

WESTLAKE TOD

TRANSIT-ORIENTED DEVELOPMENT



PUBLIC WORKSHOP #2
FEBRUARY 14, 2017

MUNSTER/DYER AGENDA

- **Welcome / Introductions / Video** 15 minutes
- **Market Study Overview** 5 minutes
- **Munster Ridge Road** 15 minutes
- **Munster/Dyer Main St** 15 minutes
- **Small Table Discussion** 40 minutes
- **Report Out** 20 minutes
- **Next Steps** 5 minutes

WELCOME / INTRODUCTIONS

CONSULTANT TEAM

Farr Associates



GB Arrington



place making

Strategic Economics

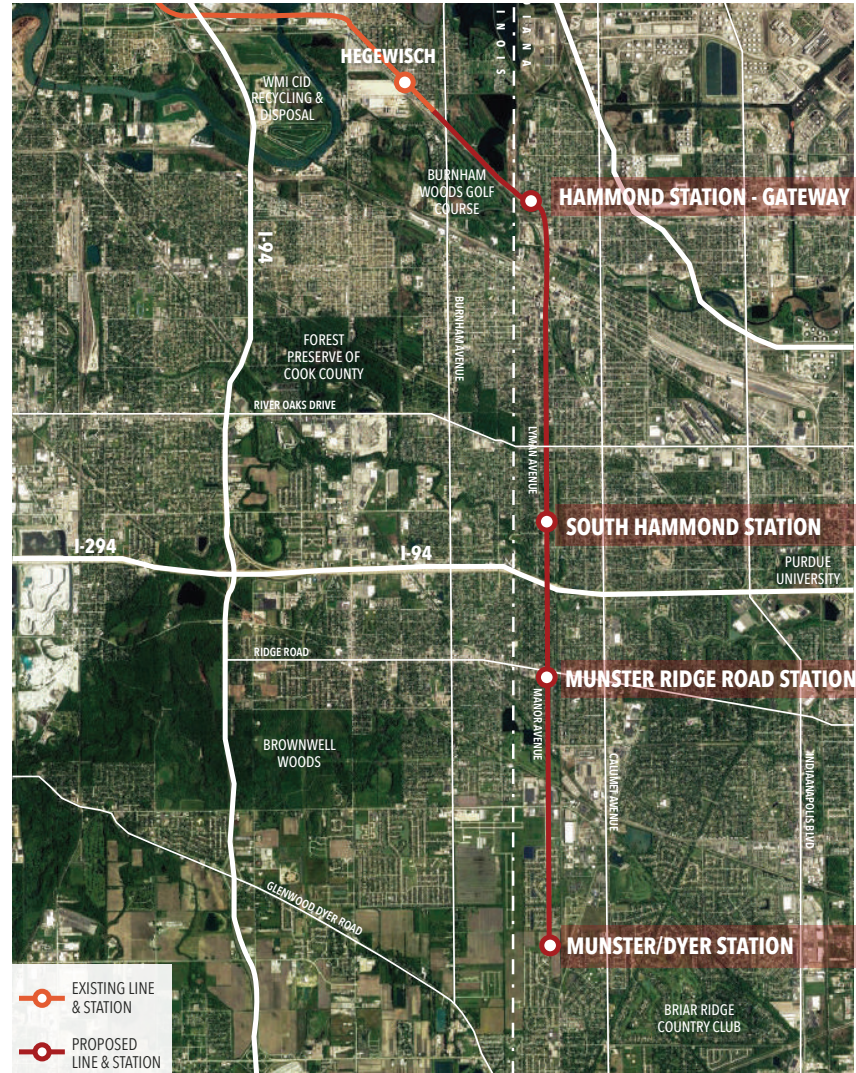


Sam Schwartz



PROJECT FOCUS + TIMELINE

FOUR STATION SITES



WHAT IS OUR ROLE?

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

WHAT IS YOUR ROLE?

- Provide feedback to develop the preferred TOD plans

HOW?

- Provide comments during small table discussions tonight
- Discuss the 'Benefits' and 'Constraints' with your table
- Submit feedback on the website via 'Contact Us' tab

STAY UP-TO-DATE

WestLakeTOD.civicpage.com



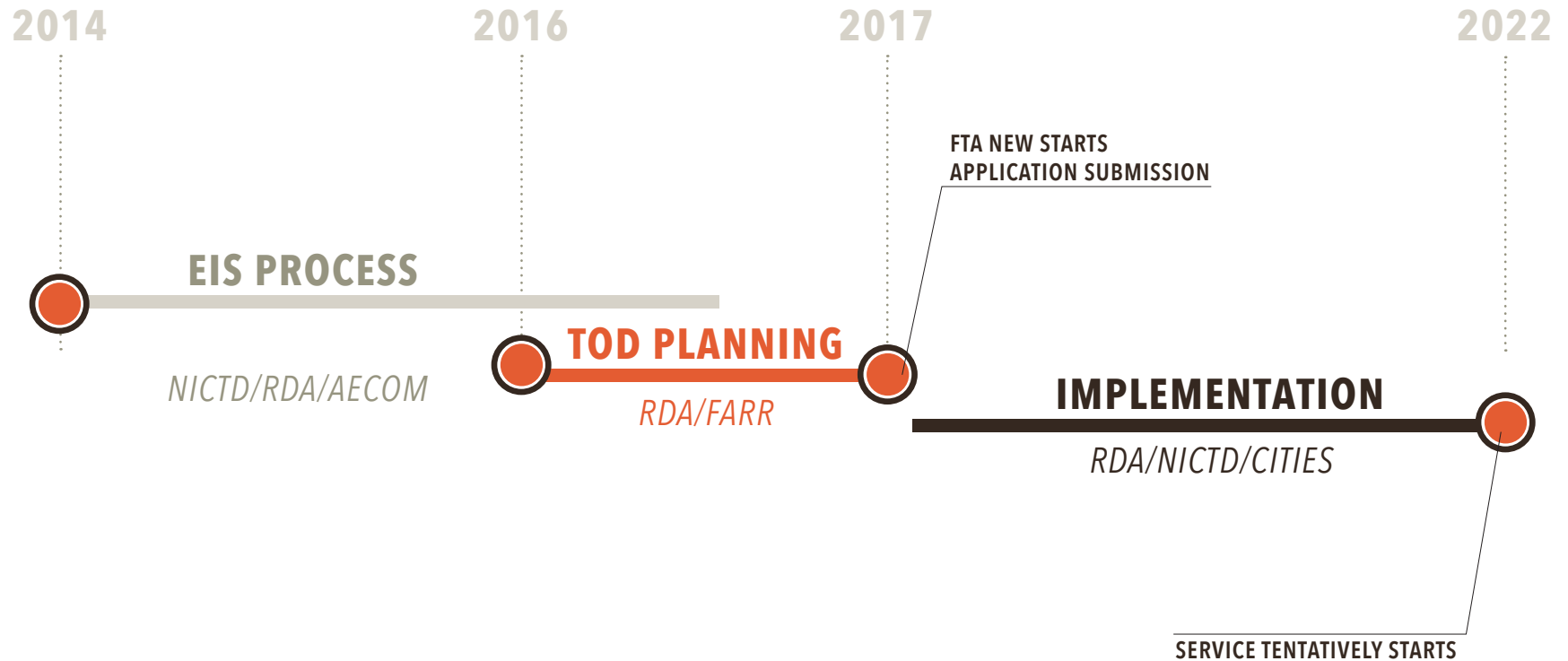
WHAT IS THE WESTLAKE TOD PROJECT?

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.

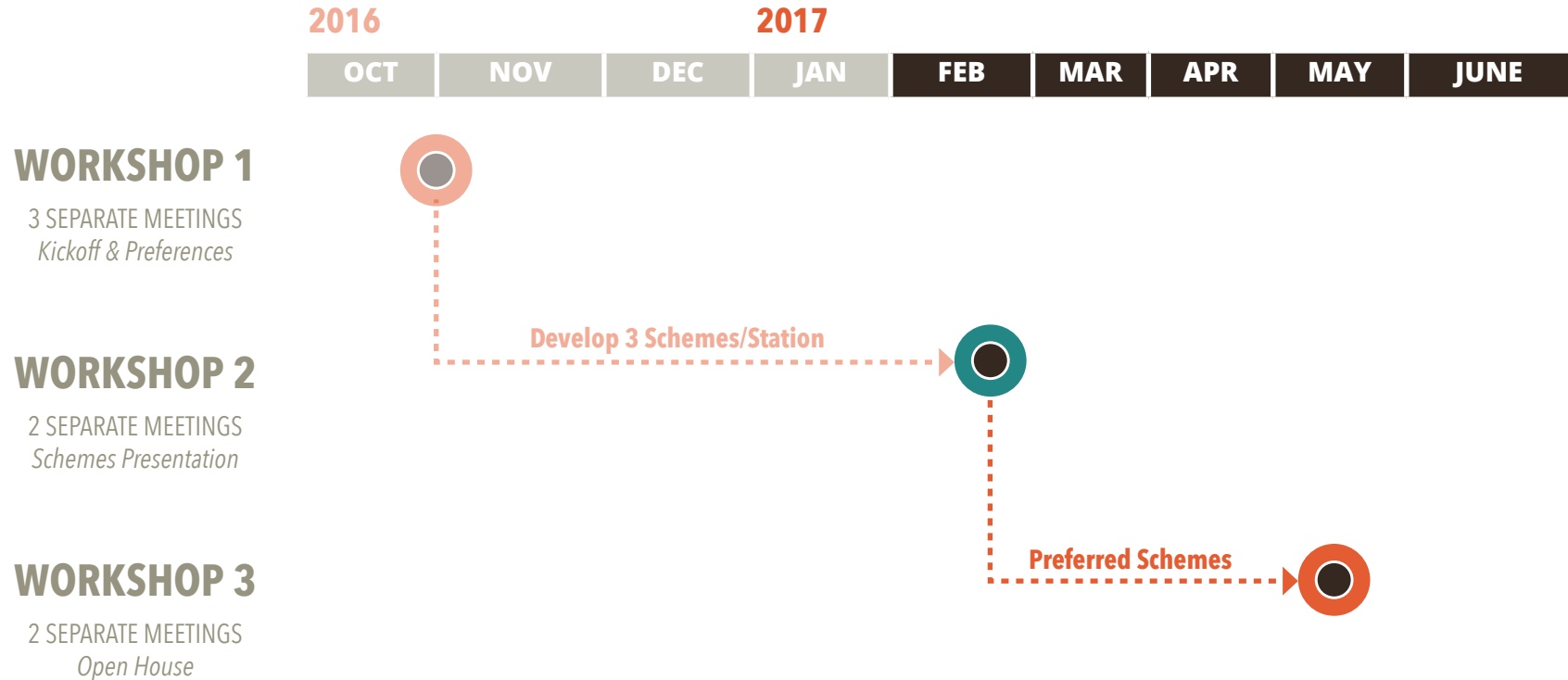
Farr Associates, along with our consultant team, will be working with the communities of Hammond, Munster, and Dyer, to create customized station area TOD plans that will enhance the quality of life of existing residents, while unlocking economic development potential. We invite you to take a seat at 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!

WHAT IS THE OVERALL TIMELINE?



WEST LAKE TOD PUBLIC WORKSHOP SCHEDULE



CONCEPTUAL ILLUSTRATIONS

"The land acquired by the project for transit parking is intended to be used as parking. Depending on local plans adopted by city and town jurisdictions, market conditions, transit agency procedures and approval by the Federal Transit Administration, transit commuter parking may be redeveloped into transit supportive land uses. These drawings are a **conceptual illustration** of how the parking areas may be redeveloped by the municipal jurisdiction. The transit use of any redeveloped property will be retained and protected and is subject to the review of the Federal Transit Administration."

PROJECT UNDERSTANDING

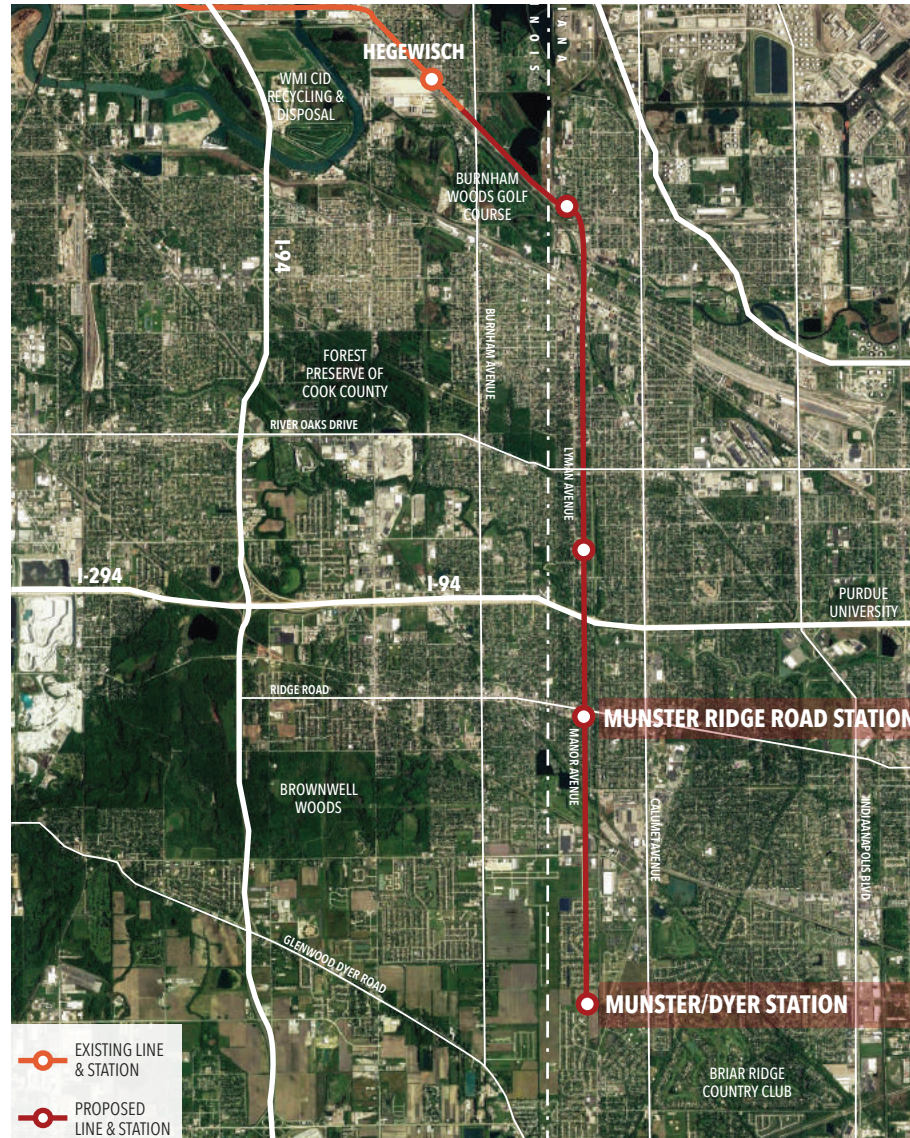
Tonight's schemes propose development on many undeveloped parcels.
This is the opportunity to get feedback from those landowners.

PROJECT ASSUMPTIONS

FOUR STATION SITES



MUNSTER AND DYER



WEST LAKE CORRIDOR MARKET PROJECTIONS

WHAT THIS MARKET STUDY IS NOT:

- An expression of interest by specific developers
- An analysis of public private partnerships
- An analysis of infrastructure costs

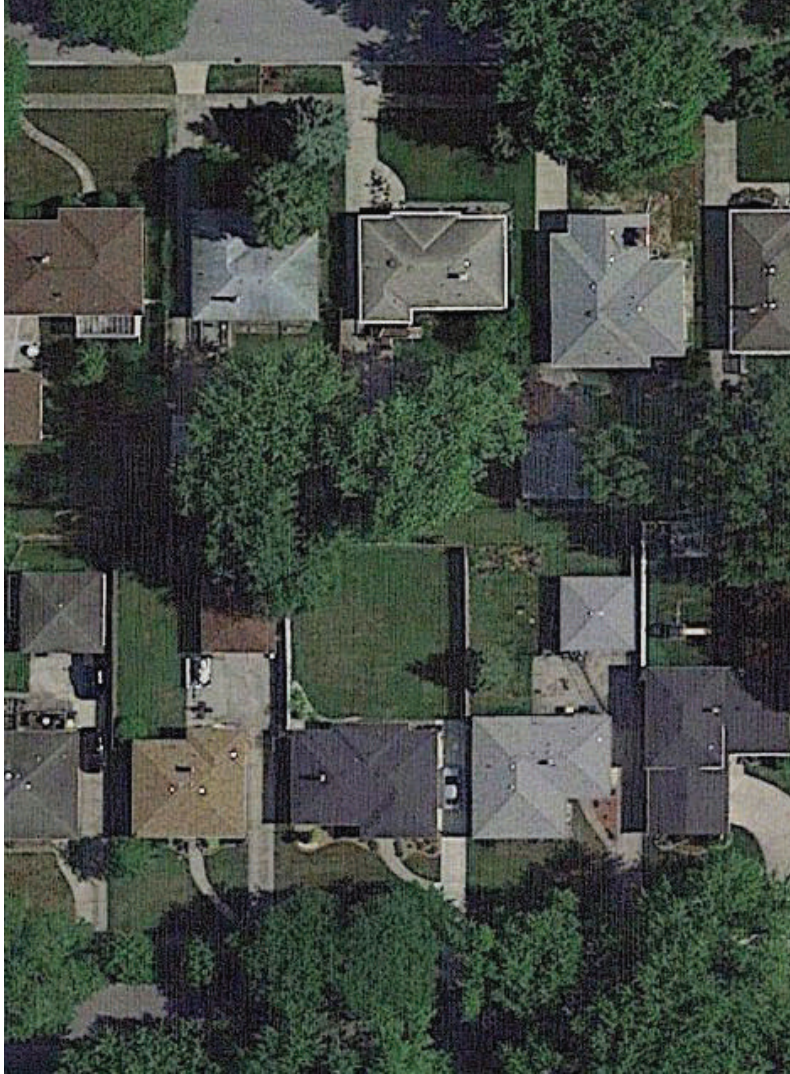


STRATEGICECONOMICS

WEST LAKE CORRIDOR MARKET PROJECTIONS

TOTAL **RESIDENTIAL** DEMAND FOR CORRIDOR

- Current unmet demand - **2,580 units**
- 2040 demand: **4,580 total units**



SINGLE FAMILY RESIDENTIAL

10

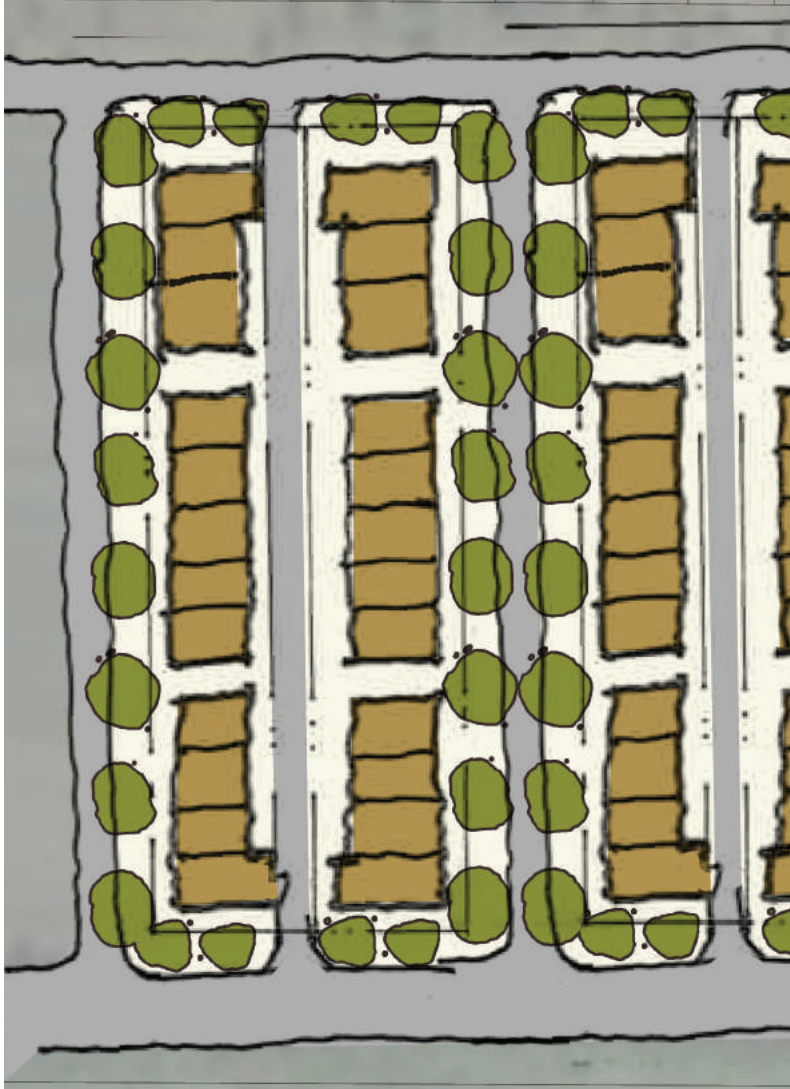
units per acre



TOWNHOUSES

14-18

units per acre





MULTIFAMILY

50

units per acre



MIXED-USE

50

units per acre



WEST LAKE CORRIDOR MARKET PROJECTIONS

RETAIL

- **Current unmet demand** (assuming 2,580 units built) - **19,000 sf**
- **2040 demand:** 10,000 - 15,000 sf for a **total of 34,500 sf** of retail



Typically 14,000 sf



Typically 2,000 sf

WEST LAKE CORRIDOR MARKET PROJECTIONS

OFFICE

- 2040 demand: **360,000 sf** of office space
(demand primarily in Hammond)



Approximately 20,000 sf of office space

NICTD'S 2040 PARKING PROJECTIONS

Hammond Gateway	up to 700 spaces
South Hammond	up to 1,000 spaces
Munster Ridge Road	up to 500 spaces
Munster/Dyer Main St	up to 1,850 spaces

NICTD will not fully build out parking on day one

MUNSTER RIDGE ROAD

MUNSTER RIDGE STATION SITE



MUNSTER RIDGE ROAD MARKET SURVEY RESULTS



TOD CHARACTER: THE GLEN
YES 64%

MUNSTER RIDGE ROAD MARKET SURVEY RESULTS



TOD CHARACTER: ARLINGTON HEIGHTS
YES 62%

MUNSTER RIDGE ROAD MARKET SURVEY RESULTS



TOWNHOMES
YES 57%

MUNSTER RIDGE ROAD MARKET SURVEY RESULTS



SIX UNIT WALK-UP
YES 51%

MUNSTER RIDGE ROAD MARKET SURVEY RESULTS



MIXED-USE
YES 52%

MUNSTER RIDGE ROAD

MARKET FINDINGS

CONSTRAINTS

- Limited available vacant sites

OPPORTUNITIES

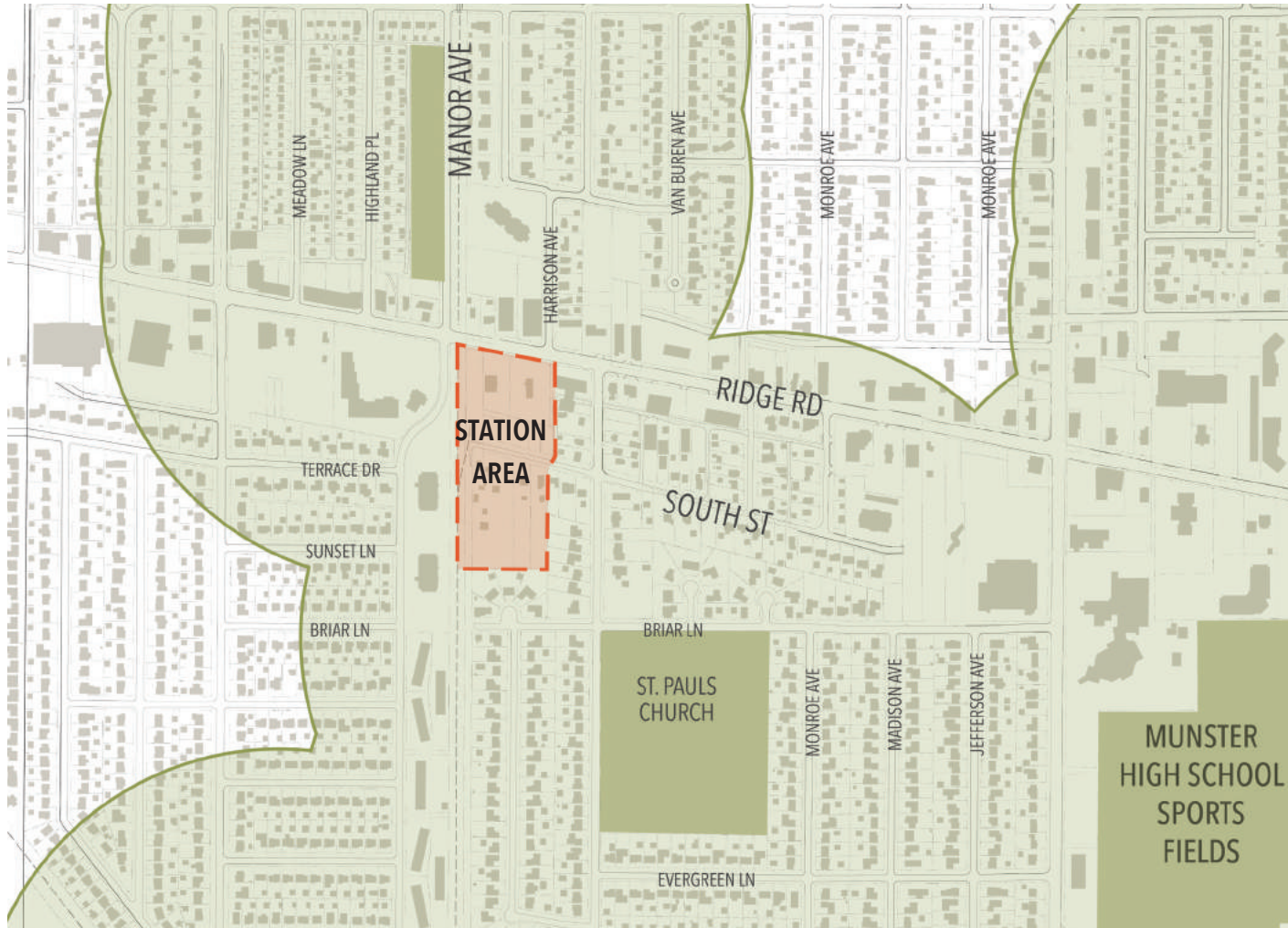
- Strong housing market area with recently built 4 story multi-family developments
- Strong market potential for mixed-use housing with retail
- Potential for intensification of existing retail

MUNSTER RIDGE ROAD MARKET FINDINGS

TOD DEVELOPMENT OPPORTUNITIES

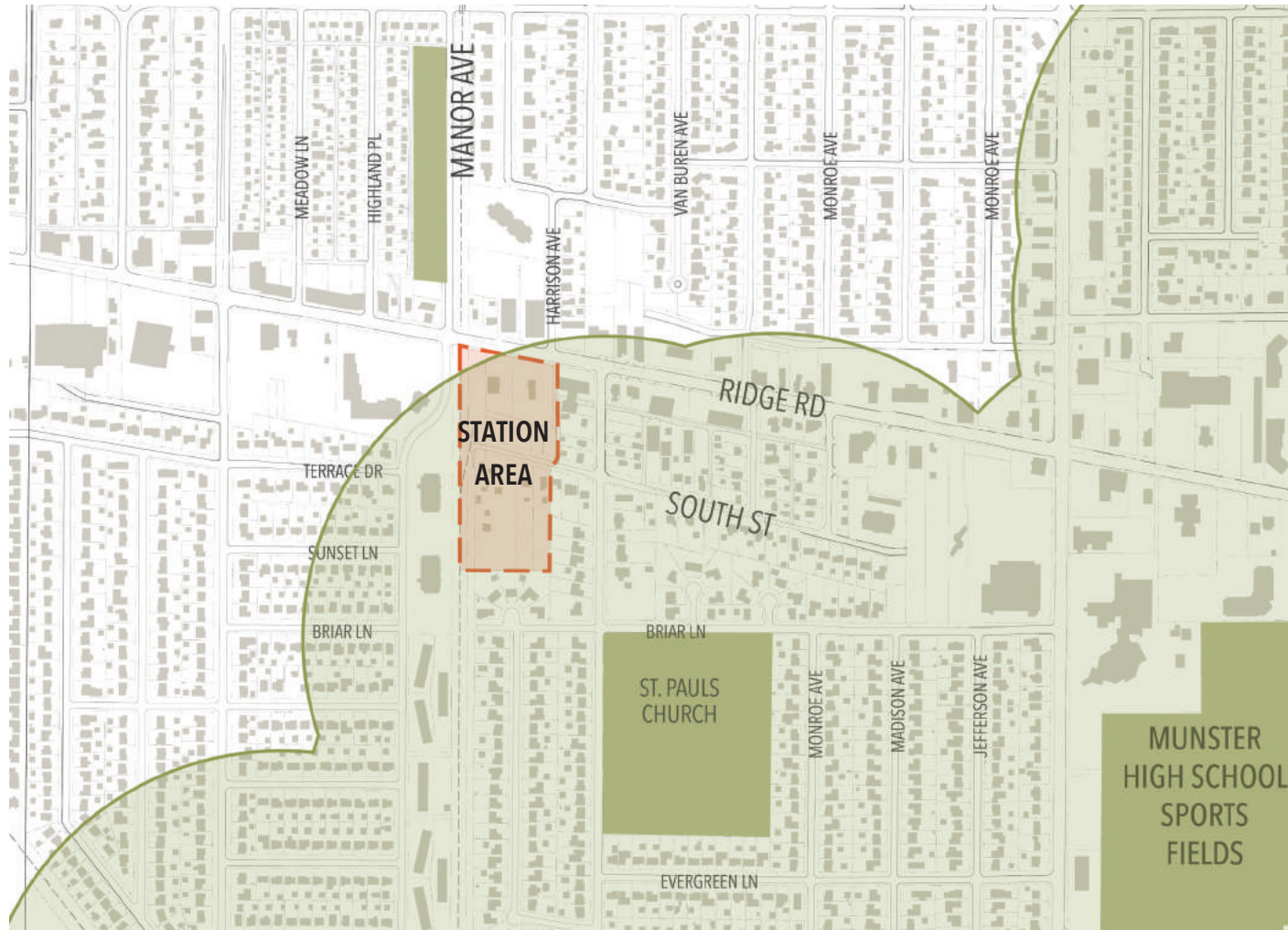
- Housing types: townhomes to lower-density multi-family
- Select 4 story housing along Ridge Rd and Calumet Ave
- Intensify retail and office along Ridge Rd and Calumet Ave

PARK ACCESS



Green area designates a 1/4 mi or 5 min walk to a park

PARK ACCESS



Green area designates a 1/4 mi or 5 min walk to a park

MUNSTER RIDGE ROAD **CONSISTENT AMONG ALL 3 SCHEMES**

- Pedestrian crossing south of station at Briar Lane
- Commuter parking lot south of South Street
- Redevelopment of land between Ridge Road and South Street
- Infill residential development on Manor Ave parcels
- Redevelopment of select commercial properties along Ridge Road



ARLINGTON HEIGHTS, IL

01 MAIN STREET

PHASE 1



A conceptual illustration of potential future development of transit commuter parking areas.

01 MAIN STREET

PHASE 2



A conceptual illustration of potential future development of transit commuter parking areas.



01 MAIN STREET

PHASE 3

A conceptual illustration of potential future development of transit commuter parking areas.



01 MAIN STREET

BENEFITS

- Harrison extension provides second access point
- New mixed-use development enhances north side of Ridge Rd
- Diverse housing types along Manor Ave strengthen the Munster housing market
- Retains existing fountain at Ridge Rd
- 7 acres of development

CONSTRAINTS

- Ridgewood Plaza strip mall remains
- Development between Ridge Rd and South St requires cooperation of all landowners

A conceptual illustration of potential future development of transit commuter parking areas.



HIGHLAND PARK, IL

02 TOWN CENTER

PHASE 1



A conceptual illustration of potential future development of transit commuter parking areas.

South St
Mixed-Use Development
 2-3 stories
 (60 units)
 2,000 sf commercial

Manor Ave
Harrison Ave
Ridge Rd
Briar Ln

Train Station and Platform
Pedestrian Underpass

South St. Station

Mixed-Use Development
 2-3 stories
 (60 units)
 2,000 sf commercial

Train Station and Platform

Pedestrian Underpass

Streets: HOHMAN AVE, MANOR AVE, HARRISON AVE, RIDGE RD, BRIAR LN, SOUTH ST

Scale: 0 100 feet

North Arrow

South St. Station

Mixed-Use Development
 2-3 stories
 (60 units)
 2,000 sf commercial

Train Station and Platform

Pedestrian Underpass

Streets: HOHMAN AVE, MANOR AVE, HARRISON AVE, RIDGE RD, BRIAR LN, SOUTH ST

Scale: 0 100 feet

North Arrow

02 TOWN CENTER

PHASE 3



A conceptual illustration of potential future development of transit commuter parking areas.



02 TOWN CENTER

BENEFITS

- New street paralleling tracks provides second point of access
- Redevelopment of Ridgewood Plaza transforms the corner from auto-dominated to walkable
- Townhouses along Manor propose a viable housing type
- Works around the existing KFC
- 10 acres of development

CONSTRAINTS

- Development between Ridge Rd and South St turns its back on Ridge Rd
- Emphasis on townhomes serves only a narrow portion of the TOD market
- New street is too close to tracks to allow certain turns
- Removes existing fountain on Ridge Rd

A conceptual illustration of potential future development of transit commuter parking areas.



BIRKDALE VILLAGE, HUNTERSVILLE, NC

03 MARKET SQUARE

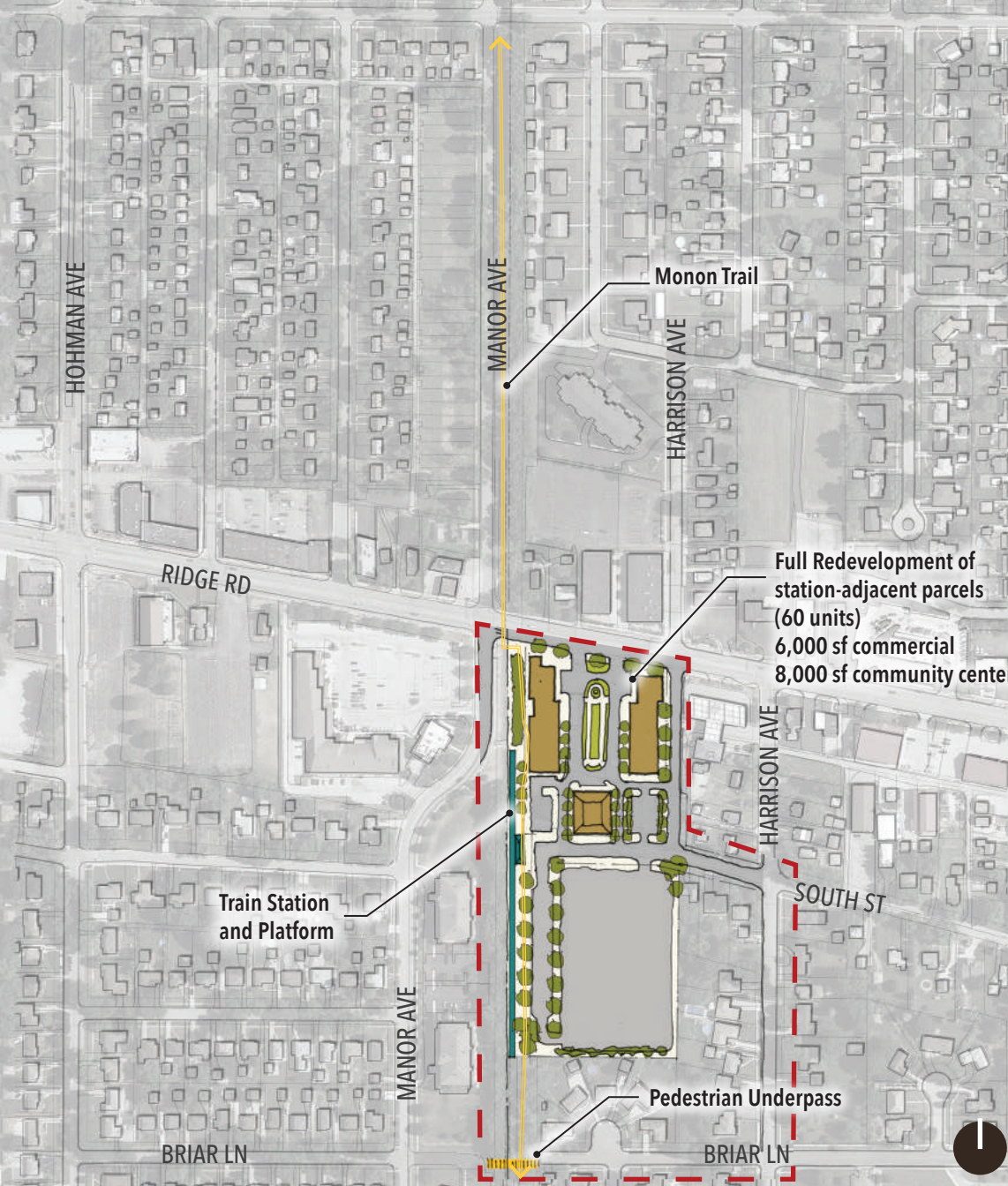
PHASE 1



A conceptual illustration of potential future development of transit commuter parking areas.

03 MARKET SQUARE

PHASE 2



A conceptual illustration of potential future development of transit commuter parking areas.

03 MARKET SQUARE

PHASE 3



A conceptual illustration of potential future development of transit commuter parking areas.



03 MARKET SQUARE

BENEFITS

- Harrison extension and market square provides two additional access points
- Two continuous blocks of "Main Street" along Ridge Rd
- Market Square feature creates a clear place
- Diverse housing types along Manor Ave strengthen the Munster housing market
- 8 acres of development

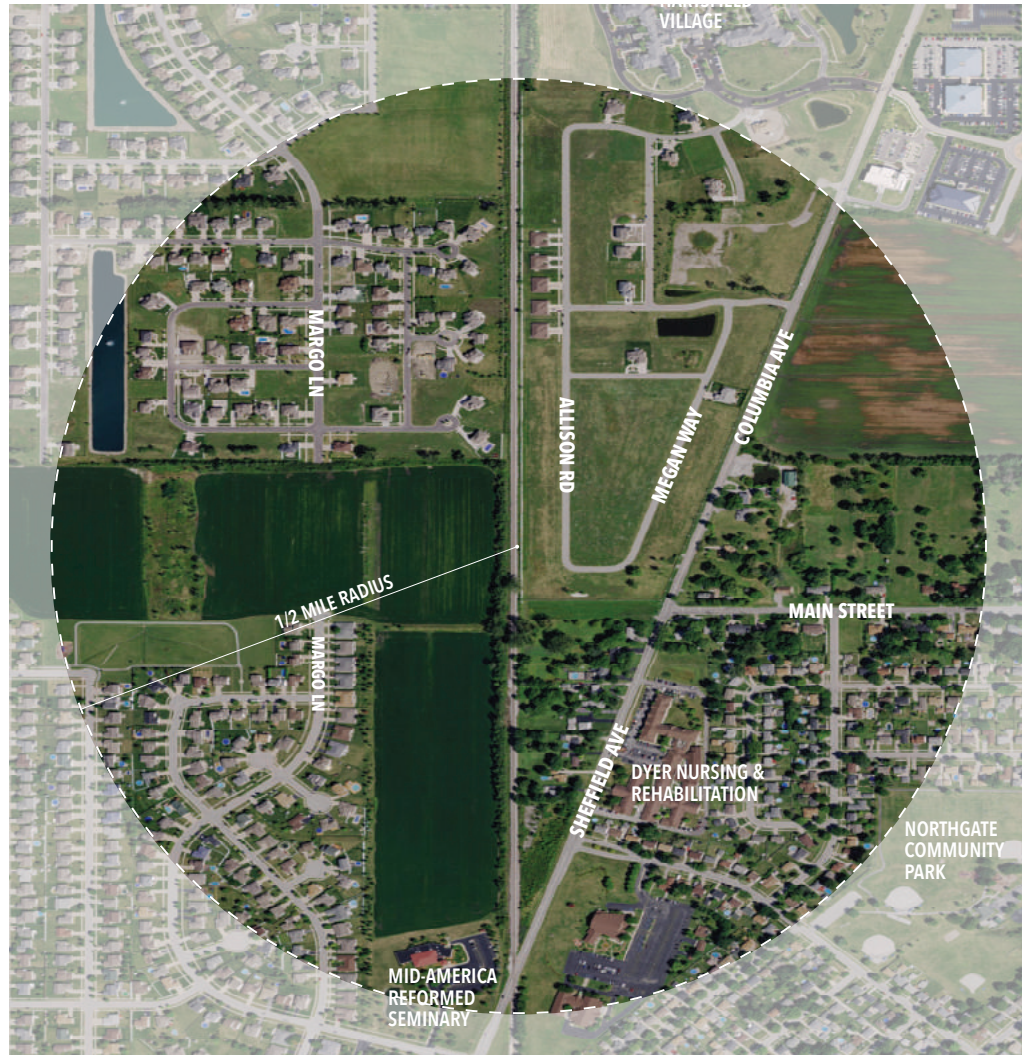
CONSTRAINTS

- Difficult to coordinate all three landowners between Ridge Rd and South St
- Difficult to coordinate landowners on north side of Ridge

A conceptual illustration of potential future development of transit commuter parking areas.

MUNSTER/DYER MAIN STREET

MUNSTER/DYER STATION SITE



MUNSTER/DYER MAIN ST SURVEY RESULTS



TOD CHARACTER: PALATINE
YES 75% (M) and 66% (D)

MUNSTER/DYER MAIN ST SURVEY RESULTS



TOD CHARACTER: MARKET SQUARE
YES 75% (M) and 43% (D)

MUNSTER/DYER MAIN ST

SURVEY RESULTS



TOWNHOMES

YES 61% (M) and 51% (D)

MUNSTER/DYER MAIN ST

SURVEY RESULTS



MIXED-USE

YES 62% (M) and 58% (D)

MUNSTER MAIN ST RESOLUTIONS

APRIL 2016 RESOLUTION

- Station to be located west of rail line, north of Main St
(not physically possible according to NICTD)

MAY 2016 RESOLUTION

- Rail line east of existing CSX tracks
- Platform east of tracks
- Parking lot and station west of tracks, north of Main St
(station must be adjacent to platform according to NITCTD)

DYER MAIN ST RESOLUTION

JANUARY 2017 RESOLUTION

- Eliminate any connections between Main St and the Town of Dyer, including Seminary Drive
- Rail layover yard, parking lot, and crew welfare building constructed to minimize sight lines and noise
- Project to include bike paths around the station area
- Project to include remote cell phone pick up parking lot

MUNSTER/DYER MAIN ST

MARKET FINDINGS

CONSTRAINTS

- Available land is zoned for large-lot single-family homes
- Extremely poor access to commuter parking and station / Kiss & Ride

OPPORTUNITIES

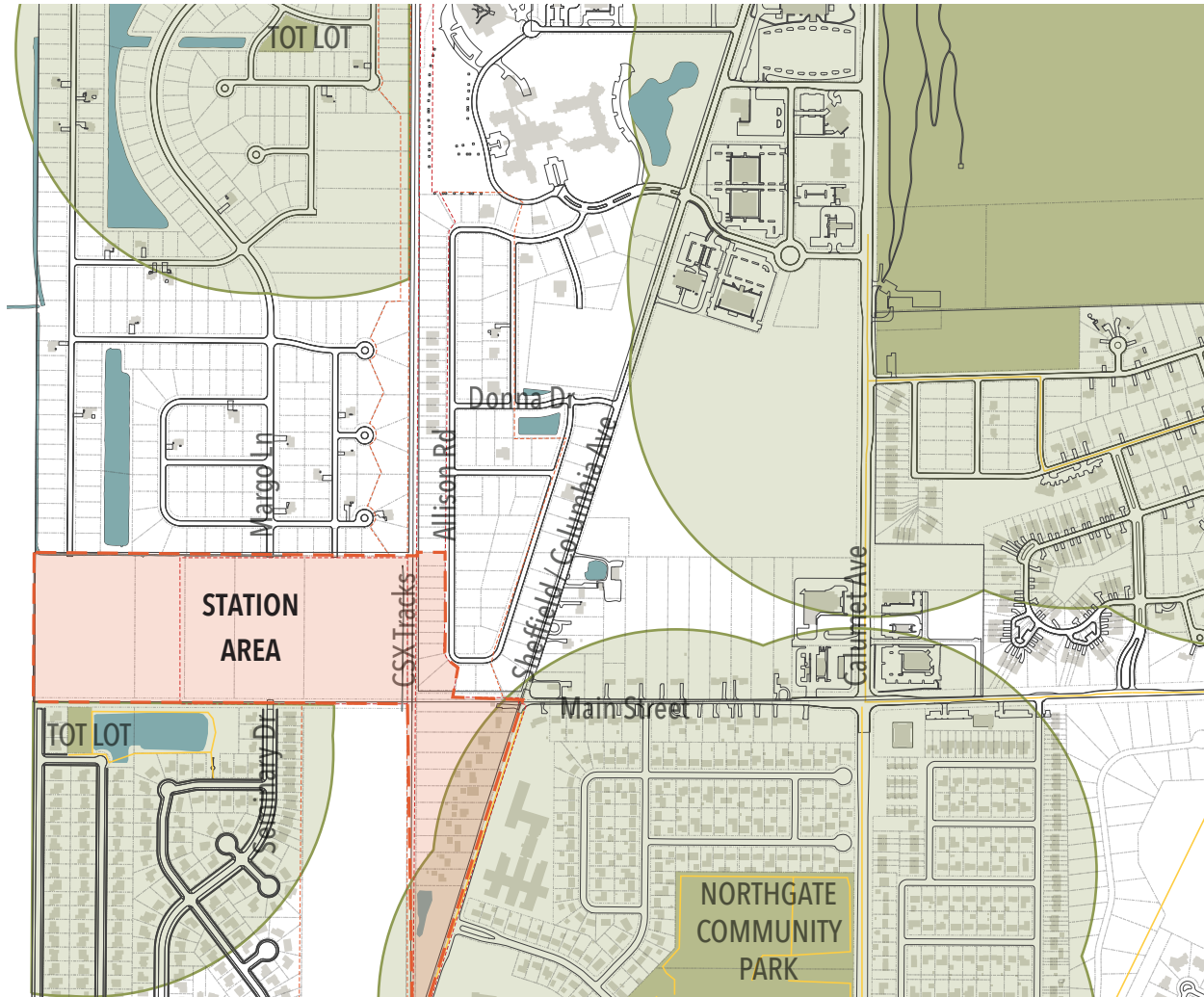
- Ample vacant land around the station allows for a variety of growth options
- Station-adjacent land is well-positioned for future housing development

MUNSTER/DYER MAIN ST MARKET FINDINGS

TOD DEVELOPMENT OPPORTUNITIES

- Mixed-use development potential at Calumet Ave and Main St
- Products near station can include townhomes and lower-density multi-family products up to 3 stories with surface parking

PARK ACCESS



Green area designates a 1/4 mi or 5 min walk to a park

MUNSTER/DYER MAIN ST

CONSISTENT AMONG ALL 3 SCHEMES

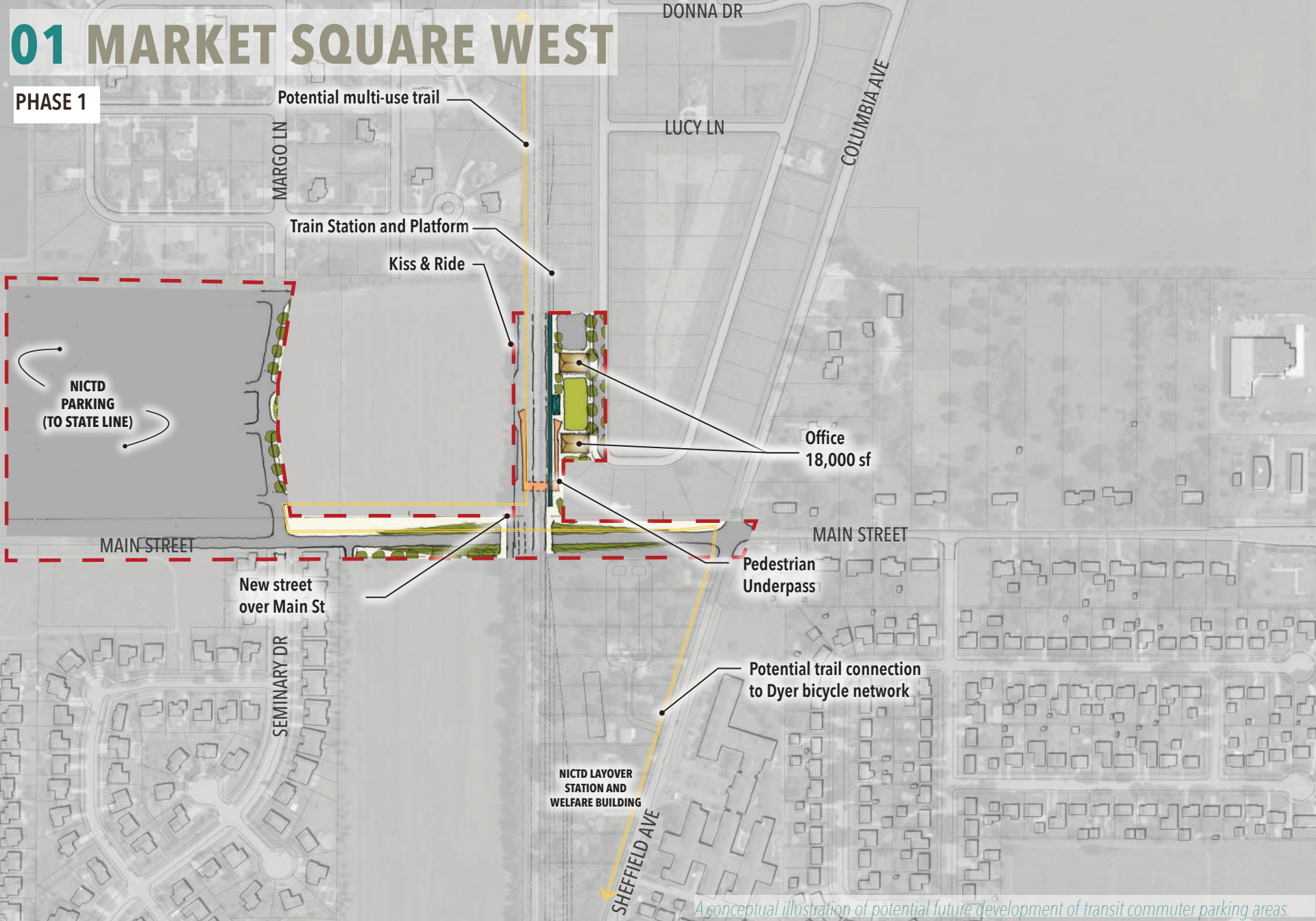
- Station and platform on east side of tracks
- Commuter parking west of tracks
- Commuter parking pushed west to state line to allow for development adjacent to tracks
- Pedestrian underpass to connect parking to station and platform
- A pedestrian or vehicular connection across railroad bridge to connect north and south sides of Main St
- Future TOD development on agricultural land northeast of Community Estates



MARKET SQUARE | LAKE FOREST, IL

01 MARKET SQUARE WEST

PHASE 1



Potential multi-use trail

Train Station and Platform

Kiss & Ride

NICTD
PARKING
(TO STATE LINE)

Office
18,000 sf

MAIN STREET

MAIN STREET

Pedestrian
Underpass

New street
over Main St

SEMINARY DR

NICTD LAYOVER
STATION AND
WELFARE BUILDING

SHEFFIELD AVE

Potential trail connection
to Dyer bicycle network

A conceptual illustration of potential future development of transit commuter parking areas.

01 MARKET SQUARE WEST

PHASE 2



01 MARKET SQUARE WEST

PHASE 3



Potential multi-use trail

Train Station and Platform

Kiss & Ride

Residential and
Mixed-Use development
(160 units)
5,000 sf retail

NICTD
PARKING
(TO STATE LINE)

community center
12,000 sf

MAIN STREET

New street
over Main St

SEMINARY DR

Residential
Development
(120 units)

LUCY LN

COLUMBIA AVE

FUTURE TOD
DEVELOPMENT

Residential
Development
(215 units)

Office
18,000 sf

MAIN STREET

Pedestrian
Underpass

HOLD FOR PARKING
(FUTURE TOD
DEVELOPMENT)

Potential trail connection
to Dyer bicycle network

NICTD LAYOVER
STATION AND
WELFARE BUILDING

SHEFFIELD AVE

A conceptual illustration of potential future development of transit commuter parking areas.

01 MARKET SQUARE WEST



Potential multi-use trail

Train Station and Platform

Kiss & Ride

Residential and Mixed-Use development (160 units) 5,000 sf retail

NICTD PARKING (TO STATE LINE)

community center 12,000 sf

MAIN STREET

New street over Main St

SEMINARY DR

Residential Development (120 units)

LUCY LN

COLUMBIA AVE

FUTURE TOD DEVELOPMENT

Residential Development (215 units)

Office 18,000 sf

Pedestrian Underpass

HOLD FOR PARKING (FUTURE TOD DEVELOPMENT)

Potential trail connection to Dyer bicycle network

NICTD LAYOVER STATION AND WELFARE BUILDING

SHEFFIELD AVE

BENEFITS

- New street paralleling tracks over Main Street provides second point of access
- Range of housing types
- Efficient U-shaped pedestrian underpass
- 23 acres of development

CONSTRAINTS

- Seminary Drive and Margo Lane do not connect to Main Street or the TOD
- Requires cooperation by Seminary
- No new street connection to Columbia Ave

A conceptual illustration of potential future development of transit commuter parking areas.



UPTOWN NORMAL, IL



02 UPTOWN STATION

PHASE 1

Potential multi-use trail

Train Station and Platform

NICTD
PARKING
(TO STATE LINE)

Park space

Kiss & Ride

Pedestrian underpass
with amphitheater

Pedestrian connection
over Main St (both
sides of tracks)

Potential trail connection
to Dyer bicycle network

NICTD LAYOVER
STATION AND
WELFARE BUILDING

SEMINARY DR

SHEFFIELD AVE

FILLMORE AVE

MAIN STREET

MAIN STREET

LUCY LN

COLUMBIA AVE

DONNA DR

MARGO LN

02 UPTOWN STATION

PHASE 2



Potential multi-use trail

Train Station and Platform

Residential and
Mixed-Use development
(150 units)

NICTD
PARKING
(TO STATE LINE)

Park space

Kiss & Ride

Pedestrian underpass
with amphitheater

Pedestrian connection
over Main St (both
sides of tracks)

Potential trail connection
to Dyer bicycle network

NICTD LAYOVER
STATION AND
WELFARE BUILDING

02 UPTOWN STATION

PHASE 3



Potential multi-use trail

LUCY LN

COLUMBIA AVE

FUTURE TOD DEVELOPMENT

Train Station and Platform

Residential and Mixed-Use development (150 units)

NICTD PARKING (TO STATE LINE)

Residential Development (230 units)

Park space

Kiss & Ride

Pedestrian underpass with amphitheater

MAIN STREET

Pedestrian connection over Main St (both sides of tracks)

HOLD FOR PARKING (FUTURE TOD DEVELOPMENT)

Potential trail connection to Dyer bicycle network

SEMINARY DR

Residential Development (110 units)

NICTD LAYOVER STATION AND WELFARE BUILDING

SHEFFIELD AVE

FILLMORE AVE

MAIN STREET

DONNA DR



02 UPTOWN STATION

Potential multi-use trail

LUCY LN

COLUMBIA AVE

FUTURE TOD DEVELOPMENT

Residential and Mixed-Use development (150 units)

NICTD PARKING (TO STATE LINE)

Train Station and Platform

Residential Development (230 units)

Park space

Kiss & Ride

Pedestrian underpass with amphitheater

MAIN STREET

MAIN STREET

Pedestrian connection over Main St (both sides of tracks)

HOLD FOR PARKING (FUTURE TOD DEVELOPMENT)

Potential trail connection to Dyer bicycle network

NICTD LAYOVER STATION AND WELFARE BUILDING

SHEFFIELD AVE

Residential Development (110 units)

SEMINARY DR

BENEFITS

- New street connects Sheffield to station
- Linear parks connects both sides of tracks
- Underpass as amphitheater
- New 1 acre park east of station
- 23 acres of development

CONSTRAINTS

- Large park uses prime developable location

A conceptual illustration of potential future development of transit commuter parking areas.





03 ORENCO STATION

PHASE 1

Potential multi-use trail

Train Station and Platform

Mixed-use
(50 units)
40,000 sf retail

NICTD
PARKING
(TO STATE LINE)

Kiss & Ride

Pedestrian Underpass

MAIN STREET

MAIN STREET

New street over Main St

Potential trail connection
to Dyer bicycle network

NICTD LAYOVER
STATION AND
WELFARE BUILDING

SHEFFIELD AVE

FILLMORE AVE

SEMINARY DR

03 ORENCO STATION

PHASE 2



03 ORENCO STATION

PHASE 3



03 ORENCO STATION



FUTURE TOD DEVELOPMENT

New street aligned into future TOD development

Residential Development (180 units)

Kiss & Ride

Pedestrian Underpass

New street over Main St

Potential trail connection to Dyer bicycle network

NICTD LAYOVER STATION AND WELFARE BUILDING

HOLD FOR PARKING (FUTURE TOD DEVELOPMENT)

Potential multi-use trail

Train Station and Platform

Residential (250 units)

Mixed-use (50 units)
40,000 sf retail

NICTD PARKING (TO STATE LINE)

Large Park

Residential Development (110 units)

BENEFITS

- Terrific station access via two new streets
- Boulevard connects Sheffield to station
- New street bridging Main east of tracks
- New streets connect station to future TOD on agricultural parcel
- Main St and parks west of the station
- New 1.2 acre park west of the station
- 23 acres of development

CONSTRAINTS

- Indirect walking connection to agricultural parcel

A conceptual illustration of potential future development of transit commuter parking areas.



**SMALL
GROUP
DISCUSSION
(40 min)**

SMALL GROUP DISCUSSION

Small Group Discussion Instructions:

1. Choose a person to record the group's comments and questions.
2. Choose a person who feels comfortable 'reporting out' to the large group at the end of the meeting. This can be the same person or a different person from #1.
3. Review the schemes and the questions below to provide feedback on each station area. Use the questions below to help guide your discussion.
4. Be respectful of everyone's opinions and allow everyone at the table an equal chance to speak.
5. Have fun! This is a chance to envision what you want your community to be.

SMALL GROUP DISCUSSION

(20 min per station)

Questions to consider:

1. What do you think would your walk or drive to the train station might be like in each of these schemes? How would you get there, and what would you pass by along the way?
2. What types of shops, services, and businesses would you like to see near the train station?
3. How might you, your friends, and your family use the public spaces / park spaces in each of the schemes?
4. What would you like to see in your community that isn't shown here?



REPORT OUT

(20 min)

NEXT STEPS

PUBLIC WORKSHOP #3
OPEN HOUSE FOR FINAL SCHEMES

MAY 2017!

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!