TDD Steering Committee

Quarterly Update to Committee

November 20, 2019
AGENDA

1. Welcome & Team and Committee Introductions

2. RDA Update on the progress of the rail projects
   i. Rail projects – schedule and deadlines
   ii. Legislative fiscal update

3. Community Meeting Update

4. Spotlight on Public Meetings

5. Next steps and questions

6. Committee Housekeeping
# TEAM INTRODUCTIONS

<table>
<thead>
<tr>
<th>RDA</th>
<th>Policy Analytics</th>
<th>KPMG</th>
<th>MKSK</th>
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<tbody>
<tr>
<td>Bill Hanna</td>
<td>Bill Sheldrake</td>
<td>Vince Dolan</td>
<td>Eric Lucas</td>
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<tr>
<td>Sherri Ziller</td>
<td>Jason O’Neill</td>
<td>Oscar Bedollla</td>
<td>Aaron Kowalski</td>
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<tr>
<td>Dave Wellman</td>
<td>David Reynolds</td>
<td>Tom Harmening</td>
<td>Luis Huber-Calvo</td>
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West Lake Corridor Project

- 9-mile extension to Dyer, Indiana
- First extension of commuter rail in NW Indiana in over a century
- Project Cost: Estimated $816 million
- West Lake has received permission to “enter into engineering” from the FTA. In this phase, NICTD will complete all design and engineering work. Part of the cost of this will be reimbursed by FTA.
- Entry into engineering is the final stage before negotiating a full funding grant agreement (FFGA).
- The only projects that have reached this stage and not received federal matching funds are those that were cancelled by their sponsors.
Double Track Project

- 25 mile project area, 16 miles new 2nd track, 4 new bridges, 3 new hi-level boarding platforms, 7 new hi-speed crossovers, closing 20 grade X-ings in Michigan City, train/car separation in Michigan City.
- Estimated cost: $416 million
- The RDA’s financial plan was completed and approved by the RDA board, IFA, NICTD and the State Budget Committee.
- The project application to the FTA was submitted at the end of June.
- Michigan City finalized its $12 million contribution in late August.
- We hope to hear from FTA before the end of 2019 or in early 2020. All signs are that like West Lake, the project will be approved to enter into engineering.
Community Meeting Updates

- Munster – May 24, 2019
- Dyer – July 15, 2019
- Michigan City – July 30, 2019
- Hammond – October 7, 2019
Public Meetings Discussion
OUR PROCESS

working with communities
OVERVIEW OF PROCESS
Where We Are Today

OUR PROCESS WORKING WITH COMMUNITIES

1 RECONNAISSANCE AND BECOMING FAMILIAR
- Station Area Mapping
- Summarizing The Community Profile/Demographics
- Research Previous & Ongoing Community Planning Efforts
- Preparing an Initial Market Understanding/Analysis
- Visiting Station Areas

2 COMMUNITY LEADERSHIP WORKSHOPS
- Listening to Needs, Preferences and Development Opportunities
- Presenting Our Reconnaissance and Community Impressions
- Learning of Planning and Real Estate Projects in the Pipeline
- Touring the Community and Station Areas

3 WORK SESSIONS TO DISCUSS AND BETTER UNDERSTAND ISSUES THAT ARE SPECIFIC TO EACH STATION/COMMUNITY
RECONNAISSANCE

becoming familiar with the station area and community
INITIAL IMPRESSIONS PACKET
Inventory of Each Station Area
STATION AREA MAPPING
Understanding the Context

Typical Process
STATION AREA MAPPING

Beginning to Understand the Opportunities

Parcel Sizes
Major Land Owners
Assessed Value Growth

Urban Form
Open Space
Vacancy and For-Sale

Typical Process
STATION AREA MAPPING
Understanding Existing Conditions

Typical Process
PREVIOUS PLANNING EFFORTS
Researching Previous and On-going Efforts

Westlake Transit-Oriented Development | September 2017
Consultant Team: Farr Associates, GB Placemaking, Strategic Economics, Sam Schwartz Engineering

Munster Ridge Road Station
- Current land uses are mostly residential, with some auto-oriented commercial. Vacancies in the area provide an opportunity for redevelopment.
- Station access is limited due to poor street connectivity.
- Vision: Transform the Ridge Road and Manor Avenue intersection into a mixed-use transit core (retail and multi-family) near new pocket parks and open spaces.
- Program:
  - 92,000 SF Mixed-Use (Parking: 1-1.5 Spaces/Unit)
  - 6,500 SF Restaurant
  - 22 Townhomes

Munster/Dyer Station
- Large amounts of vacant land available, with few road connections and little pedestrian and bike infrastructure.
- Few residents of nearby households currently commute to Chicago.
- Vision: Develop a new residential neighborhood with multi-family and townhome units, anchored by two neighborhood parks and some neighborhood services.
- Program:
  - 358 Apartments (Parking: 1-1.5 Spaces/Unit)
  - 199 Townhomes
  - 10,000 SF Commercial
  - 2 Acres of Parks/Open Space

ROA Comprehensive Strategic Plan | September 2016
Consultant Team: Policy Analytics, Structurepoint

General Findings:
- Over the next 20 years, the West Lake project is expected to support 2,500 annual non-rail jobs in Northwest Indiana, (5,700 jobs when paired with South Shore project).
- Planned transit improvements will catalyze an estimated $2.3 billion in capital investments by 2040 ($1.9 billion private and $400 Million public).
- Fiscal impact: The West Lake Corridor is expected to raise $171 Million in state sales tax and $101 Million in state income tax over the next 20 years ($502 Million when paired with South Shore project).
- TIF revenues over 20 years are projected to generate $207M for the West Lake Corridor station areas, and $227M for stations along the South Shore.

Munster Ridge Road Station
- The area around the station will increase in density, up to a maximum of 40 units per acre.
- Short Term: Mixed-use development at the southeast intersection of Ridge Road and Manor Ave.
- Mid Term: Mixed-use near station.
- Long Term: Additional mixed use and commercial uses along Ridge Road

Munster Dyer Station
- Transform into a neighborhood containing mixed-use, retail, recreation, office, and residential.
- Short Term: Construction of a mixed use hub near station.
- Mid Term: High density multi-family housing & traditional neighborhood.
- Long Term: Infilling existing neighborhoods & regional office campus.

Town of Munster Comprehensive Plan | 2010
Consultant Team: GINKGO Planning & Design, Inc. with Linden Group, Inc. and Robinson Engineering, Ltd.

Relevant Plan Principles
1. Promote Sustainable Growth: Concentrate at strategic redevelopment areas.
2. Support transit as critical to a prosperous town.
3. Create a legacy of unique parks and open spaces: Provide new open spaces.
4. Redevelop old areas as walkable, mixed use centers.

Ridge Road Recommendations
- Consolidate curb cuts.
- Make a safe bike crossing at Manor Ave & Ridge Rd.
- Extend Seberger Dr. to Harrison Ave.
- Extend Van Buren to Seberger Dr.
- Close portion of Harrison Ave.
- Extend Harrison Ave to extended Seberger Dr.
- Re-align Jackson Ave.
- Extend Monroe Ave to Ridge Rd.
- Create new neighborhood park on
COMMUNITY DEMOGRAPHICS
Summarizing Community Profile / Demographics

1. A demographic and economic profile is conducted to inform a market analysis of the station area.

2. This analysis provides insight into the potential demand for housing and services.

3. Economic indicators are used to inform projections of market capacity and development potential.
MARKET
Real Estate Market Analysis

### 1 mile radius Office - Market Statistics

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<table>
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<tbody>
<tr>
<td>Number of Office Properties</td>
<td>47</td>
</tr>
<tr>
<td>Available Office Area (Sq. Ft.)</td>
<td>447,565</td>
</tr>
<tr>
<td>Occupied Office Area (Sq. Ft.)</td>
<td>424,882</td>
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<tr>
<td>Occupancy (%)</td>
<td>94.9%</td>
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<td>Average Gross Market Rent per Sq. Ft.</td>
<td>$20.03</td>
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### Existing Office supply in 1 mile radius

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<tr>
<th>Address</th>
<th>City</th>
<th>Built</th>
<th>Area</th>
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<tr>
<td>Example</td>
<td>Example</td>
<td>1961</td>
<td>120,210</td>
</tr>
<tr>
<td>Example</td>
<td>Example</td>
<td>1961</td>
<td>31,472</td>
</tr>
<tr>
<td>Example</td>
<td>Example</td>
<td>1965</td>
<td>27,250</td>
</tr>
<tr>
<td>Example</td>
<td>Example</td>
<td>2005</td>
<td>26,000</td>
</tr>
<tr>
<td>Example</td>
<td>Example</td>
<td>1993</td>
<td>24,303</td>
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<tr>
<td>% of Total</td>
<td></td>
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<td>51.2%</td>
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### 1 mile radius Office - Population and Employment Statistics

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<tr>
<td>Total 1 mile population</td>
<td>11,919</td>
</tr>
<tr>
<td>Number of employees</td>
<td>10,320</td>
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<tr>
<td>% employed</td>
<td>86.6%</td>
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<tr>
<td>Number of employees occupying office spaces</td>
<td>1,963</td>
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<tr>
<td>% employees occupying office spaces</td>
<td>18.9%</td>
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### Office - Inventory and Net Absorption Analysis

![Graph showing inventory and net absorption analysis over years 2015 to 2018.](image1)

### Office - Market Rent and Vacancy Analysis

![Graph showing market rent and vacancy analysis over years 2015 to 2018.](image2)
MARKET
Demand and Absorption Analysis

KPMG vs. Policy Analytics Cumulative Supply Forecasts

KPMG Supply and Demand Analysis

Illustrative Example
STATIONS

Visiting Station Areas

Typical Process
COMMUNITY LEADERSHIP WORKSHOPS

process for working with community leaders
WORKSHOPS
Community Leadership

1. Listening to Needs, Preferences and Development Opportunities
2. Presenting our Reconnaissance and Receiving Community Impressions and Feedback
3. Learning of Planning and Real Estate Projects in the Pipeline
4. Touring the Community and Station Areas
WORK SESSIONS

understanding each station and community needs
1. Flexible and Focused Small Group Meetings

2. Collaborative Team Approach
INITIAL TDD BOUNDARY CONSIDERATIONS

starting points for discussion
TDD BOUNDARIES
Creation of TDD Boundaries

- Financial Feasibility
- Public/Private Leveraging
- Community Preferences
- Developable Parcels
- Transit Related Development Potential

Statutory Requirements (HEA 1144)
1. Transit development districts are contiguous boundaries drawn around station areas, and must be no more than 0.5 square miles in area.

2. After consultation with local communities, two public hearings must be held before the RDA approves TDD boundaries for review by the State Budget Committee.

3. Transit development districts capture the incremental growth in local property and income tax revenue, for use in public investment related to the station area.
DEVELOPMENT POSSIBILITIES
Considering What is Possible
DEVELOPMENT PARAMETERS
Vetting the Parameters and Geographic Areas

Illustrative Example
PUBLIC MEETING #1

preparing for community interaction
PUBLIC MEETING #1
Preparing for Community Interaction

1. Sharing out information we’ve learned
2. Incorporating Interactive Exercises to gain feedback
3. Setting up what we’ll discuss at Public Meeting #2: TDD Boundary Scenarios
COMMUNITIES

current and upcoming
COMMUNITIES
Current & Upcoming Station Areas

**Current**
- **Munster** (Ridge Road & Main Street)
- **Dyer** (Main Street)
- **Hammond** (Gateway & South)
- **Michigan City** (11th Street)

**Upcoming**
- **East Chicago**
- **Gary** (Downtown)
- **Gary** (Miller)
- **Portage / Ogden Dunes**
- **Chesterton/Porter** (Dune Park)
OUR NEXT STEPS

what to expect moving forward
OUR NEXT STEPS
What to Expect Moving Forward

1. Preparing for initial boundary considerations and Public Meeting #1
2. Developing a work plan to get from Public Meeting #1 to Public Meeting #2
3. Meeting with additional communities
THANK YOU
we appreciate your time
HOUSEKEEPING

1. Outstanding Appointment/Reappointment letters

2. 2020 meeting calendar

Proposed: 11 a.m. at the PTC in Crown Point on:
- February 19
- May 20
- August 19
- November 18