

SCOPE OF SERVICES

TRANSIT ORIENTED DEVELOPMENT PILOT PLANNING PROJECT

Introduction

The West Lake extension of the South Shore Railroad affords Lake County, IN, the opportunity to unlock transit for thousands of residents and afford them the opportunity to tap into the Chicago area job market. Extending the South Shore Railroad south into west central Lake County will shorten current commuting times (by reducing amount of driving required to reach a station) for some, and make transit attractive to others. Currently, roads to access downtown Chicago from Indiana handle over 300,000 cars and suffer from daily congestion. For the 5,600 expected daily riders, the extension will provide unparalleled access to Chicago. For the city of Hammond and towns of Munster and Dyer, not only does the extension serve as enormous asset for its citizens, but a chance to leverage the value and opportunity associated with the development of the extension.

A central factor in making Indiana a desirable location to live for those employed in Chicago is to make the commuting experience similar to that of Illinois suburbs. A way to do that includes conveniently located, fast, efficient and on-time transit. Another method is to have thoughtfully planned and developed transit-oriented developments that allow individuals to rely more on public transit.

This federal transit oriented development (TOD) pilot planning project will be managed by the NWIRDA in cooperation and collaboration with NICTD, Hammond, Munster and Dyer.

Scope of Work

1. TOD planning on the West Lake extension corridor will develop macro-issue areas with attention paid to local nuances and customized implementation and will outline action that the partner communities can take, including:
 - a. Introduce or reinforce transit as a viable transportation choice in local plans, such as comprehensive plans, strategic plans, etc.
 - b. Develop station-area concept plans around existing or proposed rail stations, incorporating TOD best practices of mixed uses, increased densities, and balanced parking requirements to create economical and vibrant neighborhoods.
 - c. Consider location of visitor-driven civic facilities, such as town halls, community centers, libraries, etc. as development anchors in station areas.
 - d. Draft model regulatory codes and guidelines needed to implement TOD. These would include but are not limited to zoning ordinances, architectural design guidelines, subdivision rules, and parking requirements. Please note these guidelines will likely vary by stakeholder community
 - e. Develop multi-modal connectivity plans that will ensure convenient and safe access to the station for all modes of transportation, including pedestrians and bicyclists
 - f. Establish framework for successful private sector involvement in TOD projects
2. The consultant team must pay particular attention to the variations in existing conditions of the individual partner community TOD locations and the result of the Pilot Planning Project shall provide specific recommendations for each partner community at those locations.
3. The consultant team will collaborate with stakeholder communities to collectively engage in Transit Oriented Development planning process in an organized and thoughtful manner. This process will build on the work already being undertaken by the RDA in its updating of its regional Comprehensive Strategic Development Plan, mandated by the Indiana General Assembly, and scheduled to be completed by July of 2016. This collaboratively undertaken joint

exercise will recognize each community's uniqueness and will avoid piecemeal planning efforts as the extension becomes closer to reality.

4. Plan deliverables should incorporate the tenants of the TOD planning grant program, namely:
 - a. Enhancing economic development and growing ridership (as well as other issues such as compatible design, appropriate density, etc.);
 - b. Designing TOD locations to be multimodal increasing access and usability for pedestrians as well as increasing bicycle capacity, thus aiding in the utilization of bikes and buses in the communities;
 - c. Leveraging the significant investment expected to make each facility a reality, all TOD locations will incorporate housing of an appropriate density that fits within the community;
 - d. Providing flexibility in design to provide opportunity to "build out" current infrastructure needs identified for TOD locations.
5. It is also expected that all TOD locations will offer opportunities for private sector participation, including the potential for "P3" arrangements in which costs and risks are shared between the local entities and the private sector.
6. Evaluate and advise as to the appropriateness of the following funding sources as they relate to each respective stakeholder community's vision; ability to leverage; and/or apply. These tools include, but are not limited to:
 - a. General/capital improvement plan (CIP) funds
 - b. Tax Increment Financing (TIF)
 - c. Special Service Area (SSA) / Business Improvement Districts (BID)
 - d. NIRPC Livable Centers grants
 - e. RDA development project grants
 - f. Joint development partnerships
 - g. TIGER/TIFIA type grants/loans
 - h. CMAQ
 - i. HUD/EPA/DOT Sustainable Communities Grants
 - j. INDOT road improvements
 - k. Parks and trails grants
 - l. Green infrastructure grants
7. It is expected the planning process would unfold over 9-12 months, utilizing a concurrent planning methodology among the three communities. This will save time, treat the communities equally and avoid stakeholder burnout that might occur if the process took too long to complete.
8. The planning process will produce a deliverable product to Dyer, Munster, Hammond, and RDA in the form of a strategic report focusing on West Lake extension corridor-specific planning, which will include an evaluation of TOD tools and offer recommendations to encourage TOD implementation as well as an outline of policies that encourage TOD development and a set of sample TOD-focused zoning ordinances and resolutions for communities' consideration/adoption.