



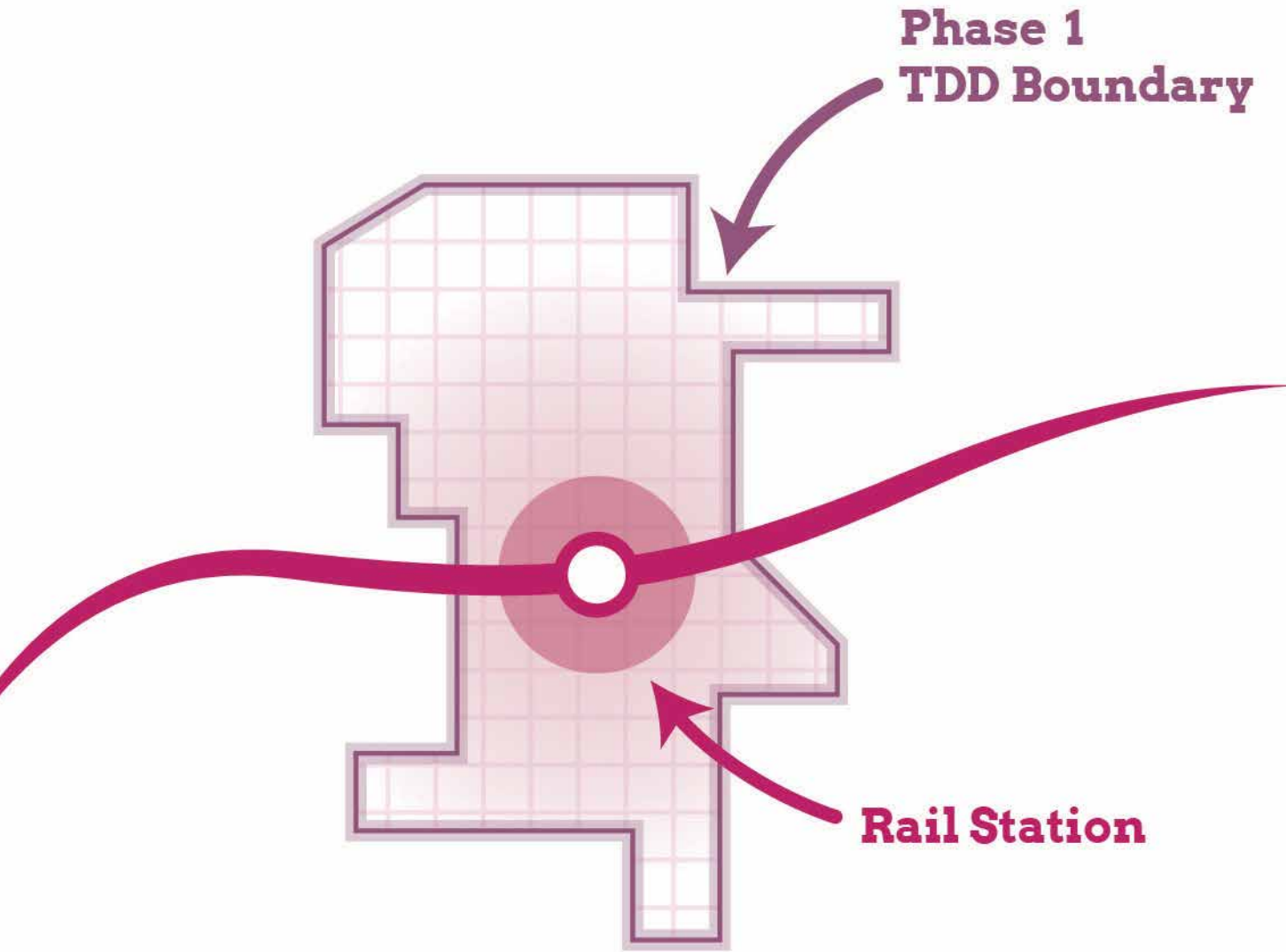
TOD PLANNING
TOWN OF MUNSTER
WORK SESSION

3/1/2022

AGENDA

- Introductions
- Workplan/Process
- Development Planning and Impact Analysis
- Revenue Analysis
- Main Street Corridor Planning (time permitting)

TDD WORKPLAN/PROCESS



Phase 1: Drafting the TDD Boundaries

- Conduct initial analysis of station areas
- Draft TDD boundaries
- Draft high-level land use and development planning
- Prepare boundaries for review and approval
- Establish final TDD boundaries

TDD WORKPLAN/PROCESS

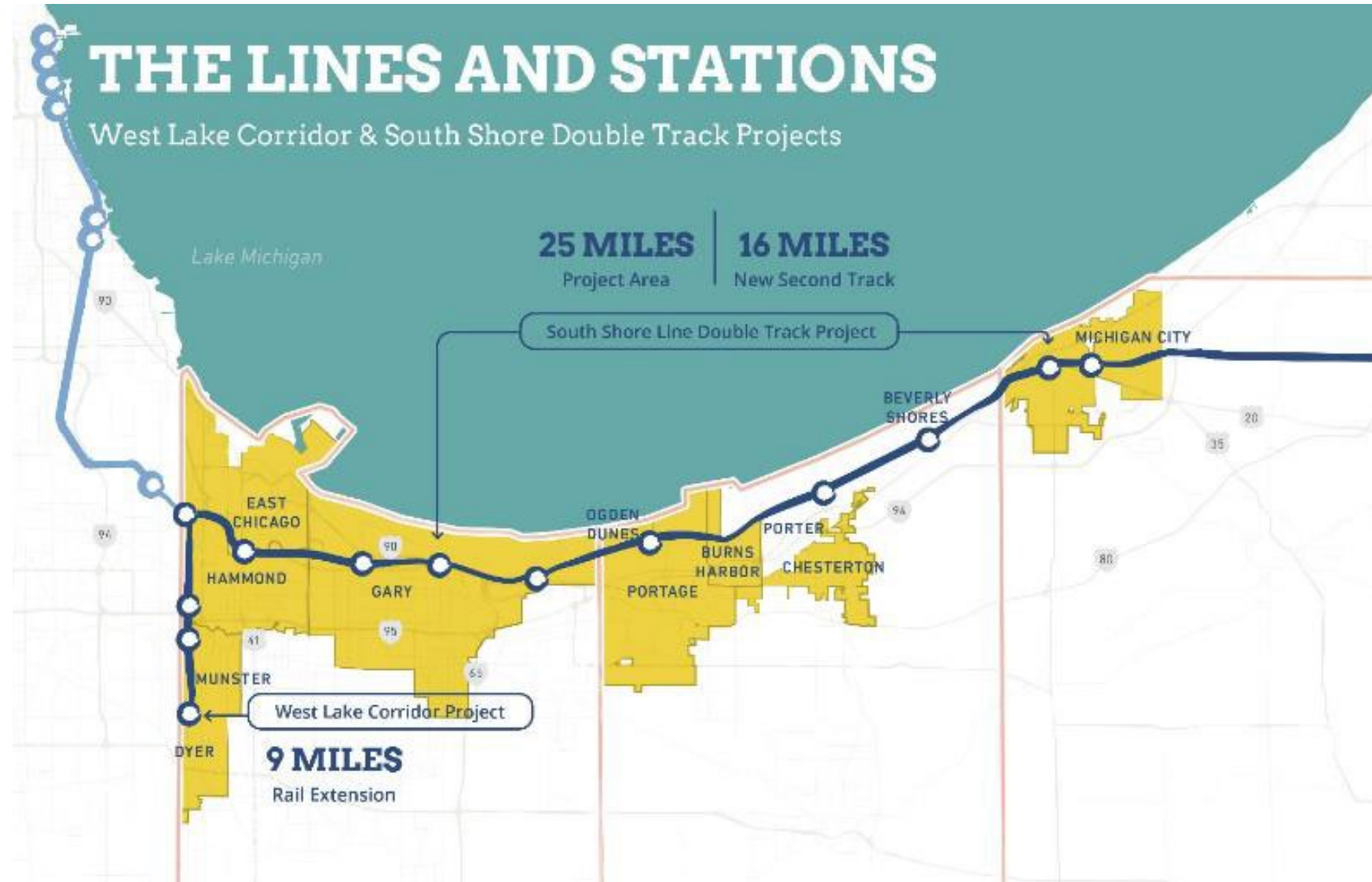


TDD Legislation

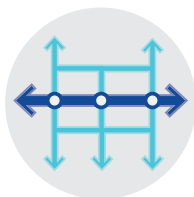
Complementing the investment in the West Lake Corridor and Double Track Rail Projects, the Indiana General Assembly established Transit Development Districts (“TDD”) under HEA 1144-2017 to:

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 or 640 acres.**



RIDGE ROAD TDD



CORRIDOR



NEIGHBORHOODS



MIXED-USE
TOWN CENTER

Boundary Summary

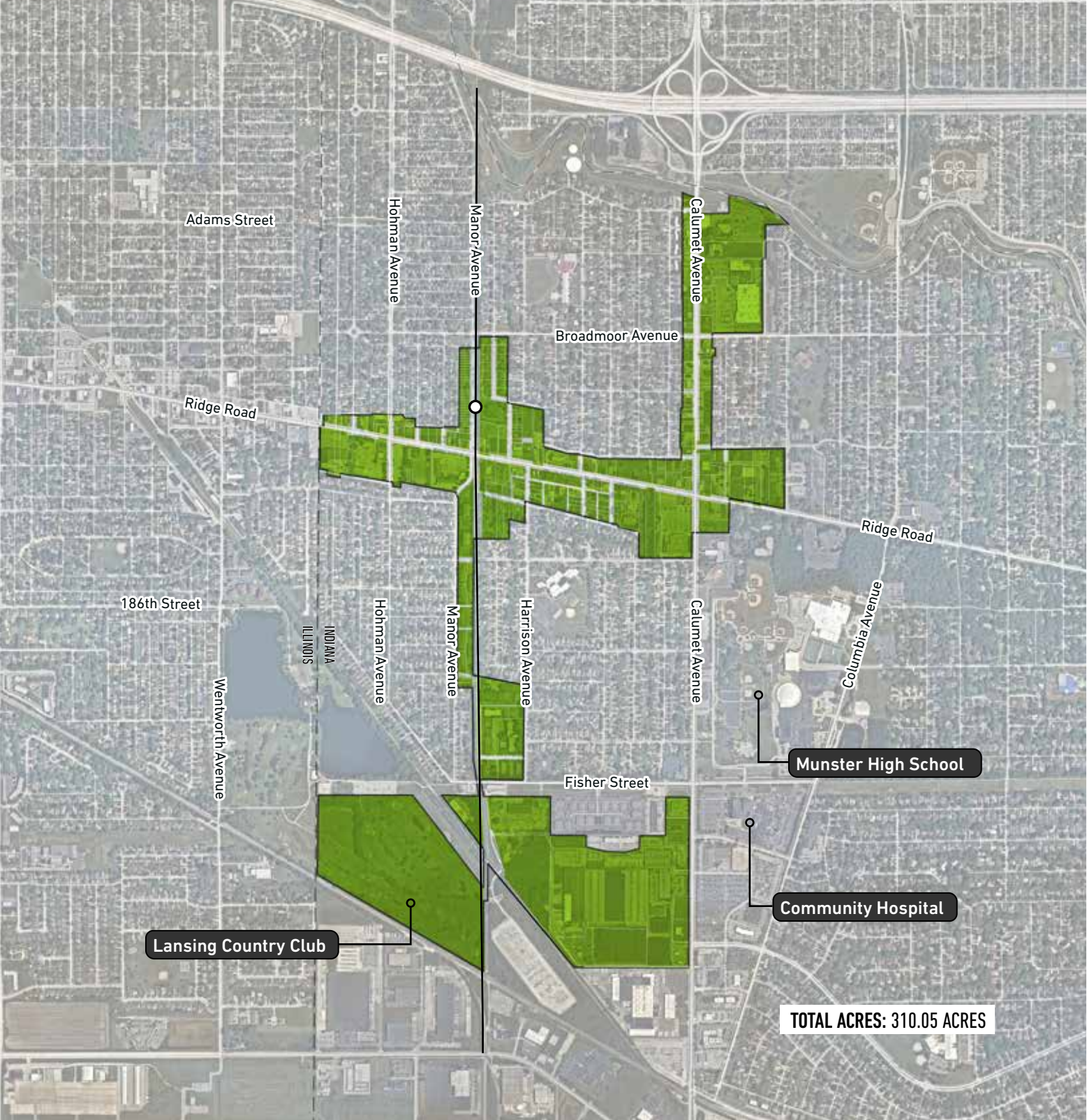
Ridge Road and Calumet Avenue present opportunities for strengthening the commercial environment around the station.

The Monon Trail is a strong asset as a recreational corridor along the future West Lake Corridor. Furthermore, Munster is planning to improve Ridge Road and Calumet Avenue streetscapes.

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 leadership has been proactive in updating zoning to accommodate future transit-oriented development (TOD) in this area.

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.



MAIN STREET TOD



EMPLOYMENT
CENTER



MIXED-USE
TOWN CENTER



NEIGHBORHOODS

Boundary Summary

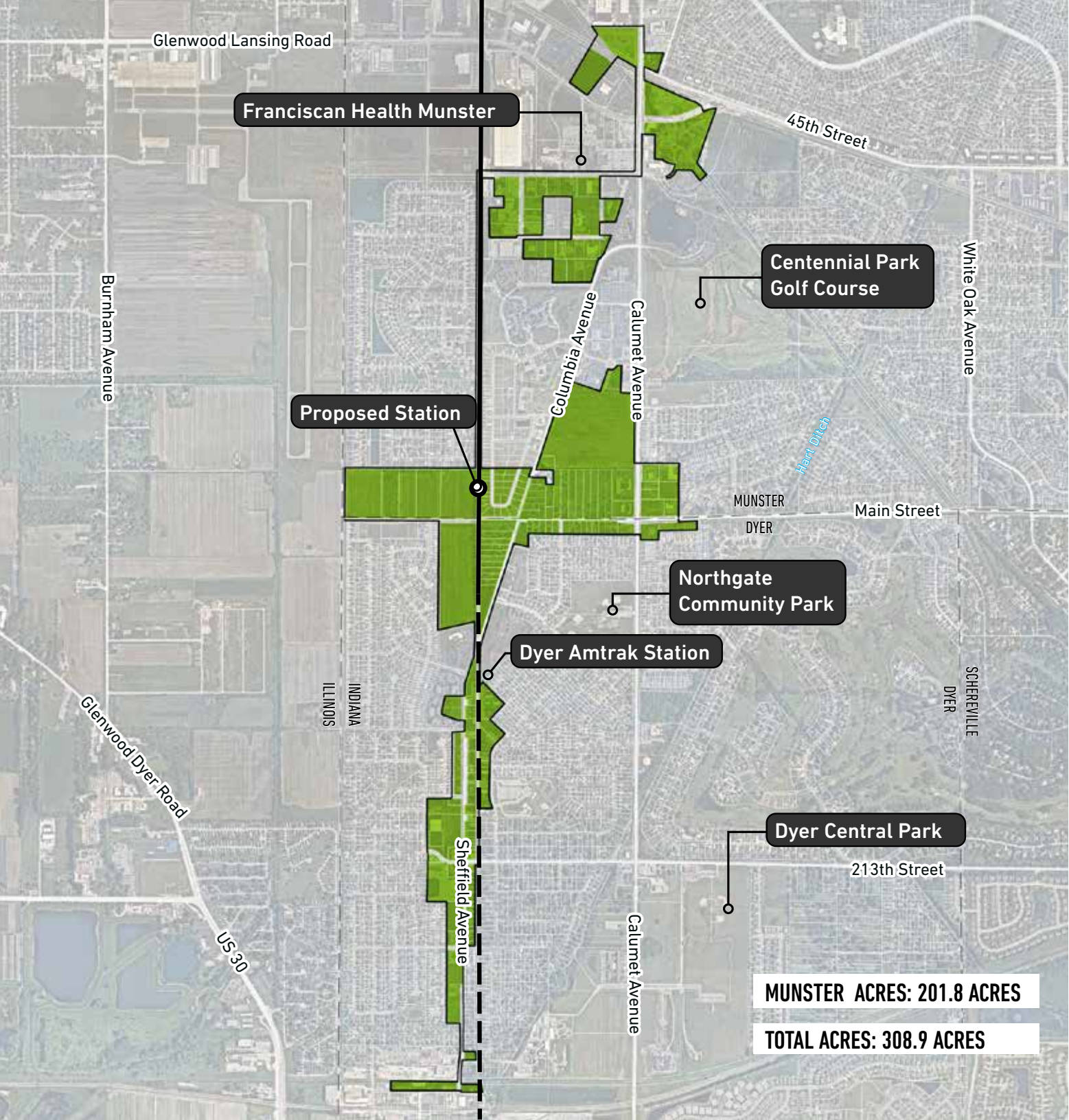
Due to the station area's proposed location at the crossroads of two major corridors, mixed-use development could anchor this station area focusing on several large undeveloped parcels along Main Street.

Access provided by the West Lake Rail and proximity to existing employment (office, healthcare, and manufacturing) could further market this location as an employment destination for the region.

Potential to blend TOD near the station and Trail Oriented Development along the West Lake Rail and major corridors could reinforce the future walkability of this district.

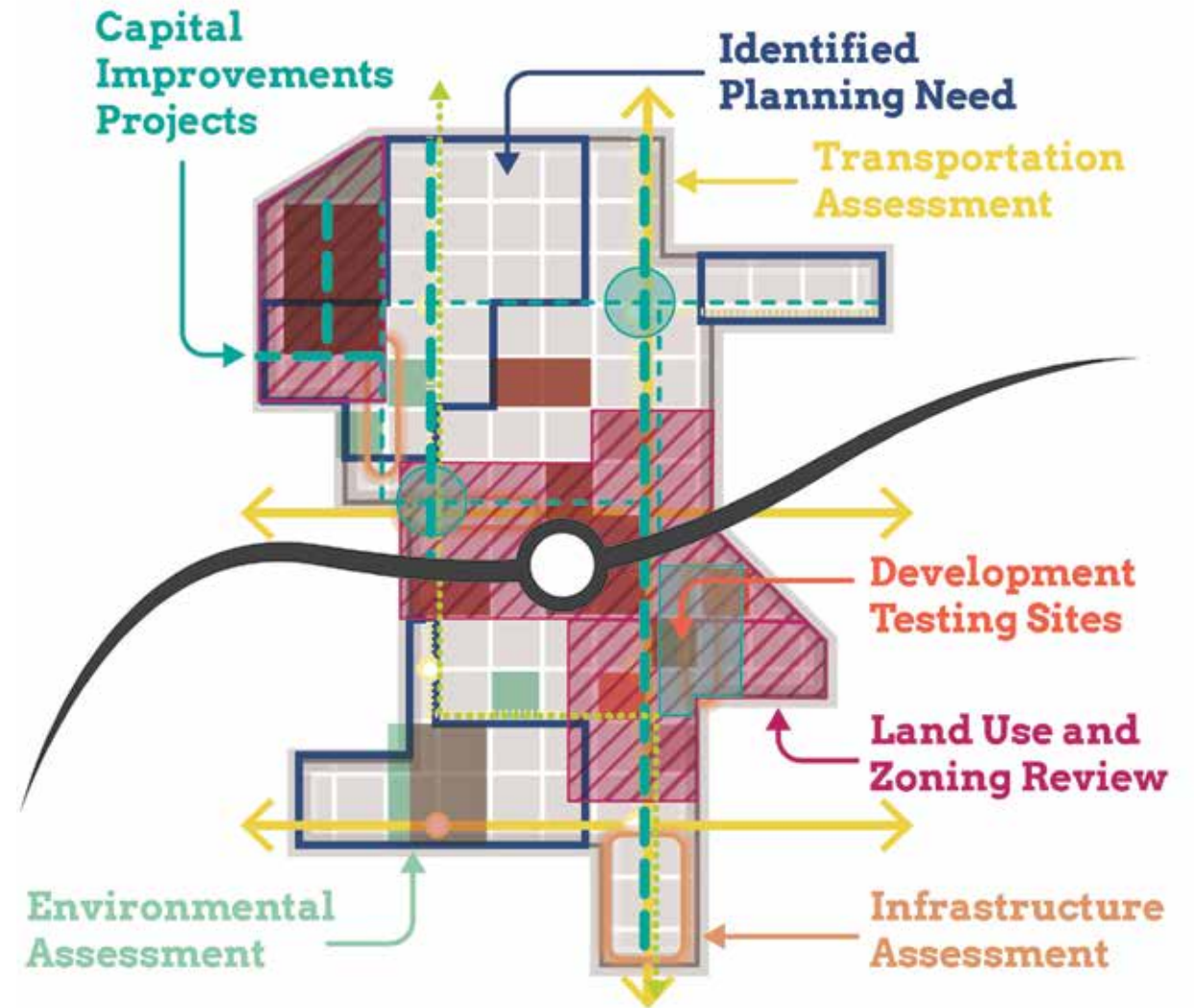
Munster leadership has been proactive in updating zoning to accommodate future TOD in this area.

A variety of residential types and scales would help transition between the higher density mixed-use core of the TOD and the surrounding existing neighborhoods.



TOD WORKPLAN/PROCESS

- Planning Needs and Gaps Analysis
- Land Use and Zoning Review and Recommendations (local units retain land use and zoning control)
- Transportation, Infrastructure and Environmental Assessment and Recommendations
- Transportation Assessment and Recommendations
- TOD Development Testing
- Capital Improvements Plan
- Additional Planning Tasks (impact analysis, housing recommendations, parking recommendations, and Main Street Corridor planning)



MUNSTER WORK PLAN TASKS: MONTHS 1 - 6 (for discussion only- subject to change)

	MKSK	Metric	Shrewsberry	TPUDC
	In-person field work (Month 1)			
	Conduct focus group meeting with town leadership (Month 1)			
	Ongoing NICTD engineering coordination (Months 1 - 6)			
Months 1-2	<ul style="list-style-type: none">Determine local planning gaps and needsPerform land use and opportunity sites analysis and opportunities	<ul style="list-style-type: none">Determine local environmental issues by reviewing NICTD Double Track Environmental (FEIS ROD) Red Flag Report and state database	<ul style="list-style-type: none">Determine local infrastructure gaps and needs and review recent connectivity planning	<ul style="list-style-type: none">Determine zoning gaps and needs
Months 3-4	<ul style="list-style-type: none">5,10, and 20 year land use projections draft5,10, and 20 year land use projections workshop with town leadership and key stakeholdersLand use focused public engagement session and websiteConfirm 5-8 priority sites with town leadershipConfirm and commence additional area planning tasks	<ul style="list-style-type: none">Identify barriers and potential remedial steps that may impact land use and priority sites development	<ul style="list-style-type: none">Ridge Road and Main Street - Perform infrastructure analysis and identify opportunitiesDevelopment priority sites infrastructure cost estimates	<ul style="list-style-type: none">Record current zoning applicability to TODEstablish coding objectives and analyze existing zoning
Months 5-6	<ul style="list-style-type: none">Conduct development testing of priority sites (future use and yields, 3D-modeling, environmental assessment and mitigation recommendations, infrastructure analysis, recommendations, and preliminary cost opinions, summary and presentation deliverables)Priority sites workshop with town leadership and key stakeholdersPriority sites focused engagement session and website contentSummary presentation and report (may occur after the six month timeframe)		<ul style="list-style-type: none">Capital Project Plan (may occur after the six month timeframe)	<ul style="list-style-type: none">Synoptic surveying and stakeholder engagementZoning focused public engagement session and website content
				<ul style="list-style-type: none">Draft Code & Design GuidelinesCalibrate Template (may occur after the six month timeframe)Draft Regulating Plan and Zoning Map (may occur after the six month timeframe)



TOD PLANNING TOWN OF MUNSTER IMPACT ANALYSIS

3/1/2022

RDA
REGIONAL DEVELOPMENT AUTHORITY

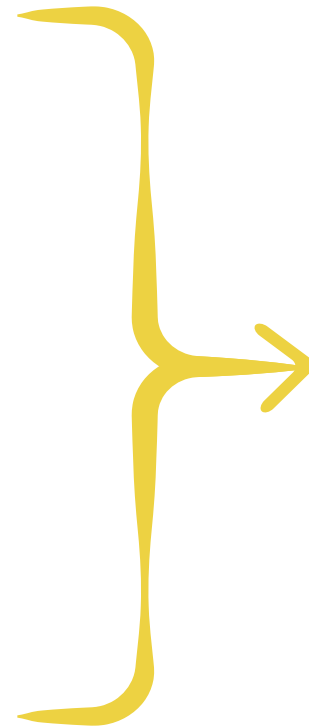
Policy
ANALYTICS
LLC
RESEARCH. ANALYSIS. RESULTS.

MKSK

DISCUSSION ITEMS

Concerns around density include:

- Population growth and potential impact to schools
- Infrastructure capacity to support
- Quality development/developers
- Land use mix
- Property values
- Increased traffic



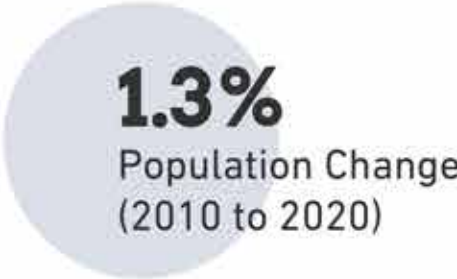
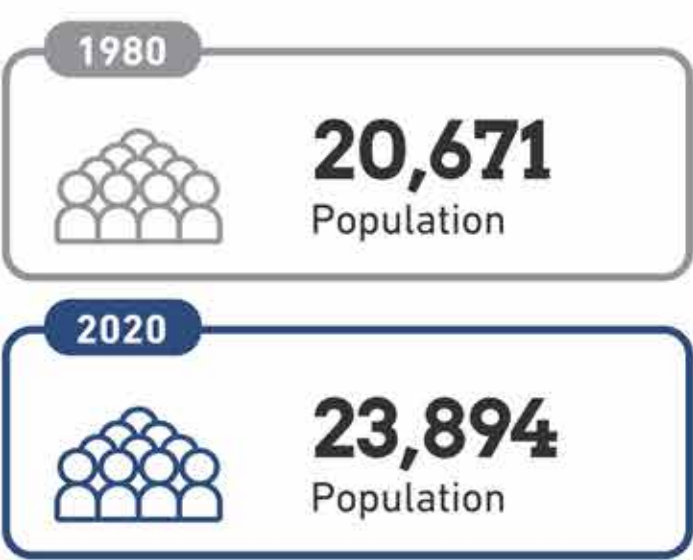
What type of development can be sensitive to growth concerns?

- Maintaining existing character of community
- Visualize and quantify potential impacts of TOD development
- Mitigating or preventing impacts on population and school system

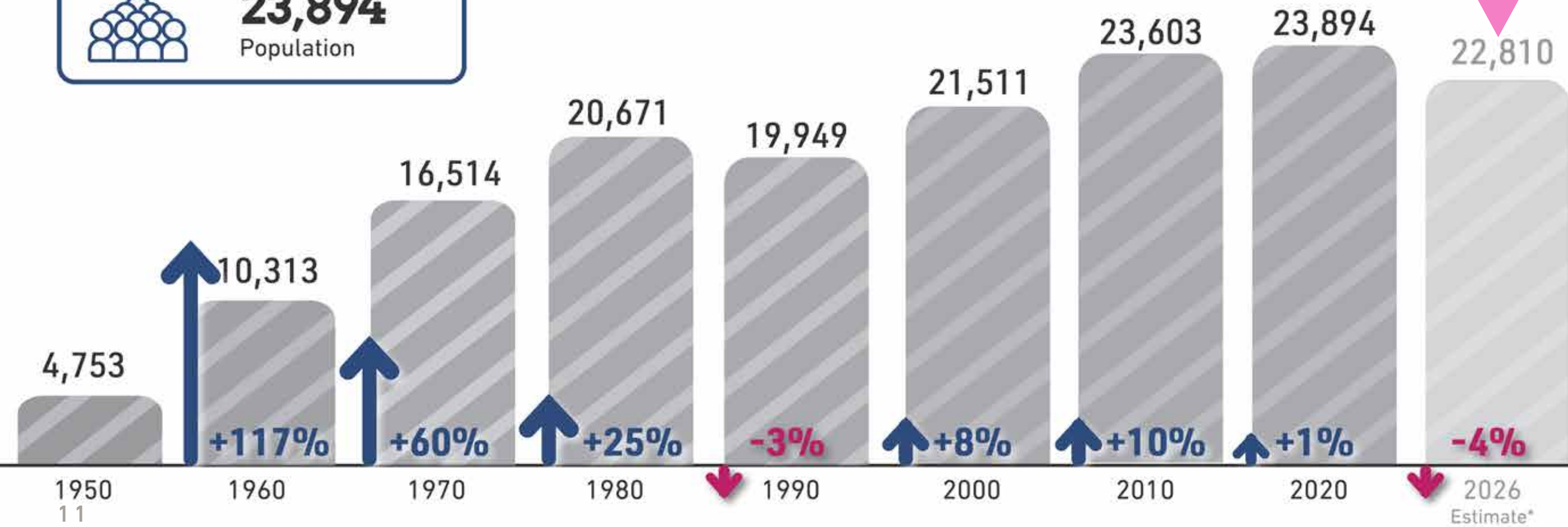
MUNSTER DEMOGRAPHICS

Population Change

2018 Parks and Recreation Master Plan, Munster, Indiana
U.S. Census Bureau, Census 1970-2020
*U.S. Census Bureau, Census 2010. Esri Forecasts for 2021 and 2026



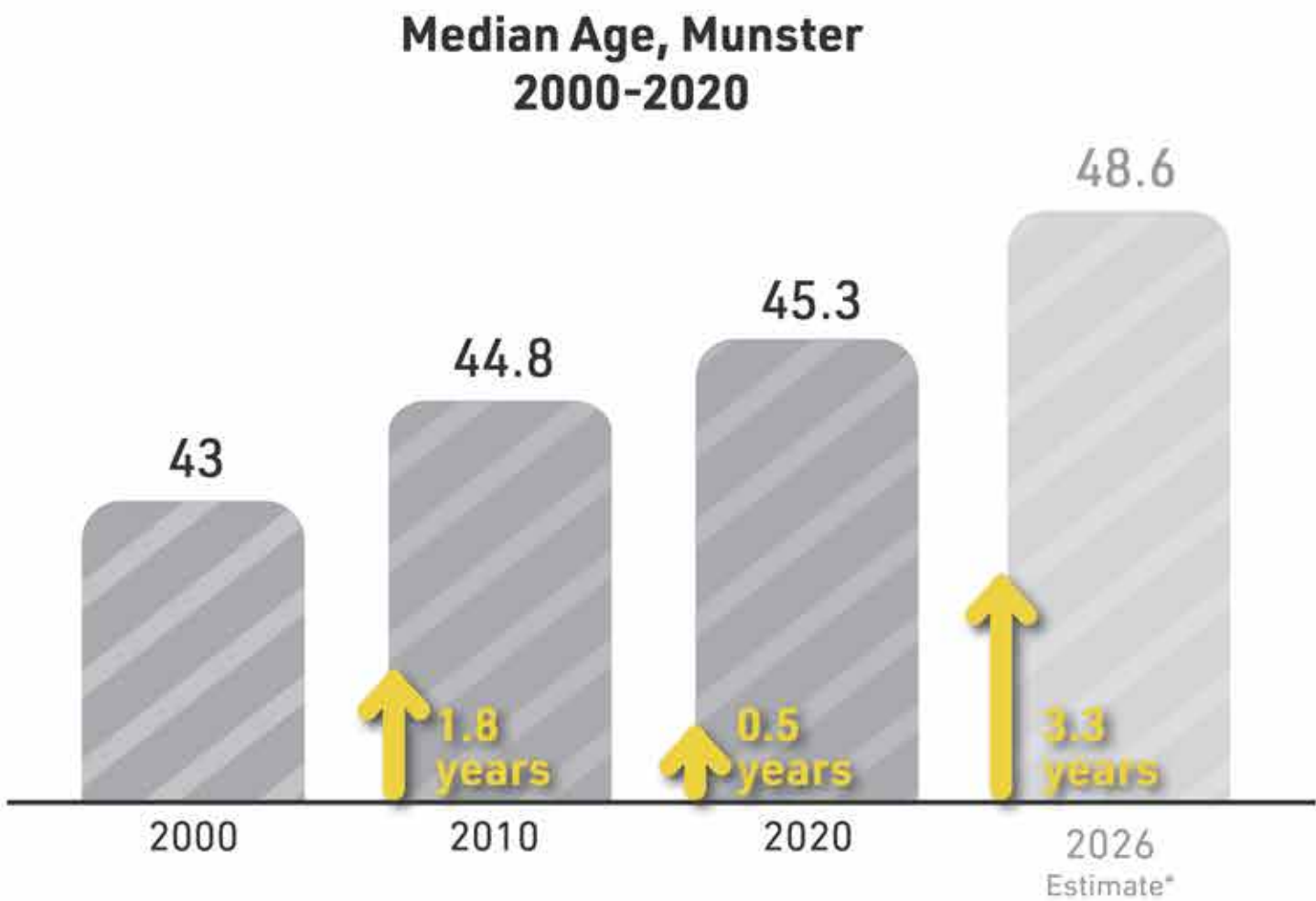
We will discuss this later in the presentation -
Munster's growth is slowing






MUNSTER DEMOGRAPHICS

Age

U.S. Census Bureau, Census 2000, 2010, 2020
*U.S. Census Bureau, Census 2010. Esri Forecasts for 2021 and 2026

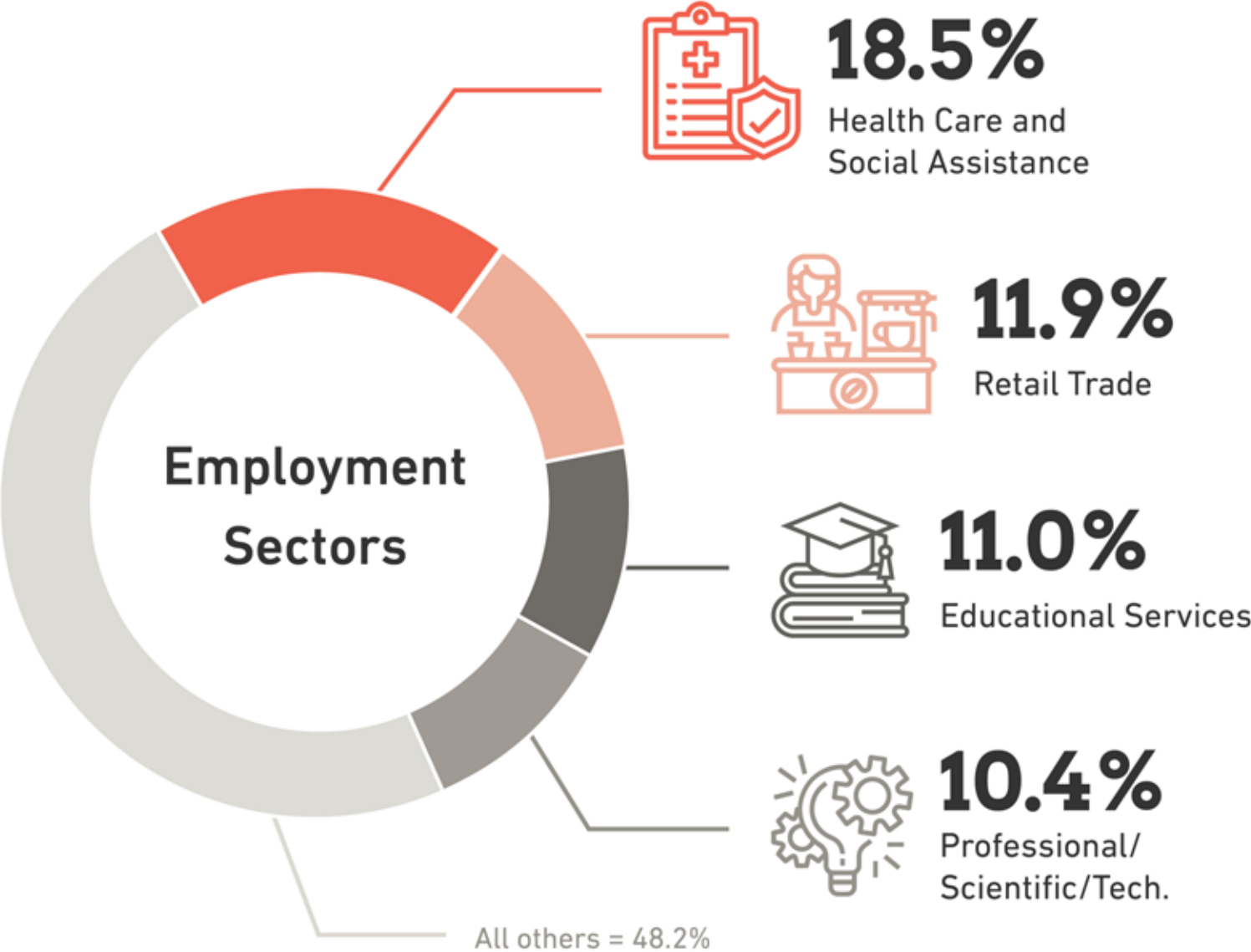



	Munster	Indiana
 Median Age in Years	45.3 years	38.8 years
 Population 65+ Years	19.2%	13%
 Households with Children	30.1%	33.3%

(2022 - 4,119 students attend Munster School Corporation per IDOE)

MUNSTER DEMOGRAPHICS

Employment





\$88,892
Median Household Income
Town of Munster

(State of Indiana: \$57,268)

11,763 jobs
Town of Munster
(2018)

7,292 jobs
Ridge Road Station
Area (2018)

2,938 jobs
Main Street Station
Area (2018)

TRANSIT-ORIENTED DEVELOPMENT CHARACTERISTICS

Household Demographics

On average, in US commuter transit systems...



There are
36,564 households
within 0.5-mile transit sheds

(Estimated 6,000 residents around Munster stations today - residents around TOD trend towards high-wage earners at average)



43.8%
1-person households
(U.S. Households: 28.4%)

(Smaller units around TOD could attract recent college graduates to Munster that could grow into single-family housing over time)



33.5 years
median age
(U.S. Median Age: 38 years)

(Munster Median Age 45.3 years - opportunity to attract younger residents and Median HH income for persons aged 25-33 is \$107,500)



2.1 people
per household
(U.S. Average: 2.62 people)

(Smaller HH size around TOD suggests impacts to school will be lower than single-family development)



38.4% households
include children less
than 18 years old
(U.S. Households: 40%)

(30.1% Munster households inc. children - there is an opportunity to attract more families to address an aging demographic to new development within TOD this could secure future residents for single-family housing over time)

TRANSIT-ORIENTED DEVELOPMENT CHARACTERISTICS

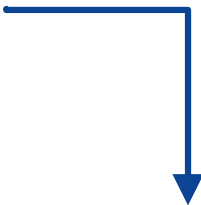
Missing Middle Housing Types

Missing middle housing is **not a new type of building**

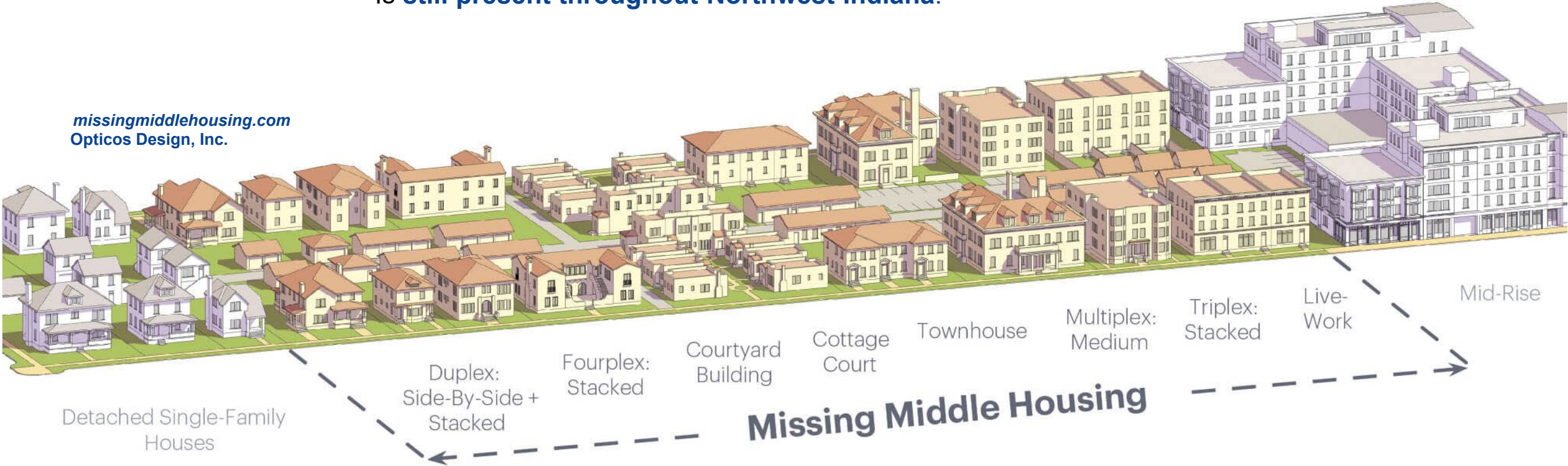
It is a range of house-scale **building types that exist in cities and towns across the country**

Was a fundamental part of **pre-1940s neighborhoods**

Is **still present throughout Northwest Indiana!**



missingmiddlehousing.com
Opticos Design, Inc.



TRANSIT-ORIENTED DEVELOPMENT CHARACTERISTICS

Missing Middle Housing Types

These house-scale buildings fit into existing residential neighborhoods

Support walkability, locally-serving retail, and public transportation options.

Allow people to stay in their community throughout their lives because of the variety of sizes available and increased accessibility to services and amenities

Provide solutions along a spectrum of affordability to address the mismatch between the available U.S. housing stock and shifting demographics

missingmiddlehousing.com



Side-by-side duplex



Stacked duplex



Stacked fourplex



Courtyard building



Cottage court



Townhouse



Multiplex



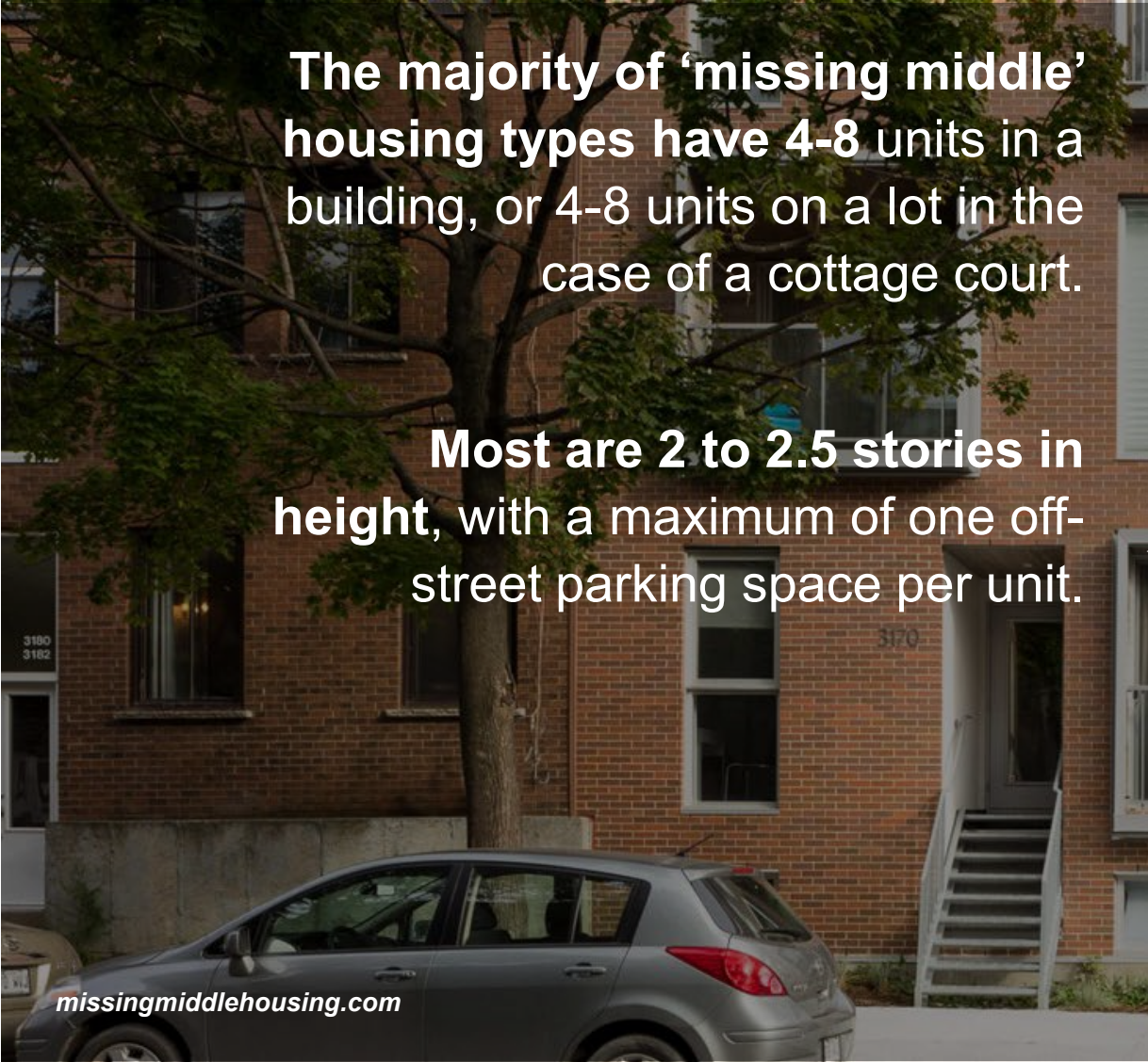
Stacked triplex



Live-work

TRANSIT-ORIENTED DEVELOPMENT CHARACTERISTICS

Missing Middle Housing Types



The majority of ‘missing middle’ housing types have 4-8 units in a building, or 4-8 units on a lot in the case of a cottage court.

Most are 2 to 2.5 stories in height, with a maximum of one off-street parking space per unit.

missingmiddlehousing.com

“ In a nationwide survey, developers perceived an unmet market demand for transit-oriented development but that development regulations requiring low-density, single-use development in most areas is a primary obstacle to implementing alternative development forms

Jonathan Levine and Aseem Inam, The market for transportation-land use integration: Do developers want smarter growth than regulations allow?

“ It can be financially feasible for developers to redevelop single-family lots as townhouses or other ‘missing middle’ housing types. Dividing a lot across several buyers, the cost of developing a new ‘missing middle’ housing unit can be 25% the cost to develop a new single-family home.

Jenny Schuetz, fellow at the Brookings Institution Metropolitan Policy Program

MUNSTER TDD BOUNDARIES

Ridge Road & Main Street Stations

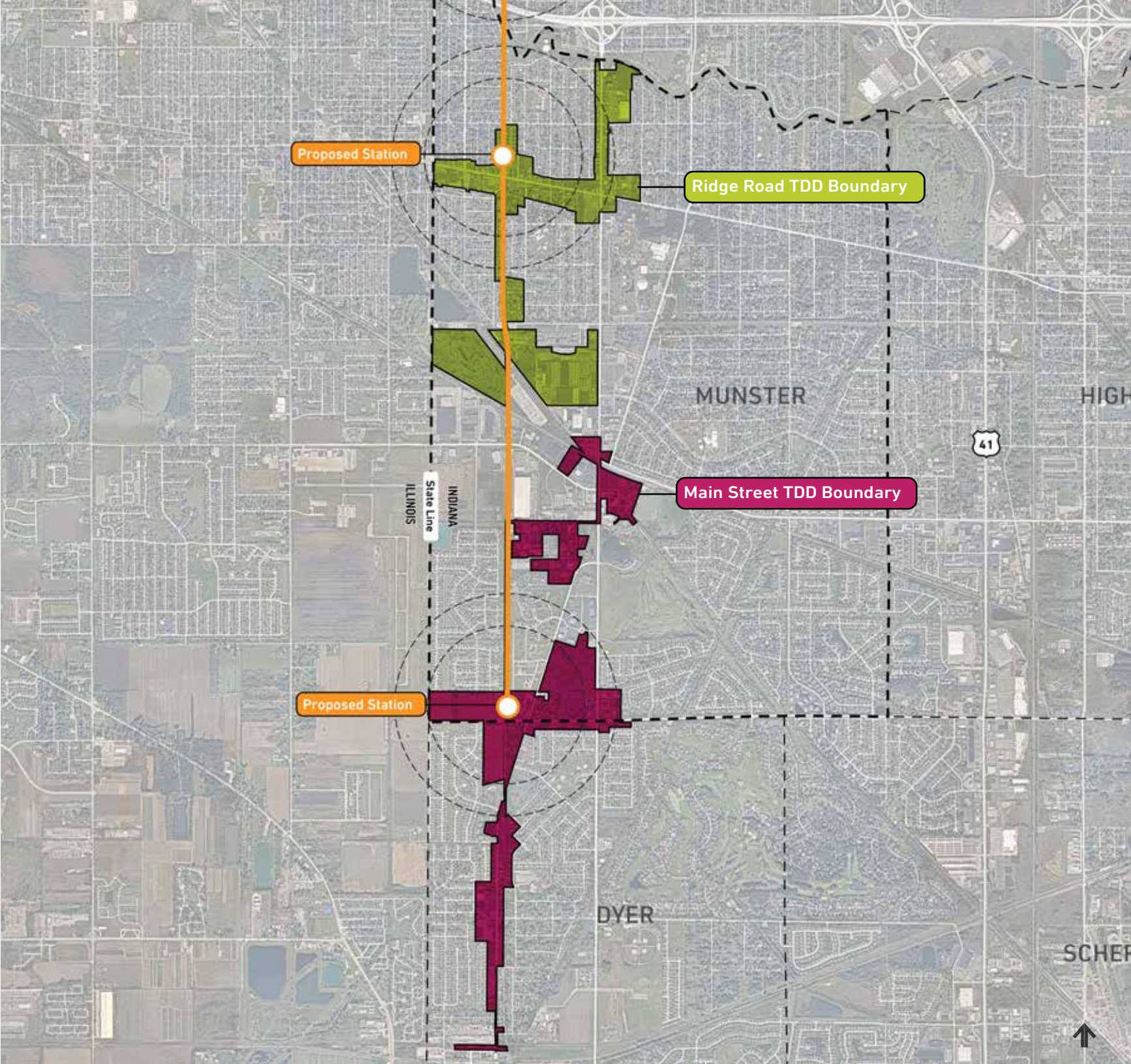
Town of Munster:
4,889.6 total acres /
7.64 square miles

Ridge Road TDD Area:
310.05 total acres

Main Street TDD Area:
316.44 total acres
206.83 acres in Munster

Total TDD Area in Munster:
516.88 total acres

10.6%
of Munster's land area
is within a TDD



VACANT LAND SUMMARY

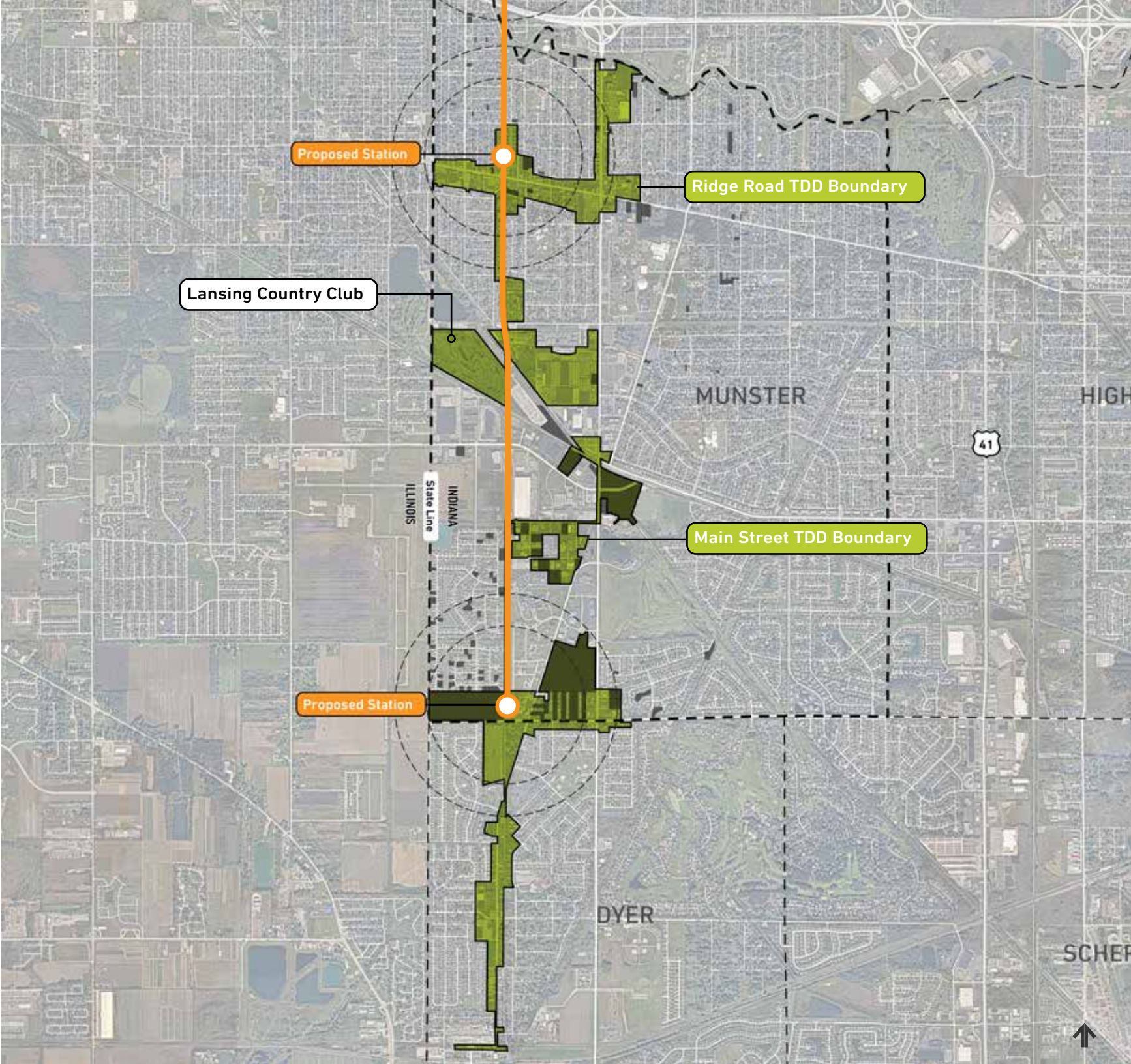
Ridge Road & Main Street Stations

Vacant Land Available in Munster:
189.9 acres

Vacant Land Available in Munster
TDD Areas:
137.43 acres

2.4%
of Land in Munster
is Vacant

26.6%
of Munster TDD Area
is Vacant

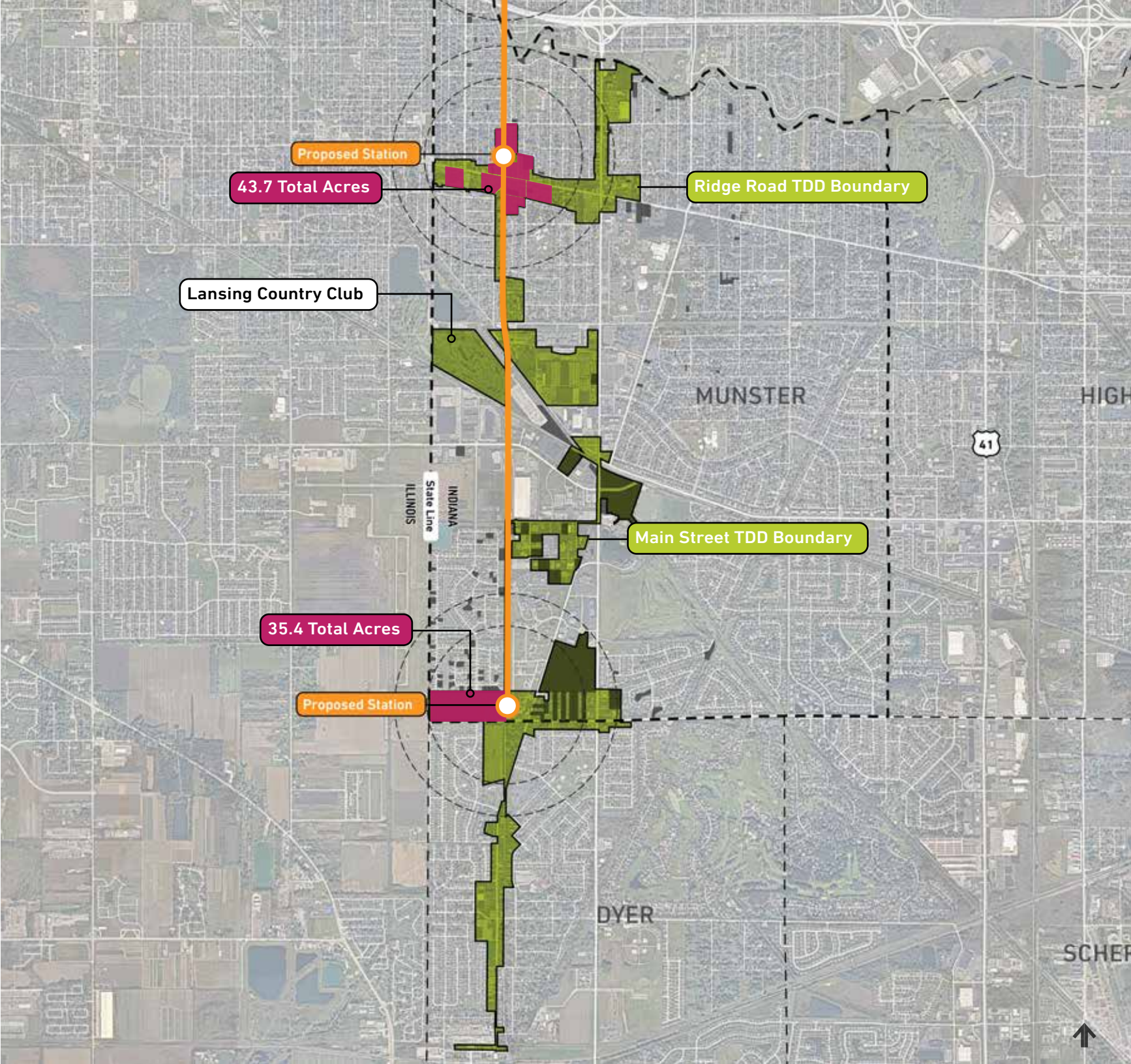


TRANSIT-ORIENTED DEVELOPMENT

Ridge Road & Main Street Stations

Identified Transit-Oriented Development Sites in Munster:
79.1 total acres

15.3%
of Munster TDD Area
is Considered a Prime
Development Site

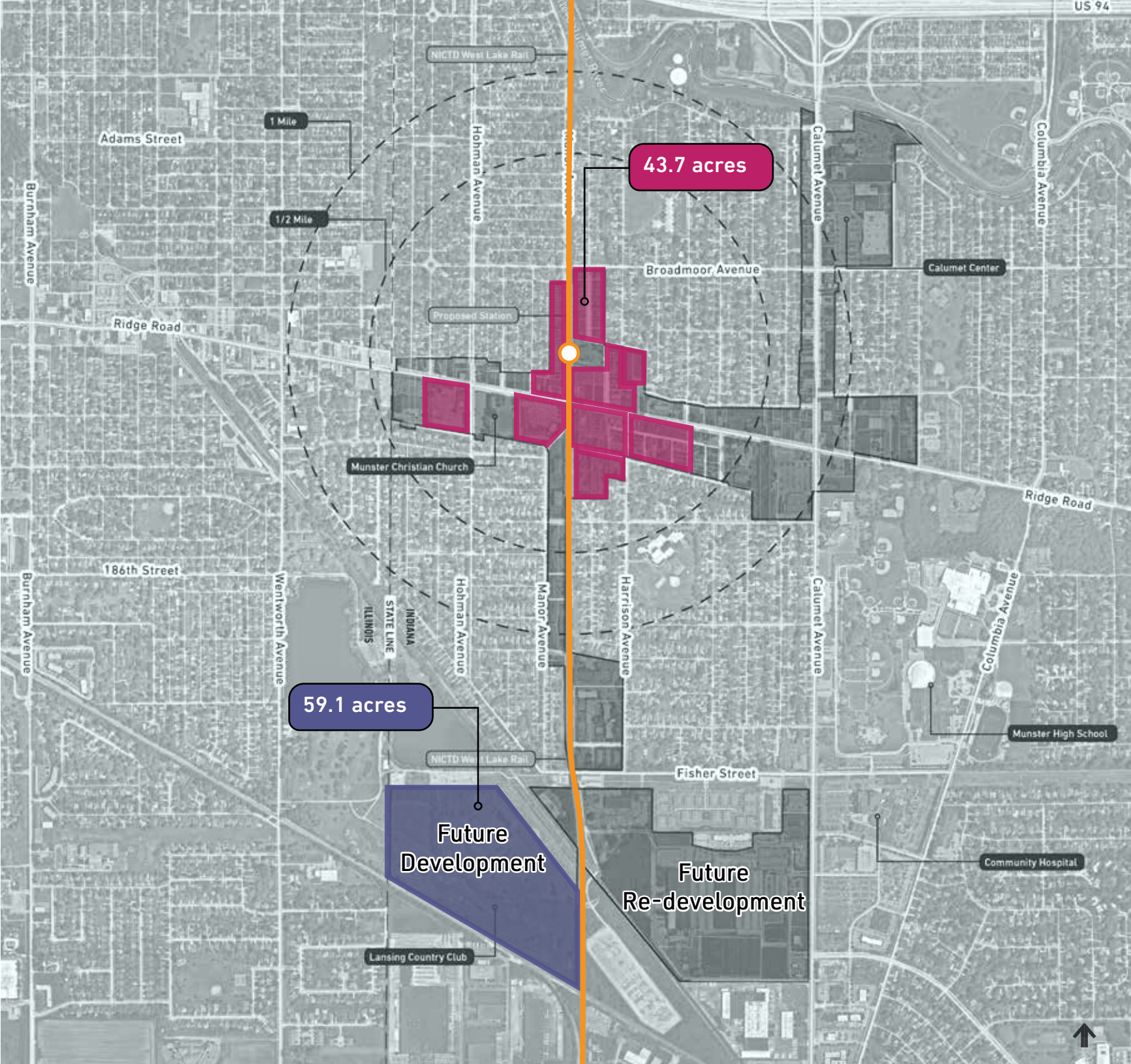


TRANSIT-ORIENTED DEVELOPMENT OPPORTUNITIES

Ridge Road

Transit-Oriented Development:
43.7 total acres available

Office/Commercial Development:
59.1 total acres available



DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

Other Housing Types	552 units (652,600 sf)
Commercial	86,000 sf
Total Development	738,600 sf

POTENTIAL IMPACTS

Residents	1,025
Households with School-Aged Children	187
Employees	148-296
Vehicle Trips (incl. commuter)	6,691 (2040)



DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

Low Density Development

PLACEHOLDER - UPDATED GRAPHIC
COMING SOON

DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

Other Housing Types	699 units (827,100 sf)
Commercial	246,000 sf
Total Development	1,073,100 sf

POTENTIAL IMPACTS

Residents	1,468
Households with School-Aged Children	268
Employees	424-847
Vehicle Trips (incl. commuter)	10,440 (2040)



DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

Medium Density Development

PLACEHOLDER - UPDATED GRAPHIC
COMING SOON

DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

Other Housing Types	1,054 units (1,226,000 sf)
Commercial	199,300 sf
Total Development	1,425,300 sf

POTENTIAL IMPACTS

Residents	2,213
Households with School-Aged Children	405
Employees	343-686
Vehicle Trips (incl. commuter)	13,604 (2040)



DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

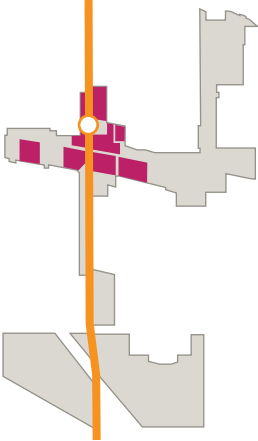
High Density Development

PLACEHOLDER - UPDATED GRAPHIC
COMING SOON

DEVELOPMENT SCENARIOS

Ridge Road (43.7 total acres)

SF Housing Other Housing Types Commercial Stormwater



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LAND USES

Other Housing Types	1,054 units (1,226,000 sf)
Commercial	199,300 sf
Total Development	1,425,300 sf

POTENTIAL IMPACTS

Residents	2,213
Households with School-Aged Children	405
Employees	343-686
Vehicle Trips (incl. commuter)	13,604 (2040)

LANSING COUNTRY CLUB

Future Development

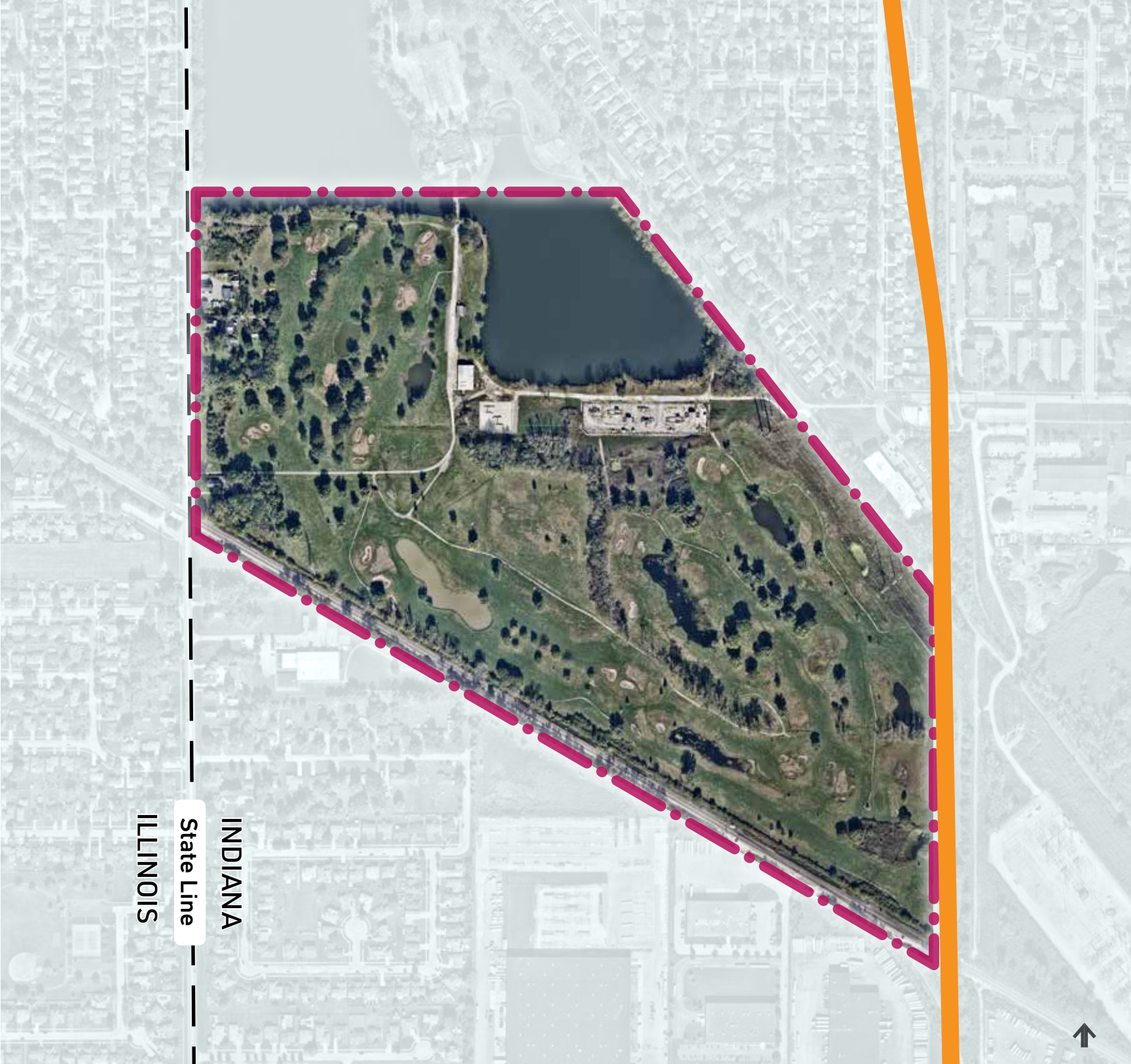
59.13-Acre Site

LAND USES

Office/Commercial	781,000 sf
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POTENTIAL IMPACTS

Employees	1,345-2,689
Vehicle Trips	15,620

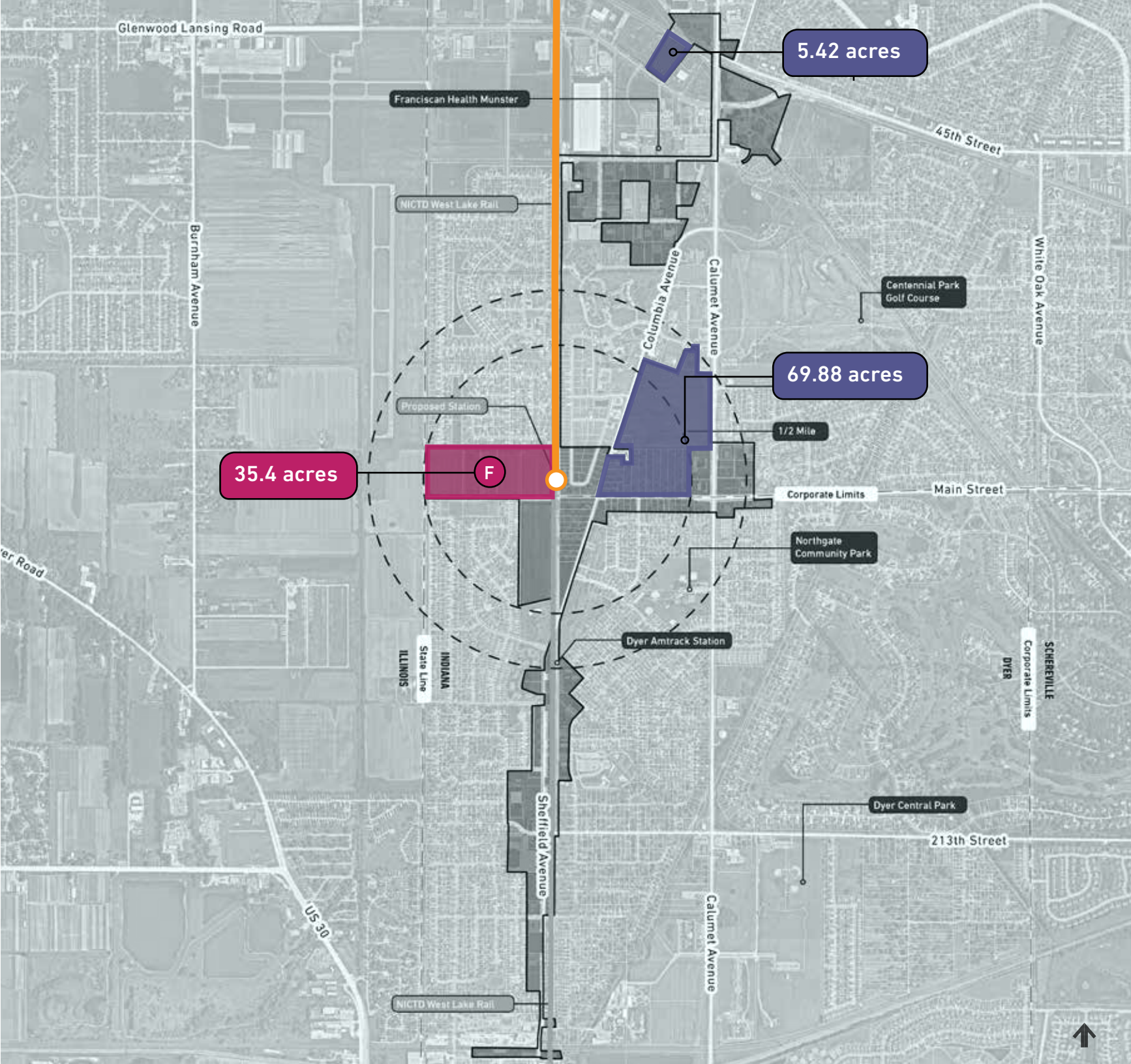


PRIORITY SITES

Main Street

Transit-Oriented
Development:
35.4 total acres available

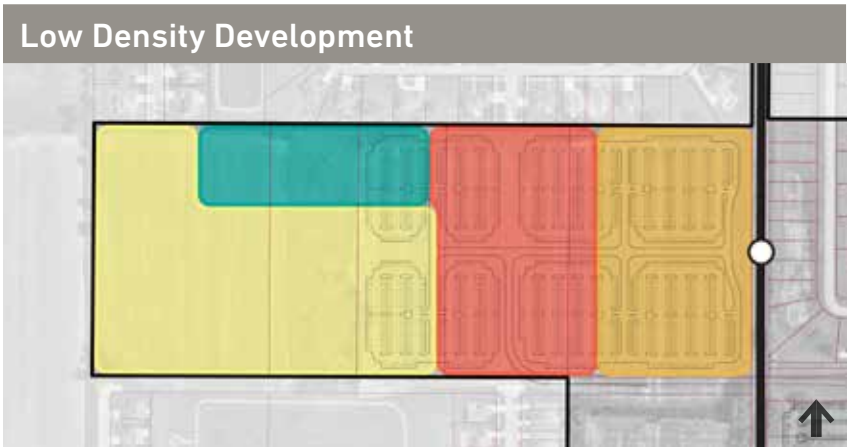
Office/Medical Office
Development:
75.3 total acres available



DEVELOPMENT SCENARIOS

Main Street (35.4 acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

SF Housing	93 units (130,200 sf)
Other Housing Types	161 units (177,100 sf)
Commercial	61,500 sf
Total Development	368,800 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

Residents	533
Households with School-Aged Children	98
Employees	106-212
Vehicle Trips (incl. commuter)	5,927 (2040)



DEVELOPMENT SCENARIOS

Main Street (35.4 acres)

Low Density Development



DEVELOPMENT SCENARIOS

Main Street (35.4 acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

SF Housing	0 units
Other Housing Types	492 units (623,800 sf)
Commercial	33,600 sf
Total Development	657,400 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

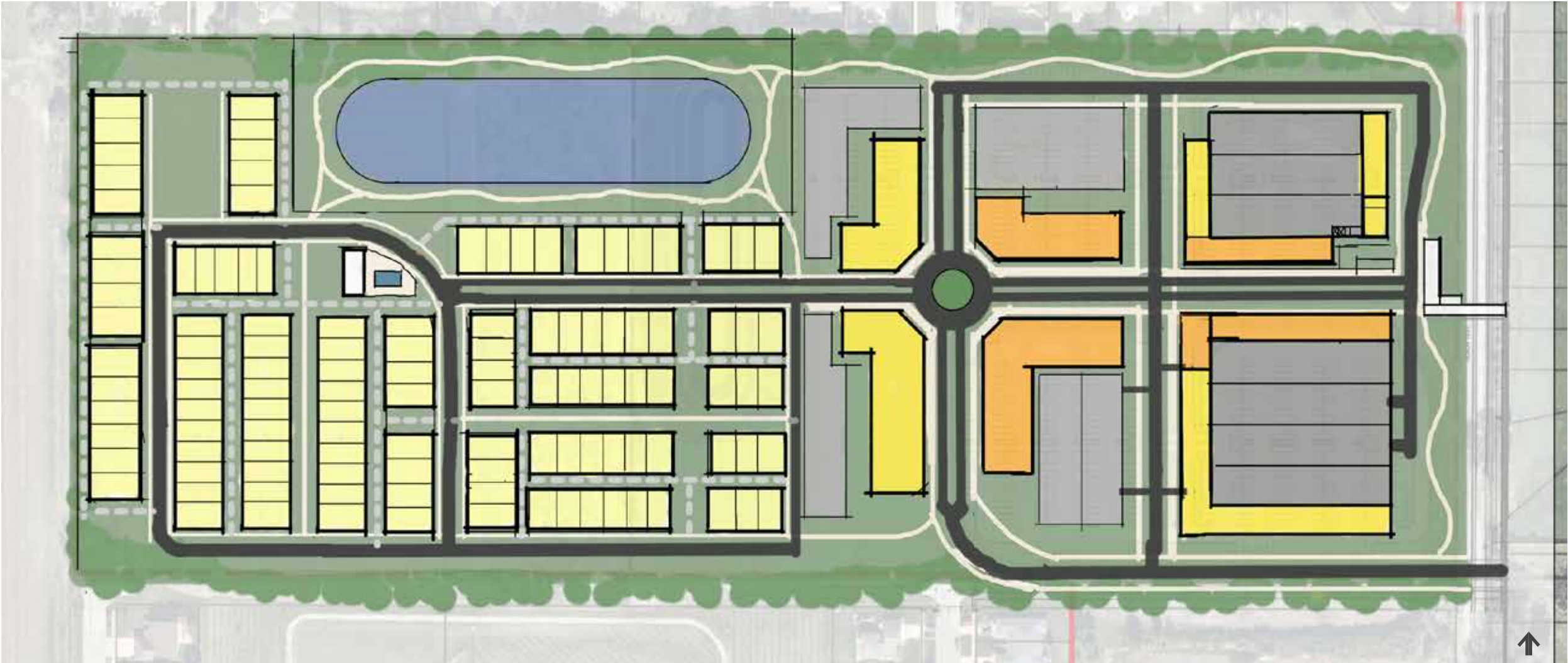
Residents	1,033
Households with School-Aged Children	189
Employees	58-116
Vehicle Trips (incl. commuter)	6,477 (2040)



DEVELOPMENT SCENARIOS

Main Street (35.4 acres)

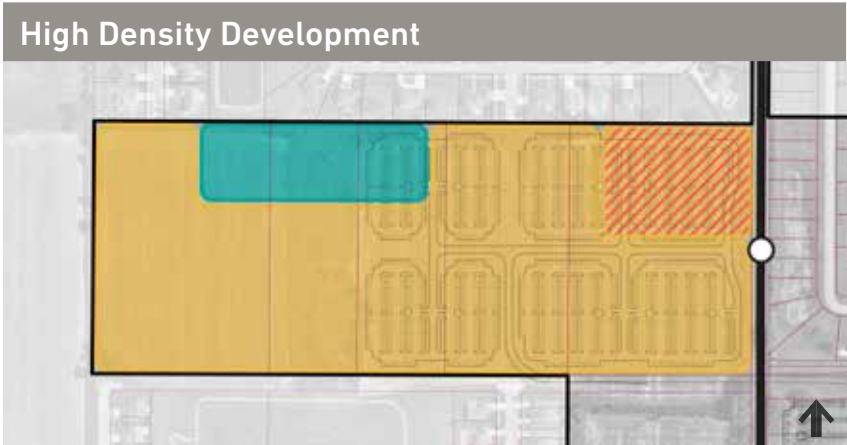
Medium Density Development



DEVELOPMENT SCENARIOS

Main Street (35.4 acres)

- SF Housing
- Other Housing Types
- Commercial
- Stormwater



LAND USES

SF Housing	0 units
Other Housing Types	824 units (906,400 sf)
Commercial	106,000 sf
Total Development	1,012,400 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

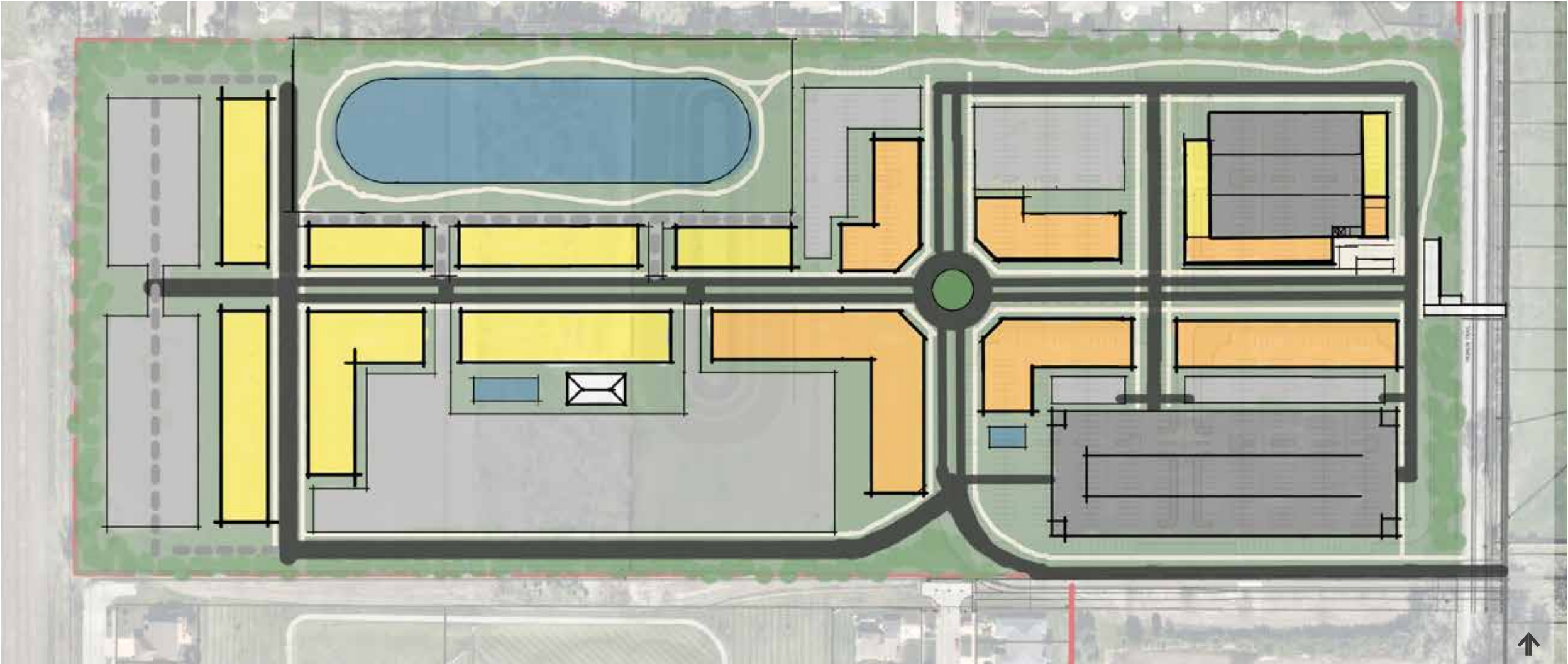
Residents	1,730
Households with School-Aged Children	316
Employees	183-365
Vehicle Trips	10,973 (2040)



DEVELOPMENT SCENARIOS

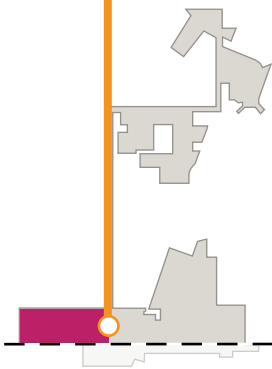
Main Street (35.4 acres)

High Density Development

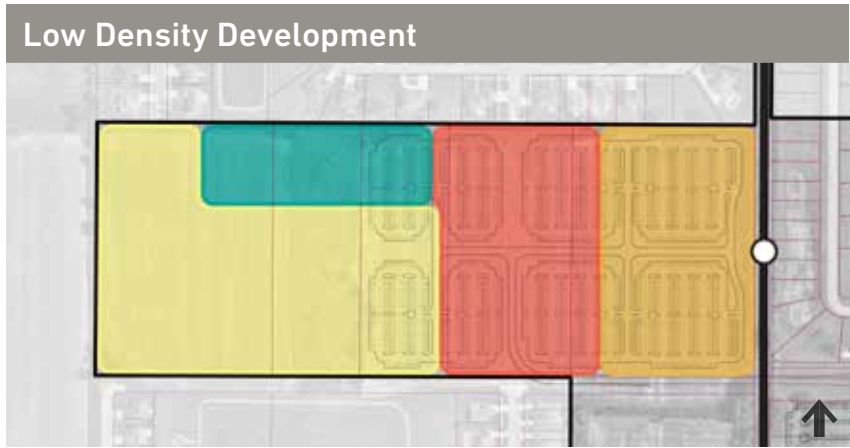


DEVELOPMENT SCENARIOS

Main Street (35.4 acres)



SF Housing Other Housing Types Commercial Stormwater



LAND USES

SF Housing	93 units (130,200 sf)
Other Housing Types	161 units (177,100 sf)
Commercial	61,500 sf
Total Development	368,800 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

Residents	533
Households with School-Aged Children	98
Employees	106-212
Vehicle Trips (incl. commuter)	5,927 (2040)

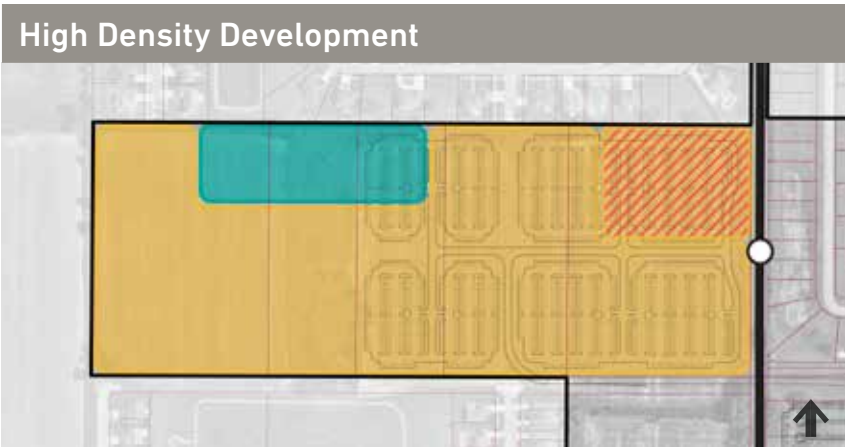


LAND USES

SF Housing	0 units
Other Housing Types	492 units (623,800 sf)
Commercial	33,600 sf
Total Development	657,400 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

Residents	1,033
Households with School-Aged Children	189
Employees	58-116
Vehicle Trips (incl. commuter)	6,477 (2040)



LAND USES

SF Housing	0 units
Other Housing Types	824 units (906,400 sf)
Commercial	106,000 sf
Total Development	1,012,400 sf
Stormwater	86,000 sf

POTENTIAL IMPACTS

Residents	1,730
Households with School-Aged Children	316
Employees	183-365
Vehicle Trips	10,973 (2040)

37 Land use areas shown in these maps are not reflective of building footprints and include parking areas.

PHASED DEVELOPMENT - NICTD JOINT DEVELOPMENT

Main Street (35.4 acres)



PHASED DEVELOPMENT - NICTD JOINT DEVELOPMENT

Main Street (35.4 acres)



PHASED DEVELOPMENT - NICTD JOINT DEVELOPMENT

Main Street (35.4 acres)



OFFICE/ COMMERCIAL DEVELOPMENT

Future Development

61.93-Acre Site

LAND USES

Office/Medical Office	817,971 sf
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POTENTIAL IMPACTS

Employees	1,408-2,817
Vehicle Trips	16,359



PROJECTED IMPACTS

Transit-Oriented Development with Office/Commercial Development Included

Low Density Development

LAND USES	
SF Housing	93 units (130,200 sf)
Other Housing Types	713 units (829,700 sf)
Commercial	1,746,471 sf
Total Development	2,706,371 sf

POTENTIAL IMPACTS	
Residents	1,558
Households with School-Aged Children	285
Employees	3,007-6,014
Vehicle Trips (incl. commuter)	28,608 (2040)

Medium Density Development

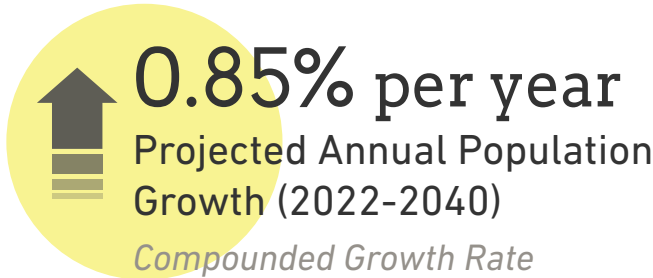
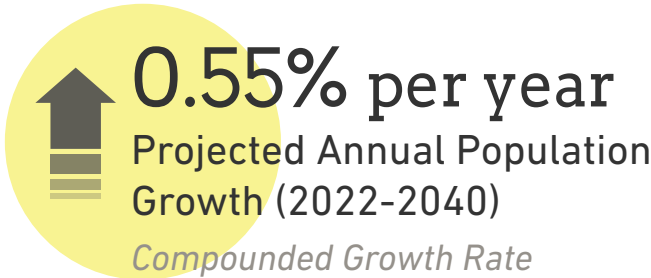
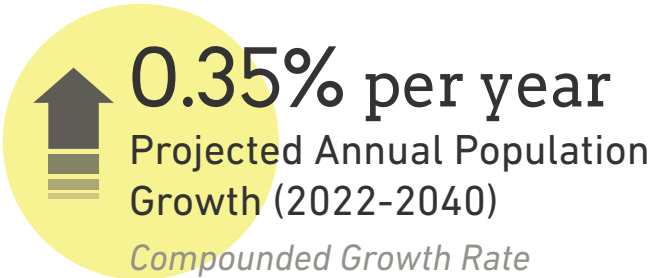
LAND USES	
SF Housing	0 units
Other Housing Types	1,191 units (1,450,900 sf)
Commercial	1,878,571 sf
Total Development	3,329,471 sf

POTENTIAL IMPACTS	
Residents	2,501
Households with School-Aged Children	457
Employees	3,234-6,469
Vehicle Trips (incl. commuter)	32,907 (2040)

High Density Development

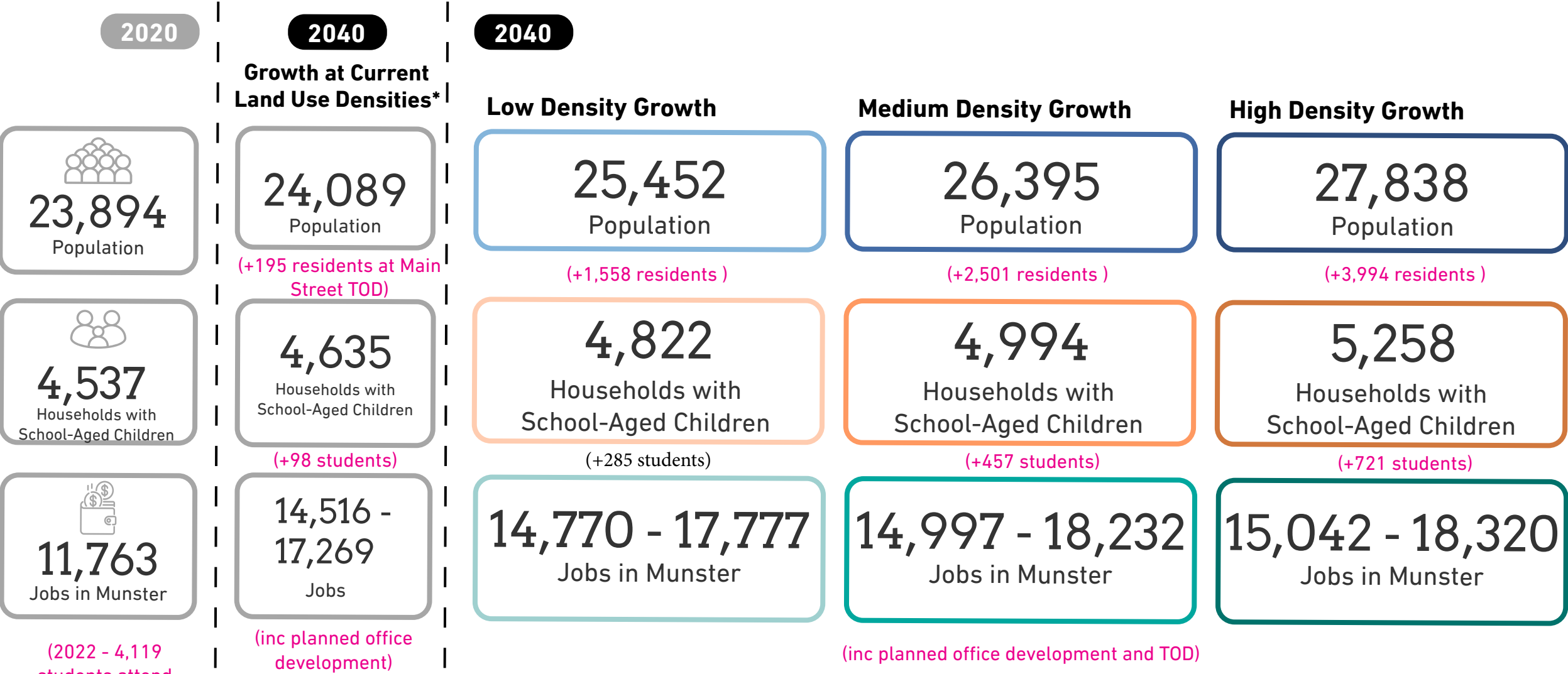
LAND USES	
SF Housing	0 units
Other Housing Types	1,878 units (2,132,400 sf)
Commercial	1,904,271 sf
Total Development	4,036,671 sf

POTENTIAL IMPACTS	
Residents	3,944
Households with School-Aged Children	721
Employees	3,279-6,557
Vehicle Trips (incl. commuter)	40,567 (2040)



PROJECTED IMPACTS

Munster’s Population with TOD and Commercial/Office Development



*Assumptions:

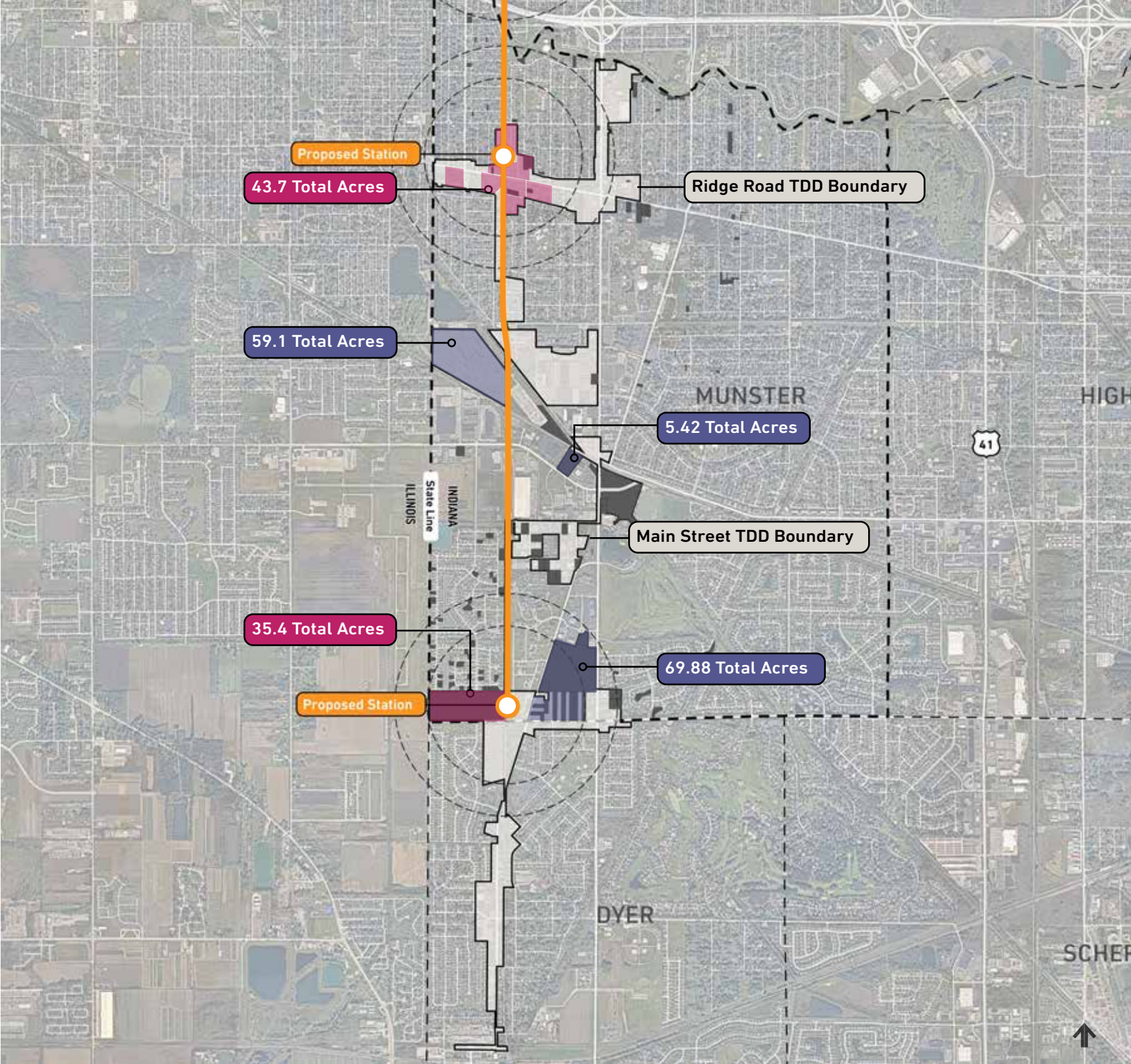
- Employment growth assumptions include the Lansing Country Club (Saxton Development) and development of the Community Foundation-owned properties.
- Removed employment growth assumptions from Main Street site because this scenario proposes residential to the west and no joint development on the NICTD site.
- Removed employment growth assumptions from Ridge Road because if no TOD occurs, the current densities and uses are likely to remain the same.
- Included no residential growth assumptions at Ridge Road. Included single family residential growth assumptions for Main Street.

ACRES AVAILABLE FOR DEVELOPMENT

Town of Munster

Remaining Land after Transit-
Oriented Development Sites
Develop:
98.68 total acres available

Remaining Land after Office/
Commercial Development
Sites Develop:
35.02 total acres available



POTENTIAL CHARACTER OF STATION AREAS





TOD PLANNING TOWN OF MUNSTER REVENUE ANALYSIS

DEVELOPMENT TYPOLOGIES

Single Use

1

Single family
Residential



Retail SF	0
Restaurant SF	0
Office SF	0
Residential SF	10,000
Total SF	10,000
Residential Units	0
Residential Lots	4

2

Townhome
Residential



Retail SF	0
Restaurant SF	0
Office SF	0
Residential SF	21,000
Total SF	21,000
Residential Units	0
Residential Lots	12

3

Multifamily
Residential



Retail SF	0
Restaurant SF	0
Office SF	0
Residential SF	78,000
Total SF	78,000
Residential Units	70
Residential Lots	0

4

Commercial
Retail



Retail SF	10,000
Restaurant SF	0
Office SF	0
Residential SF	0
Total SF	10,000
Residential Units	0
Residential Lots	0

**1 acre typical*

DEVELOPMENT TYPOLOGIES

Mixed-Use

5 Office / Retail
(Surface Parking)



Retail SF	8,000
Restaurant SF	4,000
Office SF	12,000
Residential SF	0
Total SF	24,000
Residential Units	0
Residential Lots	0

6 Office / Retail
(Garage Parking)



Retail SF	10,000
Restaurant SF	10,000
Office SF	68,000
Residential SF	0
Total SF	88,000
Residential Units	0
Residential Lots	0

7 Resi / Retail
(Surface Parking)



Retail SF	8,000
Restaurant SF	8,000
Office SF	0
Residential SF	60,000
Total SF	76,000
Residential Units	60
Residential Lots	0

8 Resi /Retail
(Garage Parking)



Retail SF	10,000
Restaurant SF	10,000
Office SF	0
Residential SF	68,000
Total SF	88,000
Residential Units	68
Residential Lots	0

*1 acre typical

ASSESSED VALUE ASSUMPTION INPUTS

Overview

	AV Per Square Foot	Sq Ft per Unit	Net Income Estimate
Retail SF	109.94		
Health Care SF	136.23		
Office SF	136.23		
MF Residential SF	81.24	1,100	89,364
Townhomes SF	185.61	1,800	
SF Residential SF	238.64	1,400	
Duplex SF	185.61	1,200	

Tax Rate	3.1577
Referendum Rate	0.6178
HSC Rate	16.3121
Cap 2 Rate	16.3121
Cap 3 Rate	16.3121

Local Income Tax Rate	1.5%
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	AV per Unit	Household Income	Taxable Income
Multi-Family Units	89,364	73,920	41,395
Single-Family Units	334,100	116,818	65,418
Townhome Units	334,100	116,818	65,418
Duplex Units	222,732	80,640	45,158

	Annual Rent
Multi-Family Units	18,480
Duplex Units	20,160

Net Income Estimate:

Taxable Income Discount 56%

AV income ratio 2.86

MFU and Duplex household income assumes market rate rent of \$1.40/sq ft and income = rent/25%

<https://www.jchs.harvard.edu/home-price-income-ratios>

ECONOMIC DEVELOPMENT POTENTIAL

Estimates of Prototype

	Main Street				Ridge Road			
	Main St - Low	Main St - Medium	Main St - High	Medical Campus	Ridge Road - Low	Ridge Road - Medium	Ridge Road - High	Lansing Country Club
DEVELOPMENT ASSUMPTIONS								
Acres in Development	35.4	35.4	35.4	75.3	43.7	43.7	43.7	59.1
Commercial Development (sq. ft.)								
Retail	61,500	33,600	106,000	0	86,000	142,000	199,300	0
Health Care	0	0	0	817,971	0	0	0	0
Office	0	0	0	0	0	104,000	0	781,000
Multi Family Residential	177,100	411,400	906,400	0	530,200	669,900	1,047,200	0
Total	238,600	445,000	1,012,400	817,971	616,200	915,900	1,246,500	781,000
Residential Housing Units								
Rental	161	374	824	0	488	617	960	0
Owner Occupied	93	118	0	0	64	82	94	0
Total	254	492	824	0	552	699	1,054	0
ASSESSED VALUE								
Gross Assessed Value	\$52,220,214	\$76,539,920	\$85,289,576	\$111,432,244	\$75,247,080	\$113,380,132	\$140,172,826	\$106,395,630
Net Assessed Value	\$38,346,009	\$58,936,090	\$85,289,576	\$111,432,244	\$65,038,003	\$100,265,312	\$125,267,786	\$106,395,630
REVENUE POTENTIAL								
Projected Property Tax Revenue	\$979,084	\$1,505,307	\$2,247,346	\$3,057,020	\$1,691,433	\$2,632,661	\$3,273,006	\$2,918,846
Projected Income Tax Revenue	\$191,228	\$348,017	\$511,645	-	\$366,153	\$464,029	\$688,782	-
Total Revenue Generation	\$1,170,312	\$1,853,324	\$2,758,991	\$3,057,020	\$2,057,586	\$3,096,689	\$3,961,788	\$2,918,846
Revenue per Acre	\$33,060	\$52,354	\$77,938	\$40,598	\$47,084	\$70,862	\$90,659	\$49,388



TOD PLANNING QUESTIONS AND DISCUSSION