## COMMITTEE & TEAM INTRODUCTIONS

<table>
<thead>
<tr>
<th>Gary</th>
<th>Hammond</th>
<th>East Chicago</th>
<th>Ogden Dunes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trent McCain</td>
<td>Brian Poland</td>
<td>Richard Morrisroe</td>
<td>Scott Kingan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Porter</th>
<th>Portage</th>
<th>Michigan City</th>
<th>South Bend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Barry</td>
<td>AJ Monroe</td>
<td>Skyler York</td>
<td>Tim Corcoran</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dyer</th>
<th>Munster</th>
<th>Beverly Shores</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Jefferson</td>
<td>Lee Ann Mellon</td>
<td>John Blackburn</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RDA</th>
<th>Policy Analytics</th>
<th>KPMG</th>
<th>MKSK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherri Ziller</td>
<td>Bill Sheldrake</td>
<td>Vince Dolan</td>
<td>Eric Lucas</td>
</tr>
<tr>
<td>Amy Jakubin</td>
<td>David Reynolds</td>
<td>Marc Bleyer</td>
<td>Aaron Kowalski</td>
</tr>
<tr>
<td>David Wellman</td>
<td></td>
<td>Tom Harmening</td>
<td>Luis Huber-Calvo</td>
</tr>
</tbody>
</table>
Agenda

• 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.
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 Miller, 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

<table>
<thead>
<tr>
<th>Definition of TOD</th>
<th>Benefits of TOD</th>
</tr>
</thead>
</table>
| 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. | • 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**

<table>
<thead>
<tr>
<th>Typical Land Uses</th>
<th>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</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary Land Uses</td>
<td>Parks/Plazas; Large Parks/Natural Space; Religious, Education, and Assembly Facilities; Surface Parking</td>
</tr>
<tr>
<td>Parking</td>
<td>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</td>
</tr>
<tr>
<td>Transportation</td>
<td>Interconnected street grid with wide sidewalks, bike facilities, and multiple and frequent bus/transit connections; robust system of alleys</td>
</tr>
<tr>
<td>Typical Building Heights/Density</td>
<td>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</td>
</tr>
<tr>
<td>Infill/Redevelopment</td>
<td>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 preserved or adaptively reused when possible.</td>
</tr>
<tr>
<td>Other Considerations</td>
<td>Development should be supportive of pedestrian activity.</td>
</tr>
</tbody>
</table>
# TOD Types

## Village TOD

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

<table>
<thead>
<tr>
<th>Typical Land Uses</th>
<th>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</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary Land Uses</td>
<td>Pocket Parks/Plazas; Greenways/Trails; Recreation Facilities; Cultural/Civic; Religious, Education, and Assembly Facilities; Floodplain/Floodway; Preservation/Conservation Area</td>
</tr>
<tr>
<td>Parking</td>
<td>On-street parking with limited clustered off-street parking; shared public parking lots and structures with short- and long-term bike parking</td>
</tr>
<tr>
<td>Transportation</td>
<td>Interconnected street grid with wide sidewalks, bike facilities, and frequent bus/transit connections</td>
</tr>
<tr>
<td>Typical Building Heights/Density</td>
<td>Medium density of 10-25 dwelling units per acre; 2 stories minimum; anticipated average height of 3-4+ stories</td>
</tr>
<tr>
<td>Infill/Redevelopment</td>
<td>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 preserved or adaptively reused when possible.</td>
</tr>
<tr>
<td>Other Considerations</td>
<td>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.</td>
</tr>
</tbody>
</table>
## Transitional TOD

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

<table>
<thead>
<tr>
<th>Typical Land Uses</th>
<th>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)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secondary Land Uses</td>
<td>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</td>
</tr>
<tr>
<td>Parking</td>
<td>On-street parking; off-street parking with shared public or private parking lots; bike parking</td>
</tr>
<tr>
<td>Transportation</td>
<td>Interconnected street grid with sidewalks, some bike facilities, and connections to bus/transit</td>
</tr>
<tr>
<td>Typical Building Heights/Density</td>
<td>Medium to low density expected to be less than 15 dwelling units per acre, anticipated average height of 2+ stories</td>
</tr>
<tr>
<td>Infill/Redevelopment</td>
<td>Infill should continue the existing visual pattern, rhythm or orientation of surrounding context, when possible. Historically significant or contributing buildings should preserved or adaptively reused when possible. Infill should be of a scale that appropriately visually transitions between two areas.</td>
</tr>
<tr>
<td>Other Considerations</td>
<td>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</td>
</tr>
</tbody>
</table>
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.
Overview of Transit Oriented Development (TOD) process

Munster & Dyer Main Street TOD Opportunities

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

Low Density Development

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

- **POTENTIAL IMPACTS**
  - Residents: 533
  - Households with School-Aged Children: 98
  - Employees: 106-212

Medium Density Development

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

- **POTENTIAL IMPACTS**
  - Residents: 1,033
  - Households with School-Aged Children: 189

High Density Development

- **LAND USES**
  - Single-Family: 0 units
  - Other Residential: 824 units (906,400 sf)
  - Commercial: 106,000 sf
  - Stormwater: 86,000 sf
  - 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
Overview of Transit Oriented Development (TOD) process

Ridge Road TDD Area:
310 total acres
Overview of Transit Oriented Development (TOD) process

Munster Ridge Road TOD Opportunities

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>552 units (652,600 sf)</td>
<td>699 units (827,100 sf)</td>
<td>1,054 units (1,226,000 sf)</td>
</tr>
<tr>
<td>Commercial</td>
<td>86,000 sf</td>
<td>246,000 sf</td>
<td>199,300 sf</td>
</tr>
<tr>
<td>Total Development</td>
<td>738,600 sf</td>
<td>1,073,100 sf</td>
<td>1,425,300 sf</td>
</tr>
</tbody>
</table>

POTENTIAL IMPACTS

<table>
<thead>
<tr>
<th>Residents</th>
<th>Munster Ridge Road TOD Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with School-Aged Children</td>
<td>187</td>
</tr>
<tr>
<td>Employees</td>
<td>149-296</td>
</tr>
</tbody>
</table>

POTENTIAL IMPACTS

<table>
<thead>
<tr>
<th>Residents</th>
<th>Munster Ridge Road TOD Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with School-Aged Children</td>
<td>268</td>
</tr>
<tr>
<td>Employees</td>
<td>424-847</td>
</tr>
</tbody>
</table>

POTENTIAL IMPACTS

<table>
<thead>
<tr>
<th>Residents</th>
<th>Munster Ridge Road TOD Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households with School-Aged Children</td>
<td>405</td>
</tr>
<tr>
<td>Employees</td>
<td>343-686</td>
</tr>
</tbody>
</table>
Overview of Transit Oriented Development (TOD) process

Hammond Gateway/Downtown TOD Opportunities

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**

**Low Density Development**
- 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

**Medium Density Development**
- 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

**High Density Development**
- 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**
- 1,537

**Households with School-Aged Children**
- 281

**Employees**
- 218-437

**Mixed-Use**

**Residential**

**Commercial**

**Office**

**Light Industrial/Flex**
Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities

TDD Area in East Chicago:
293 Acres
Overview of Transit Oriented Development (TOD) process
Overview of Transit Oriented Development (TOD) process

East Chicago TOD Opportunities

INDIANAPOLIS BLVD
152nd Street Intersection With Marquette Trail Crossing

INDIANAPOLIS BLVD
North Roxanna Drive Intersection

INDIANAPOLIS BLVD
South Roxanna Drive Intersection - East Side Trail

INDIANAPOLIS BLVD
Carroll Street Intersection - Planted Median

0.6 miles to East Chicago Station

0.2 miles to East Chicago Station

0.1 miles to East Chicago Station

0.2 miles to East Chicago Station
Overview of Transit Oriented Development (TOD) process

Gary Miller TOD Opportunities

TDD Area in Gary Miller: 311 Acres
Overview of Transit Oriented Development (TOD) process

Gary Miller TOD Opportunities

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>4 units (5,600)</td>
<td>4 units (5,600)</td>
<td>4 units (5,600)</td>
</tr>
<tr>
<td>Townhomes</td>
<td>161 units (289,800 sf)</td>
<td>158 units (284,400 sf)</td>
<td>133 units (239,400 sf)</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>427 units (469,700 sf)</td>
<td>785 units (863,500 sf)</td>
<td>872 units (959,200 sf)</td>
</tr>
<tr>
<td>Commercial</td>
<td>2,250 sf</td>
<td>76,770 sf</td>
<td>76,770 sf</td>
</tr>
<tr>
<td>Office</td>
<td>33,200 sf</td>
<td>45,250 sf</td>
<td>45,250 sf</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>40,350 sf</td>
<td>68,350 sf</td>
<td>68,350 sf</td>
</tr>
<tr>
<td>Total Development</td>
<td>840,900 sf</td>
<td>1,343,870 sf</td>
<td>1,394,570 sf</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POTENTIAL IMPACTS</th>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>1,243</td>
<td>1,989</td>
<td>2,111</td>
</tr>
<tr>
<td>Households with School-Aged Children</td>
<td>227</td>
<td>364</td>
<td>386</td>
</tr>
<tr>
<td>Employees</td>
<td>4-8</td>
<td>132-264</td>
<td>132-264</td>
</tr>
</tbody>
</table>

Mixed-Use  Residential  Commercial  Office  Light Industrial/Flex
Overview of Transit Oriented Development (TOD) process

Portage & Ogden Dunes TOD Opportunities

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

<table>
<thead>
<tr>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>346 units (692,000 sf)</td>
<td>260 units (520,000 sf)</td>
<td>260 units (520,000 sf)</td>
</tr>
<tr>
<td>Townhomes</td>
<td>Townhomes</td>
<td>Townhomes</td>
</tr>
<tr>
<td>0 units</td>
<td>200 units (360,000 sf)</td>
<td>333 units (599,400 sf)</td>
</tr>
<tr>
<td>Duplex</td>
<td>Duplex</td>
<td>Duplex</td>
</tr>
<tr>
<td>0 units</td>
<td>260 units (312,000 sf)</td>
<td>0 units</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>Multi-Family</td>
<td>Multi-Family</td>
</tr>
<tr>
<td>0 units</td>
<td>300 units (330,000 sf)</td>
<td>1,139 units (1,252,900 sf)</td>
</tr>
<tr>
<td>Commercial</td>
<td>Commercial</td>
<td>Commercial</td>
</tr>
<tr>
<td>0 sf</td>
<td>18,000 sf</td>
<td>150,000 sf</td>
</tr>
<tr>
<td>Office</td>
<td>Office</td>
<td>Office</td>
</tr>
<tr>
<td>88,306 sf</td>
<td>98,306 sf</td>
<td>453,095 sf</td>
</tr>
<tr>
<td>Light Industrial/Flex</td>
<td>Light Industrial/Flex</td>
<td>Light Industrial/Flex</td>
</tr>
<tr>
<td>190,000 sf</td>
<td>190,000 sf</td>
<td>190,000 sf</td>
</tr>
<tr>
<td>Total Development</td>
<td>Total Development</td>
<td>Total Development</td>
</tr>
<tr>
<td>970,306 sf</td>
<td>1,818,306 sf</td>
<td>3,165,395 sf</td>
</tr>
</tbody>
</table>

POTENTIAL IMPACTS

<table>
<thead>
<tr>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>Residents</td>
<td>Residents</td>
</tr>
<tr>
<td>727</td>
<td>2,142</td>
<td>3,091</td>
</tr>
<tr>
<td>Households with School-Aged Children</td>
<td>Households with School-Aged Children</td>
<td>Households with School-Aged Children</td>
</tr>
<tr>
<td>133</td>
<td>392</td>
<td>565</td>
</tr>
<tr>
<td>Employees</td>
<td>Employees</td>
<td>Employees</td>
</tr>
<tr>
<td>0</td>
<td>510-1020</td>
<td>1,366-2,404</td>
</tr>
</tbody>
</table>

Mixed-Use | Residential | Commercial | Office | Light Industrial/Flex
Overview of Transit Oriented Development (TOD) process

Michigan City TOD Opportunities

TDD Area in Michigan City: 314.6 total acres
Overview of Transit Oriented Development (TOD) process

Michigan City TOD Opportunities

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>26 units (36,400 sf)</td>
<td>26 units (36,400 sf)</td>
<td>26 units (36,400 sf)</td>
</tr>
<tr>
<td>Duplex</td>
<td>40 units (48,000 sf)</td>
<td>40 units (48,000 sf)</td>
<td>0 units</td>
</tr>
<tr>
<td>Townhomes</td>
<td>53 units (95,400 sf)</td>
<td>251 units (301,200 sf)</td>
<td>170 units (306,000 sf)</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>1,538 units (1,691,800 sf)</td>
<td>1,386 units (1,524,600 sf)</td>
<td>2,208 units (2,428,800 sf)</td>
</tr>
<tr>
<td>Commercial</td>
<td>116,050 sf</td>
<td>286,550 sf</td>
<td>116,050 sf</td>
</tr>
<tr>
<td>Hotel</td>
<td>179,575 sf</td>
<td>281,500 sf</td>
<td>179,575 sf</td>
</tr>
<tr>
<td>Total Development</td>
<td>2,167,225 sf</td>
<td>2,628,850 sf</td>
<td>3,066,825 sf</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POTENTIAL IMPACTS</th>
<th>Low Density Development</th>
<th>Medium Density Development</th>
<th>High Density Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>3,480</td>
<td>3,522</td>
<td>5,048</td>
</tr>
<tr>
<td>Households with School-Aged Children</td>
<td>636</td>
<td>644</td>
<td>923</td>
</tr>
<tr>
<td>Employees</td>
<td>230-448</td>
<td>364-709</td>
<td>230-448</td>
</tr>
</tbody>
</table>
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