



TDD Steering Committee Quarterly Update

November 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	Beverly Shores
	Scott Jefferson	Lee Ann Mellon	John Blackburn
RDA	Policy Analytics	KPMG	MKSK
Sherri Ziller	Bill Sheldrake	Vince Dolan	Eric Lucas
Amy Jakubin	David Reynolds	Kelly Nelson	Aaron Kowalski
David Wellman			Tori Luckenbach

Agenda

- **Welcome and Introductions**
- **Approval of Minutes from May 18, 2022**
- **RDA Update on Rail Projects**
- **TDD Boundaries Update**
- **TDD Implementation Planning**
- **Next steps and questions**
- **2023 Housekeeping Notes**
- **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
- Design is 78.0% complete with 45 of 51 final Ready for Construction packages have been received.
- Construction is 10.7% complete.
- All commercial/industrial demolitions have been completed.
- Construction Substantial Completion projected on May 28, 2025
- Revenue Service Date projected on May 20, 2026
- Relocation of the track from 11th Street and paving of the street...”

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
- DT1 (Main rail project): Relocation of the track from 11th Street in Michigan City and paving of the street is largely complete. Most rail work east of Dune Park will be complete by the end of the year.
- DT2 (MC 11th Street Station): Repairing of the terra cotta façade continues. TOD Developer received Certificate of Appropriateness for design from the MC Historic Preservation Committee on Sep 30.
- DT3 (Gary Miller Station): East parking lot largely complete and construction of station house is underway.
- DT4 (Portage/Ogden Dunes Parking Lot): Work is largely complete.
- DT5 (Dune Park East Parking Lot): Project is complete.
- Construction Substantial Completion projected on January 17, 2024
- Revenue Service Date projected on November 11, 2024



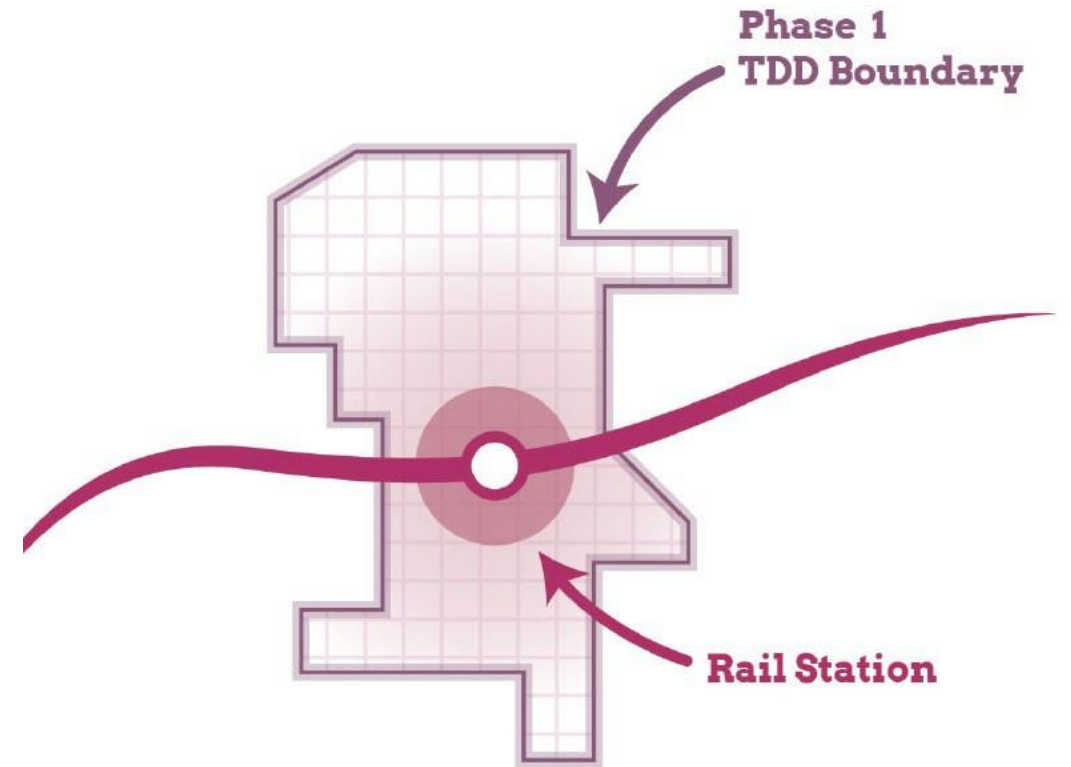
TDD Boundaries

Update

TDD Planning Progress (completed or in-process)

TDD Boundary Definition

- **Completed:** Munster/Dyer Main Street, Munster Ridge Road, Hammond Gateway/Downtown, East Chicago, Gary Miller, Portage/ Ogden Dunes, Michigan City
- 1st group of TDD boundaries established in 2022
- TDD “Roadshow” with local units planned for early 2023
 - TDD Memorandum of Agreement review
 - TDD procedures discussion
 - TDD and TOD marketing
- **In-process:** Gary Downtown, Dune Park (Porter), Beverly Shores, and South Bend Airport (NICTD/Airport Authority awaiting FAA runway clearance)
- 2nd group of TDD boundaries will need to follow the same process
- It is likely that several of these boundaries will be brought before the RDA Board in 2023



Illustrative exhibit – not an actual boundary



TOD Implementation Planning

Update

TOD Planning Progress (completed, in-process, or coming soon)

Task 1 – Analysis and Initial Work Sessions

Completed Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miller, Ogden Dunes, Portage, Dune Park (Porter), Beverly Shores, Michigan City, South Bend Airport

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 2 – Land Use Mapping/Projections

Completed Dyer, Munster, Hammond, East Chicago, Gary Downtown Gary Miller, Ogden Dunes, Portage, Beverly Shores, Michigan City, Dune Park (Porter),

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 3 – Zoning Analysis

Completed Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miller, Portage, and Michigan City

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 4 – TOD Zoning

In-process Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miller, Portage, and Michigan City

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 5 – Development Planning

Completed Dyer, Munster, Hammond, East Chicago, Gary Miller, Michigan City

In-process Additional Hammond Site, Ogden Dunes, Portage, Dune Park (Porter)

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 6 – Engineering Analysis and NICTD Coordination

Completed Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miller, Ogden Dunes, Portage, Dune Park (Porter), Beverly Shores, Michigan City, South Bend Airport

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 7 – Capital Projects Planning

In-process Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miller, Dune Park (Porter), Beverly Shores, and Michigan City

- Being incorporated into recommendations presentation and summary document (per community)- late November/early December delivery

Task 8 – Tracking Performance

Completed Project summary layout

Completed TOD readiness analysis

Completed TOD implementation work plans

In-process Website updates

In-process Written recommendations

In-process Summary document

TOD Planning Progress (completed or in-process)

Task 9 – Additional Planning Tasks

Completed

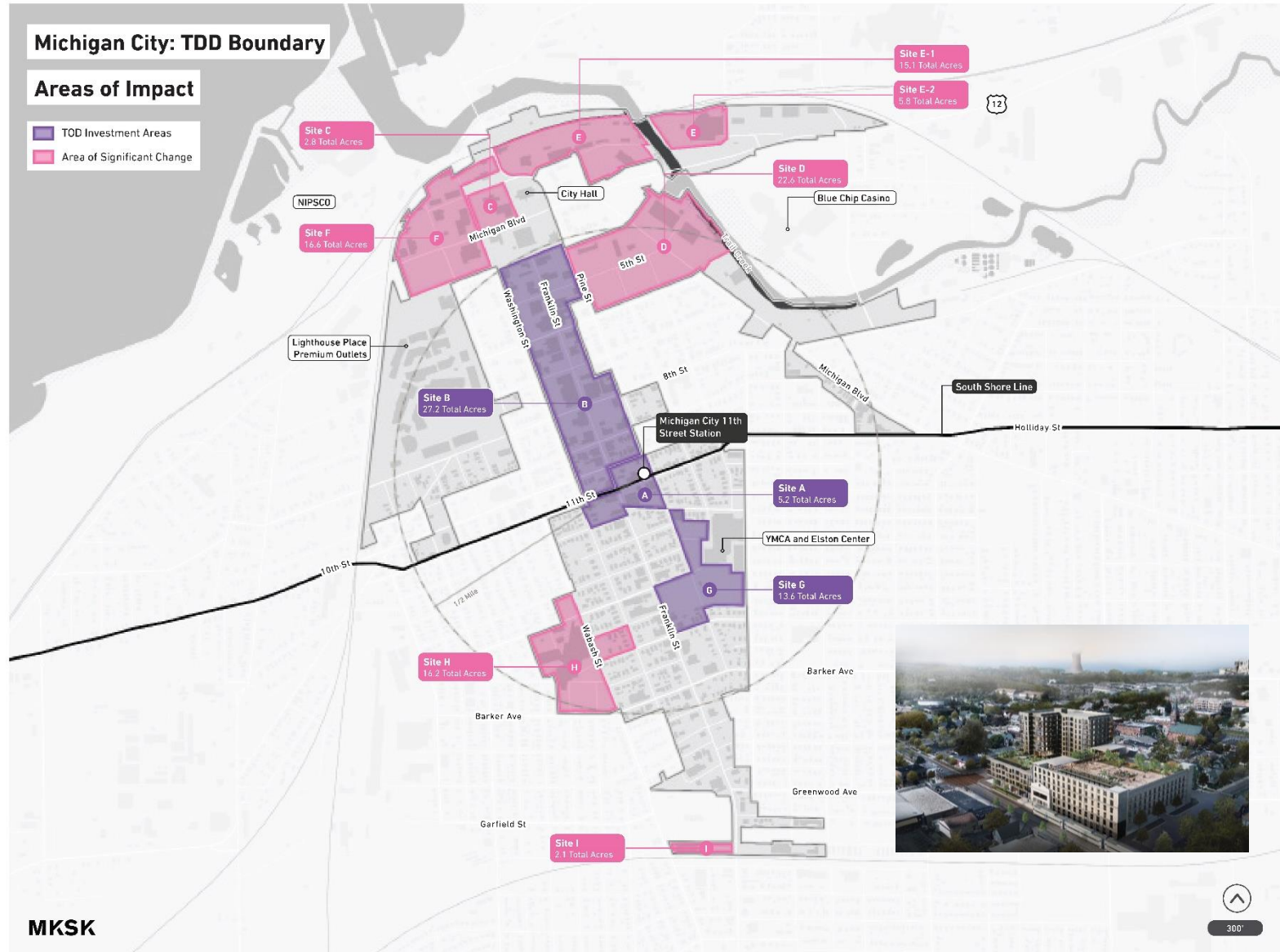
- Impact Analysis (all communities with TDD's)
- Missing Middle Housing Types
- East Chicago Indianapolis Boulevard corridor planning and conceptual street design (undergoing edits)
- East Chicago Marquette Trail routing input
- Munster/Dyer Main Street corridor planning, and conceptual street design (undergoing edits)
- Hammond Gateway Stormwater Analysis
- Beverly Shores Sewer Analysis
- Gary Downtown TOD property strategy
- Michigan City Franklin Street corridor planning and conceptual street design

In-process

- Dyer additional development planning
- Hammond additional development planning
- Gary Downtown Broadway corridor planning and conceptual street design
- Gary Downtown TOD vision
- Portage/Ogden Dunes US 12 corridor planning, trail connectivity, and conceptual street design
- Portage Conservation-based property strategy
- South Bend Airport station relocation previous planning review and integration

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Michigan City TOD Opportunities



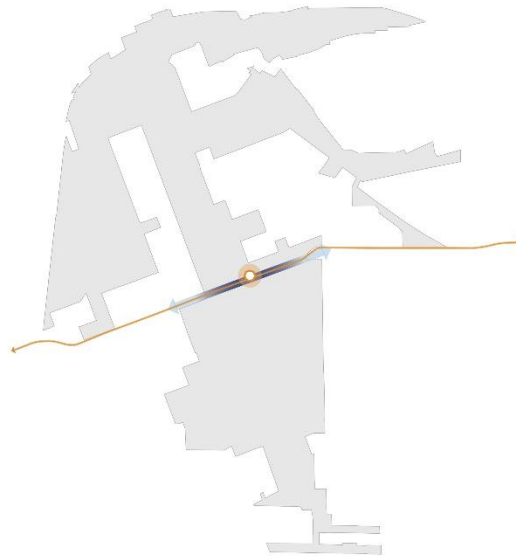
Development potential and character at 11th Street Station



Development potential and character at Trail Creek

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Michigan City Big Moves Diagrams



11th Street Corridor

The corridor where 11th Street aligns with the South Shore Line is being redesigned to improve traffic flow and commuter rail operations in this section of Michigan City. 11th Street is also receiving a new streetscape design, and vehicular circulation to and from 11th Street is changing at some locations.



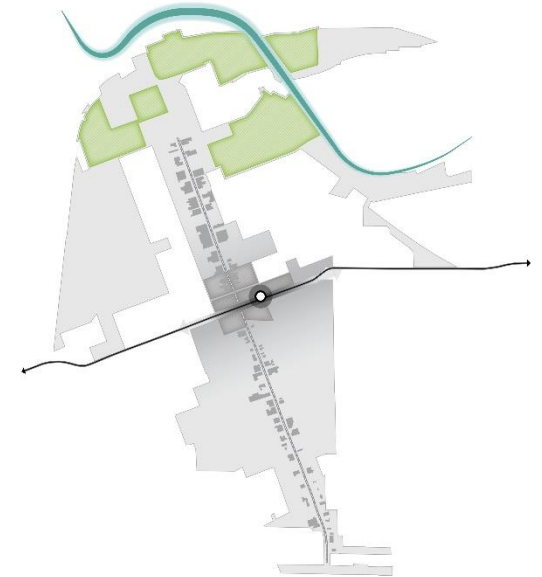
Downtown TOD

Medium-density mixed-use redevelopment of several blocks surrounding the 11th Street Station would create an enhanced and amenitized transit hub for downtown Michigan City. Increased activity around the station can catalyze development south of 11th Street and enhance overall downtown revitalization.



Franklin Street Corridor

Improvements to Franklin Street would enhance the existing commercial corridor and create an opportunity for a new gateway into the station area anchored by high-quality development..

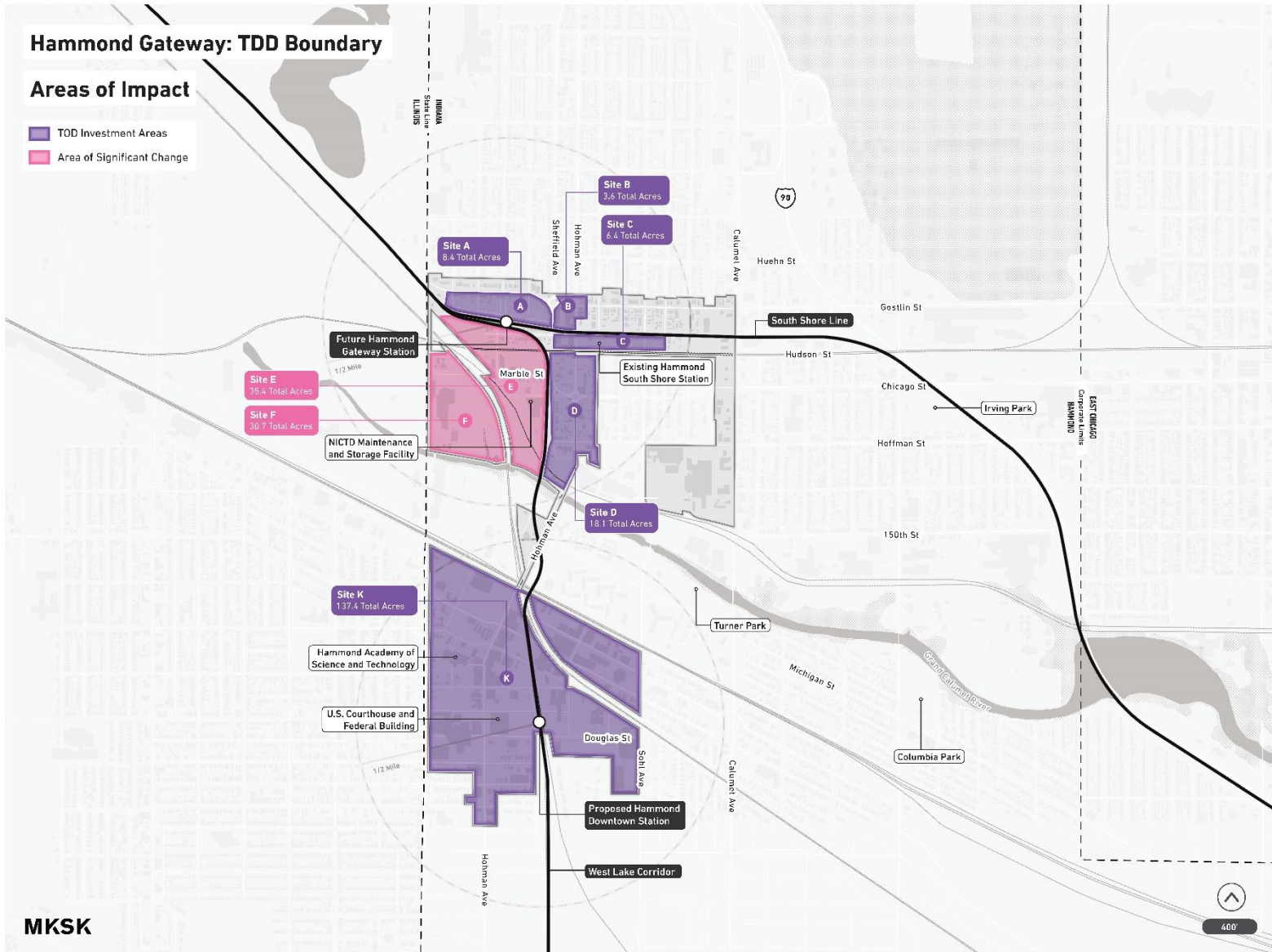


Waterfront District

Further north towards Trail Creek, higher density waterfront district development of underutilized areas could complement existing revitalization efforts downtown.

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Hammond Gateway TOD Opportunities



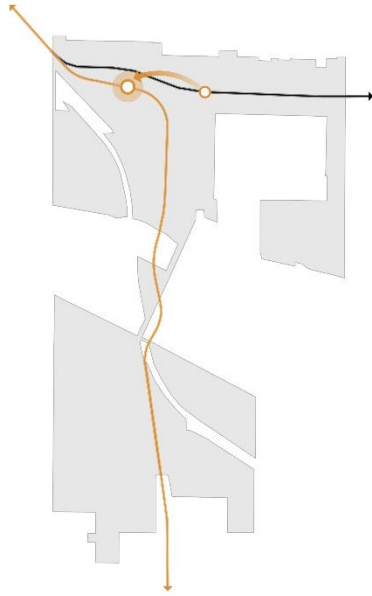
Development potential and character at Hammond Gateway Station



Development potential and character at future Hammond Downtown Station

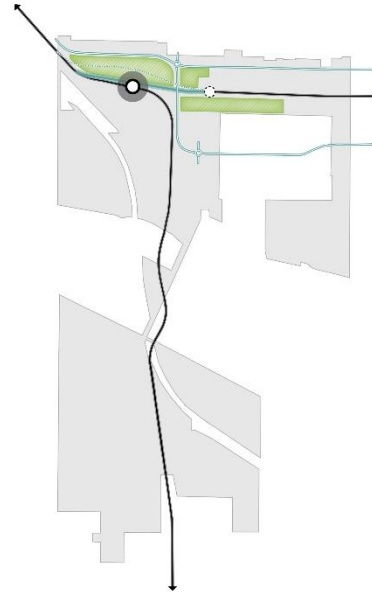
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Hammond Big Moves Diagrams



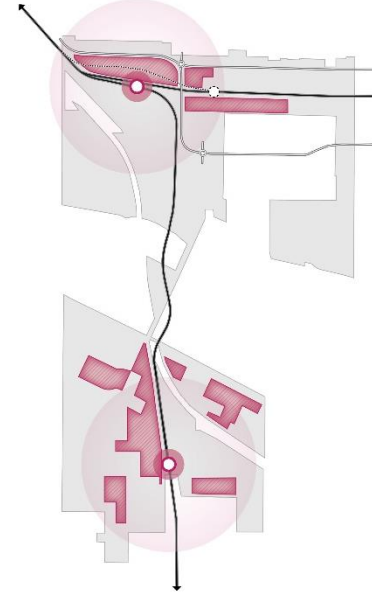
Station Relocation & West Lake Corridor

In conjunction with the new West Lake Corridor, the current Hammond South Shore Station will be relocated to the west where both rail lines meet: the Hammond Gateway Station. Hammond will benefit tremendously from having future access to both the South Shore Line and the West Lake Corridor.



Rail & Roadway Realignment

The South Shore Line will be realigned to converge with the new West Lake Corridor and create a single station platform serving both lines. The Chicago/Gostlin Street reconstruction, which is already in progress, will realign these roadways and select intersections. These two projects will create larger development sites immediately surrounding the new Hammond Gateway station.



TOD Opportunities

In addition to the Hammond Gateway station, a future Downtown Hammond Station is being planned along the West Lake Corridor to serve the downtown area. These two stations create numerous transit-oriented development opportunities for the City of Hammond.

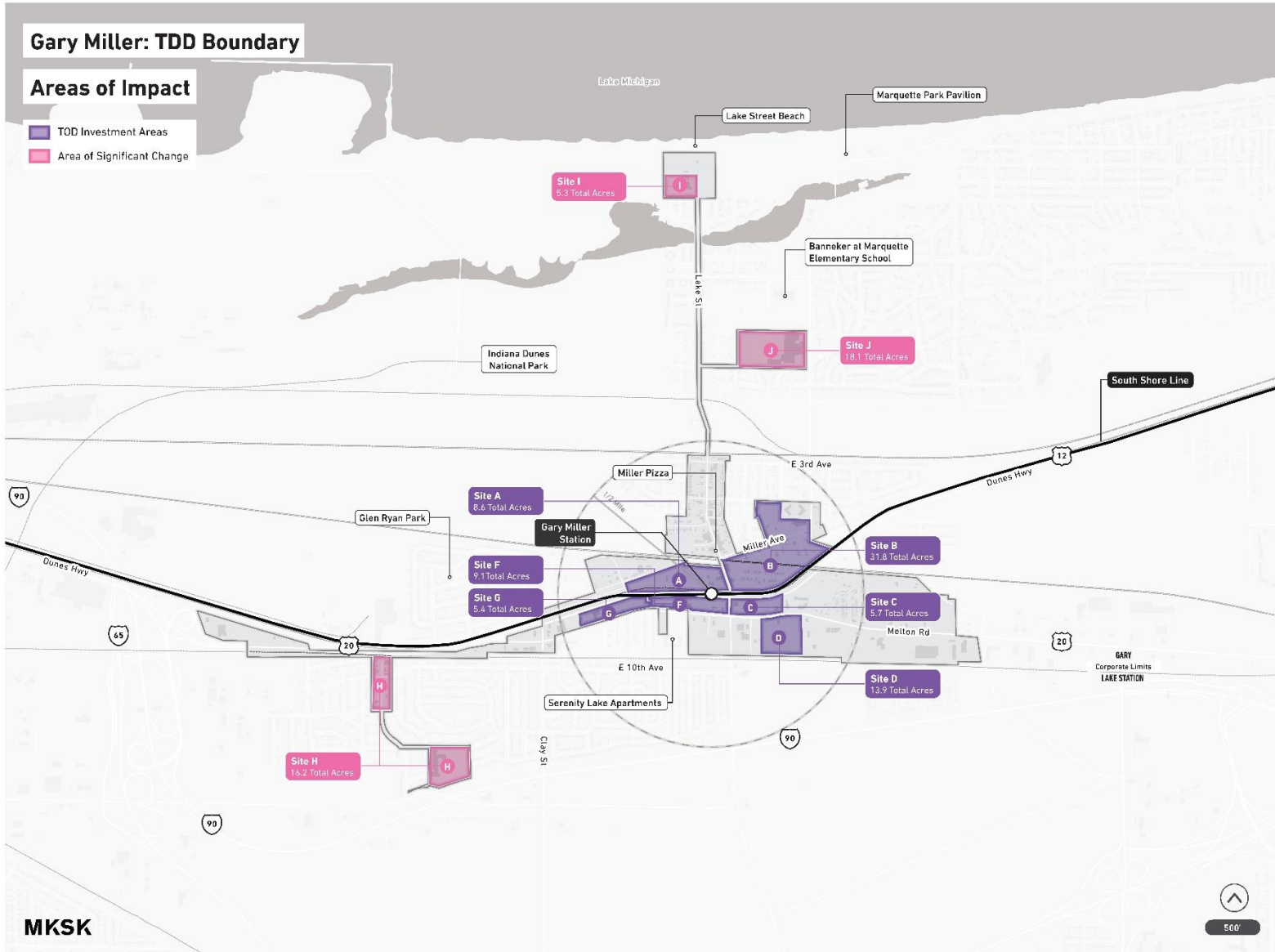


Hohman Avenue Corridor

Hohman Avenue is the primary corridor of downtown and an important connector from downtown to North Hammond. As conceptualized in the downtown master plan, Hohman Avenue should be enhanced with streetscape and multi-modal mobility improvements.

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Gary Miller TOD Opportunities



Development potential and character at Lake Street



Development potential and character at Miller Ave

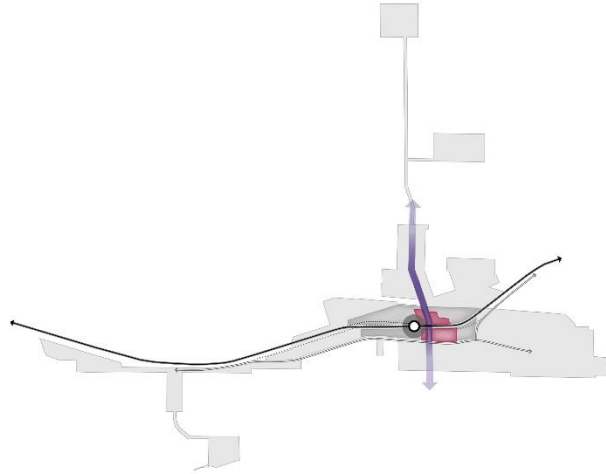
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Gary Miller Big Moves Diagrams



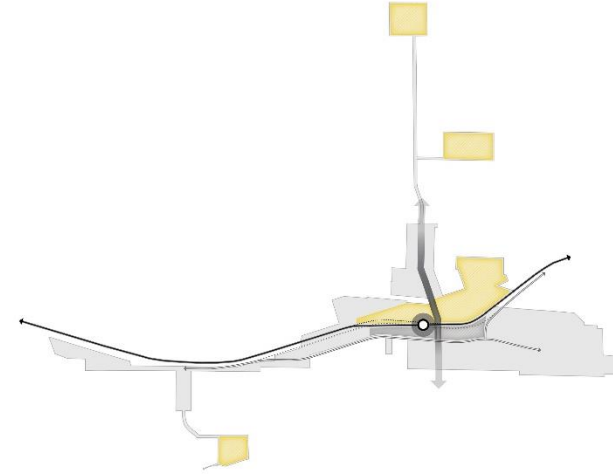
Rail Relocation & Road Realignment

As part of the Double Track Project, the South Shore rail is shifting alignment through the Gary Miller Station Area. A redundant segment of US 12/Dunes Highway, which runs parallel to the South Shore Line, is closing and redirecting traffic on US 20/Melton Road. These two projects have created more developable area on either side of the rail.



Lake Street TOD

Transit-oriented development opportunities at the intersection of Lake Street and the South Shore Line have potential to transform these blocks adjacent to the station and build upon the revitalization efforts of the Lake Street corridor.

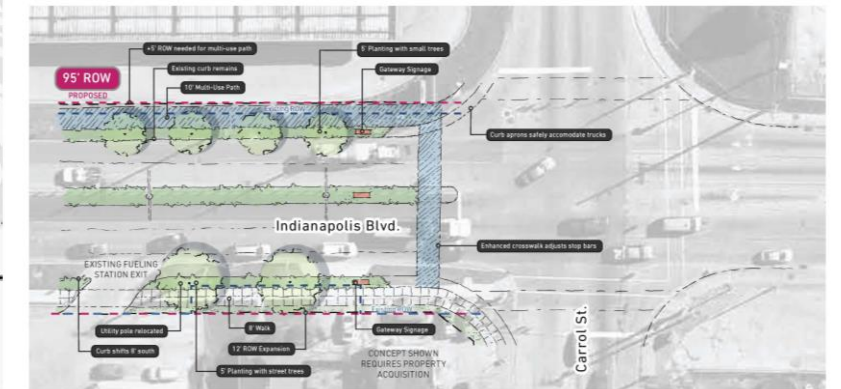
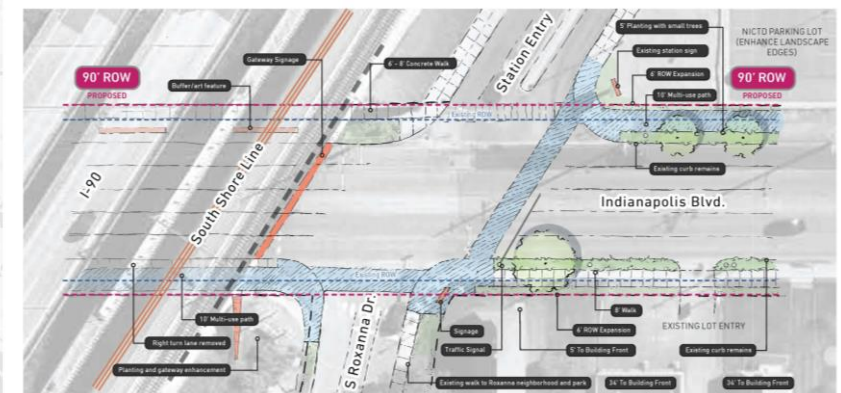
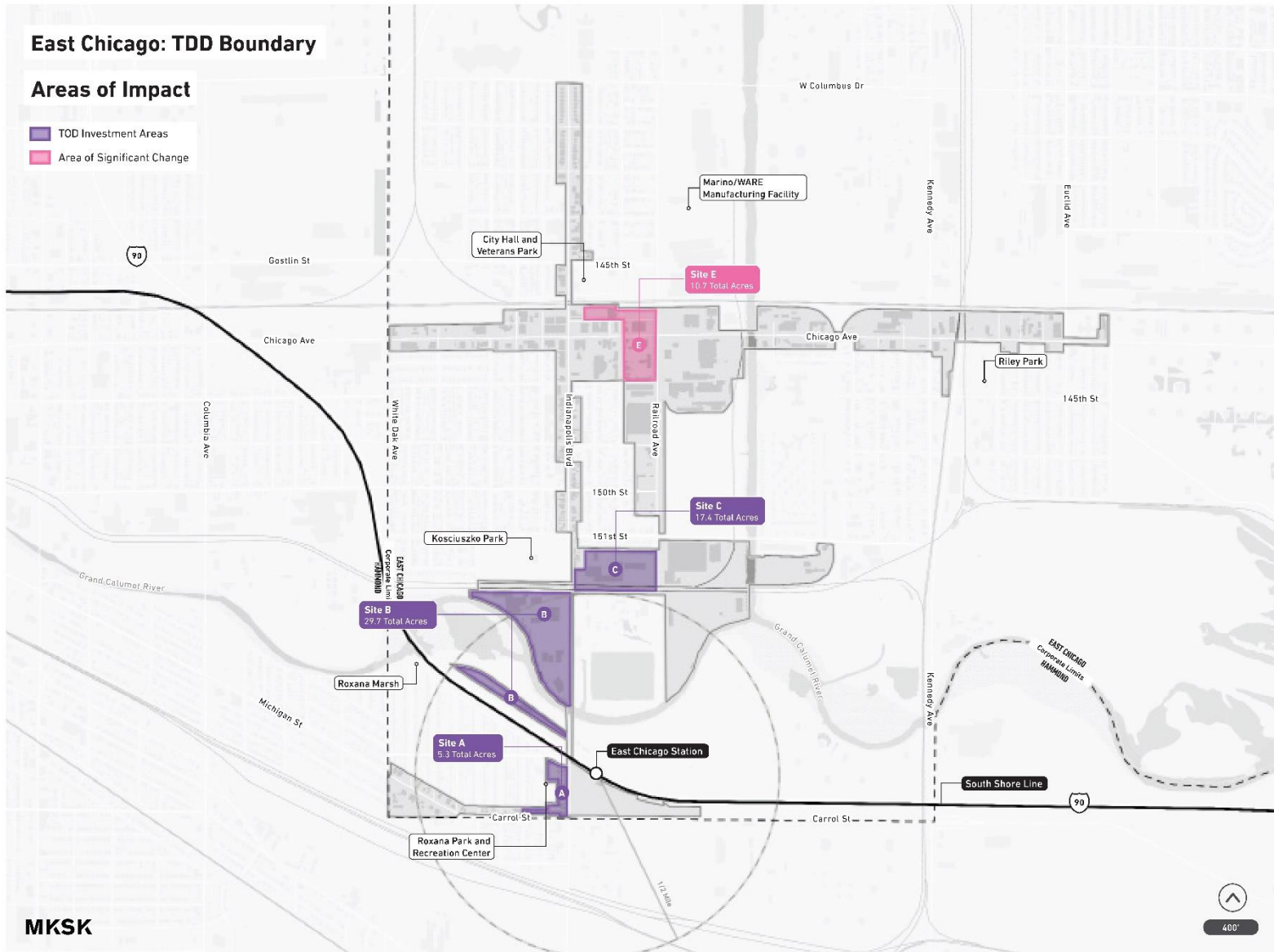


Residential Neighborhoods

Several opportunity sites in the Miller area could develop both near the station area and elsewhere in the community. There is potential for multiple housing types that would complement and enhance existing neighborhoods.

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

East Chicago TOD Opportunities

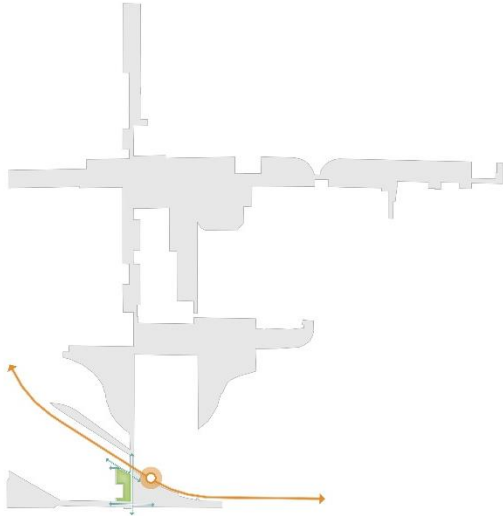


Development potential and character along Indianapolis Blvd



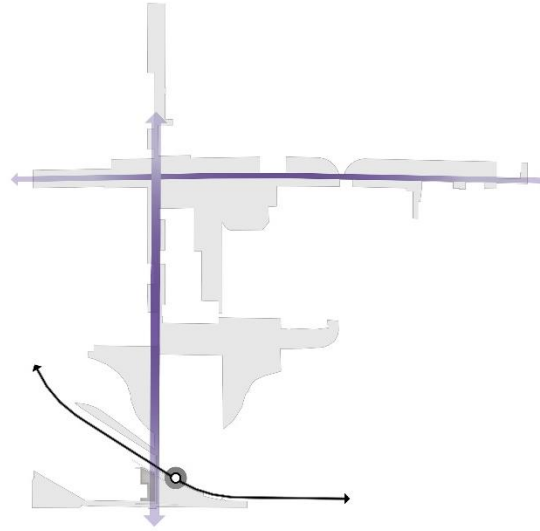
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

East Chicago Big Moves Diagrams



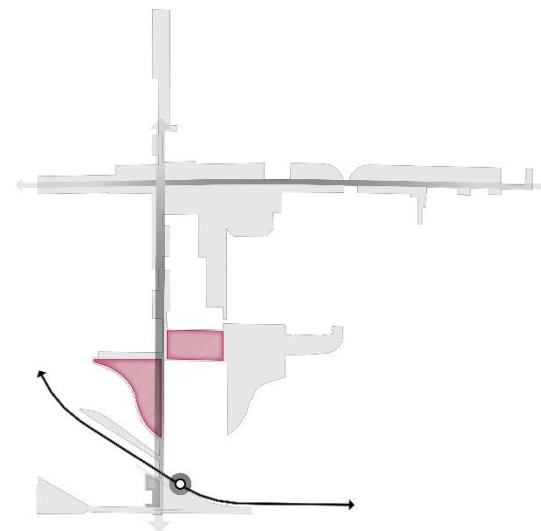
Station Area TOD

Redevelopment potential in the Roxana neighborhood immediately adjacent to the station has prime frontage along Indianapolis Boulevard and is East Chicago's greatest transit-oriented development opportunity. Ensuring safe connections to the station from new development and the existing neighborhood is crucial to activating this area.



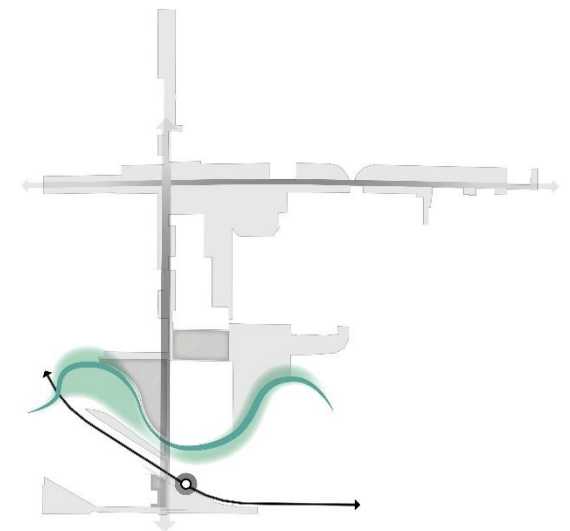
Corridor Improvements

Indianapolis Boulevard, particularly the segment south of 151st Street, is in need of design enhancements to increase walkability, improve traffic flow, and increase safety for all. Chicago Avenue is also an important commercial corridor in need of investment.



Industrial Repositioning

Industrial sites north of the Grand Calumet River have potential to be rethought as residential neighborhoods with a mix of housing types. Commercial and employment uses as well as green space should act as buffers from nearby industrial uses.

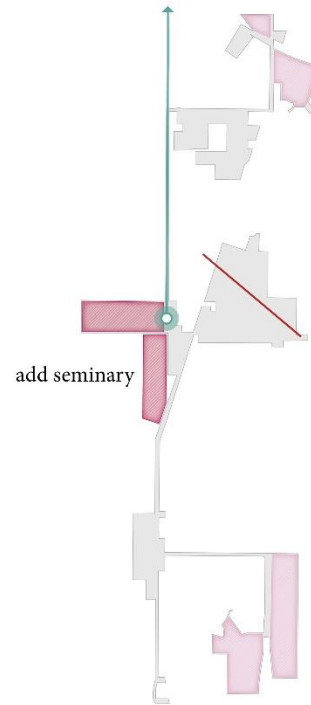


Re-envision the River

Cleanup efforts are already underway for the Grand Calumet River in East Chicago, and there lies a special opportunity in the Roxana Marsh to activate the river corridor as a natural community amenity.

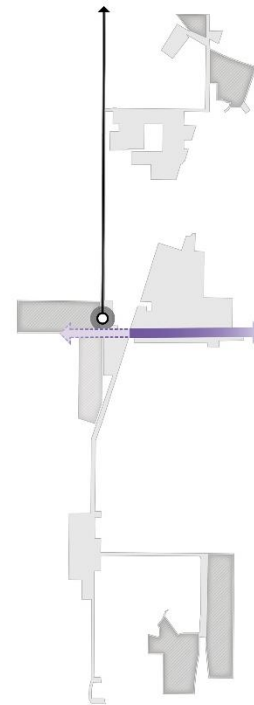
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Munster Main Big Moves Diagrams



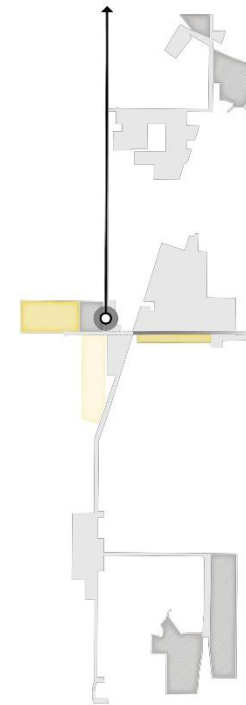
Mixed-Use Town Centers

A transit-oriented development opportunity around the immediate station area exists to the west of the future West Lake Corridor. Development could include medium-density mixed-use with a mix of housing types. A future employment center is supported by existing planned medical office development east of the station. Other development opportunities within the TDD boundary are already being considered and would create additional mixed-use town centers for the community.



Main Street

The planned extension of Main Street to the station area provides crucial access to the station and commuter parking as well as an opportunity for streetscape and mobility improvements to the corridor that can serve both communities.

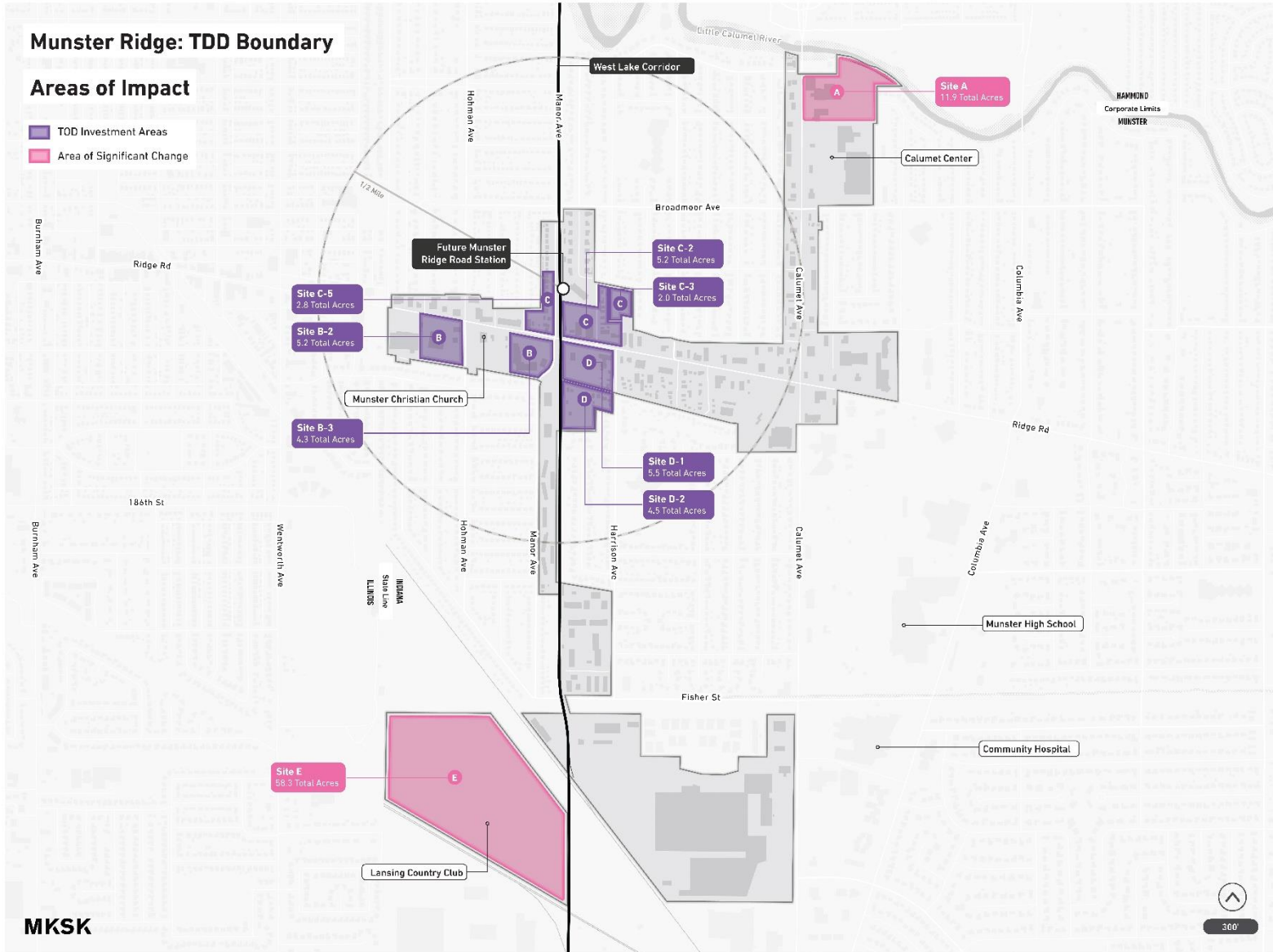


Residential Neighborhoods

This station area has the ability attract multiple housing types near the station in both Munster and Dyer communities. Key sites in the immediate station area have potential for strong walkable residential neighborhoods.

UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

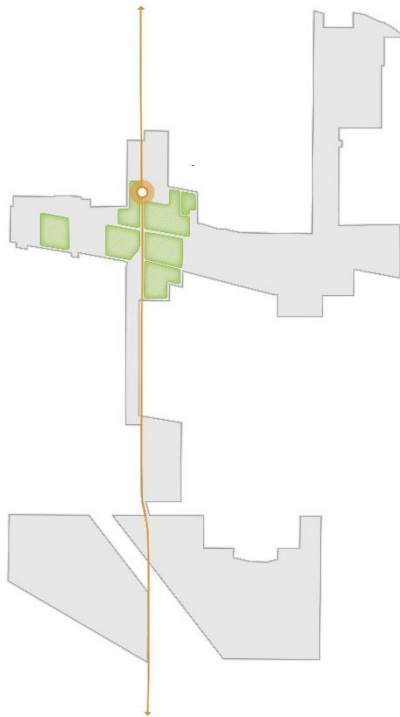
Munster Ridge TOD Opportunities



Development potential and character at Ridge Road

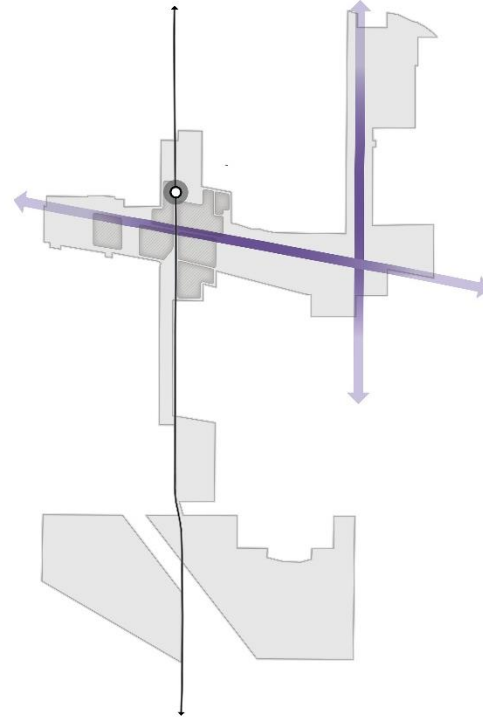
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Munster Ridge Big Moves Diagrams



Ridge Road TOD

Several sites at the key intersection of the Monon Trail, Ridge Road, and the future West Lake Corridor have potential to be redeveloped into high-quality mixed-use development. Development of multiple housing types and commercial uses could enhance existing neighborhoods and serve both the community and commuters.



Corridor Improvements

Two important commercial corridors, Ridge Road and Calumet Avenue provide essential commercial businesses and services to the community. Planned and designed streetscape improvements for both corridors will establish identity for these corridors and increase walkability around the station area.

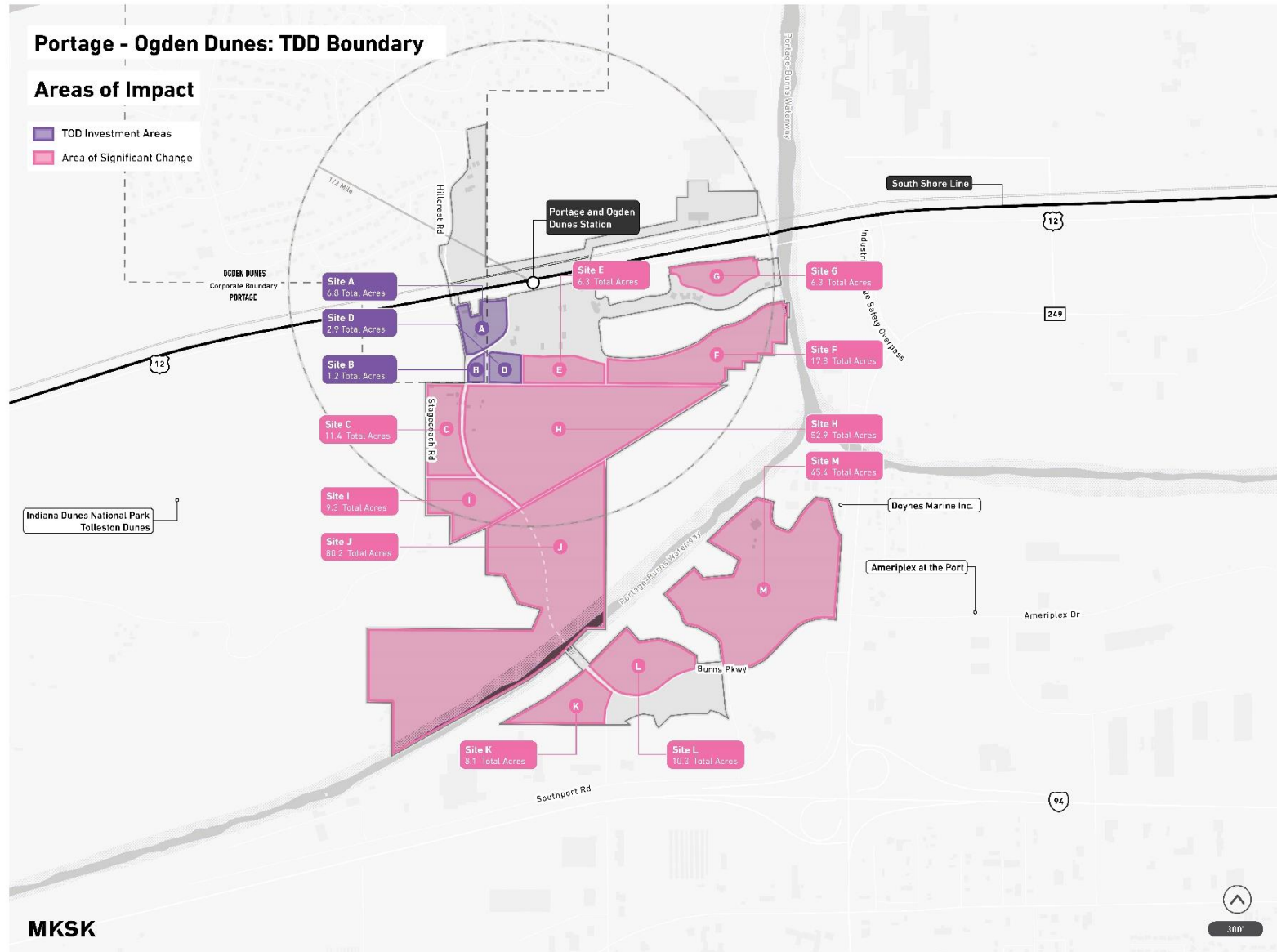


Complementary Commercial

Infill sites and redevelopment opportunities exist along Ridge Road, which should be complementary to the established commercial corridor and surrounding residential neighborhoods.

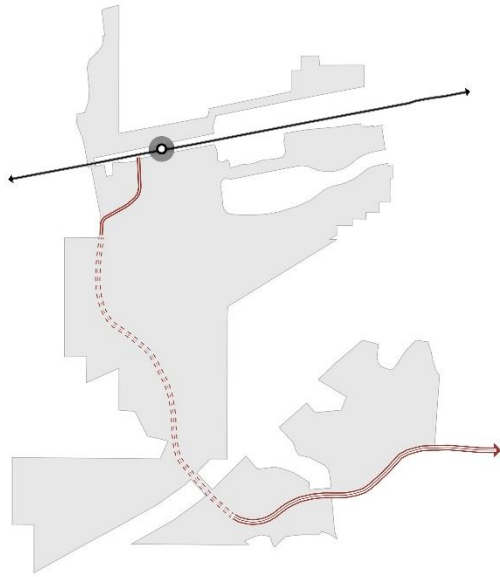
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Portage TOD Opportunities



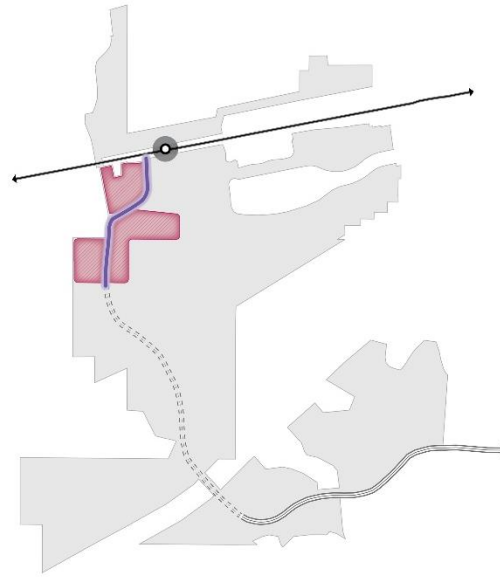
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Portage Big Moves Diagrams



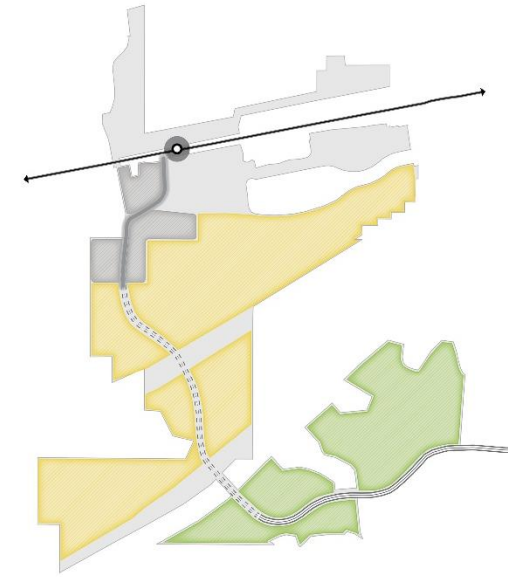
Burns Parkway Extension

An extension of Burns Parkway is currently being designed that will create a major access corridor through the TDD boundary from IN 249 to US 12. This new roadway will also establish crucial connectivity to the station area from major roadways.



Mixed-Use Town Centers

The new Burns Parkway creates the opportunity for a new epicenter for mixed-use development, especially immediately adjacent to the station area. Long-term potential for transit-oriented development exists as joint development may occur on the planned commuter parking lot along US 12.

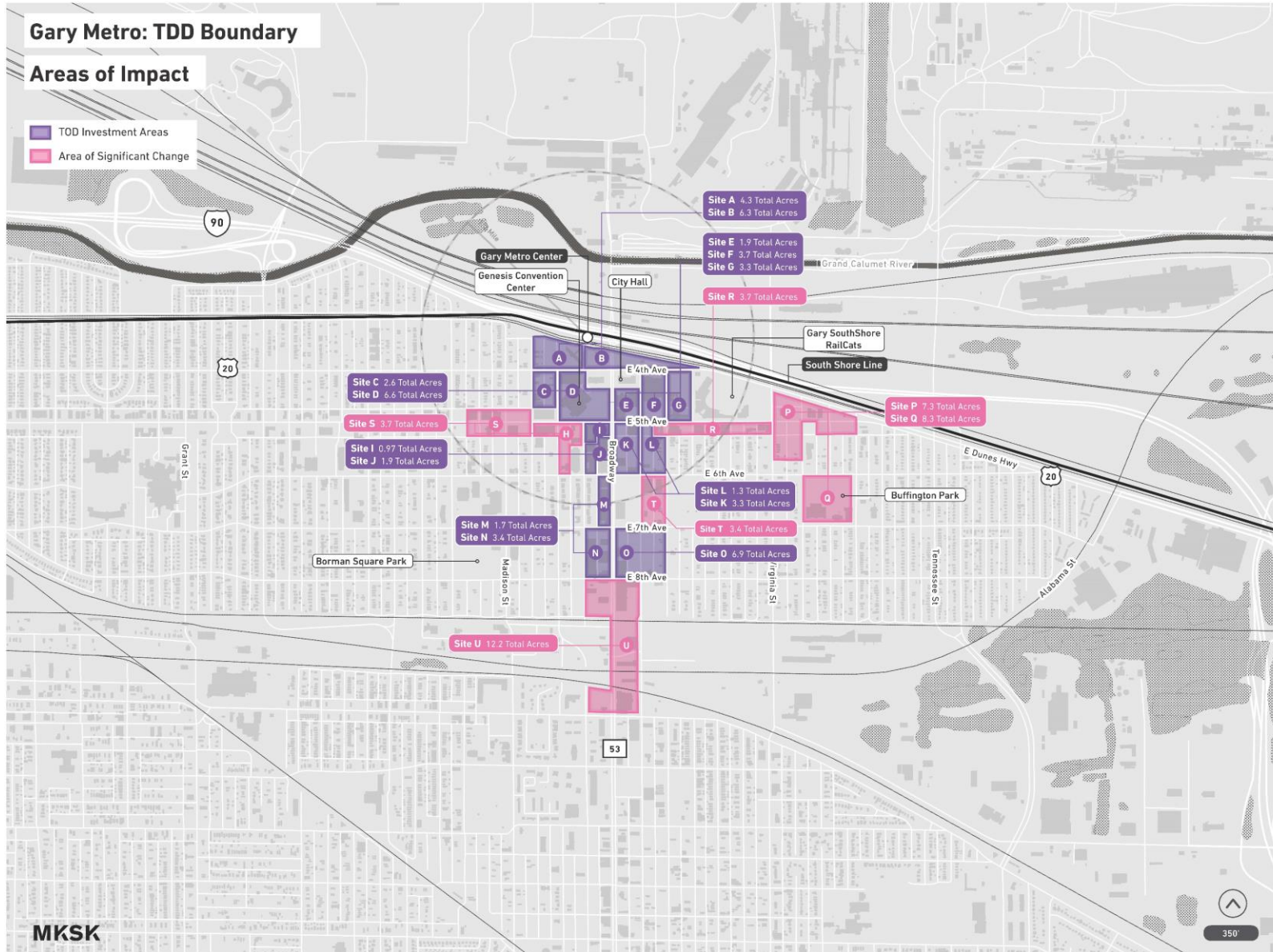


Conservation-Style Subdivision

Development in Portage is facilitated by a large amount of available greenfields and city-owned property within the TDD boundary. This area can support a mix of residential types, including conservation-style development that would preserve and celebrate existing natural features. Additionally, South of the Portage-Burns Waterway, the Portage is already preparing for office/employment development.

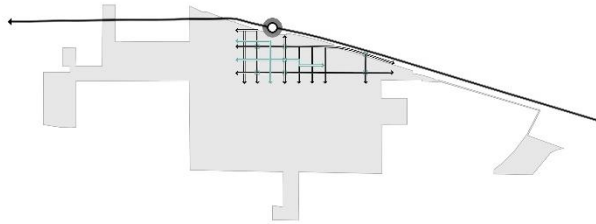
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Gary Downtown TOD Opportunities



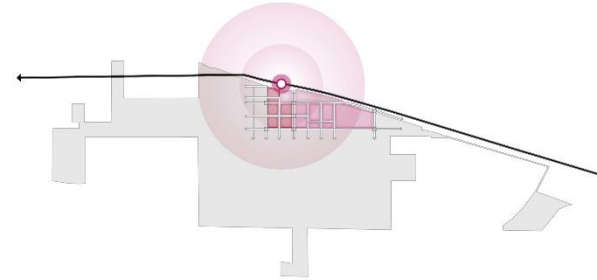
UPDATES ON DEVELOPMENT – PLANNED AND OCCURRING

Gary Metro Big Moves Diagrams



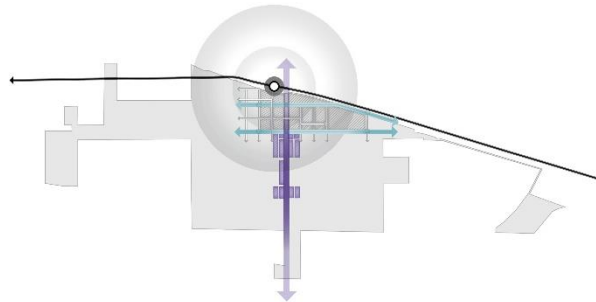
Re-establish Pedestrian-Scale Grid

The current scale of street blocks in the downtown core support large civic buildings. Re-establishing a pedestrian-scale grid includes activating Washington Street, for a north-south connection to Gary Metro Station, and introducing a mid-block crossing east-west through to Massachusetts Street. Safe-crossings are proposed at Broadway Ave., and W 4th and 5th Avenues.



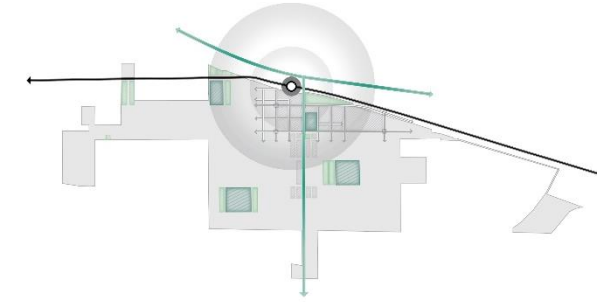
Activate Station Anchors

The Gary Metro Station acts as an anchor, with mixed-use development clustered along new north-south and east-west street block connections. Development potential can be explored from low to high density, with a strategy to identify and acquire properties for interim, mixed-use.



Create Safe Corridor Connections

Broadway Avenue is identified as an activated corridor, with mixed-use and commercial development that responds to an enhanced pedestrian realm. Proposal for a complete street design includes a "green buffer," and multi-use paths to promote bicycling, car, and bus transit. W 4th and 5th Avenues should have safe crossings, along with a two-way traffic conversion.



Connect Anchor Parks & Trails

Access to open space is prioritized within the development strategy. A central open green space connects the mixed-use development clusters and activates the public realm for future community-based events. A proposed bike path/park trail creates a network of open spaces with the existing anchor parks.



Next Steps & Questions

Next Meeting: February 15, 2022

2023 Housekeeping Notes

2023 Meeting Schedule

- February 15
- May 17
- August 16
- November 15

Reappointment Letters

2023 Chairperson

