

1 | PROJECT ORIENTATION & (Start here!)

TDD PROPOSED BOUNDARY

Munster & Dyer, IN
Public Gallery For
Community Feedback

Welcome to the Public Gallery for the Transit Development District (TDD) Process for Northwest Indiana!

- ➔ Here, you will find the latest information about our project, our progress, and how to share your comments and ideas.
- ➔ Please take a moment to review our displays. You'll notice prompts to answer questions using an online MentiMeter poll, easily accessible from your smartphone.

TELL US WHAT YOU THINK! USE THE QR CODE: OR GO TO [HTTPS://TINYURL.COM/MUNSTER-DYER-MAIN](https://tinyurl.com/munster-dyer-main)

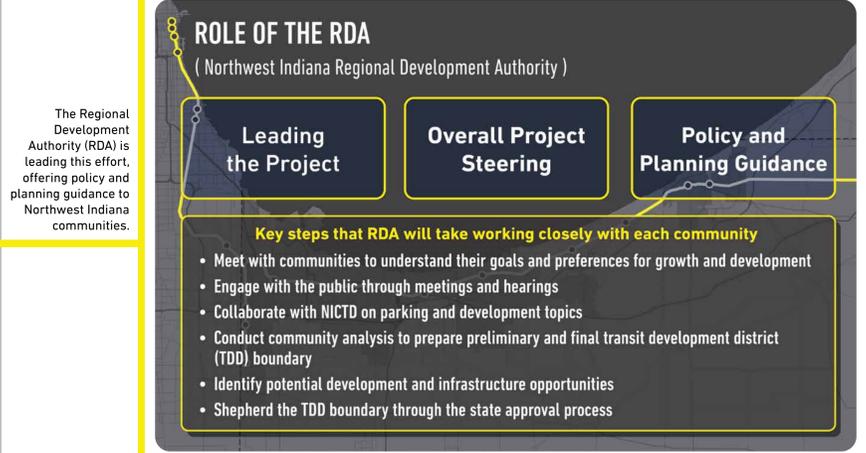
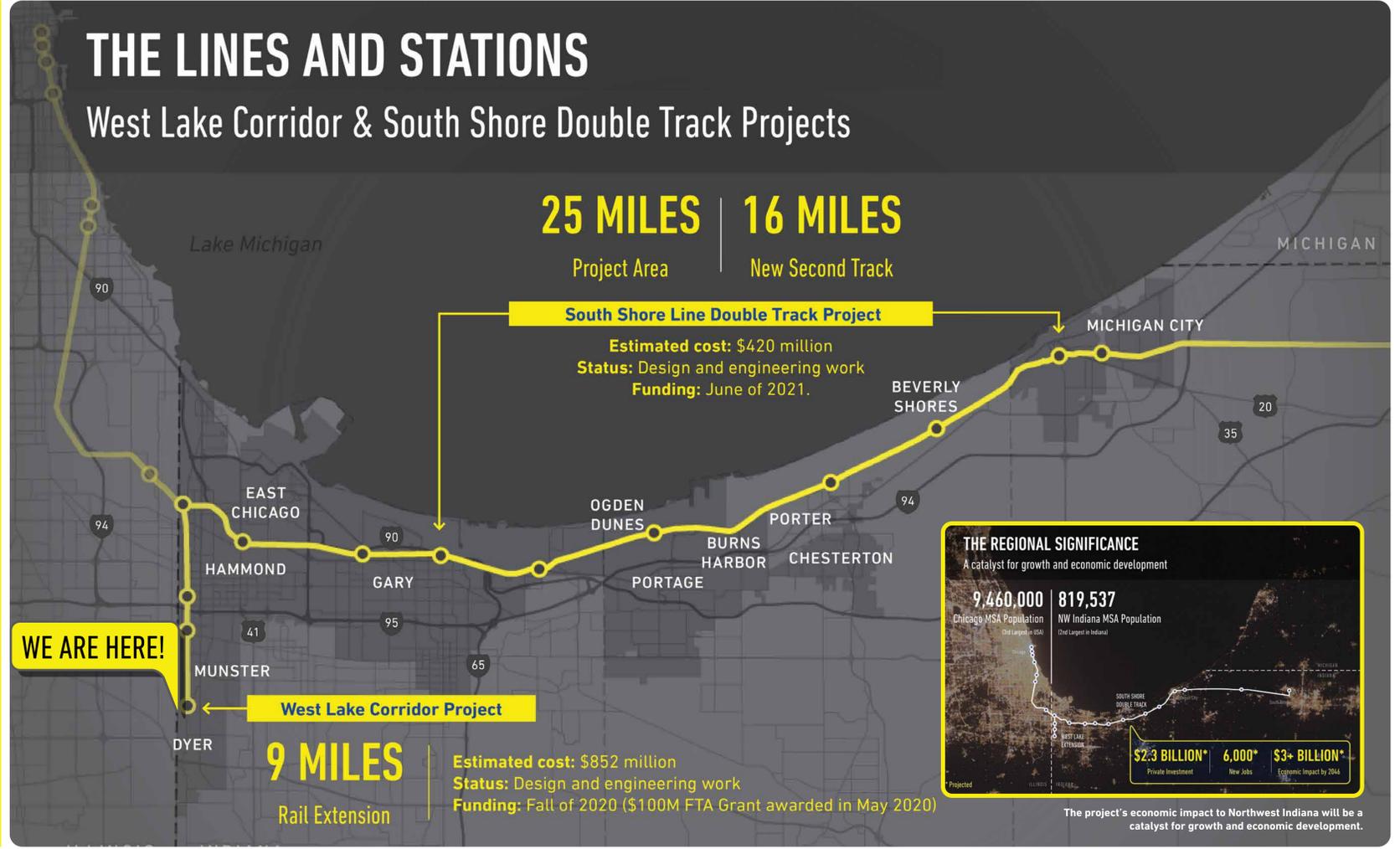
- ➔ Any follow-up questions, or want more information? Visit our website at www.in.gov/rda

LET'S GET STARTED! PLEASE REVIEW OUR MATERIALS IN THE ORDER SHOWN HERE

Our Project Gallery includes the following materials:

- 1 Project Orientation
- 2 What is a TDD and How Does it Work?
- 3 TDD Boundary Process & Criteria
- 4 Community Understanding
- 5 How We Developed the Boundary
- 6 Munster Dyer Main Street Station DRAFT Boundary
- 7 What Can Community Growth Look Like?

➔ PROJECT IMPACT: A GAME-CHANGER FOR NORTHWEST INDIANA COMMUNITIES



2 | WHAT IS A TDD AND HOW DOES IT WORK?

What is a Transit Development District (TDD)?

The main focus is on promoting Transit-Oriented Development.

- Transit development districts provide economic tools and strategies to support local communities to implement high-quality transit-oriented development.
- The goal is to create a boundary calibrated specifically for each community based on analysis, areas of opportunity and the goals and visions of the community.
- Transit development districts capture the incremental growth in local and property tax revenue, for use in public investment related to the station area.
- After consultation with local communities, two public hearings must be held before the RDA approves the TDD boundaries for review and approval by the State Budget Committee.

TDD BOUNDARY BASICS

This isn't just a boundary. It complements the economic growth path of communities.



CLARIFYING THE TDD

A TDD is a special economic development district, not a rezoning or eminent domain tool.

TDD IS...

- A 1/2 mile (320 Acre) special economic development district approved by the State Budget Committee
- An effort to realize economic development in Northwest Indiana communities
- Formed by an analysis process that includes community-wide input, best practices and market analysis

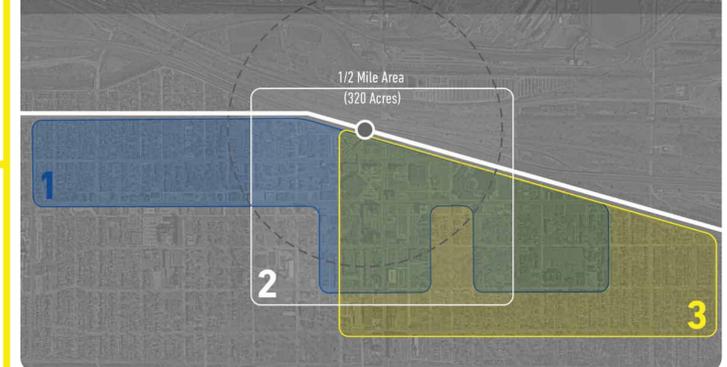
TDD IS NOT...

- Zoning or Comprehensive Planning
- A city or town-sponsored planning process
- Eminent Domain
- A partnership with developer or realtor
- A project designed to gentrify or to create low-income housing
- NICTD South Shore Double Track or West Lake rail projects

TDDs are contiguous boundaries drawn around station areas, and must be no more than 0.5 square miles (320 Acres) in area.

BOUNDARY PARAMETERS

Vetting the Parameters and Geographic Areas



TDD REVENUE PARAMETERS

Revenue collected from the district – is spent in the district.

Local community retains land use and zoning control.

What is a TIF?

Tax increment financing districts divert property tax revenue increases in a defined area to fund economic development projects or public improvement projects in the community.

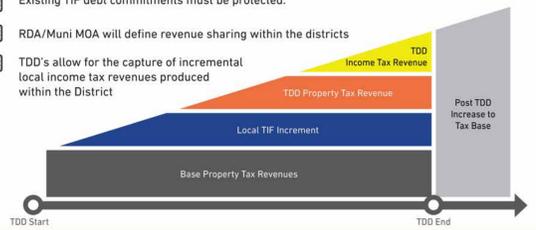
What is a TDD?

Transit development districts capture the incremental growth in local property and income tax revenue, for use in public investment related to the station area.

TIF AND TDD TOGETHER

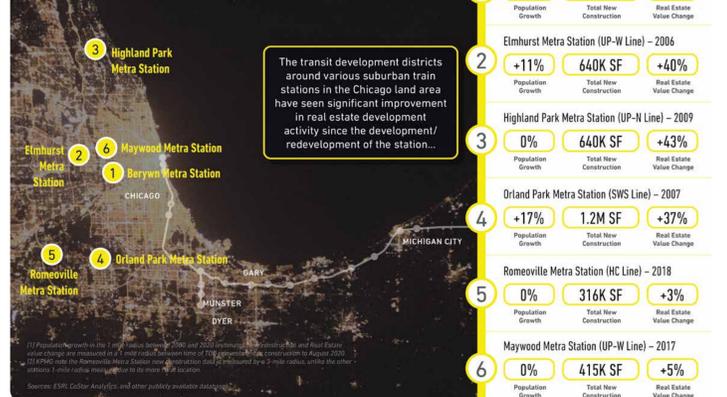
TDD Interaction with Existing TIF

- TIF District and TDD may overlap
- Existing TIF debt commitments must be protected.
- RDA/Muni MOA will define revenue sharing within the districts
- TDD's allow for the capture of incremental local income tax revenues produced within the District



Across the Chicago region, TDDs have led to significant population growth, construction, and increases in property market value.

TRANSIT AND COMMUNITY GROWTH



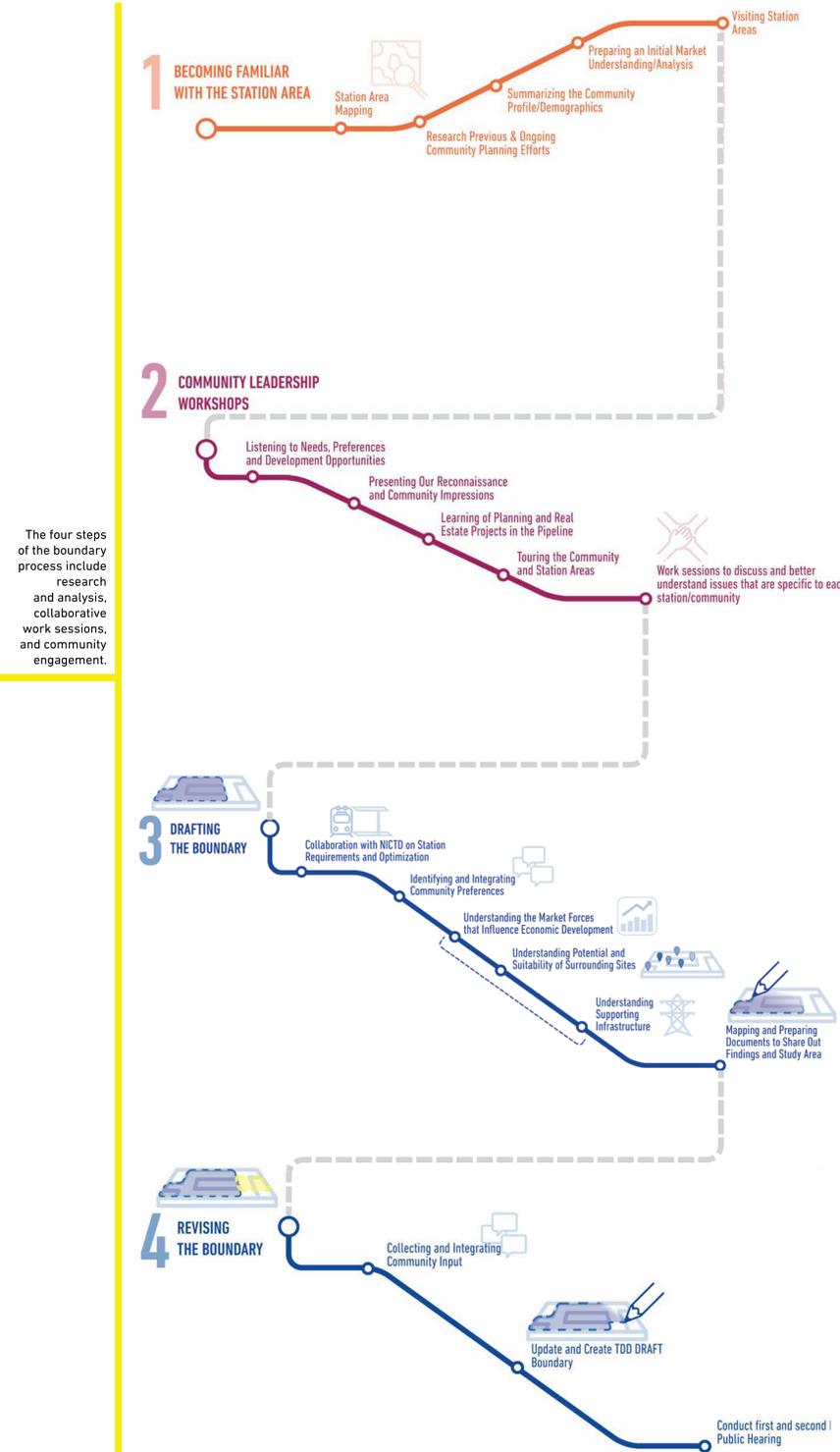
The process and criteria of defining a TDD boundary analyzed quantitative data, qualitative data, and site conditions.

Transit Development Districts boundary process includes site analysis, community input, best practices, and market analysis.

The TDD boundary process is comprised of four major steps:

- 1 Becoming Familiar with the Station Area** - research of previous and current planning and development efforts, demographic analysis, initial market understanding, and station area visits.
- 2 Community Leadership Workshops** - listening to needs, preferences, and development opportunities; discussing impressions and findings; learning of projects in the pipeline, touring the communities; and collaborative work sessions.
- 3 Drafting the Boundary** - collaboration with NICTD on station requirements and optimization, integrating community preferences, understanding market forces for economic development, understanding suitability of surrounding sites, understanding supporting infrastructure, and preparing information to report out findings.
- 4 Revising the Boundary** - integrating community input, update and create draft TDD boundary, conduct second public engagement session.

TDD BOUNDARY PROCESS

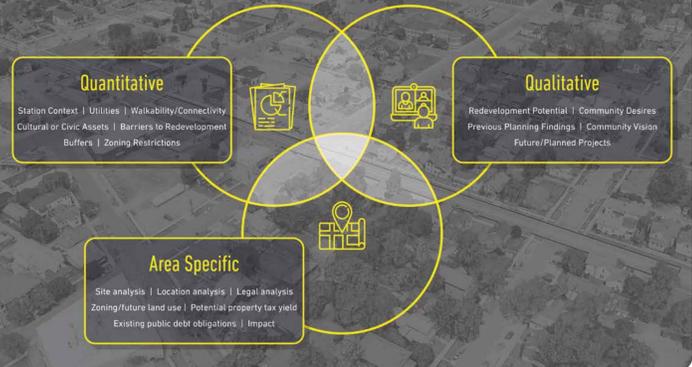


BOUNDARY CRITERIA

DEFINING THE TDD BOUNDARY

The criteria we are using

Quantitative data, qualitative data, and site selection influenced the TDD boundary.



AREA DEVELOPMENT OPPORTUNITY CRITERIA

Several site characteristics were considered together to determine development opportunity and site selection.



PLACES WITHIN AND ADJACENT TO THE BOUNDARY

Property is impacted within and near the boundary in various ways, from strengthening its market conditions to preserving or redeveloping.



What we've learned about Munster and Dyer

Community Economic Development Goals:

Munster

- Promote sustainable growth:** concentrate at strategic redevelopment areas.
- Support transit** as critical to a prosperous town.
- Create a legacy** of unique parks and open spaces.
- Grow as a hub** of regional trail systems.
- Strengthen infrastructure** to meet future needs.
- Redevelop old areas** as walkable, mixed use centers.

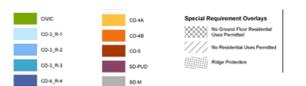
Dyer

- Strengthen Dyer's identity** as a livable and a family friendly "Home Town" in Lake County.
- Create a new walkable downtown core.**
- Capture the economic potential** of the new train station along the Main Street corridor.
- Transform the Sheffield Avenue corridor** into a vibrant multimodal street.
- Maximize economic development potential** along the Calumet Avenue corridor.
- Invest in long-term redevelopment** of the US Route 30 corridor.
- Prioritize investments** in creating a connected trail system.

We've studied previous and current town and regional plans, demographics and physical attributes of the town.

TRANSFORM MAIN STREET INTO AN ACTIVE MIXED-USE DISTRICT

- Concentrate density of uses around the future station area with anticipated mixed-use (commercial, office, and residential) development
- Step-density down further from the future station area and concentrate on a diversity of housing types and expanding office and commercial uses in a walkable fashion
- Protect existing single-family neighborhoods from denser development potentially occurring on undeveloped properties



ENHANCE PARKS AND TRAILS AND CAPITALIZE ON REDEVELOPMENT OPPORTUNITIES

- Increase parkland and expand trail infrastructure to promote walkability
- Encourage higher density residential along Main Street and east side of Sheffield to promote walkability to the station
- Infill commercial uses along Sheffield Avenue



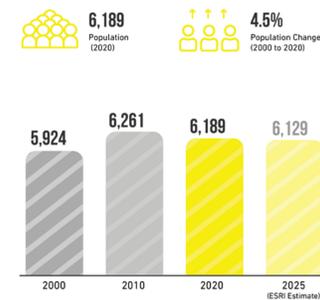
Livable Munster Character Based Code | December 2019

Town of Dyer Indiana | 2020-2021 Comprehensive Plan

DEMOGRAPHICS

DEMOGRAPHICS

Community Snapshot



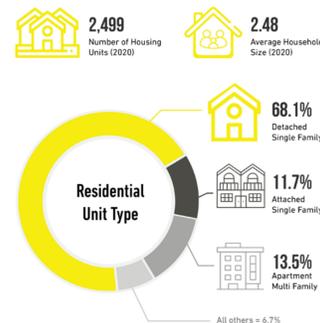
The community snapshot of demographic information included population change, age, and race traits.

Station Area | County Comparison

Main Street Station	Lake County
45.6 Median Age in Years (2020)	39.3 Median Age in Years (2020)
17.8% Percent 65+ Years (2020)	17% Percent 65+ Years (2020)
31.9% Percent Households with Children (2018)	34.3% Percent Households with Children (2018)
12.8% Percent Minorities (2020)	35.9% Percent Minorities (2020)

HOUSING

Community Snapshot



The community snapshot of housing information included household characteristics, residential unit types and housing market traits.

Station Area | County Comparison

Main Street Station	Lake County
\$1,125 Median Rent (2018)	\$873 Median Rent (2018)
83.8% Home Ownership Rate (2020)	63.7% Home Ownership Rate (2020)
\$190,028 Median Home Value (2020)	\$189,082 Median Home Value (2020)
1979 Median Year Home Built (2020)	1964 Median Year Home Built (2020)

EMPLOYMENT

Community Snapshot



The community snapshot of employment information included top employment sectors, education, and household income.

Station Area | County Comparison

Main Street Station	Lake County
1-2 Jobs to Population Ratio (2018)	2-5 Jobs to Population Ratio (2018)
34% Percent with Bachelor Degree or higher (2020)	19.2% Percent with Bachelor Degree or higher (2020)
\$96,156 Average Household Income (2018)	\$84,486 Average Household Income (2018)
64.6% Percent White Collar Workers (2018)	55.6% Percent White Collar Workers (2018)

CONNECTIVITY

TRANSPORTATION

Community Snapshot



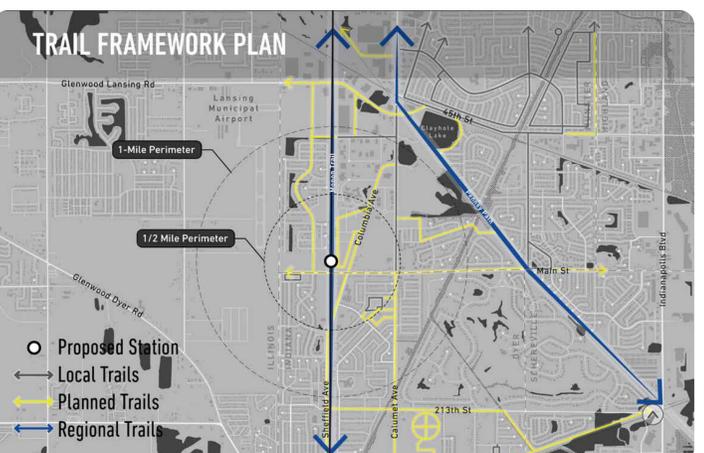
The community snapshot for transportation information included ways of traveling to work, vehicle ownership, and time spent traveling to work.

Station Area | County Comparison

Main Street Station	Lake County
1.9% Households without a Personal Vehicle (2018)	8.4% Households without a Personal Vehicle (2018)
\$1,220 Annual Vehicle Repair & Maintenance Costs (2020)	\$991 Annual Vehicle Repair & Maintenance Costs (2020)
N/A Average Travel Time to Work (2018)	28.8 MINS Average Travel Time to Work (2018)



These walksheds illustrate the areas within five-, ten-, and fifteen-minute walking time from the station area.



Future trails of Dyer are planned to be within great proximity to the station area.

5 | HOW WE DEVELOPED THE BOUNDARY

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The draft boundary in the following exhibit represents a compilation from weeks of analysis, a site visit, and conversations with town officials.

NICTD Station Area Plans:

Plans for the station area helped guide our boundary process

PROJECTED DAILY RIDERS

Opening Day
1,316 total peak riders

2040
2,025 total peak riders

PLANNED SPACES

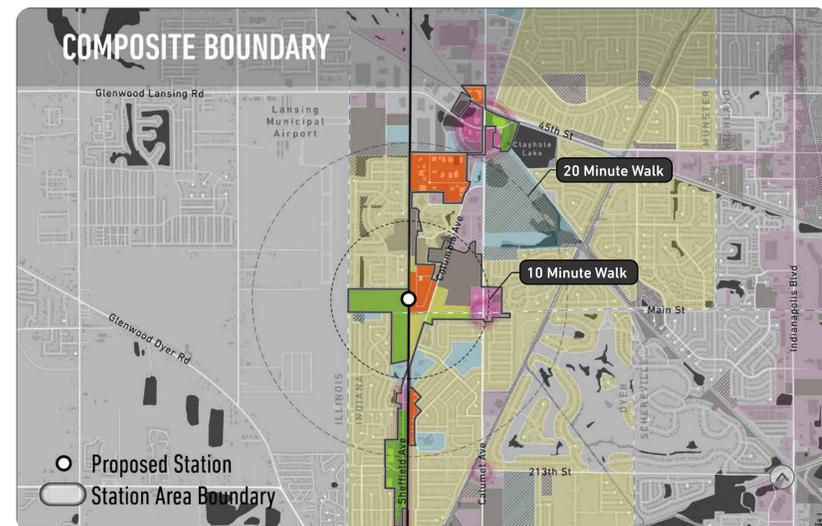
Opening day
875 standards surface spaces

2040
1,700 standard surface spaces



Step-By-Step Analysis:

The step-by-step analysis to the right helped inform the boundary shown below and in the following exhibit:



TDD BOUNDARY PROCESS: A STEP-BY-STEP GLANCE AT HOW WE RAN OUR ANALYSIS

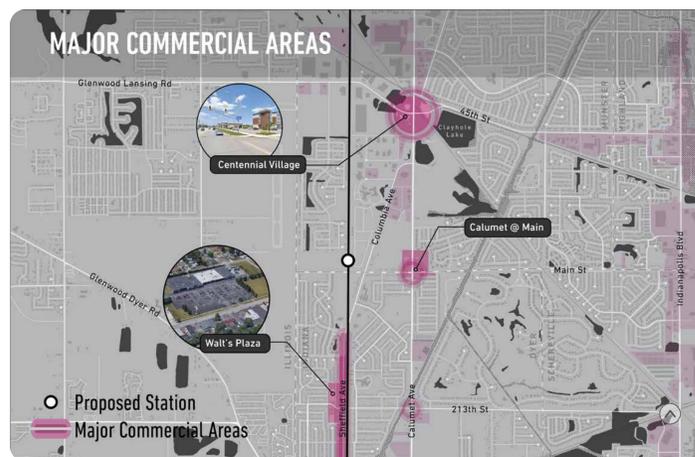
STEP 1

Look at the existing nodes of activity - the anchors in the area that have an outsized effect on their surroundings



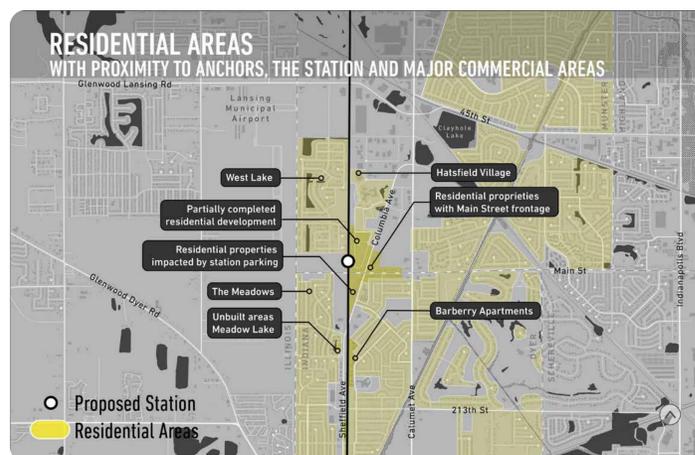
STEP 2

Look at the existing major commercial areas - these corridors and areas are destinations that generate economic activity



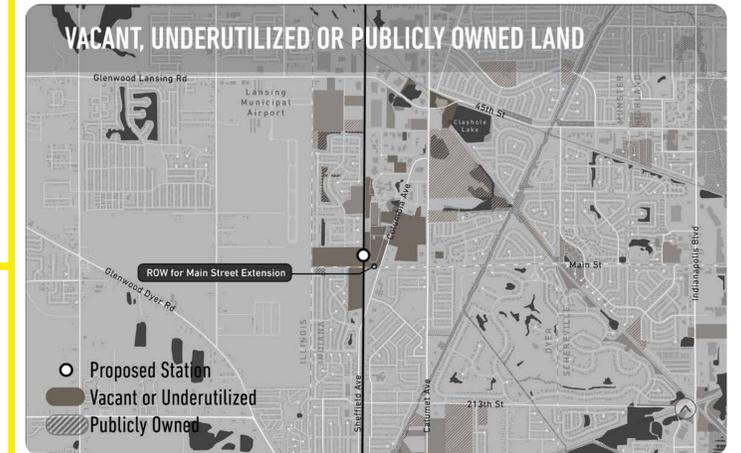
STEP 3

Look at the highlighted residential areas - these areas are near anchors, the station, and major commercial areas



STEP 4

Look at existing vacant, underutilized, or publicly-owned land - these sites suggest where future development and investment could occur, as indicated by the Towns' of Munster and Dyer Comprehensive Plans and Zoning Ordinances



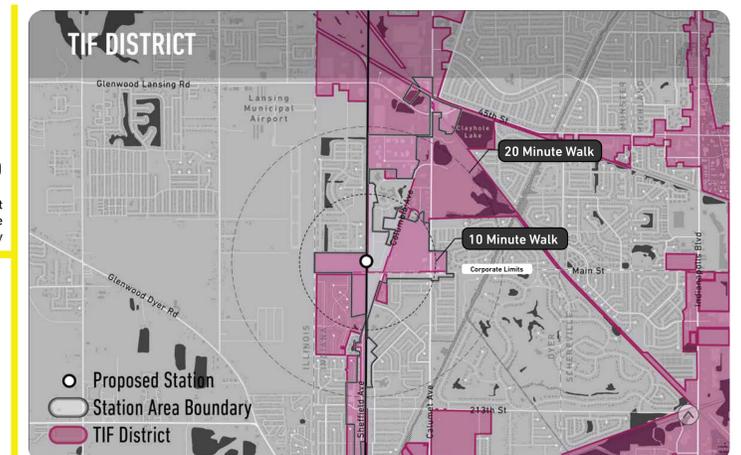
STEP 5

Look at the highlighted areas - in addition to previously identified areas, some areas of interest have been identified for future development consideration



STEP 6

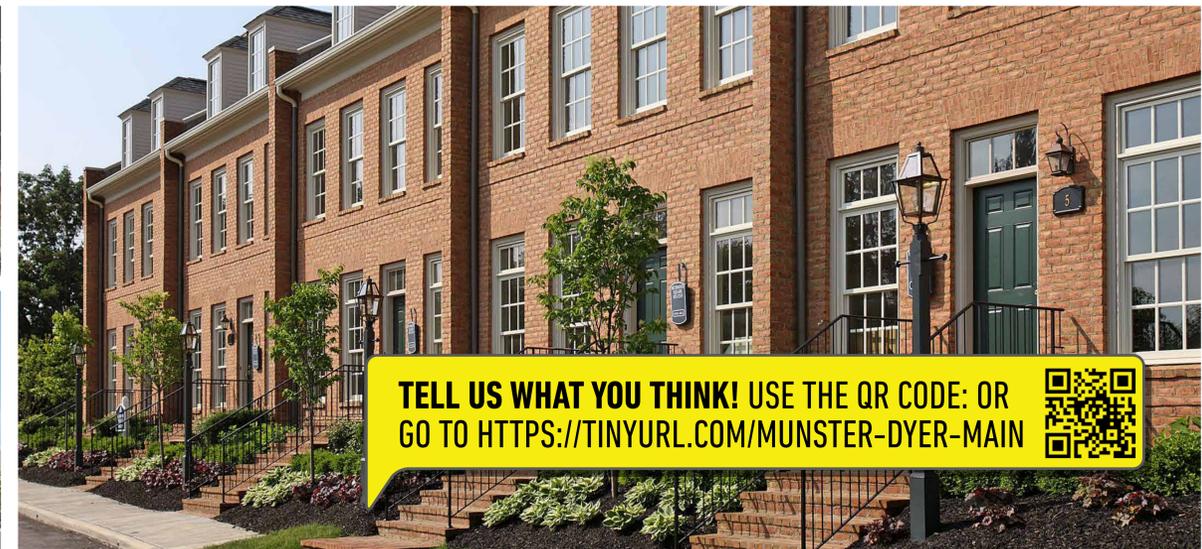
Existing TIF District overlaps with the draft boundary



7 | WHAT CAN COMMUNITY GROWTH LOOK LIKE?

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