Land Use, Neighborhoods, and Community Resources Technical Report

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Prepared for:

Federal Transit Administration and Northern Indiana Commuter Transportation District

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Table of Contents

1. INTRODUCTION 1

1.1 Purpose of Report 1

1.2 Project Overview 1

1.2.1 No Build Alternative 1

1.2.2 Commuter Rail Alternative 4

1.2.3 Indiana Harbor Belt (IHB) Alternative 6

1.2.4 Hammond Alternative 6

1.2.5 Maynard Junction Rail Profile Option 9

2. LAND USE AND ZONING 10

2.1 Regulatory Setting 10

2.2 Methodology 10

2.3 Affected Environment 12

2.3.1 Land Use and Zoning 12

2.3.2 Future Land Use, Master Plans, and Planned and Programmed Developments 17

2.4 Environmental Consequences 20

2.4.1 No Build Alternative 20

2.4.2 Commuter Rail Alternative 21

2.4.3 IHB Alternative 23

2.4.4 Hammond Alternative 23

2.4.5 Maynard Junction Rail Profile Option 24

2.5 Construction-Related Impacts 24

2.6 Mitigation 25

2.6.1 Long-Term Operating Effects 25

2.6.2 Short-Term Construction Effects 25

3. NEIGHBORHOODS AND COMMUNITY RESOURCES 27

3.1 Regulatory Setting 27

3.2 Methodology 27

3.3 Affected Environment 27

3.3.1 Neighborhoods 28

3.3.2 Community Resources 33

3.4 Environmental Consequences 40

3.4.1 No Build Alternative 40

3.4.2 Commuter Rail Alternative 40

3.4.3 IHB Alternative 42

3.4.4 Hammond Alternative 43
3.4.5 Maynard Junction Rail Profile Option 44
3.5 Construction-Related Impacts 44
3.6 Mitigation 44
3.6.1 Long-Term and Operating Effects 44
3.6.2 Short-Term Construction Effects 45

4. REFERENCES 46

Figures

Figure 1-1 Regional Setting for the West Lake Corridor Project 2
Figure 1-2 West Lake Corridor Project Study Area 3
Figure 1-3 Commuter Rail Alternative and Options 5
Figure 1-4 Indiana Harbor Belt Alternative 6
Figure 1-5 Hammond Alternative Options 7
Figure 1-6 South Shore Line Proposed Realignment 8
Figure 2-1 Study Area Jurisdictions 11
Figure 2-2 Existing Land Uses in the Study Area 13
Figure 2-3 Existing Land Uses along the Existing MED/SSL 14
Figure 2-4 Generalized Zoning in the Study Area 16
Figure 2-5 Generalized Zoning along the Existing MED/SSL 17
Figure 3-1 General Neighborhood Locations in the Study Area 29
Figure 3-2 General Neighborhood Locations along the Existing MED/SSL 30
Figure 3-3 Community Facilities in the Study Area 37
Figure 3-4 Community Facilities along the Existing MED/SSL 38
Figure 3-5 Parks and Recreational Facilities in the Study Area 39
Figure 3-6 Parks and Recreational Facilities along the Existing MED/SSL 40

Tables

Table 2-1 Existing Land Use Patterns and Zoning in the Study Area 15
Table 3-1 Summary of Aggregate Community Resources in the Study Area 33
Table 3-2 Community Resources within 500 Feet of the Proposed Rail Line* 34
Table 3-3 Public Parks, Recreation Areas, and Trails within 500 Feet of the Rail Line* 35
Table 3-4 Summary of Aggregate Community Resources within 50 Feet of the Existing MED/SSL 36

Appendices

Appendix A Community Resources and Parks and Recreation Area Listings

Appendix B Detailed Location Maps – Parks and Recreation Areas within 500 Feet of the Rail Line

Acronyms

BMP	Best Management Practice
CEDS	Comprehensive Economic Development Strategy
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Area Planning
Con Plan	Consolidated Plan
CRP	Comprehensive Regional Plan
DEIS	Draft Environmental Impact Statement
DNR	Department of Natural Resources
EPA	United States Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
IHB	Indiana Harbor Belt
LWCF	Land and Water Conservation Fund
MED	Metra Electric District
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission
NPS	National Park Service
PUD	Planned Unit Development
RDA	Northwest Indiana Regional Development Authority
ROW	Right-of-way
SF	Single-family
SSL	South Shore Line
TOD	Transit-Oriented Development
US	United States
USC	United States Code
USDOT	United States Department of Transportation

1. INTRODUCTION

The Federal Transit Administration (FTA) and Northern Indiana Commuter Transportation District (NICTD) are conducting the environmental review process for the West Lake Corridor Project (Project) in Lake County, Indiana, and Cook County, Illinois, in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A Draft Environmental Impact Statement (DEIS) is being prepared as part of this process, with the FTA as the Federal Lead Agency and NICTD as the Local Project Sponsor responsible for implementing the Project under NEPA.

1.1 Purpose of Report

The purpose of this *Land Use, Socioeconomics, Neighborhoods and Community Resources Technical Report* is to document the analysis of potential Project impacts on the human or built environment. Topics addressed include:

- Land use and zoning
- Socioeconomics/demographics
- Economic development and economic impacts
- Neighborhoods and community resources

The potential for impacts is assessed for the No Build Alternative and each of the Build Alternative Options as described below (**Section 1.2**).

Potential measures to avoid, minimize, and/or mitigate identified impacts are also identified in this report.

1.2 Project Overview

The environmental review process builds upon NICTD's prior West Lake Corridor studies that examined a broad range of alignments, technologies, and transit modes. The studies concluded that a rail-based service between the Munster/Dyer area and Metra's Millennium Station in downtown Chicago, shown on **Figure 1-1**, would best meet the transportation needs of the Northwest Indiana area. Thus, NICTD advanced a "Commuter Rail" Alternative for more detailed analysis in the DEIS. NEPA also requires consideration of a "No Build" Alternative to provide a basis for comparison to the Commuter Rail Alternative. In addition, a number of design variations are being considered related to alignment, stations, parking, and maintenance and storage facilities (see **Figure 1-2**).

1.2.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements included in the Northwestern Indiana Regional Planning Commission's (NIRPC) *2040 Comprehensive Regional Plan* (CRP) (NIRPC 2011) and Chicago Metropolitan Agency for Planning's (CMAP) *GO TO 2040 Comprehensive Regional Plan* (CMAP 2014) through the planning horizon year 2040. It also includes capacity improvements to the existing Metra Electric District's (MED) line and Millennium Station, documented in NICTD's *20-Year Strategic Business Plan* (NICTD 2014).

Figure 1-1 Regional Setting for the West Lake Corridor Project

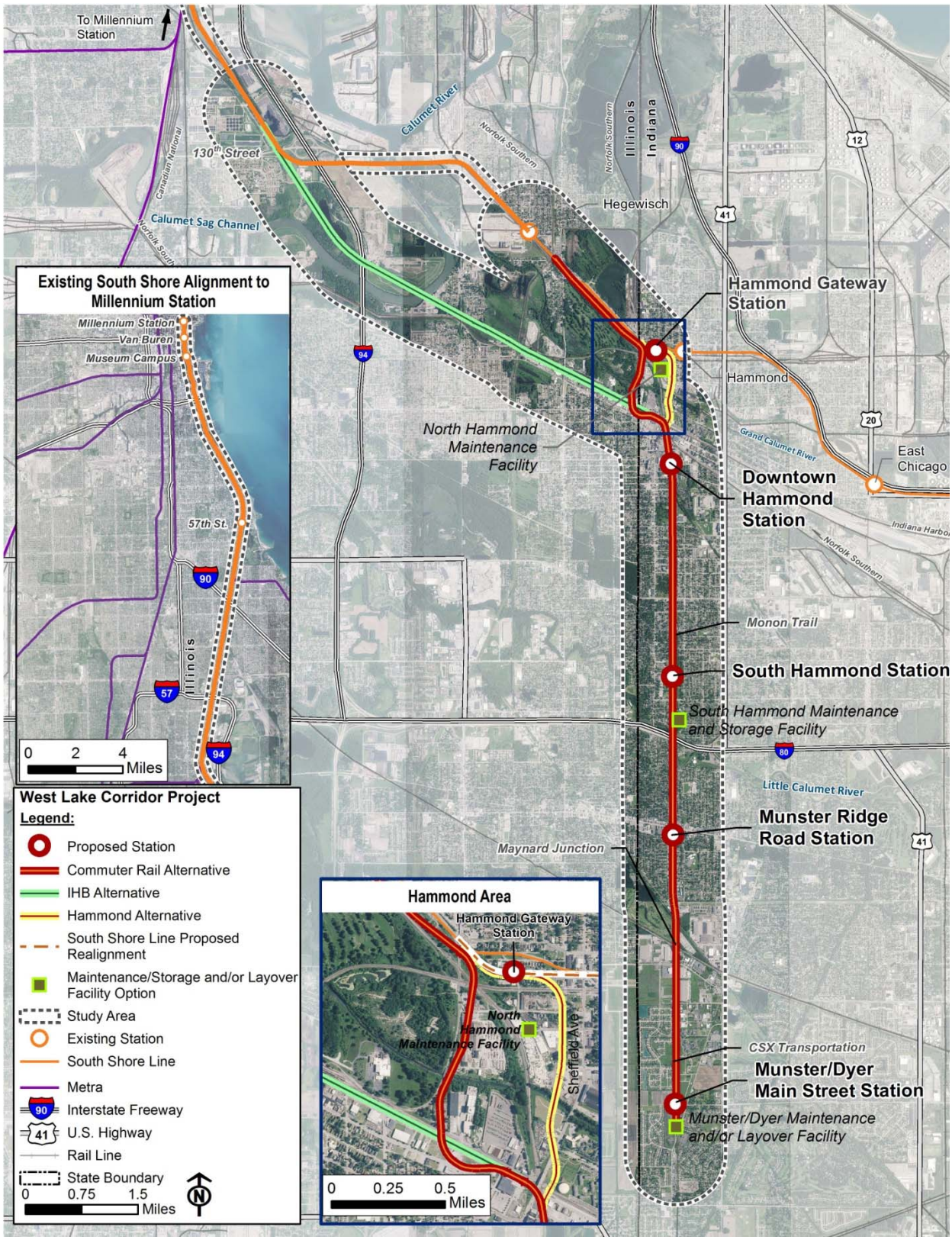

Figure 1-2 West Lake Corridor Project Study Area

1.2.2 Commuter Rail Alternative

The Commuter Rail Alternative would involve commuter rail service using electric powered trains on an approximate 9-mile southern extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana (see **Figures 1-2** and **1-3**). Heading north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the Project would include new track on a separate right-of-way (ROW) adjacent to, and east of, the CSX freight line in Munster. North of the proposed elevated crossing over another CSX freight line at the Maynard Junction, the proposed Commuter Rail Alternative alignment would use the publically-owned former Monon Railroad corridor in Munster and Hammond. North of downtown Hammond the track alignment would turn west under Hohman Avenue, and then continue north on new elevated track generally along the Indiana-Illinois state line to connect to the existing SSL southeast of the Hegewisch Station in Chicago. Project trains would operate on the existing MED line for their final 14 miles, terminating at Millennium Station in downtown Chicago. Station locations for the Commuter Rail Alternative would include Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Downtown Hammond.

Four design options to the Commuter Rail Alternative near the southern Project terminus include:

- **Commuter Rail Alternative Option 1**: Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the east side of the station, and a vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 2**: Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the west side of the existing CSX freight line. Main Street would be extended west from Sheffield Avenue using an underpass to cross the CSX railroad and Project ROW. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 3**: Under this design variation, the vehicle maintenance and storage facility would be located south of the Munster/Dyer Main Street Station, on the east side of the existing CSX freight line, at Munster/Dyer Main Street Station, instead of south of the South Hammond Station. Parking for the Munster/Dyer Main Street Station would be located on the east side of the station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 4**: Under this design variation, the rail alignment would be routed above the existing CSX freight line at Maynard Junction, to land on the west side of the CSX freight line, and then continue south to the Munster/Dyer Main Street Station area. The Munster/Dyer Main Street Station and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.

There are two design variations to the Commuter Rail Alternative related to the proposed alignment (i.e., the Indiana Harbor Belt [IHB] Alternative and the Hammond Alternative) as follows. See **Figures 1-4**, **1-5**, and **1-6**.

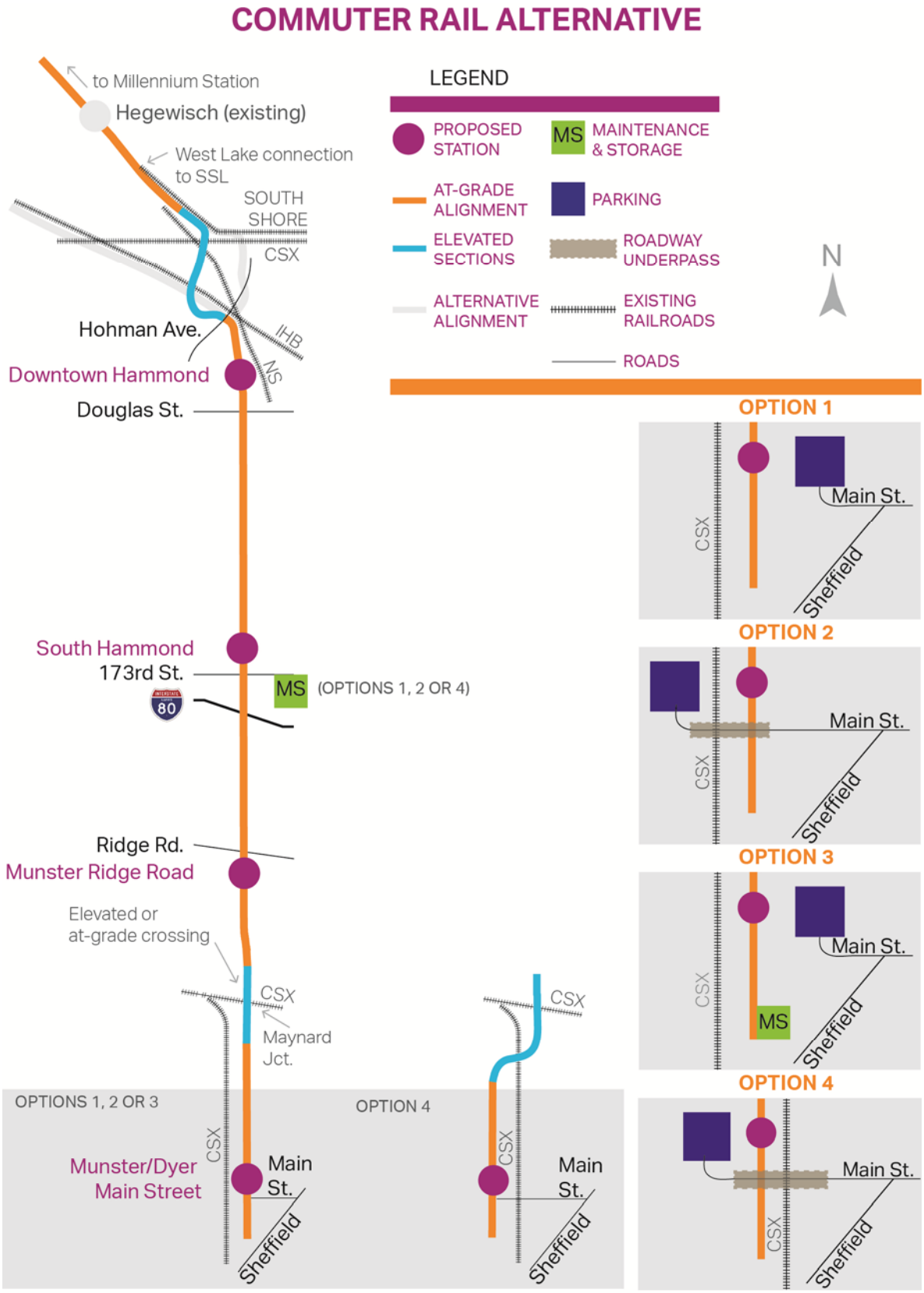

Figure 1-3 Commuter Rail Alternative and Options

1.2.3 Indiana Harbor Belt (IHB) Alternative

South of Douglas Street, the IHB Alternative duplicates the Commuter Rail Alternative Options described above. From downtown Hammond north of Douglas Street, the alignment of the IHB Alternative would turn west under Hohman Avenue in Hammond and would be constructed in the IHB freight line ROW west through Calumet City, Burnham, and Chicago, Illinois. West of Burnham Avenue, the IHB Alternative would bridge over the IHB and CSX freight lines, landing in the IHB Kensington Branch freight line ROW, and would include relocating and reconstructing the IHB freight line on new adjacent track within the existing railroad ROW. The Project would then continue northwest to the proposed connection with the existing SSL near I-94 and 130th Street in Chicago. See **Figure 1-4**.

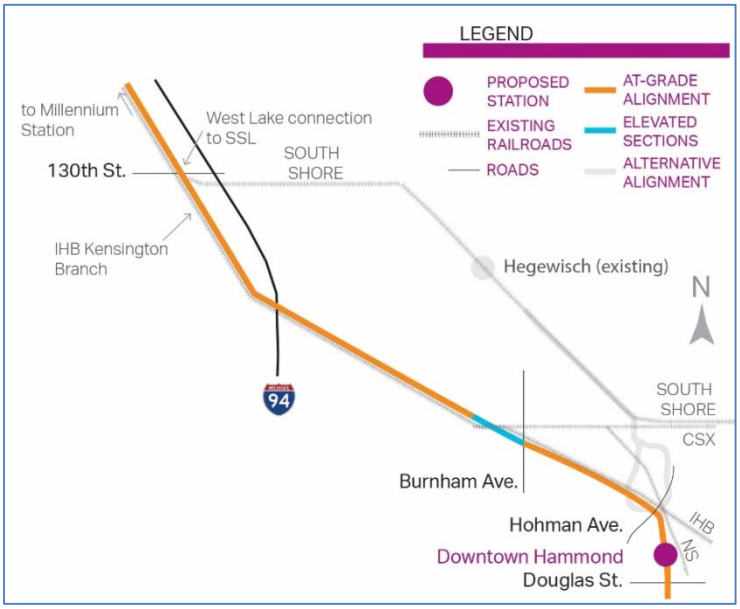

Figure 1-4 Indiana Harbor Belt Alternative

1.2.4 Hammond Alternative

South of Douglas Street, the Hammond Alternative is similar to the Commuter Rail Alternative described above. From downtown Hammond north of Douglas Street, the Hammond Alternative would extend north on embankment and bridges crossing over the IHB and Norfolk Southern freight lines immediately east of the Hohman Avenue overpass. The alignment would then extend northward and cross over Hohman Avenue just south of Michigan Street. The alignment would then continue northwest, crossing over the existing CSX freight line, and connecting with the existing SSL. See **Figure 1-5**.

Under the Hammond Alternative, the Hammond Gateway Station would be constructed in North Hammond and would replace the existing SSL Hammond Station (see **Figure 1-5**). The Hammond Alternative assumes the existing SSL track would be relocated between the existing SSL Hammond Station and the Indiana-Illinois state line to facilitate a passenger connection between the Project and the SSL at the Hammond Gateway Station on the Hammond Alternative. The alignments of both routes would be adjacent to one another at this location, allowing passengers to transfer at the combined station. During non-peak times, West Lake Corridor Project trains would operate as shuttles between Munster/Dyer Main Street Station and Hammond Gateway Station, making connections with SSL service. **Figure 1-6** illustrates the SSL track relocation.

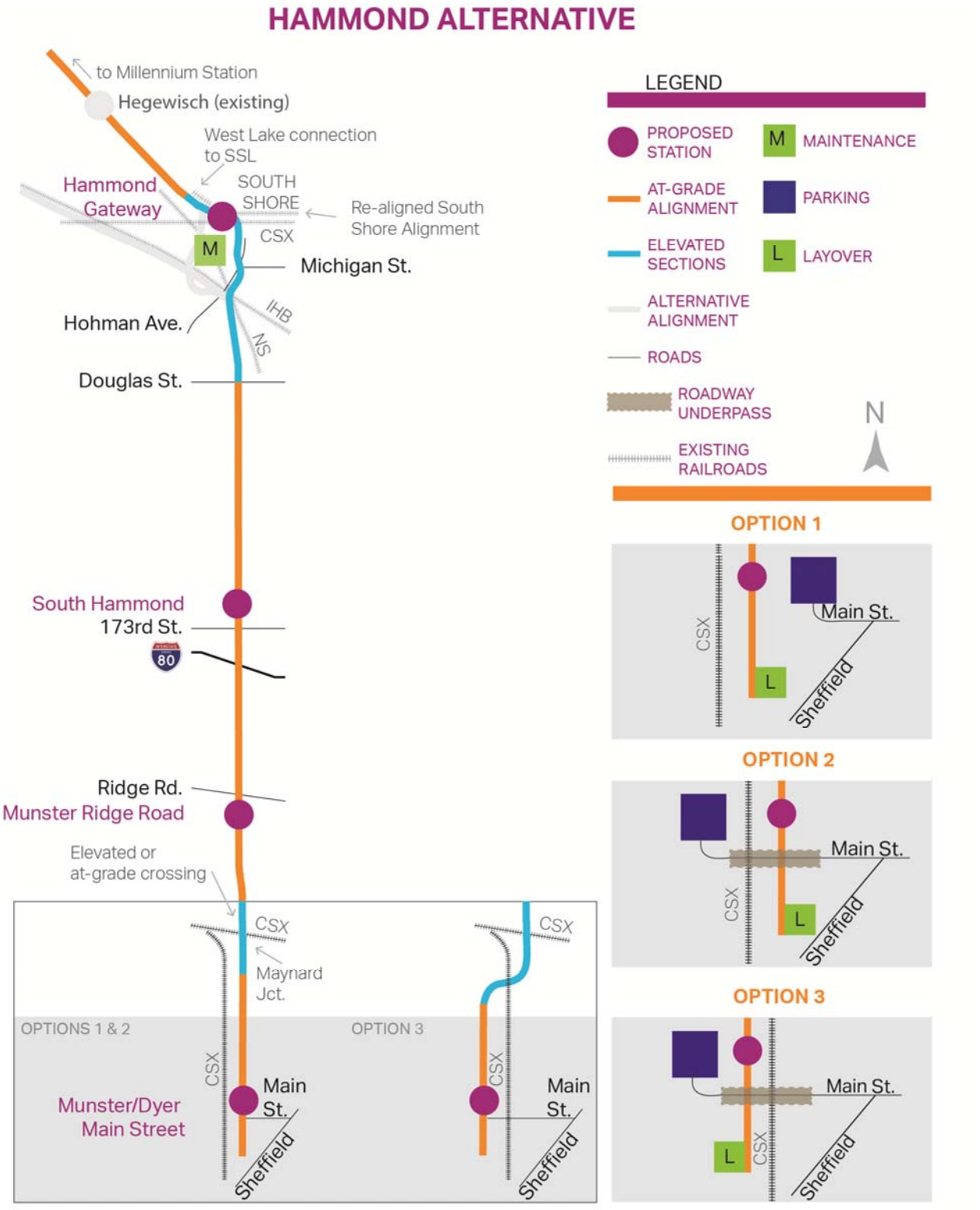

Figure 1-5 Hammond Alternative Options

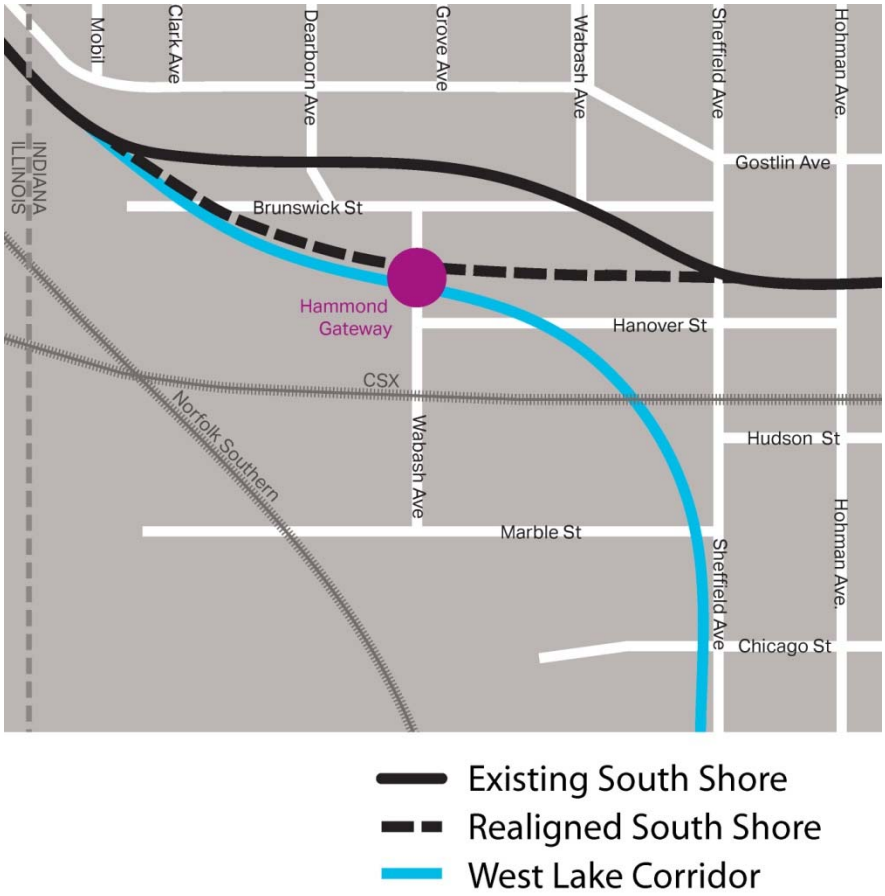

Figure 1-6 South Shore Line Proposed Realignment

A maintenance facility would be located immediately south of the Hammond Gateway Station. A separate layover facility at the southern end of the Project corridor, near the Munster/Dyer Main Street Station, would also be constructed, as shown on **Figure 1-5**. There are three design variations on how the layover facility, Munster/Dyer Main Street Station, and parking would be configured under the Hammond Alternative, as follows:

- **Hammond Alternative Option 1**: The Munster/Dyer Main Street Station, layover facility, and parking would be on the east side of the existing CSX freight line. See **Figure 1-5**.
- **Hammond Alternative Option 2**: The Munster/Dyer Main Street Station and layover facility would be on the east side of the existing CSX freight line, and the parking would be west of the CSX freight line. A Main Street extension west under the CSX freight line and Project ROW would be required. See **Figure 1-5**.
- **Hammond Alternative Option 3**: This option would require routing the Project above the existing CSX freight line at Maynard Junction, landing on the west side of the CSX freight line ROW, and continuing south to the Munster/Dyer Main Street area. The Munster/Dyer Main Street Station, layover facility, and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. See **Figure 1-5**.

1.2.5 Maynard Junction Rail Profile Option

One design variation is being considered for each Build Alternative—the Maynard Junction Rail Profile Option. Under this design variation, at Maynard Junction in Munster, the alignment would cross the existing CSX freight line in an at-grade profile instead of an elevated profile. The proposed alignment would remain east of the CSX freight line ROW for the Commuter Rail Alternative Options 1, 2, and 3 (see **Figure 1-3**), the IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2 (see **Figure 1-5**).

2. Land Use and Zoning

This section describes the existing land use and zoning conditions, policies, and plans in the Study Area and the effect of the Project on these conditions. Land use broadly refers to the different functions of human use of land (e.g., residential, commercial, industrial) and is influenced by development patterns and activity centers, population and employment levels, growth potential and trends, local and regional land use policies, and other factors that affect area growth. This section describes land use and land use policy in the Study Area and the potential effects of the alternatives on land use. Potential land acquisitions and displacements as a result of the Project are detailed the *Acquisitions and Displacements/Economic Assessment Technical Report* (AECOM 2016).

2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) (40 Code of Regulations [CFR] § 1502) contains regulatory requirements for describing the affected environment and environmental consequences for general resources, which include land use, zoning, and local plans. Chapter 4 of the Indiana State Code establishes the authority of municipalities for planning and zoning, and subsequent local zoning regulations govern the land development process. Similarly, Chapter 55 on Counties and Chapter 65 on Municipalities of the Illinois State Code establish zoning authority locally within the state.

2.2 Methodology

The Study Area considered for this analysis is shown on **Figure 2-1** and includes the area within ½ mile on either side of the proposed alignment. Portions of jurisdictions falling within this corridor include:

- Unincorporated area of Lake County, Indiana
- Dyer, Indiana
- Munster, Indiana
- Hammond, Indiana
- Cook County, Illinois, including unincorporated areas and parts of Calumet City and Burnham and excluding the City of Chicago (referred to in total as the Cook County portion)
- Chicago, Illinois

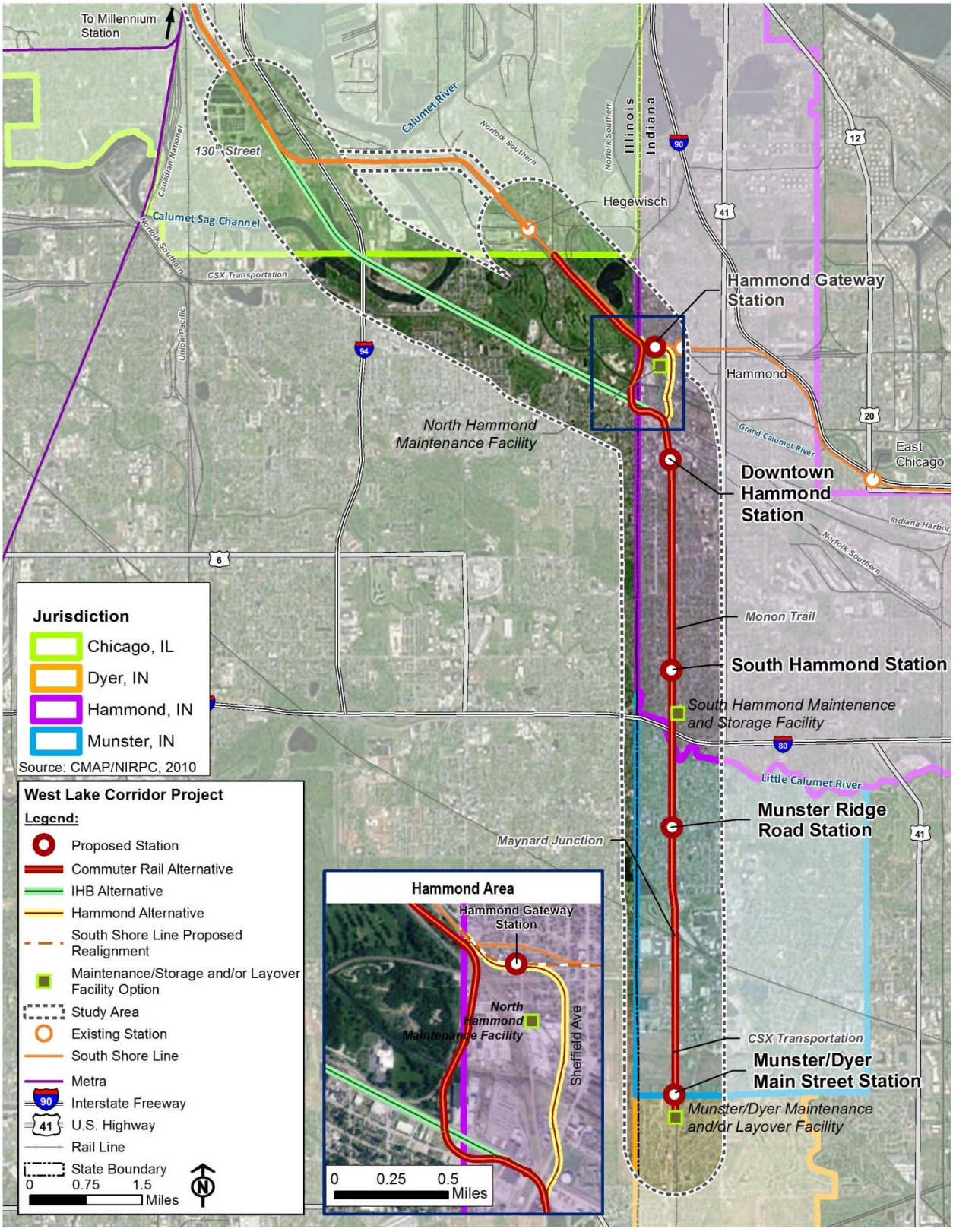

Figure 2-1 Study Area Jurisdictions

Data on existing land use and zoning were compiled from the following sources:

- Available Geographic Information System (GIS) data layers
- Field review
- Review of Google Earth
- Local government sources
- Existing municipal, county, and regional plans and zoning regulations
- Review of the previous planning studies including the NICTD *West Lake Corridor Major Investment Study* (NICTD 2000), the *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014), and other Project technical memoranda

The local zoning regulations for Lake County, Cook County, and the municipalities of Dyer, Hammond, Munster, Calumet City, and Chicago were reviewed for the Project's compatibility with them. Potential impacts to land use and zoning were qualitatively evaluated based on:

- Current land use and zoning: Allowable uses in the abutting zoning district where the proposed Project would occur
- Local plans and regulatory environment: Consistency with key relevant goals, policies, and future land use plans developed for regional, county, and local planning areas
- Upcoming corridor development projects

The land use impact assessment focused largely on how the alternatives considered would affect land use and development patterns within the Study Area compared to the No Build Alternative. The assessment evaluated future conditions in the region as set forth in the local jurisdictions' land use plans and zoning ordinances and the consistency of the Project Alternatives with those plans.

2.3 Affected Environment

2.3.1 Land Use and Zoning

Current land use in the Study Area generally transitions from rural and suburban in the community of Dyer in the south, to increasingly dense suburban development in southern Hammond, to the urban environment of the City of Chicago. Zoning designations generally mirror and support the existing land use patterns. Generalized land use types are shown on **Figures 2-2** and **2-3**.

Each of the municipalities and counties within the Study Area has distinct zoning districts as established in their respective local zoning regulations; a C-1 commercial zone in Munster is similar, but not identical, to a B-2 commercial zone in Dyer, for example. For the purposes of showing zoning patterns graphically; however, zoning districts were generalized by major permitted use on **Figure 2-4** and **2-5** to facilitate understanding how zoning transitions from south to north across the Study Area. The specific zoning designations for each Project element (including rail ROW alignments, station options, and maintenance facilities) are listed in **Table 2-1** by jurisdiction. These are the specific zoning designations from the regulations in use in each municipality or county. **Table 2-1** also summarizes the land use patterns within the Study Area from south to north.

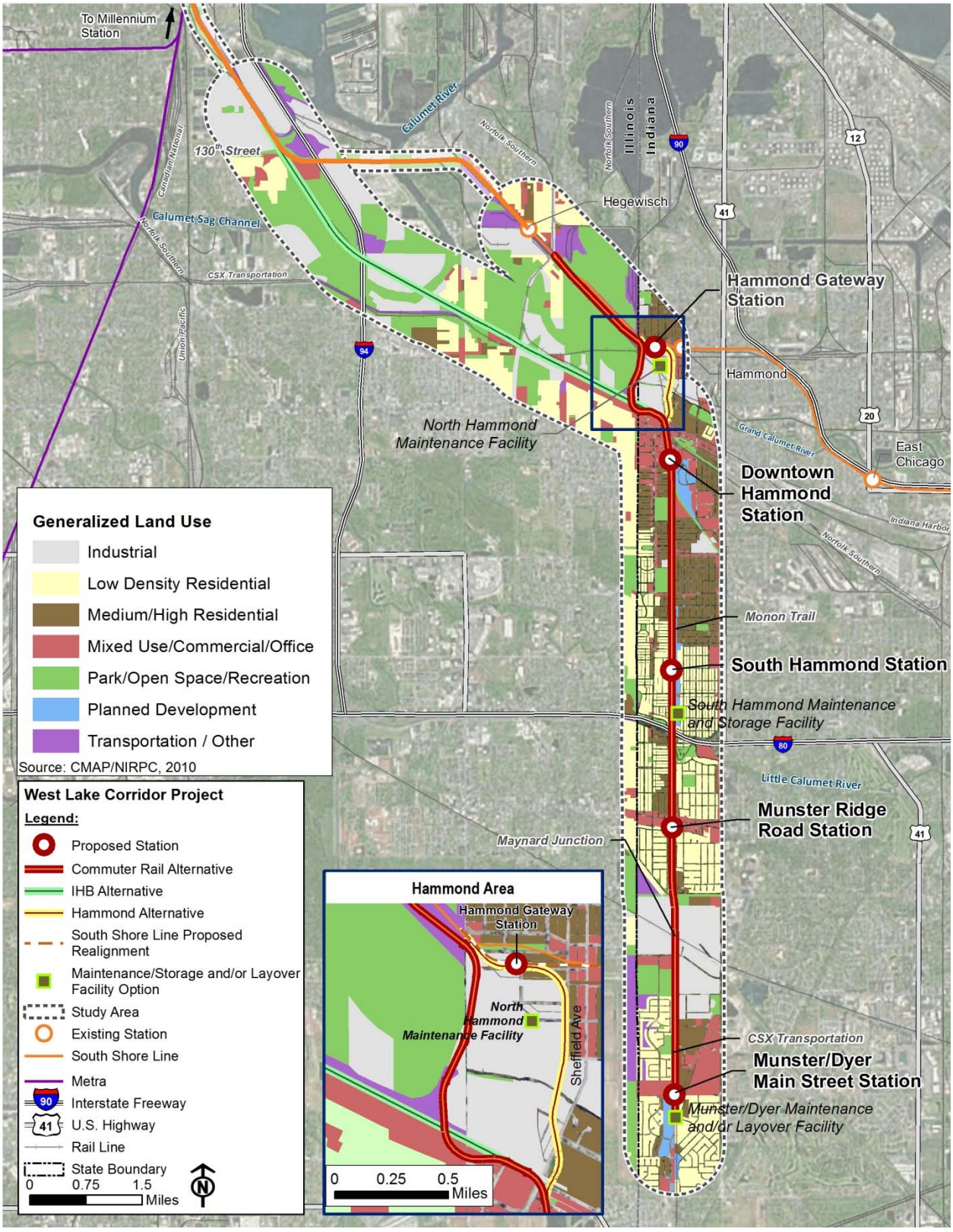

Figure 2-2 Existing Land Uses in the Study Area

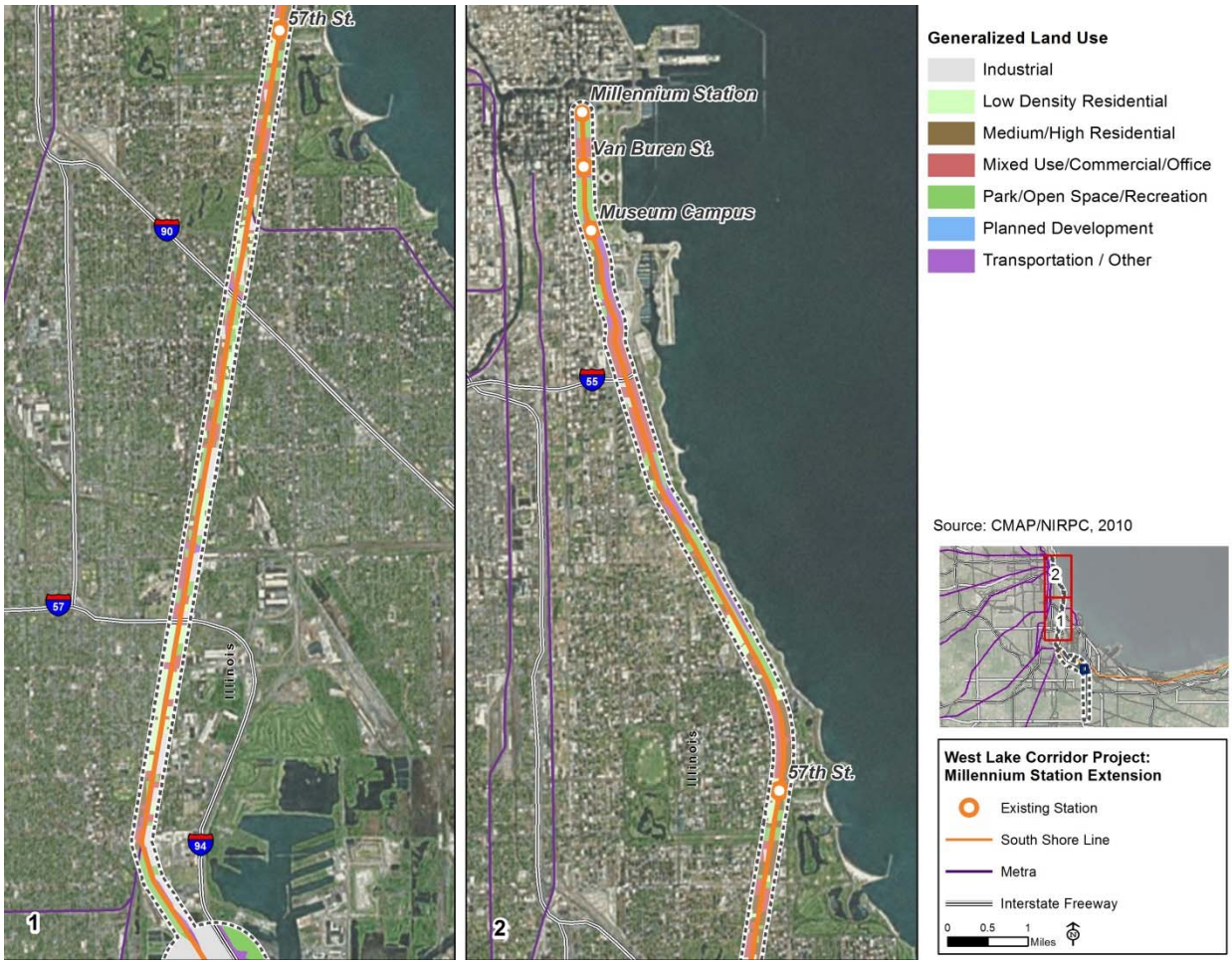

Figure 2-3 Existing Land Uses along the Existing MED/SSL

Table 2-1 Existing Land Use Patterns and Zoning in the Study Area

Jurisdiction	General Land Use/Patterns Description	Predominant Local Zoning Districts
Dyer	Medium-density suburban residential	R-1 single-family (SF) Residential, R-2 SF Residential, B-2 Business, Light Industrial, Special Use District, PUD - Planned Unit Development; RD- Rural Development District
Munster	Medium-density suburban residential interspersed with an industrial park, some commercial, golf course, vacant site with new streets in a planned subdivision that is mostly undeveloped, and the Monon Trail.	R-1 SF Residential, R-2 SF Residential, O-1 Office, Manufacturing, Public lands, C-1 Commercial, R-3 Multi-family Residential
Hammond	Medium- to high-density residential of mostly SF homes on small lots; downtown Hammond at the northern stretch of the Study Area; some vacant, undeveloped land and industrial uses. The Monon Trail occurs along this alignment section.	R1-U Urban SF Residential, C-3 Commercial, PUD, S-1 Open Space, R-1 SF Residential, C-3 Central Business District, I-1 Light Industrial
Chicago	Existing rail alignment passes along a golf course and transitions into a mix of urban uses; stretch of industrial land near Hegewisch transitions to a mix of high density residential neighborhoods with areas of mixed commercial uses; some areas of industrial uses interspersed throughout; major recreation/ entertainment/job destinations	I-2 Industrial, R1-U Urban residential mixed-use zones including PD - mix of residential and commercial and MU-CI for mixed commercial and industrial, HDR for high density housing; large areas of OS for parks and open space to the east between the rail line and the waterfront
Cook County Portion	Vacant land along Little Calumet River transitioning to industrial land uses and then to high density multi-family residential and a high school complex	Calumet City – Heavy and Light Industrial; Chicago - Predominantly I-2 Industrial, R1-U Urban residential; Cook County portion – data unavailable

Sources: NIRPC 2010, CMAP 2010, zoning regulations and maps.

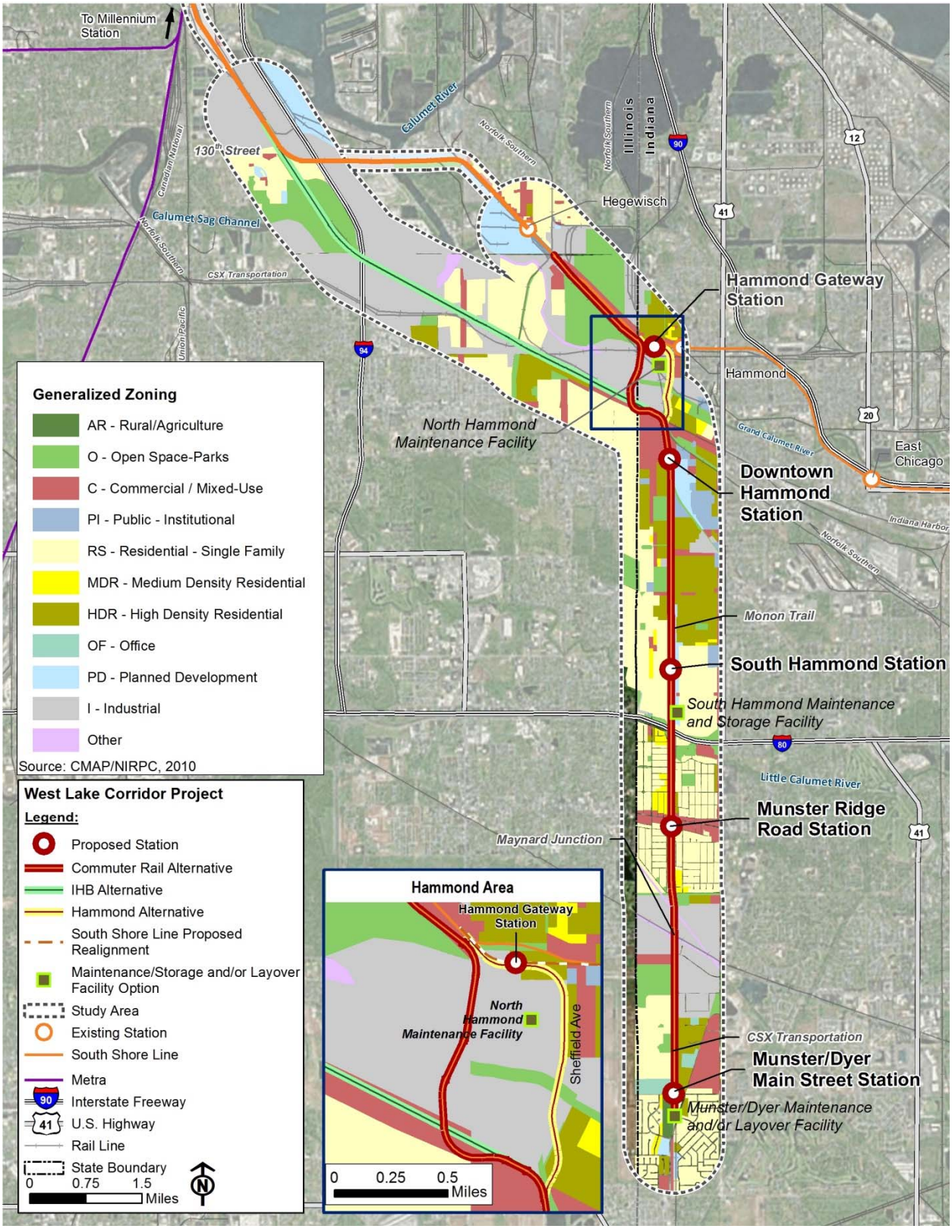

Figure 2-4 Generalized Zoning in the Study Area

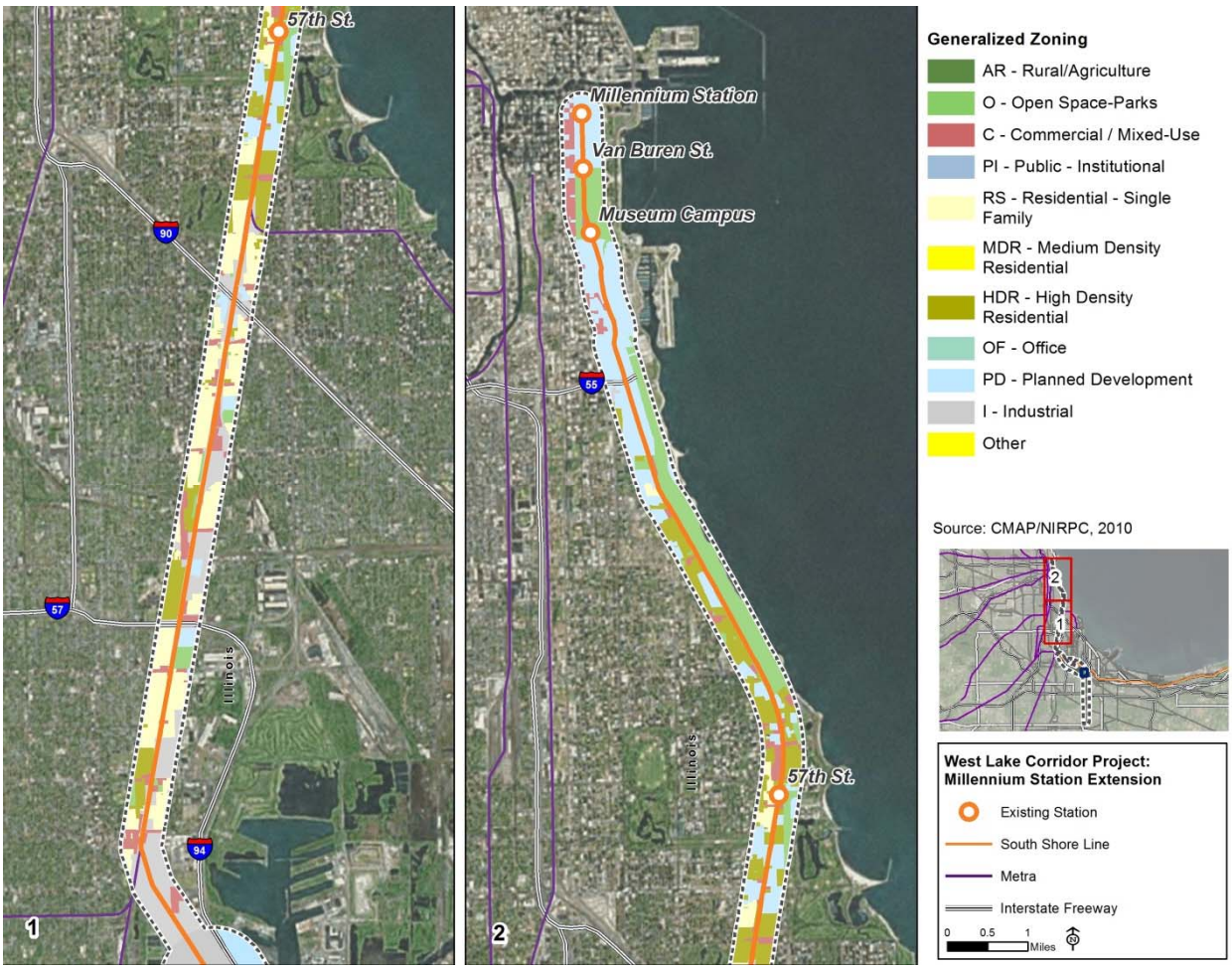

Figure 2-5 Generalized Zoning along the Existing MED/SSL

2.3.2 Future Land Use, Master Plans, and Planned and Programmed Developments

The long-range vision for land use and development in the Study Area is articulated in the master plans for each jurisdiction. The potential for land use change is reflected in the planned and programmed development projects within the Study Area. For this analysis, such projects include those that have municipal or county endorsement, are in the pipeline to acquire development/zoning approval, or are under construction.

The master plans that encompass the Study Area are summarized below.

- **Dyer**: The *Town of Dyer Comprehensive Plan* (Dyer 2012) includes a policy of maintaining the current patterns of land use with over 50 percent of the community in residential use. It also notes the need to plan to enhance the transportation system in anticipation of commuter rail service, primarily by making the existing system more multi-modal and with greater connectivity. A Dyer Amtrak Station site is designated on the future land use plan with mixed use development surrounding it.
- **Munster**: A *Vision for the 21st Century: 2010 Comprehensive Plan* (Munster 2010) for the Town of Munster states a policy to maintain and build upon its identity as a high-quality suburb of the Chicago metro area. The plan focuses on sustainable growth of which a sound

and strong transit system is seen as a critical part. It directly supports a new West Lake Line with a Main Street station location and proposes transit-oriented development (TOD) to complement this. Redevelopment/TOD opportunity areas are also envisioned surrounding one of the potential station locations; Munster Ridge Road. Another is shown for the Lake Business Center at 45th Street and Calumet Avenue.

- **Hammond**: The comprehensive plan for Hammond (*City of Hammond Comprehensive Land Use Plan*) dates to 1992 and was reprinted in 2013. The future land use plan shows the Study Area as light industrial usage at the gateways to Hammond, and a mix of mostly low-density residential usage with some commercial areas in between. It supports the implementation of commuter rail in the Study Area with the rail line routed near Hammond's central business district.
- **Regional Plan** - *Comprehensive Regional Plan 2040 for Northwest Indiana* (NIRPC 2011): A key strategy in NIRPC's *Comprehensive Regional Plan 2040 for Northwest Indiana* is the Livable Communities Initiative, which aims to focus growth and revitalization around existing communities. The program provides funding support for development and redevelopment projects that are community-based transportation/land use projects that bring vitality to downtown areas, neighborhoods, station areas, commercial cores, and transit corridors. NIRPC has identified four "neighborhood" livable centers near the proposed Downtown Hammond, South Hammond, Munster Ridge Road, and Munster/Dyer Main Street Stations. Livable Centers have the following characteristics (NIRPC 2013):
    - Support existing communities, leverage public investment, and encourage efficient growth patterns
    - Are compact in form with a vibrant mix of uses in a concentrated area
    - Promote ease of movement between the mix of uses, requiring coordinated planning of public and private investments
    - Promote regional connectivity, including public transportation
    - Promote walkability and offer alternative modes of transportation
- **Regional Plan** - *Pilot Program for TOD Planning*: The Northwest Indiana Regional Development Authority (RDA) has a strong focus on fostering TOD opportunities in the Study Area. For proposed station areas, RDA and NICTD, in coordination with Hammond, Dyer, and Munster, will direct an FTA-funded Pilot Program for TOD Planning. Through this program, NICTD and RDA will examine ways to improve economic development and ridership, foster multi-modal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near the proposed stations.

Land use plans that cover the existing MED/SSL portion of the Study Area are listed below. Each supports improved transit service and connectivity as a means to facilitate economic vitality and strengthen and sustain neighborhood character. The plans recognize that Chicago and the surrounding communities comprise an economically co-dependent metropolitan area and endorse investment in multi-modal travel options, particularly transit, to improve quality of life and economic sustainability. Additionally, they encourage transit-supportive land use forms.

- **Calumet City**: The *Calumet City Comprehensive Plan* (Teska 2014) provides a future land use map that shows the Study Area portion of the City as remaining essentially the same. It is envisioned to have predominantly industrial uses going forward. The plan does not speak to changes in transit access, or the IHB Alternative.

- **Chicago**: Comprehensive planning in Chicago has been done most recently in the form of subarea plans by the Chicago Planning and Development Office utilizing a series of task forces. There are no subarea plans that encompass the Chicago Study Area or the IHB Alternative. A number of plans include the area of the existing MED/SSL particularly in the immediate vicinity of the Millennium Station. The most current relevant plans include:
  - *State Wabash & Michigan Plan* (CMAP 2000)
  - *Central Area Plan* (CMAP 2003)
  - *Reconnecting Neighborhoods Plan* (CMAP 2009)

  These plans each specifically support improved transit service and connectivity as a means to facilitate economic vitality and strengthen and sustain neighborhood character. The City also has a master economic development plan, *A Plan for Economic Growth and Jobs* (CMAP 2012), which is relevant to this Project. The plan recognizes that Chicago and the surrounding communities comprise an economically co-dependent metropolitan area. It concludes that, "Mixed-use communities with excellent transportation connections are best positioned to flourish in the next economy." A key strategy is to work to reduce highway congestion through measures outlined in the CMAP *GO TO 2040 Comprehensive Regional Plan*, including increased public transit.
- **Cook County**: The CMAP agency is currently working with Cook County on the development of a new Consolidated Plan (Con Plan) and Comprehensive Economic Development Strategy (CEDS) that collectively will be called "Planning for Progress." The 2013 economic development strategy is articulated in *PARTNERING FOR PROSPERITY; An Economic Growth Action Agenda for Cook County* (Cook County 2013). Relevant to this Project, the strategy includes policies to strengthen the transportation industry cluster; support the emergence of dense, mixed-use, well-connected communities; and improve the alignment of Cook County residents' skills with employer demand.
- **CMAP**: *GO TO 2040 Comprehensive Regional Plan* (CMAP 2014) focuses on improving mobility through transit and transportation improvements and livable communities.

Local planners and economic development officials were consulted for information on any major planned or programmed land development projects within the Study Area. For the purposes of this Project, a major development is defined as one that encompasses 10 acres or more, includes 25 housing units or more, including those developed as public-private partnerships, or is a municipal project for parks, facilities, or new institutions. Most of the jurisdictions consulted reported no major developments with the exception of Munster, Hammond, and Chicago. The following is a list of planned developments in the Study Area.

- The Munster website (http://www.munster.org/eGov/apps/document) notes that a private consortium has partnered to turn the 72-acre Lake Business Center site into a mixed use, retail and office center. The City has rezoned the site for its intended use and created an Economic Redevelopment Area and a Tax Increment Financing district there.
- The Hammond website (http://www.gohammond.com) reports that American Stair Corporation, formerly located in Romeoville, Illinois, relocated to Hammond, Indiana, in 2015. They purchased a formerly vacant 72,000 square foot building, with over 8 acres of land, at 3520 Calumet Avenue, in North Hammond.
- The City of Chicago Director of Planning and Urban Design provided information on planned and programmed developments in the portion of the Study Area located in the City (including information from the City's Department of Economic Development). There are

numerous pending projects along the Study Area in Chicago, primarily near downtown, which include:

- Central Station Planned Development: South and east of Michigan Avenue and Roosevelt Road- largely built out, but currently two towers south west of Michigan Avenue and Roosevelt Road are proposed that would contain 800 units.
- McCormick Place: 10,000-seat event center currently under construction; facility would be used for conventions and DePaul University basketball games; future phases would allow for up to 1,200 additional hotel rooms.
- East side of King Drive between 31st and 35th Street (Planned Development #1169): Up to 7,845 new or rehabilitated dwelling units (although no new residential development since the planned development was approved in 2010).
- Southwest corner of 53rd Avenue and Lake Park (Planned Development #1174): 180-unit apartment building under construction.
- Northwest corner of 55th Street and Lake Park (Planned Development #38): Partially complete mixed-use development, including a 133-room hotel, 75,000 square feet of retail and 150,000 square feet of office recently completed; up to 425 new dwelling units are proposed.
- The Obama Presidential Library is proposed to be at Jackson Park in Chicago.

A limited number of new subdivisions are currently either planned or under construction in Dyer and Munster; however, they do not meet the above criteria for a major planned or programmed development project; therefore, they have not been included as part of this evaluation.

The input received from local planners indicates that aside from Chicago, current land use patterns across the Study Area are stable and new development and growth is very limited. The City of Chicago is experiencing most of its ongoing redevelopment and infill development activity in existing densely-developed neighborhoods. Planned and programmed transportation infrastructure projects are discussed in the *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014).

2.4 Environmental Consequences

The potential direct impacts of the Project are discussed below.

2.4.1 No Build Alternative

The No Build Alternative would be a continuation of existing conditions; therefore, it would have no direct impact on existing land uses, land use patterns, the character and intensity of existing development, or compatibility with zoning. Additionally, the No Build Alternative would not result in any beneficial transportation effects. The lack of enhanced transit service would, instead, constrain improvement to regional multi-modal access.

The No Build Alternative would limit the potential for TOD, which is dependent on access to transit and generally occurs surrounding a rail or transit station or hub with frequent commuter services. The No Build Alternative would not include the construction of a new rail line or any new stations; regional Amtrak service and the existing MED/SSL would be the only passenger rail service that would operate in the Study Area. Under the No Build Alternative, therefore, the impetus for TOD would not be created. Additionally, the No Build Alternative would not be

consistent with most regional, county, and municipal comprehensive plans. With the exception of Calumet City, all regional, county, and municipal plans directly support enhanced transit/commuter rail service and TOD.

2.4.2 Commuter Rail Alternative

The Commuter Rail Alternative is generally consistent with the vision and goals expressed in the local, county, and regional comprehensive plans for the communities in the Study Area.

ROW

The Commuter Rail Alternative would use new ROW between Dyer and Maynard Junction on the east side of the CSX freight line, an active railroad with freight and Amtrak service. Since CSX and intercity passenger operations have been in existence prior to the current development in the area, introducing new rail infrastructure adjacent to this CSX freight line ROW would be compatible with the historic uses. From Maynard Junction to downtown Hammond, the Project would use the abandoned ROW of the defunct Monon Railroad, which has been in public ownership (i.e., NICTD, Munster, and Hammond) since the 1990s. The previous freight railroad operations, which included major rail vehicle maintenance shops near 173rd Street in Hammond, influenced the historic development pattern of the Study Area. Munster and Hammond constructed the Monon Trail with the understanding that the trail would eventually coexist with commuter rail passenger rail service in the future. Portions of the Trail will need to be relocated within the publicly-owned ROW to accommodate the Project. North of downtown Hammond, the new infrastructure would not alter land uses substantially. The S-curve in the tracks at the Indiana-Illinois state line would result in direct impacts to the existing pattern of commercial/retail use because of business displacements and new elevated tracks and catenary system. The Project ROW would result in the closure of two local roadways to through traffic, creating new cul-de-sacs at Russell Street near the Downtown Hammond Station, and at State Street, between Hohman Avenue and Sibley Street. Access to land in each location would be less convenient. Additionally, new commuter railroad operations along the line would generally make at-grade crossings throughout the corridor slightly less convenient for roadway users.

Stations

Potential impacts of the proposed stations under the Commuter Rail Alternative are described below.

- The **Munster/Dyer Main Street Station** and parking area on the east side of the CSX freight line would be incompatible with surrounding residential land uses and inconsistent with the suburban residential zoning. Both Dyer and Munster are active participants in the FTA-funded Pilot Program for TOD Planning being directed by RDA and NICTD, and are looking to transform the area to fully exploit the opportunities that would be afforded by a commuter rail station.
- **Munster Ridge Road Station** would be situated between a developed residential neighborhood and Ridge Road, a commercial arterial. The station and parking could be incompatible with adjacent residential uses, but would be supportive of the high-density residential zoning for that area. Additionally, the optional surface parking lot west of the tracks, which was earmarked for overflow parking, would be incompatible with existing residential uses and zoning at that location, although the station and parking areas would not substantially alter access or land use patterns. The station would provide access to shopping, restaurants, and services located in the vicinity of the Project.

- The **South Hammond Station** would not conflict with existing land uses, but the station and parking would be incompatible with adjacent areas zoned for high-density residential. No changes to overall land use patterns are anticipated; however, the proposed parking area would increase traffic congestion in peak periods, making travel across the tracks at 173rd Street slightly less convenient.
- The **Downtown Hammond Station** would be compatible with local plans and existing surrounding land use and zoning, although the proposed surface parking lot would disrupt the pattern of densely developed downtown areas and would limit opportunities for infill development and TOD at the currently vacant properties at the site. The station would result in the closure of Russell Street; however, two other at-grade crossings would be improved, so there would only be minor impacts to access. The proposed station would be in close proximity to numerous community assets: public buildings and government offices, a grocery store, pharmacy, and Franciscan St. Margaret Hospital.

Commuter Rail Alternative Option 1

Commuter Rail Alternative Option 1 would have the same impacts described above. The proposed maintenance and storage facility at 173rd Street would be incompatible with nearby densely developed residential uses and would conflict with the high-density residential zoning. The South Hammond Maintenance and Storage Facility would not increase the potential for TOD. No impacts to land use patterns are anticipated from either the station or the South Hammond Maintenance and Storage Facility for Commuter Rail Alternative Option 1.

Commuter Rail Alternative Option 2

Commuter Rail Alternative Option 2 would have the same impacts as the described above, except at the Munster/Dyer Main Street Station. The Munster/Dyer Main Street Station on the east side and parking area on the west side of the CSX freight line would be incompatible with the suburban residential zoning. In this option, Main Street would be extended under the CSX freight line. The potential effects of the South Hammond Maintenance and Storage Facility at 173rd Street would be the same as described under Commuter Rail Alternative Option 1. No impacts to land use patterns are anticipated from either the station or the South Hammond Maintenance and Storage Facility for Commuter Rail Alternative Option 2.

Commuter Rail Alternative Option 3

Commuter Rail Alternative Option 3 would have the same impacts as Commuter Rail Alternative Option 1, except at the Munster/Dyer Main Street Station and the proposed maintenance and storage facility south of Main Street in Dyer. The Munster/Dyer Main Street Station and parking area on the east side of the CSX freight line would be incompatible with the suburban residential zoning. The proposed Munster/Dyer Maintenance Facility south of the station would be incompatible with surrounding residential land uses and residential zoning. The Munster/Dyer Maintenance Facility would not increase the potential for TOD. No impacts to land use patterns or access are anticipated under Commuter Rail Alternative Option 3.

Commuter Rail Alternative Option 4

Commuter Rail Alternative Option 4 would have the same impacts as Commuter Rail Alternative Option 1, except at the Munster/Dyer Main Street Station. The Munster/Dyer Main Street Station and parking area on the west side of the CSX freight line would be incompatible with the suburban residential zoning. In this option, Main Street would be extended under the CSX

freight line. No impacts to land use patterns are anticipated under Commuter Rail Alternative Option 4.

2.4.3 IHB Alternative

The IHB Alternative would be consistent with local and regional plans, which support improvements to commuter rail into and serving Chicago. South of Sibley Street in downtown Hammond, the land use impacts for IHB Alternative would be the same as those described for the Commuter Rail Alternative Options. No stations, parking lots, or maintenance facility are proposed for the IHB Alternative west of Hohman Avenue; land use impact differences north of Sibley Street are limited to the new rail and ROW.

The IHB ROW with partially elevated rail infrastructure would generally not conflict with existing land uses and there would be no change to existing zoning. Four property acquisitions would occur between Hohman Avenue and Sibley Street, and some loss of businesses and/or associated parking would have a minor disruptive effect on localized land use patterns along State Street and Sibley Street. Therefore, the IHB Alternative would have some minor impacts to land use patterns. The IHB Alternative would have no potential to stimulate TOD development because no stations are proposed in this section, and there would be no substantive changes to access or planned/programmed developments.

2.4.4 Hammond Alternative

The Hammond Alternative Options are generally consistent with the vision and goals expressed in the local, county, and regional comprehensive plans for the communities in the Study Area. North of Kensington on the existing MED/SSL to Millennium Station, land uses would not be affected since new construction would be not required.

ROW

Between Dyer and downtown Hammond, the Project would be similar to the Commuter Rail Alternative Options. North of Douglas Street, the Hammond Alternative would extend north on embankment and bridges over the NS and IHB freight lines immediately east of the Hohman Avenue overpass. The alignment would then extend northward and cross over Hohman Avenue just south of Michigan Street. The alignment would continue north, crossing over the CSX freight line, and then west to a new connection with the SSL near the state line.

Stations

Changes in transportation systems can influence nearby land uses. Although the Project would convert land to transportation-related uses, it would not adversely affect surrounding land uses. All Build Alternatives would be located near some residential areas, but are not expected to result in changes in residential land use patterns because the alternatives would not create new physical divisions or barriers between residential areas; many of the residential areas are already adjacent to railroad ROW. In these areas, the Project service would add to an existing transportation corridor, but would not change the function or interaction of adjacent land uses. Although visual impacts would change in some areas where the guideway would be elevated, they would not change land use patterns and would likely result in improvements in station areas. The potential land use effects in proposed station areas are described below:

- The **Munster/Dyer Main Street Station** parking would be incompatible with surrounding residential land uses and inconsistent with the suburban residential zoning. The tract of

vacant land on the west side of the CSX freight line, which is used for agricultural purposes, was previously proposed for development. Both Dyer and Munster are active participants in the FTA-funded Pilot Program for TOD Planning being directed by RDA and NICTD, and are looking to transform the area to fully exploit the opportunities that would be afforded by a commuter rail station.

- **Munster Ridge Road Station** would be situated between a developed residential neighborhood and Ridge Road, a commercial arterial. The station and parking could be incompatible with adjacent residential uses, but would be supportive of the high-density residential zoning for that area. Additionally, the optional surface parking lot west of the tracks, which was earmarked for overflow parking, would be incompatible with existing residential uses and zoning at that location, although the station and parking areas would not substantially alter access or land use patterns. The station would provide access to shopping, restaurants, and services located in the vicinity of the Project.
- The **South Hammond Station** would not conflict with existing land uses, but the station and parking would be incompatible with adjacent areas zoned for high-density residential. No changes to overall land use patterns are anticipated; however, the proposed parking area would increase traffic congestion in peak periods, making travel across the tracks slightly less convenient at 173rd Street. Hammond is an active participant in the FTA-funded Pilot Program for TOD Planning.
- The **Hammond Gateway Station** and parking area would be located in an area of mixed residential and vacant land. The new uses would not conflict with existing land uses and zoning in the area. Although there would be displacement of residences associated with the station, this would not impact the existing predominant land use pattern in the surrounding area, which is industrial. Several changes to the local street network are proposed (i.e., Hammond's Chicago Street Widening and Reconstruction Project) that would complement the Hammond Gateway Station and would have a beneficial effect on access for the residential neighborhoods and nearby businesses. There is moderate potential for TOD at this proposed station site. The surrounding street system has a walkable environment and there is some vacant land available.

North Hammond Maintenance Facility

The North Hammond Maintenance Facility would require the acquisition of 21 acres, most of which are industrial properties. The land use and zoning is generally compatible. There would be no disruption to the predominant land use pattern in the area. The North Hammond Maintenance Facility would not facilitate TOD development.

2.4.5 Maynard Junction Rail Profile Option

Locating the rail line at-grade in this area would have no impacts on land use or zoning in addition to those already described for any of the applicable alternative options (i.e., Commuter Rail Alternative Options 1, 2, and 3, IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2).

2.5 Construction-Related Impacts

The No Build Alternative would have no construction impacts as the Project would not be built. Potential impacts associated with other projects under the No Build Alternative would be evaluated separately as part of the planning for those projects. The Build Alternatives would

have limited, temporary, construction-related impacts on access to properties as well as land use compatibility from construction activities; there would be no construction-related impacts on zoning. No effects to land use patterns or consistency with community plans are anticipated during construction.

Temporary impacts would include potential increases in noise levels, dust, fumes, traffic congestion, visual changes, and potential difficulty accessing residential, commercial, and other land uses. Although some businesses may experience hardship due to these effects during construction, this would not alter land use type unless the property became vacant. Temporary construction easements may also be required that could result in changes to parking and access or closures of some areas of the affected properties or adjacent properties.

2.6 Mitigation

2.6.1 Long-Term Operating Effects

No mitigation measures are proposed for the No Build Alternative since there would be no impacts. For all Build Alternatives, the following mitigation measures would be employed where there is potential for long-term impacts to land use.

- Where the rail activity would create safety, noise and vibration concerns that would be disruptive to land use, these would be mitigated as outlined in the evaluations for those resources as detailed in the *West Lake Project Noise and Vibration Technical Report* (AECOM 2016).
- Where the parking facilities may contribute to localized traffic congestion and potential impacts to access, these would be mitigated as detailed in the *West Lake Project Traffic Technical Memorandum* (AECOM 2016).
- Where large surface parking facilities are developed in association with the proposed stations and that have potential to disrupt land use patterns and compatibility with surrounding neighborhoods, NICTD would engage in ongoing coordination and collaboration with community stakeholders. NICTD would work with local elected officials, the state and county transportation departments, and the community as the proposed Project design advances to address site specific issues and concerns.
- While state and federal projects are exempt from local zoning, the final design for the Project would take conflicts with zoning into consideration. Where the proposed Project would be incompatible with existing zoning designations, NICTD would work with local officials during Engineering phase to make it compatible with the intended purposes and design standards of the applicable zoning to the extent feasible and practical.

2.6.2 Short-Term Construction Effects

No mitigation measures are proposed for the No Build Alternative as there would be no construction impacts. For the construction of any of the Build Alternatives, NICTD would develop a Maintenance and Protection of Traffic Plan to address disruptions to travel. Through this and NICTD consultation with affected property owners, access closures and temporary disruptions due to use of land for construction staging are expected to be minimal. Specifically, maintenance of traffic flows and sequence of construction would be planned and scheduled so as to minimize traffic delays and inconvenience.

In addition, best management practices (BMPs) for minimizing noise, dust, fumes and maintaining safety of construction sites would be implemented. These BMPs would buffer the construction activities from surrounding land uses and minimize adverse temporary effects to the extent feasible and practical.

3. Neighborhoods and Community Resources

3.1 Regulatory Setting

CEQ (40 CFR § 1502) contains regulatory requirements for the description of the affected environment and environmental consequences for general resources, including neighborhoods and community facilities.

Section 4(f) of the United States Department of Transportation Act of 1966, as amended (49 United States Code [USC] § 303) protects publically-owned parklands, recreational areas, and wildlife and waterfowl refuges, as well as historic sites of national, state, or local significance located on public or private land. Federal regulations that implement Section 4(f) are found in 23 CFR § 774. Refer to Chapter 7 of the DEIS for more information specific to Section 4(f) resources.

In addition, *Section 6(f) of the U.S. Land and Water Conservation Fund (LWCF) Act of 1965* (16 USC § 4601-4) prohibits the conversion of property acquired or developed with Act grants to a non-recreational purpose without the approval of the U.S. Department of the Interior's National Park Service (NPS). This requirement applies to all parks that have been the subject of LWCF grants. Refer to Chapter 8 of the DEIS for more information specific to Section 6(f) resources.

3.2 Methodology

As FTA does not have neighborhood impact assessment guidelines, the Federal Highway Administration's (FHWA's) *Community Impacts Assessment: A Quick Reference for Transportation* (1996) was used as a guide to assess the potential impacts to community resources and neighborhoods from the Project.

The Study Area considered for this analysis includes the area within ½ mile on either side of the proposed alignment. The neighborhoods that are wholly or partially (e.g., 50 percent of the neighborhood or more) within the Study Area were identified through municipal websites and through discussions with municipal planning or economic development staff from the Study Area communities.

The potential for impacts to community resources and neighborhoods was qualitatively assessed for the No Build Alternative and the Build Alternatives considering the following potential effects:

- Changes in neighborhood quality of life and human health
- Changes in community cohesion
- Loss of community resources or institutions
- Changes in access to/from community resources or institutions
- Changes in safety and security

3.3 Affected Environment

The following sections present the existing neighborhoods and community resources located wholly or partially within the Study Area.

3.3.1 Neighborhoods

Neighborhoods are generally defined three ways. First, they can be identified by municipal governments for planning, urban renewal, political, or services purposes (such as sewer service areas). Second, neighborhoods are commonly defined by residents who live there and who identify themselves as living within a cohesive area where they have a sense of belonging or closeness. Such neighborhoods, as identified by residents, may have distinct geographic boundaries or may be informally or loosely understood, such as by virtue of being within a residential area with an internal network of well-connected local/residential streets and housing of generally cohesive architectural style. Finally, neighborhoods may also be defined by formal homeowner or business owner associations encompassing a discrete area in a community.

The Study Area traverses low-density suburban neighborhoods at its southern terminus in Dyer, and then travels through more densely developed, urban neighborhoods near its northern terminus at Millennium Station in downtown Chicago. As the Study Area travels through the more suburban southern communities, neighborhoods tend to take the form primarily of housing subdivisions, and are informally defined. More well-defined neighborhoods within Indiana tend to occur in the communities closer to Chicago. While the neighborhoods in the Cook County portion of the Study Area are informally defined, the Chicago neighborhoods have recognized boundaries with place names.

The neighborhoods that fall wholly or partially within the Study Area are listed from south to north below. The general areas where neighborhoods occur within the Study Area, both named and unnamed, are shown on **Figures 3-1** and **3-2**.

- **Dyer**: Neighborhoods along the Study Area in Dyer are mostly informal and residential in nature, with the exception of Downtown Dyer. These informal neighborhoods generally take the form of single-family, medium-density, residential subdivisions. Dyer neighborhoods include:
  - A, B, C, and D Streets
  - Heritage Estates
  - Northgate
  - Old Town
  - Sheffield Estates
  - Meadows of Dyer
- **Munster**: Many single-family homes are located within subdivisions throughout Munster, with limited multi-family units. The subdivisions south of 45th Street are commonly referred to by name and include:
  - Community Estates
  - West Lake

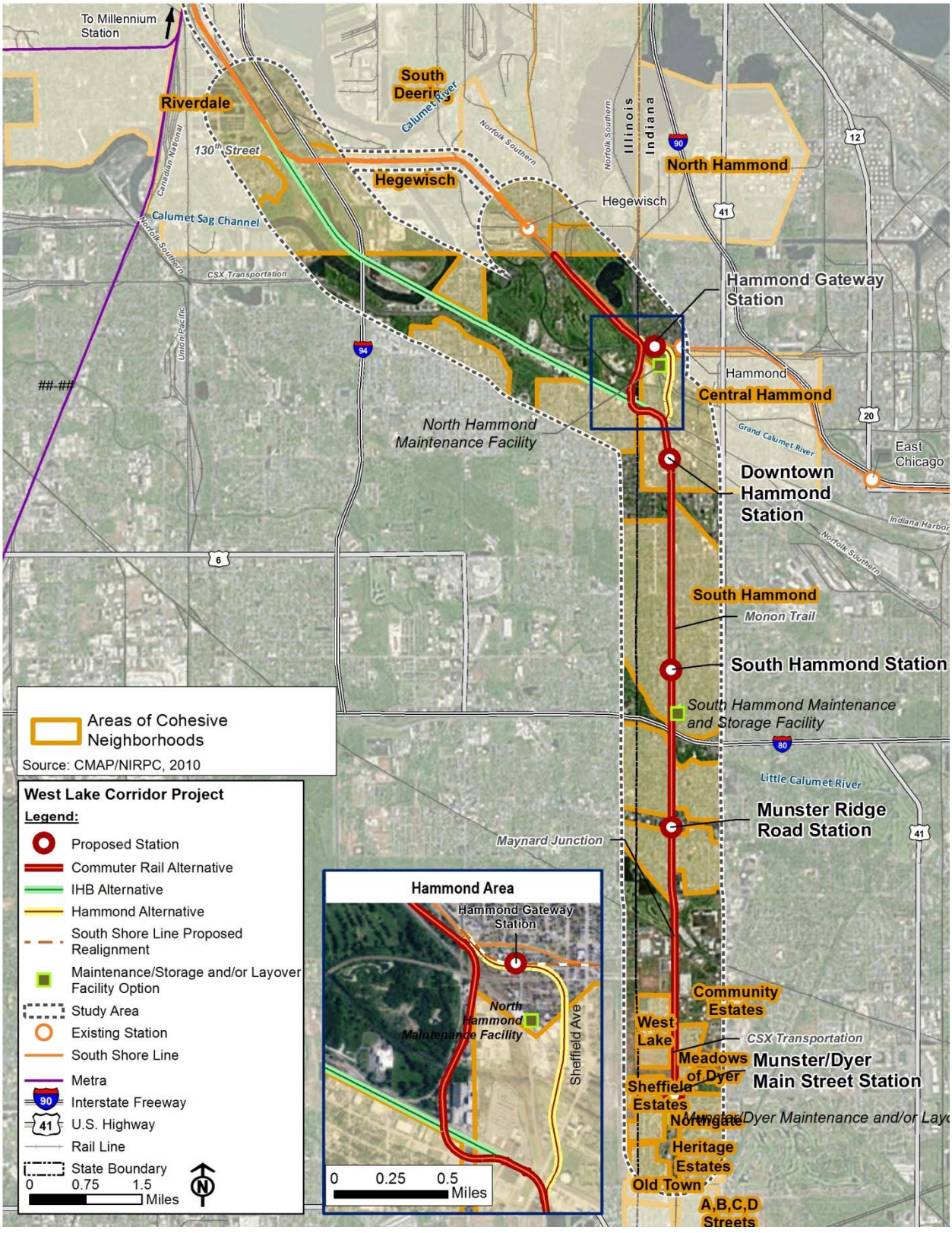

Figure 3-1 General Neighborhood Locations in the Study Area

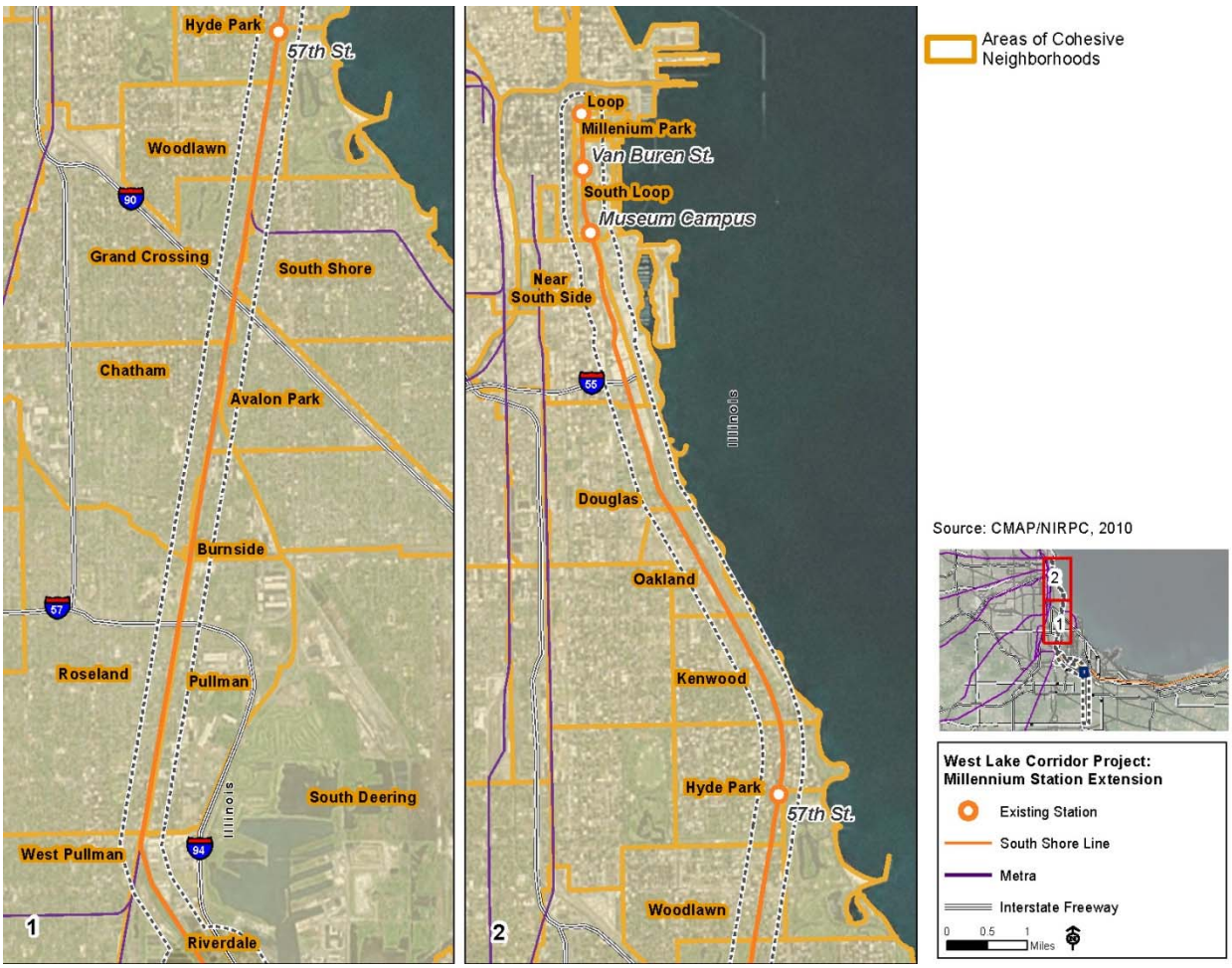

Figure 3-2 General Neighborhood Locations along the Existing MED/SSL

- **Hammond**: Neighborhoods within the Study Area in Hammond are comprised of both residential and mixed uses, including some neighborhood commercial uses. The residential neighborhoods are informal. At medium-density, they include a mix of single and multi-family complexes. Informal neighborhoods in this portion of the Study Area include:
  - North Hammond
  - Central Hammond
  - South Hammond
- **Cook County**: As stated above, traditional neighborhoods are not well defined within Cook County. However, one defined neighborhood, Burnham Village, surrounds Torrence Avenue. It is a high-density residential area that includes both single-family and multi-family dwelling units.
- **Chicago**: The following Chicago neighborhoods (from south to north) directly abut the rail line and fall wholly or partially (e.g., 50 percent of the neighborhood or more) within the Study Area. (**Figure 3-2** shows a more comprehensive listing of all the neighborhoods in proximity to the Study Area.) Neighborhoods of Chicago are generally loosely defined, reflecting the associations among residents and business owners, all of whom recognize familiar yet unofficial boundaries and unique identities of each neighborhood. Neighborhoods described below are, thereby, recognized by the City Planning Department

yet established based on local knowledge. These well-established neighborhoods generally have a long history intertwined with the rail line.

- **Riverdale** is a southeastern Chicago community with a large land area of industrial sites, rail yards, and landfills. However, Riverdale also includes areas of mixed residential and commercial uses. The Altgeld-Murray housing development is one notable low-income residential complex located within this area.
- **Hegewisch** is a mixed, urban neighborhood with single-family and multi-family residential as well as commercial uses (primarily located along arterial roadways). This neighborhood is currently separated from the existing rail line by South Brainard Avenue in eastern Chicago.
- In the 1920s, the area of **West Pullman** had developed into a residential community of over 20,000, with a large industrial base, several retail areas, schools, parks, and a variety of other institutions. Many of the industries left and a high number of jobs were lost in the 1980s and 1990s, creating substantial unemployment there and a period of neighborhood decline. The area also has a high level of toxic waste left behind from the factories. A joint effort from community leaders, residents, city officials, and the government is currently working to reduce the levels of toxicity, bring in new businesses, and revitalize residential areas.
- **South Deering** is a southern Chicago neighborhood that is heavily industrial, with pockets of residential in its northwest corner. Lake Calumet, a non-recreational water body surrounded by United States Environmental Protection Agency (EPA) Superfund sites (any land in that has been contaminated by hazardous waste and identified by EPA as a candidate for cleanup because it poses a risk to human health and/or the environment), comprises much of the area.
- **Roseland** is primarily comprised of single-family housing, which, along with modest medium- to high-density residential, abuts the rail line. Row houses and bungalows are common, and older, auto-oriented commercial is centered on East 111th Street and East 103rd Street. Chicago State University abuts the rail line. The magnet high school Gwendolyn Brooks College Preparatory Academy is also located here.
- **Pullman** is a historic factory “town” built in the 1880s by railroad manufacturer George Pullman. Housing is primarily single-family and multi-family. Industrial and commercial properties line the rail corridor. Many architecturally and culturally significant buildings, such as brick row houses, occur within designated historic districts in the neighborhood and it includes some national landmarks. Pullman has a strong community character, historically anchored by the railroad.
- **Burnside** is a small community, the entire western length of which is defined by the rail line. Burnside’s housing stock is 50 percent single-family, followed by multi-family, then high-density residential. The rail line is flanked by a mix of uses, including a linear park, religious institutions, and industrial properties.
- **Chatham** is an urban neighborhood, equally comprised of single-family detached homes and high-density multi-family residential structures, closely followed by a similar number of commercial properties. Bungalow-style homes are common. Some civic uses abut the rail corridor, while commercial properties are generally situated along Cottage Grove Avenue and 79th and 87th Streets. Nearly all of Chatham is west of the rail line.
- **Avalon Park** is an urban neighborhood with a dense grid of single-family housing. Brick bungalows are prominent, having once served as worker housing for Chicago-based industries. Commercial development centers along East 87th Street and South Stony

Island Avenue. Transportation uses, such as the rail, however, make up a large portion of Avalon Park.

- **Grand Crossing** is a densely developed neighborhood with a mix of single- and multi-family residential housing. Commercial development is centered along South Chicago Avenue and East 79th Street. Several parks are peppered throughout, although the private Oak Woods Cemetery is the largest open space there, comprising 184 acres along the rail line. Additionally, I-90 intersects Greater Grand Crossing.
- **South Shore** is an established waterfront community with a mix of multi-family and single-family housing. Industrial, neighborhood commercial, civic, and residential properties all align with the rail line. Situated on Lake Michigan, the South Shore Cultural Center provides an array of galleries, event spaces, cultural amenities, golf course, and public beaches spanning 64.5 acres.
- **Woodlawn** is largely comprised of open space including Jackson Park, a 543-acre shoreline recreational center with harbors, gyms, athletic courts, fields, trails, a golf course and driving range. It also offers camping, cultural events, and recreational programming. Dense multi-family residential is the most prominent non-open space use. Commercial development is primarily centered along Cottage Grove Avenue. The rail line abuts multiple public schools and religious facilities. The University of Chicago campus extends from Hyde Park into Woodlawn.
- **Hyde Park** is an established waterfront community with a significant amount of open space and employment in the form of a major university (University of Chicago). Most housing is high density, and the rail corridor is flanked with high-rise condominiums. Single-family detached and medium density housing comprises the rest. The Museum of Science and Industry is also located here, as is the Midway Plaisance Park, an 83-acre public ice-skating facility.
- **Kenwood** is a waterfront community defined by dense multi-family and high-rise residential, single family homes, open space, and institutional uses. The 10-acre Harold Washington Playlot Park includes athletic courts, fields, picnic areas, boat pond, and passive space. Lakefront Trail, along the rail line, is another community resource. Both Hyde Park Art Center and Little Black Pearl Art and Design Center showcase art, provide classes, and host community events.
- **Oakland** is a small community largely comprised of open space and dense multi-family residential. Burnham Park there provides public recreational waterfront space, also connecting the neighborhood to Kenwood and to the Loop.
- **Bronzeville** (also known as **Douglas**) was originally a predominantly black community vibrant with commerce and culture. The area experienced an exodus of citizens between 1950 and 2010. Civic groups are collaborating with local agencies today to re-activate underused commercial properties and vacant lots. The Chicago Housing Authority operates several high-rise public housing developments there. Other features include the Lake Michigan shoreline, U.S. Cellular Field (home to the Chicago White Sox), Illinois Institute of Technology, a handful of historic landmarks and buildings, and many public schools.
- **South Loop** is immediately south of the downtown core. Cultural amenities include the Museum Campus, Field Museum, Adler Planetarium, Soldier Field (home of the Chicago Cubs), Shedd Aquarium, and Burnham Harbor, an active marina. McCormick Place in this neighborhood is the largest convention center in the United States. Notable open spaces include the multi-purpose Grant Park, known as “Chicago’s Front Yard,”

Northerly Island, and waterfront trails. Beyond recreational uses, the neighborhood has a mix of high-density residential, commercial, and office space.

- **Near South Side** is a smaller part of the South Side area of Chicago which was originally considered to include the entire city south of the main branch of the Chicago River. Over time, several subarea neighborhoods were defined and the Near South Side is understood to be the predominantly residential area just south of The Loop.
- The **Loop/Millennium Park** is the terminus of Millennium Station. As Chicago's official downtown core, it serves as the central business district. It is populated with many cultural institutions, restaurants, and shopping. High-density residential is the sole housing type.

3.3.2 Community Resources

Community resources are facilities that provide a broad spectrum of services for public benefit and contribute to a sense of place, including civic, educational, and health care services; religious and cultural institutions; and public open space. The following list broadly characterizes the community resources identified within the Study Area that contribute to the overall quality of life there and help define the identity of each community and neighborhood.

- Emergency services, including police, fire, and ambulance/Emergency Medical Services stations
- Schools, colleges, and universities
- Religious institutions/places of worship and cemeteries
- Cultural institutions such as libraries and museums
- Hospitals
- Recreation areas/parks/trails
- Community/senior centers

Table 3-1 summarizes the quantities of community resources, parks, and recreational areas from south to north, by community located wholly or partially within the Study Area. All the community resources located wholly or partially within the Study Area are shown on **Figures 3-3** and **3-4** (facilities) and **3-5** and **3-6** (parks and recreation areas).

Table 3-1 Summary of Aggregate Community Resources in the Study Area

Location	Emergency Services	Schools	Religious Institutions & Cemeteries	Cultural Institutions	Hospitals	Recreation Areas/ Parks
Dyer	4	3	6	0	1	14
Munster	4	2	3	3	1	9
Hammond	4	10	25	2	2	12
Cook County portion	0	6	6	0	0	9
Chicago- existing MED/SSL portion	4	89	43	26	3	6
Study Area Total	**16**	**110**	**83**	**31**	**7**	**50**

Source: Google Earth, ESRI, 2014

Note: No community resources occur in the IHB Alternative portion of the Study Area

There are more than 100 community resources, including parks, located wholly or partially within the Study Area exclusive of the existing MED/SSL portion. A complete listing of these resources is presented in **Appendix A**. Of those resources, those within 500 feet of the existing rail would have the highest potential for direct impacts from the proposed Project; therefore, they are listed in the following tables. Community resources within 500 feet of the rail line are presented in **Tables 3-2** and **3-3**. Due to the number of resources in the existing MED/SSL portion of the Study Area, these are summarized separately in **Table 3-4** and itemized in a table in **Appendix A**. No community resources are located in the IHB Alternative portion of the Study Area.

Table 3-2 Community Resources within 500 Feet of the Proposed Rail Line*

Figure 3-3 Number	Property Name	Address	City	Description	Acres (Parks) and Miles (Trails)	Distance from Rail Line (feet)
13	Christ Our Hope Community Church	229 Seminary Dr.	Dyer	Religious Center	N/A	30
2	Kahler Middle School	600 Joliet St.	Dyer	Educational Facility	N/A	186
4	Protsman Elementary School	1121 Harrison Ave.	Dyer	Educational Facility	N/A	233
12	First Christian Church of Dyer	704 Joliet St.	Dyer	Religious Center	N/A	347
11	Maria Goretti Catholic Church	500 Northgate Dr.	Dyer	Religious Center	N/A	452
14	Dyer United Methodist Church	2016 Church St.	Dyer	Religious Center	N/A	500
15	Christ Our Church	340 45th Ave.	Munster	Religious Center	N/A	25
3	Henry W. Eggers Elementary/Middle School	5825 Blaine St.	Hammond	Recreational Facility	N/A	60
16	Greater Works Deliverance Ministries	5938 Park Place	Hammond	Religious Center	N/A	308
17	Oak Hill Cemetery	6445 Hohman Ave.	Hammond	Religious Center	N/A	397
18	Hyde Park United Methodist Church	6348 Harrison Ave.	Hammond	Religious Center	N/A	513
19	Carver Military Academy	13100 S. Doty Ave.	Chicago	Educational Facility	N/A	90

Source: ESRI, GIS, and FHI, 2015

Note: *Does not include facilities located along the existing MED/SSL portion of the Study Area.

Table 3-3 Public Parks, Recreation Areas, and Trails within 500 Feet of the Rail Line*

Figure 3-3 Number	Property Name	Address	City	Owner	Acres (Parks) and Miles (Trails)	Distance from Rail Line (feet)
10	Pheasant Hills Park [1 & 2]	Hart St. & Park Manor Dr.	Dyer	Dyer Park Department	32 acres	110
7	Lincoln Park [2]	Church St. & Keilman St.	Dyer	Dyer Park Department	1 acre	117
9	Wildflower Park[2]	1630 Sheffield Ave.	Dyer	Dyer Park Department	2 acres	253
5	Evergreen Park[2]	8840 Manor Dr.	Munster	Munster Parks and Rec. Board	0.5 acres	389
1	Kiwanis Park [2]	213 Timrick Dr.	Munster	Munster Parks - Rec. Board	0.5 acres	71
23	Pennsy Greenway [2]	Calumet Ave. at Centennial Park SE/NW to Main St; Along Timrick Dr. to IL state line	Munster	Multi-jurisdictional	2 miles (in two sections)	265
6	West Lakes Park [2]	Margo Ln.	Munster	Munster Parks and Rec. Board	25 acres	434
21	Erie Lackawanna Trail [1]	Sibley St. at Fayette St., SE/NW to Little Calumet River	Hammond	Multi-jurisdictional	5 miles	intersects
22	Monon Trail [2]	S/N along Lyman Ave. from Douglas St. to Fisher St.	Hammond	Multi-jurisdictional	4 miles	8
8	Harrison Park [1]	Waltham Ave. & Hohman Ave.	Hammond	Hammond Parks and Rec.	25 acres	54
20	Beaubien Woods Forest Preserve [2]	13400 S. Doty Ave.	Chicago	Cook County Forest Preserve	279 acres	intersects
24	Powderhorn Lake Forest Preserve [2]	13817-14451 South Brainard Ave.	Burnham	Cook County Forest Preserve	192 acres	425

Source: ESRI, GIS, and FHI, 2015

Notes: [1]Section 6(f) resource; [2]Section 4(f) resource

*Does not include facilities located along the existing MED/SSL portion of the Study Area.

Resources that meet the requirements of Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 and Section 6(f) of the LWCF Act are also included (and noted) in the following tables. Detailed evaluations of these resources are presented in Chapters 7 and 8 in the DEIS developed for this Project. Greater detail showing the parks and recreation area boundaries for those resources within 500 feet of the existing rail line are shown on the figures in **Appendix B**.

Within the existing MED/SSL portion, there are 171 community resources including parks located wholly or partially within the Study Area. Due to the density of development along this

portion of the Study Area and since no new infrastructure is proposed in this portion, a 50-foot buffer from the rail line was assessed to identify resources that would have the highest potential for direct impacts from the proposed Project. Community resources within 50 feet of the rail line along the existing MED/SSL portion are summarized in **Table 3-4** and shown on **Figures 3-4** and **3-6**.

Table 3-4 Summary of Aggregate Community Resources within 50 Feet of the Existing MED/SSL

Location by Chicago Neighborhood	Emergency Services	Schools	Religious Institutions or Cemeteries	Cultural Institutions	Hospitals	Recreation Areas/ Parks
Riverdale	0	0	0	0	0	1
Hegewisch	0	0	1	0	0	0
West Pullman	0	0	4	0	0	0
South Deering	0	0	0	0	0	0
Roseland	0	0	2	0	0	0
Pullman	0	4	1	0	0	3
Burnside	0	0	2	0	0	0
Chatham	0	1	4	0	0	0
Avalon Park	0	0	1	0	0	3
Grand Crossing	0	0	1	0	0	0
South Shore	0	0	2	0	0	0
Woodlawn	0	2	2	1	0	3
Hyde Park	0	3	0	1	0	2
Kenwood	0	4	1	1	0	1
Oakland	0	1	2	0	0	0
Bronzeville/Douglas	0	1	3	0	0	0
Near South Side	0	0	0	0	0	0
South Loop	0	4	0	8	0	0
Loop/Millennium Park	0	1	1	2	0	4
TOTAL	**0**	**20**	**24**	**13**	**0**	**17**

Source: ESRI, GIS, and FHI, 2015

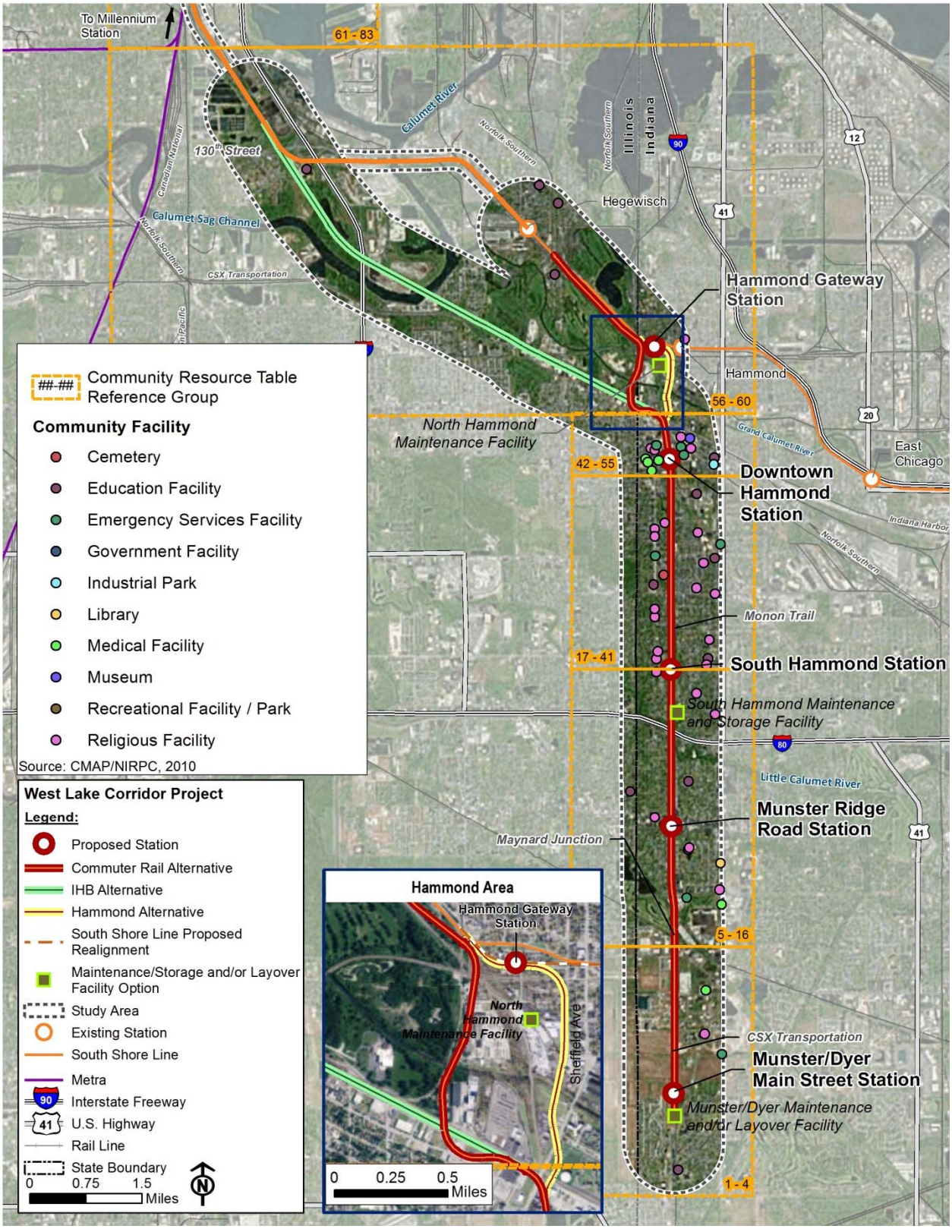

Figure 3-3 Community Facilities in the Study Area

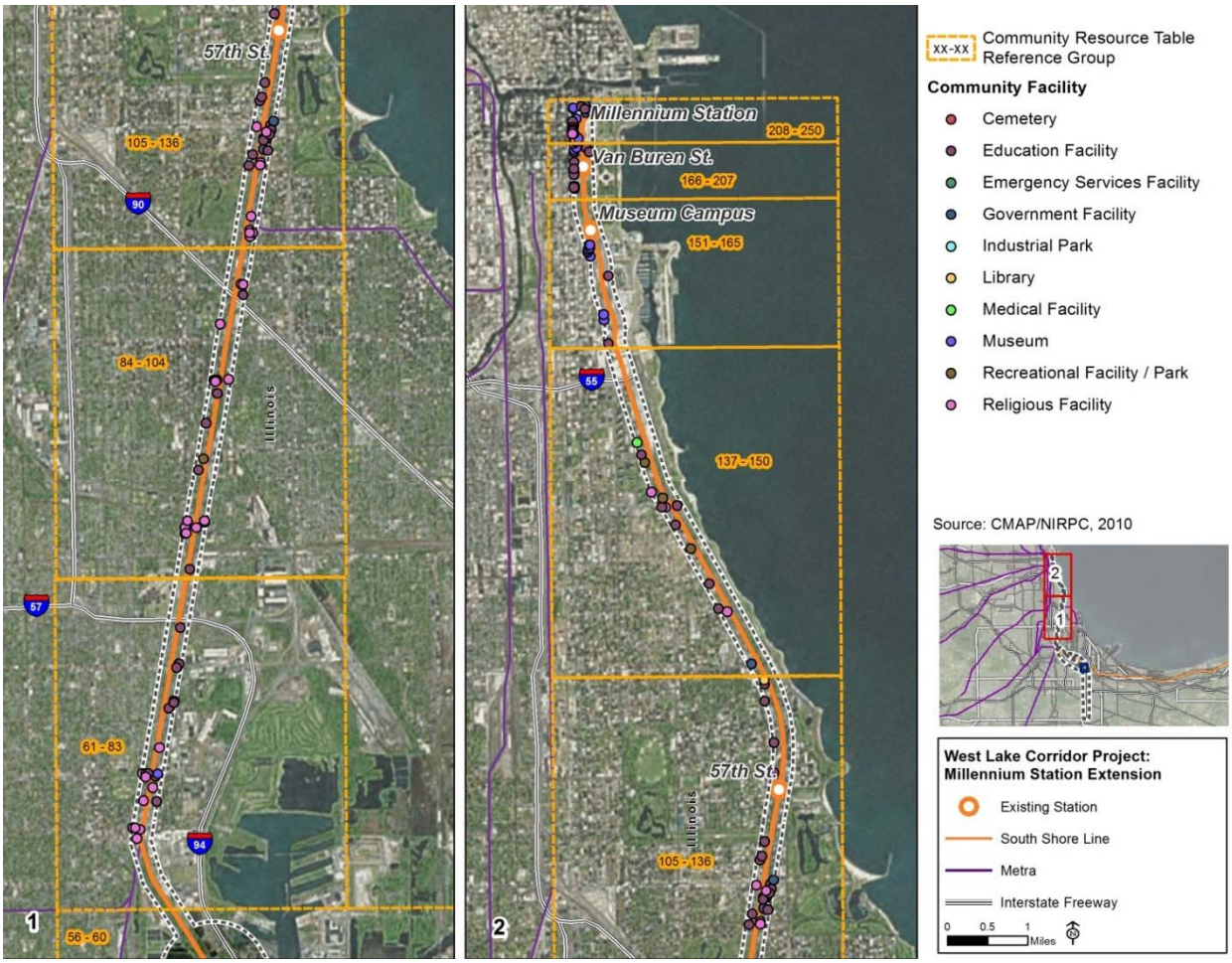

Figure 3-4 Community Facilities along the Existing MED/SSL

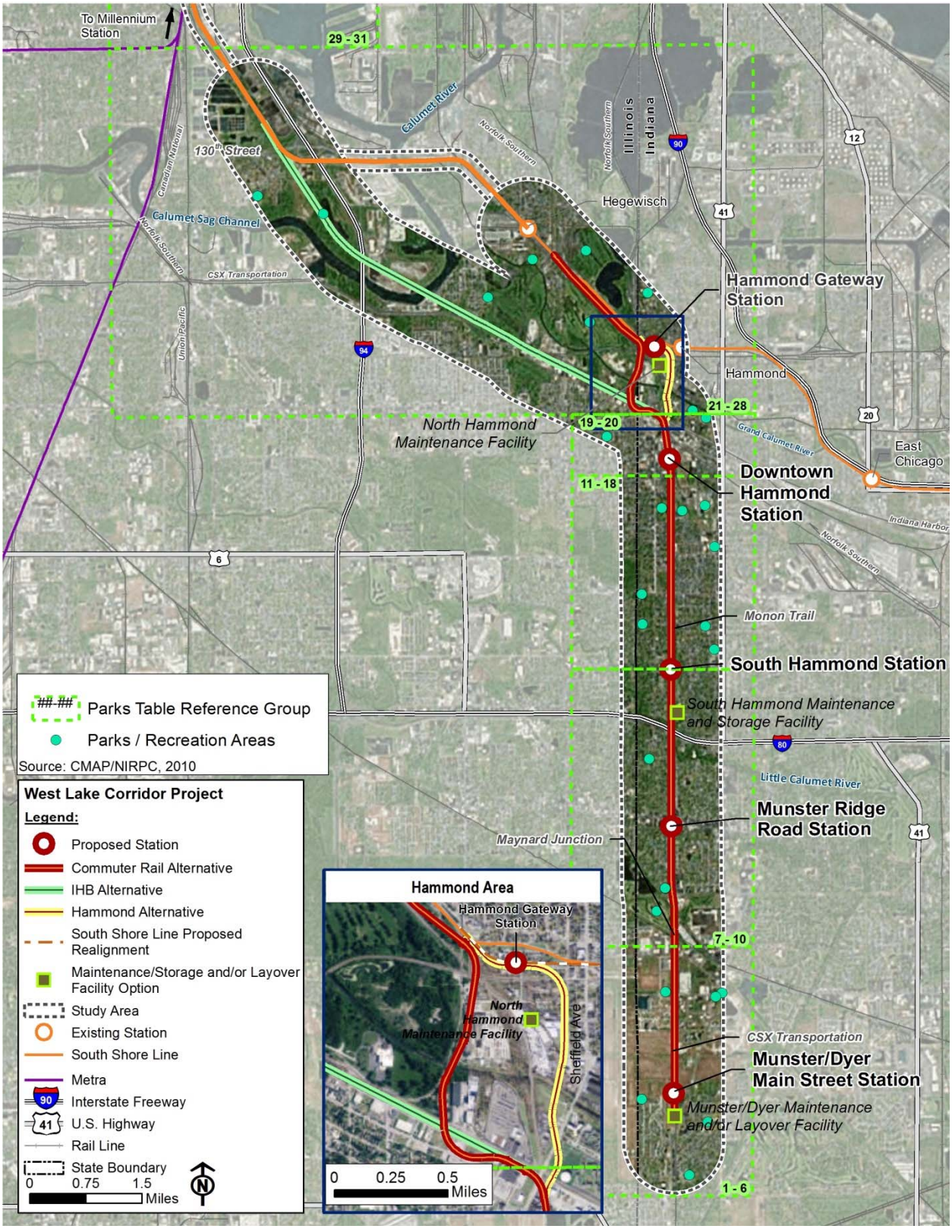

Figure 3-5 Parks and Recreational Facilities in the Study Area

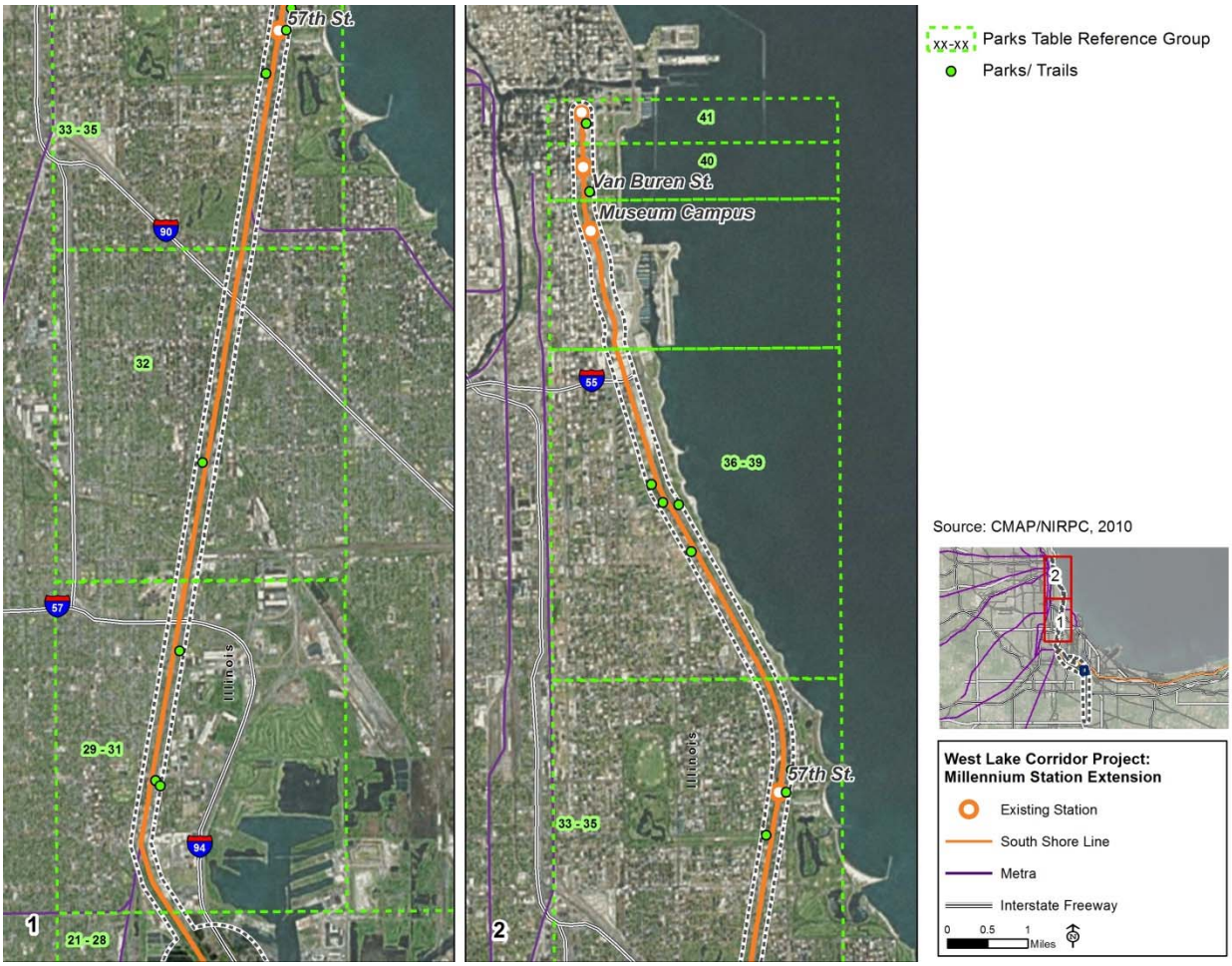

Figure 3-6 Parks and Recreational Facilities along the Existing MED/SSL

3.4 Environmental Consequences

The potential direct impacts from the proposed Project are discussed below. The potential for indirect (or secondary) and cumulative effects from the proposed Project is collectively discussed in **Section 3.6**.

3.4.1 No Build Alternative

The No Build Alternative would not have direct impacts on neighborhoods or community resources.

3.4.2 Commuter Rail Alternative

Neighborhoods

ROW: Between Dyer and Maynard Junction, the Project would acquire its own ROW adjacent to the existing CSX freight line, an active freight and Amtrak route. Since CSX and Amtrak operations are already in existence, widening the existing alignment to include Project infrastructure would not create new barriers in the community. From Maynard Junction to downtown Hammond, the Project would use the abandoned ROW of the defunct Monon

Railroad, which has been in public ownership (i.e., NICTD, Town of Munster, and City of Hammond) since the 1990s. This previous freight rail use, which included major rail vehicle maintenance shops near 173rd Street in Hammond, influenced the historic development pattern of the Study Area. Munster and Hammond developed the existing Monon Trail on the abandoned ROW with the understanding that the Trail would eventually coexist with commuter rail passenger service in the future. The introduction of commuter rail service from Maynard Junction to downtown Hammond may affect the perceived or actual connectivity for neighborhoods where no rail operations and associated noise currently occurs.

Stations: Parking for the **Munster Ridge Road Station** would require acquisition of single-family homes at the end of Garfield Avenue, which would have a direct, but limited effect on neighborhood cohesion due the abundance of homes in the neighborhood. Station parking would create localized noise, traffic, safety, light and glare impacts, which would affect nearby housing.

The proposed **South Hammond Station** would not displace any homes or businesses. It would, however, create a visual barrier between the neighborhoods on either side of the tracks, creating a minor effect. The station parking would be located near small-lot houses, and would create localized noise, light, and glare impacts.

The proposed **Downtown Hammond Station** with parking would utilize existing vacant properties. No displacements would occur that could create a gap in the downtown neighborhood. Although the station parking would establish a large paved area in the midst of the downtown, it would not otherwise impact the visual setting and walkability of the area. There would be no impacts to community cohesion or to community resources.

For all Project Alternative Options, there would be no physical changes in the area north of Kensington along the existing MED/SSL; therefore, no impact to communities or neighborhoods is anticipated.

Commuter Rail Alternative Option 1: The proposed Munster/Dyer Main Street Station would not directly impact community cohesion. There would be minor direct impacts to quality of life to the neighborhood located on the east side of the tracks due to the presence of the station and parking lot with increased noise, visual effects, and public safety hazards.

There would be no displacements as a result of the proposed South Hammond Maintenance and Storage Facility at 173rd Street and it would not directly impact community cohesion. Neighborhoods located to the east of the South Hammond Maintenance and Storage Facility and across the tracks to the west of the facility may be affected by increased noise, vibration, and public safety concerns. No displacements would occur due to the Downtown Hammond Station, and direct impacts to community cohesion would be minor. No impacts to community resources or environmental quality are anticipated.

Commuter Rail Alternative Option 2: The potential impacts of Commuter Rail Alternative Option 2 would be similar to those described for Commuter Rail Alternative Option 1 with the exception of the proposed Munster/Dyer Main Street Station parking. The extension of Main Street under the rail tracks to provide access to parking on the west may increase noise, vibration, and public safety concerns due to increased traffic to and from the site.

Commuter Rail Alternative Option 3: The potential impacts of Commuter Rail Alternative Option 3 would be similar to those described for Commuter Rail Alternative Option 1 with the exception of the proposed Munster/Dyer Maintenance and Storage Facility. With this proposed facility, eight residences would be displaced, but overall community cohesion would not be

affected. Neighborhoods east of the proposed site and across the tracks to the west may be affected by increased noise, visual effects, and public safety concerns due to the presence of the facility, but would have minor direct effects on neighborhood quality of life.

Commuter Rail Alternative Option 4: Impacts under this option for the Munster/Dyer Main Street Station (i.e., station and parking west of CSX freight line) would be similar to those described for Commuter Rail Alternative Option 1, and impacts of the proposed South Hammond Maintenance and Storage Facility would be the same as those described for Commuter Rail Alternative Options 1 or 2.

Community Resources

Partial property acquisitions for ROW would result in loss of property areas for some of the community resources listed below along the proposed alignment. Although small areas of property would be acquired that would affect some parking, no other impacts would occur to the Family Christian Center Church, West Lakes Park, or Pennsy Greenway in Munster. Some community resources near the proposed stations would benefit from improved access that would be provided by the Commuter Rail Alternative.

- Users of the existing Monon Trail between Fisher Street in Munster and the connection to the Erie Lackawanna Trail near Douglas Street in Hammond would experience visual changes associated with the proposed commuter rail related infrastructure.
- The proposed alignment would abut the playing fields and lawn for Eggers Middle School in Hammond, which would change background noise and introduce new visual elements. Commuter rail-related infrastructure would alter the existing visual character of views toward the proposed alignment. Safety fencing would address potential safety concerns.
- Harrison Park in Hammond would abut the proposed alignment as it previously abutted active rail service on the alignment. Train operations would change the background noise characteristic, but would not impact the passive recreational experience at the park. Warning bells would occur at the Waltham Street grade crossing when a train passes. Fencing the rail line would address potential safety concerns.
- The proposed alignment would abut Oak Hill Cemetery in Hammond on its east side as previous rail operations have done. Train activity would change background noise characteristics and introduce new visual elements associated with the commuter rail.
- The Erie Lackawanna Trail along the proposed alignment between Condit and Sibley Streets in Hammond would be aligned adjacent to the proposed rail line, which would change the experience for trail users with the introduction of new visual elements associated with the commuter rail infrastructure. Users near grade crossings would hear warning bells when trains approach. Safety fencing would address potential safety concerns.

3.4.3 IHB Alternative

Neighborhoods

For the IHB Alternative Options, all impacts south of Sibley Street would be the same as those described for the Commuter Rail Alternative Options. North of Sibley Street the proposed track improvements are expected to have limited impacts on neighborhood quality of life. Overall, given the urban nature of the limited neighborhoods in this portion of the Study Area, as well as the presence of an already active rail line, the IHB Alternative Options would result in no impacts to cohesion and minimal impacts from noise, vibration, and safety issues.

Community Resources

The proposed alignment of the IHB Alternative would cross Beaubien Woods and come in close proximity to Flatfoot Lake, as well as be adjacent to the Burnham Prairie Nature Preserve. At these locations, a new track would be constructed to the south and west of the existing single track and would be used for the current freight operation. The existing freight track would be upgraded for exclusive passenger use. Overall, given the urban nature of the limited neighborhoods in this portion of the Study Area, as well as the presence of an already active rail line, the IHB Alternative Options would result in no impacts to community resources.

3.4.4 Hammond Alternative

Neighborhoods

The potential effects of the Hammond Alternative are described below. Potential impacts of all Hammond Alternative Options would be the same.

ROW: Between Dyer and downtown Hammond, the Hammond Alternative Options would have similar impacts as the Commuter Rail Alternative Options. North of downtown Hammond, the Hammond Alternative Options would have minimal effect on the mostly industrial and vacant areas west of Sheffield Avenue.

Stations: The proposed Munster/Dyer Main Street Station and layover facility would cause minor impacts to quality of life to neighborhoods located on the west side of the tracks due to the presence of the commuter parking lot. Potential impacts would include increased noise, visual effects, potential public safety concerns, and increased traffic to and from the site.

As with the Commuter Rail Alternative Options, parking for the Munster Ridge Road Station would require acquisition of single-family homes at the end of Garfield Avenue, which would have a direct, but limited effect on neighborhood cohesion due the abundance of homes in the neighborhood. Station parking would create localized noise, traffic, safety, light and glare impacts, which would affect nearby housing.

The proposed South Hammond Station would not displace any homes or businesses. It would, however, create a visual barrier between the neighborhoods on either side of the tracks, creating a minor effect. The station parking would be located near small-lot houses, and would create localized noise, light, and glare impacts.

The Hammond Gateway Station would be constructed in an urban neighborhood as part of a joint facility with existing relocated SSL Hammond Station. The proposed station would require some displacements of homes and businesses, but this is not expected to create a gap in the neighborhood cohesion, and there are no anticipated impacts to quality of life due to the presence of an active rail line and the urban nature of the neighborhoods in this portion of the Study Area. The proposed station would be coordinated with Hammond's Chicago Street Widening and Reconstruction Project.

The North Hammond Maintenance Facility would displace six residences, four industrial properties, and one business. No impacts on neighborhood cohesion or changes in quality of life are anticipated. There would be some lost opportunity to redevelop existing land where the maintenance facility is proposed that could be more compatible with the neighborhood to the east, although the elevated alignment to the west of Sheffield Avenue would form a physical boundary to that neighborhood.

For all Project Alternative Options, there would be no physical changes in the area north of Kensington along the existing MED/SSL; therefore, no impact to communities or neighborhoods is anticipated.

Community Resources

The potential impacts of the Hammond Alternative Options on community resources would be the same as described for the Commuter Rail Alternative Options.

3.4.5 Maynard Junction Rail Profile Option

There would be no direct impact to neighborhoods with the Maynard Junction Rail Profile Option for any of the applicable alternative options (i.e., Commuter Rail Alternative Options 1, 2, and 3, IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2). The area is commercial/ industrial with no cohesive neighborhoods. Therefore, it would not alter the neighborhood and community resource impacts described for the applicable alternative options.

3.5 Construction-Related Impacts

The Build Alternatives would have similar construction consequences, as described below. Under the No Build Alternative, no construction impacts would result from the development of the Project. Although temporary in nature, construction phase impacts may affect neighborhoods or change access to community facilities. Traffic detours may increase traffic through residential neighborhoods or change access to community facilities. Similarly, sidewalk closures and detours may affect pedestrian traffic patterns. Construction impacts such as increased levels of noise and dust may temporarily affect neighborhood character, primarily in relatively quiet areas. The presence of large construction equipment may be perceived as visually disruptive and cause temporary effects to community character, particularly in residential settings. Residences and community resources may also experience short-term disruptions of utility services during construction activities, as utilities need to be moved or replaced.

3.6 Mitigation

3.6.1 Long-Term and Operating Effects

Where there is potential for long-term impacts to neighborhoods and community resources, the following mitigation measures would be implemented:

- Where the rail activity would create noise and vibration concerns, these impacts would be mitigated as outlined in the evaluations for those resources in the *West Lake Project Noise and Vibration Technical Report* (AECOM 2016).
- Where the proposed alignment is in closer proximity to community resources and would diminish their value to residents or pose a nuisance, NICTD will conduct ongoing coordination and collaboration with community stakeholders and local elected officials as the proposed Project design advances to address site-specific issues and concerns.
- Where the added parking may contribute to localized traffic congestion and impacts to access, these impacts would be mitigated as outlined in the evaluations for traffic and transportation in the *West Lake Project Traffic Technical Memorandum* (AECOM 2016).

- Where large surface parking lots would be developed in association with the proposed stations with the potential to disrupt neighborhood cohesion, NICTD would engage in ongoing coordination and collaboration with community stakeholders. NICTD would work with local elected officials, state and county transportation departments, and the community as the proposed Project design advances to address site-specific issues and concerns.
- Where the off-street parking supply would be adversely impacted, NICTD would seek replacement parking options during final design and conduct ongoing coordination and collaboration with community stakeholders and local elected officials as the proposed Project design advances to address site-specific issues and concerns.

3.6.2 Short-Term Construction Effects

There would be no construction impacts as a result of the No Build Alternative; as such, no mitigation measures are proposed. For construction of any of the Build Alternatives, temporary use of land for construction staging and temporary disruptions to neighborhood access would be mitigated with the use of protection of traffic and maintenance plans. Maintenance of traffic and sequence of construction would be planned and scheduled so as to minimize traffic delays and inconvenience. In addition, BMPs for minimizing noise, dust, and fumes and maintaining safety of construction sites would be implemented. These BMPs would buffer the construction activities from surrounding neighborhoods and minimize adverse temporary effects to the extent feasible and practical.

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APPENDIX A
Community Resources and Parks and Recreation Areas Listing

Community Facilities in the West Lake Corridor Study Area

Map ID	Name	Type	Address	City	State	Zip	Distance from Rail Line (feet)
1	Protsman Elementary School	Education Facility	1121 Harrison	Dyer	IN	46311	232.8
2	St. John Police Department	Emergency Services Facility	10121 Calumet Avenue	Munster	IN	46321	2565.7
3	Saint Paul's Evangelical Lutheran Church	Religious Facility	8601 Harrison Avenue	Munster	IN	46321	1645.5
4	Lake County Superior Court	Government Facility	701 Superior Ave	Munster	IN	46321	1693.8
5	Catherine McAuley Clinic	Medical Facility	801 Macarthur Blvd	Munster	IN	46321	2564.9
6	Nursing Care at Hartsfield Village	Emergency Services Facility	550 Fisher Street	Munster	IN	46321	716.8
7	First Christian Church of Dyer	Religious Facility	704 Joliet St	Dyer	IN	46311	2496.8
8	Temple Beth-El	Religious Facility	8701 Calumet Ave	Munster	IN	46321	2600.5
9	St. Paul's Lutheran Church and School	Religious Facility	8601 Harrison Ave	Munster	IN	46321	889.4
10	Saint Luke's Evangelical Lutheran Church	Religious Facility	8840 Calumet Ave	Munster	IN	46321	946.8
11	First United Methodist Church	Religious Facility	6635 Hohman Ave	Hammond	IN	46324	875.6
12	Wilson Elementary School	Education Facility	3660 Randolph St	Munster	IN	46321	2152.8
13	James B. Eads School	Education Facility	8001 Harrison Ave	Munster	IN	46321	939.9
14	Greater Deliverance Center Church	Religious Facility	5938 Park Pl	Hammond	IN	46324	2327.0
15	Saint Demetrios Greek Orthodox Church	Religious Facility	7021 Hohman Ave	Hammond	IN	46324	1338.6
16	Christian Fellowship Church	Religious Facility	6427 Jackson Ave	Hammond	IN	46324	789.4

Map ID	Name	Type	Address	City	State	Zip	Distance from Rail Line (feet)
17	Apostolic Church of the Lord	Religious Facility	604 Highland St	Hammond	IN	46324	1868.7
18	Zion Holiness Church	Religious Facility	6831 Madison Ave	Hammond	IN	46324	1868.7
19	Living Water Missionary Baptist Church	Religious Facility	6511 Jefferson Ave,	Hammond	IN	46324	790.3
20	Thomas A. Edison Elementary School	Education Facility	7025 Madison Ave	Hammond	IN	46324	1952.1
21	Saint Paul's Evangelical Lutheran Church (historical)	Religious Facility	8601 Harrison Ave	Hammond	IN	46324	710.5
22	Sardis Missionary Baptist Church	Religious Facility	606 173rd St	Hammond	IN	46324	2029.1
23	Saint Paul's Episcopal Church (historical)	Religious Facility	1101 Park Dr	Hammond	IN	46324	2029.1
24	First Baptist Church of Hammond	Religious Facility	523 Sibley St	Hammond	IN	46324	855.1
25	South Side Christian Church (historical)	Religious Facility	1000 Broadmoor Ave,	Hammond	IN	46324	851.9
26	First United Lutheran Church	Religious Facility	6705 Hohman Ave	Hammond	IN	46324	2340.2
27	All Saints Roman Catholic Church	Religious Facility	570 Sibley St	Hammond	IN	46324	2340.2
28	An Open Door Church	Religious Facility	7105 Hohman Ave	Hammond	IN	46324	1352.8
29	Kenwood Elementary School	Education Facility	6416 Hohman Ave	Hammond	IN	46324	922.2
30	Franciscan St. Margaret Health	Medical Facility	5454 Hohman Ave	Hammond	IN	46324	388.8
31	Christ United Methodist Church (historical)	Religious Facility	6009 Hohman Ave	Hammond	IN	46324	1724.8

Map ID	Name	Type	Address	City	State	Zip	Distance from Rail Line (feet)
32	Thomas Jefferson Elementary School	Education Facility	6235 Jefferson Ave	Hammond	IN	46324	2309.9
33	Kindred Transitional Care & Rehabilitation	Medical Facility	6217 Hohman Ave	Hammond	IN	46324	833.4
34	Franciscan Medical Specialists	Medical Facility	6110 Calumet Ave	Hammond	IN	46324	2635.3
35	Trinity Evangelical Lutheran Church	Religious Facility	6705 Hohman Ave	Hammond	IN	46324	852.5
36	Church of Christ (historical)	Religious Facility	17277 Wentworth Ave	Hammond	IN	46324	852.5
37	Unity Church	Religious Facility	740 River Dr N	Hammond	IN	46324	1426.9
38	Bethel Baptist Church (historical)	Religious Facility	5731 Rhode Ave	Hammond	IN	46324	1426.9
39	First Assembly of God Church of Hammond	Religious Facility	5670 Sohl Ave	Hammond	IN	46324	846.2
40	First Presbyterian Church	Religious Facility	411 W Charles St	Hammond	IN	46324	307.9
41	Hammond Adult Education	Education Facility	5727 Sohl Ave	Hammond	IN	46324	1403.4
42	Hammond Police Department	Medical Facility	5514 Hohman Avenue	Hammond	IN	46324	947.0
43	Munster Branch Lake County Public Library	Library	8701 Calumet Ave	Hammond	IN	46324	2331.4
44	Dyer Police Department	Emergency Services Facility	5454 Hohman Ave	Dyer	IN	46324	1149.8
45	Hammond Police Department	Emergency Services Facility	222 Douglas St	Hammond	IN	46324	592.2
46	Hammond Public Library	Library	5454 South Hohman Avenue	Hammond	IN	46324	1261.0
47	Lafayette Elementary School	Education Facility	856 Sibley St	Hammond	IN	46324	2373.6

Map ID	Name	Type	Address	City	State	Zip	Distance from Rail Line (feet)
48	St. John Police Department	Emergency Services Facility	509 Douglas Street	Hammond	IN	46324	774.2
49	Emmanuel Holiness Church	Religious Facility	6243 Monroe Ave	Hammond	IN	46324	694.6
50	Riverside Community Reformed Church	Religious Facility	7449 Jefferson Ave	Hammond	IN	46324	901.2
51	Spanish United Pentecostal Church	Religious Facility	4445 Towle Ave	Hammond	IN	46324	1192.2
52	Franciscan St. Margaret Health	Medical Facility	520 Fayette St	Hammond	IN	46324	692.4
53	Munster Hospital & Healthcare	Emergency Services Facility	232 Russell St	Hammond	IN	46324	571.3
54	Maria Goretti Catholic Church	Religious Facility	564 State Street	Hammond	IN	46324	1255.6
55	Congregation Beth Israel	Religious Facility	7125 Hohman Ave	Hammond	IN	46324	774.6
56	Saint Joseph Church	Religious Facility	5310 Hohman Ave	Hammond	IN	46324	2553.8

Community Resources along the Existing MED/SSL Portion, Chicago, Illinois

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
100	Philadelphia Baptist Church	Religious Facility	Avalon Park	390.4
87	Charity Tabernacle Church Of God In Christ	Religious Facility	Burnside	80.1
89	Wallace Temple	Religious Facility	Burnside	433.4
91	Wallace Temple	Religious Facility	Burnside	424.7
69	Pullman Park	Recreational Facility/Park	Pullman	189.6
65	Pullman Elem School	Education Facility	Pullman	449.2
67	Family Covenant Building Kingdom Ministries	Religious Facility	Pullman	135.0
70	Pullman Foundation Museum	Museum	Pullman	276.5
75	Salem Baptist Church Of God	Religious Facility	Pullman	132.6
76	Public Schools Poe Classical	Education Facility	Pullman	262.4
78	Poe Elem Classical School	Education Facility	Pullman	446.7
80	Christ Community Church	Religious Facility	Pullman	379.0
81	Smith Elem School	Education Facility	Pullman	374.0
82	Chicago Public Schools	Education Facility	Pullman	383.7
83	London Bridges Pre-School	Education Facility	Pullman	138.5
84	Chicago State University	Education Facility	Pullman	106.4
77	Poe Classical School	Education Facility	Pullman	448.3
79	Wendell Smith Elementary School	Education Facility	Pullman	302.3
60	Munster Hospital & Healthcare	Education Facility	Riverdale	449.5
58	Burnham Elementary School	Education Facility	Hegewisch	-1.0
59	Carver Military Academy High School	Education Facility	Hegewisch	-1.0
146	Woodland Park	Recreational Facility/Park	Douglas	147.2
148	Lake Meadows Park	Recreational Facility/Park	Douglas	336.9
147	United Mission Of Christ Lutheran Church	Religious Facility	Douglas	487.9
149	Pershing Magnet School	Education Facility	Douglas	374.8
150	Reese Hospital	Medical Facility	Douglas	413.9
141	Oakland Park	Recreational Facility/Park	Oakland	222.9
142	Christ The King Lutheran School	Education Facility	Oakland	285.7
144	Archdiocese Of Chicago Pastoral Centers	Religious Facility	Oakland	292.0
140	Oakenwald School	Education Facility	Oakland	262.6
145	Christ the King Lutheran School	Education Facility	Oakland	253.6

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
139	Jackie Robinson Elementary School	Education Facility	Oakland	460.7
143	Saint Joseph Carondelet Child Care Center	Education Facility	Oakland	450.7
110	Public Schools Dumas Alexander	Education Facility	Woodlawn	354.8
112	Living Testimony Ministry	Religious Facility	Woodlawn	164.7
116	Two Circle Of Hope Wdp	Government Facility	Woodlawn	213.1
120	Mt Carmel High School	Education Facility	Woodlawn	292.8
124	Apostolic Church Of God	Religious Facility	Woodlawn	306.3
125	Chicago Public Schools	Education Facility	Woodlawn	358.8
126	Public Schools Wadsworth James	Education Facility	Woodlawn	358.8
127	Two Headquarters	Government Facility	Woodlawn	474.4
128	Chicago Public Schools	Education Facility	Woodlawn	365.3
129	Carnegie Elementary School	Education Facility	Woodlawn	302.1
123	Saint Cyril School	Education Facility	Woodlawn	419.5
114	Loretta Adult Education Center	Education Facility	Woodlawn	434.9
130	Peter Piper Nursery and Kindergarten	Education Facility	Woodlawn	284.9
118	Carmelite Fathers School	Education Facility	Woodlawn	186.6
119	Carnegie Elementary School	Education Facility	Woodlawn	111.8
113	Bill Hollins Dancing Studio	Education Facility	Woodlawn	283.3
117	Mount Carmel High School	Education Facility	Woodlawn	128.0
121	Saint Gelasius Elementary School (historical)	Education Facility	Woodlawn	378.6
115	Woodlawn Preparatory School	Education Facility	Woodlawn	434.9
111	Jehovahs Witnesses Stony Island Congregation	Religious Facility	Woodlawn	181.7
122	Saint Cypril Catholic Church (historical)	Religious Facility	Woodlawn	212.3
135	Cuddle Care Academy	Education Facility	Kenwood	199.6
136	Blackstone Branch	Library	Kenwood	133.9
137	Us Navy Recruiting Office	Government Facility	Kenwood	337.2
138	Paradise Baptist Church	Religious Facility	Kenwood	161.9
134	Wirth Experimental School	Education Facility	Kenwood	497.7
104	The Lord's Way Baptist Church	Religious Facility	South Shore	227.8
105	Jehovah's Witnesses	Religious Facility	South Shore	258.8
108	Dorchester & Grand Crossing Congregation	Religious Facility	South Shore	190.5

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
103	Harvey Memorial Community Church	Religious Facility	South Shore	345.1
106	Dorchester and Grand Crossing Congregation of Jehovahs Witnesses Church	Religious Facility	South Shore	352.7
107	Oakwood Congregation of Jehovah Witnesses	Religious Facility	South Shore	202.9
93	Dauphin Park	Recreational Facility/Park	Chatham	171.7
85	New Covenant Life Church-East	Religious Facility	Chatham	420.9
88	Al Wd Benjamin Ministry	Religious Facility	Chatham	471.6
92	New Found Babes Day Care	Education Facility	Chatham	300.3
95	South Central Alternative	Education Facility	Chatham	49.6
97	New Life Christian Tabernacle	Religious Facility	Chatham	325.1
98	More Like Christ Christian Fellowship	Religious Facility	Chatham	175.4
99	Let God Be True Ministries	Religious Facility	Chatham	266.7
94	Ashe School	Education Facility	Chatham	337.6
90	Bethlehem Star Missionary Baptist Church	Religious Facility	Chatham	397.7
96	Christian Love Christian Church	Religious Facility	Chatham	231.4
86	Faith Temple House of God by Christ	Religious Facility	Chatham	370.8
66	Kingdom Builders For Christ	Religious Facility	Roseland	183.9
71	Zion Healing Temple	Religious Facility	Roseland	459.5
72	Debra Parker Ministries	Religious Facility	Roseland	310.9
73	Chicago Youth Centers	Education Facility	Roseland	193.1
74	Chicago Youth Centers Headstart Project	Education Facility	Roseland	193.1
68	Kingdom Hall of Jehovahs Witnesses	Religious Facility	Roseland	274.9
61	Old Land Mark Church	Religious Facility	West Pullman	201.5
62	Crown Of Life Mb Church	Religious Facility	West Pullman	129.6
63	Emmanuel Temple Evangelistic Church	Religious Facility	West Pullman	490.0
64	Heaven Hands Ministries	Religious Facility	West Pullman	368.9
101	New Life Covenant	Religious Facility	Grand Crossing	444.0
102	Harriet C Harris Private School	Education Facility	Grand Crossing	430.3
109	Great Joy Missionary Baptist Church	Religious Facility	Grand Crossing	144.9
219	National Parks Conservation Associates	Recreational Facility/Park	Millennium Park/ Loop	416.3

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
166	Chicago Jewish Historical Society	Museum	Millennium Park/ Loop	460.3
167	Spartus Institute Of Jewish Studies	Education Facility	Millennium Park/ Loop	460.3
169	Audio Tech Center	Education Facility	Millennium Park/ Loop	458.8
170	Art & Design	Education Facility	Millennium Park/ Loop	458.8
171	Academic Advising	Education Facility	Millennium Park/ Loop	458.8
172	Center For Black Music Res	Education Facility	Millennium Park/ Loop	458.8
173	Bursar's Office	Education Facility	Millennium Park/ Loop	458.8
174	Columbia College Administrative Offices	Library	Millennium Park/ Loop	458.8
175	Columbia Photography Museum	Museum	Millennium Park/ Loop	494.1
177	The Fine Arts Building	Museum	Millennium Park/ Loop	445.0
178	Fine Arts	Museum	Millennium Park/ Loop	445.0
179	Scientology Michigan Ave	Religious Facility	Millennium Park/ Loop	445.0
180	Dianetics	Religious Facility	Millennium Park/ Loop	445.0
181	The Reading Center	Education Facility	Millennium Park/ Loop	445.0
182	Juanita Saldarriaga Dma	Education Facility	Millennium Park/ Loop	445.0
183	Fushi Geoffrey	Education Facility	Millennium Park/ Loop	445.0
184	Chicago Conservatory Of Music	Education Facility	Millennium Park/ Loop	445.0
185	Vocal Mechanics	Education Facility	Millennium Park/ Loop	445.0
186	Goettling Gisela	Education Facility	Millennium Park/ Loop	445.0
187	Fine Arts Voice	Education Facility	Millennium Park/ Loop	445.0
188	Richard Heiberger Classical & Jazz Piano Instruction	Education Facility	Millennium Park/ Loop	445.0
189	Roosevelt University	Library	Millennium Park/ Loop	471.8
196	State Of Illinois	Government Facility	Millennium Park/ Loop	435.0
197	English Language Education	Education Facility	Millennium Park/ Loop	435.0
198	American Academy Of Art	Education Facility	Millennium Park/ Loop	435.0
199	Chicago Architecture Foundation (CAF)	Museum	Millennium Park/ Loop	429.8
200	Donald Young Gallery	Museum	Millennium Park/ Loop	429.8
201	Office Of Chapter 13 Trustee	Government Facility	Millennium Park/ Loop	429.8
202	Illinois Institute For Entrepreneurship Education	Education Facility	Millennium Park/ Loop	429.8
203	Future Media Concepts	Education Facility	Millennium Park/ Loop	429.8
205	Architecture Foundation Museum	Museum	Millennium Park/ Loop	415.0
208	Pritzker Military Library	Library	Millennium Park/ Loop	423.0
210	Genesis	Museum	Millennium Park/ Loop	421.5

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
211	State Of Illinois Banking Division	Government Facility	Millennium Park/ Loop	421.5
212	Graduate School Usda	Education Facility	Millennium Park/ Loop	421.5
213	University National Louis	Education Facility	Millennium Park/ Loop	421.5
220	Accelerated Health Systems	Medical Facility	Millennium Park/ Loop	416.3
221	Eubank Economics	Government Facility	Millennium Park/ Loop	416.3
222	Chicago Institute For Economic	Government Facility	Millennium Park/ Loop	416.3
223	Leap To Language	Education Facility	Millennium Park/ Loop	416.3
224	Middle East Cargo	Education Facility	Millennium Park/ Loop	416.3
225	Roosevelt University	Education Facility	Millennium Park/ Loop	416.3
226	The Family Institute At Northwestern University	Education Facility	Millennium Park/ Loop	416.3
231	Precious Possessions	Education Facility	Millennium Park/ Loop	413.4
232	Chicago Architecture Museum	Museum	Millennium Park/ Loop	451.3
233	Counseling Ministries	Religious Facility	Millennium Park/ Loop	413.6
234	Aitz Hayim In The City Itc	Religious Facility	Millennium Park/ Loop	413.6
235	Chicago Public Library Foundation	Library	Millennium Park/ Loop	413.7
239	Accelerated Health Systems	Medical Facility	Millennium Park/ Loop	440.7
240	Technical Assistance Corporation For Housing	Government Facility	Millennium Park/ Loop	440.7
241	City Of Osaka	Government Facility	Millennium Park/ Loop	440.7
243	Goethe-Institut Chicago	Education Facility	Millennium Park/ Loop	447.0
244	Guitar Chicago	Education Facility	Millennium Park/ Loop	447.0
245	Illinois State University Foundation	Education Facility	Millennium Park/ Loop	447.0
246	Hellenic Cultural Museum	Museum	Millennium Park/ Loop	449.1
248	Commission On Illinois Supreme Court	Government Facility	Millennium Park/ Loop	394.1
249	Commission On Professionalism	Government Facility	Millennium Park/ Loop	394.1
250	Glickman David & Co	Government Facility	Millennium Park/ Loop	394.1
176	Roosevelt University	Education Facility	Millennium Park/ Loop	469.9
168	Columbia College	Education Facility	Millennium Park/ Loop	499.7
247	Catherine College	Education Facility	Millennium Park/ Loop	243.3
236	Center for Psychoanalytic Study	Education Facility	Millennium Park/ Loop	472.2
190	Harrington Institute of Interior Design	Education Facility	Millennium Park/ Loop	461.6
191	Gelinas Philippe Piano Studio	Education Facility	Millennium Park/ Loop	461.6

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
228	Inlingua School of Languages	Education Facility	Millennium Park/ Loop	483.6
230	Medical Aids Training School	Education Facility	Millennium Park/ Loop	480.7
192	Music Dynamics Center	Education Facility	Millennium Park/ Loop	461.6
217	National College of Education Urban Campus	Education Facility	Millennium Park/ Loop	489.2
193	The Reading Institute	Education Facility	Millennium Park/ Loop	461.6
194	Richard Pick School of Guitar	Education Facility	Millennium Park/ Loop	461.6
229	Trans-Lingual Communications School	Education Facility	Millennium Park/ Loop	483.6
242	University of Health Sciences	Education Facility	Millennium Park/ Loop	203.5
195	William Rush Vocal Studio	Education Facility	Millennium Park/ Loop	461.6
227	Central Church of Chicago	Religious Facility	Millennium Park/ Loop	486.4
218	Christ the King Lutheran Church	Religious Facility	Millennium Park/ Loop	489.2
155	Chicago Park District Harbors	Government Facility	Museum Campus	350.9
156	Polly Graf	Education Facility	Museum Campus	350.9
237	Broadcast Communication Museum	Museum	Millennium Park/ Loop	257.6
238	Chicago Park District Millennium Park	Government Facility	Millennium Park/ Loop	216.0
151	Envoy Worldwide	Government Facility	Near South Side	305.7
152	Advanced Knowledge	Education Facility	Near South Side	305.7
153	The Museum Park Place South Condominium Associates	Museum	Near South Side	467.5
154	Museum Park Place	Museum	Near South Side	382.6
157	Museum Park Condominium	Museum	Near South Side	398.1
158	Museum Park Tower Two	Museum	Near South Side	460.4
159	Inc Museum Tower Cleaners	Museum	Near South Side	465.1
160	Museum Park East Umbrella Association	Museum	Near South Side	465.1
161	Museum Park Tower 3	Museum	Near South Side	413.0
162	Museum Pointe	Museum	Near South Side	413.0
163	Museum Park Cleaners	Museum	Near South Side	308.2
164	One Museum Park West	Museum	Near South Side	294.4
165	1 Museum Park East Condo Associates	Museum	Near South Side	263.1
131	Kumon Math And Reading Center	Education Facility	Hyde Park	364.5
132	Pathways	Education Facility	Hyde Park	364.5
133	The Academy	Education Facility	Hyde Park	450.0
207	The Art Institute Of Chicago	Museum	South Loop	308.7

Map ID	NAME	Type	Neighborhood	Distance From Rail Line (feet)
209	Art Institute Chicago Museum	Museum	South Loop	323.4
214	The Art Institute Of Chicago	Education Facility	South Loop	336.3
215	The Art Institute Of Chicago	Library	South Loop	336.3
216	The Art Institute Of Chicago	Museum	South Loop	205.0
206	Art Institute of Chicago	Education Facility	South Loop	171.6
204	School of the Art Institute of Chicago	Education Facility	South Loop	317.1

Parks and Recreation Facilities in the West Lake Corridor Study Area

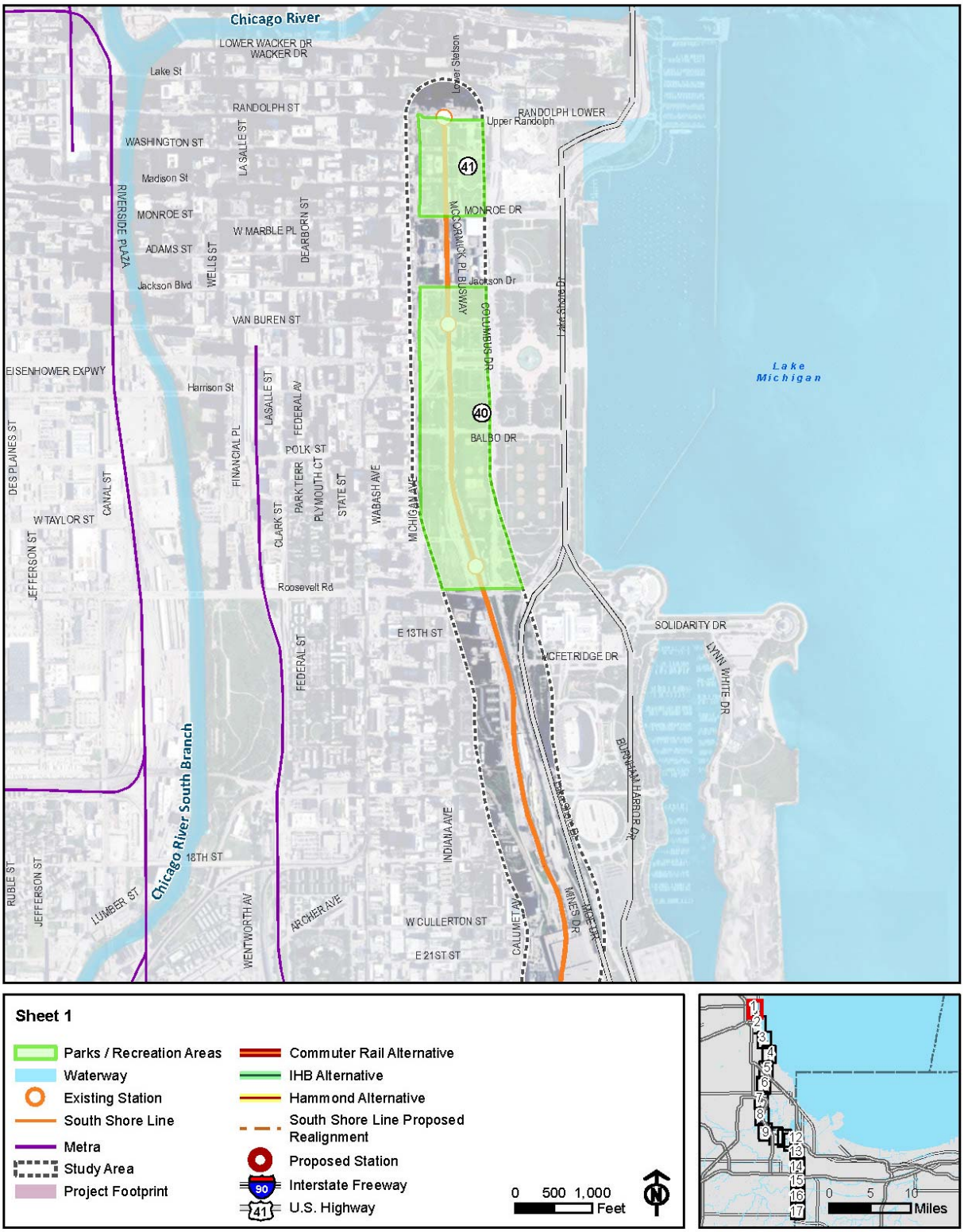
Map ID	Name	Address	City	State	Owner	Distance from Rail Line (feet)
26	Powderhorn Lake Forest Preserve	13817-14451 S Brainard Ave	Burnham	IL	Forest Preserve District of Cook Count	1457.6
2	Northgate Park	613 Northgate Drive	Dyer	IN	Dyer Park Dept	1762.1
15	Erie Lackawanna Trail	Linear	Hammond	IN	Porter County Commissioners	2316.3
11	Edison Little League	1245 River Drive	Hammond	IN	Hammond Parks and Rec.	2288.0
13	Indi-Illi Park	Indi-Illi Parkway & Stateline Avenue	Hammond	IN	Hammond Parks and Rec.	1508.6
12	Edison Park	Madison Ave. & Mulberry Street	Hammond	IN	Hammond Parks and Rec.	1819.0
16	Henry W Eggers Elementary/Middle School	5825 Blaine Ave	Hammond	IN	Hammond City Schools	605.6
14	Triangle Parkway	E 165th Street	Hammond	IN	City of Hammond	1542.6
19	612 Wentworth Ave	Memorial Park	Calumet	IL	Calumet Memorial Park District	2092.8
10	Sunnyside Park	7800 Hohman Avenue	Munster	IN	Munster Parks and Rec. Board	1159.7
8	Evergreen Park	8840 Manor Ave.	Munster	IN	Munster Parks and Rec. Board	336.3
9	Kiwanis Park	213 Timrick Dr.	Munster	IN	Munster Parks and Rec. Board	345.3
3	Veteran's Park	Daffodil Court and Sunflower Ln.	Dyer	IN	Dyer Park Dept	1742.0
21	People's Park	Sohl Ave. & Michigan Avenue	Hammond	IN	Hammond Parks and Rec.	1656.1
20	Turner Park	Michigan St. & Sohl Avenue	Hammond	IN	Hammond Parks and Rec.	2258.1
18	Hammond Civic Center and Windrich Park	5825 Sohl Ave.	Hammond	IN	Hammond Parks and Rec.	1795.9
6	West Lakes Park	Margo Lane	Munster	IN	Munster Parks and Rec. Board	487.5
5	Centennial Park/Clayhole Lake	9701 Calumet Ave.	Munster	IN	Munster Parks and Rec. Board	2506.7
17	Harrison Park	Waltham Ave. & Hohman Ave.	Hammond	IN	Hammond Parks and Rec.	478.6
24	Hermits Park	143rd & Clark Avenue	Hammond	IN	Hammond Parks and Rec.	2285.5

Map ID	Name	Address	City	State	Owner	Distance from Rail Line (feet)
4	Veterans Memorial Park	Calumet Ave	Munster	IN	Munster Parks and Rec. Board	2183.4
7	Lansing Country Club	18600 Wentworth Ave	Lansing	IL	Private	941.8
22	Burnham Woods Golf Course	14201 Burnham Ave	Chicago	IL	Private	1005.2
25	Burnham Park	Burnham Park	Burnham	IL	City of Chicago	1152.7
27	Beaubien Woods Forest Preserve	Southeast Cook County	Burnham	IL	Forest Preserve District of Cook Count	85.1
23	Cottage Park	Burnham	Burnham	IL	City of Burnham	1371.5

Parks and Recreation Facilities along the Existing MED/SSL Portion, Chicago, Illinois

Map ID	Name	Address	Owner	Distance from Rail Line (feet)
30	Pullman Park	E 111th Pl	Chicago Park District	196.9
29	Arcade Park	11132 S. St. Lawrence Ave.	Chicago Park District	463.4
31	Gately Park	810 E 103rd St	Chicago Park District	278.7
28	Carver Park	999 E 133rd St	Chicago Park District	2705.8
37	Burnham Park	5491 S Lake Shore Dr	Chicago Park District	395.7
38	Woodland Park	606 E Woodland Park Ave	Chicago Park District	179.8
39	Groveland Park	Douglas Neighborhood	Chicago Park District	318.4
36	Oakland park	3901 S Lake Park Ave	Chicago Park District	216.9
32	Dauphin Park	S. Dauphin Avenue	Chicago Park District	194.8
34	Jackson Park	6401 S Stony Island Ave	Chicago Park District	353.1
41	Millennium Park	201 E Randolph St	Chicago Park District	207.1
33	Midway Plaisance Park	1130 N Midway Plaisance	Chicago Park District	285.2
35	Cornell Park	1809 W 50th St	Chicago Park District	426.5
40	Grant Park	337 E Randolph St	Chicago Park District	274.2

APPENDIX B
Detailed Location Maps
Parks and Recreation Areas within 500 Feet of the Rail Line



Sheet 1

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway
- U.S. Highway

0 500 1,000 Feet

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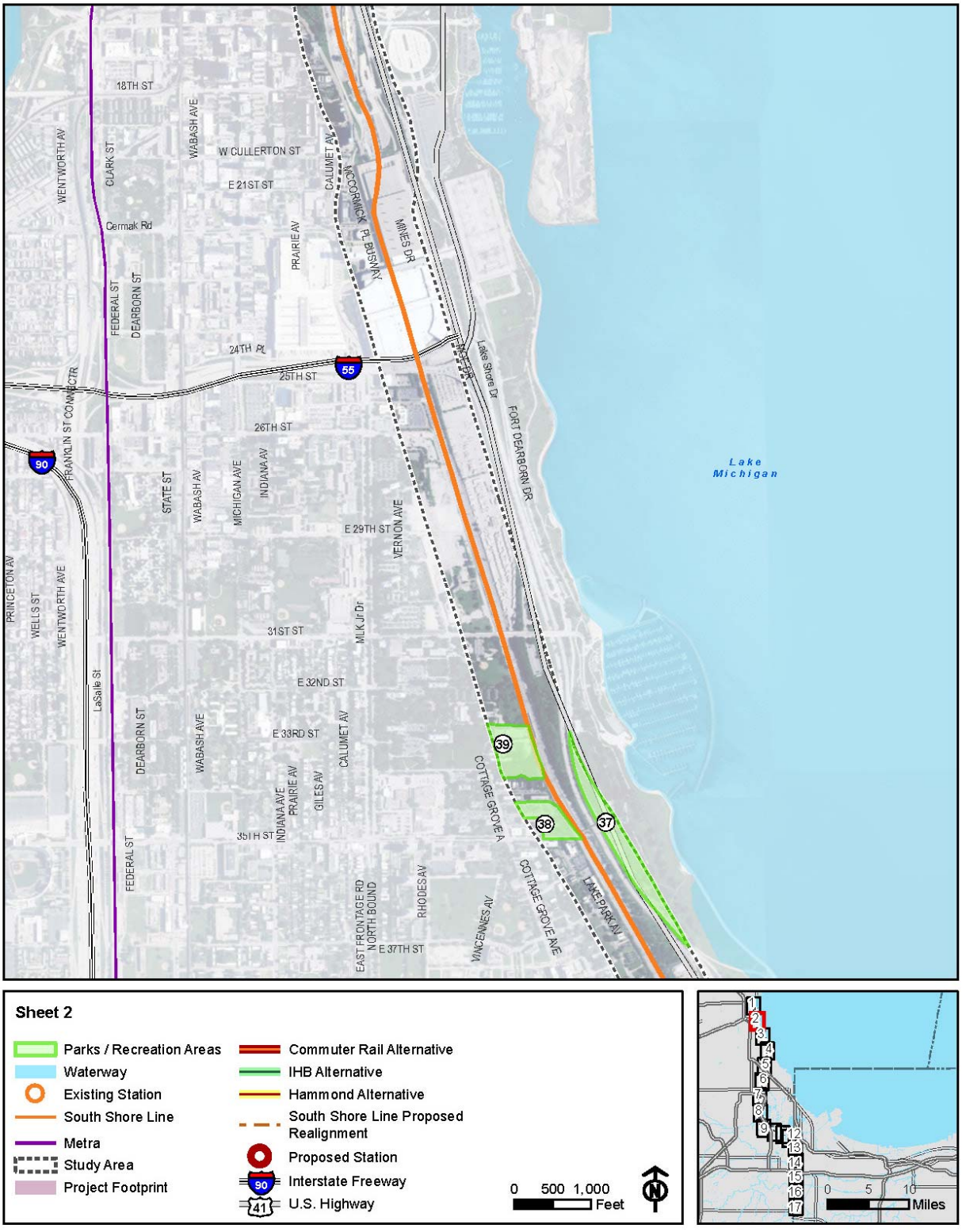
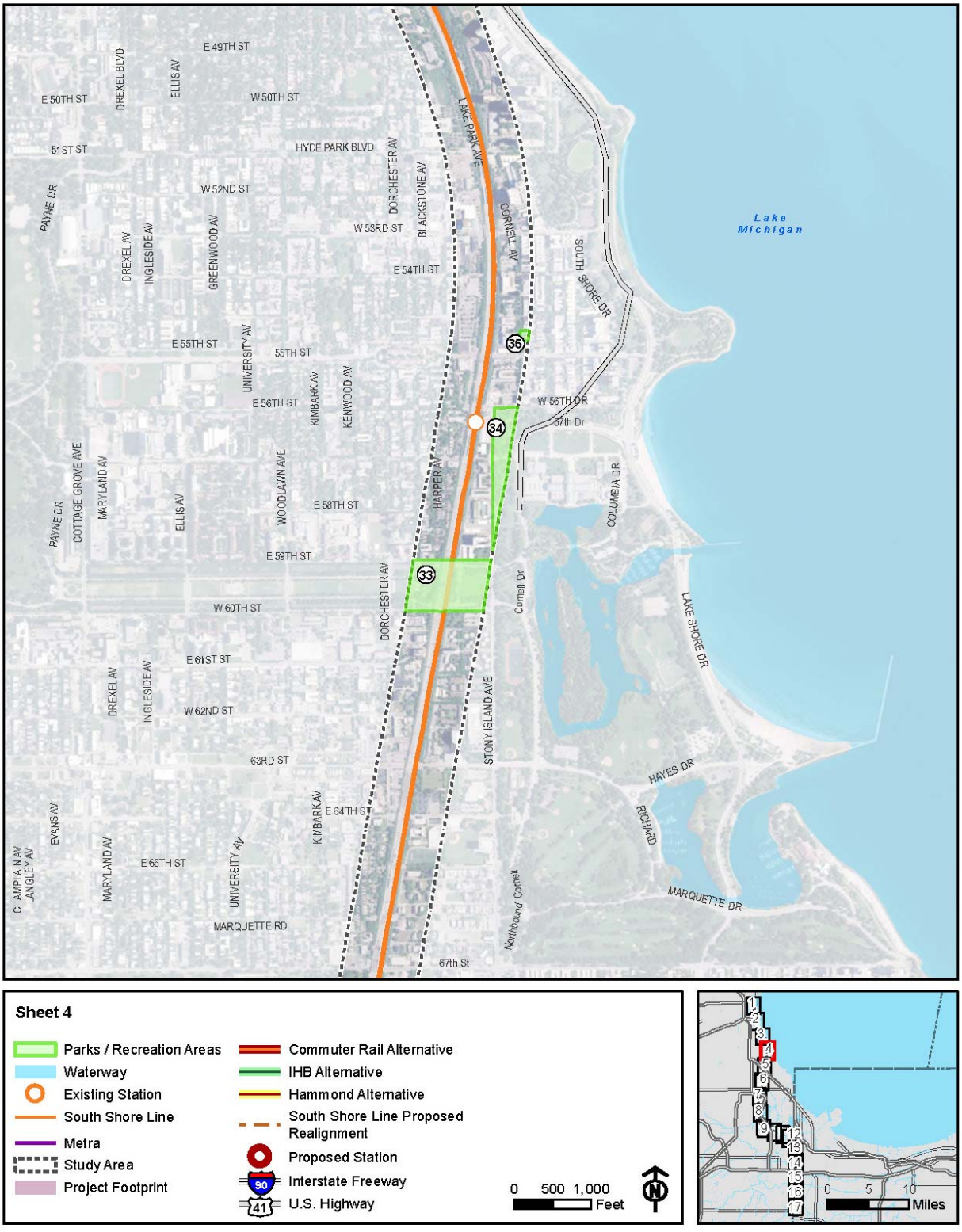


Sheet 2

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway
- U.S. Highway

0 500 1,000 Feet

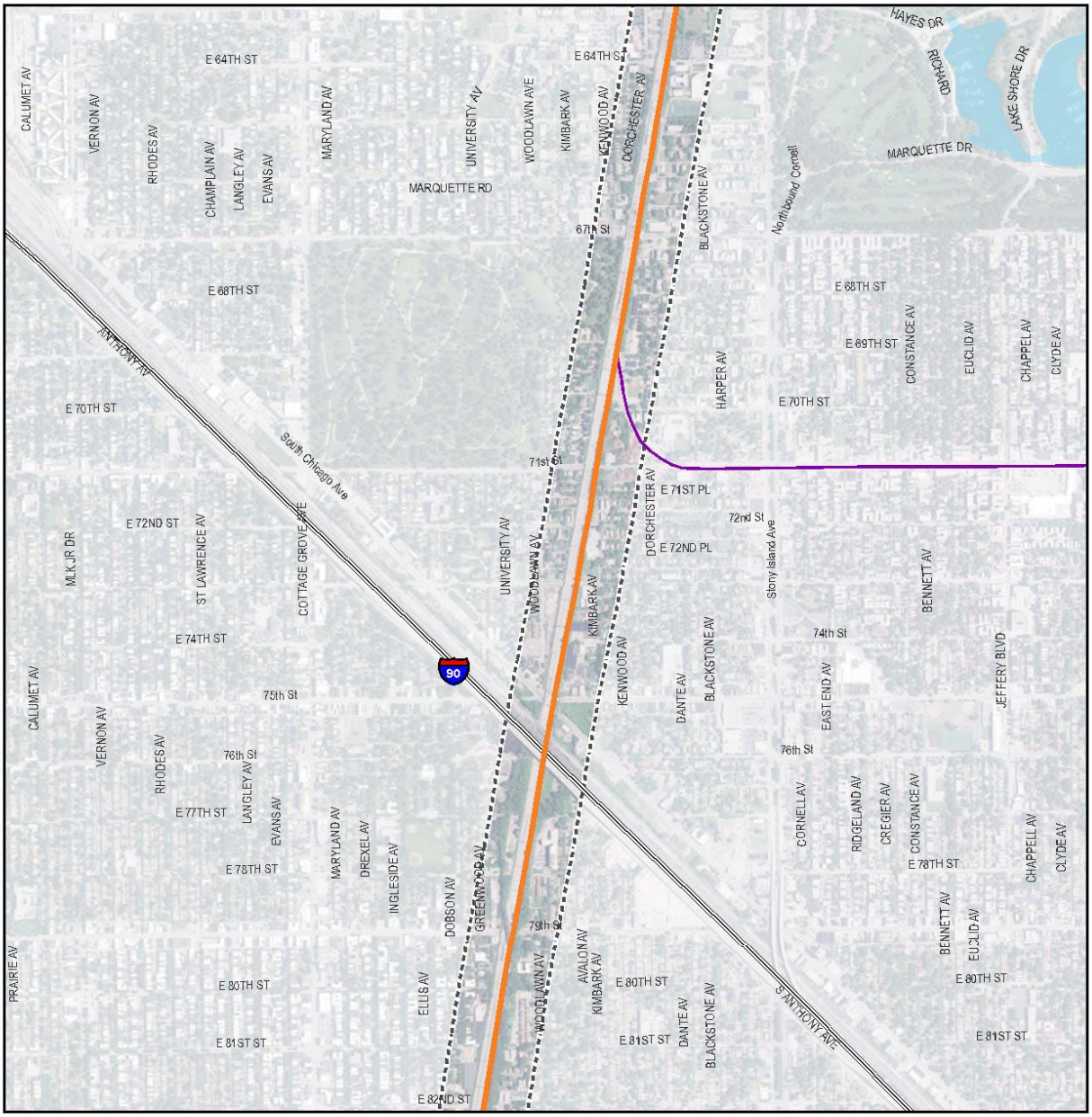

Sheet 3
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
0 500 1,000 Feet
0 5 10 Miles
Lake Michigan
35TH ST
E 37TH ST
38TH ST
PERSHING RD
OAKWOOD BLVD
VERNON AV
40TH ST
E 41ST ST
E BOWEN AV
E 42ND ST
W 42ND PL
43RD ST
E 44TH ST
E 45TH ST
E 46TH ST
47TH ST
E 48TH ST
W 48TH ST
E 49TH ST
W 50TH ST
E 50TH ST
W 50TH PL
51ST ST
HYDE PARK BLVD
W 52ND ST
W 58RD ST
PRAIRIE AV
GILES AV
RHODES AV
EAST FRONTAGE RD NORTH BOUND
ELLIS AV
LAKE PARK AV
MLK JR DR
VINCENNES AV
COTTAGE GROVE AVE
BERKELEY AV
OAKENWALD AV
CALUMET AV
DREXEL BLVD
ST LAWRENCE AV
GREENWOOD AV
CHAMPLAIN AV
LANGLEY AV
EVANS AV
FORRESTVILLE AV
WOODLAWN AVE
KIMBARK AV
INDIANA AVE
DORCHESTER AV
BLACKSTONE AV
CORNELL AVE
CORNELL AV
LAKE PARK AVE
Lake Shore Dr
ELLSWORTH DR
PAYNE DR



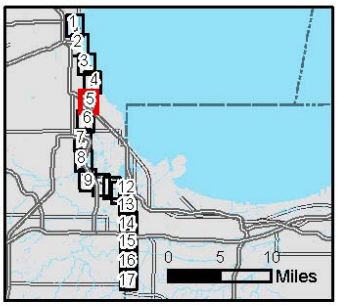
Sheet 4

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway
- U.S. Highway

0 500 1,000 Feet


E 64TH ST
E 64TH ST
HAYES DR
RICHARD
LAKE SHORE DR
MARQUETTE DR
CALUMET AV
VERNON AV
RHODES AV
CHAMPLAIN AV
LANGLEY AV
EVANS AV
MARYLAND AV
UNIVERSITY AV
WOODLAWN AVE
KIMBARK AV
KENWOOD AV
DORCHESTER AV
BLACKSTONE AV
Northbound Cornell
MARQUETTE RD
67th St
E 68TH ST
E 68TH ST
E 69TH ST
CONSTANCE AV
EUCLID AV
CHAPPEL AV
CLYDE AV
HARPER AV
E 70TH ST
E 70TH ST
ANTHONY AV
South Chicago Ave
71st St
E 71ST PL
72nd St
E 72ND ST
E 72ND PL
Stony Island Ave
MLK JR DR
ST LAWRENCE AV
COTTAGE GROVE AVE
BENNETT AV
E 74TH ST
74th St
90
75th St
JEFFERY BLVD
EAST END AV
DANTE AV
76th St
76th St
CORNELL AV
RIDGELAND AV
CREGIER AV
E 77TH ST
LANGLEY AV
DREXEL AV
INGLESIDE AV
E 78TH ST
E 78TH ST
DOBSON AV
GREENWOOD AV
79th St
PRAIRIE AV
AVALON AV
E 80TH ST
E 80TH ST
E 80TH ST
ELLIS AV
E 81ST ST
E 81ST ST
E 81ST ST
E 82ND ST
S ANTHONY AVE


Sheet 5
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
90
41
0 500 1,000
Feet
N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12
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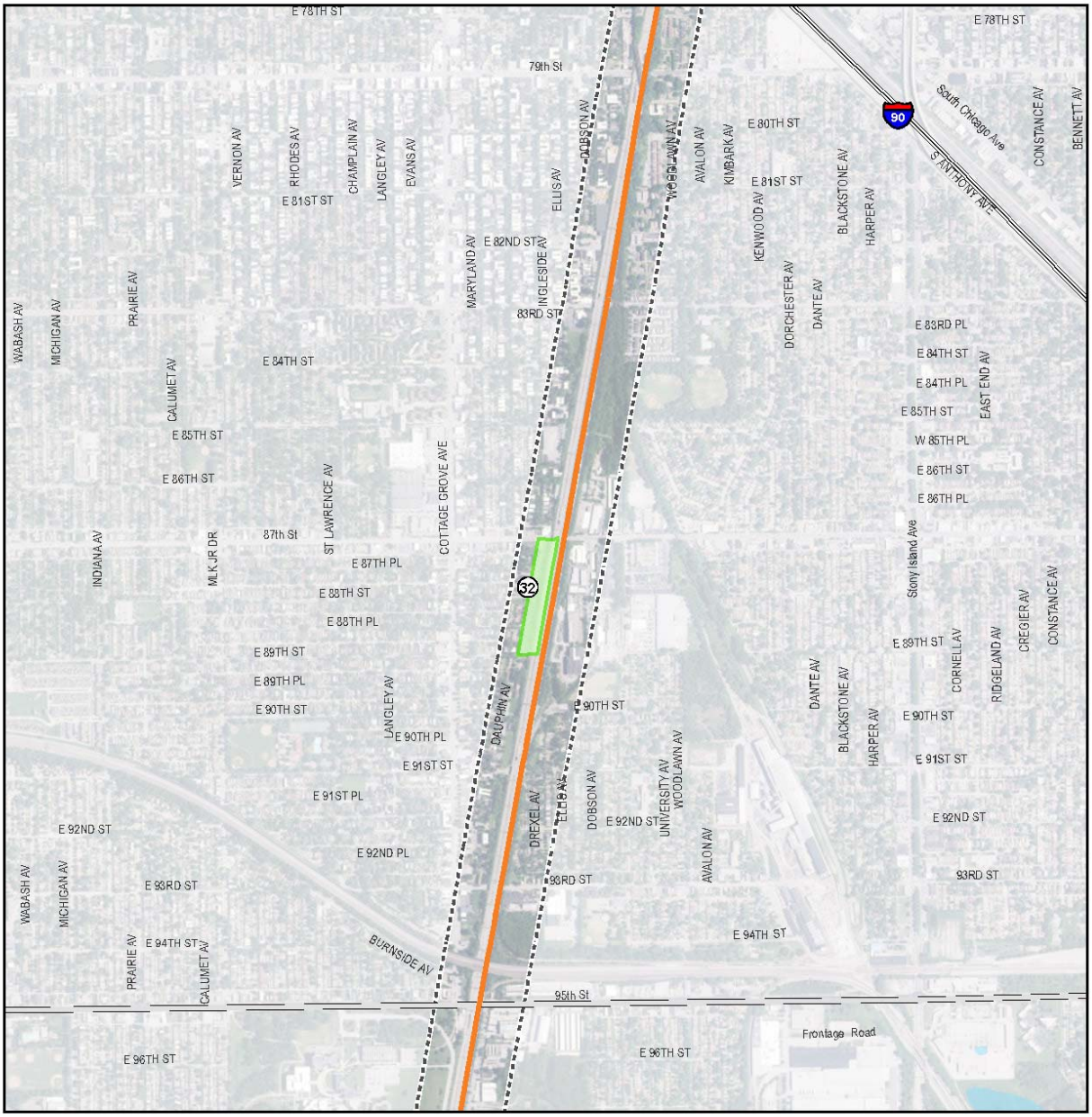
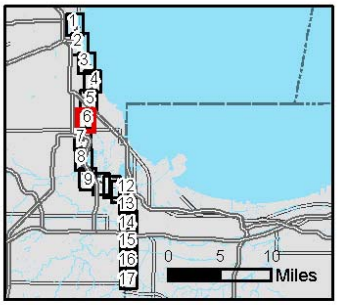
16
17
0 5 10
Miles

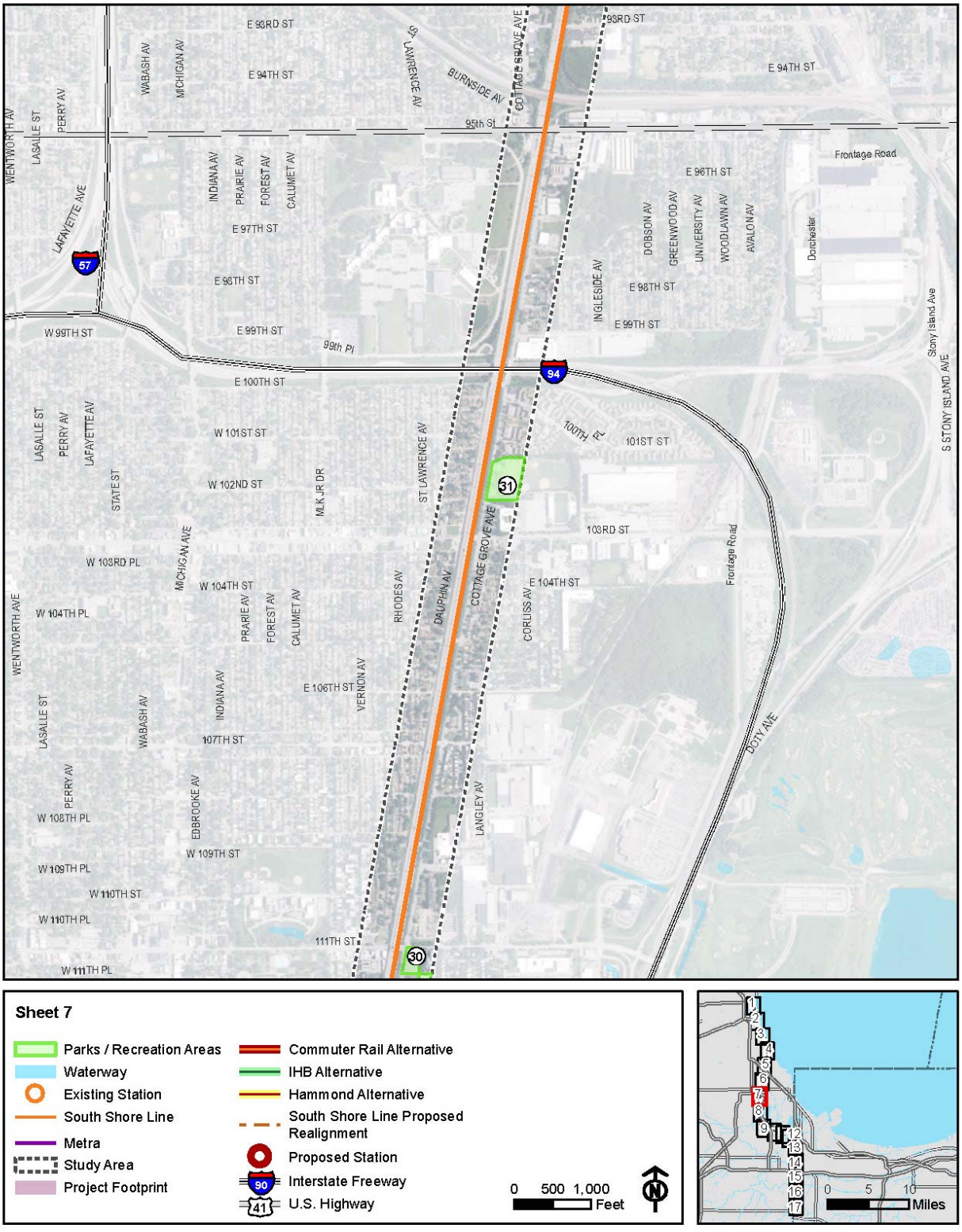


Sheet 6

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway
- U.S. Highway

0 500 1,000 Feet



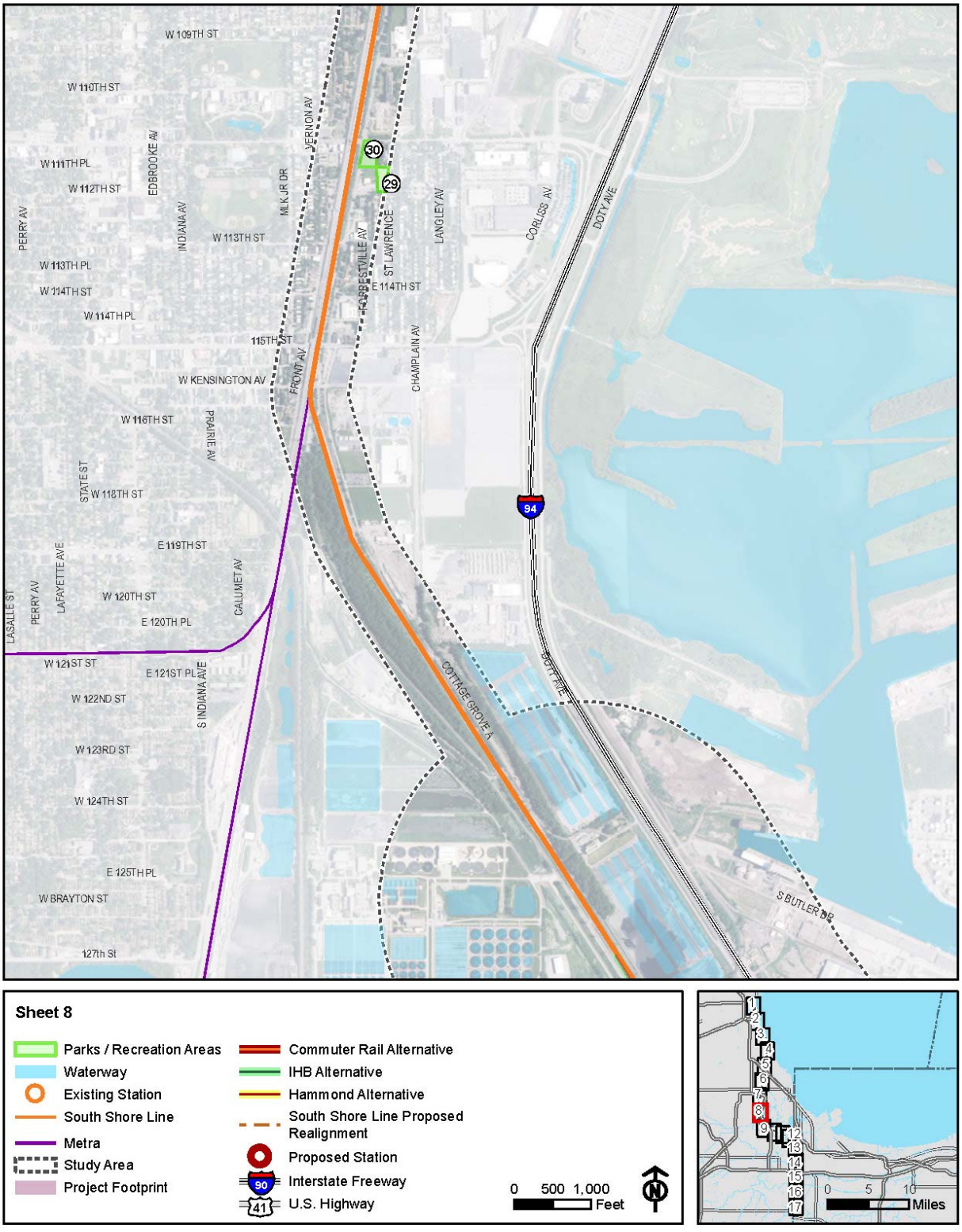


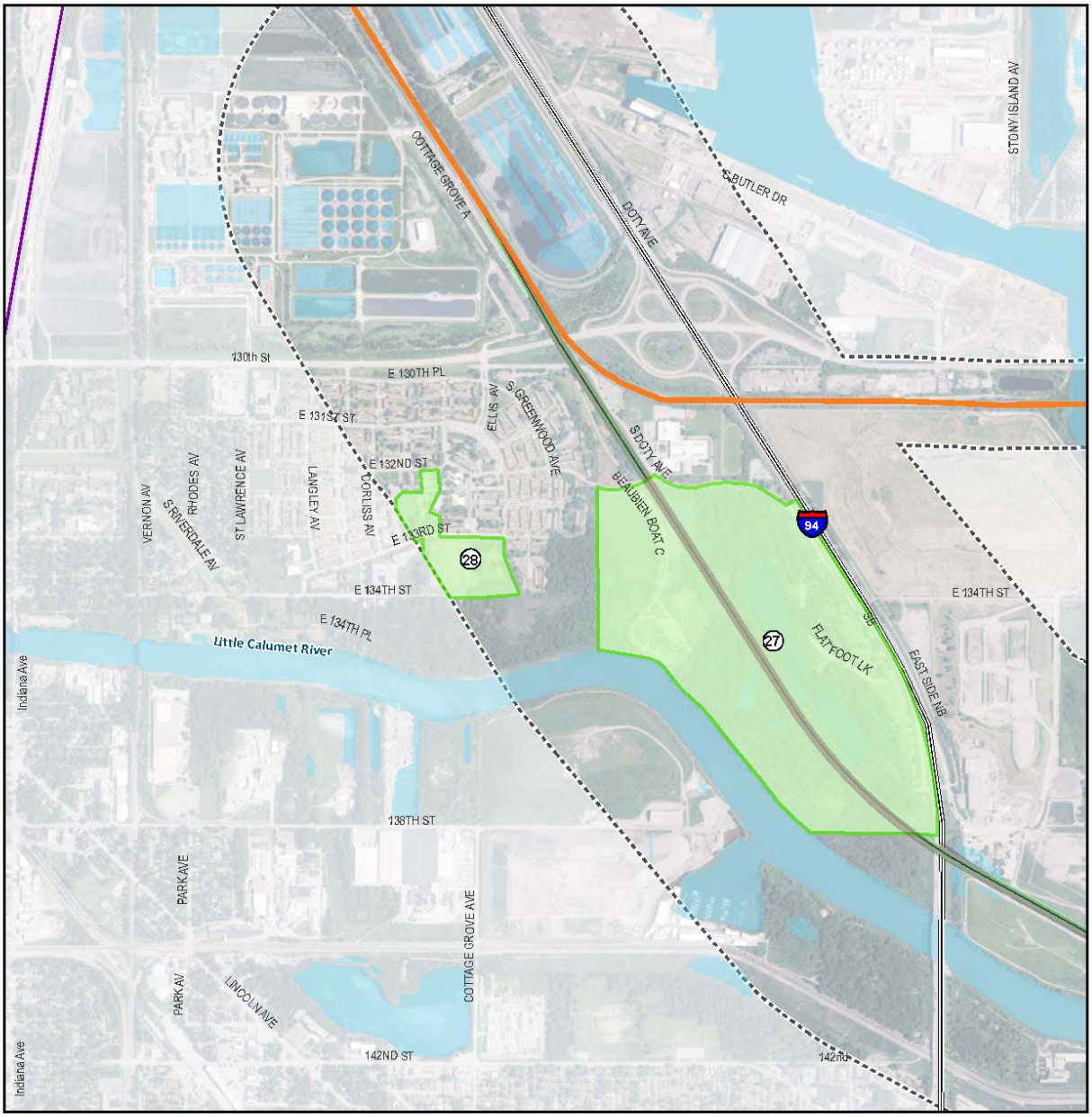
Sheet 7

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway
- U.S. Highway

0 500 1,000 Feet

N


W 109TH ST
W 110TH ST
W 111TH PL
W 112TH ST
W 113TH ST
W 113TH PL
W 114TH ST
W 114TH PL
115TH ST
W KENSINGTON AV
W 116TH ST
W 118TH ST
E 119TH ST
W 120TH ST
E 120TH PL
W 121ST ST
E 121ST PL
W 122ND ST
W 123RD ST
W 124TH ST
E 125TH PL
W BRAYTON ST
127th St
E 114TH ST
PERRY AV
EDBROOKE AV
INDIANA AV
M L K JR DR
VERNON AV
FOREST VILLE AV
ST LAWRENCE
LANGLEY AV
CORLISS AV
DOTY AVE
CHAMPLAIN AV
FRONT AV
PRAIRIE AV
STATE ST
LAFAYETTE AVE
LASALLE ST
GALUMET AV
S INDIANA AVE
COTTAGE GROVE A
S BUTLER DR
30
29
94
Sheet 8
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
90
41
0 500 1,000
Feet
N
0 5 10
Miles


COTTAGE GROVE A
DOTY AVE
S BUTLER DR
STONY ISLAND AV
130th St
E 130TH PL
E 131ST ST
ELLIS AV
S GREENWOOD AVE
S DOTY AVE
E 132ND ST
E 133RD ST
VERNON AV
S RIVERDALE AV
RHODES AV
ST LAWRENCE AV
LANGLEY AV
CORLISS AV
BEAUBIEN BOAT C
94
28
27
E 134TH ST
E 134TH PL
Little Calumet River
FLAT FOOT LK
SB
EAST SIDE NB
Indiana Ave
138TH ST
PARK AVE
COTTAGE GROVE AVE
PARK AV
LINCOLN AVE
142ND ST
Sheet 9
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
90
41
0 500 1,000
Feet
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17
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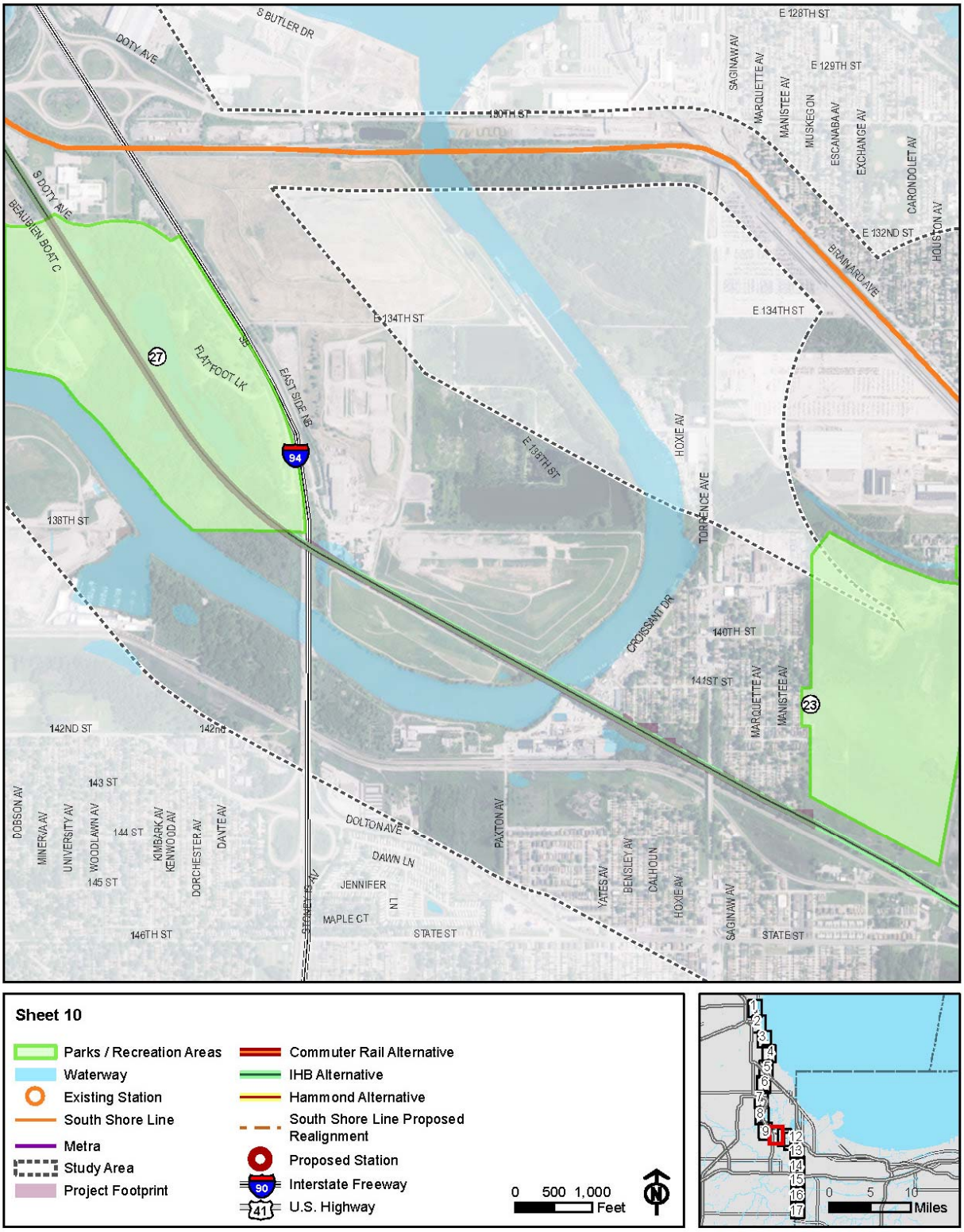
Miles


S BUTLER DR
DOTY AVE
E 128TH ST
E 129TH ST
130TH ST
SAGINAW AV
MARQUETTE AV
MANISTEE AV
MUSKEGON
ESCANABA AV
EXCHANGE AV
CARONDOLET AV
HOUSTON AV
E 132ND ST
BRAINARD AVE
S DOTY AVE
BEAUBIEN BOAT C
E 134TH ST
E 134TH ST
27
FLATFOOT LK
NB
EAST SIDE NB
94
E 135TH ST
HOXIE AV
TORRENCE AVE
138TH ST
CROISSANT DR
140TH ST
141ST ST
MARQUETTE AV
MANISTEE AV
23
142ND ST
142nd
143 ST
DOBSON AV
MINERVA AV
UNIVERSITY AV
WOODLAWN AV
144 ST
KIMBARK AV
KENWOOD AV
DORCHESTER AV
DANTE AV
145 ST
DOLTON AVE
DAWN LN
JENNIFER
NT
MAPLE CT
STONEY IS AV
146TH ST
STATE ST
PAXTON AV
YATES AV
BENSLEY AV
CALHOUN
HOXIE AV
SAGINAW AV
STATE ST
Sheet 10
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
90
41
0 500 1,000
Feet
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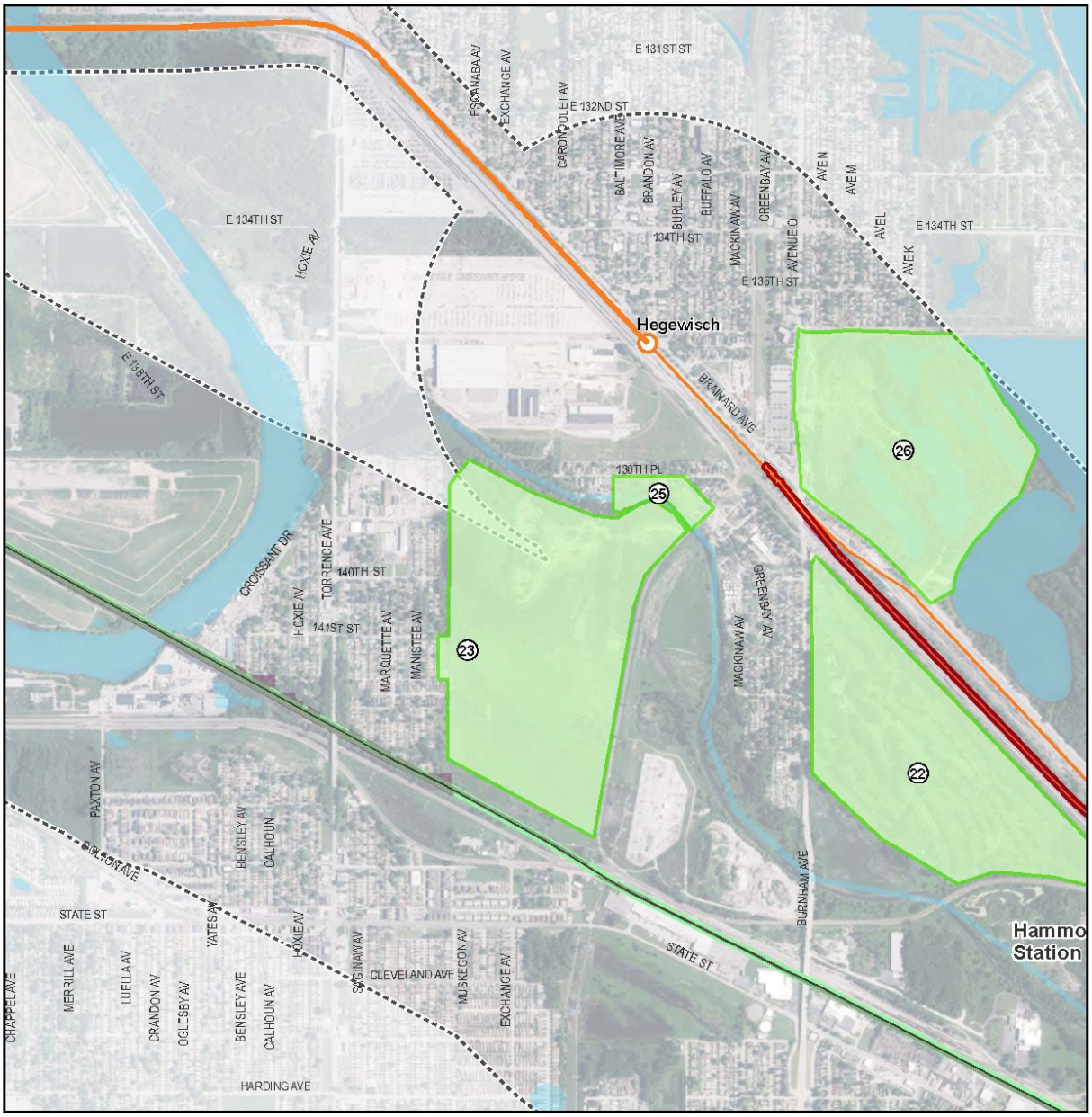
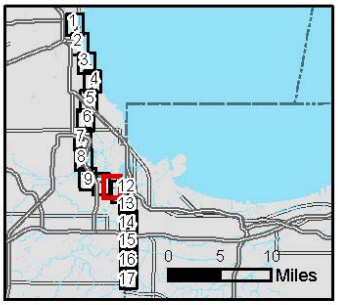
17
0 5 10
Miles


E 131ST ST
E 132ND ST
E 134TH ST
134TH ST
E 135TH ST
Hegewisch
BRAINARD AVE
138TH PL
140TH ST
141ST ST
STATE ST
CLEVELAND AVE
HARDING AVE
Hammo
Station
26
25
23
22


Sheet 11
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
90
41
0 500 1,000
Feet
N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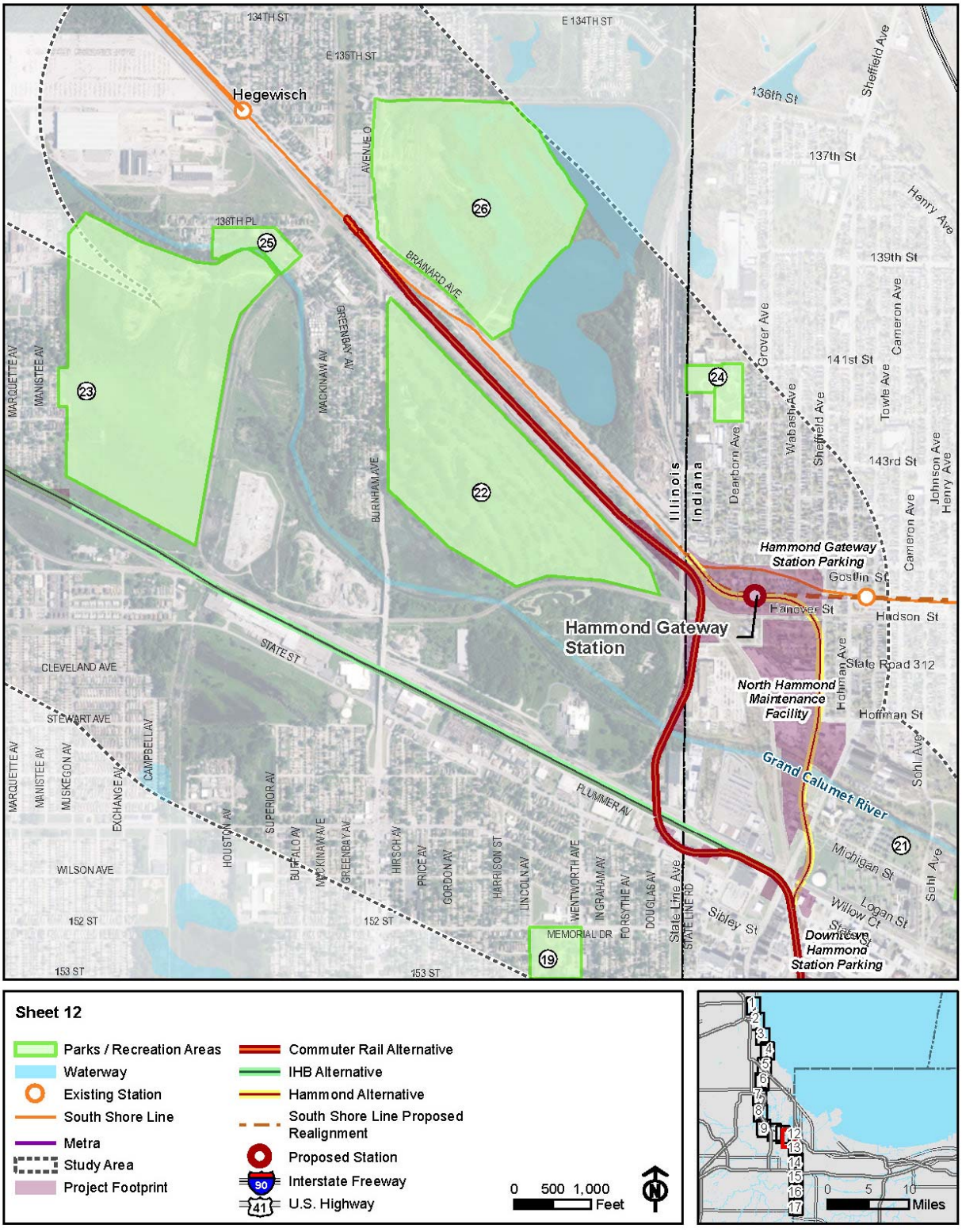
0 5 10
Miles

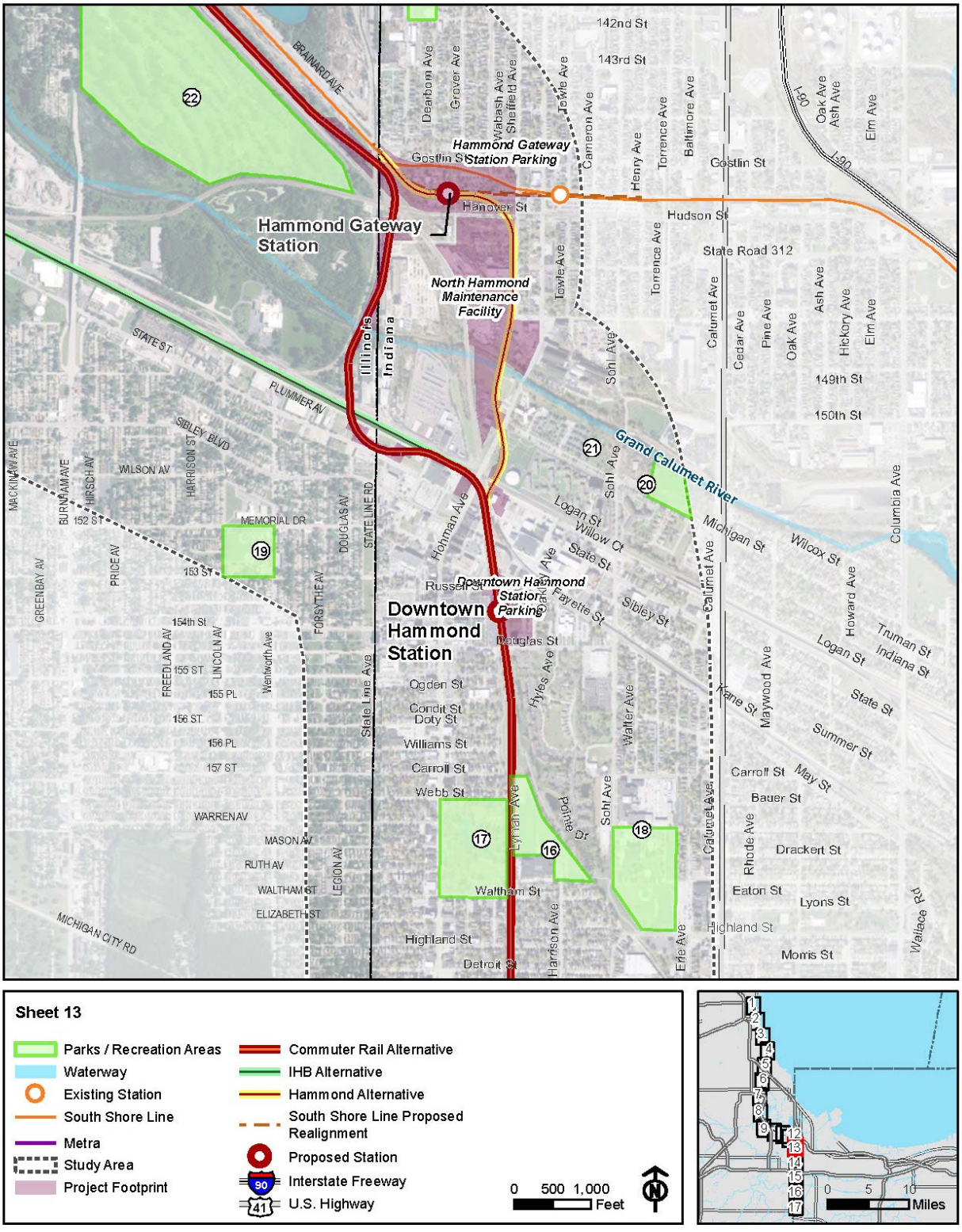


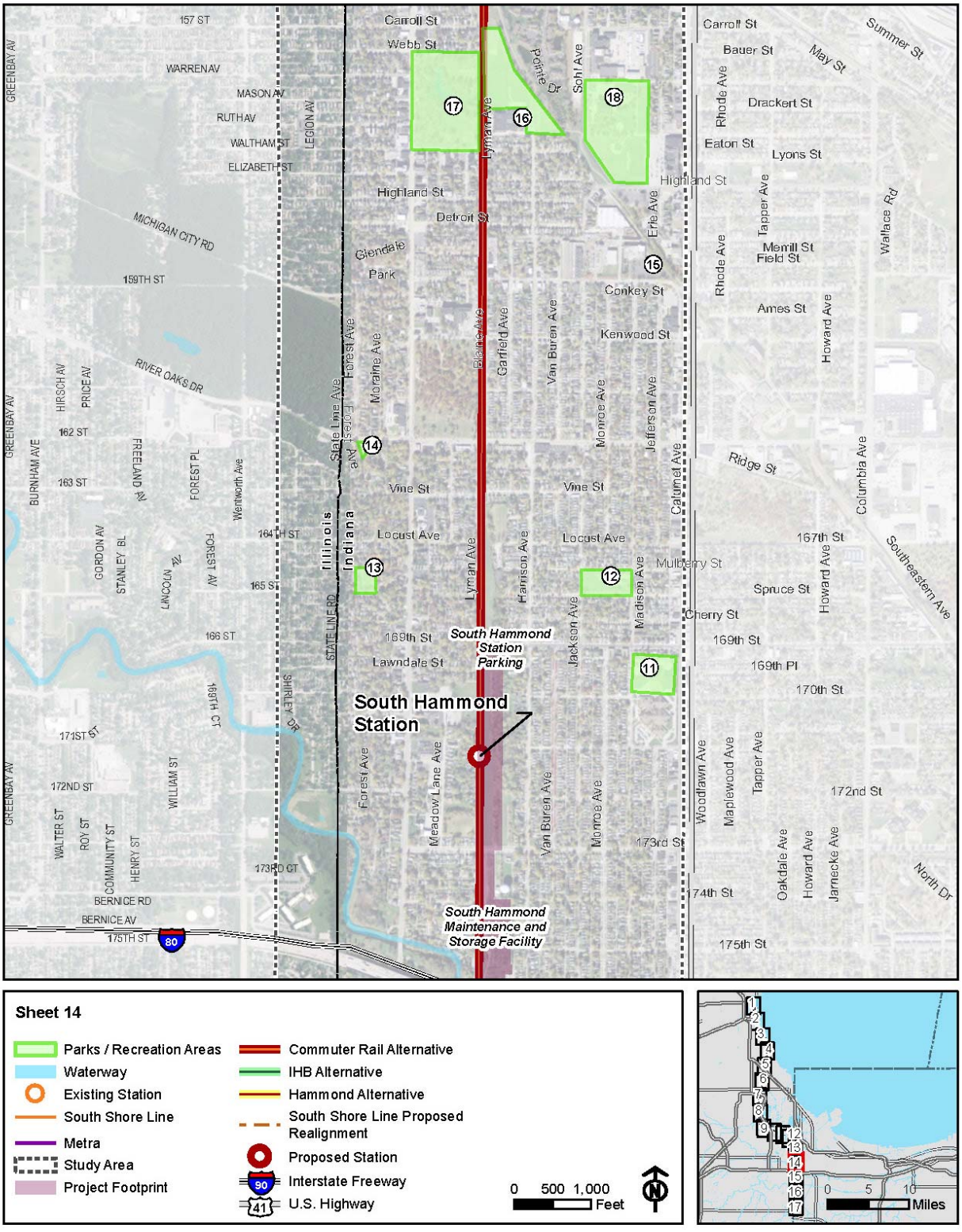
Sheet 12

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway (90)
- U.S. Highway (41)

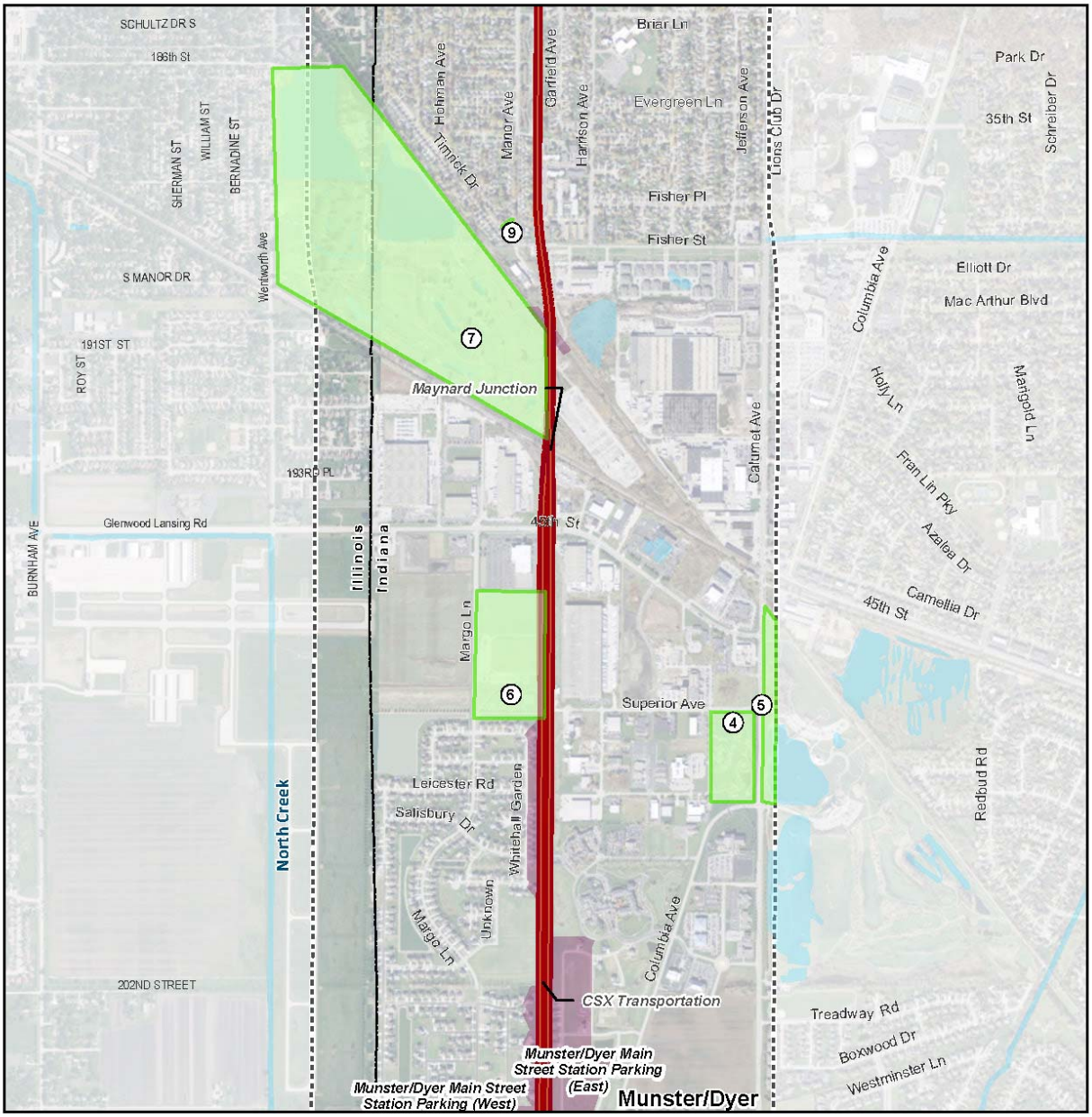
0 500 1,000 Feet

N


Hammond Gateway Station
Hammond Gateway Station Parking
North Hammond Maintenance Facility
Downtown Hammond Station
Downtown Hammond Station Parking
Grand Calumet River
Illinois
Indiana
Gostlin St
Hanover St
Hudson St
State Road 312
142nd St
143rd St
149th St
150th St
Dearborn Ave
Grover Ave
Wabash Ave
Sheffield Ave
Towle Ave
Cameron Ave
Henry Ave
Torrence Ave
Baltimore Ave
Oak Ave
Ash Ave
Elm Ave
I-90
Calumet Ave
Cedar Ave
Pine Ave
Hickory Ave
Sohl Ave
Columbia Ave
Michigan St
Wilcox St
Howard Ave
Truman St
Indiana St
Logan St
State St
Summer St
May St
Maywood Ave
Kane St
Fayette St
Sibley St
Douglas St
Willow Ct
Russell St
Hohman Ave
Hyles Ave
Walter Ave
Lyman Ave
Rhode Ave
Drackert St
Eaton St
Lyons St
Morris St
Highland St
Waltham St
Carroll St
Webb St
Williams St
Ogden St
Condit St
Doty St
Harrison Ave
Erie Ave
Wallace Rd
BRAINARD AVE
STATE ST
PLUMMER AV
SIBLEY BLVD
WILSON AV
MACKINAW AVE
BURNHAM AVE
HIRSCH AV
HARRISON ST
152 ST
MEMORIAL DR
153 ST
GREENBAY AV
PRICE AV
154th St
155 ST
155 PL
156 ST
156 PL
157 ST
FREELAND AV
LINCOLN AV
Wentworth Ave
FORSYTHE AV
DOUGLAS AV
STATE LINE RD
State Line Ave
WARREN AV
MASON AV
RUTH AV
WALTHAM ST
ELIZABETH ST
LEGION AV
MICHIGAN CITY RD
Sheet 13
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
0 500 1,000 Feet
0 5 10 Miles


Sheet 14
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
0 500 1,000 Feet
0 5 10 Miles
South Hammond Station
South Hammond Station Parking
South Hammond Maintenance and Storage Facility
Carroll St
Webb St
Highland St
Detroit St
Glendale Park
Conkey St
Kenwood St
Ames St
Vine St
Locust Ave
Lawndale St
Ridge St
Mulberry St
Spruce St
Cherry St
Bauer St
Drackert St
Eaton St
Lyons St
Merrill St
Field St
169th St
169th Pl
170th St
172nd St
173rd St
174th St
175th St
157 ST
159TH ST
162 ST
163 ST
164TH ST
165 ST
166 ST
171ST ST
172ND ST
173RD CT
BERNICE RD
BERNICE AV
175TH ST
WARREN AV
MASON AV
RUTH AV
WALTHAM ST
ELIZABETH ST
LEGION AV
GREENBAY AV
MICHIGAN CITY RD
RIVER OAKS DR
HIRSCH AV
PRICE AV
BURNHAM AVE
FREELAND AV
FOREST PL
Wentworth Ave
GORDON AV
STANLEY BL
LINCOLN PL
FOREST AV
WILLIAM ST
WALTER ST
ROY ST
COMMUNITY ST
HENRY ST
SHIRLEY DR
169TH CT
STATE LINE RD
Illinois
Indiana
State Line Ave
Forest Ave
Moraine Ave
Blaine Ave
Garfield Ave
Van Buren Ave
Monroe Ave
Jefferson Ave
Calumet Ave
Lyman Ave
Harrison Ave
Jackson Ave
Madison Ave
Forest Ave
Meadow Lane Ave
Van Buren Ave
Monroe Ave
Woodlawn Ave
Maplewood Ave
Tapper Ave
Oakdale Ave
Howard Ave
Jamecke Ave
Rhode Ave
Tapper Ave
Howard Ave
Columbia Ave
Southeastern Ave
Wallace Rd
North Dr
Summer St
May St
Dolphin Dr
Soh! Ave
Erie Ave
Lyman Ave
17
16
18
15
14
13
12
11
80
90
41


Station
South Hammond Station Parking
South Hammond Maintenance and Storage Facility
Munster Ridge Road Station
Munster Ridge Road Station Parking
Munster Ridge Road Station Parking
Little Calumet River
I-80
Illinois
Indiana
State Line Ave
Sheet 15
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
0 500 1,000 Feet
0 5 10 Miles

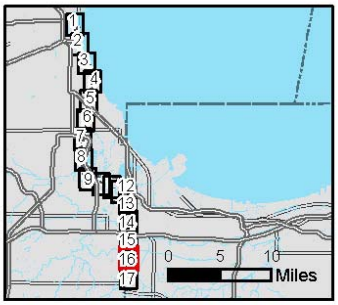


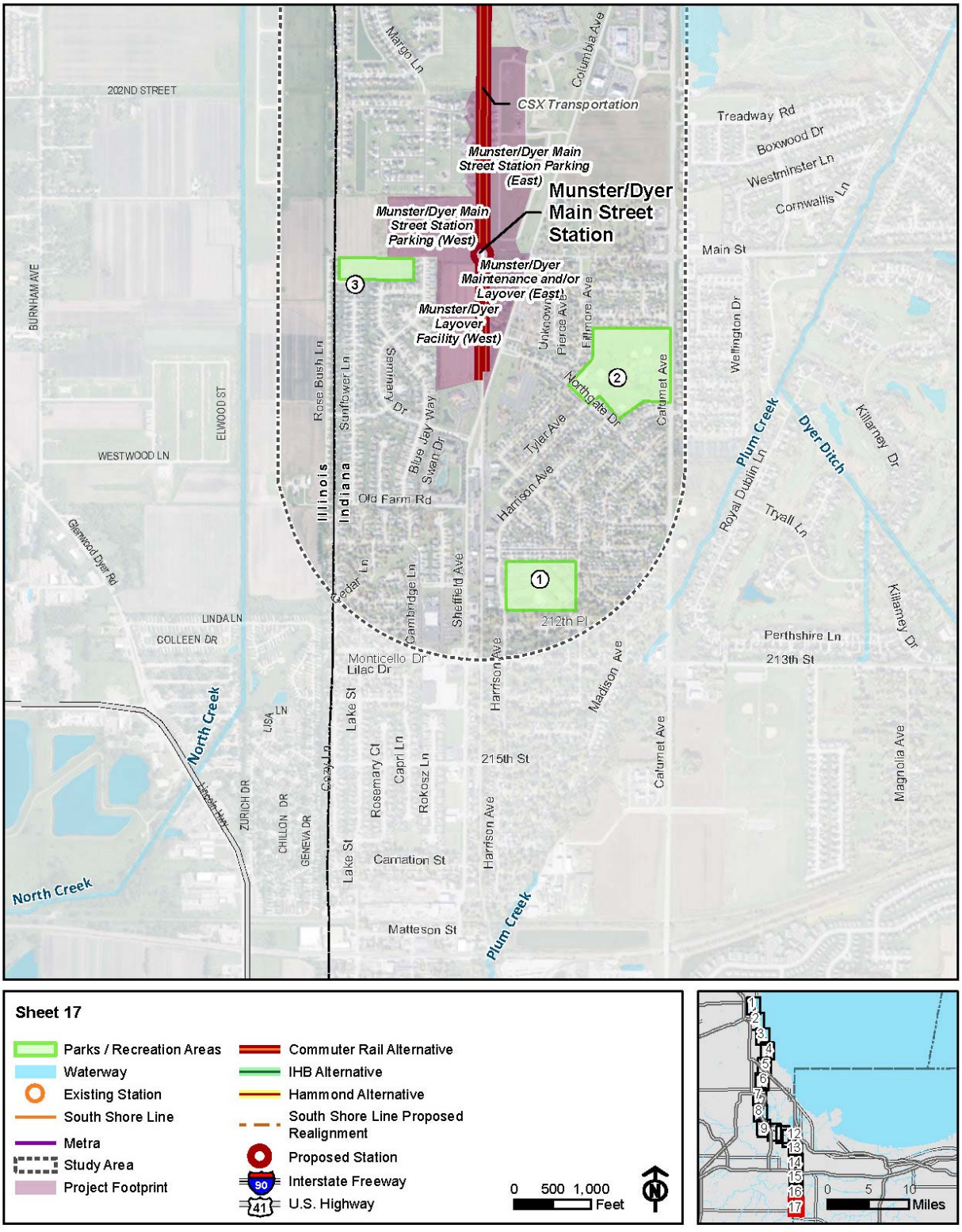
Sheet 16

- Parks / Recreation Areas
- Waterway
- Existing Station
- South Shore Line
- Metra
- Study Area
- Project Footprint
- Commuter Rail Alternative
- IHB Alternative
- Hammond Alternative
- South Shore Line Proposed Realignment
- Proposed Station
- Interstate Freeway (90)
- U.S. Highway (41)

0 500 1,000 Feet

N




202ND STREET
CSX Transportation
Munster/Dyer Main Street Station Parking (East)
Munster/Dyer Main Street Station
Munster/Dyer Main Street Station Parking (West)
Munster/Dyer Maintenance and/or Layover (East)
Munster/Dyer Layover Facility (West)
Margo Ln
Columbia Ave
Treadway Rd
Boxwood Dr
Westminster Ln
Cornwallis Ln
Main St
BURNHAM AVE
WESTWOOD LN
ELWOOD ST
Rose Bush Ln
Sunflower Ln
Sweeney Dr
Unknown
Pierce Ave
Fillmore Ave
Northgate Dr
Calumet Ave
Wellington Dr
Illinois
Indiana
Blue Jay Way
Swan Dr
Tyler Ave
Harrison Ave
Old Farm Rd
Plum Creek
Dyer Ditch
Royal Dublin Ln
Killarney Dr
Tryall Ln
Glenwood Dyer Rd
LINDA LN
COLLEEN DR
Cedar Ln
Cambridge Ln
Sheffield Ave
212th Pl
Perthshire Ln
213th St
Monticello Dr
Lilac Dr
Madison Ave
North Creek
USA LN
Lake St
Cozy Ln
Rosemary Ct
Capri Ln
Rokosz Ln
215th St
ZURICH DR
CHILLON DR
GENEVA DR
Carnation St
Matteson St
Magnolia Ave
Sheet 17
Parks / Recreation Areas
Waterway
Existing Station
South Shore Line
Metra
Study Area
Project Footprint
Commuter Rail Alternative
IHB Alternative
Hammond Alternative
South Shore Line Proposed Realignment
Proposed Station
Interstate Freeway
U.S. Highway
0 500 1,000 Feet
0 5 10 Miles