



TDD Steering Committee Quarterly Update

February 16, 2022

ONAL DEVELOPM

COMMITTEE &
TEAM
INTRODUCTIONS

Gary	Hammond	East Chicago	Ogden Dunes
Trent McCain	Brian Poland	Richard Morrisroe	Scott Kingan
Porter	Portage	Michigan City	South Bend
Michael Barry	AJ Monroe	Skyler York	Tim Corcoran
	Dyer	Munster	
	Scott Jefferson	Lee Ann Mellon	
RDA	Policy Analytics	KPMG	MKSK
Sherri Ziller	Bill Sheldrake	Vince Dolan	Eric Lucas
Amy Jakubin	David Reynolds	Marc Bleyer	Aaron Kowalski
David Wellman		Tom Harmening	Luis Huber-Calvo

Agenda

A close-up photograph of a hand in a dark suit jacket holding a wooden gavel. The hand is positioned over a light-colored wooden surface, likely a table. The background is softly blurred, showing a lamp and what appears to be a courtroom or a formal meeting room.

- **Welcome and Introductions**
- **Election of Chairperson**
- **Approval of Minutes from November 17, 2021**
- **RDA Update on Rail Projects**
- **Destination 2024 Summit Preview**
- **RDA/NICTD TOD Update**
- **Next steps and questions**
- **Adjourn**

Update on the Rail Investment

Development of the new rail lines and stations is progressing at a steady pace.

West Lake Corridor

- 9-mile extension to Dyer, Indiana
- First extension of commuter rail in Northwest Indiana in over a century
- Project Cost: \$852 million
- Demolition of 83 of the 85 residential properties and 2 of the 8 commercial properties is completed. All relocations offers have been accepted.
- Final design is at 77.5% complete
- Project schedule is currently on track to achieve the projected substantial completion and revenue service

South Shore Line (Double Track)

- 25-mile project area, includes 16 miles of new second track, the closing of 20 grade-level crossings in Michigan City, and the elimination of “street running” in Michigan City
- Project Cost: \$646.3 million
- DT project was split into seven separate construction contracts.
- NTP has been provided for all seven contracts and physical construction on the main rail contract is expected to begin as soon as the weather allows.



Destination 2024 Summit

Preview

D|2024 SUMMIT

02.28.22 | VALPARAISO UNIVERSITY
1 PM TO 4 PM

The Destination 2024 Summit will focus on reaching market-rate housing and ancillary development goals in Northwest Indiana's TDDs. One Region and the RDA are co-hosting the half-day summit in partnership with other regional leaders. There will be speakers, panel discussions and a feedback session. The event is sponsored by NiSource, Valparaiso University, and UnitedHealthcare.



Destination 2024 Summit

STEERING COMMITTEE

- Lisa Daugherty
- Angie Nelson Deutch
- Heather Ennis
- Marie Foster-Bruns
- Jenn Lanfear
- Bailey McGrath
- Mike Noland
- Pete Novak
- Matt Reardon
- Dr. Cindy Roberts
- Phil Taillon
- Ty Warner
- Matt Wells
- Sherri Ziller





Summit Programming

- **Welcome:** President José D. Padilla, Valparaiso University, and Mike Hooper of NIPSCO
- **Opening Speaker:** Tom Murphy, former Mayor of Pittsburgh and Fellow at the Urban Land Institute
- **Remarks:** Mayor Matt Murphy, City of Valparaiso
- **Case Study:** Dan McLaughlin, former Mayor of Orland Park
- **Local Projects & TOD Impact:** Sherri Ziller, RDA, and Pete Novak, GNIAR
- **Sharing Session:** Skyler York, Phil Taillon and Dustin Anderson
- **Feedback**
- **Cocktail Hour** (sponsored by UnitedHealthcare)



Local Projects & TOD Impact

Sherri Ziller, RDA, and Pete Novak, GNIAR

Presentation Outline:

- Defining the issue
- What's happening in our region?
- State of the market
- National real-estate trends
- RDA's role in TOD
- Regional and community leadership
- Update on the rail projects & TDD boundaries
- What are we doing in NWI to make TOD happen?
- **What is a Transit Development District (TDD) ***
- **Definition of TOD, benefits & trends ***
- **Ways TDD/TOD can support economic development ***
- **Characteristics of high-quality, walkable, TOD development and market rate housing choices ***
- Development opportunities
- nwiTDD.com website introduction

* previewed on next 6 slides



Overview of Transit Development Districts (TDD)

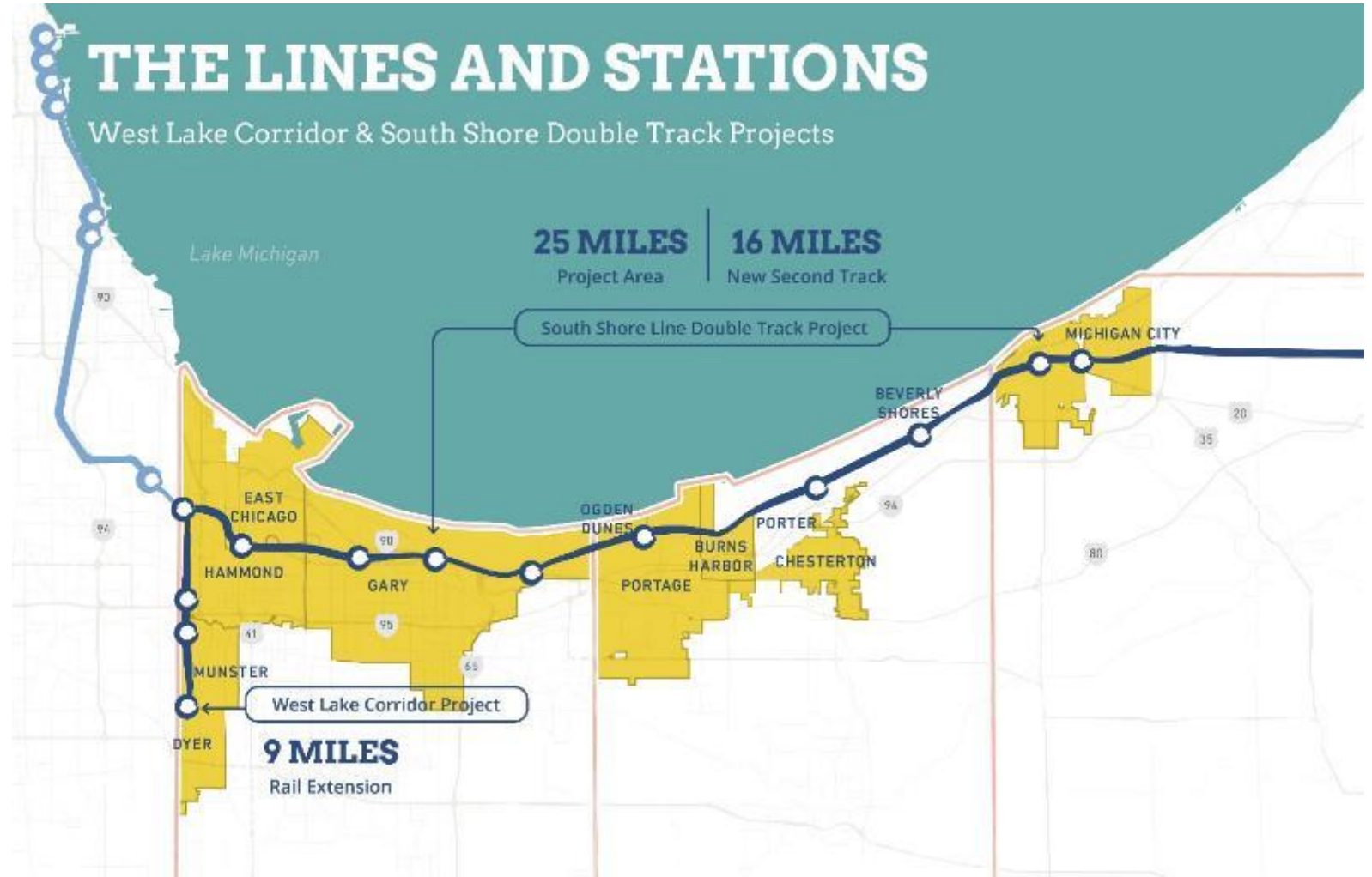


TDD Legislation

Complementing the investment in the West Lake Corridor and Double Track Rail Projects, the Indiana General Assembly established Transit Development Districts (“TDD”) under HEA 1144-2017 to:

Incentivize, guide and promote economic development around the stations along the South Shore commuter line and future West Lake Corridor line.

These TDD areas will capture incremental property tax and local income tax revenue to support local development. The legislation allows for a tax increment district of ½ square mile area, or 320 acres, around each train station. Each district may be expanded one time up to 1 square mile are or 640 acres.



Overview of Transit Oriented Development (TOD) process

Definition of TOD

The Federal Transit Administration defines transit-oriented development (TOD) as a dense, walkable, mixed-use area centered around or located near a transit station. This concentration of development fosters a vibrant, connected community as a result of increased access to jobs, amenities, businesses, and housing. TOD also emphasizes non-motorized infrastructure and less reliance on autos, resulting in improved safety, congestion mitigation, environmental resiliency, and better quality of life for all.



Benefits of TOD

- Provides transportation choice and reduces dependence on driving
- Reduces vehicular travel times, congestion, and emissions
- Encourages more walkable cities and towns
- Reduces land consumption for development.
- Reduces parking and increases the opportunity for higher/better uses of land
- Provides residents choices to live, work, and play in the same area
- Expands equitable access to jobs and housing.
- Links urban and suburban areas and people to jobs
- Increases housing choices by including a variety of housing types (such as homes on smaller lots, condominiums, townhomes, apartments)
- Fosters lively community nodes with co-located mixes of uses (including all housing types, retail/shops, restaurants, office, institutional, and commercial)
- Is catalytic to stimulating revitalization of economically challenged areas
- Increases the potential for community growth/economic activity, stimulates the local economy
- Results in higher state and local tax revenues from increased development opportunity/activity
- Increases a community’s resiliency through a more dynamic mix of uses that are less subject to economic volatility.

The Anticipated Benefits of TDD and TOD Working Together

- Working in a TDD area and leveraging TDD proceeds can unlock TOD development opportunities that might otherwise struggle to attract capital

TDD Value

- **Leverage public investment** to attract capital and increase ROI
- Access to tax increment from both property and local income tax **creates a more secure and broader revenue source**
- Public investment in the region and collaboration across communities will **promote confidence**
- TDD proceeds **may allow borrower to obtain favorable rates** from the State of Indiana IFA

What Partnership with RDA Means

- **Facilitating connections** throughout the region and ongoing collaboration with TDD communities
- **Funding source** and connection to other opportunities for financial support - tax credits, Regional Cities Grants, etc.
- **Coordinated point of contact** for the development industry with the State of Indiana and partner agencies
- **Access to RDA and its team** of development professionals in the areas of planning, economics, real estate and finance



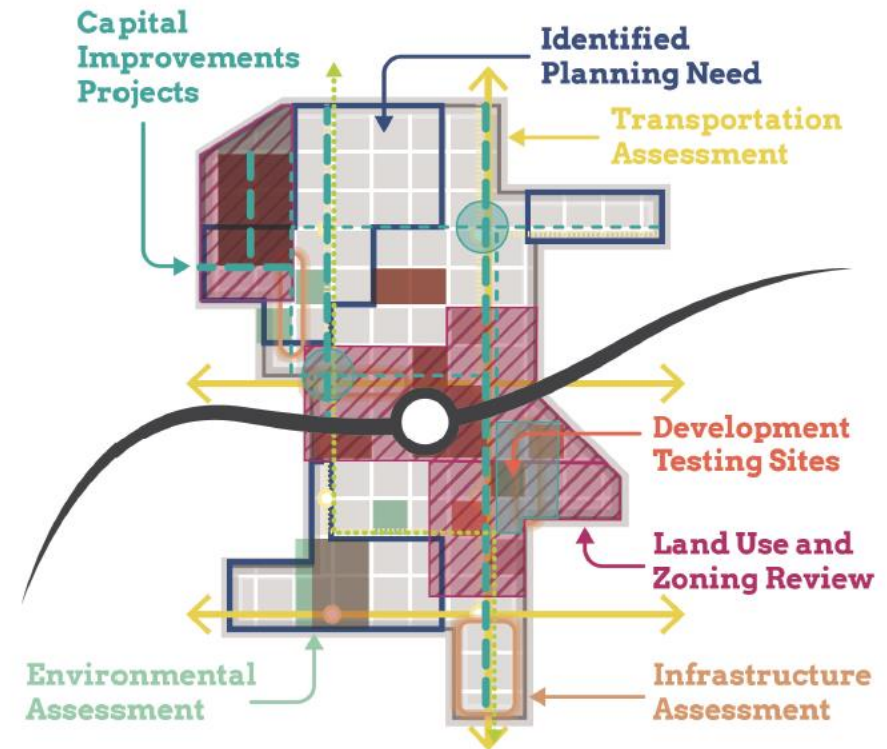
The Anticipated Benefits of TDD and TOD Working Together

TOD Value

- **Future Land Use and Zoning** updates help local communities adopt TOD ready policies to support development
- **Expert advice in development planning** tethered to market realities show local units, public, and development community the real potential for TOD development in the region
- Detailed assessment of current conditions and recommendations for TOD readiness facilitate conversations to **create shovel-ready project sites**
- **Capital Improvements planning** determines those needed investments to facilitate TOD

Collaboration with Local Cities and Towns

- **Enabling steps** to help communities understand **what to do to prepare for development and economic development** around TOD in a proactive way
- **Real-time community collaboration** with a process tailored to facilitating TOD readiness in the region
- **Education** in the anticipated **quality of development and expected economic development** associated with TOD projects



Illustrative exhibit – not an actual boundary

Characteristics of high quality, walkable, TOD development and market rate housing choices

Definition of Missing Middle Housing

Missing Middle Housing is a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes—located in a walkable neighborhood.



Image Credit: Opticos Design

Characteristics of high quality, walkable, TOD development and market rate housing choices





TOD/TDD Implementation Planning

Update

TOD Planning Progress (completed, draft, in-process, or in the queue)

Task 1 – Analysis and Initial Work Sessions

Completed gaps/opportunities analysis

Completed Dyer, Munster, Hammond, East Chicago, Portage, and Michigan City

In-process Gary Miller and Ogden Dunes

Task 2 – Land Use Mapping/Projections

Draft future land use place district descriptions

Draft land use place district mapping and building typologies

In-process 5-,10-, and 20-year future land use projections

Task 3 – Zoning Analysis

Completed current zoning analysis for Dyer, Munster, Hammond, Portage, and Michigan City

In-process all remaining areas

Task 4 – TOD Zoning

Coming soon TOD zoning template and calibration tasks

Coming soon parking, corridor and housing TOD best practices

Task 5 – Development Planning

Draft development planning sketches and impact analysis for Munster, Hammond, and Portage

Coming soon development planning sketches and impact analysis for Dyer, East Chicago, Gary Miller and Michigan City and preferred alternatives and development planning renderings for all

Task 6 – Engineering Analysis and NICTD Coordination

Draft infrastructure and brownfields analysis Dyer, Munster, Hammond, East Chicago, Gary Miler, Portage, Ogden Dunes, and Michigan City

In-process all remaining areas

Task 7 – Capital Projects Planning

Coming soon project descriptions and graphics/diagrams, key considerations, and cost estimates to incorporate into TDD planning

Task 8 – Tracking Performance

Completed project summary layout

Completed TOD readiness analysis

Completed TOD implementation work plans for Munster, Hammond, Portage, and Michigan City

Draft TOD implementation work plans for Dyer, East Chicago, Gary Miller, and all others

Coming soon website updates

Coming soon in-person/hybrid community input sessions and work sessions

TOD Planning Progress (completed, draft, in-process, or in the que)

Task 9 – Additional Planning Tasks

Draft

- Regional housing analysis
- Munster land use and development impact analysis
- Portage Burns Parkway traffic /LOS analysis

In-process

- Munster/Dyer Main Street traffic analysis, corridor planning, and conceptual street design
- Hammond Hohman Avenue and truck corridor traffic analysis, corridor planning, and conceptual street design
- Portage Burns Parkway and Portage/Ogden Dunes US 12 corridor planning and conceptual street design
- Michigan City Franklin Street corridor planning and conceptual street design

Coming soon

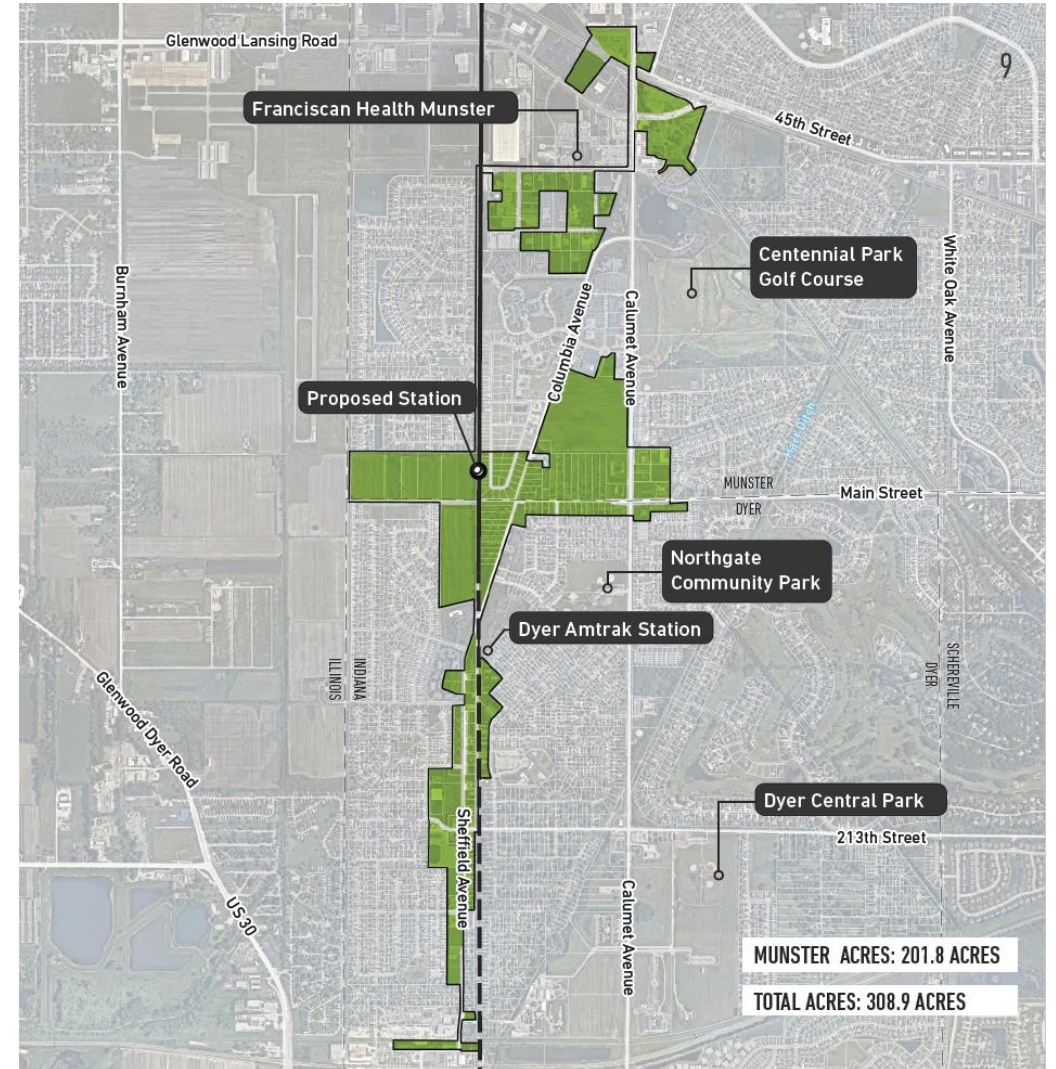
- Dyer additional development planning
- East Chicago Roxana neighborhood planning and Indianapolis Boulevard corridor planning and conceptual street design
- Hammond north neighborhood planning
- Michigan City neighborhood planning
- Gary additional TOD planning tasks

Overview of Transit Oriented Development (TOD) process

Munster and Dyer Main Street TOD Opportunities



- Village Mixed-use TOD place type focused directly around station area and enhanced walkability for suburban neighborhood and commercial corridor adjacencies
- Longer-term joint development potential at NICTD station area and TOD development potential on adjacent properties – development planning in-process
- Main Street extension to the NICTD station area and forthcoming corridor/streetscape improvements further east create an enhanced community gateway for both Munster and Dyer – corridor planning in-process
- Commercial and office development opportunities near the station could further enhance this TOD as an employment hub
- Munster and Dyer have recently updated land use and zoning to support TOD



Minor boundary modifications under review

Overview of Transit Oriented Development (TOD) process

Munster Ridge Road TOD Opportunities



EMPLOYMENT
CENTER

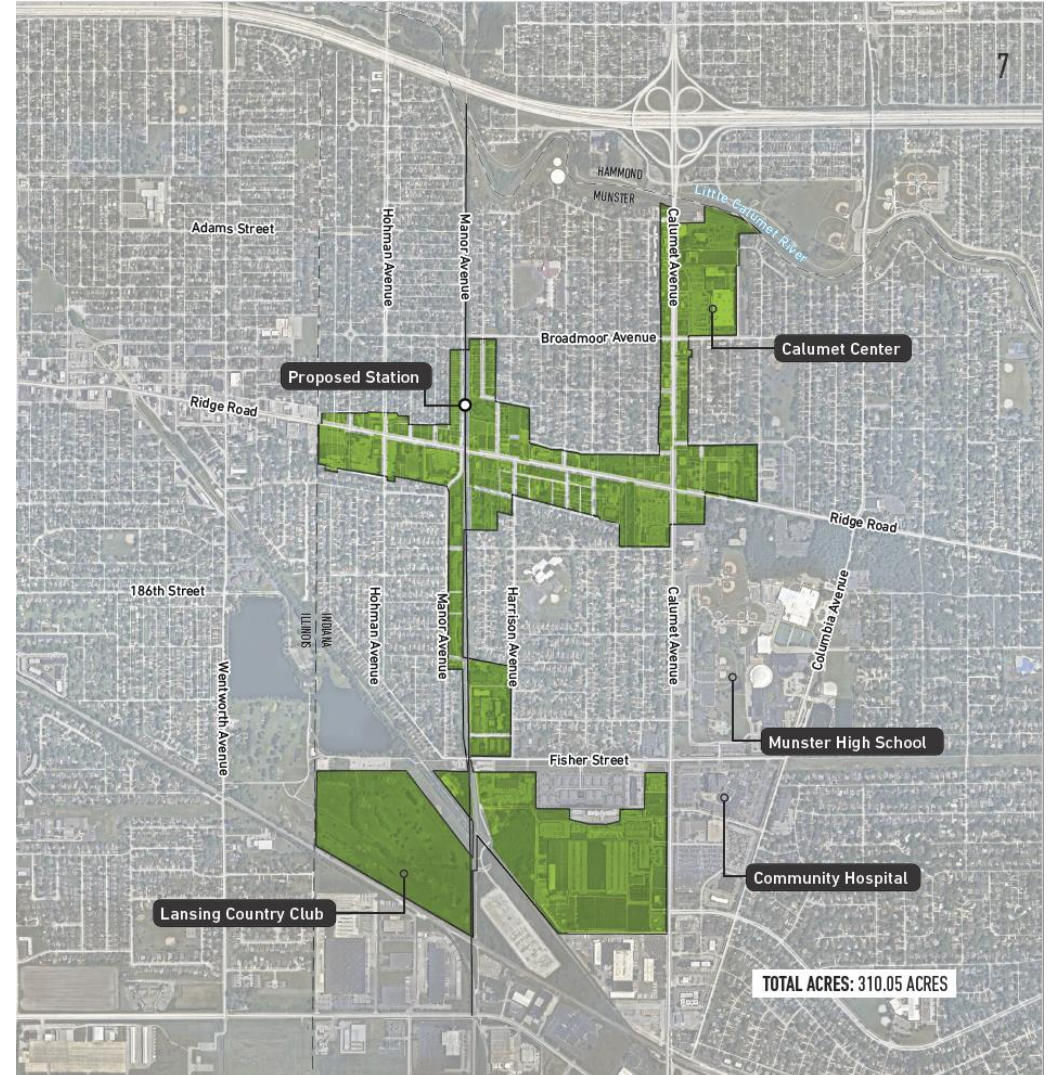


MIXED-USE
TOWN CENTER



NEIGHBORHOODS

- Village Mixed-use TOD place type focused directly around station area and enhanced walkability for traditional neighborhood and commercial corridor adjacencies – development planning in-process
- Mixed-use development could be concentrated where the rail line intersects with the Ridge Road that will support higher levels of activity associated with the station
- Munster is planning to improve Ridge Road and Calumet Avenue streetscapes
- Because the station area is immediately adjacent to existing single-family neighborhoods, development should incorporate appropriately-scaled residential opportunities that steps down in scale to blend in with the neighborhood fabric



Overview of Transit Oriented Development (TOD) process

Hammond Gateway/Downtown TOD Opportunities



INFILL
DEVELOPMENT



NEIGHBORHOODS



MIXED-USE
TOWN CENTER

- Gateway – Village Mixed-use TOD place type focused directly around the Gateway station area and redevelopment of parking lots and the Gostlin, Chicago, and Hohman corridors – development planning in-process
- Downtown – Downtown Mixed-use TOD place type focused on infill development downtown in support of the recently completed Hammond Downtown Plan that will capitalize on underutilized areas suitable for development in a way that creates a revitalized downtown that is TOD ready – development planning in process
- Future investment should create focal points of multiple uses and activities around major intersections and station areas

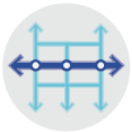


Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities



INDUSTRIAL
REPOSITIONING

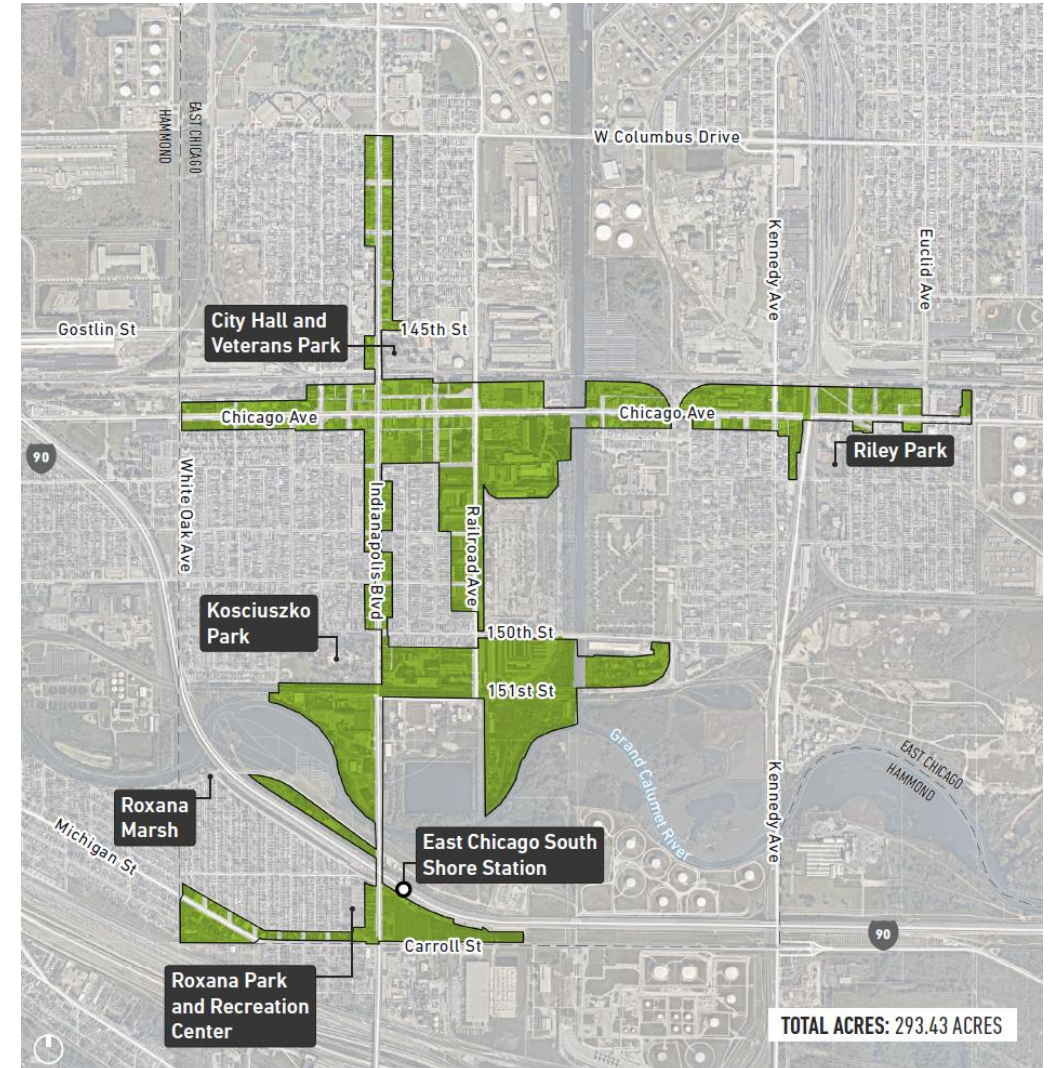


CORRIDOR



MIXED-USE
TOWN CENTER

- TOD Supportive place type focused directly around the station area, Roxana Neighborhood and redevelopment north on Indianapolis Boulevard to 151st Street – development planning in-process
- The Indianapolis Boulevard corridor presents many infill opportunities for commercial and residential development – corridor planning for this area will further enhance this gateway into East Chicago and the ability to access the station – corridor planning in-process
- The Roxana Neighborhood is a stable, walkable neighborhood to the station and this process will put forth recommendations to further strengthen this place
- Future investment should create focal points of multiple uses and activities around major intersections and station areas



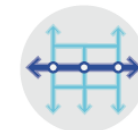
Overview of Transit Oriented Development (TOD) process

Gary Miller TOD Opportunities

- Village Mixed-use TOD place type focused directly around station area and enhanced walkability for traditional neighborhood and commercial corridor adjacencies in support of opportunities to develop city-owned property near the station – development planning in-process
- Recent and planned improvements to Lake Street, US 20 and the NICTD station further strengthen opportunities around this TOD
- Gary recently updated land use and zoning to support TOD



INDUSTRIAL
REPOSITIONING



CORRIDOR



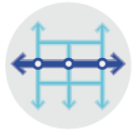
MIXED-USE
TOWN CENTER



Minor boundary modifications under review

Overview of Transit Oriented Development (TOD) process

Portage and Ogden Dunes TOD Opportunities



CORRIDOR

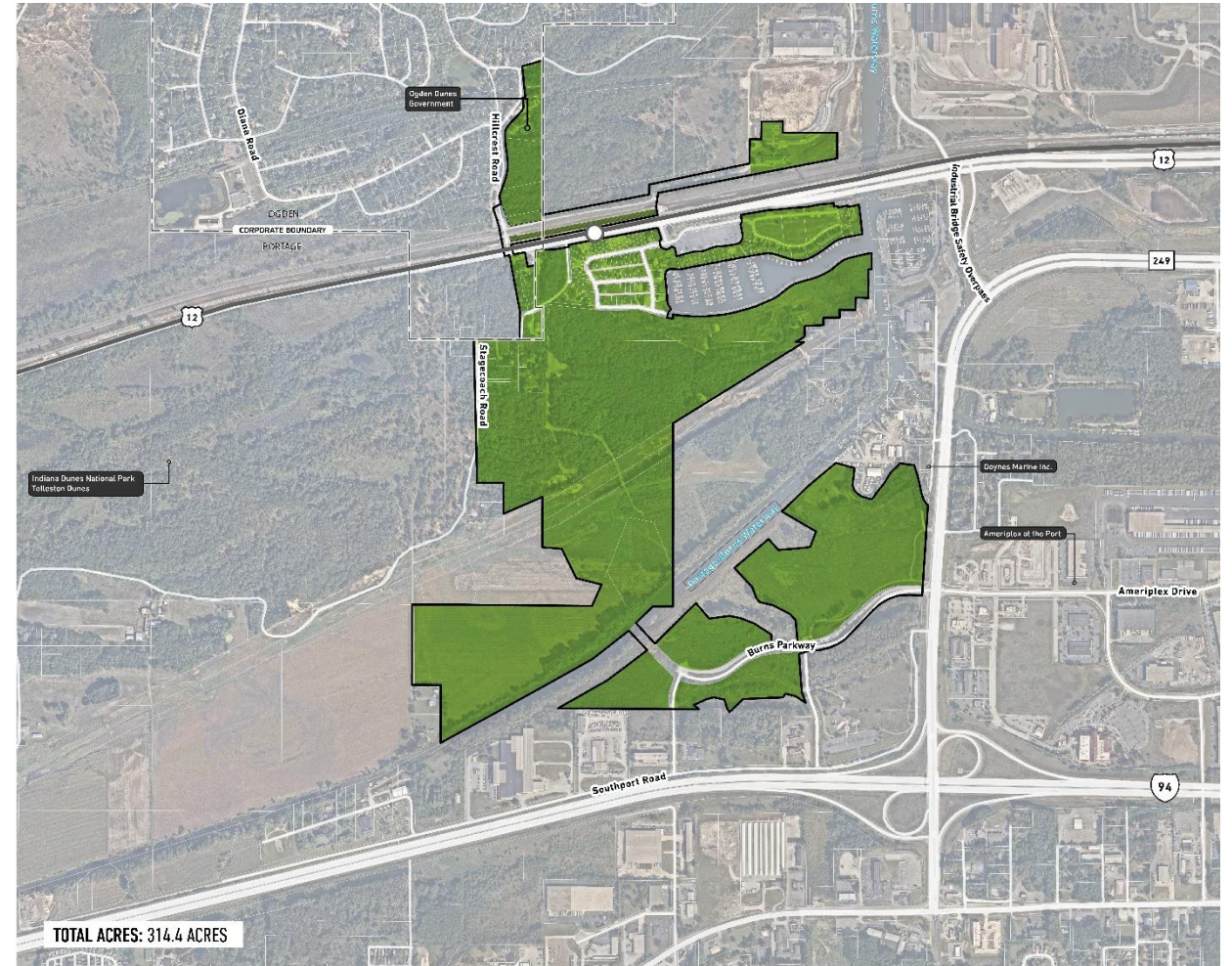


NEIGHBORHOODS



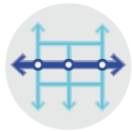
MIXED-USE
TOWN CENTER

- Village Mixed-use TOD place type focused directly around station area and enhanced walkability for mixed-use, suburban neighborhood, and employment center uses
- Tremendous opportunity for this TOD area due to large city-owned properties available for development – development planning in-process
- Recently the city released an RFP for development at Burns Parkway and IN 249 in support of the TOD area
- Burns Parkway extension to the NICTD station area/US 12 create opportunities for a new gateway into the community anchored by high-quality development–corridor planning in-process



Overview of Transit Oriented Development (TOD) process

Michigan City TOD Opportunities



CORRIDOR



NEIGHBORHOODS



MIXED-USE
TOWN CENTER

- Village Mixed-use TOD place type focused directly around the 11th Street Station area and redevelopment of areas within a close walkable distance – development planning in-process
- Downtown – Downtown Mixed-use TOD place type focused on infill development downtown in support of ongoing downtown revitalization efforts that will capitalize on underutilized areas suitable for development in a way that creates a revitalized downtown that is TOD ready – development planning in process
- Recently NICTD and the city released an RFP for joint development at the 11th Street Station and has updated zoning for TOD readiness
- Improvements to Franklin Street create opportunities for a new gateway into the community anchored by high-quality development– corridor planning in-process



Minor boundary modifications under review



Next Steps & Questions

Next Meeting: May 18, 2022