



TDD Steering Committee Quarterly Update

May 18, 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	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 gavel 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 formal meeting room setting.

- **Welcome and Introductions**
- **Approval of Minutes from February 16, 2022**
- **RDA Update on Rail Projects**
- **RDA/NICTD TOD Update**
- **RDA Board TDD Approval preview**
- **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 (excluding financing)
- Demolition of 86 of the 94 properties is completed. All relocations offers have been accepted.
- Final design is at 86% complete
- Project schedule is currently on track to achieve the projected substantial completion and revenue service dates

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: \$643 million (excluding financing)
- DT project was split into seven separate construction contracts.
- After modifications to reduce costs and risks to contractors, the contract for the main construction work was awarded to Walsh Herzog.
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TOD/TDD Implementation Planning

Update

TOD Planning Progress (completed, draft, in-process, or in the queue) – project continuing through December 31, 2022

Task 1 – Analysis and Initial Work Sessions

Completed: gaps/opportunities analysis

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

In process: Dune Park/Porter, Beverly Shores, South Bend

Task 2 – Land Use Mapping/Projections

Completed: future land use place district descriptions, land use place district mapping, TOD areas, and building typologies

Completed: short-term development impact (H,M,L) for all areas with TDD boundaries

Draft: 5-,10-, and 20-year future land use projections

Task 3 – Zoning Analysis

Draft: current zoning analysis for Dyer, Munster, Hammond, East Chicago, Gary Miller, and Michigan City

Coming soon: Zoning review engagement session with staff (June)

In-process all remaining areas

Task 4 – TOD Zoning

In-process: review of MKSK development planning and character to determine zoning

In-process: TOD zoning template and calibration tasks

In-process: parking, corridor, and housing TOD best practices

Task 5 – Development Planning

In-process: first-round conceptual development planning for Dyer, Ogden Dunes, Dune Park/Porter, and Beverly Shores to test with staff (June)

In-process: preferred scenario development planning for Munster, Hammond, East Chicago, Gary Miller, and Michigan City (first round completed for these)

Task 6 – Engineering Analysis and NICTD Coordination

Completed: infrastructure and brownfields analysis Dyer, Munster, Hammond, East Chicago, Gary Downtown, Gary Miler, Portage, Ogden Dunes, Dune Park/Porter, Beverly Shores, and Michigan City

In-process: continued bi-weekly coordination with NICTD

Task 7 – Capital Projects Planning

In-process: identification of projects, short-, medium-, and long-term recommendations, and key considerations for TOD implementation

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 all communities

Ongoing: website updates

Coming soon: in-person/hybrid community input sessions and work sessions (this summer)

Coming soon: tracking of opportunity sites on website particular to each TDD

TOD Planning Progress (completed, draft, in-process, or in the queue) – project continuing through December 31, 2022

Task 9 – Additional Planning Tasks

Completed:

- Regional housing analysis
- Portage Burns Parkway traffic /LOS analysis and high-level corridor analysis

In-process:

- Munster/Dyer Main Street traffic analysis, corridor planning, and conceptual street design
- East Chicago Indianapolis Boulevard corridor planning and conceptual street design
- Gary Miller US 20/Melton Road corridor analysis
- Downtown Gary engagement, focus groups, property analysis, and land development strategy (in close collaboration with city and GHA officials)
- Hammond State Line Avenue truck corridor traffic analysis and corridor planning
- Michigan City Franklin Street corridor planning and conceptual street design
- TOD development materials/executive summaries for key TOD sites

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.

TOD Types



**Downtown
TOD**



**Village
TOD**



**Transitional
TOD**



TOD Types

Downtown TOD



Downtown areas with denser, compact blocks that are highly-walkable and connected, containing a mix of uses serving the entire community

Typical Land Uses	Mixed-Use (vertically and horizontally integrated); Retail/Offices/Services; Attached Housing; Flex Office/Employment; Medical Offices/Services; Government/Public Facilities; Cultural/Civic; Hospitality; Entertainment; Larger Multi-Family Housing; Structured Parking
Secondary Land Uses	Parks/Plazas; Large Parks/Natural Space; Religious, Education, and Assembly Facilities; Surface Parking
Parking	On-street parking with limited off-street parking; shared public parking lots and parking structures with short- and long-term bike parking; structured parking should be lined or fronted by mixed-use buildings with active ground floor uses
Transportation	Interconnected street grid with wide sidewalks, bike facilities, and multiple and frequent bus/transit connections; robust system of alleys
Typical Building Heights/ Density	Medium- to high-density with a minimum of 10 dwelling units per acre, typically 30+ units per acre; 3 stories minimum; anticipated average height of 5+ stories
Infill/Redevelopment	Infill should continue the existing visual pattern, rhythm or orientation of surrounding context along the street while adding appropriate height and density. Historically significant or contributing buildings should be preserved or adaptively reused when possible.
Other Considerations	Development should be supportive of pedestrian activity.

TOD Types

Village TOD

Compact, walkable areas with scaled mixed-use buildings that engage and support an active public realm



Typical Land Uses	Multi-Family Housing; Supportive Housing; Attached Housing; Retail/Offices/Services; Flex Office/Employment; Medical Offices/Services; Government/Public Facilities; Hospitality; Entertainment; Mixed-Use (vertically and horizontally integrated); Surface and Structured Parking
Secondary Land Uses	Pocket Parks/Plazas; Greenways/Trails; Recreation Facilities; Cultural/Civic; Religious, Education, and Assembly Facilities; Floodplain/Floodway; Preservation/Conservation Area
Parking	On-street parking with limited clustered off-street parking; shared public parking lots and structures with short- and long-term bike parking
Transportation	Interconnected street grid with wide sidewalks, bike facilities, and frequent bus/transit connections
Typical Building Heights/ Density	Medium density of 10-25 dwelling units per acre; 2 stories minimum; anticipated average height of 3-4+ stories
Infill/Redevelopment	Infill should continue the existing visual pattern, rhythm or orientation of surrounding context along the street while adding appropriate height and density. Historically significant or contributing buildings should be preserved or adaptively reused when possible.
Other Considerations	Any redevelopment should occur in a sustainable manner that minimizes impacts on natural areas, incorporates proper stormwater management, and mitigates any potential hazards to air or water quality.

TOD Types

Transitional TOD



Walkable development that transitions between multiple densities and provides a range of commercial, housing types, and services integrated vertically or horizontally

Typical Land Uses	Multi-Family Housing; Attached Housing; Detached Housing; Cultural/Civic; Religious, Education, and Assembly Facilities; Retail/Offices/Services; Medical Offices/Services; Government/Public Facilities; Hospitality; Entertainment; Mixed-Use (vertically and horizontally integrated)
Secondary Land Uses	Supportive Housing; Pocket Parks/Plazas; Greenways/Trails; Recreation Facilities; Floodplain/Floodway; Preservation/Conservation Area; Surface and Structured Parking; Artisan Manufacturing/Food Production; Office/Flex/Light Industrial
Parking	On-street parking; off-street parking with shared public or private parking lots; bike parking
Transportation	Interconnected street grid with sidewalks, some bike facilities, and connections to bus/transit
Typical Building Heights/ Density	Medium to low density expected to be less than 15 dwelling units per acre; anticipated average height of 2+ stories
Infill/Redevelopment	Infill should continue the existing visual pattern, rhythm or orientation of surrounding context, when possible. Historically significant or contributing buildings should be preserved or adaptively reused when possible. Infill should be of a scale that appropriately visually transitions between two areas.
Other Considerations	Any redevelopment should occur in a sustainable manner that minimizes impacts on natural areas, incorporates proper stormwater management, and mitigates any potential hazards to air or water quality

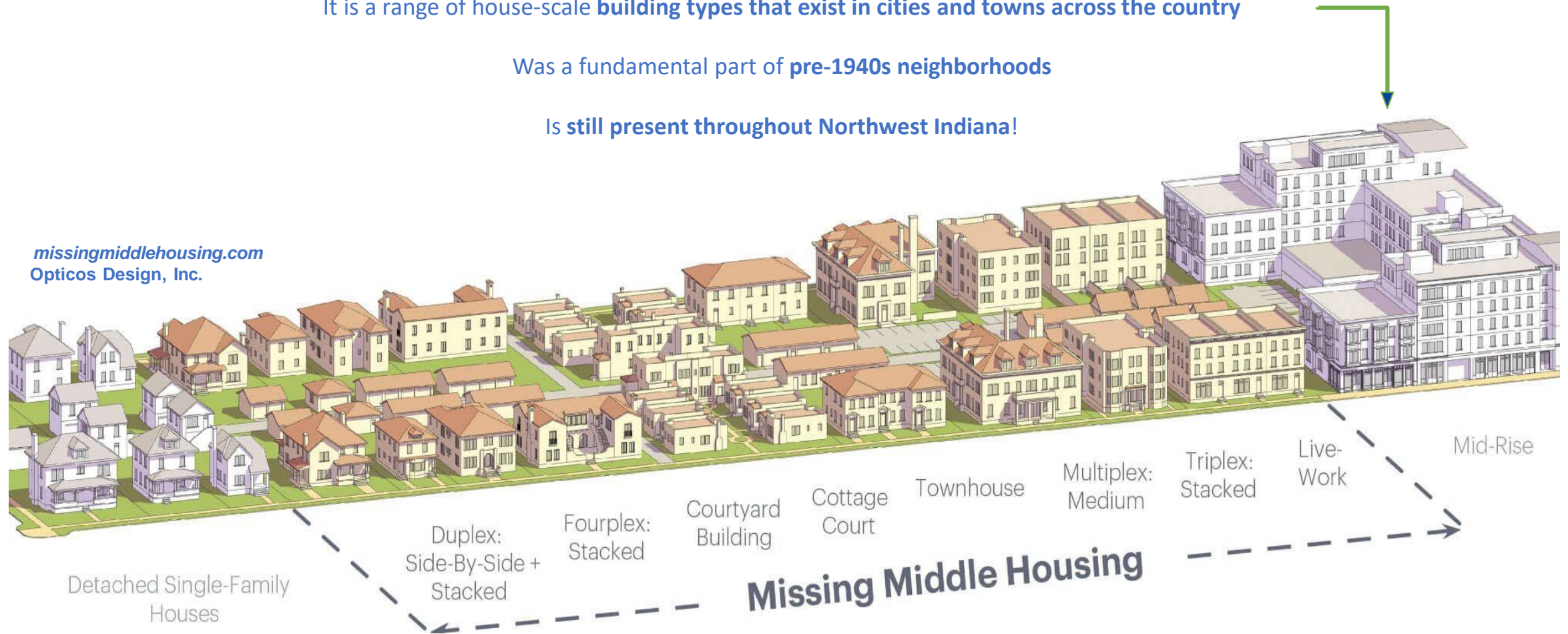
Considering a Range of Housing Development in TOD Areas

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

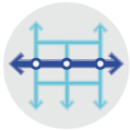
Was a fundamental part of **pre-1940s neighborhoods**

Is still present throughout Northwest Indiana!



Overview of Transit Oriented Development (TOD) process

Munster & Dyer Main Street TOD Opportunities



CORRIDOR

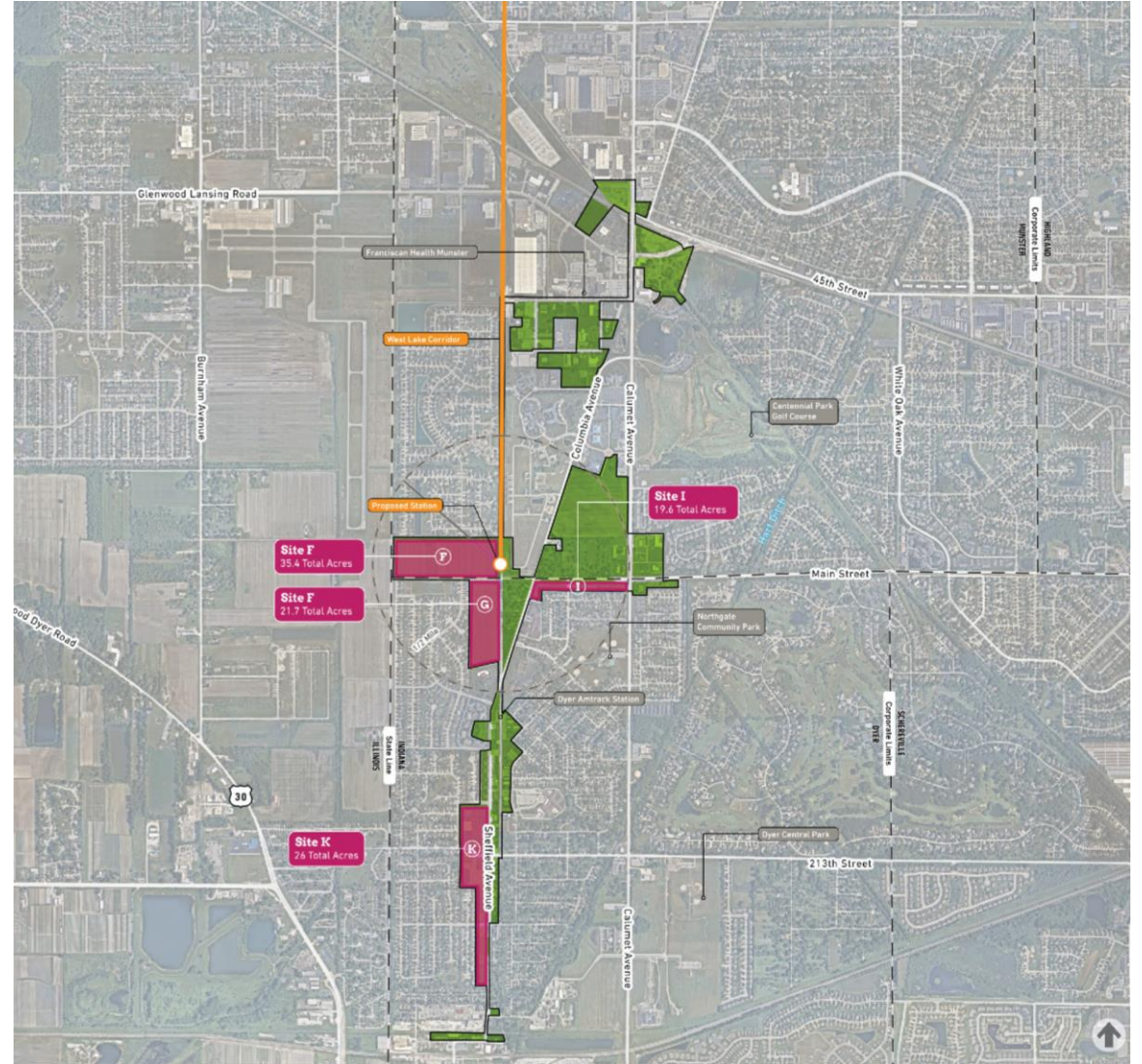


NEIGHBORHOODS



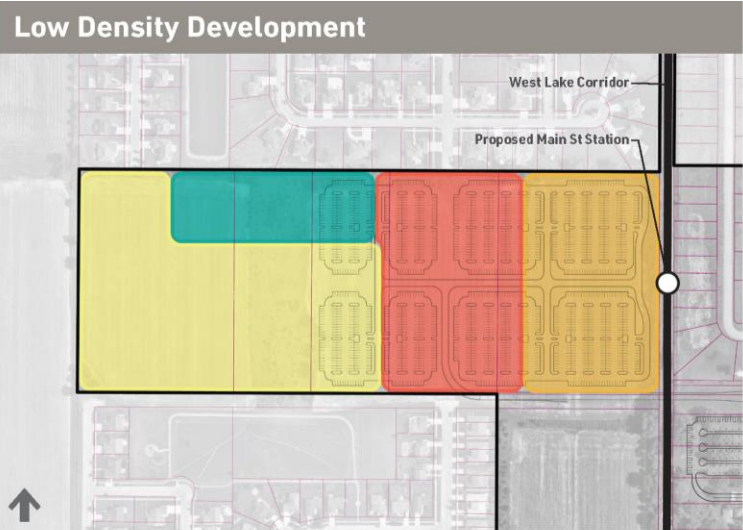
MIXED-USE

Main Street TDD Area:
302 total acres
195 acres in Munster
107 acres in Dyer



Overview of Transit Oriented Development (TOD) process

Munster and Dyer Main Street TOD Opportunities

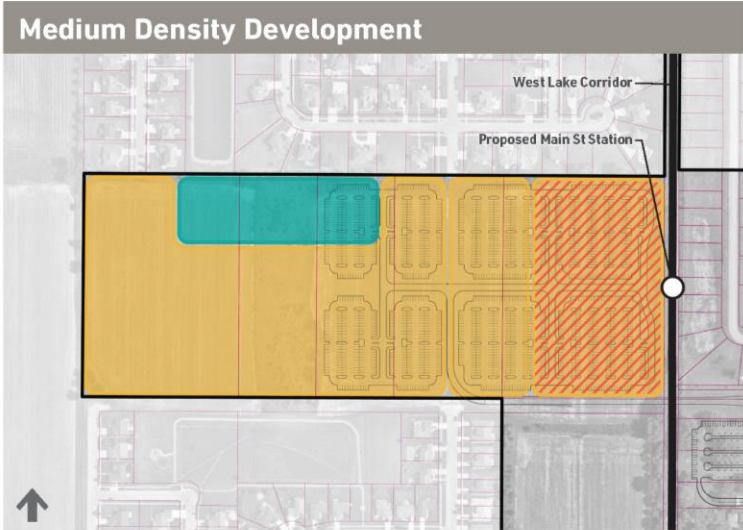


LAND USES

Single-Family	93 units (130,200 sf)
Other Residential	161 units (177,100 sf)
Commercial	61,500sf
Stormwater	86,800
Total Development	368,800 sf

POTENTIAL IMPACTS

Residents	533
Households with School-Aged Children	98
Employees	106-212



LAND USES

Single-Family	0 units
Other Residential	492 units (623,800 sf)
Commercial	33,600 sf
Stormwater	86,800
Total Development	657,400 sf

POTENTIAL IMPACTS

Residents	1,033
Households with School-Aged Children	189



LAND USES

Single-Family	0 units
Other Residential	824 units (906,400 sf)
Commercial	106,000 sf
Stormwater	86,000
Total Development	1,012,400 sf

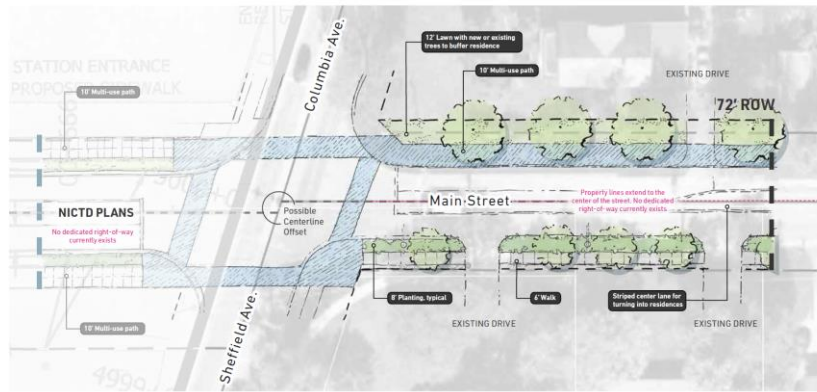
POTENTIAL IMPACTS

Residents	1,730
Households with School-Aged Children	316
Employees	183-365

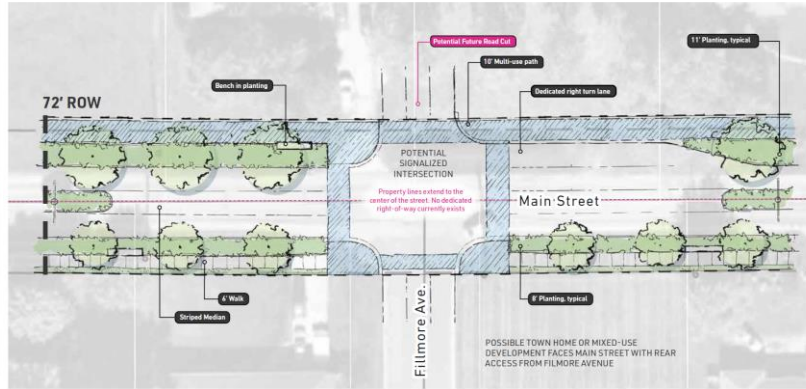
Overview of Transit Oriented Development (TOD) process

Munster and Dyer Main Street TOD Opportunities

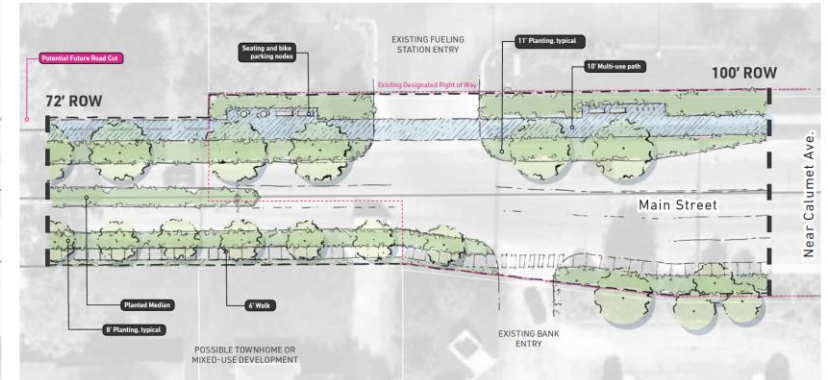
MUNSTER/DYER MAIN STREET
Sheffield/Columbia Intersection - Three Lanes



650 Feet to Station  **MUNSTER/DYER MAIN STREET**
Fillmore Avenue Intersection - Alternate 02 - Right Turn Lane Into Health Campus



0.25 Miles to Station  **MUNSTER/DYER MAIN STREET**
Near Calumet Ave. Intersection - Alternate 01 - Existing Drives Removed



Overview of Transit Oriented Development (TOD) process

Munster Ridge Road TOD Opportunities



EMPLOYMENT
CENTER

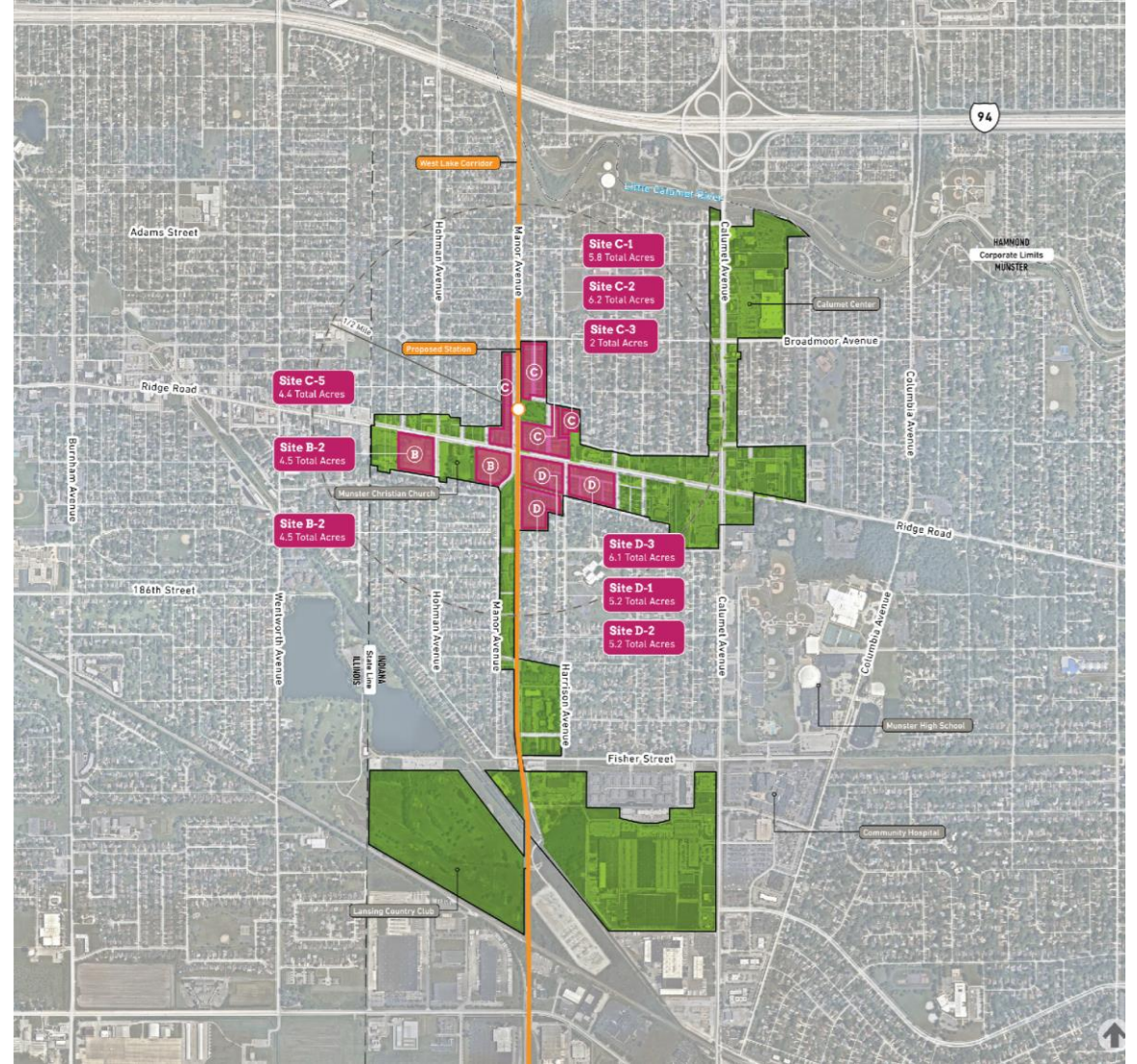


MIXED-USE



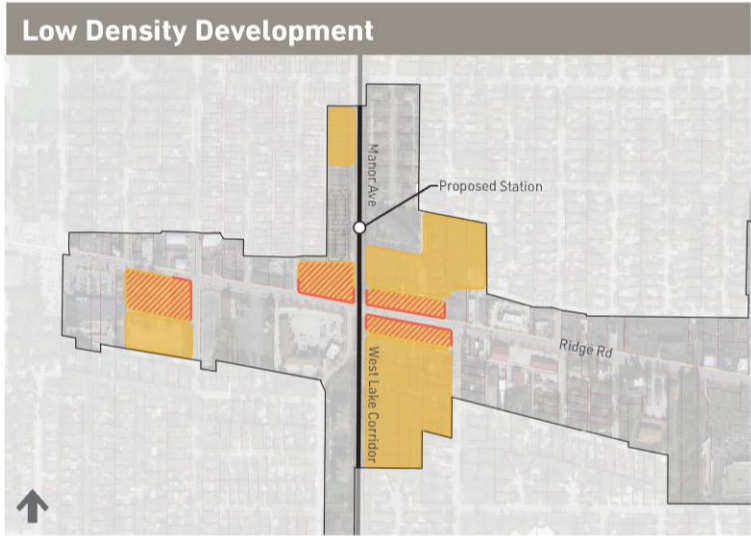
NEIGHBORHOODS

Ridge Road TDD Area:
310 total acres



Overview of Transit Oriented Development (TOD) process

Munster Ridge Road TOD Opportunities

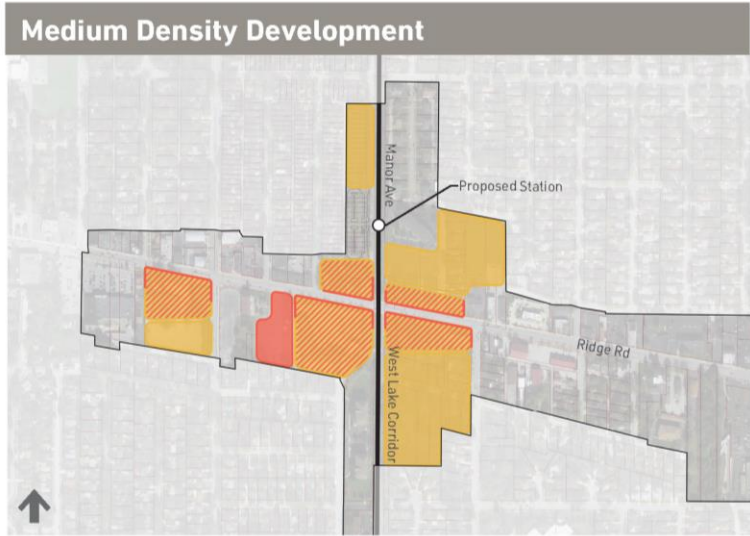


LAND USES

Residential	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	149-296

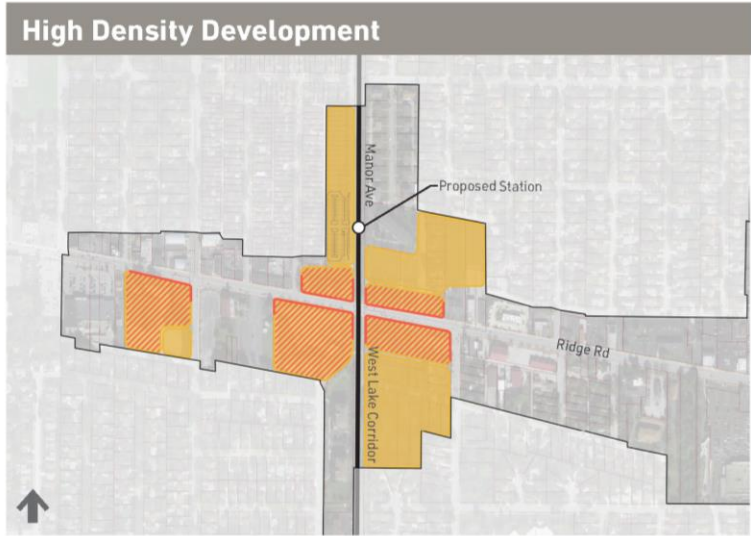


LAND USES

Residential	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



LAND USES

Residential	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

■ Mixed-Use
 ■ Residential
 ■ Commercial

Overview of Transit Oriented Development (TOD) process

Hammond Gateway/Downtown TOD Opportunities



INFILL
DEVELOPMENT



NEIGHBORHOODS

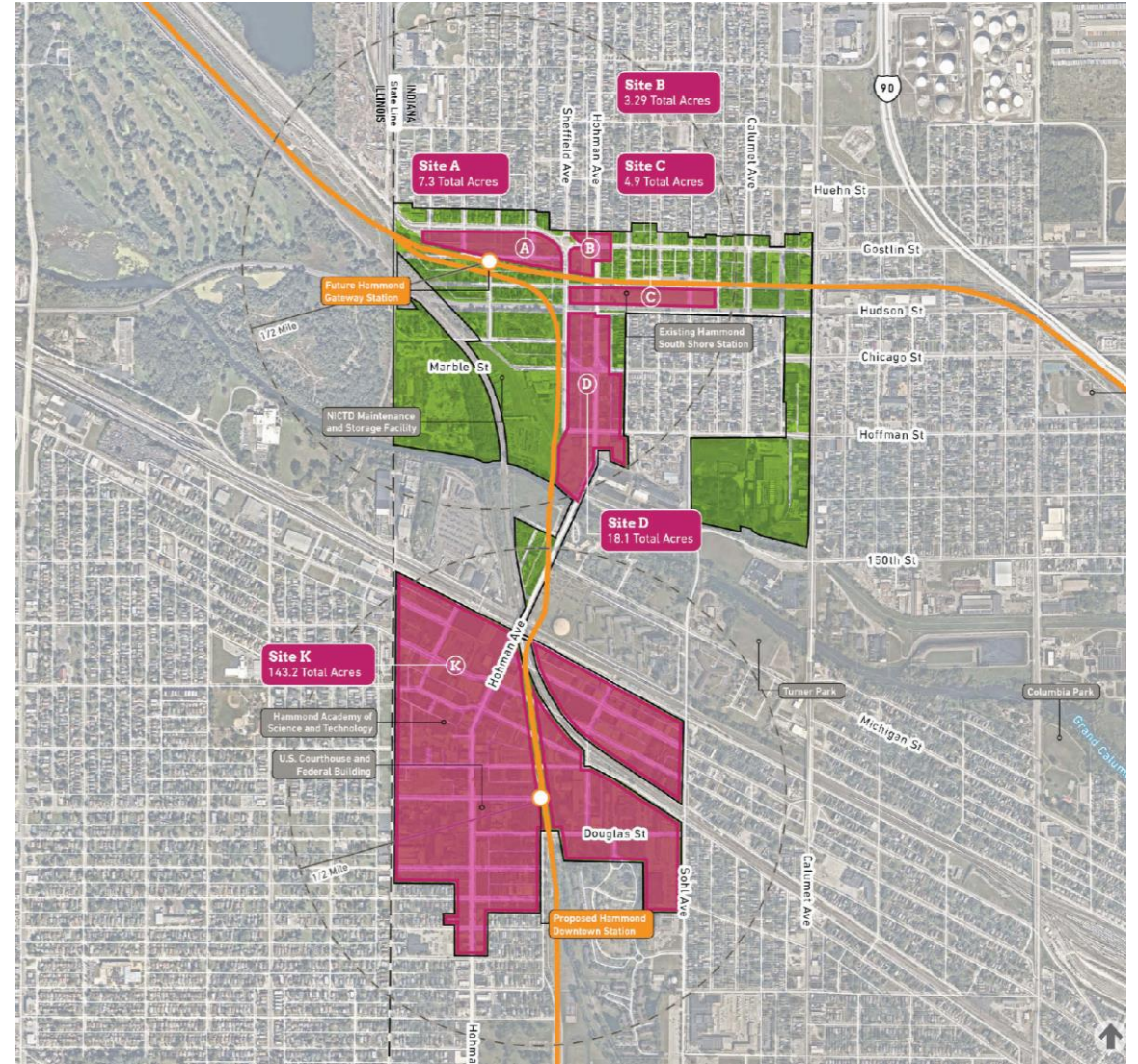


MIXED-USE

Gateway Station Area:
167 total acres

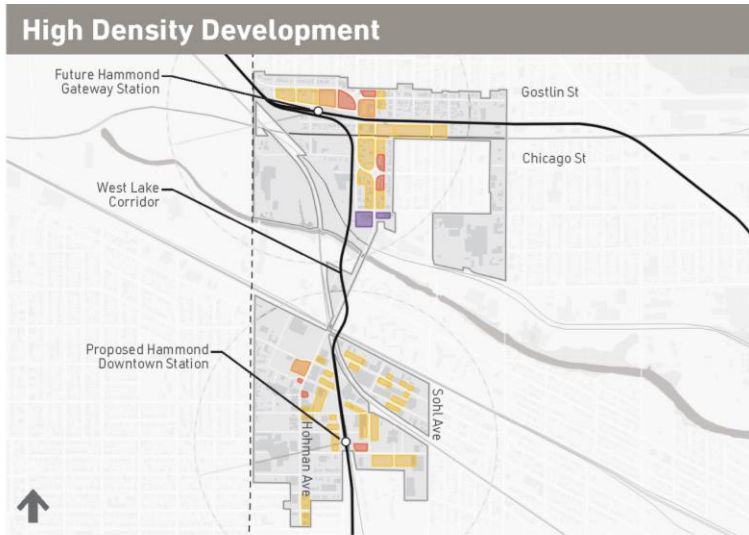
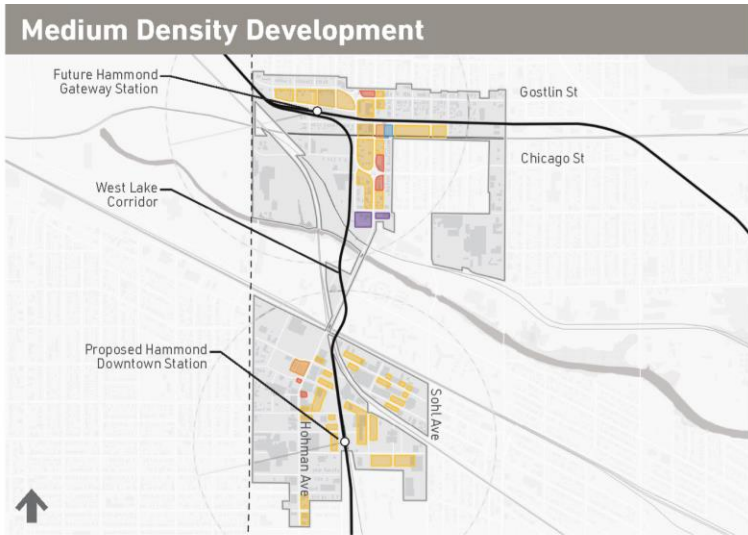
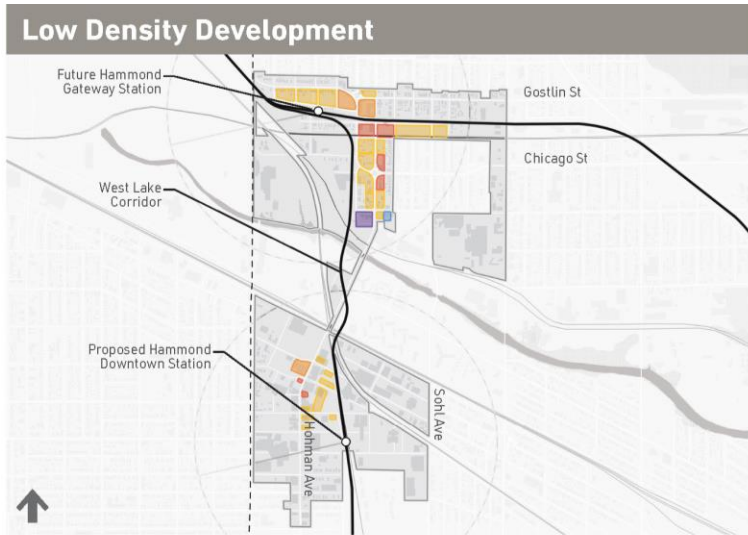
Downtown Hammond Station Area:
143 total acres

Total TDD Area in Hammond:
310.0 total acres



Overview of Transit Oriented Development (TOD) process

Hammond Gateway/Downtown TOD Opportunities



LAND USES

Townhomes	74 units (133,200 sf)
Multi-Family	658 units (723,800 sf)
Commercial	126,800 sf
Office	14,000 sf
Light Industrial/Flex	78,000 sf
Total Development	1,075,800 sf

POTENTIAL IMPACTS

Residents	1,537
Households with School-Aged Children	281
Employees	218-437

LAND USES

Townhomes	187 units (336,600 sf)
Multi-Family	1,423 units (1,565,300 sf)
Commercial	82,520 sf
Office	8,100 sf
Light Industrial/Flex	102,000 sf
Total Development	2,094,520 sf

POTENTIAL IMPACTS

Residents	3,381
Households with School-Aged Children	618
Employees	142-284

LAND USES

Townhomes	146 units (262,800 sf)
Multi-Family	1,583 units (1,741,300 sf)
Commercial	126,500 sf
Office	20,000 sf
Light Industrial/Flex	102,000 sf
Total Development	2,252,600 sf

POTENTIAL IMPACTS

Residents	3,631
Households with School-Aged Children	664
Employees	218-436

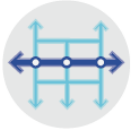
■ Mixed-Use
 ■ Residential
 ■ Commercial
 ■ Office
 ■ Light Industrial/Flex

Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities



INDUSTRIAL
REPOSITIONING

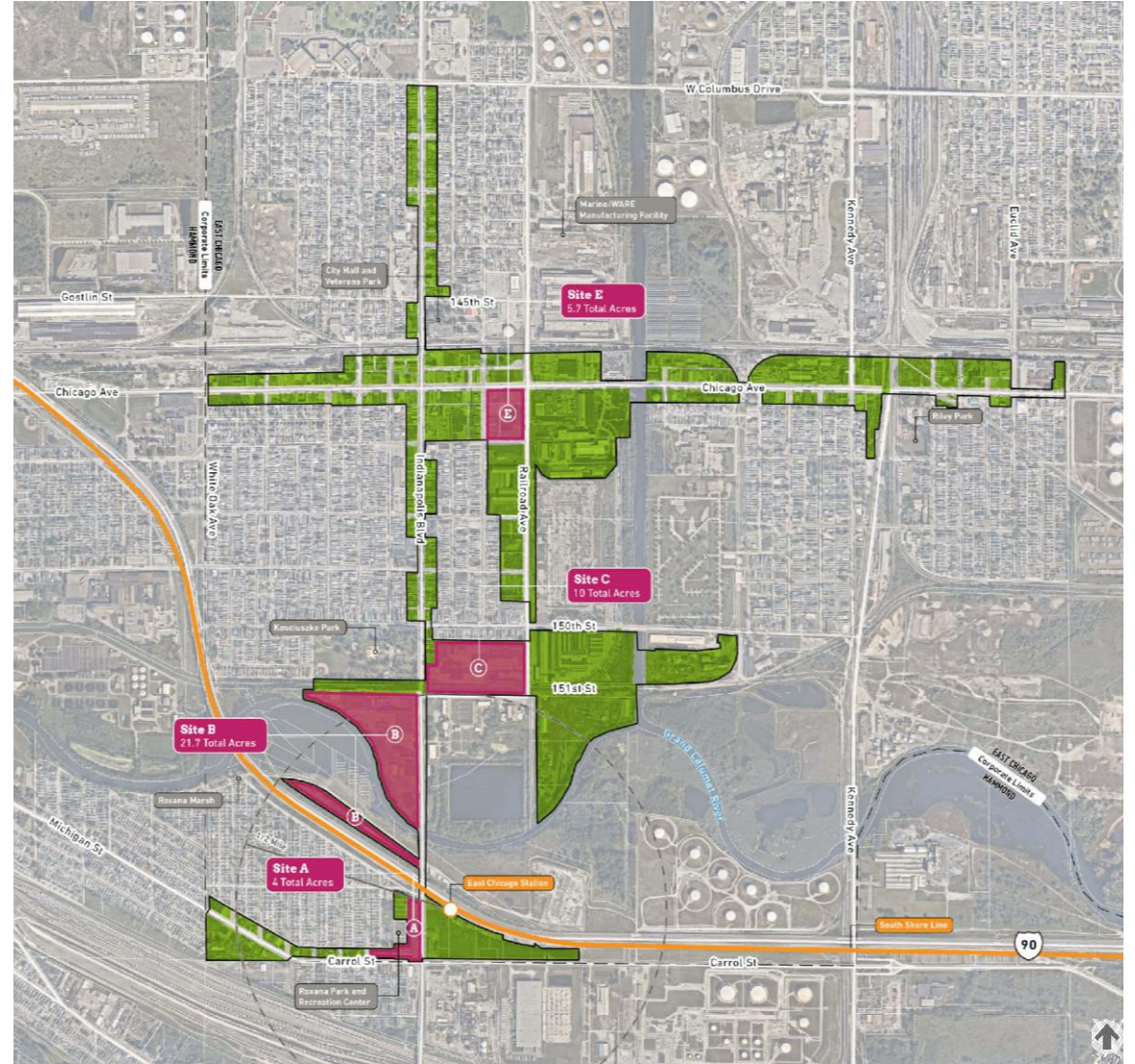


CORRIDOR



MIXED-USE

TDD Area in East Chicago:
293 Acres



Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities

Low Density Development



LAND USES

Townhomes	170 units (306,000 sf)
Multi-Family	114 units (125,400 sf)
Commercial	44,415 sf
Light Industrial	37,000 sf
Total Development	512,815 sf

POTENTIAL IMPACTS

Residents	596
Households with School-Aged Children	109
Employees	76-153

Medium Density Development



LAND USES

Townhomes	107 units (192,600 sf)
Multi-Family	416 units (457,600 sf)
Commercial	58,970 sf
Light Industrial	91,300 sf
Total Development	800,470 sf

POTENTIAL IMPACTS

Residents	1,098
Households with School-Aged Children	201
Employees	102-203

High Density Development



LAND USES

Townhomes	197 units (354,600 sf)
Multi-Family	861 units (947,100 sf)
Commercial	103,386 sf
Light Industrial	37,000 sf
Total Development	1,442,086 sf

POTENTIAL IMPACTS

Residents	2,222
Households with School-Aged Children	406
Employees	178-356

■ Mixed-Use
 ■ Residential
 ■ Commercial
 ■ Office
 ■ Light Industrial/Flex

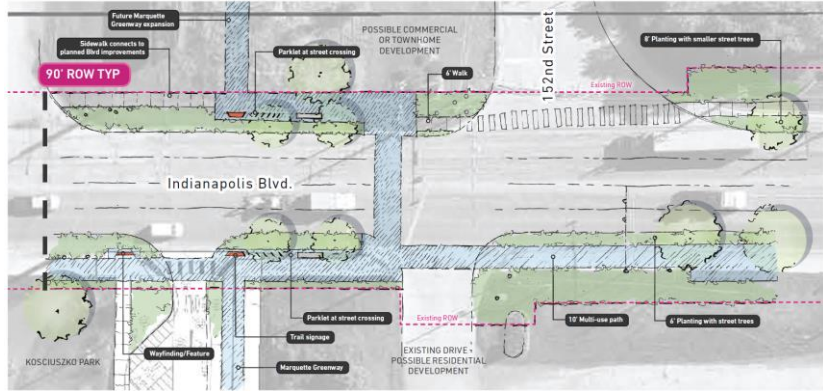
Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities

INDIANAPOLIS BLVD

152nd Street Intersection With Marquette Trail Crossing

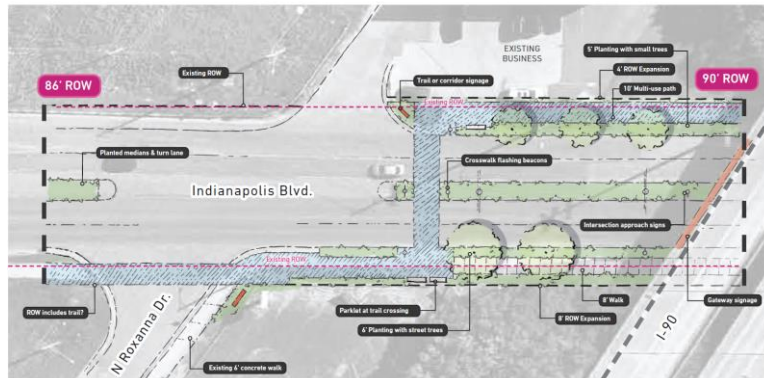
0.6 miles to East Chicago Station



INDIANAPOLIS BLVD

North Roxanna Drive Intersection

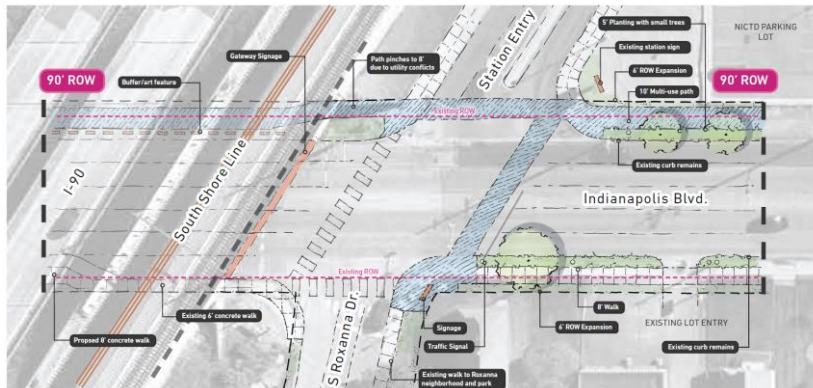
0.2 miles to East Chicago Station



INDIANAPOLIS BLVD

South Roxanna Drive Intersection - East Side Trail

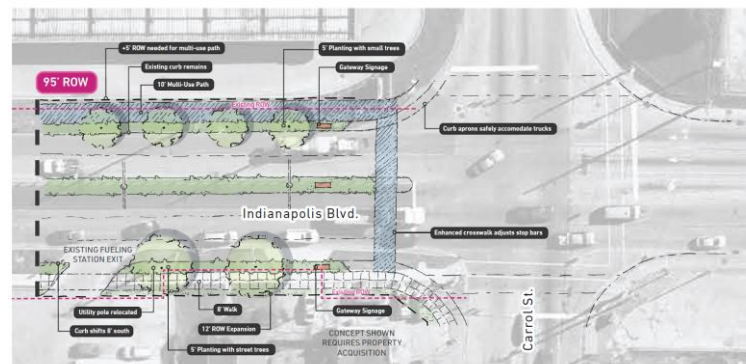
0.1 miles to East Chicago Station



INDIANAPOLIS BLVD

Carrot Street Intersection - Planted Median

0.2 miles to East Chicago Station

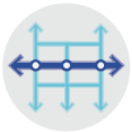


Overview of Transit Oriented Development (TOD) process

Gary Miller TOD Opportunities



INDUSTRIAL
REPOSITIONING

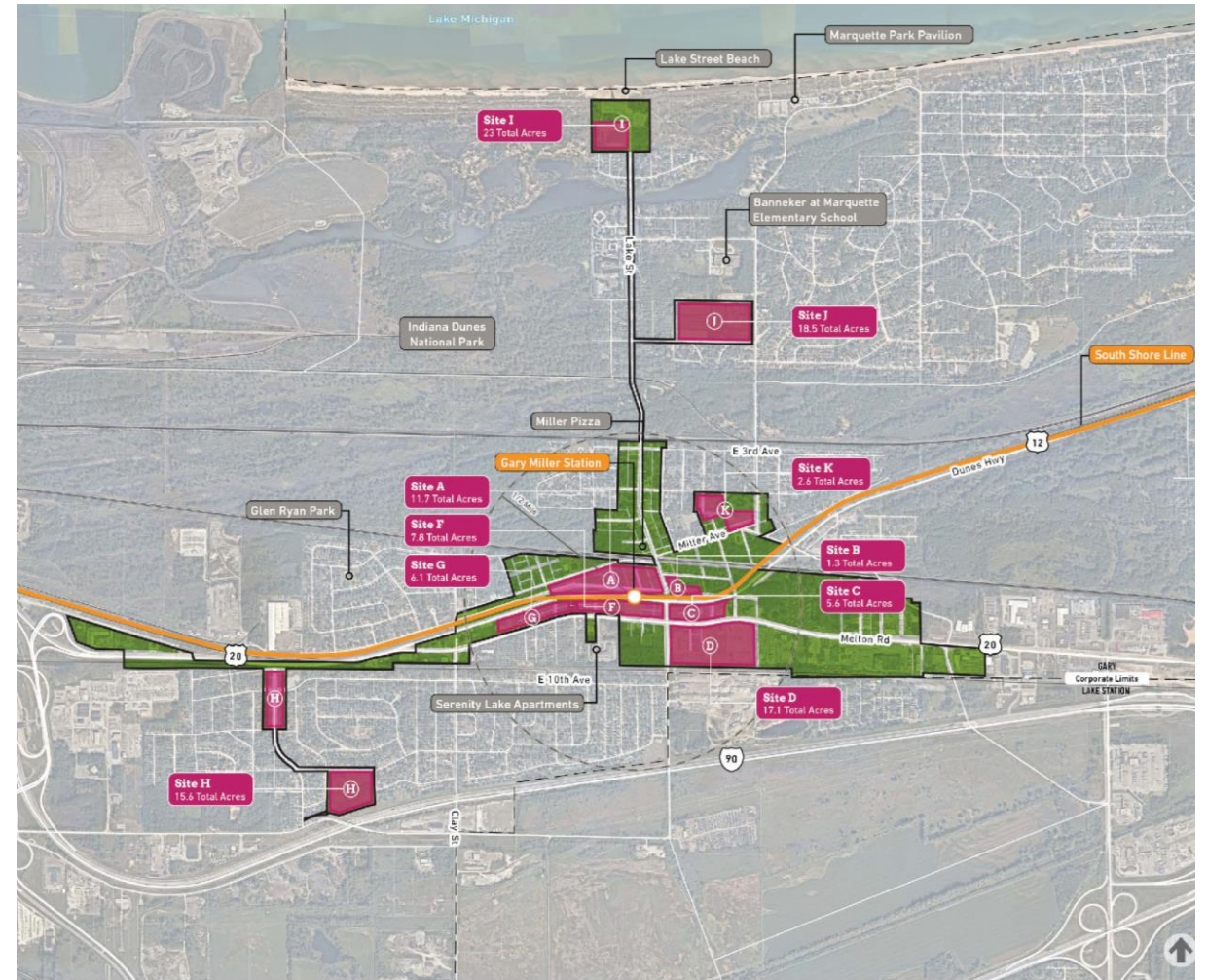


CORRIDOR



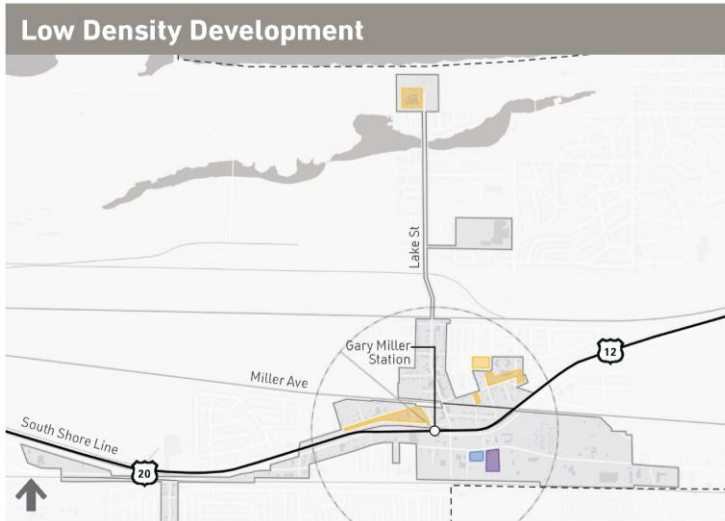
MIXED-USE

TDD Area in Gary Miller:
311 Acres



Overview of Transit Oriented Development (TOD) process

Gary Miller TOD Opportunities

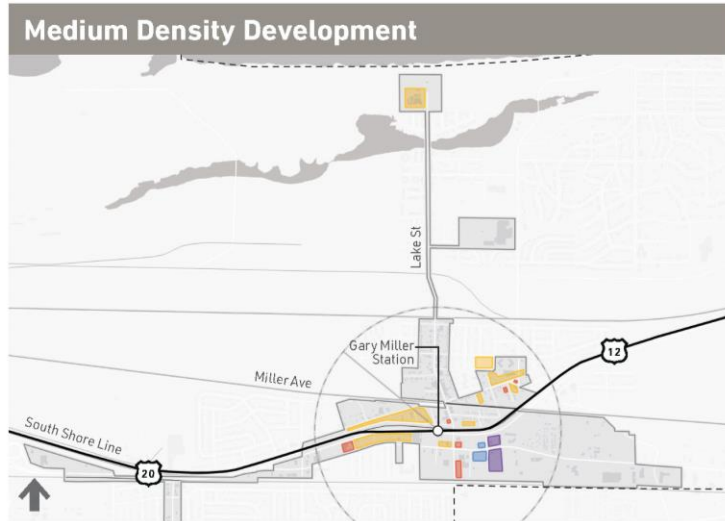


LAND USES

Single-Family	4 units (5,600)
Townhomes	161 units (289,800 sf)
Multi-Family	427 units (469,700 sf)
Commercial	2,250 sf
Office	33,200 sf
Light Industrial	40,350 sf
Total Development	840,900 sf

POTENTIAL IMPACTS

Residents	1,243
Households with School-Aged Children	227
Employees	4-8

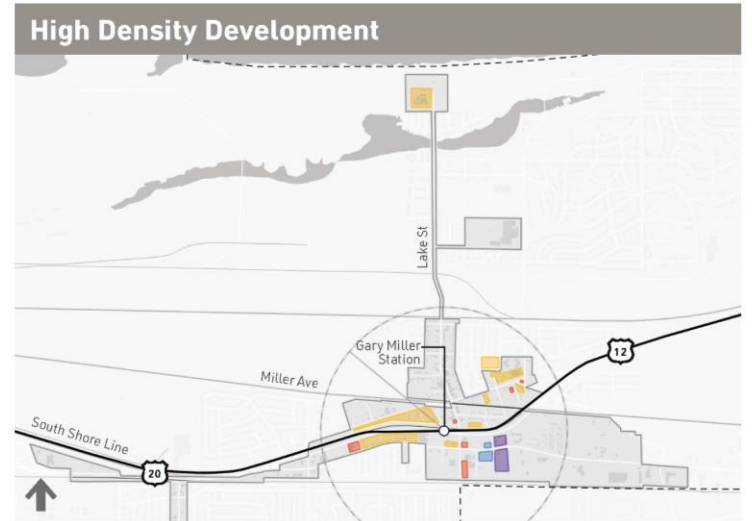


LAND USES

Single-Family	4 units (5,600)
Townhomes	158 units (284,400 sf)
Multi-Family	785 units (863,500 sf)
Commercial	76,770 sf
Office	45,250 sf
Light Industrial	68,350 sf
Total Development	1,343,870 sf

POTENTIAL IMPACTS

Residents	1,989
Households with School-Aged Children	364
Employees	132-264



LAND USES

Single-Family	4 units (5,600)
Townhomes	133 units (239,400 sf)
Multi-Family	872 units (959,200 sf)
Commercial	76,770 sf
Office	45,250 sf
Light Industrial	68,350 sf
Total Development	1,394,570 sf

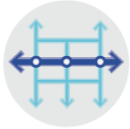
POTENTIAL IMPACTS

Residents	2,111
Households with School-Aged Children	386
Employees	132-264

■ Mixed-Use
 ■ Residential
 ■ Commercial
 ■ Office
 ■ Light Industrial/Flex

Overview of Transit Oriented Development (TOD) process

Portage & Ogden Dunes TOD Opportunities



CORRIDOR



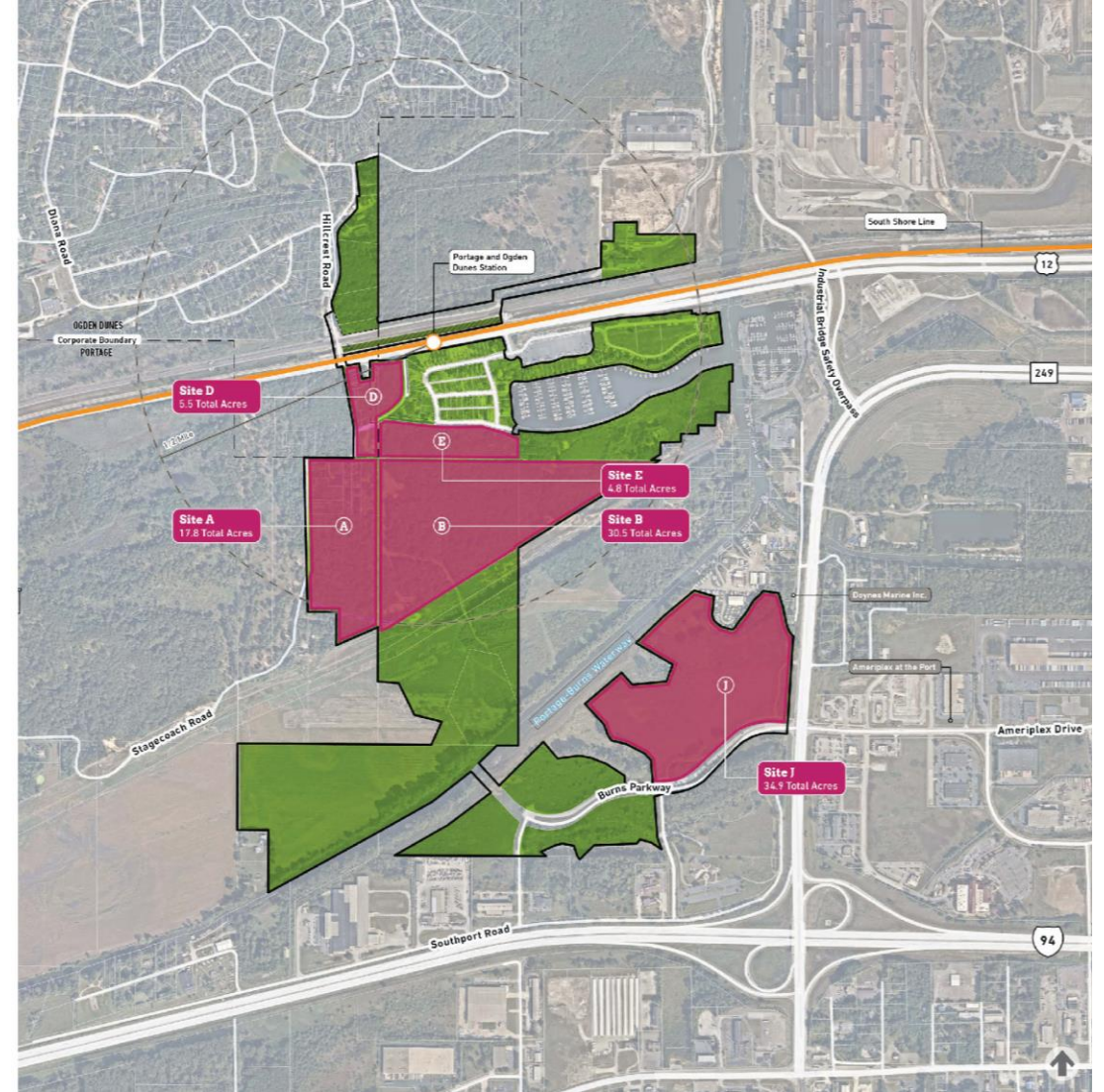
NEIGHBORHOODS



MIXED-USE

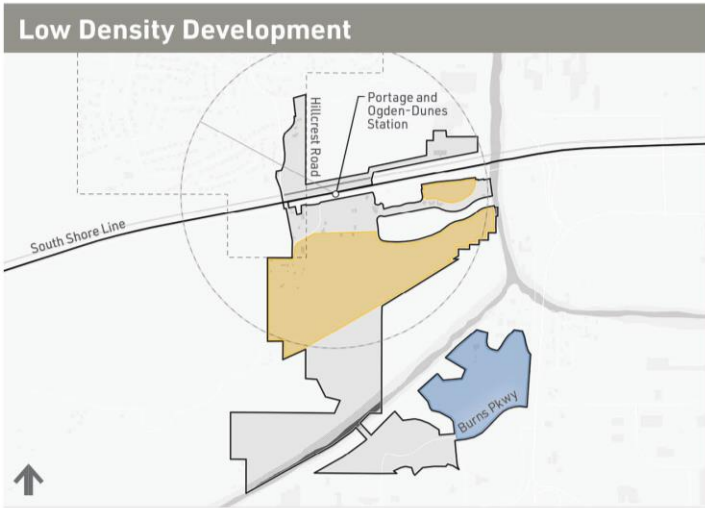
TDD Area in Portage:
296 total acres

TDD Area in Ogden Dunes:
18 total acres



Overview of Transit Oriented Development (TOD) process

Portage & Ogden Dunes TOD Opportunities

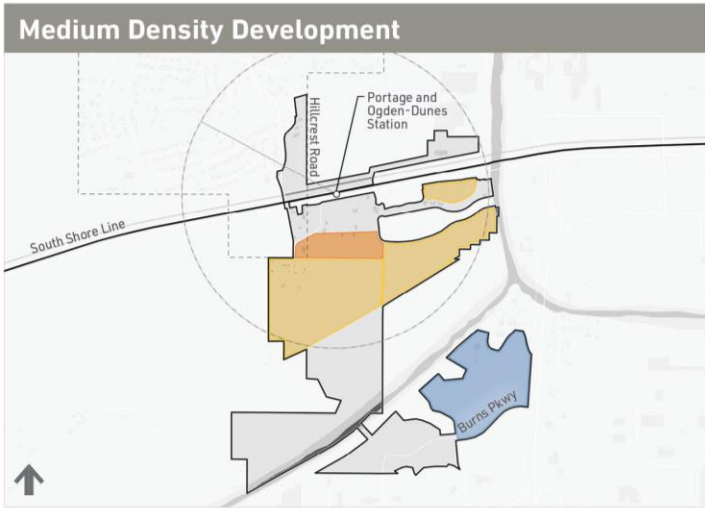


LAND USES

Single-Family	346 units (692,000 sf)
Townhomes	0 units
Duplex	0 units
Multi-Family	0 units
Commercial	0 sf
Office	88,306 sf
Light Industrial/Flex	190,000 sf
Total Development	970,306 sf

POTENTIAL IMPACTS

Residents	727
Households with School-Aged Children	133
Employees	0

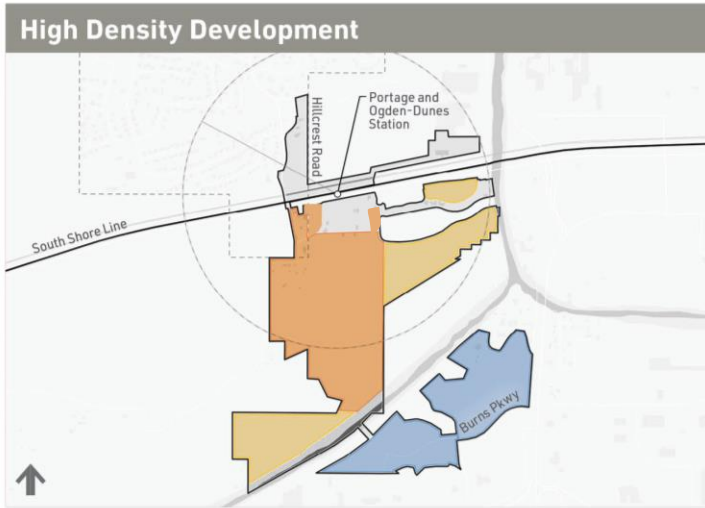


LAND USES

Single-Family	260 units (520,000 sf)
Townhomes	200 units (360,000 sf)
Duplex	260 units (312,000)
Multi-Family	300 units (330,000 sf)
Commercial	18,000 sf
Office	88,306 sf
Light Industrial/Flex	190,000 sf
Total Development	1,818,306 sf

POTENTIAL IMPACTS

Residents	2,142
Households with School-Aged Children	392
Employees	510-1020



LAND USES

Single-Family	260 units (520,000 sf)
Townhomes	333 units (599,400 sf)
Duplex	0 units
Multi-Family	1,139 units (1,252,900 sf)
Commercial	150,000 sf
Office	453,095 sf
Light Industrial/Flex	190,000 sf
Total Development	3,165,395 sf

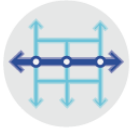
POTENTIAL IMPACTS

Residents	3,091
Households with School-Aged Children	565
Employees	1,366-2,404

■ Mixed-Use
 ■ Residential
 ■ Commercial
 ■ Office
 ■ Light Industrial/Flex

Overview of Transit Oriented Development (TOD) process

Michigan City TOD Opportunities



CORRIDOR

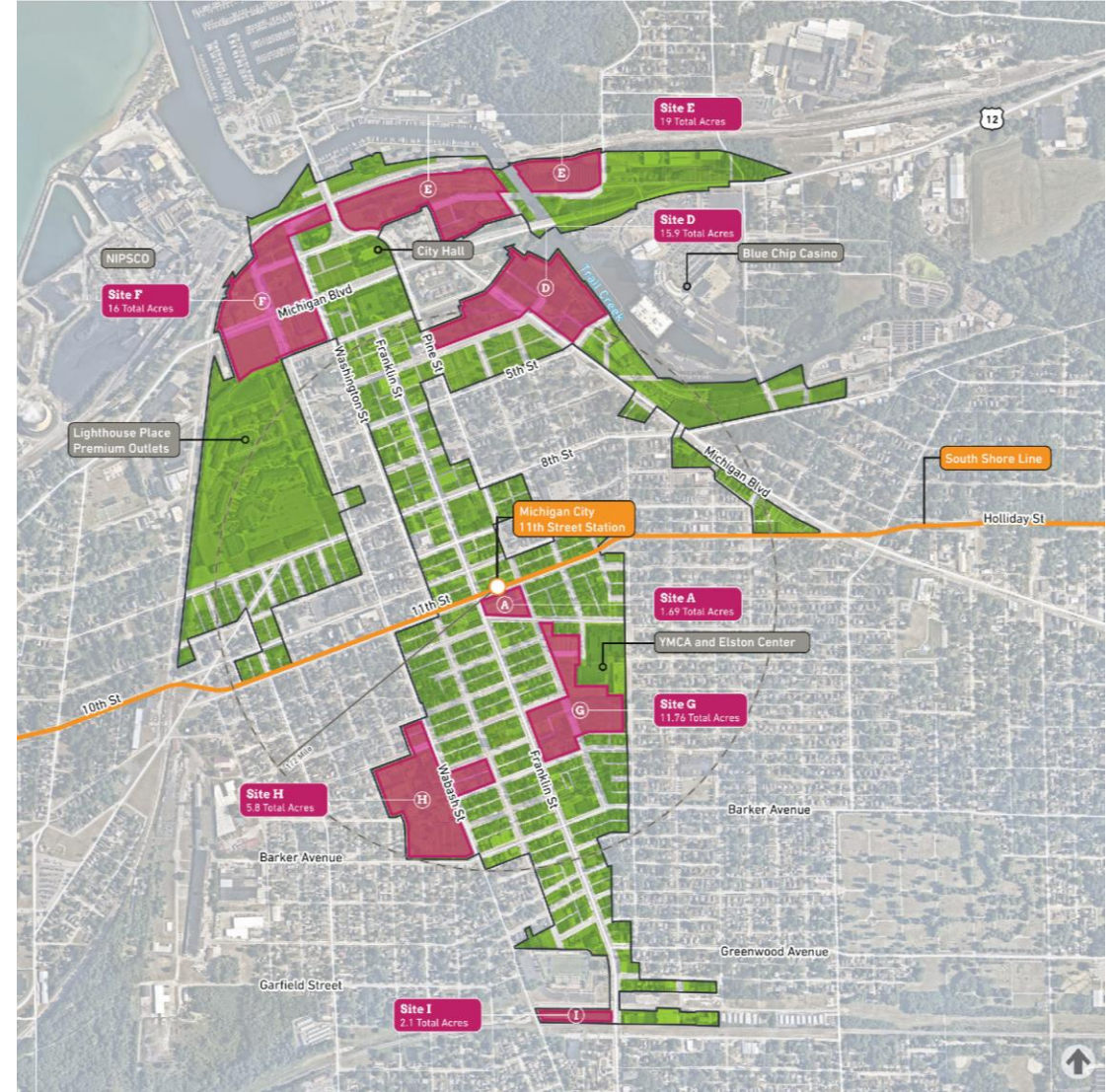


NEIGHBORHOODS



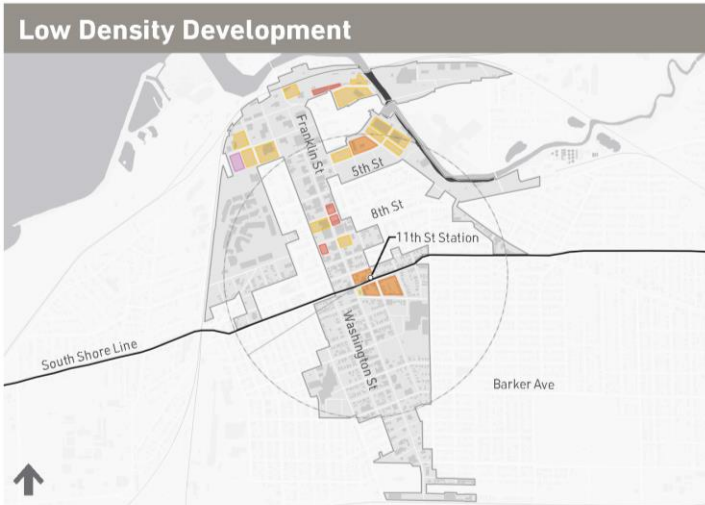
MIXED-USE

TDD Area in Michigan City:
314.6 total acres



Overview of Transit Oriented Development (TOD) process

Michigan City TOD Opportunities

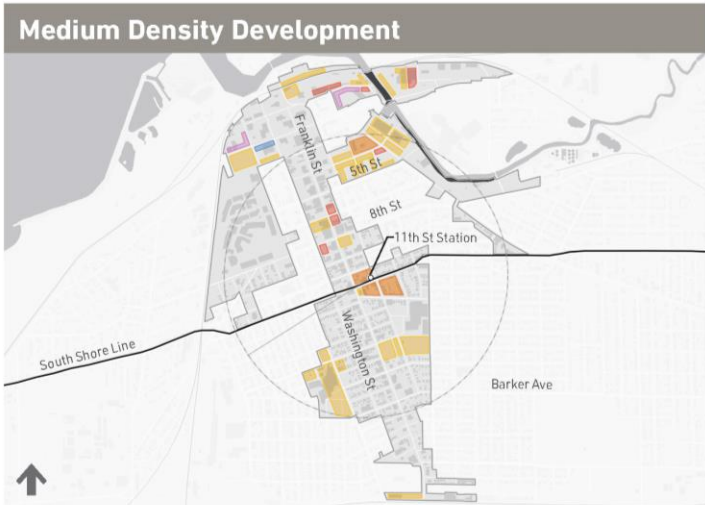


LAND USES

Single Family	26 units (36,400 sf)
Duplex	40 units (48,000 sf)
Townhomes	53 units (95,400 sf)
Multi-Family	1,538 units (1,691,800 sf)
Commercial	116,050 sf
Hotel	179,575 sf
Total Development	2,167,225 sf

POTENTIAL IMPACTS

Residents	3,480
Households with School-Aged Children	636
Employees	230-448

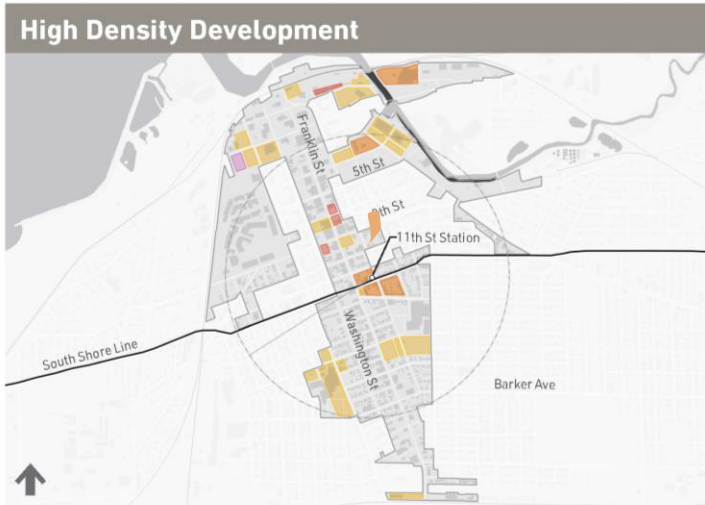


LAND USES

Single Family	26 units (36,400 sf)
Duplex	40 units (48,000 sf)
Townhomes	251 units (301,200 sf)
Multi-Family	1,386 units (1,524,600 sf)
Commercial	286,550 sf
Hotel	281,500 sf
Total Development	2,628,850 sf

POTENTIAL IMPACTS

Residents	3,522
Households with School-Aged Children	644
Employees	364-709



LAND USES

Single Family	26 units (36,400 sf)
Duplex	0 units
Townhomes	170 units (306,000 sf)
Multi-Family	2,208 units (2,428,800 sf)
Commercial	116,050 sf
Hotel	179,575 sf
Total Development	3,066,825 sf

POTENTIAL IMPACTS

Residents	5,048
Households with School-Aged Children	923
Employees	230-448

■ Mixed-Use
 ■ Residential
 ■ Commercial
 ■ Office
 ■ Light Industrial/Flex



RDA Board TDD Approval

Preview

RDA TDD Approval Process

- The RDA Board must hold at least two public hearings before establishing or expanding a TDD.
- A public hearing guarantees the general public an opportunity to provide both written and oral feedback in support of, or in opposition to, a proposed measure
- A quorum of the RDA Board must be present to conduct the public hearings
- The public hearings, including the public comments, must be recorded and the full recordings kept in the RDA offices.
- Following a second hearing the Board may pass a resolution establishing the district.



Tentative RDA TDD Approval Timeline

**1st Meeting: Purdue Tech Center, June 9, 2022,
10 am – 2 pm CST**

Station areas ready for public hearing:

- Munster/Dyer
- Munster Ridge Road
- Hamond Gateway
- Gary Miller
- East Chicago
- Portage/Ogden Dunes
- Michigan City

**2nd Meeting: Purdue tech Center, July 14, 2022,
10 am – 2 pm CST**



Letters of Support

- The RDA is asking for letters of support stating each community's approval for their TDD.
- These requests will go out to your Mayors/Town Managers within the next week.
- The RDA is requiring the letter of support from the community before it will move the approval process forward with our Board and with the State Budget Agency
- If no letter of support is received, the boundary in question will be removed from the agenda for the June 9th meeting.
- Anything you can do to move the letter along in your community would be greatly appreciated.



Spread the Word!

- The RDA must Notice these meetings as per Indiana statutes.
- RDA will publish Notices in local papers and on its website.
- We request that all seven communities in this round of approvals publish the Notice on their city/town site
- We also ask that physical notices be printed and posted in no less than three prominent locations (city hall, local libraries, etc.) in your community. If you prefer, please provide the RDA with locations in your community that you think best suited, and the RDA will arrange to have notices posted.
- If you do post Notices yourselves, please take a photo and send it to Dave Wellman.





Next Steps & Questions

Next Meeting: August 17, 2022