likely to exhibit substantial development activity given its relatively close proximity to the established Miami Township market area.

Anchor Parcel Characteristics: This anchor parcel is part of the Eagles Nest Golf Course Site. This parcel is approximately 87.35 acres and maintains a substantial frontage along SR 28. A commercial planned unit development zoning designation has been applied for this section of the site and is slated for future retail, service and office related uses.

Development Node #2 Anchor Parcel Shown Above.

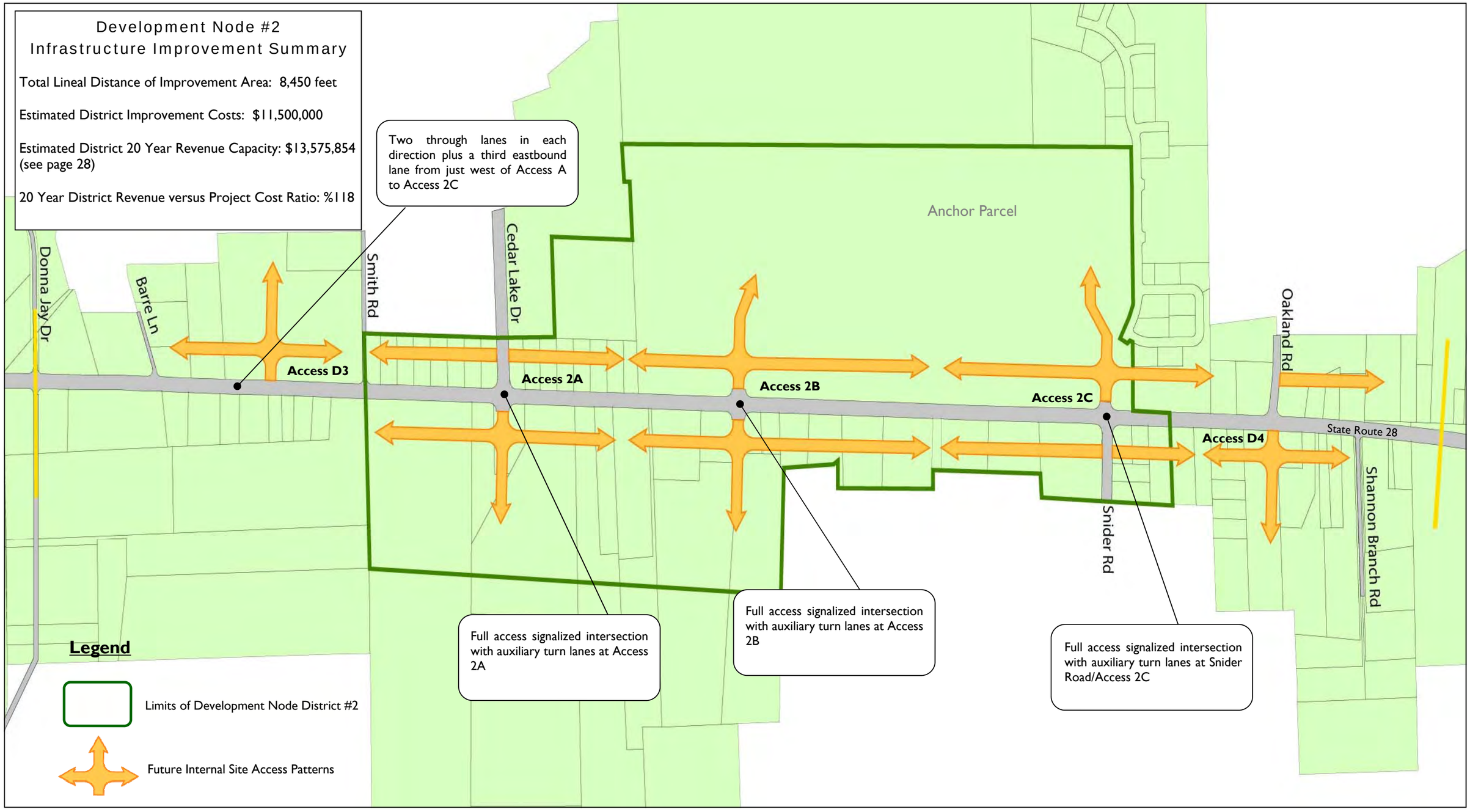
Development Node #2
Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 8,450 feet

Estimated District Improvement Costs: $11,500,000

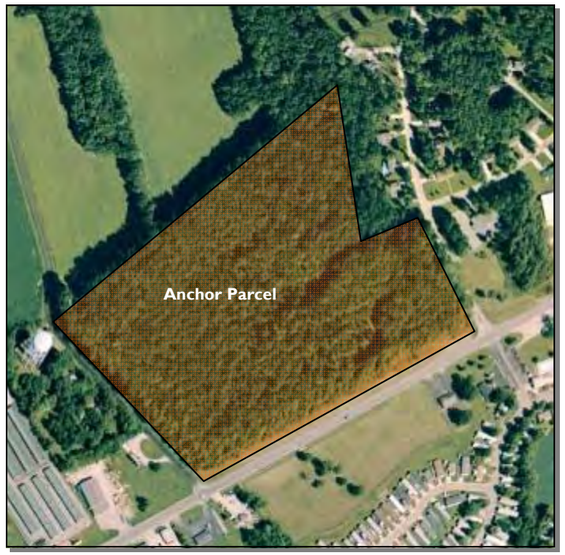
Estimated District 20 Year Revenue Capacity: $13,575,854 (see page 28)

20 Year District Revenue versus Project Cost Ratio: %118



8.3 FISCAL IMPACT OF DEVELOPMENT NODE # 3 BUILD-OUT

Parcel ID	Acreage	Existing Zoning	Existing Land Use	Future Land Use	Development Opportunity Status	F.A.R.	Net Building Capacity	Annual Property Tax	Projected FTE's	Annual Income Tax
109	2.945	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	19,243	$ 35,560	21	$ 4,035
110	4.776	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	31,206	$ 57,669	35	$ 6,543
112	49.241	T MOBILE HOME PARK	Single Family	Commercial	Redevelopment	0.15	321,741	$ 594,577	357	$ 67,462
116	0.52	B-2 GENERAL BUSINESS	Vacant	Commercial	Redevelopment	0.15	3,398	$ 6,279	4	$ 712
119	0.69	B-2 GENERAL BUSINESS	Vacant	Commercial	Redevelopment	0.15	4,508	$ 8,332	5	$ 945
121	6.62	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	43,255	$ 79,935	48	$ 9,070
127	30.102	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	196,686	$ 363,477	219	$ 41,241
129	3.794	R-3 MEDIUM LOW DENSITY RESIDENTIAL	Commercial	Commercial	Redevelopment	0.15	24,790	$ 45,812	28	$ 5,198
111	5.117	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	33,434	$ 61,787	37	$ 7,010
							678,262	$ 1,253,428	754	$ 142,216



Development Node #3 Anchor Parcel Shown

Development Node #3 Build-out Summary

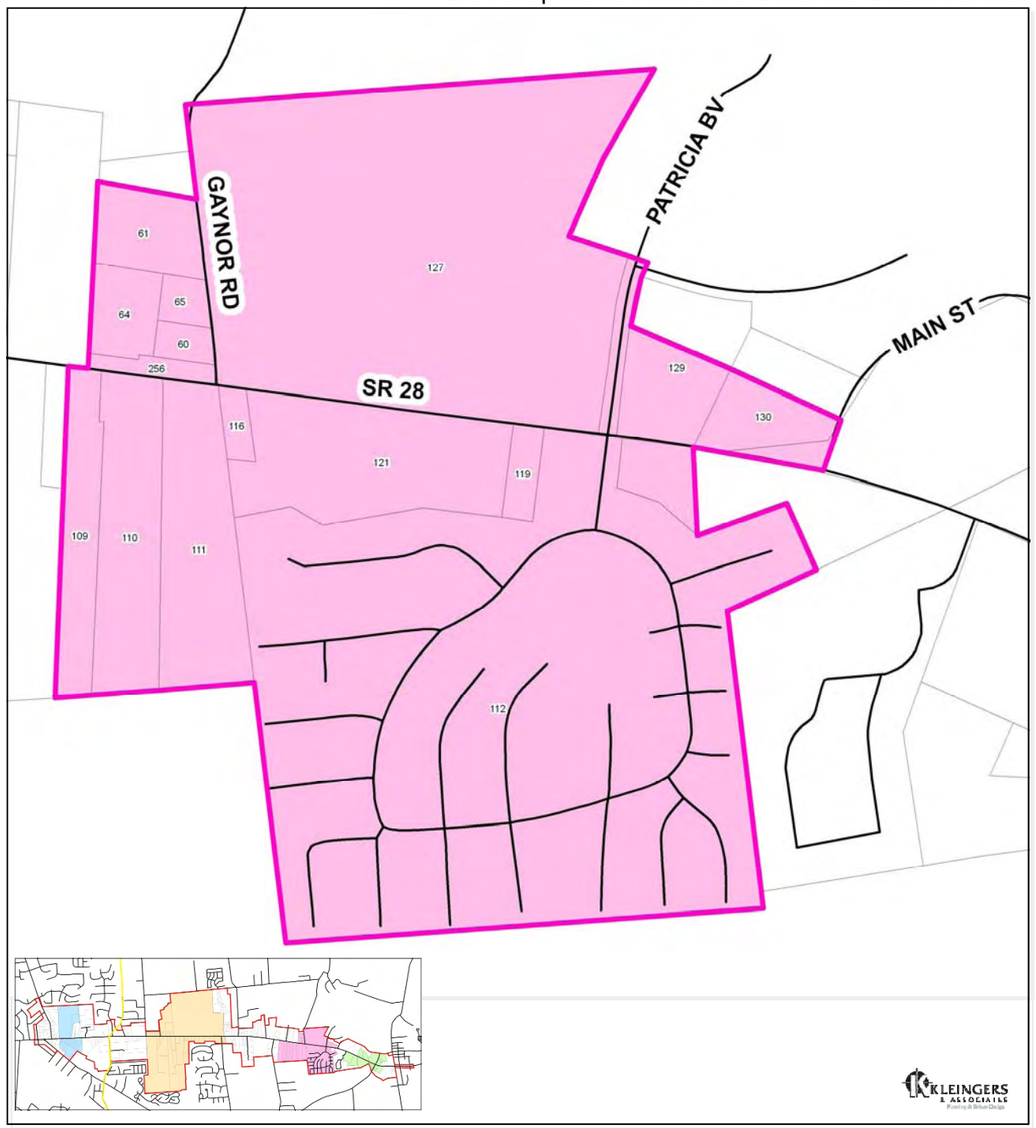
Total Commercial Building Capacity = 678,262 square feet
Annual Property Tax Revenue = $1,253,428
Net Annual Property Tax Revenue = $626,714 (after 50% revenue split to school district)
New FTE Job Creation = 754
Annual Earned Income Tax Revenue = $142,216

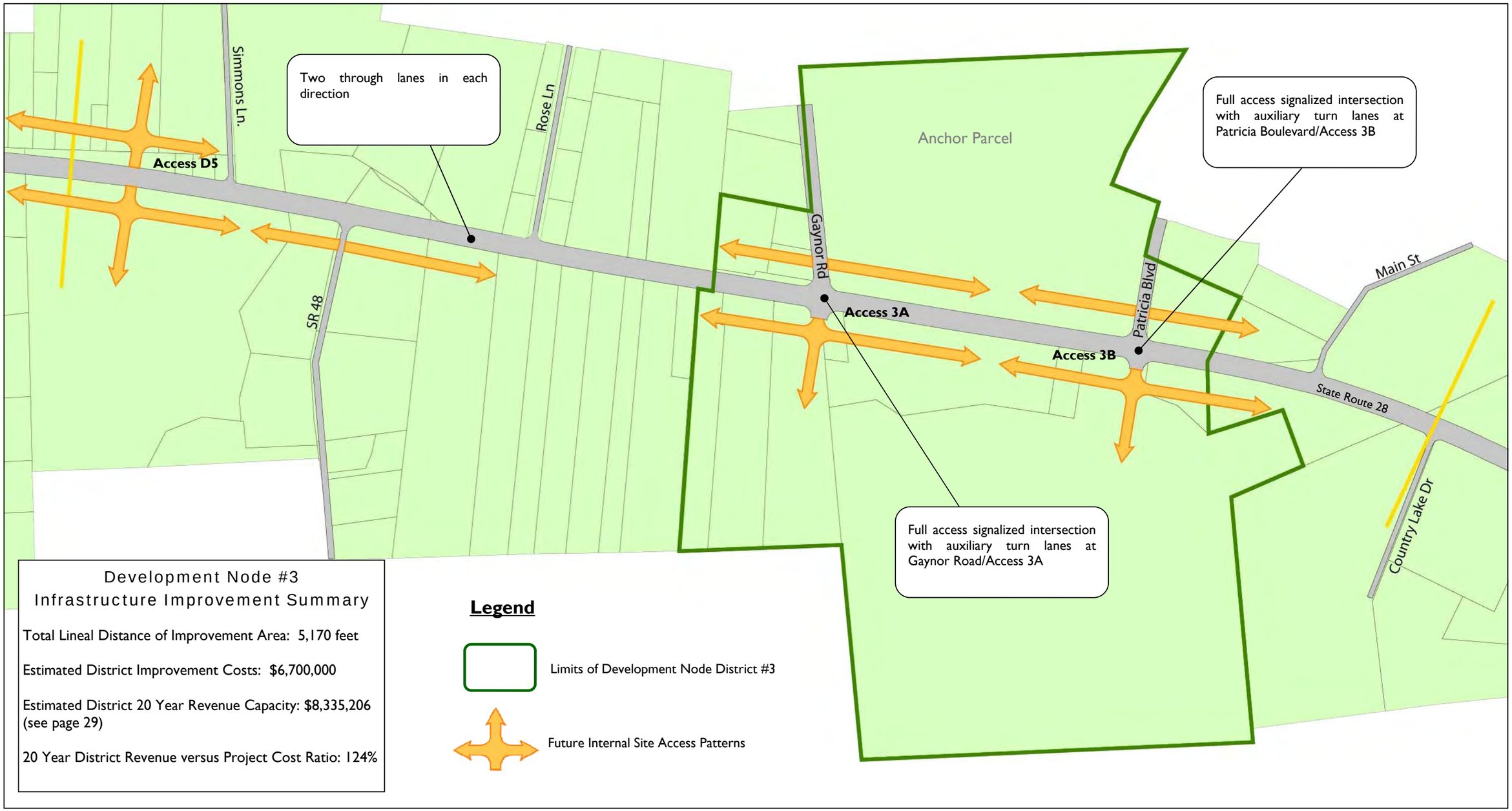
Development Considerations for Development Node #3

Development Node #2 Characteristics: This district is unique as it contains both a single owner anchor parcel that is currently vacant in addition to a second large parcel that has significant future redevelopment potential. This district is located near the center of Goshen Township and the community's planned Goshen Town Center district. Development in this district would likely consist of neighborhood commercial, professional services and related land uses catering to a concentrated Goshen consumer market.

Anchor Parcel Characteristics: The anchor parcel is approximately 30 acres in size and features frontage on SR 28, Gaynor Road and Patricia Boulevard. This triple frontage situation works well with access management guidelines aimed at combining access points and creating a reverse frontage road site layout.

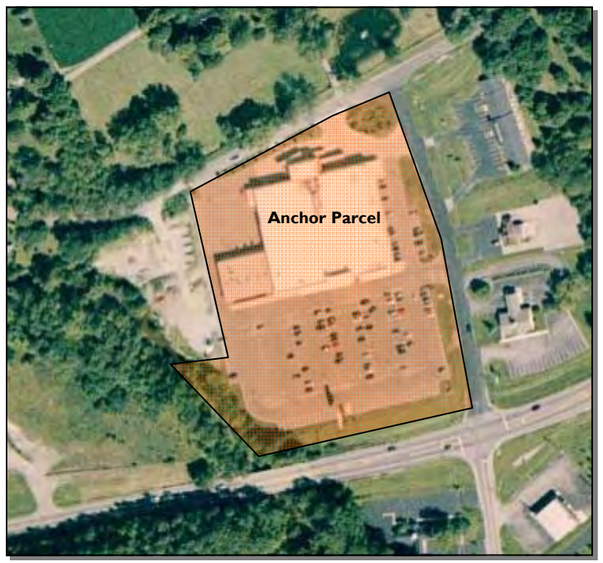
Development Node #3 District Boundaries




Simmons Ln.
Rose Ln
SR 48
Gaynor Rd
Patricia Blvd
Main St
State Route 28
Country Lake Dr
Anchor Parcel
Access D5
Access 3A
Access 3B
Two through lanes in each direction
Full access signalized intersection with auxiliary turn lanes at Patricia Boulevard/Access 3B
Full access signalized intersection with auxiliary turn lanes at Gaynor Road/Access 3A
Development Node #3
Infrastructure Improvement Summary
Total Lineal Distance of Improvement Area: 5,170 feet
Estimated District Improvement Costs: $6,700,000
Estimated District 20 Year Revenue Capacity: $8,335,206 (see page 29)
20 Year District Revenue versus Project Cost Ratio: 124%
Legend
Limits of Development Node District #3
Future Internal Site Access Patterns

8.4 FISCAL IMPACT OF DEVELOPMENT NODE # 4 BUILD-OUT

Parcel ID	Acreage	Existing Zoning	Existing Land Use	Future Land Use	Development Opportunity Status	F.A.R.	Net Building Capacity	Annual Property Tax	Projected FTE's	Annual Income Tax
82	3.71	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	24,241	$ 44,798	27	$ 5,083
87	0.62	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	4,051	$ 7,486	5	$ 849
88	1.67	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	10,912	$ 20,165	12	$ 2,288
89	0.77	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	5,031	$ 9,298	6	$ 1,055
90	0.77	B-2 GENERAL BUSINESS	Single Family	Commercial	Redevelopment	0.15	5,031	$ 9,298	6	$ 1,055
93	1.292	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	8,442	$ 15,601	9	$ 1,770
95	3.02	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	19,733	$ 36,466	22	$ 4,138
97	6.26	B-2 GENERAL BUSINESS	Vacant	Commercial	New Development	0.15	40,903	$ 75,588	45	$ 8,576
102	3.02	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	19,733	$ 36,466	22	$ 4,138
91	7.43	B-2 GENERAL BUSINESS	Commercial	Commercial	Redevelopment	0.15	48,548	$ 89,716	54	$ 10,179
							186,624	$ 344,881	207	$ 39,131



Development Node #4 Anchor Parcel Shown

Development Node #4 Build-out Summary

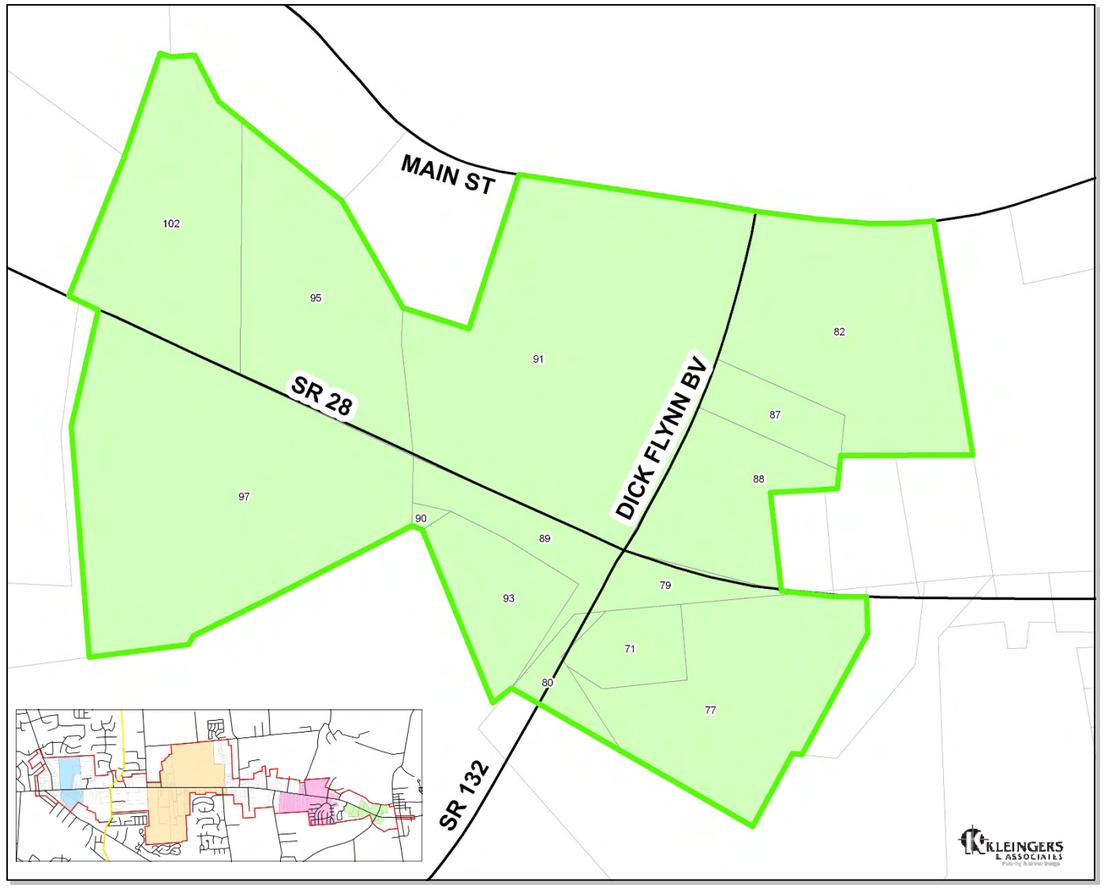
Total Commercial Building Capacity = 186,624 square feet
Annual Property Tax Revenue = $344,881
Net Annual Property Tax Revenue = $172,440 (after 50% revenue split to school district)
New FTE Job Creation = 207
Annual Earned Income Tax Revenue = $39,131

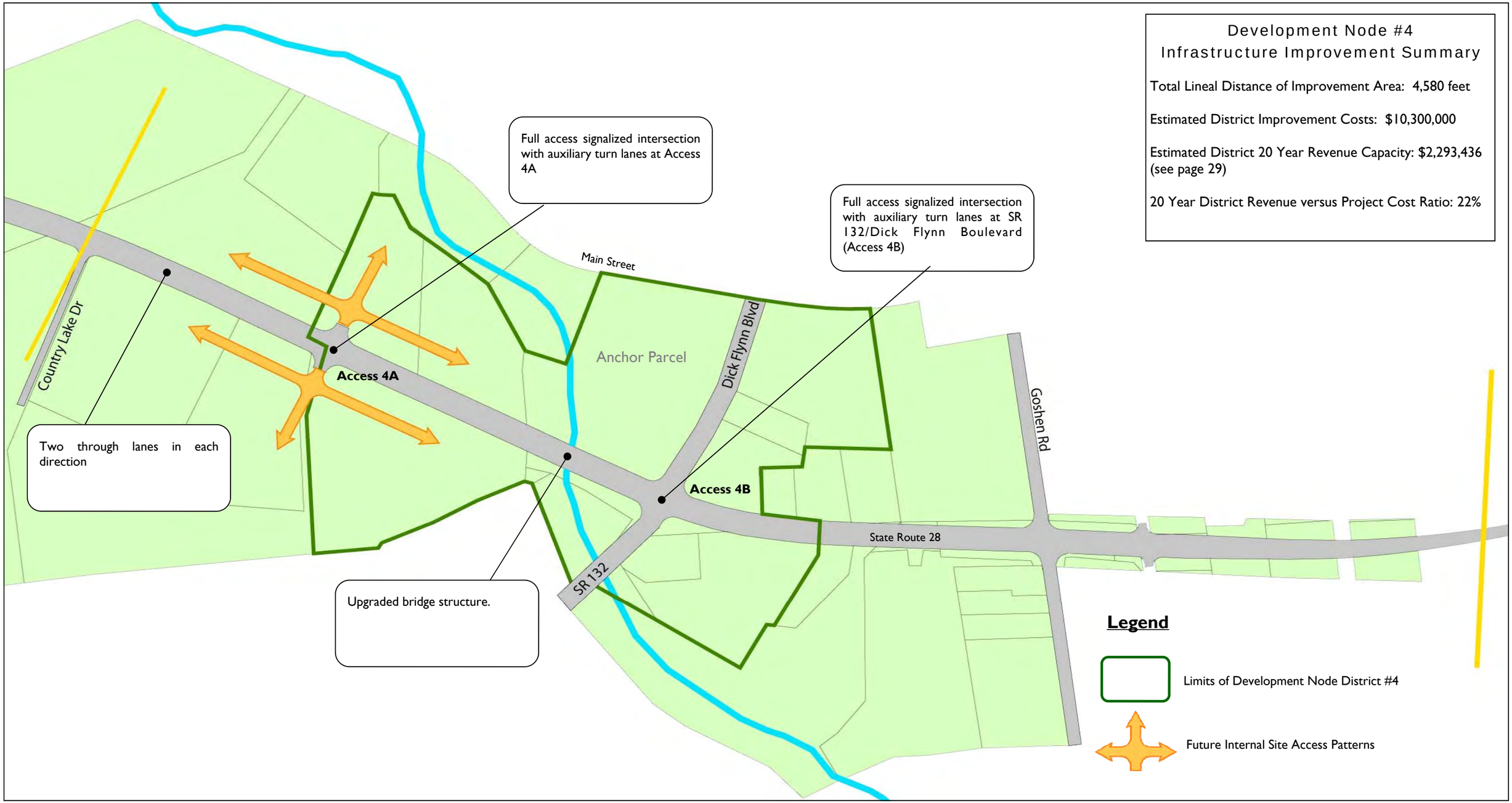
Development Considerations for Development Node #4

Development Node #4 Characteristics: This district features an anchor parcel that has redevelopment potential along with two vacant sites that could accommodate medium sized commercial and office developments. Parcel #97 features topographic constraints in the southern portion of the property, but can be designed to maintain a medium size commercial / office development with a single outparcel near SR 28. While, Parcels #95 and #102 could be assembled for development as a mid-30,000 sq. ft. commercial center.

Anchor Parcel Characteristics: The anchor parcel for this district currently features an existing grocery store with a smaller attached retail strip center. This corner parcel features triple frontage and enjoys access from a traffic signal at SR 28 and Dick Flynn Boulevard. This parcel has above average redevelopment potential given it's existing signalized access and its location as the designated gateway area into the Goshen Town Center.

Development Node #4 District Boundaries





Development Node #4
Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 4,580 feet

Estimated District Improvement Costs: $10,300,000

Estimated District 20 Year Revenue Capacity: $2,293,436 (see page 29)

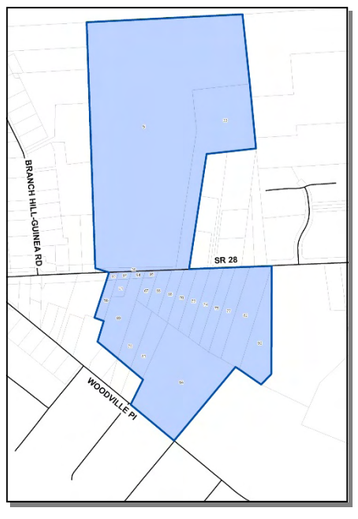
20 Year District Revenue versus Project Cost Ratio: 22%

8.5 20-YEAR REVENUE CAPABILITY

20 Year Phased Revenue Projections for Development Node #1

Development Year	Annual Property Tax	Annual FTE's Created	Annual Income Tax	Aggregate Annual Prop. Tax	Aggregate Annual Income Tax	Aggregate Annual Total $	Aggregate Annual FTE's
1	$ 15,011	15	$ 2,920	$ 15,011	$ 2,920	$ 17,930	16
2	$ 15,011	15	$ 2,920	$ 30,021	$ 5,839	$ 35,860	31
3	$ 20,014	21	$ 3,893	$ 50,035	$ 9,732	$ 59,767	52
4	$ 20,014	21	$ 3,893	$ 70,049	$ 13,625	$ 83,674	73
5	$ 20,014	21	$ 3,893	$ 90,064	$ 17,518	$ 107,581	93
6	$ 30,021	31	$ 5,839	$ 120,085	$ 23,357	$ 143,442	124
7	$ 30,021	31	$ 5,839	$ 150,106	$ 29,197	$ 179,302	155
8	$ 40,028	41	$ 7,786	$ 190,134	$ 36,982	$ 227,116	197
9	$ 40,028	41	$ 7,786	$ 230,162	$ 44,768	$ 274,930	238
10	$ 40,028	41	$ 7,786	$ 270,191	$ 52,554	$ 322,744	279
11	$ 40,028	41	$ 7,786	$ 310,219	$ 60,340	$ 370,558	320
12	$ 30,021	31	$ 5,839	$ 340,240	$ 66,179	$ 406,419	351
13	$ 30,021	31	$ 5,839	$ 370,261	$ 72,018	$ 442,279	382
14	$ 30,021	31	$ 5,839	$ 400,282	$ 77,857	$ 478,140	413
15	$ 20,014	21	$ 3,893	$ 420,296	$ 81,750	$ 502,047	434
16	$ 20,014	21	$ 3,893	$ 440,311	$ 85,643	$ 525,954	454
17	$ 20,014	21	$ 3,893	$ 460,325	$ 89,536	$ 549,861	475
18	$ 15,011	15	$ 2,920	$ 475,335	$ 92,456	$ 567,791	490
19	$ 15,011	15	$ 2,920	$ 490,346	$ 95,375	$ 585,721	506
20	$ 10,007	10	$ 1,946	$ 500,353	$ 97,322	$ 597,675	516

Total District Revenue for 20 Year Horizon = $ 6,478,793



Development Node #1 Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 4,660 feet

Estimated District Improvement Costs: $8,300,000

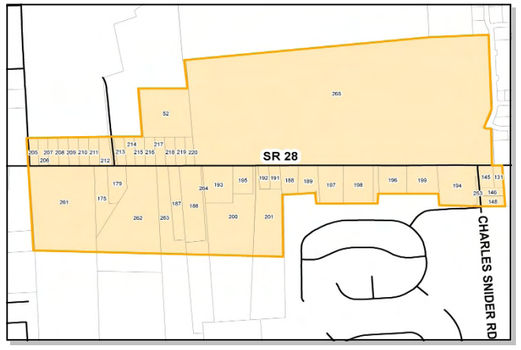
Estimated District 20 Year Revenue Capacity: $6,478,793

20 Year District Revenue versus Project Cost Ratio: 78%

20 Year Phased Revenue Projections for Development Node #2

Development Year	Annual Property Tax	Annual FTE's Created	Annual Income Tax	Annual Prop. Tax	Annual Income Tax	Annual Total $	Annual FTE's
1	$ 28,005	34	$ 6,355	$ 28,005	$ 6,355	$ 34,360	52
2	$ 28,005	34	$ 6,355	$ 56,011	$ 12,710	$ 68,721	86
3	$ 37,340	45	$ 8,473	$ 93,351	$ 21,184	$ 114,535	131
4	$ 37,340	45	$ 8,473	$ 130,692	$ 29,657	$ 160,349	175
5	$ 37,340	45	$ 8,473	$ 168,032	$ 38,131	$ 206,163	220
6	$ 56,011	67	$ 12,710	$ 224,043	$ 50,841	$ 274,883	288
7	$ 56,011	67	$ 12,710	$ 280,053	$ 63,551	$ 343,604	355
8	$ 74,681	90	$ 16,947	$ 354,734	$ 80,498	$ 435,232	445
9	$ 74,681	90	$ 16,947	$ 429,415	$ 97,445	$ 526,860	535
10	$ 74,681	90	$ 16,947	$ 504,096	$ 114,392	$ 618,488	624
11	$ 74,681	90	$ 16,947	$ 578,777	$ 131,338	$ 710,115	714
12	$ 56,011	67	$ 12,710	$ 634,788	$ 144,049	$ 778,836	782
13	$ 56,011	67	$ 12,710	$ 690,798	$ 156,759	$ 847,557	849
14	$ 56,011	67	$ 12,710	$ 746,809	$ 169,469	$ 916,278	916
15	$ 37,340	45	$ 8,473	$ 784,149	$ 177,942	$ 962,092	961
16	$ 37,340	45	$ 8,473	$ 821,490	$ 186,416	$ 1,007,906	1006
17	$ 37,340	45	$ 8,473	$ 858,830	$ 194,889	$ 1,053,720	1051
18	$ 28,005	34	$ 6,355	$ 886,836	$ 201,244	$ 1,088,080	1085
19	$ 28,005	34	$ 6,355	$ 914,841	$ 207,599	$ 1,122,440	1118
20	$ 18,670	22	$ 4,237	$ 933,511	$ 211,836	$ 1,145,347	1141

Total District Revenue for 20 Year Horizon = $ 12,415,566



Development Node #2 Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 8,450 feet

Estimated District Improvement Costs: $11,500,000

Estimated District 20 Year Revenue Capacity: $13,575,854

20 Year District Revenue versus Project Cost Ratio: %118

Node Revenue Capability Analysis

Property Tax: The Development Node District property tax revenue is based on Tax Increment Financing districts including a 50% revenue split to the local school district.

Growth Factors: The Development Node build-out figures have been phased in over a 20 year development horizon with the most active development years occurring between Years 6 and Year 14. (see below)

Funding Assumption: Because the four Development Node Districts are closely interrelated, it is assumed that the District revenue may be applied to other District improvements.

District Build-Out Annual Growth Factors

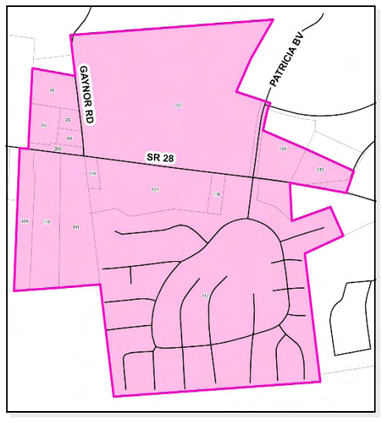
Year 1	Growth Factor	3%
Year 2	Growth Factor	3%
Year 3	Growth Factor	4%
Year 4	Growth Factor	4%
Year 5	Growth Factor	4%
Year 6	Growth Factor	6%
Year 7	Growth Factor	6%
Year 8	Growth Factor	8%
Year 9	Growth Factor	8%
Year 10	Growth Factor	8%
Year 11	Growth Factor	8%
Year 12	Growth Factor	6%
Year 13	Growth Factor	6%
Year 14	Growth Factor	6%
Year 15	Growth Factor	4%
Year 16	Growth Factor	4%
Year 17	Growth Factor	4%
Year 18	Growth Factor	3%
Year 19	Growth Factor	3%
Year 20	Growth Factor	2%

SR 28 Corridor Improvements

20 Year Phased Revenue Projections for Development Node #3

Development Year	Annual Property Tax	Annual FTE's Created	Annual Income Tax	Aggregate Annual Prop. Tax	Aggregate Annual Income Tax	Aggregate Annual Total $	Aggregate Annual FTE's
1	$ 18,801	23	$ 4,266	$ 18,801	$ 4,266	$ 23,068	29
2	$ 18,801	23	$ 4,266	$ 37,603	$ 8,533	$ 46,136	52
3	$ 25,069	30	$ 5,689	$ 62,671	$ 14,222	$ 76,893	82
4	$ 25,069	30	$ 5,689	$ 87,740	$ 19,910	$ 107,650	112
5	$ 25,069	30	$ 5,689	$ 112,809	$ 25,599	$ 138,407	142
6	$ 37,603	45	$ 8,533	$ 150,411	$ 34,132	$ 184,543	187
7	$ 37,603	45	$ 8,533	$ 188,014	$ 42,665	$ 230,679	232
8	$ 50,137	60	$ 11,377	$ 238,151	$ 54,042	$ 292,194	293
9	$ 50,137	60	$ 11,377	$ 288,288	$ 65,420	$ 353,708	353
10	$ 50,137	60	$ 11,377	$ 338,426	$ 76,797	$ 415,222	413
11	$ 50,137	60	$ 11,377	$ 388,563	$ 88,174	$ 476,737	474
12	$ 37,603	45	$ 8,533	$ 426,165	$ 96,707	$ 522,873	519
13	$ 37,603	45	$ 8,533	$ 463,768	$ 105,240	$ 569,009	564
14	$ 37,603	45	$ 8,533	$ 501,371	$ 113,773	$ 615,144	609
15	$ 25,069	30	$ 5,689	$ 526,440	$ 119,462	$ 645,902	639
16	$ 25,069	30	$ 5,689	$ 551,508	$ 125,150	$ 676,659	670
17	$ 25,069	30	$ 5,689	$ 576,577	$ 130,839	$ 707,416	700
18	$ 18,801	23	$ 4,266	$ 595,378	$ 135,106	$ 730,484	722
19	$ 18,801	23	$ 4,266	$ 614,180	$ 139,372	$ 753,552	745
20	$ 12,534	15	$ 2,844	$ 626,714	$ 142,216	$ 768,930	760

Total District Revenue for 20 Year Horizon = $ 8,335,206



Development Node #3
Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 5,170 feet

Estimated District Improvement Costs: $6,700,000

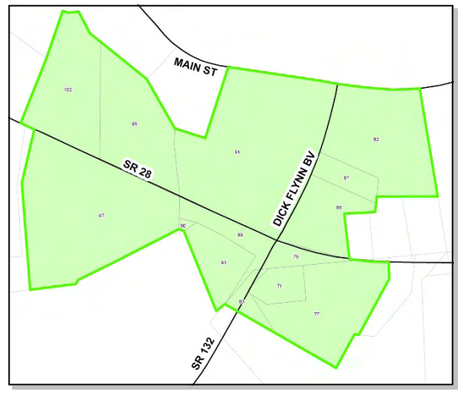
Estimated District 20 Year Revenue Capacity: $8,335,206

20 Year District Revenue versus Project Cost Ratio: 124%

20 Year Phased Revenue Projections for Development Node #4

Development Year	Annual Property Tax	Annual FTE's Created	Annual Income Tax	Aggregate Annual Prop. Tax	Aggregate Annual Income Tax	Aggregate Annual Total $	Aggregate Annual FTE's
1	$ 5,173	6	$ 1,174	$ 5,173	$ 1,174	$ 6,347	9
2	$ 5,173	6	$ 1,174	$ 10,346	$ 2,348	$ 12,694	15
3	$ 6,898	8	$ 1,565	$ 17,244	$ 3,913	$ 21,157	24
4	$ 6,898	8	$ 1,565	$ 24,142	$ 5,478	$ 29,620	32
5	$ 6,898	8	$ 1,565	$ 31,039	$ 7,044	$ 38,083	40
6	$ 10,346	12	$ 2,348	$ 41,386	$ 9,391	$ 50,777	53
7	$ 10,346	12	$ 2,348	$ 51,732	$ 11,739	$ 63,471	65
8	$ 13,795	17	$ 3,130	$ 65,527	$ 14,870	$ 80,397	82
9	$ 13,795	17	$ 3,130	$ 79,323	$ 18,000	$ 97,323	98
10	$ 13,795	17	$ 3,130	$ 93,118	$ 21,131	$ 114,249	115
11	$ 13,795	17	$ 3,130	$ 106,913	$ 24,261	$ 131,174	131
12	$ 10,346	12	$ 2,348	$ 117,260	$ 26,609	$ 143,869	144
13	$ 10,346	12	$ 2,348	$ 127,606	$ 28,957	$ 156,563	156
14	$ 10,346	12	$ 2,348	$ 137,953	$ 31,305	$ 169,257	169
15	$ 6,898	8	$ 1,565	$ 144,850	$ 32,870	$ 177,720	177
16	$ 6,898	8	$ 1,565	$ 151,748	$ 34,435	$ 186,183	185
17	$ 6,898	8	$ 1,565	$ 158,645	$ 36,000	$ 194,646	194
18	$ 5,173	6	$ 1,174	$ 163,819	$ 37,174	$ 200,993	200
19	$ 5,173	6	$ 1,174	$ 168,992	$ 38,348	$ 207,340	206
20	$ 3,449	4	$ 783	$ 172,441	$ 39,131	$ 211,572	210

Total District Revenue for 20 Year Horizon = $ 2,293,436



Development Node #4
Infrastructure Improvement Summary

Total Lineal Distance of Improvement Area: 4,580 feet

Estimated District Improvement Costs: $10,300,000

Estimated District 20 Year Revenue Capacity: $2,293,436

20 Year District Revenue versus Project Cost Ratio: 22%

Node Revenue Capability Analysis

Property Tax: The Development Node District property tax revenue is based on Tax Increment Financing districts including a 50% revenue split to the local school district.

Growth Factors: The Development Node build-out figures have been phased in over a 20 year development horizon with the most active development years occurring between Years 6 and Year 14. (see below)

Funding Assumption: Because the four Development Node Districts are closely interrelated, it is assumed that the District revenue may be applied to other District improvements.

District Build-Out Annual Growth Factors

Year 1	Growth Factor	3%
Year 2	Growth Factor	3%
Year 3	Growth Factor	4%
Year 4	Growth Factor	4%
Year 5	Growth Factor	4%
Year 6	Growth Factor	6%
Year 7	Growth Factor	6%
Year 8	Growth Factor	8%
Year 9	Growth Factor	8%
Year 10	Growth Factor	8%
Year 11	Growth Factor	8%
Year 12	Growth Factor	6%
Year 13	Growth Factor	6%
Year 14	Growth Factor	6%
Year 15	Growth Factor	4%
Year 16	Growth Factor	4%
Year 17	Growth Factor	4%
Year 18	Growth Factor	3%
Year 19	Growth Factor	3%
Year 20	Growth Factor	2%