

WESTLAKE TOD

TRANSIT-ORIENTED DEVELOPMENT



PUBLIC WORKSHOP #1
OCTOBER 25, 2016

AGENDA

- **Welcome / Introductions** 5 minutes
- **Project Scope + Timeline** 5 minutes
- **Project Background** 5 minutes
- **TOD 101** 15 minutes
- **Audience Q&A** 10 minutes
- **Visual Preference Survey** 45 minutes
- **Next Steps** 5 minutes

WELCOME / INTRODUCTIONS

CONSULTANT TEAM

Farr Associates



GB Arrington



place making

Strategic Economics



STRATEGIC
ECONOMICS

Sam Schwartz



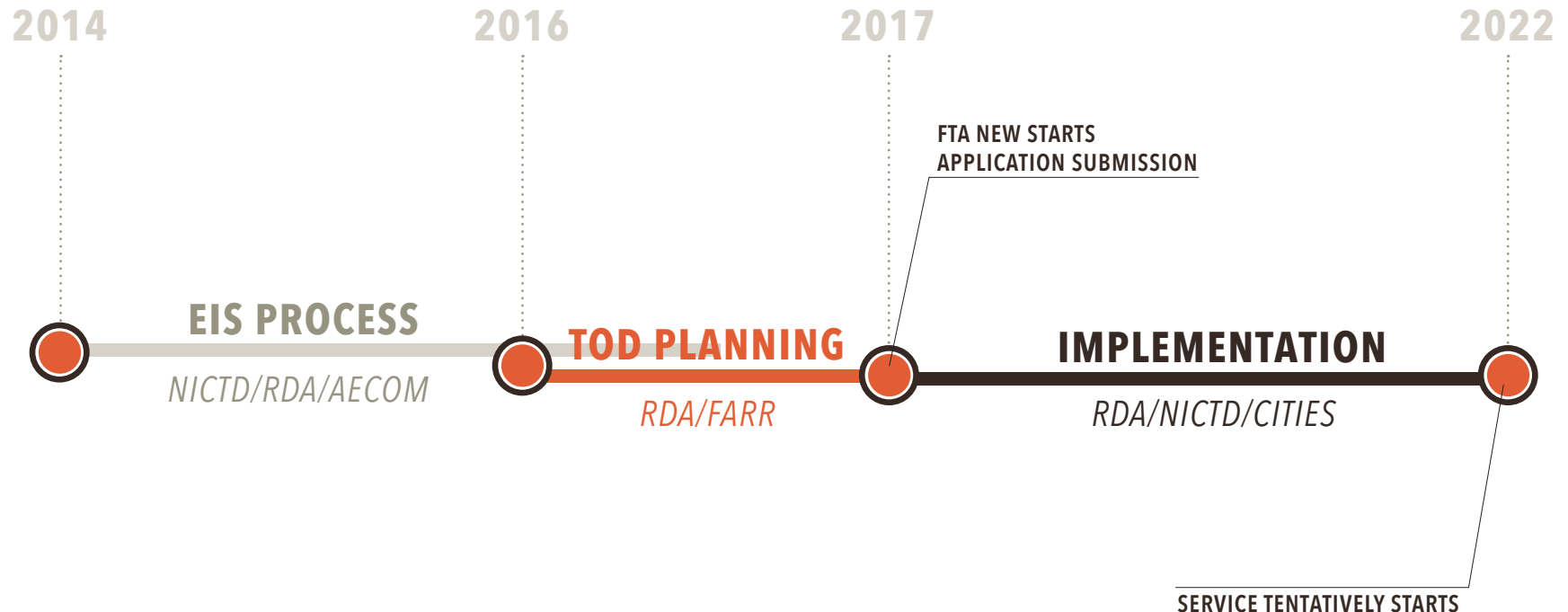
PROJECT SCOPE + TIMELINE

WHAT IS OUR TASK?

Create **customized, implementable** station-area plans for the cities of Hammond, Munster and Dyer that will incorporate TOD best practices of **mixed-uses, increased densities, balanced parking requirements, and ensure convenient and safe access to the station areas** for all modes of transportation.

Create plans and guidelines, with community input, that will strengthen RDA's grant application for funding from the FTA New Starts Program.

WHAT IS THE OVERALL TIMELINE?



WEST LAKE TOD PUBLIC WORKSHOP SCHEDULE

2016

2017

OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
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WORKSHOP 1

3 SEPARATE MEETINGS
Kickoff & Preferences



WORKSHOP 2

2 SEPARATE MEETINGS
Schemes Presentation



WORKSHOP 3

2 SEPARATE MEETINGS
Open House



Develop 3 Schemes/Station

Preferred Schemes

WHAT IS THIS MEETING **NOT** ABOUT?

- Discussions surrounding the West Lake Extension, track alignment and design
- Results of the Draft Environmental Impact Statement due out later this year.

WHAT **IS** THIS MEETING ABOUT?

- Transit-oriented development surrounding two stations in Munster

1

LIVE, WORK, SHOP



2

WELCOME, FAQ, TOD 101



3

AUDIENCE QUESTIONS

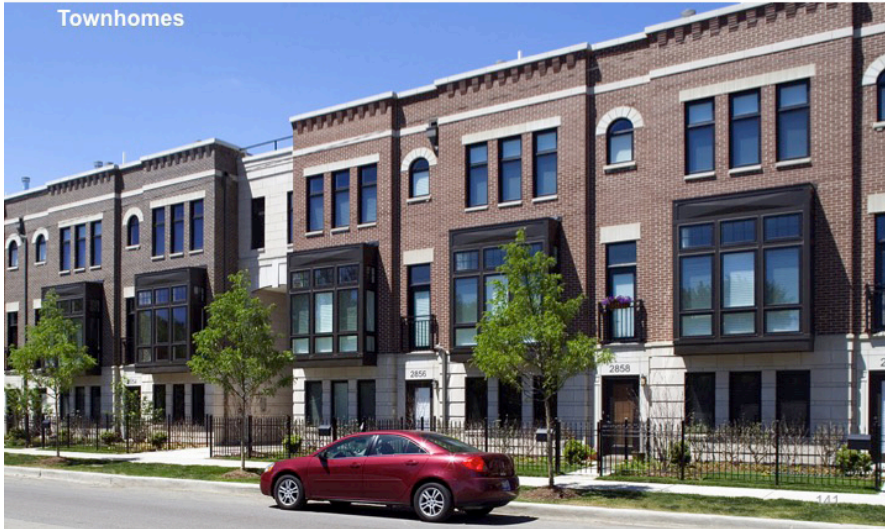


4

VISUAL PREFERENCE SURVEY

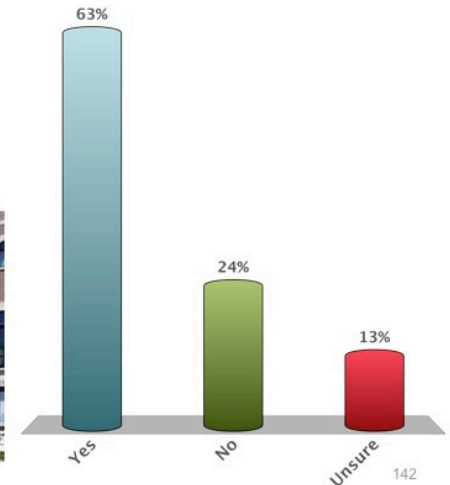
Are townhomes a desired housing type for the Metra station area?

Townhomes



Are townhomes a desired housing type for the Metra station area?

- a) Yes
- b) No
- c) Unsure



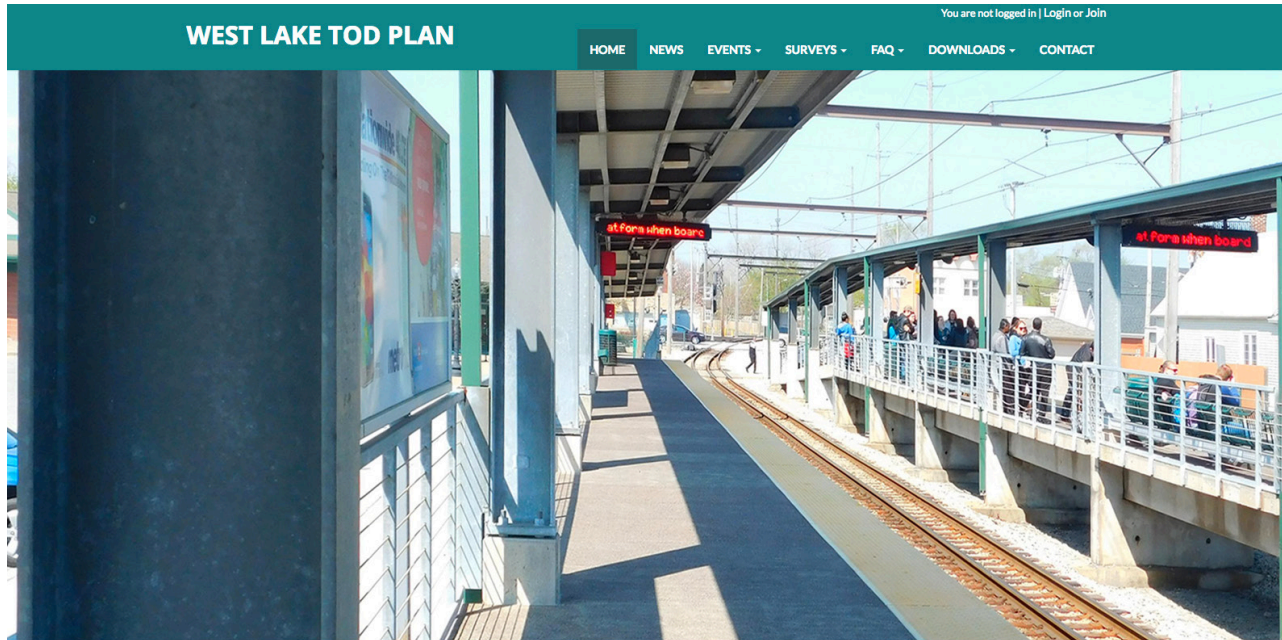
5

WRAP UP/NEXT STEPS



STAY UP-TO-DATE

WestLakeTOD.civicpage.com



WHAT IS THE WESTLAKE TOD PROJECT?

The potential extension of the South Shore electric line into the Westlake Corridor brings great opportunities to the people of Northwest Indiana. The project will strengthen a vital connection between Northwest Indiana and Chicago and bring with it opportunities for new development, amenities, public spaces, jobs, and more residents. These "transit-oriented developments" could drive the future of Northwest Indiana for generations to come.

Farr Associates, along with our consultant team, will be working with the communities of Hammond, Munster, and Dyer, to create customized station area TOD plans that will enhance the quality of life of existing residents, while unlocking economic development potential. We invite you to take a seat at the table and provide your insight and feedback on these plans that will guide the future of these critical station areas and the Northwest Indiana.

Check back regularly for project updates and news on upcoming public workshops!

Upcoming Events

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Events

Show all events

Showing only upcoming events

Workshop 2: Building Blocks with Keypad Polling

February 24, 2016

6:30pm

Central Middle School
18146 S. Oak Park Avenue
Tinley Park, IL 60477

The objective for this meeting is to learn the preferences of residents.

Workshop 3: Regulatory Framework

April 13, 2016

6:30pm

Central Middle School
18146 S. Oak Park Avenue
Tinley Park, IL 60477

The objective for this meeting is to develop options for feedback and selection.

Workshop 4: Walk the Plan

June 15, 2016

6:30pm

Central Middle School
18146 S. Oak Park Avenue
Tinley Park, IL 60477

In this meeting we will present the final plan to the community.

UPCOMING EVENTS



February 24, 2016 6:30pm
Workshop 2: Building Blocks wi...
Central Middle School 18146 S...



April 13, 2016 6:30pm
Workshop 3: Regulatory Framewo...
Central Middle School 18146 S...



June 15, 2016 6:30pm
Workshop 4: Walk the Plan
Central Middle School 18146 S...

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Frequently Asked Questions

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FAQs

2014 FAQs

Q: Why should Tinley Park purchase this site?

A: This is an opportunity to create a legacy project. The site's location and size justify a cost premium. *(posted on February 11, 2016)*

Q: How will the purchase and cleanup of the property affect taxes?

A: It is not expected that the purchase or cleanup will have any impact on existing taxpayers. *(posted on February 11, 2016)*

Q: Will this compete with the Downtown Plan?

A: YES, if they are marketed at the same time. In order to avoid this conflict the implementation of the downtown plan needs to advance quickly. And NO, these two distinct projects offer different places, products and experiences. In fact, the Village may have an opportunity to better connect future residents of the site to Downtown. *(posted on February 11, 2016)*

Q: What are the different scenarios for development of the site?

A: 1. The State sells the land off piece-meal; 2. The State sells the land off to a single master developer; 3. The Village plans and zones the Site and the State still sells it piece-meal; 4. The Village plans and zones the Site and the State still sells it to a master developer. *(posted on February 11, 2016)*

2016 FAQs

Q: What is the timeline and history of the property and the Village's involvement?

A: The Illinois Department of Central Management Services (CMS) offered the property for purchase on February 20, 2014. *(posted on February 11, 2016)*

Q: What is the status of property ownership – who owns what?

A: The property is owned by the State of Illinois and under the control of the Illinois Department of Human Services. *(posted on February 11, 2016)*

Q: What are the estimated costs associated with purchase and cleanup?

A: As of January 2016, the purchase price is \$4.1 million; clean up is an estimated \$12.5 million. *(posted on February 11, 2016)*

Q: What are the facts about the terms of purchase from the State?




A: The Village is no longer under a letter of intent for the property as of last September. The Village continues to

UPCOMING EVENTS

- | | | |
|---|--|--------|
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Tinley Park State Campus Redevelopment Plan added 2 new photos to the album: [Steering Committee Meeting \(February 10, 2016\)](#).
February 15 at 9:11am



Downloads

Service Contract (December 18, 2015)

Uploaded Friday, February 12, 2016



Download

Steering Committee Meeting (February 10, 2016)

Uploaded Thursday, February 11, 2016



UPCOMING EVENTS



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PRESENTATION EXPECTATIONS

If you have a question, raise your hand and a facilitator will give you a card and pen so you can write down your question.

Questions will be answered after the presentation.

PROJECT BACKGROUND

WHY DO WE NEED THIS PLANNING PROCESS?

50% of the funding for construction of the West Lake Corridor project will come from the federal New Starts grant program. As part of the grant application, **cities must show that they have a long-term plan for mixed-use development** near transit. The West Lake TOD planning process will generate those long-term plans.

FTA NEW STARTS PROGRAM

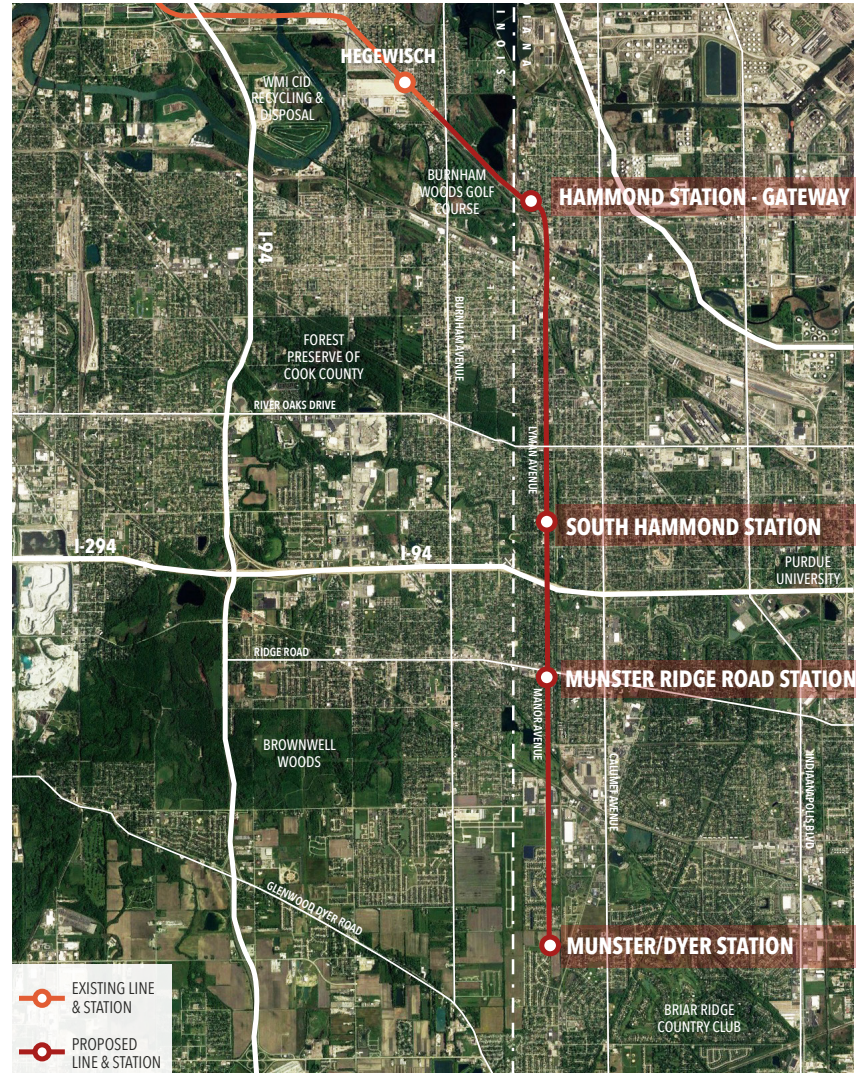
Discretionary & Competitive Federal Grant Program

- Roughly \$2.3 billion appropriated each year
- Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects

NEW STARTS: PROJECT JUSTIFICATION

1. Mobility
2. Environmental benefits
3. Congestion relief
4. Economic development
5. Land use
6. Cost effectiveness (cost per trip)

FOUR STATION SITES



HAMMOND STATION SITES

HAMMOND GATEWAY



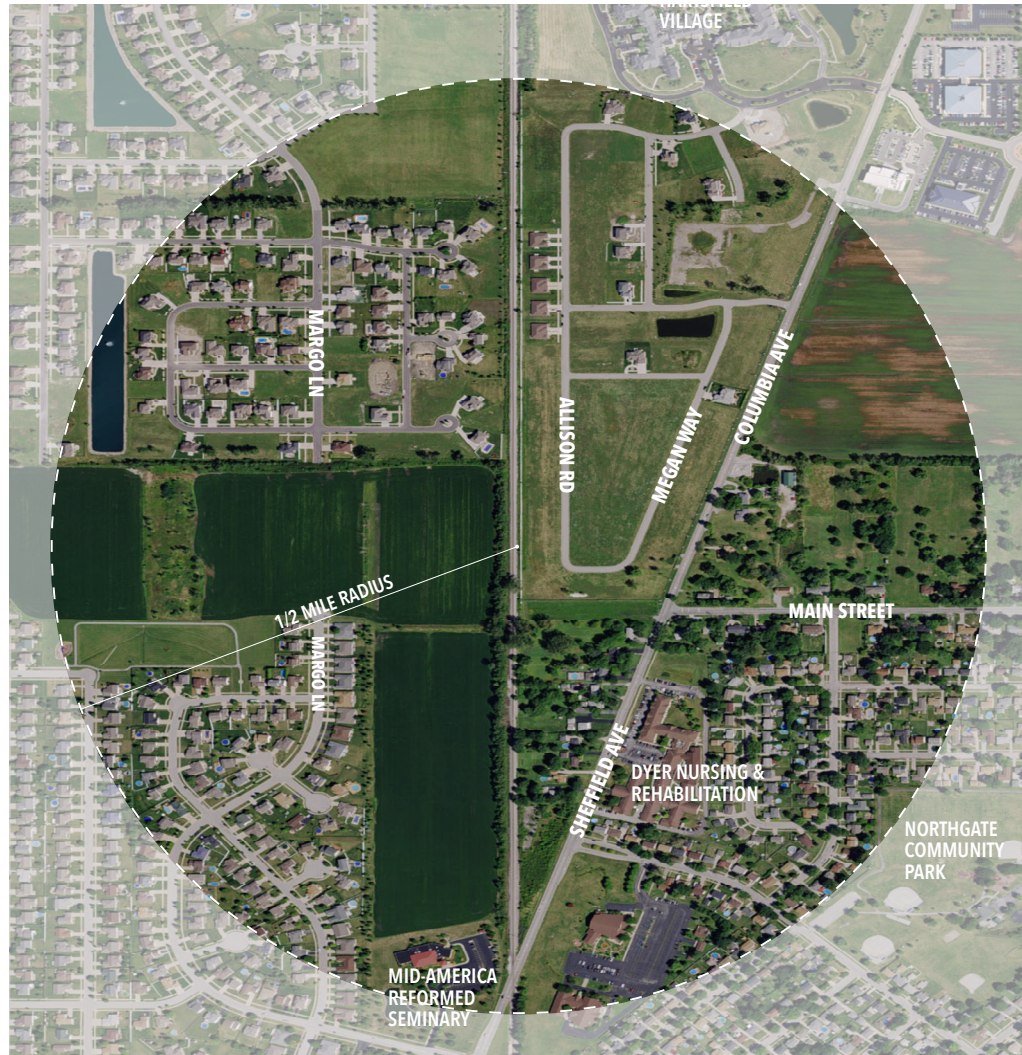
HAMMOND SOUTH



MUNSTER RIDGE STATION SITE



MUNSTER/DYER STATION SITE



WHAT IS THE PROJECTED CONSTRUCTION COST OF THE WESTLAKE CORRIDOR?

Element	Cost in Millions (\$)	Cumulative Project Cost
Guideway, Track Elements	\$140.6	
Stations, Stops, Terminals	\$52.0	
Support Facilities	\$52.0	
Sitework, Special Conditions	\$84.0	
Rail Systems	\$48.2	
Real Estate, ROW	\$29.5	
Rail Cars	\$34.5	
Professional Services	\$133.9	
Contingency	\$40.8	
Total Project Costs	\$615.5 M	

WILL MY PROPERTY TAXES INCREASE?

For existing homeowners, property taxes will only increase **if the transit investments cause an increase in the value of the property** in question.

WHAT WILL APPROXIMATE COMMUTE TIMES BE?

(TO DOWNTOWN CHICAGO)

HAMMOND GATEWAY	32 MIN
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SOUTH HAMMOND	37 MIN
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RIDGE ROAD	40 MIN
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MUNSTER/DYER	45 MIN
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TOD 101

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

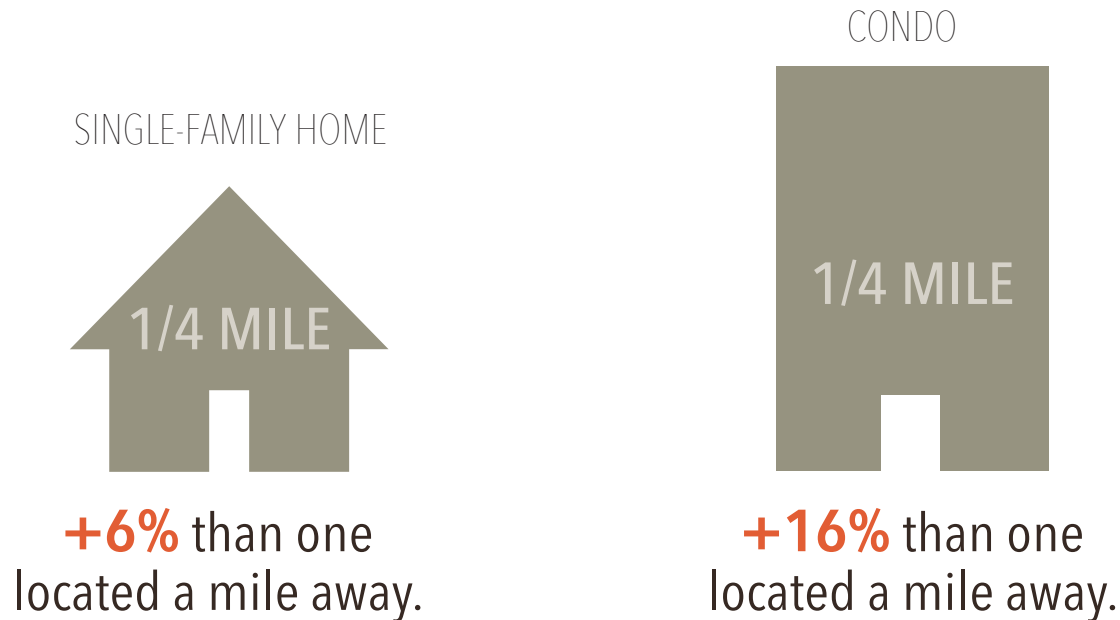
Transit-oriented development, or TOD, is a type of community development that includes a **mixture of housing, office, retail** and/or other commercial development and amenities integrated into a **walkable neighborhood** and located within a half-mile of **quality public transportation**.

WHAT ARE THE BENEFITS OF TOD?

- **Reduced household driving**, lowering regional congestion, air pollution and greenhouse gas emissions
- **Walkable communities** that accommodate more healthy and active lifestyles
- **Increased transit ridership** and fare revenue
- Potential for added value created through **increased and/or sustained property values** where transit investments have occurred
- Improved **access to jobs** and economic opportunity for low-income people and working families
- **Expanded mobility choices** that reduce dependence on the automobile and reduce transportation costs

INCREASE IN PROPERTY VALUES

Research shows that **property owners and renters are willing to pay a price premium** for units close to transit.



Source: Duncan, "The Impact of Transit-Oriented Development on Housing Prices in San Diego, CA,"
Journal of Urban Studies, January 2011.

A MIX OF COMPLEMENTARY USES



RESIDENTIAL

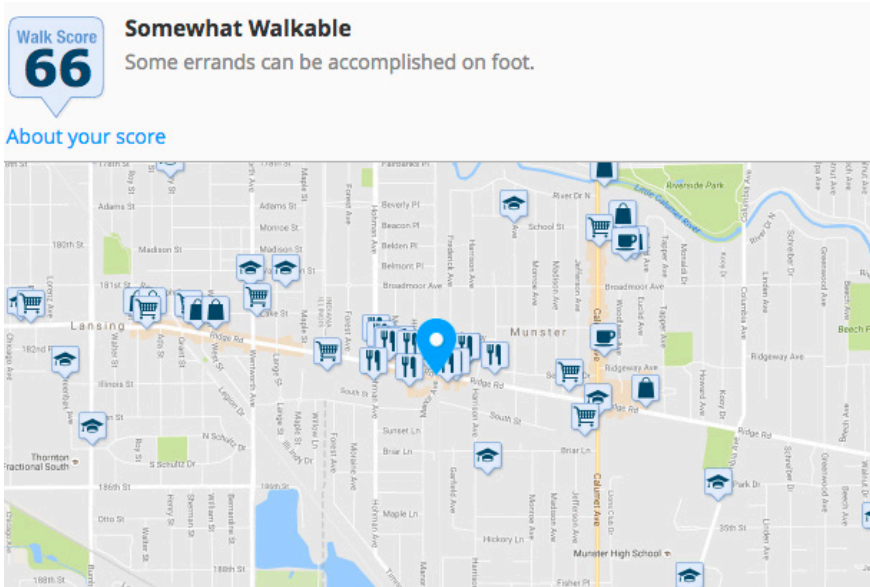


RETAIL and/or OFFICE

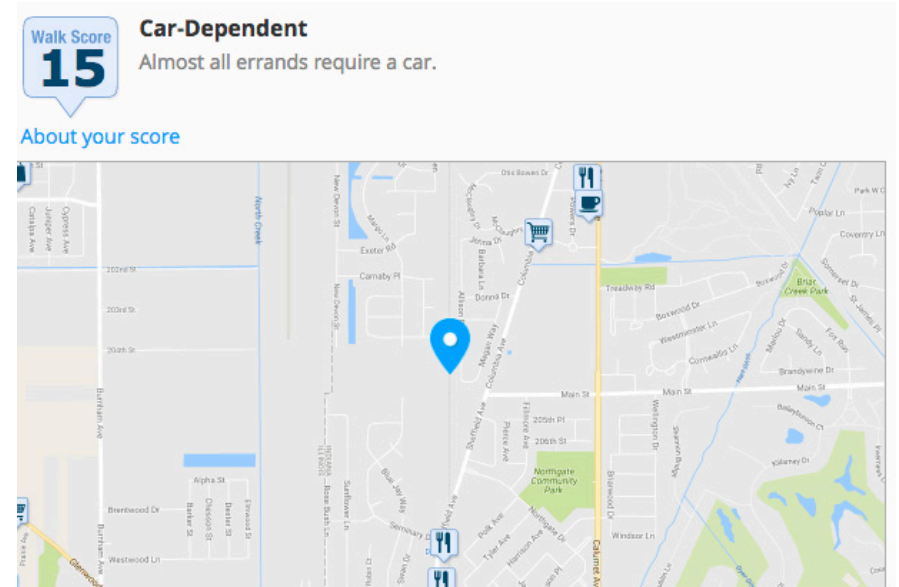


OPEN SPACE

REDUCED AUTO DEPENDENCY

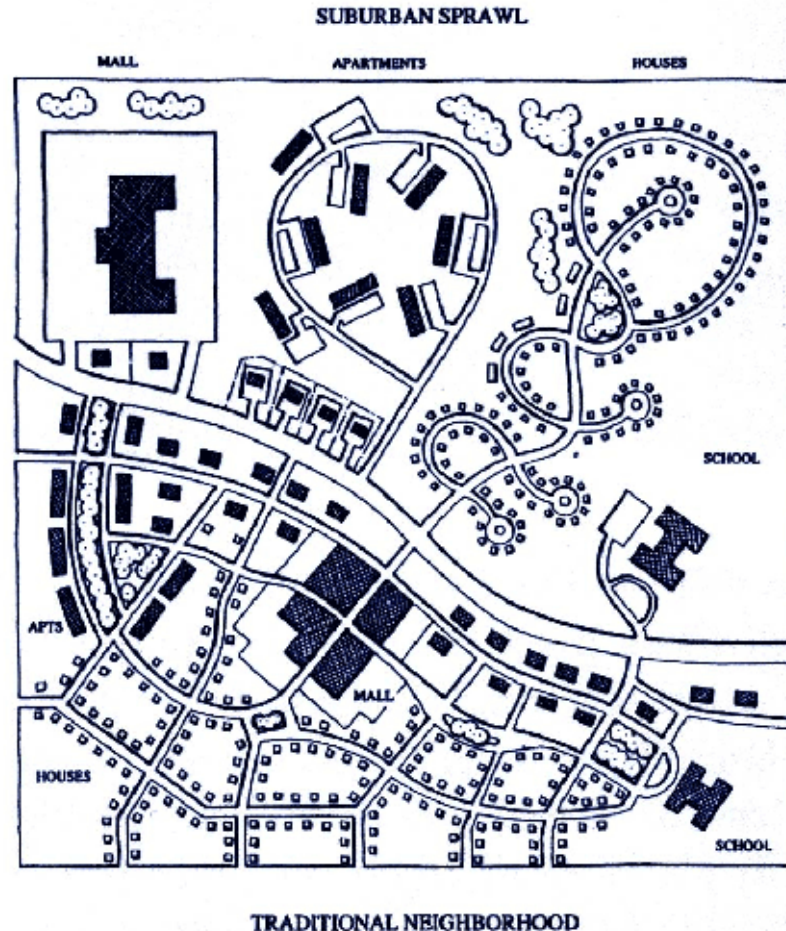


MUNSTER - RIDGE

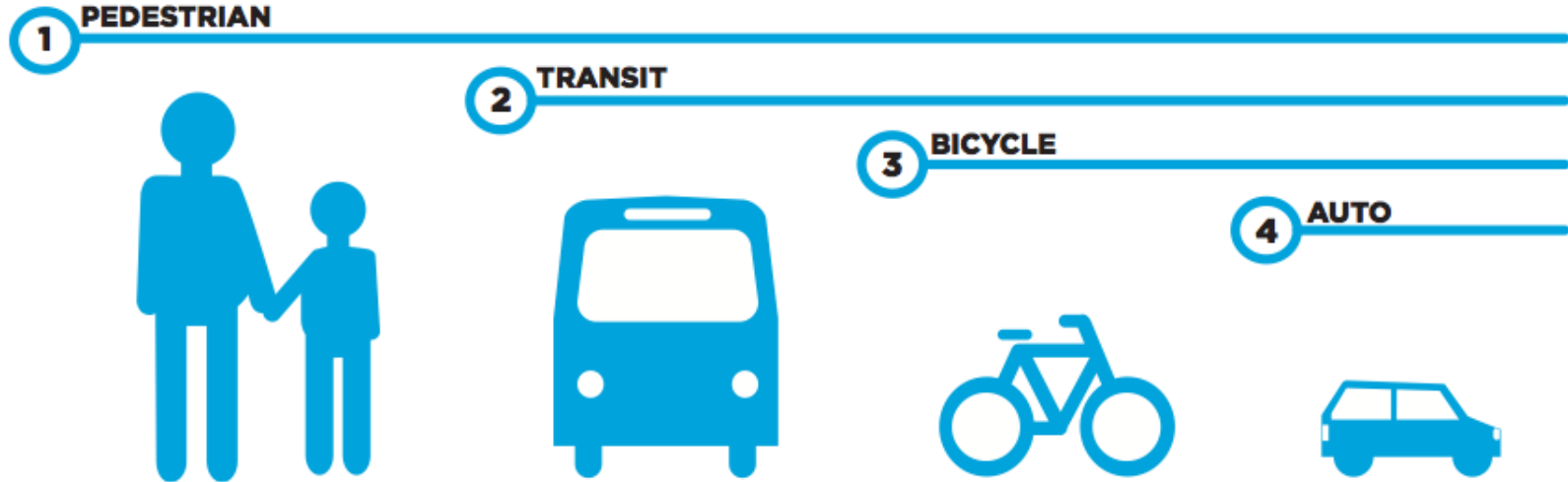


MUNSTER/DYER

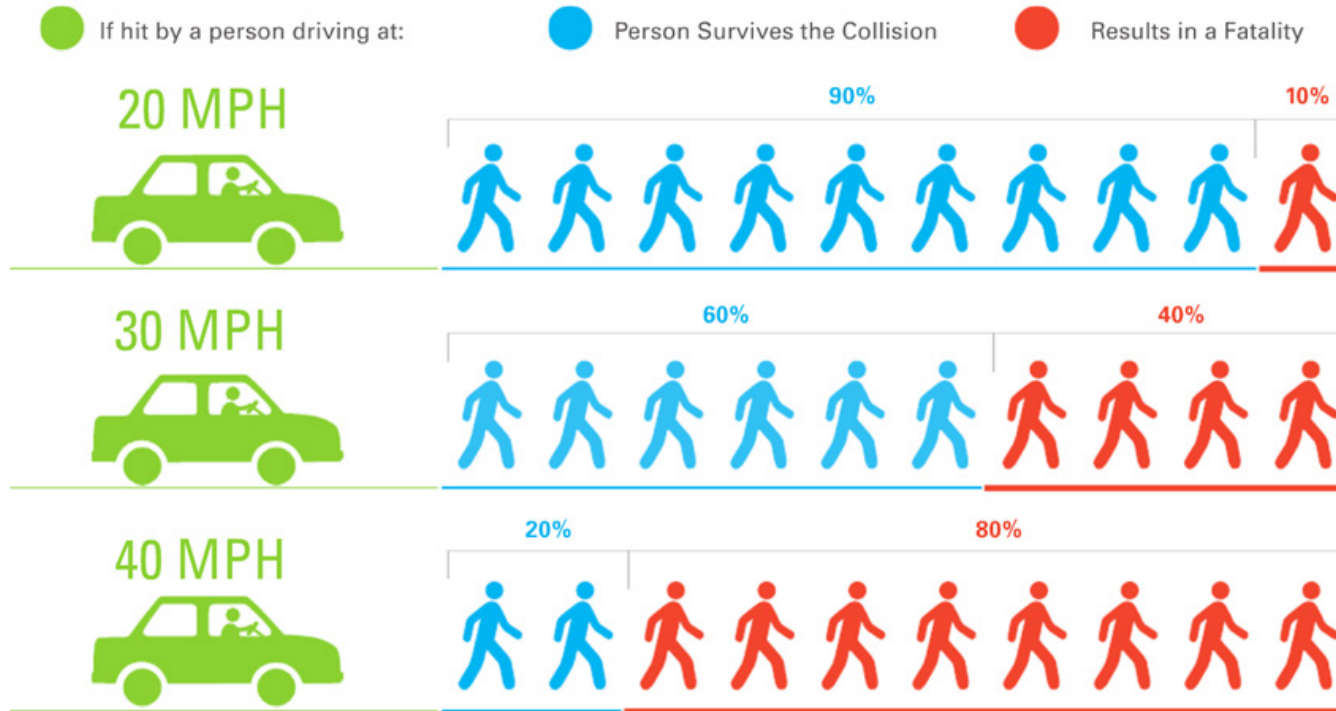
EASY ACCESS THROUGH WELL-CONNECTED, STREETS



SAFE STREETS FOR ALL MODES OF TRAVEL



FATALITY RATES RISE WITH HIGHER SPEEDS

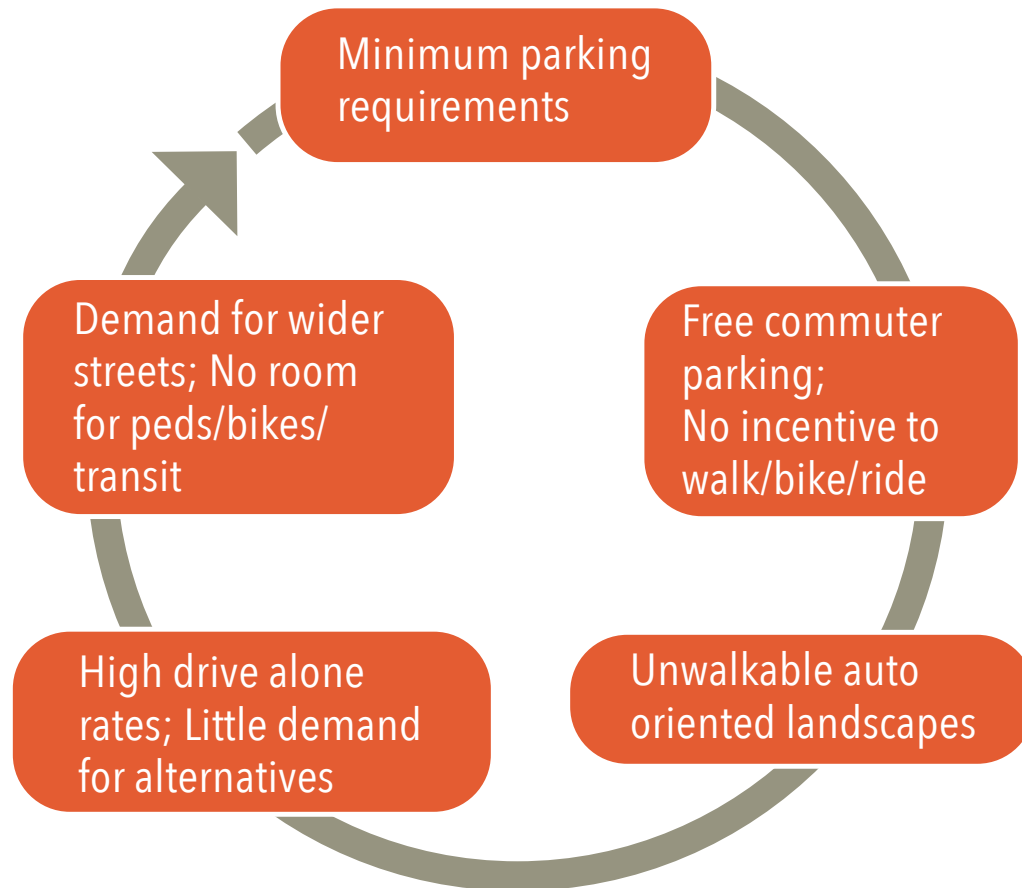


Source: San Francisco Municipal Transportation Agency
<https://www.sfmta.com/projects-planning/projects/automated-speed-enforcement>

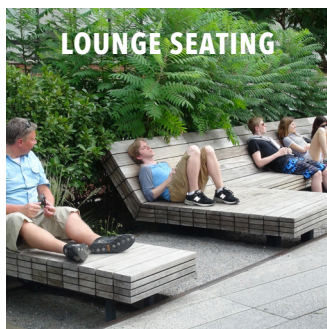
A BALANCED PARKING STRATEGY

- REDUCED PARKING REQUIREMENTS
- SHARED PARKING AMONG LAND USES
- RIDE SHARE PROGRAMS (UBER, LYFT, ETC.)
- NEW TECHNOLOGY (AUTONOMOUS VEHICLES)

THE VICIOUS CYCLE OF UNMANAGED PARKING DEMAND

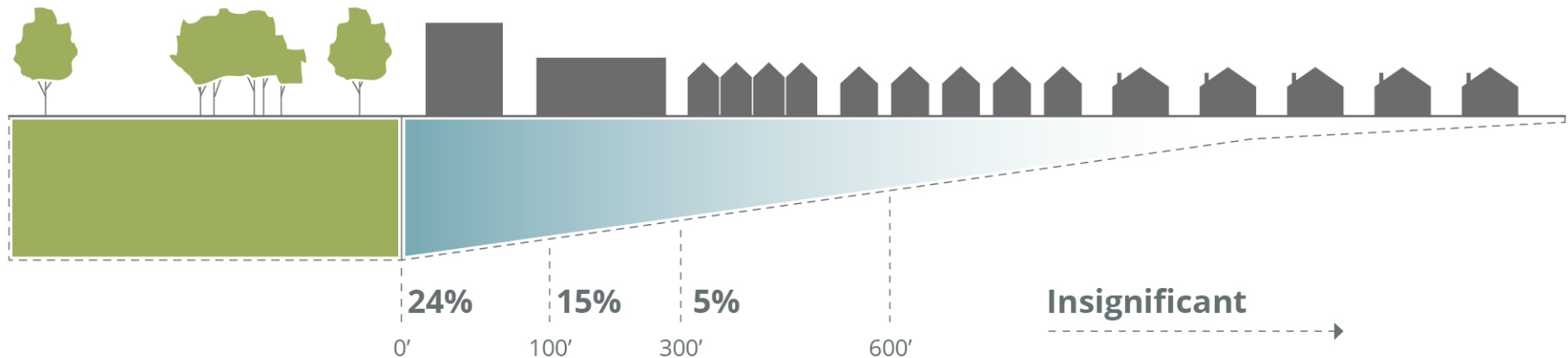


PUBLIC SPACES WITH SOMETHING FOR EVERYONE



REAL ESTATE VALUE OF PARKS

Homes close to parks enjoy a sales premium



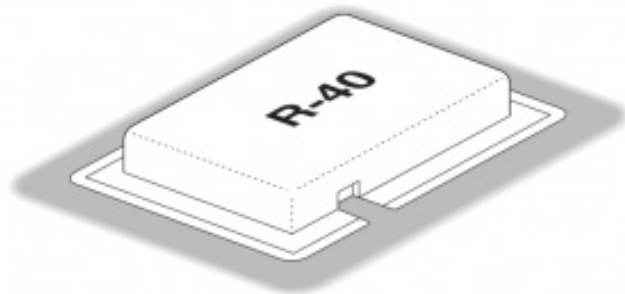
Park Sales Premium

Source: Miller, Andrew Ross, "Valuing Open Space: Land Economics and Neighborhood Parks."

HOW CAN THE QUALITY OF DEVELOPMENT BE REGULATED?

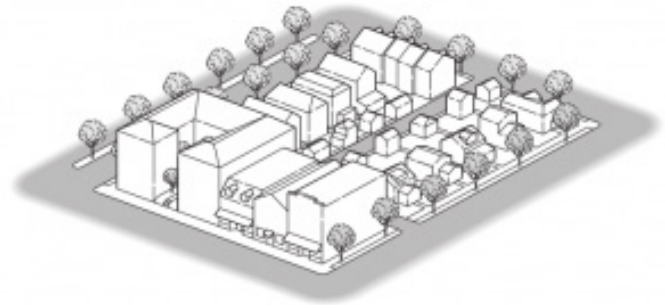
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



PRECEDENT - NORMAL, IL



PRECEDENT - NORMAL, IL





UPTOWN STATION

CHILDREN'S

Central

SPREAD THE RED

SPREAD THE RED

SPREAD THE RED

SPREAD THE RED

PRECEDENT - PARK RIDGE, IL



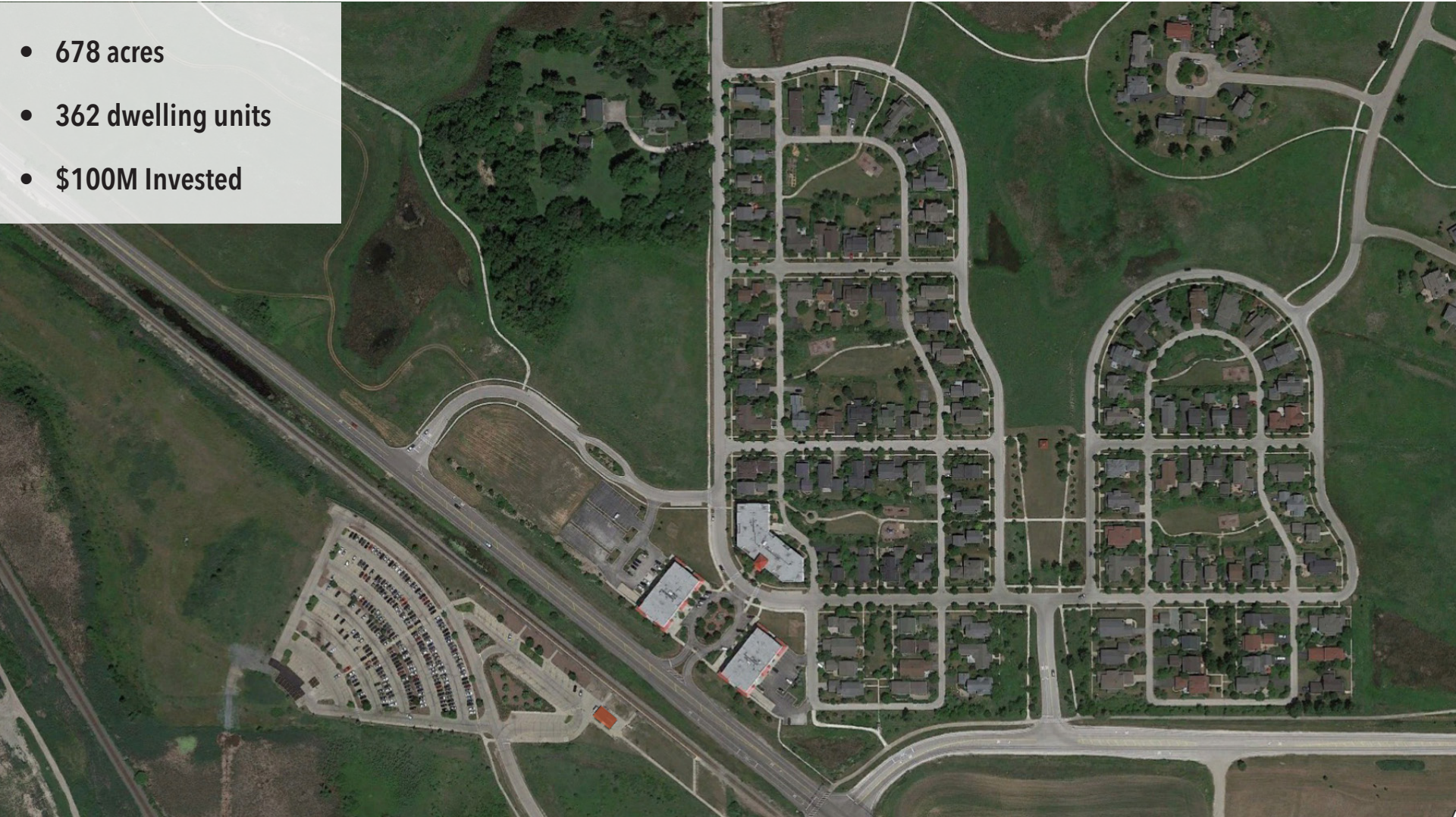
- 6 acres
- \$110M Investment - Financed through TIF
- 70,000 sf of retail and restaurants
- 189 dwelling units
- 500 parking stalls below grade





PRECEDENT - PRAIRIE CROSSING

- 678 acres
- 362 dwelling units
- \$100M Invested



PRECEDENT - PRAIRIE CROSSING





PRECEDENT - ORLAND PARK, IL



- 27 acres
- AADT 50,000 cars
- \$35M in Public Investment (to-date)
- 295 dwelling units approved
- 155,000 sf of commercial space
- 600 parking spaces req. by Metra

PRECEDENT - NINETY7FIFTY | ORLAND



- 3.4 acres
- Financed through village loan
- 295 dwelling units
- 4,000 sf of commercial space
- 365 on-site parking: shared between residents and commuters

AUDIENCE Q&A

VISUAL PREFERENCE SURVEY

NEXT STEPS

PUBLIC WORKSHOP #1

KICKOFF AND PREFERENCES

MUNSTER OCTOBER 25, 2016

HAMMOND OCTOBER 27, 2016

DYER NOVEMBER 01, 2016

ALL MEETINGS BEGIN AT 6:00 PM

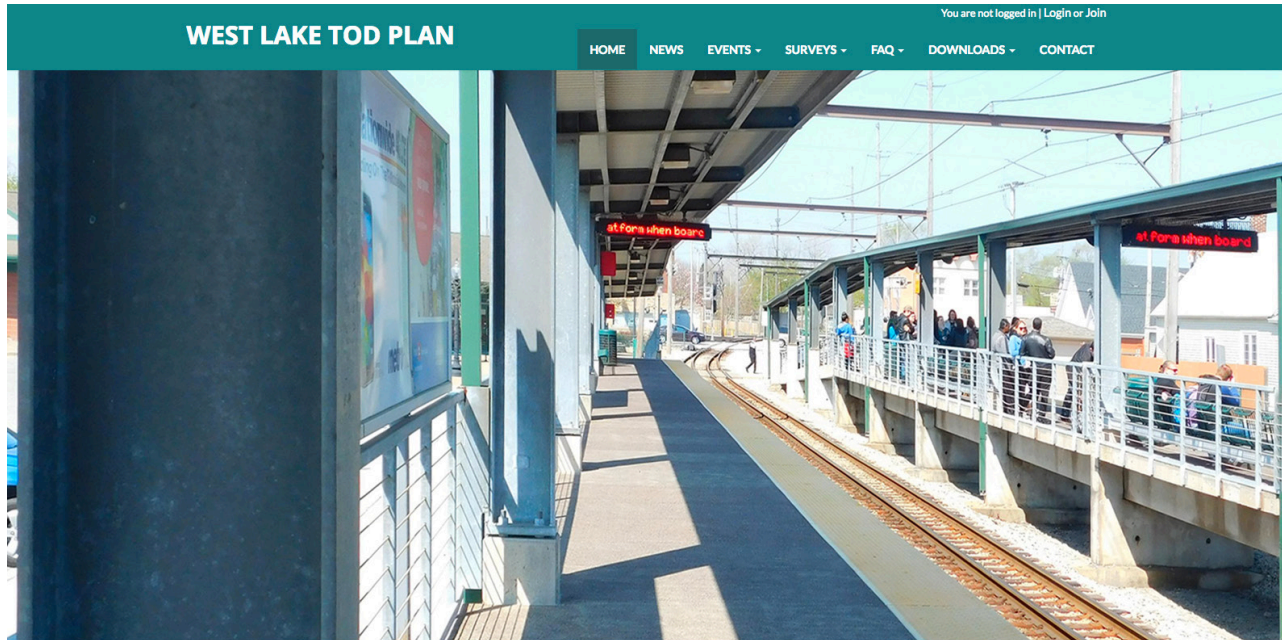
PUBLIC WORKSHOP #2

SCHEMES PRESENTATION

EARLY 2017!

STAY UP-TO-DATE

WestLakeTOD.civicpage.com



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