

## **APPENDIX E**

### **Section 106 Consultation**

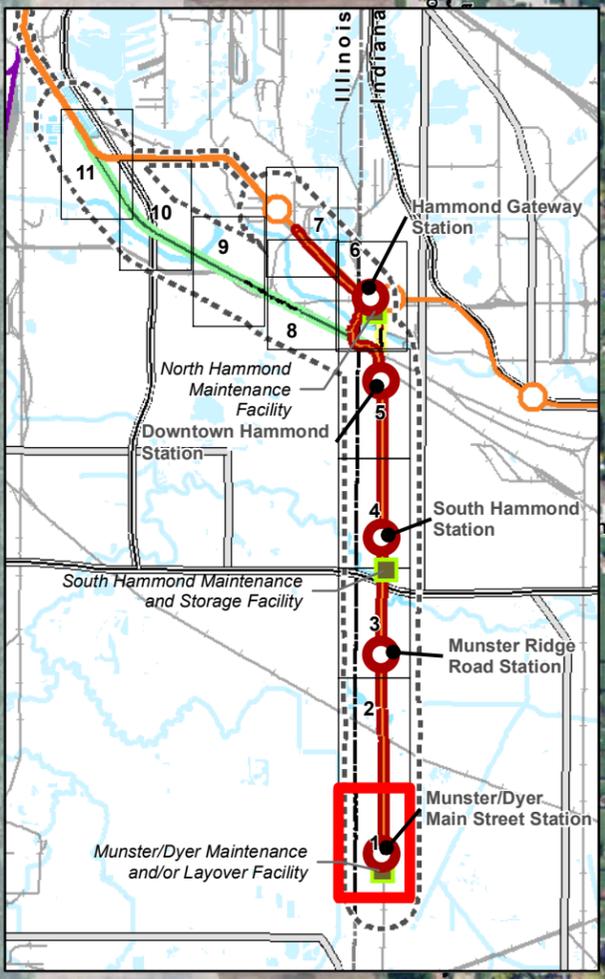
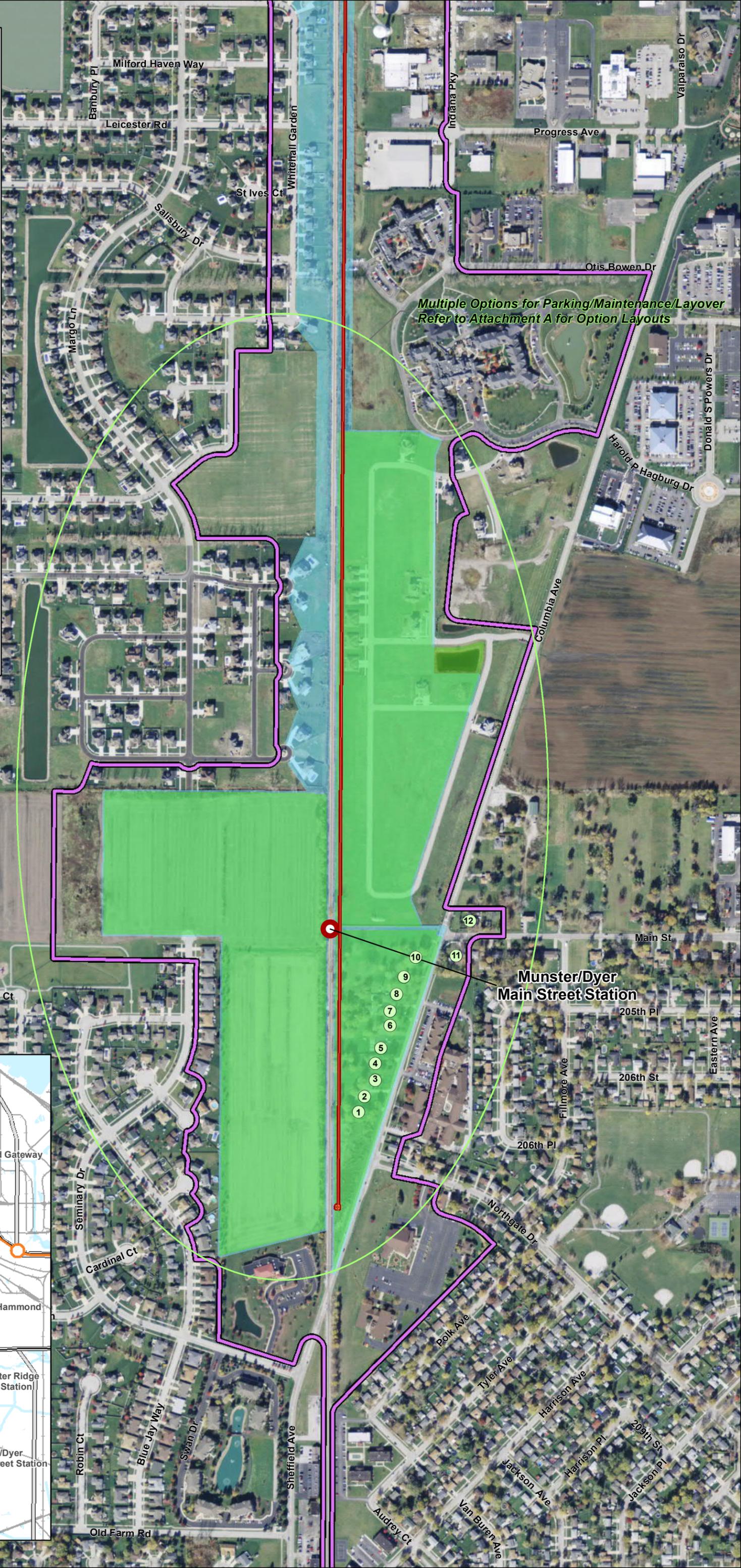
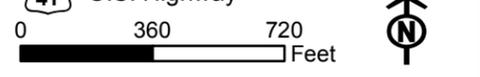
- E-1 Area of Potential Effects (APE) Maps
- E-2 Historic Property Report
- E-3 Section 106 Correspondence
- E-4 Draft Memorandum of Agreement (MOA)

**APPENDIX E-1**  
**Area of Potential Effects (APE) Maps**

**Historic Resources Survey  
Results Map  
Sheet 1**

**Architectural Resources**

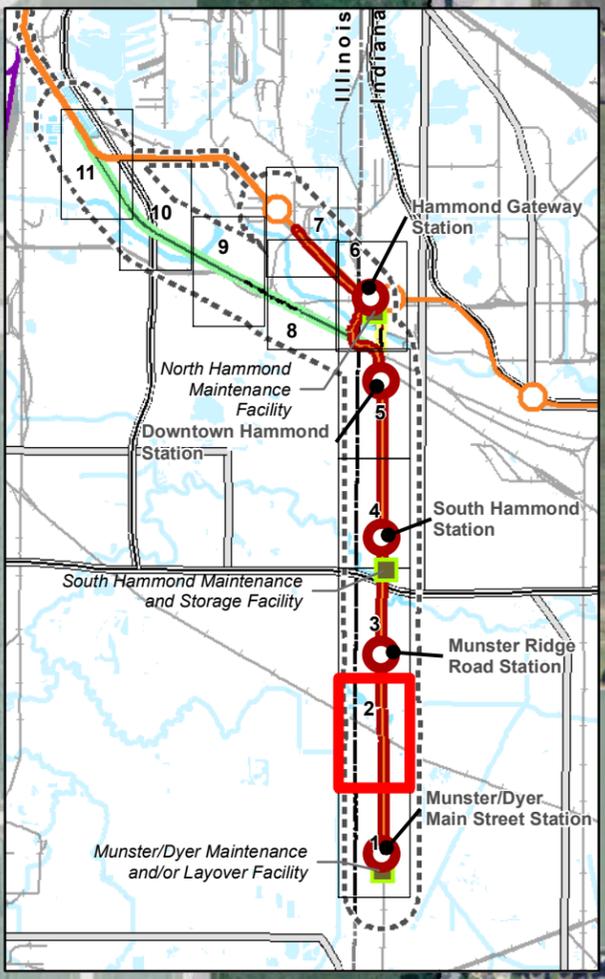
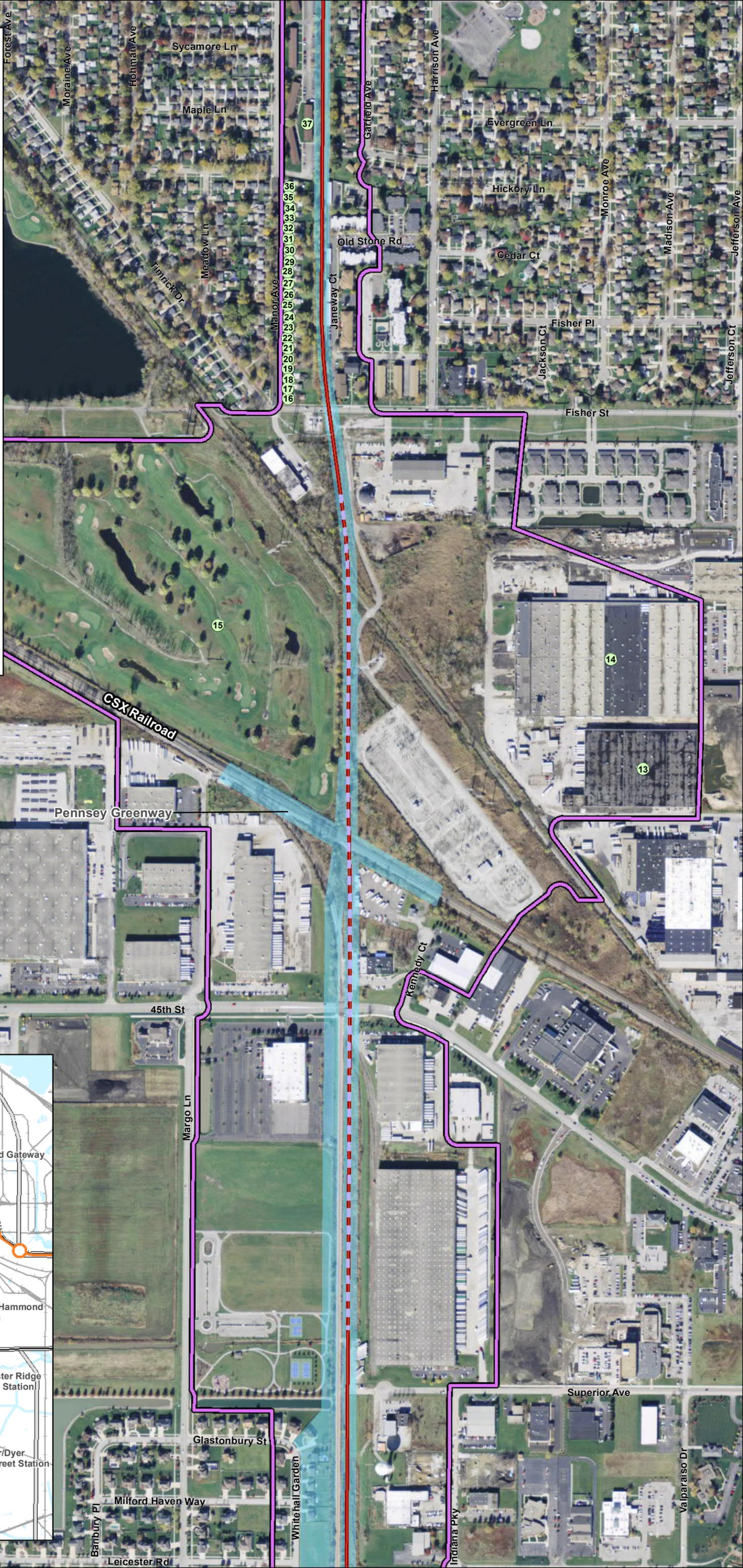
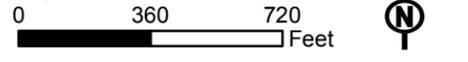
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- Parking, Maintenance, Storage and Layover Areas
- Interstate Freeway
- U.S. Highway



**Historic Resources Survey  
Results Map  
Sheet 2**

**Architectural Resources**

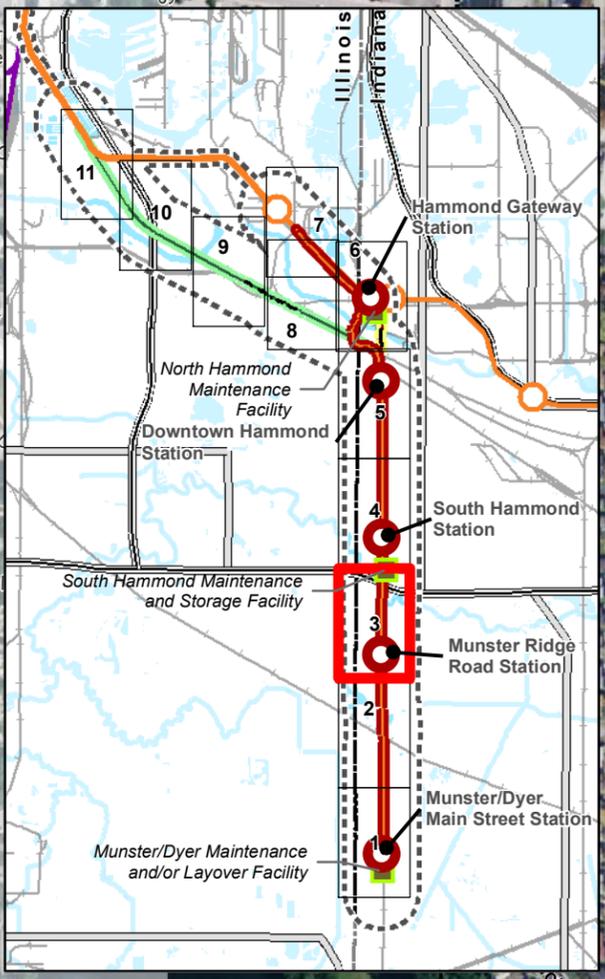
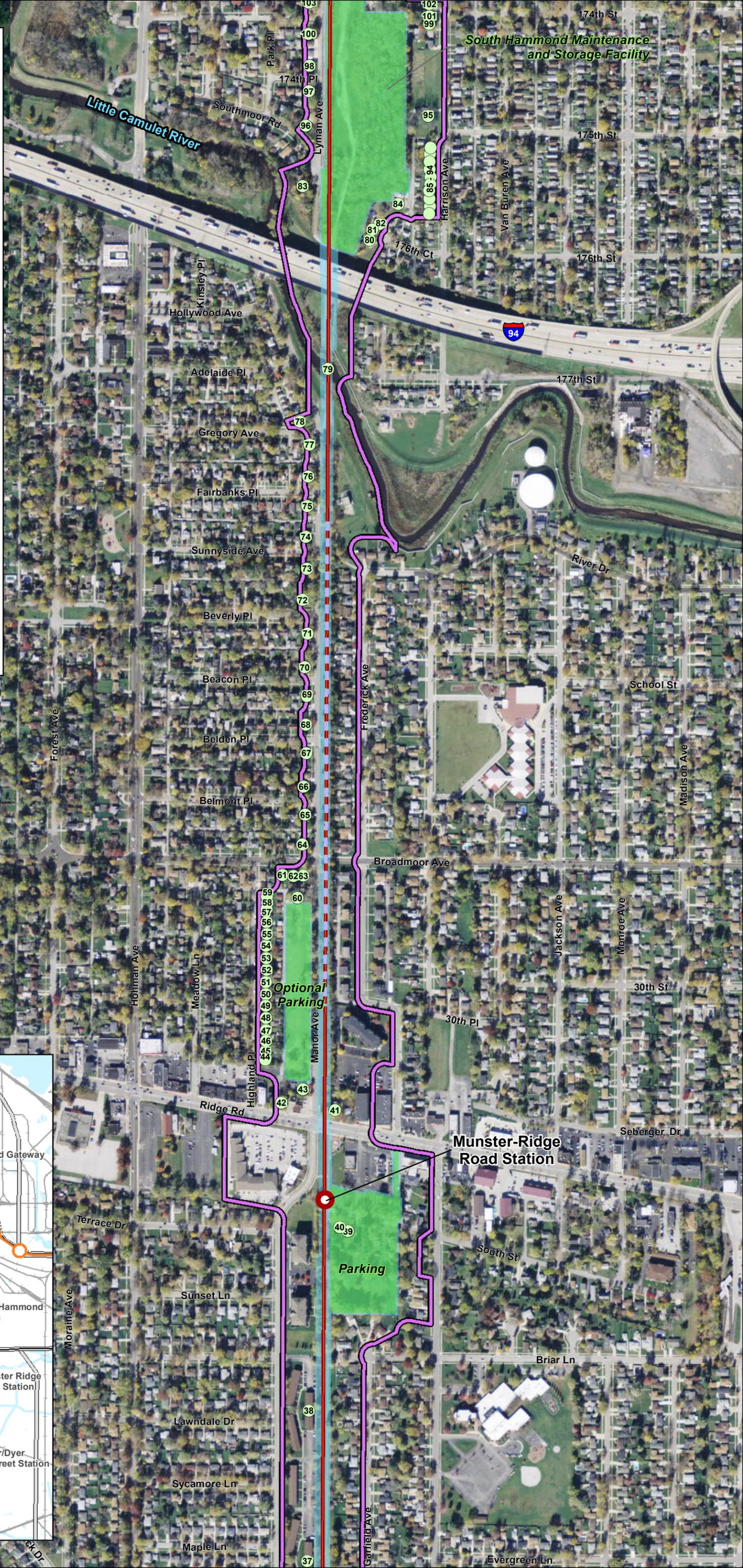
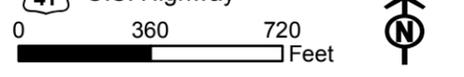
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**Historic Resources Survey  
Results Map  
Sheet 3**

**Architectural Resources**

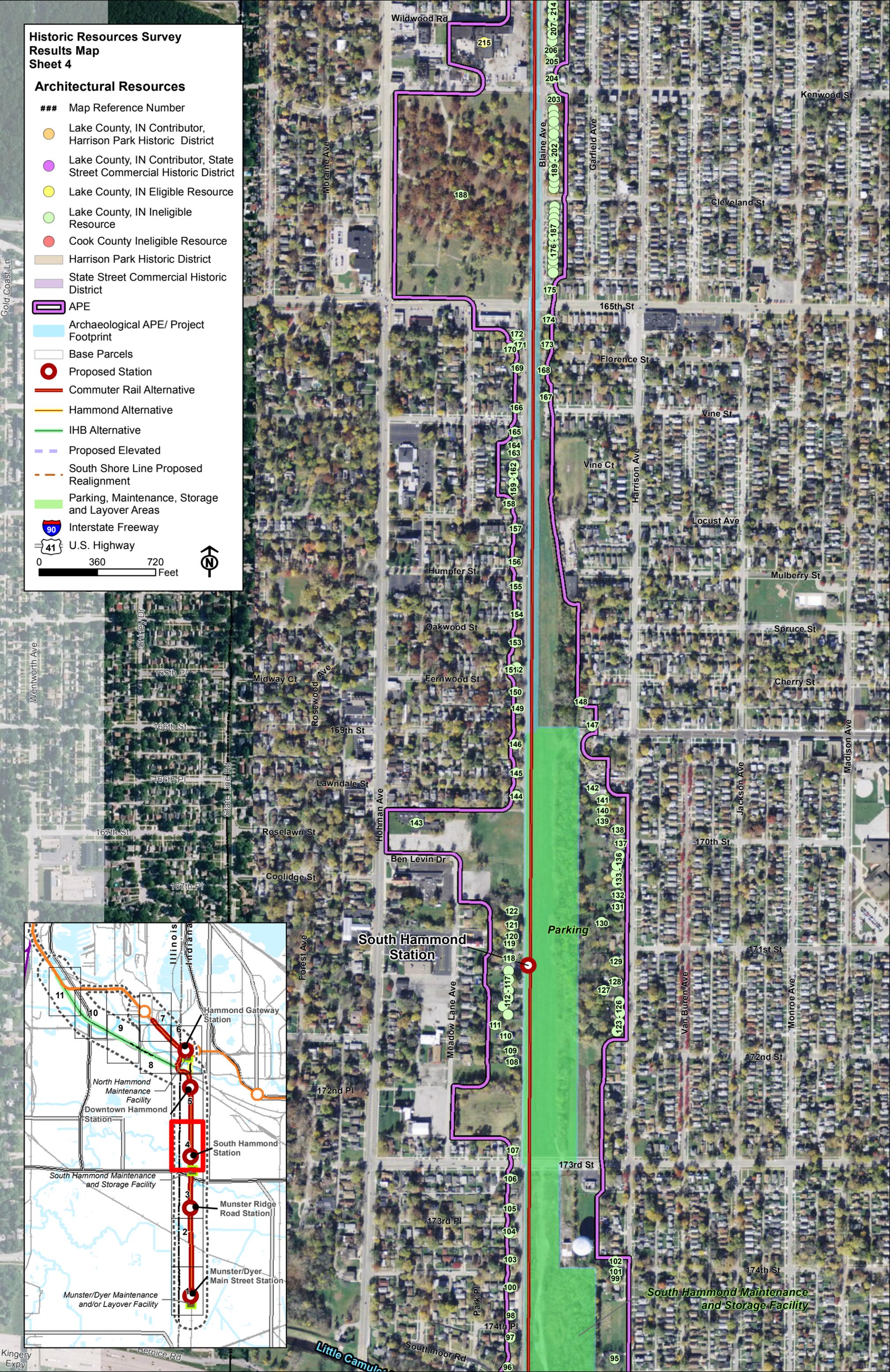
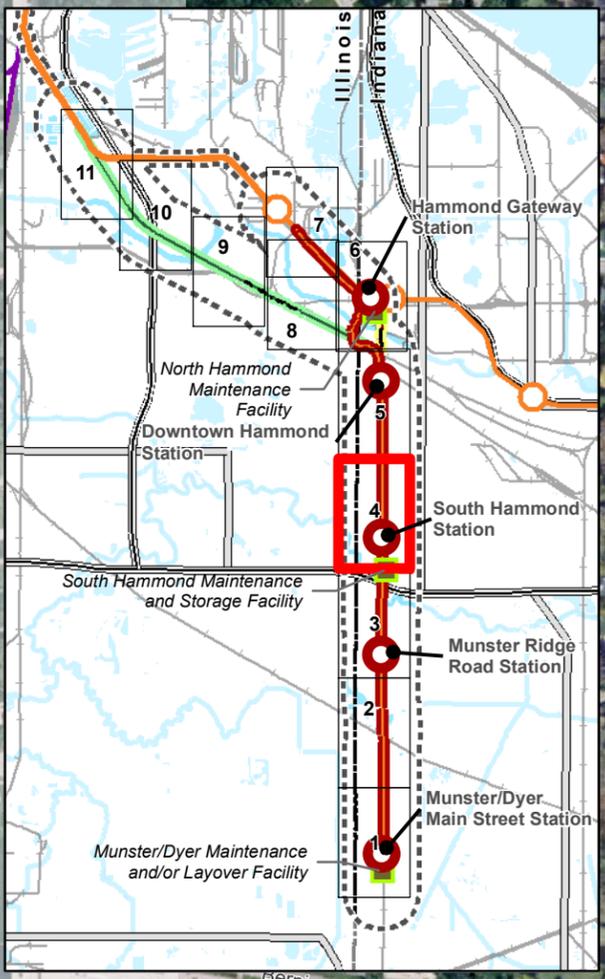
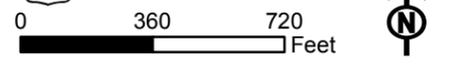
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**Historic Resources Survey  
Results Map  
Sheet 4**

**Architectural Resources**

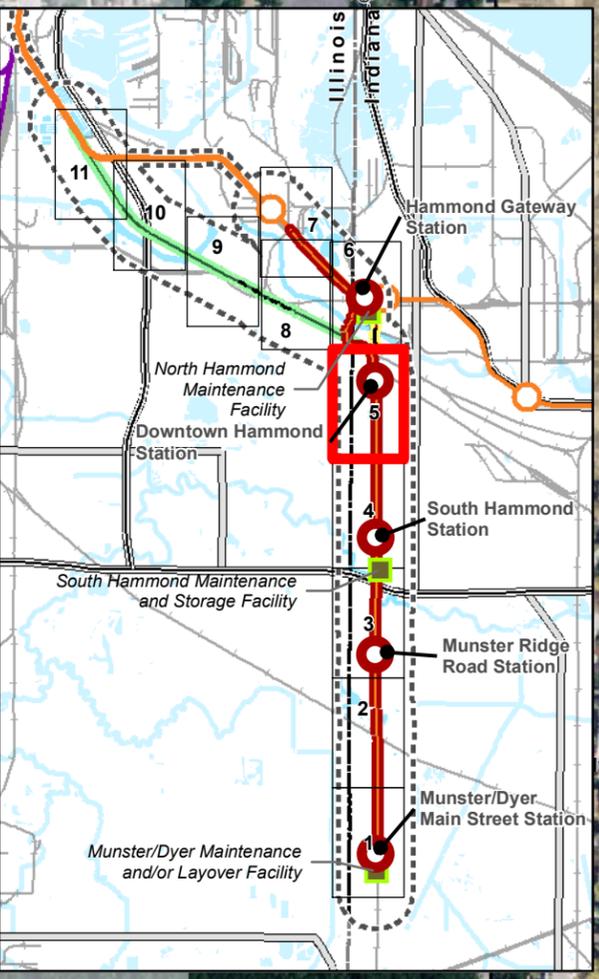
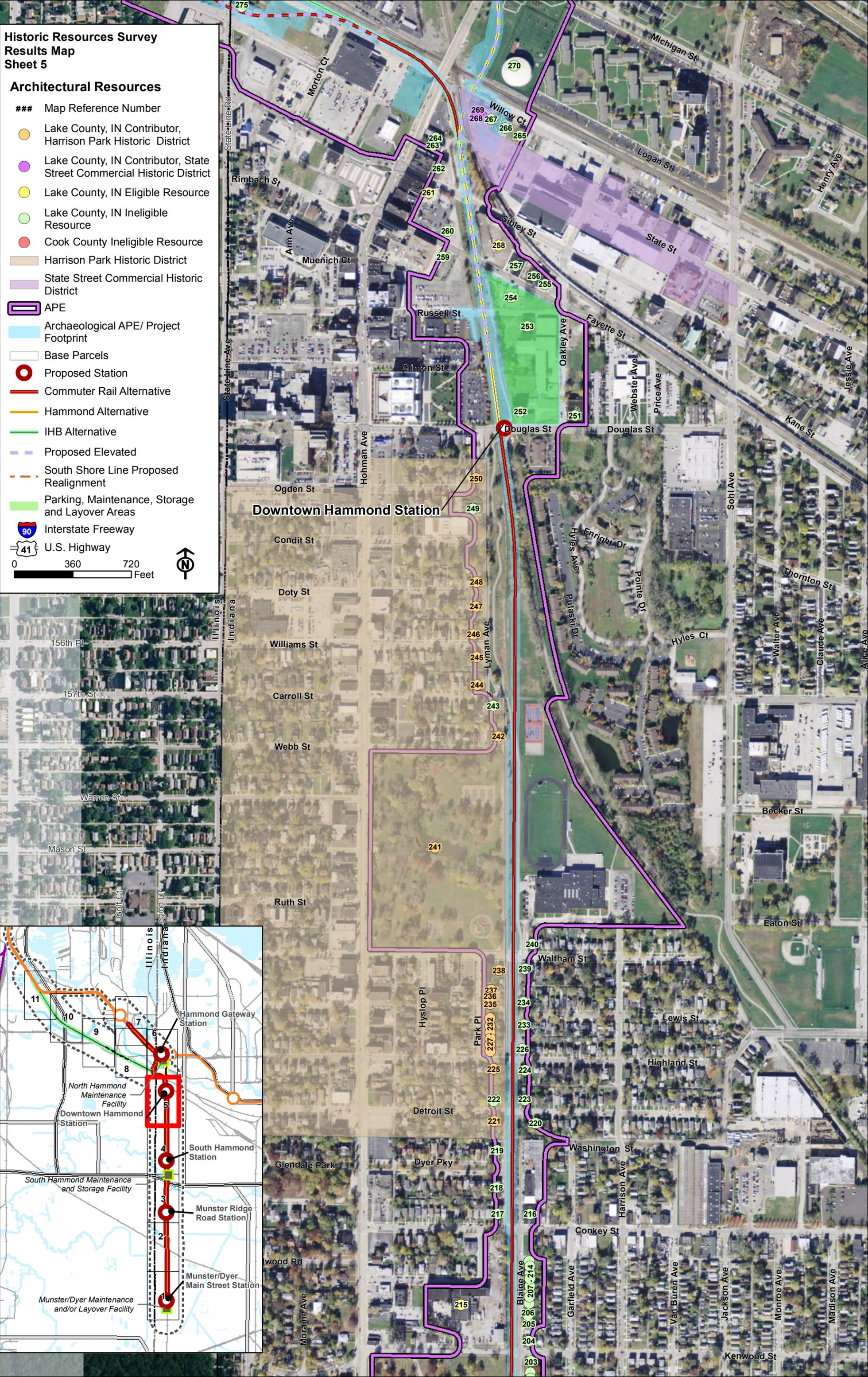
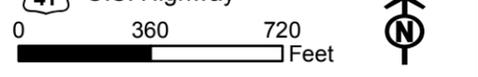
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**Historic Resources Survey Results Map Sheet 5**

**Architectural Resources**

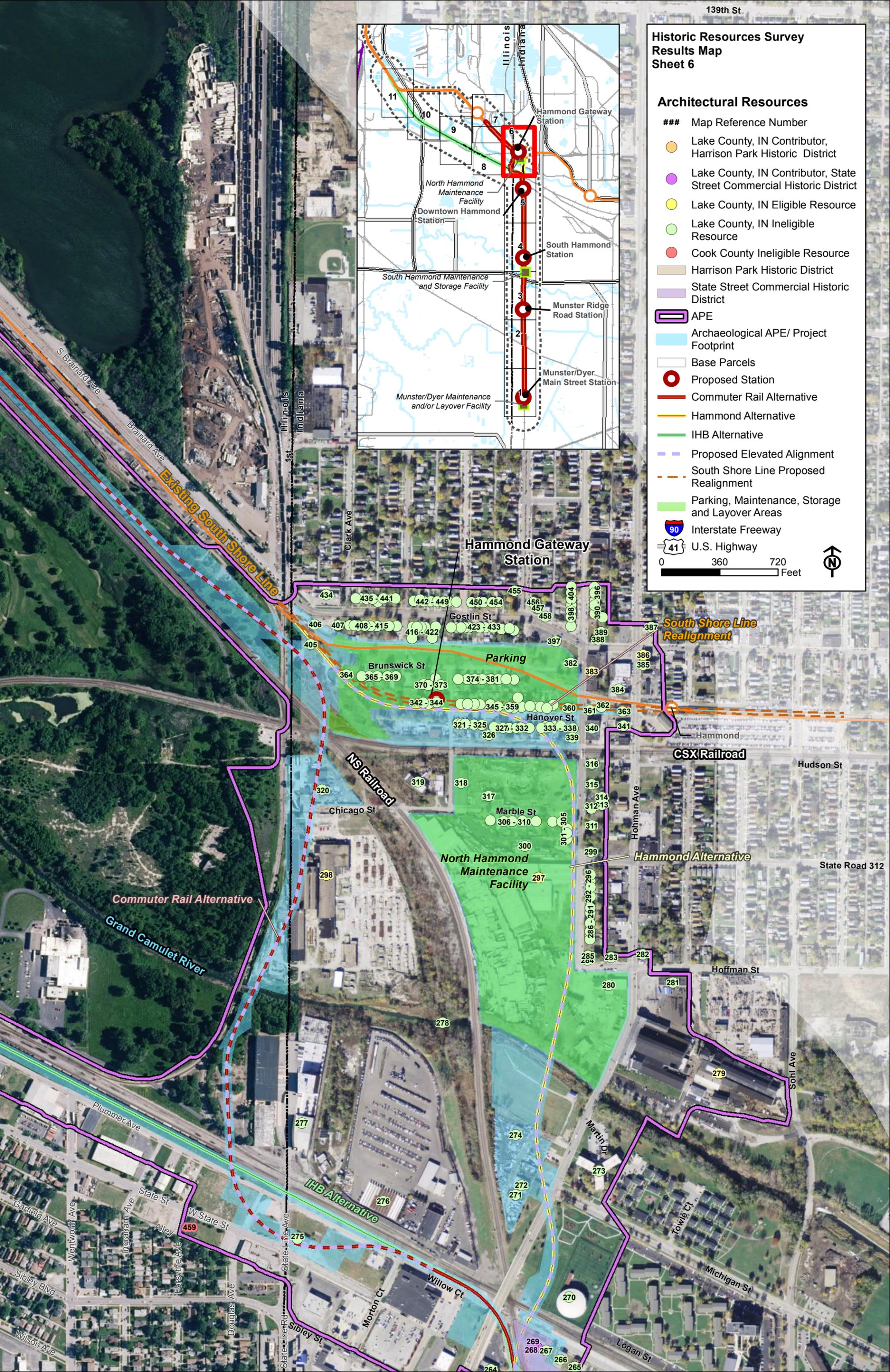
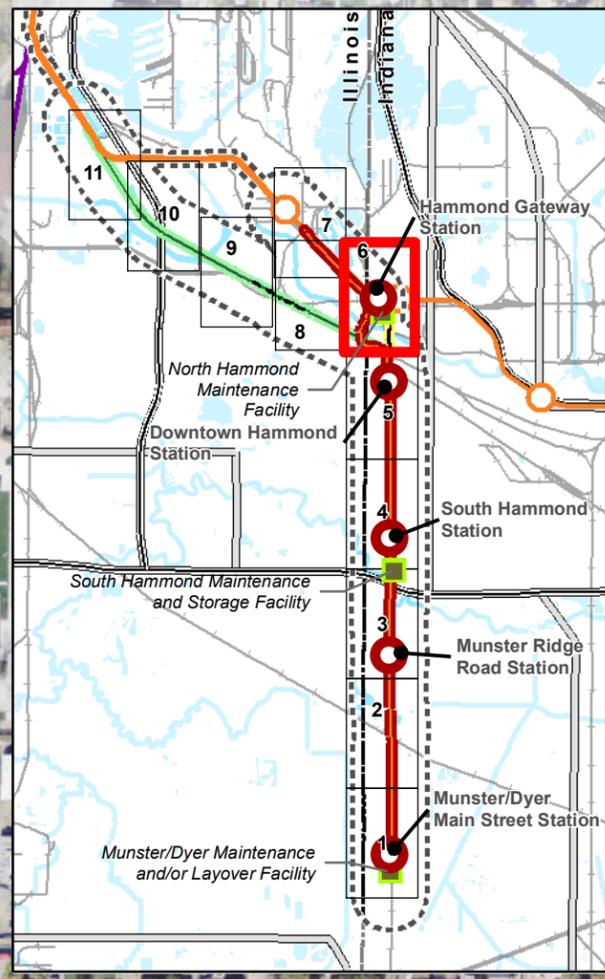
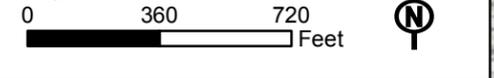
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### Historic Resources Survey Results Map Sheet 6

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E 131st St

S Carondelet Ave  
S Houston Ave

E 132nd St

S Baltimore Ave  
S Brandon Ave  
S Burley Ave  
S Buffalo Ave  
Alley  
S Mackinaw Ave

E 133rd St

E 136th St

Hegewisch

E 138th Pl 138th Pl

Grand Camulet River

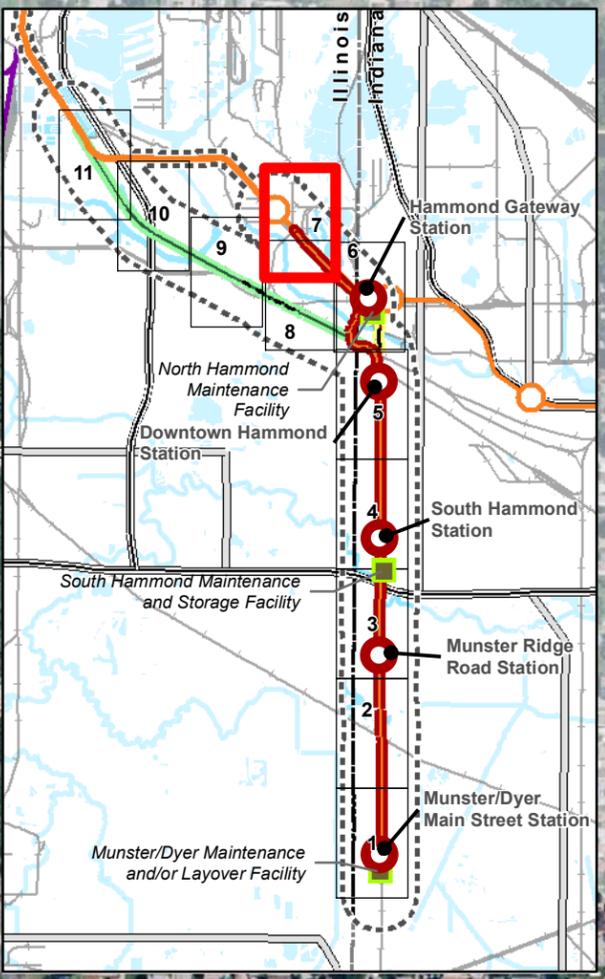
S Brainerd Ave  
S Chippewa Ave  
Entre Ave  
Chippewa Ave

140th St

141st St

142nd St

E 143rd St 143rd St



### Historic Resources Survey Results Map Sheet 7

#### Architectural Resources

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- Interstate Freeway
- U.S. Highway

0 360 720 Feet



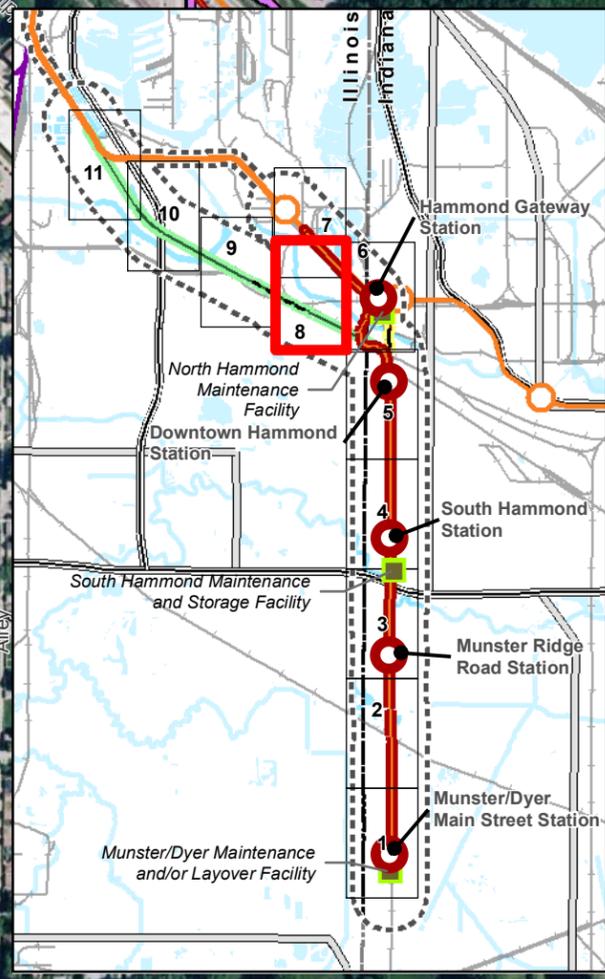
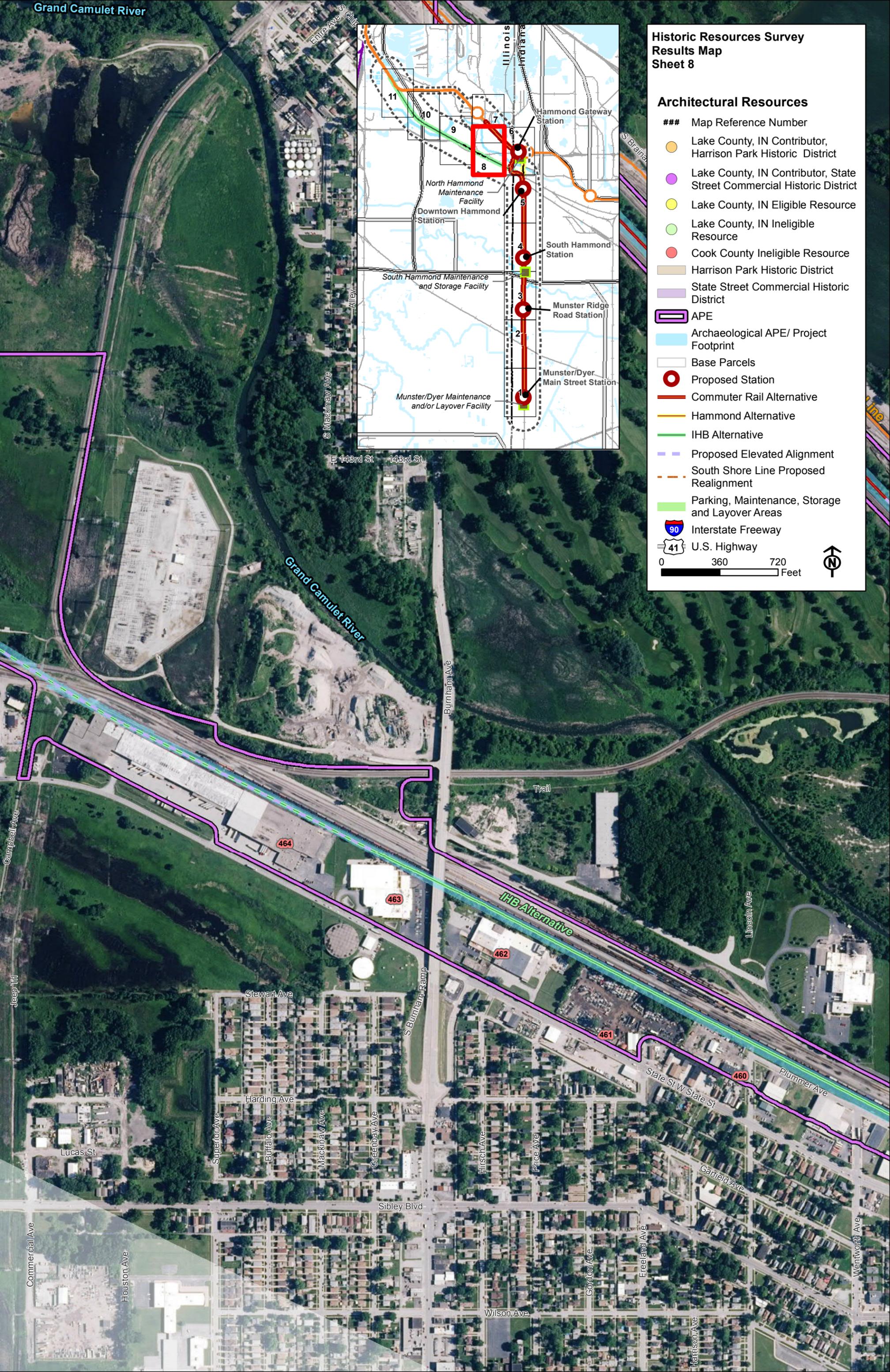
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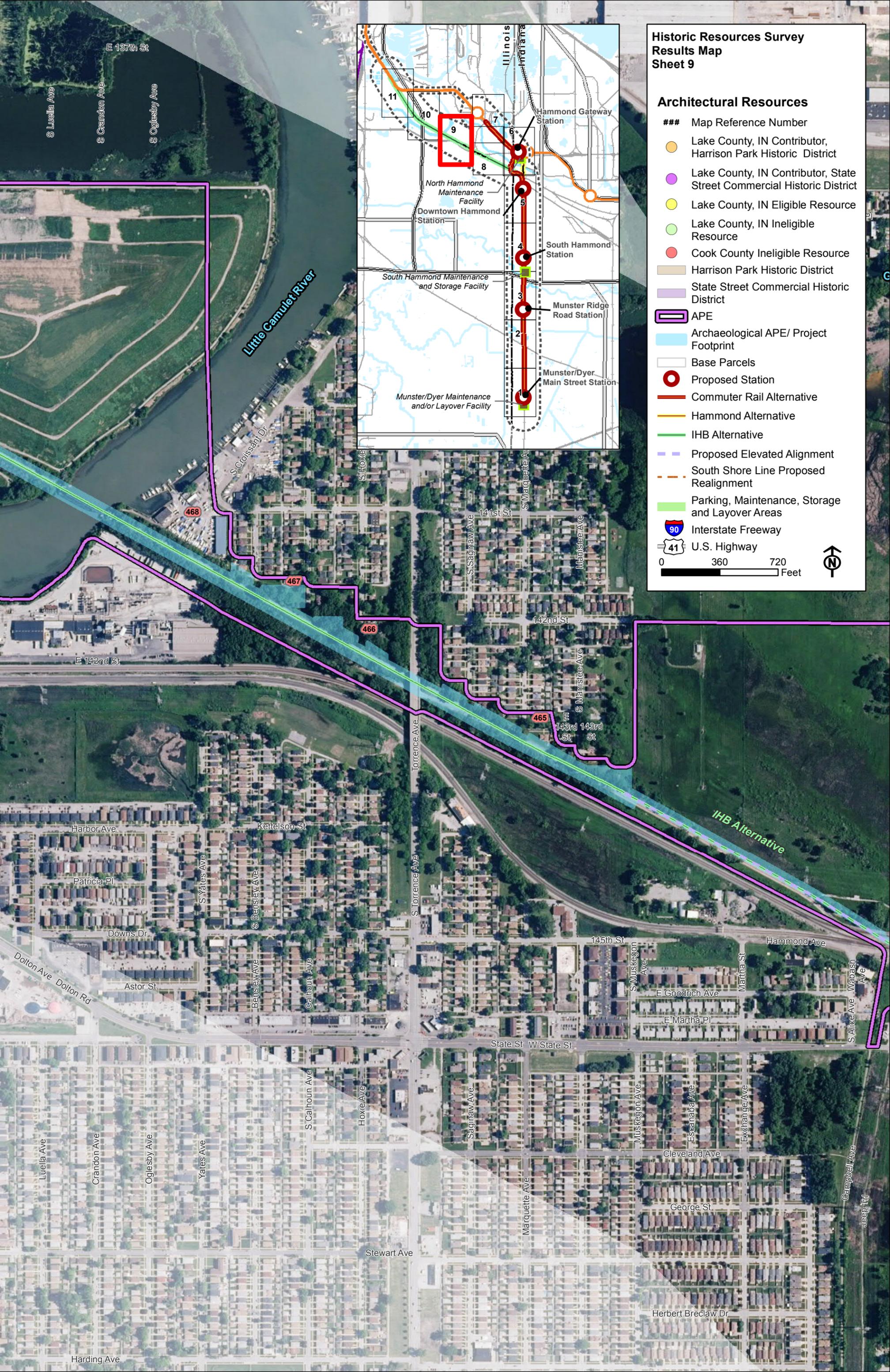
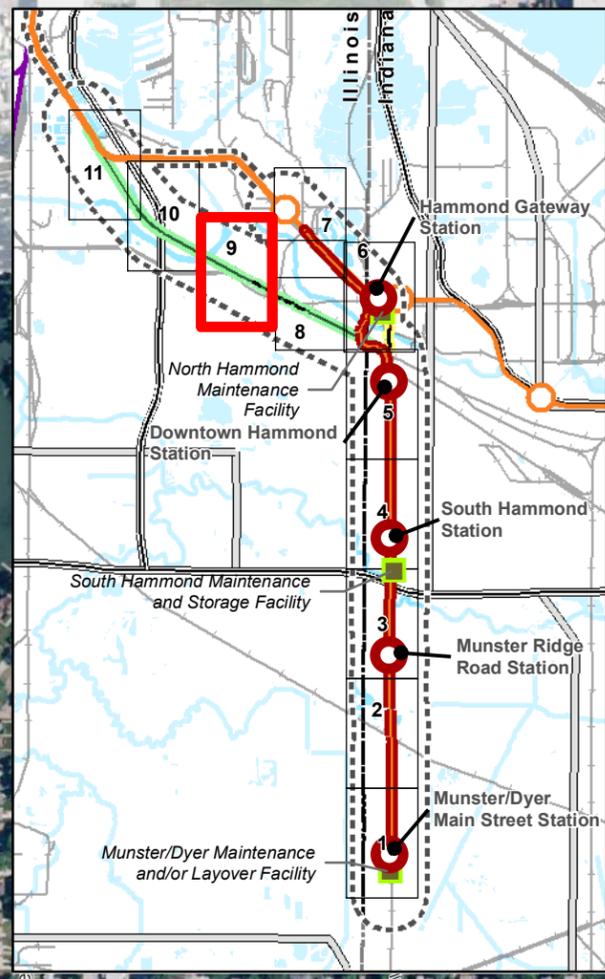
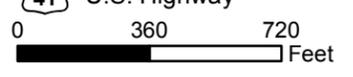
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**Historic Resources Survey Results Map Sheet 9**

**Architectural Resources**

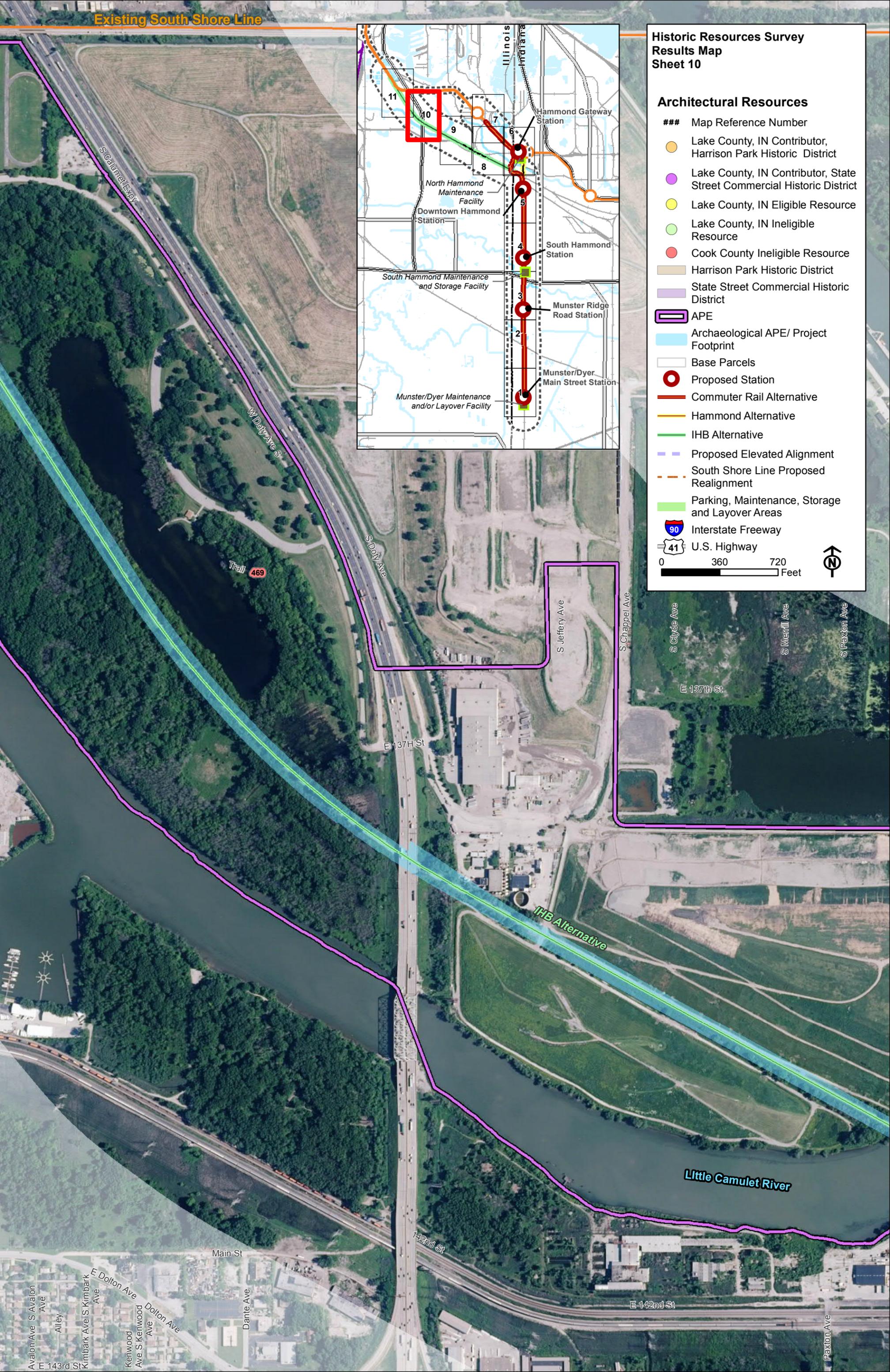
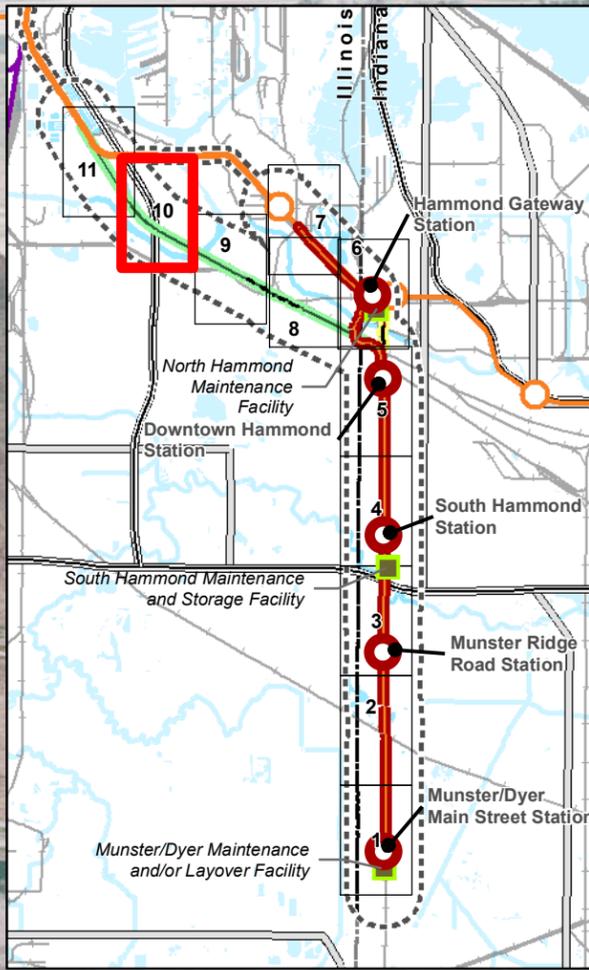
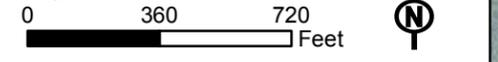
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**Historic Resources Survey Results Map Sheet 10**

**Architectural Resources**

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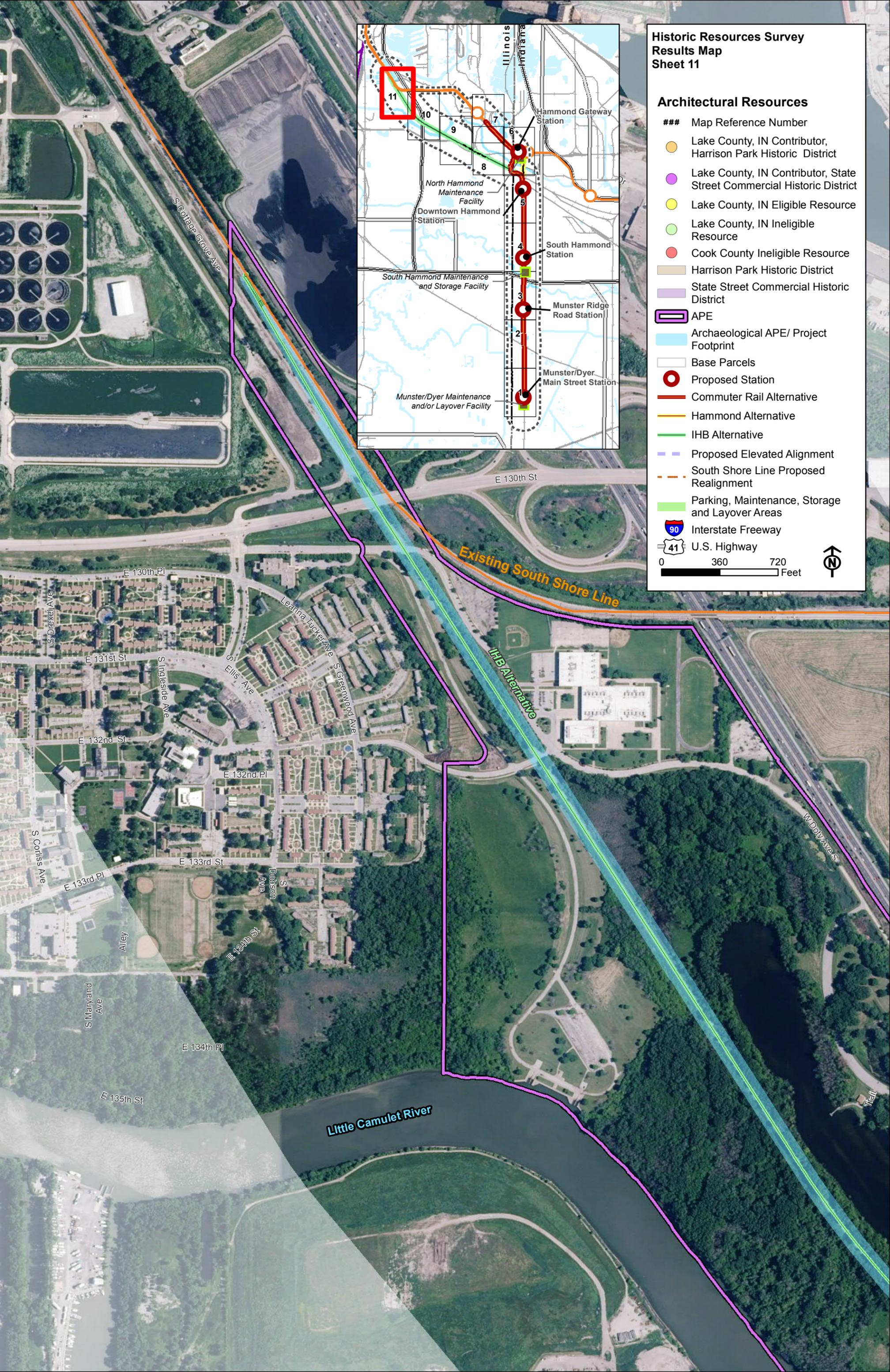
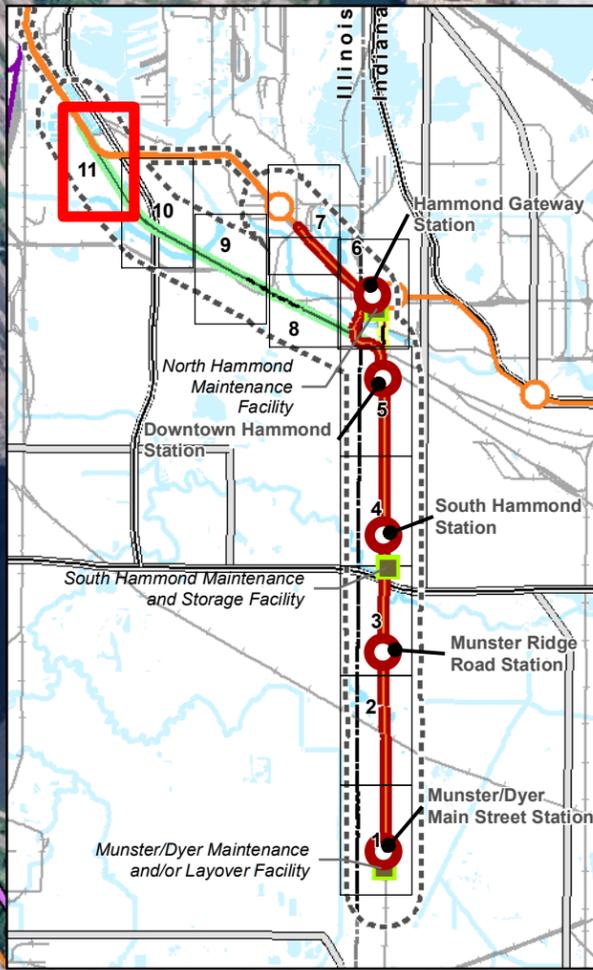
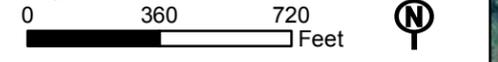


Avalon Ave S Avalon Ave  
 Alley  
 Kimbark Ave S Kimbark Ave  
 E Dolton Ave  
 Kenwood Ave S Kenwood Ave  
 Dolton Ave  
 Dante Ave  
 Main St  
 E 143rd St  
 E 137th St  
 E 142nd St  
 E 142nd St  
 Paxton Ave

**Historic Resources Survey  
Results Map  
Sheet 11**

**Architectural Resources**

- ### Map Reference Number
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-  U.S. Highway



**APPENDIX E-2  
Historic Property Report**



# Historic Property Report

October 2016

Prepared for:

Federal Transit Administration and Northern Indiana Commuter Transportation District

Prepared by:

AECOM

## SUMMARY

### Purpose

The Federal Transit Administration (FTA) and Northern Indiana Commuter Transportation District (NICTD) have initiated 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 FTA as the Federal Lead Agency and NICTD as the Local Project Sponsor responsible for implementing the Project under NEPA. This historic property report (HPR) was prepared to support the DEIS and to ensure FTA's compliance with the National Historic Preservation Act of 1966 (NHPA) (54 United States Code § 300101 et seq.). Section 106 of NHPA requires federal agencies to take into account the effect of their undertakings on any district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The HPR provides the results of the above-ground identification efforts for historic properties, including field survey and NRHP eligibility evaluations. This HPR was prepared by a qualified professional who has been approved to conduct historic/architectural investigations.

### Methodology

A literature review was conducted to identify known historic resources within the area of potential effects (APE) as defined by FTA. Records that were checked included the NRHP database, Indiana Historic Sites and Structures Inventory (IHSSI), Indiana's State Historic Architectural and Archaeological Research Database (IN SHAARD), Indiana's Historic Bridge Inventory, Illinois's Historic and Architectural Resources Geographic Information System (IL HARGIS) system, and historic maps. A historic context was compiled to relate historical events and themes relevant to the development of the Study Area. The APE was surveyed for resources that are or appear to be 45 or more years old. The intensive survey included photographing and recording the conditions of the resources. Identified properties were evaluated based on the criteria of evaluation for the NRHP.

### Environmental Consequences

As a result of the survey, 469 resources that are or appear to be more than 45 years old were identified within the APE. Of the 469 resources surveyed, 43 resources had characteristics that were potentially significant under the NRHP eligibility criteria and required further research and evaluation. The other 426 resources surveyed did not exhibit potential significance or adequate integrity to meet the NRHP criteria. Of the 43 evaluated resources, 31 total resources, all located in Hammond, Indiana, are recommended eligible for the NRHP. Of the 31 eligible resources, 8 resources are individually eligible and 23 resources are contributing properties to existing or potential historic districts. No eligible resources were identified in Illinois or in other areas of the APE.

The Project has the potential to have an adverse effect on two historic properties within the APE (**Table S-1**). The No Build Alternative would have no effect on historic properties in the APE. The Commuter Rail Alternative Options propose to demolish the Federal Cement Tile Co. (24 Marble Street, Hammond), which would result in an adverse effect on the historic property. The IHB Alternative Options would have no adverse effect on historic properties in the APE. The

Hammond Alternative Options propose to demolish the O.K. Champion Building (4714 Sheffield Avenue, Hammond), which would result in an adverse effect.

**Table S-1: Adverse Effects on Historic Properties in the APE**

MR #	Name/Description	Address	Date	Style	Effect Determination
297	O.K. Champion Building	4714 Sheffield Avenue, Hammond	1905 to 1914	Industrial Vernacular	Adverse Effect (Hammond Alternative Options)
298	Federal Cement Tile Company	24 Marble Street, Hammond	1909	Industrial Vernacular	Adverse Effect (Commuter Rail Alternative Options)

SOURCE: AECOM 2016

NOTES: MR# = Map Reference Number as shown on the APE Map in Appendix A

NRHP = National Register of Historic Places

### Mitigation

To resolve adverse effects to historic properties, FTA will consult with the Indiana State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and other consulting parties to develop a Memorandum of Agreement (MOA), which will include terms for the resolution of adverse effects. Recommended mitigation to resolve adverse effects include archival documentation consistent with the standards of the National Parks Service (NPS) Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation is described by NPS as “the last means of preservation of a property; when a property is to be demolished, its documentation provides future researcher access to valuable information that otherwise would be lost” (Russell 1990). In concert with HABS/HAER documentation, FTA shall develop display and/or interpretive material for public exhibition concerning the historic properties affected by the Project, focusing on the industrial history and subsequent development of Hammond in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The educational materials could be based on information developed in the HABS/HAER documentation. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display could also be used in the new Project facilities after construction. In addition, the NRHP nomination of the State Street Commercial Historic District, an existing historic property in the APE, will be updated to reflect its current conditions. A new NRHP nomination may be prepared in support of a similar historic property in the vicinity of the historic property that may be unavoidably demolished. While these mitigation measures would not eliminate adverse effects to historic properties, they are recommended to reduce adverse effects to historic properties. Additional mitigation measures may be developed through ongoing consultation as part of the MOA.

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## Acronyms and Abbreviations

APE	Area of Potential Effects
American Steel	American Steel Foundries
AMF	American Machine & Foundry Company
AMOCO	American Oil Company
BMP	Best Management Practice
CFR	Code of Federal Regulations
CMAA	Chicago Metropolitan Agency for Planning
CRP	Comprehensive Regional Plan
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
Federal Cement	Federal Cement Tile Company
FHWA	Federal Highway Administration
FPCC	Forest Preserves of Cook County
FTA	Federal Transit Administration
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HPR	Historic Property Report
IHB	Indiana Harbor Belt
IHSSI	Indiana Historic Sites and Structures Inventory
IL HARGIS	Illinois Historic & Architectural Resources Geographic Information System
INDOT	Indiana Department of Transportation
IN SHAARD	Indiana's State Historic Architectural & Archaeological Research Database
MED	Metra Electric District
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NIPSCO	Northern Indiana Public Service Company
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwest Indiana Regional Planning Commission
NPS	National Park Service
NRHP	National Register of Historic Places
NS	Norfolk Southern
Project	West Lake Corridor Project
ROW	Right-of-Way
SHPO	State Historic Preservation Office
Simplex	Simplex Railway Appliance Company

Standard Indiana	Standard Oil Company of Indiana
SSL	South Shore Line
US	United States
USDOI	United States Department of the Interior
USGS	United States Geological Survey

# 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 FTA as the Federal Lead Agency and NICTD as the Local Project Sponsor responsible for implementing the Project under NEPA.

## 1.1 Purpose of the Report

This historic property report (HPR) was prepared to support the DEIS and to ensure FTA's compliance with NEPA and the National Historic Preservation Act of 1966 (NHPA) (54 United States Code [USC] § 300101 et seq.). The HPR provides information on the identification and evaluation of historic properties for the Project to ensure a reasonable and good faith effort to fulfill FTA's requirements under Section 106 of NHPA, which requires identification of historic properties, and assessment and resolution of adverse effects as a result of the Project. Section 106 of NHPA requires federal agencies to take into account the effect of their undertakings on any district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). The HPR provides the results of the above-ground identification efforts for historic properties, including field survey and NRHP eligibility evaluations.

## 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 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. The DEIS also considers two additional build alternatives, the Indiana Harbor Belt (IHB) Alternative and the Hammond Alternative. NEPA also requires consideration of a No Build Alternative to provide a basis for comparison to the Build Alternatives. In addition, a number of design variations are being considered related to alignment profile, 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 (MED) line and Millennium Station, documented in NICTD's *20-Year Strategic Business Plan* (NICTD 2014).



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

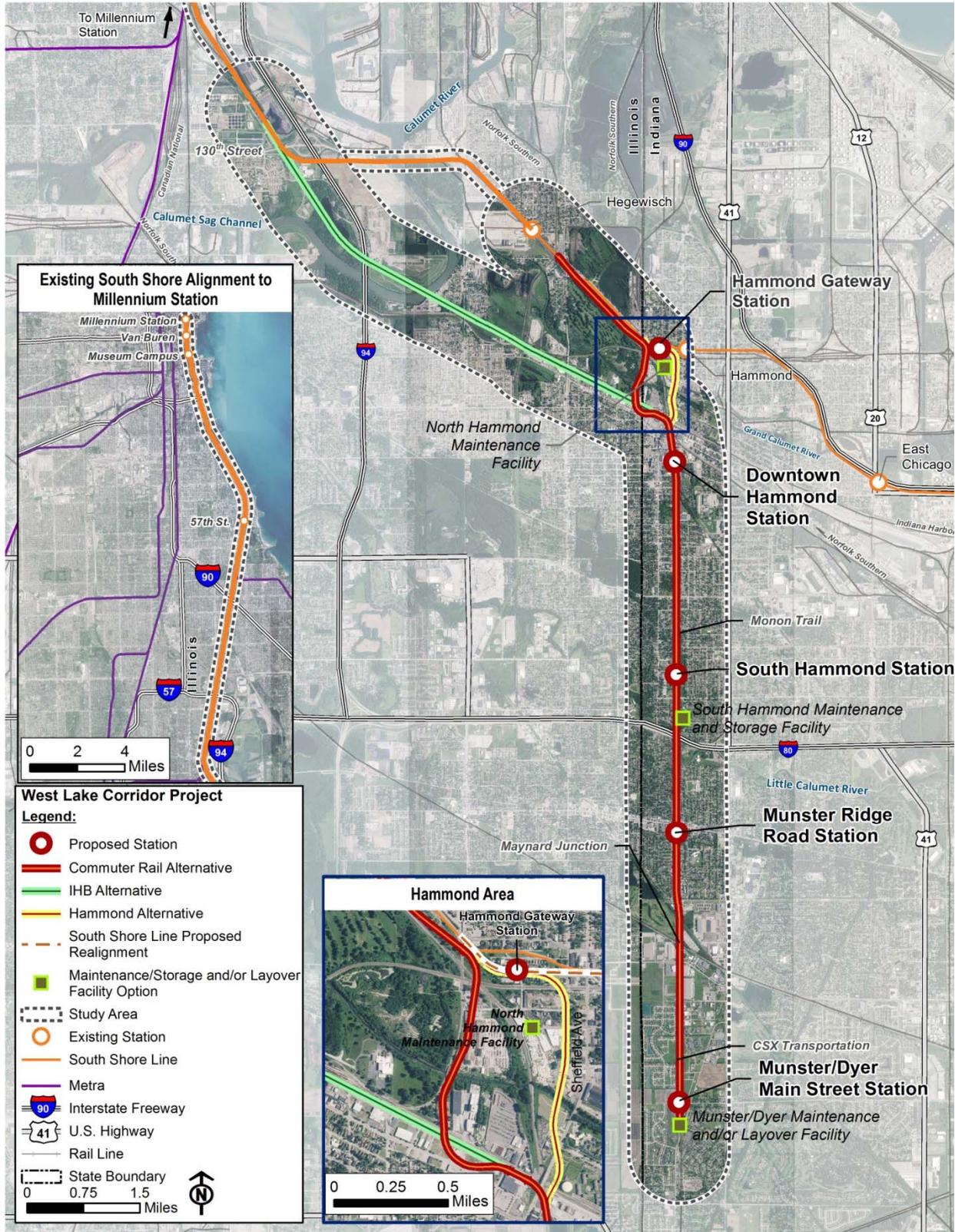


Figure 1-2: West Lake Corridor Project Study Area

## COMMUTER RAIL ALTERNATIVE

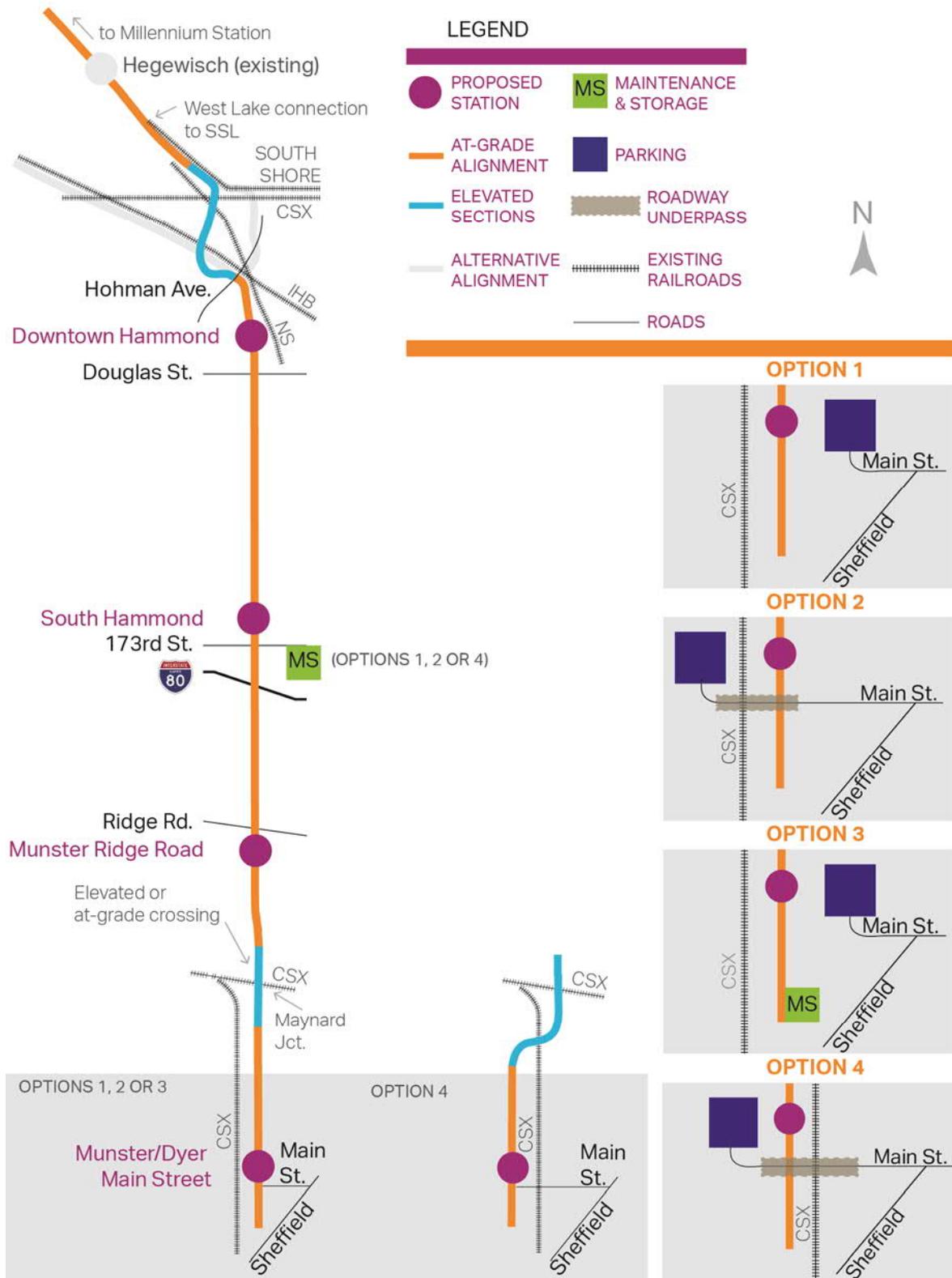


Figure 1-3: Commuter Rail Alternative Options

### 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 Dyer and Munster. North of the proposed elevated crossing over another CSX freight line at the Maynard Junction, the proposed 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 include Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Downtown Hammond.

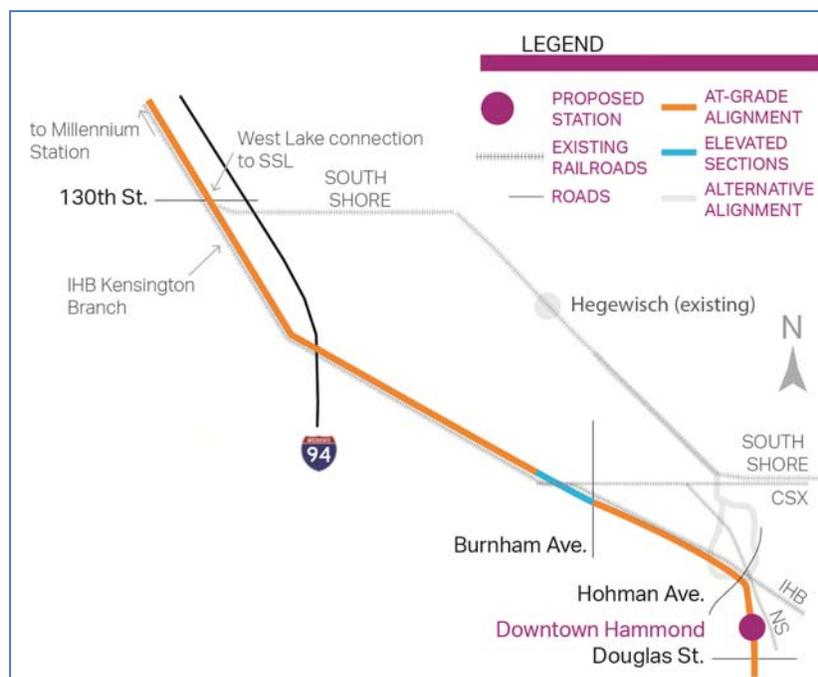
There are four design options to the Commuter Rail Alternative near the southern Project terminus, as follows:

- **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 freight line and Project ROWs. 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, 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 rail line at Maynard Junction, to land on the west side of the CSX freight line ROW, and then continue south to the Munster/Dyer Main Street 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 ROWs 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 Project alignment (i.e., the IHB Alternative, and the Hammond Alternative) as follows. See **Figures 1-4**, **1-5**, and **1-6**.

**1.2.3 Indiana Harbor Belt (IHB) Alternative**

The IHB Alternative is a design variation to the Commuter Rail Alternative, with the main difference between the two alternatives being the use of the IHB freight line ROW instead of using the existing SSL through Hegewisch see **Figure 1-4**. South of Douglas Street, the IHB Alternative Options are identical to the Commuter Rail Alternative Options described above. From downtown Hammond north of Douglas Street, the alignment of the IHB Alternative Options 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 Options 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 Interstate 94 and 130<sup>th</sup> Street in Chicago.



**Figure 1-4: Indiana Harbor Belt Alternative**

**1.2.4 Hammond Alternative**

The Hammond Alternative is a design variation to the Commuter Rail Alternative, with the main difference between the two alternatives being the rail alignment and station location in the north part of Hammond, Indiana. See **Figure 1-5**. South of Douglas Street, the Hammond Alternative Options is similar to the Commuter Rail Alternative Options described above. From downtown Hammond north of Douglas Street, the Hammond Alternative Options would extend north on embankment and bridges crossing over the IHB and Norfolk Southern (NS) 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 connect with the existing SSL.

### HAMMOND ALTERNATIVE

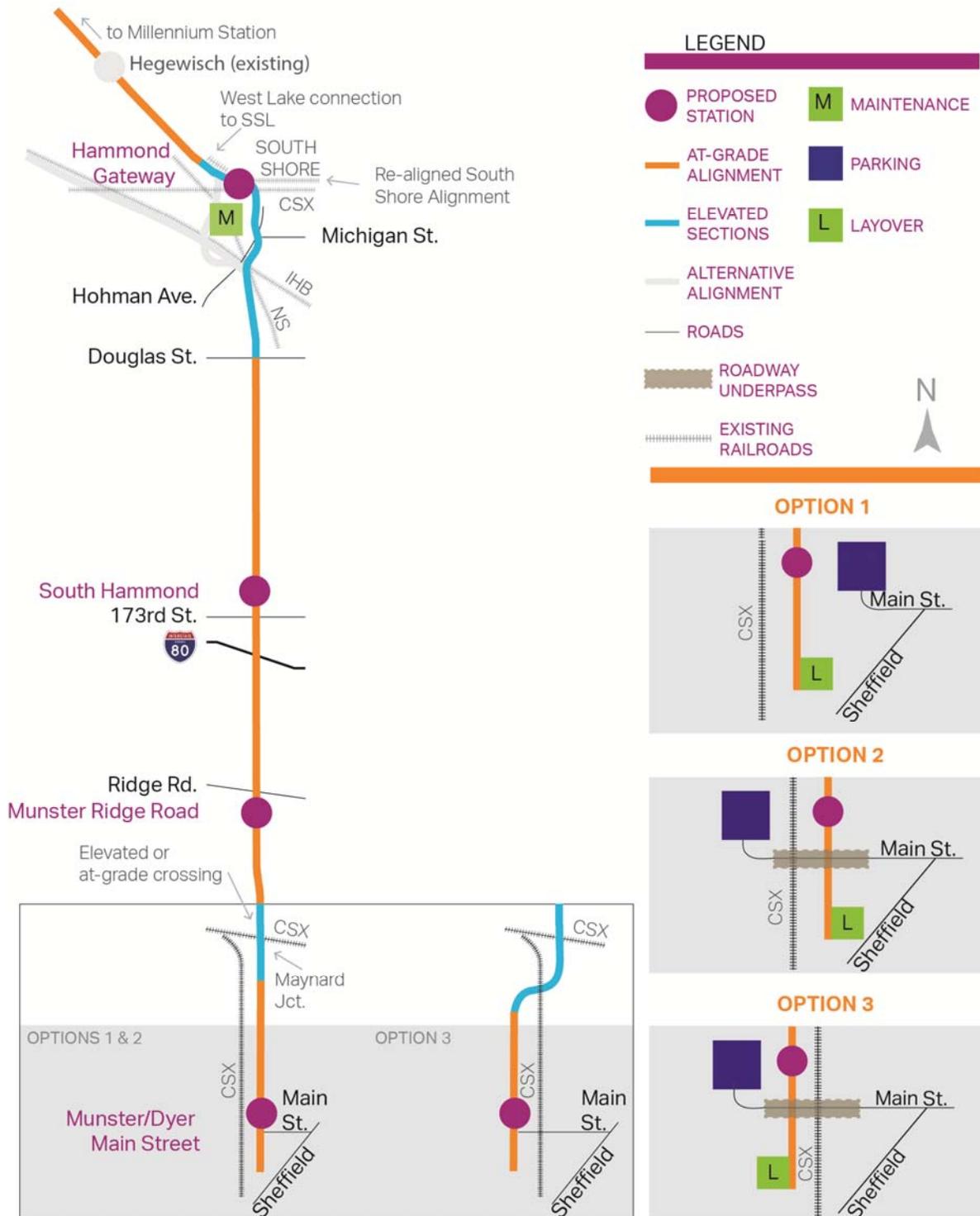
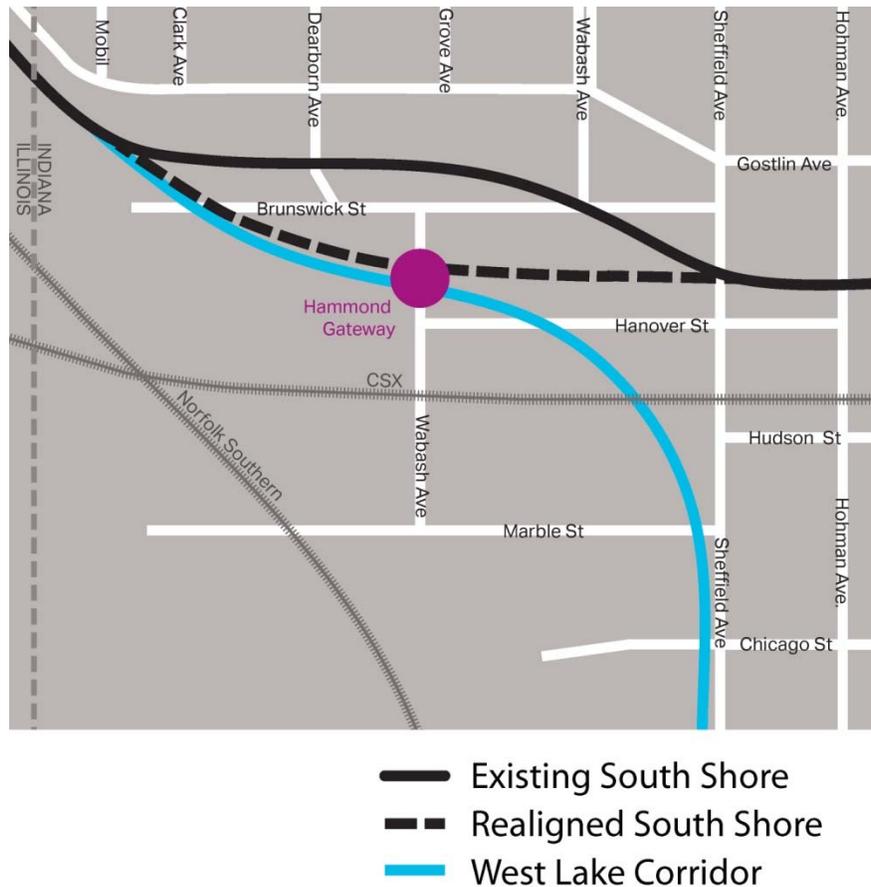


Figure 1-5: Hammond Alternative Options

Under the Hammond Alternative Options, 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 Options also assume 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 Options. **Figure 1-6** illustrates the SSL track relocation. 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, Project trains would operate as shuttles between Munster/Dyer Main Street Station and Hammond Gateway Station, making connections with SSL service.



**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 Study Area, 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 ROWs 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 ROWs 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 then remain east of the CSX freight rail ROW as shown for the Commuter Rail Alternative Options on **Figure 1-3**, and the Hammond Alternative Options on **Figure 1-5**.

## 1.3 Description of the Study Area

The Study Area is primarily centered on existing or former railroad ROWs that extend through suburban areas in southern North Township, Lake County, Indiana, through the commercial center and industrial areas of Hammond in northern North Township, Lake County, Indiana, to industrial areas in Cook County, Illinois. The topography is generally flat, with some areas of rolling hills and marshes. In Lake County, the Study Area intersects with the Grand Calumet River and the Little Calumet River, and crosses several transportation routes, including United States (US) Highway 30 (Lincoln Highway) in Dyer, Interstate 80 in Hammond, and several railroads. In Cook County, the Project intersects with Interstate 94 in Calumet City.

## 1.4 Area of Potential Effects (APE)

The area of potential effects (APE) encompasses all areas where the Project could impact historic properties defined in 36 Code of Federal Regulations (CFR) § 800.16(l)(1). Per 36 CFR § 800.16(d), the APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” As such, the development of the Project’s APE considered potential physical, visual, noise/vibration, and/or functional changes to historic properties.

A large segment of the Project in Illinois is within an existing railroad corridor that currently accommodates train service. Indirect effects are unlikely to affect properties adjacent to the existing alignment that currently supports train service, where core capacity improvements are planned in a separate project. This would include segments that would not require new above-ground construction along the existing SSL from Burnham to Millennium Station in Chicago. As such, this segment of the Project is not included in the APE.

FTA defined the APE as the proposed Project footprint including all alignment alternatives and design options that may have direct impacts on historic properties, and additional areas where indirect impacts may affect historic properties in terms of their visual or contextual environment (illustrated in detailed figures in **Appendix A**). The APE covers the Project footprint within which tracks and ancillary facilities would be built, and the footprints of the proposed stations, maintenance facility, layover track, and parking areas. Additionally, for architectural/historic resources, the APE encompasses parcels adjacent to the proposed railroad alignment where new above-ground infrastructure and facilities have the potential to alter the visual/contextual environment of historic properties. Therefore, the first tier of parcels adjacent to the Project footprint is included in the APE. This approach has been adopted to take potential indirect effects into account, including visual/contextual effects related to historic properties, in addition to direct effects within the Project footprint. Although the parcels vary in size throughout the

APE, due to the density of development in various residential, commercial, and industrial areas, the Project is unlikely to have visual or contextual impacts beyond those parcels, as these properties obscure and limit visual and contextual impacts from properties situated farther away from the proposed facilities.

FTA requested concurrence with the APE from the Indiana State Historic Preservation Officer (SHPO) and Illinois SHPO on March 31, 2016. The Illinois SHPO concurred with the APE in a letter dated April 14, 2016, and the Indiana SHPO concurred with the APE in a letter dated April 21, 2016.

## 1.5 Preparers

This investigation was conducted by M.K. (Trina) Meiser, M.A., who meets the Secretary of Interior's Professional Qualification Standards (36 CFR § 61) in architectural history and history, and is listed on the Indiana Division of Historic Preservation and Archaeology's Qualified Professionals Roster. Ms. Meiser conducted archival research, literature review, field survey, and NRHP evaluations. Patricia Ambacher and Kirsten Johnson, who also meet the Secretary of Interior's Professional Qualification Standards (36 CFR § 61) in architectural history and history, assessed resources in the APE for NRHP eligibility. Lynn Gierek, R.P.A., assisted in the field survey. Lauren Bridges, Lauren Trimble, and Colin Recksieck assisted in archival research and preparation of the report.

## 2. LITERATURE REVIEW

This section contains information about known historic resources in the APE based on a literature review, including review of the NRHP database, the Indiana Historic Sites and Structures Inventory (IHSSI), Indiana's State Historic Architectural and Archaeological Research Database (IN SHAARD), Indiana's Historic Bridge Inventory, Illinois's Historic and Architectural Resources Geographic Information System (IL HARGIS) system, and historic maps.

### 2.1 National Register of Historic Places, Indiana Register of Historic Sites and Structures, and Illinois Register of Historic Places

The NRHP database, IN SHAARD, and IL HARGIS were reviewed to identify historic properties listed in the NRHP or state registers within the APE. One historic district, the State Street Commercial Historic District (#99001157, listed in the NRHP in 1999) is partially located within the APE in Hammond. There are no other NRHP-listed historic properties within the APE. The IN SHAARD listed the proposed Dyer Boulevard Historic District, which is also partially located within the APE in Hammond. The draft nomination for the Dyer Boulevard Historic District was provided by the Indiana SHPO; however, the Indiana SHPO indicated that the nomination has not been approved by the Indiana SHPO or the NPS, to date.

### 2.2 Indiana Historic Sites and Structures Inventory

The IHSSI is a state inventory of historic sites and structures published in interim reports by county. To be included in the IHSSI, a property must be at least 40 years old and retain its historic integrity. The IHSSI uses the following rating system (Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 2011):

- **Outstanding (O):** These properties possess a high level of historic or architectural significance. They are either already listed in the NRHP or may be eligible for listing in the NRHP. These properties can be of local, state, or national significance.
- **Notable (N):** These properties do not quite merit an Outstanding rating, but possess enough historic or architectural significance to be considered above average. Further research may reveal these properties to be eligible for listing in the NRHP.
- **Contributing (C):** These properties meet the basic inventory criteria, but do not possess any noteworthy historic or architectural significance. These properties are an important contribution to an area's historic fabric. They can be eligible for or listed in the NRHP as part of a historic district, but do not have enough merit to stand alone.
- **Non-Contributing (NC):** These properties are included in the survey only as part of a historic district. These properties are fewer than 50 years old or possess little historic integrity due to alterations. They are not eligible for the NRHP.

These ratings do not specifically correspond with the NRHP criteria for eligibility.

The IHSSI is reflected in the *Lake County Interim Report* published in May 1996 that included properties throughout the portion of the APE in Indiana (Historic Landmarks Foundation of Indiana 1996). Forty-eight resources listed in the IHSSI are located in the APE (see **Table 2-1**). The majority of these resources are located in Hammond. Several are located within historic districts, including the State Street Commercial Historic District and the Harrison Park Historic District. Six resources (089-090-41023, 089-090-43043, 089-090-43067, 089-090-46003, 089-338-40039, and 089-338-40041) have been demolished since publication of the interim report.

## 2.3 Indiana Historic Bridge Inventory

The Indiana Historic Bridge Inventory was reviewed for information on existing bridges within the APE. There are no bridges listed in the inventory within the APE.

## 2.4 Illinois HARGIS

The IL HARGIS database was checked for resources within the APE. No resources were identified within the APE.

**Table 2-1: IHSSI Historic Resources in the APE**

<b>IHSSI No.</b>	<b>Rating<sup>1</sup></b>	<b>Name/Description</b>	<b>Address</b>	<b>City</b>	<b>Date</b>	<b>Style</b>
089-090-41001	C	Commercial Building (State Street Commercial Historic District)	424 Willow Court	Hammond	1907	Commercial Vernacular
089-090-41002	NC	Commercial Building	426 Willow Court	Hammond	1920	Indeterminate
<i>089-090-41023</i>	<i>NC</i>	<i>Commercial Building</i>	<i>438 State Street</i>	<i>Hammond</i>	<i>1880</i>	<i>Indeterminate - Demolished</i>
089-090-41048	C	Commercial Building (State Street Commercial Historic District)	422 Willow Court (5109 Bulletin Avenue)	Hammond	1915	Commercial Vernacular
089-090-43010	C	House	255 Ogden Street	Hammond	1920	Queen Anne
089-090-43023	NC	YWCA	250 Ogden Street	Hammond	1967	Contemporary
<i>089-090-43043</i>	<i>C</i>	<i>House</i>	<i>253 Condit Street</i>	<i>Hammond</i>	<i>1907</i>	<i>Gable-front - Demolished</i>
<i>089-090-43067</i>	<i>C</i>	<i>House</i>	<i>256 Condit Street</i>	<i>Hammond</i>	<i>1907</i>	<i>Gable-front - Demolished</i>
089-090-43094	C	House	255 Doty Street	Hammond	1907	Gable-front
089-090-43117	C	Duplex	256 Doty Street	Hammond	1907	Chicago two-flat
089-090-43134	C	House	253 Williams Street	Hammond	1911	Gable-front
089-090-43160	C	House	256 Williams Street	Hammond	1900	Gable-front
089-090-43185	C	Duplex	255–57 Carroll Street	Hammond	1907	Chicago two-flat
089-090-43212	NC	House	266 Carroll Street	Hammond	1907	Vernacular
089-090-43236	C	House	265 Webb Street	Hammond	1913	Bungalow
089-090-43350	C	House	268 Waltham Street	Hammond	1916	Bungalow
089-090-43415	C	House	266 Highland Street	Hammond	1917	Bungalow
089-090-43440	NC	House	265 Detroit Street	Hammond	1920	Bungalow
089-090-43469	C	House	266 Detroit Street	Hammond	1912	Bungalow
089-090-43527	N	Park	Harrison Park	Hammond	1898	Landscape
089-090-43567	C	House	5973 Park Place	Hammond	1915	Bungalow
089-090-43568	C	House	5969 Park Place	Hammond	1915	American four-square
089-090-43569	C	House	5967 Park Place	Hammond	1918	Bungalow
089-090-43570	C	House	5963 Park Place	Hammond	1917	Bungalow

IHSSI No.	Rating <sup>1</sup>	Name/Description	Address	City	Date	Style
089-090-43571	C	House	5959 Park Place	Hammond	1915	Bungalow
089-090-43572	C	House	5957 Park Place	Hammond	1915	Bungalow
089-090-43573	NC	Vacant lot		Hammond	NA	Parking lot
089-090-43574	C	House	5949 Park Place	Hammond	1913	Bungalow
089-090-43575	C	House	5945 Park Place	Hammond	1915	Bungalow
089-090-43576	C	House	5943 Park Place	Hammond	1915	Bungalow
089-090-46001	N	<i>Hammond Gas and Electric Company</i>	<i>103 Wilcox Street</i>	<i>Hammond</i>	<i>1900</i>	<i>Vernacular - Demolished</i>
089-090-46003	C	<i>Erie Lackawanna Railroad Switching Tower Station</i>	<i>149 Willow Court</i>	<i>Hammond</i>	<i>c.1905</i>	<i>Transportation Vernacular - Demolished</i>
089-090-46057	N	Straube Piano Company	252 Wildwood Road	Hammond	c.1904	Industrial
089-090-46069	C	Oak Hill Cemetery	227 Kenwood Street	Hammond	1885	Cemetery
089-090-46089	C	Hotel Hammond	415 ½ -417 Sibley Street	Hammond	1919	Commercial Vernacular
089-090-52012	N	House	266 Oakwood Street	Hammond	c.1920	English Cottage
089-090-56046	C	Duplex	324–26 Beacon Place	Munster	c.1940	Colonial Revival
089-090-56052	C	House	325 Belmont Place	Munster	c.1940	Colonial Revival
089-090-56059	C	Duplex	322–24 Belmont Place	Munster	c.1940	Colonial Revival
089-338-40030	N	Polish Army Veterans' Post No. 40	241 Gostlin Street	Hammond	1914	Neoclassical
089-338-40039	C	<i>Commercial Building</i>	<i>4503 Hohman Avenue</i>	<i>Hammond</i>	<i>c.1920</i>	<i>Neoclassical</i>
089-338-40040	C	Commercial Building	4448 Hohman Avenue	Hammond	c.1925	Commercial Vernacular
089-338-40041	C	<i>South Shore Railway Station</i>	<i>4531 Hohman Avenue</i>	<i>Hammond</i>	<i>c.1910</i>	<i>Vernacular - Demolished</i>
089-338-40044	C	NIPSCO Substation	4533 Hanover Street	Hammond	c.1930	Neoclassical
089-338-40045	C	Marble Metal Company	127 Marble Street	Hammond	c.1920	Industrial Vernacular
089-338-40057	C	O.K. Champion Building	4714 Sheffield Avenue	Hammond	1898	Industrial Vernacular
089-338-40058	O	Norfolk and Western Railroad Bridge	Grand Calumet River, off Sheffield Avenue	Hammond	c.1910	Warren through truss/plate girder bridge
089-338-40059	C	Simplex Railway Appliance Company	4831 Hohman Avenue	Hammond	1898	Industrial Vernacular

SOURCE: IHSSI, Lake County Interim Report, published May 1996.

NOTE: <sup>1</sup>IHSSI rating categories: O-Outstanding, N-Notable, C-Contributing, NC-Not Contributing; ital.-demolished.

## 2.5 Historic Maps

Several historic maps were consulted as part of this study (see **Table 2-2**). Sanborn Fire Insurance Maps for the City of Hammond included information on buildings and structures located in the APE. Other maps referenced include United States Geological Survey (USGS) topographical quadrangle maps. Various historical county atlases and maps also were consulted.

**Table 2-2: Historic Maps**

Publisher	Year
Sanborn Fire Insurance Maps (Hammond)	1886, 1887, 1898, 1915, 1930, and 1951
USGS Calumet	1892, 1893, 1900, 1901
USGS Lake Calumet	1960, 1965, 1973, 1977, 1991
USGS Calumet Lake	1929, 1953
Hardesty's Map of Lake County, Indiana	1874
Plat Books of Lake County, Indiana	1941, 1950, 1966
Aerial photographs	1938, 1952, 1961, 1974, 1977, 1988, 1998, 2002, 2007

SOURCES: AECOM 2016; USGS; Crown Point Public Library; Hammond Public Library; historicaerials.com

## 2.6 Archival Research

Additional research was conducted at the Crown Point Public Library, Hammond Public Library/Hammond Historical Society, and Dyer Historical Society. Research included review of vertical files, maps, photographs, articles, plans, and various other historical documents.

## 2.7 Section 106 Consulting Parties

On September 29, 2014, FTA sent a letter to the Indiana SHPO and the Illinois SHPO to initiate Section 106 consultation for the Project. In a letter dated November 3, 2014, the Indiana SHPO responded with further information regarding the APE and the existing conditions. The Indiana SHPO also recommended using the Indiana Department of Transportation (INDOT) *Cultural Resources Manual* (INDOT 2015) for guidelines to complete the historic property survey.

As a result of changes to the Project design, FTA revised the APE in March 2016, and requested concurrence on the APE from the Indiana SHPO and Illinois SHPO on March 31, 2016. The Illinois SHPO concurred with the APE in a letter dated April 14, 2016, and the Indiana SHPO concurred with the APE in a letter dated April 21, 2016.

FTA also invited Tribes and several stakeholder organizations to participate as Section 106 consulting parties on October 3 and 8, 2014, and April 14, 2015. To date, five participants have accepted:

- Richard M. Lytle, Hammond Historical Society
- Bruce Woods, Lake County Historian, Lake County Historical Society
- Cynthia Stacy, Peoria Tribe of Indians of Oklahoma
- Tiffany Tolbert, Indiana Landmarks, Northwest Field Office
- Brian Poland, Hammond Historic Preservation Commission

In a letter dated December 10, 2014, Tiffany Tolbert, Director of the Northwest Field Office of Indiana Landmarks, expressed concern for built environment properties in or near the APE. Ms. Tolbert identified the following historic resources within the APE:

- Gable-ell house, 8252 Manor Avenue, Munster
- Harrison Park Historic District, Hammond
- Hohman Avenue Historic District, Hammond (outside the APE)
- 256 Doty Street, Hammond
- 255 Ogden Street, Hammond
- 267 E. Dyer Boulevard, Hammond
- 6136 Lyman Avenue, Hammond
- Schilling Brothers Building, St. John (outside the APE)

Ms. Tolbert requested that these resources be considered as part of the Section 106 process.

In addition, two letters were received in response to review of the preliminary results of this study as documented in a draft report dated May 2016.

In a letter dated July 14, 2016, Brian Poland, member of the Hammond Historic Preservation Commission, expressed several concerns regarding built environment properties in the APE, including:

- Hotel Hammond, 415 ½-417 Sibley Street, Hammond
- Jupiter Building, 5129-5131 Hohman Avenue, Hammond
- 253 Condit Street, Hammond
- 267 E. Dyer Boulevard, Hammond
- 6136 Lyman Avenue, Hammond
- Oak Hill Cemetery, Hammond
- Harrison Park, Hammond
- Harrison Park Historic District, Hammond
- Minas Parking Garage, Hammond
- Polish Army Veterans' Post, Hammond

Mr. Poland requested consideration of local significance in the evaluation of some of the resources listed above. Mr. Poland also indicated that the Hammond Historic Preservation Commission wished to participate in the development of a Memorandum of Agreement (MOA) to resolve adverse effects related to this Project.

In a letter dated July 25, 2016, Ms. Tolbert expressed additional concern specifically about the consideration of the proposed Dyer Boulevard Historic District and about the appropriateness of standard mitigation measures to resolve adverse effects on historic properties that may be demolished as a result of the Project. Ms. Tolbert proposed that mitigation measures be developed to maintain portions of the historic property to incorporate into the project design or other new or future development. Ms. Tolbert also proposed the development of NRHP nominations for other eligible historic industrial resources.

**Appendix B** includes information on the correspondence related to the Section 106 consultation process.

### 3. HISTORIC CONTEXT

The Study Area extends through Lake County, Indiana, and Cook County, Illinois. The *Lake County Interim Report* (Historic Landmarks Foundation of Indiana 1996) includes a general context for the development of Lake County, Indiana, including North Township and the cities of Hammond, Munster, and Dyer. It also provides thematic contexts for transportation, residential development, commerce, industry, agriculture, and architecture. The following historic context related to Lake County is largely excerpted from the *Lake County Interim Report* (Historic Landmarks Foundation of Indiana 1996). Additional research was conducted for the general context of the development of Cook County, Illinois, and the cities of Calumet City, Burnham, and Chicago.

#### 3.1 Indiana

##### 3.1.1 Overview of Lake County

The natural setting of the Study Area in northern Lake County, Indiana, contains a mix of rolling prairie and flatlands, with marshy swampland in the areas of the Grand Calumet and Little Calumet rivers. The Potawatomi Indians inhabited the area by the seventeenth century, when French explorers and traders arrived in the area. The Potawatomi had decentralized groups living in various areas from Wisconsin to Michigan, with notable settlements in Indiana between Lake Michigan and the Kankakee River. The Sauk Trail, extending from the Mississippi River to the Detroit River, was a major Native American trail that provided access through the area.

Jacques Marquette, a French Jesuit priest, was the first French explorer to arrive in the area at the shores of Lake Michigan in 1675. Marquette was followed by René-Robert de La Salle in 1680, who travelled along the Kankakee River. La Salle claimed the entire region for France and, until 1763, French and other European traders made contact with the Potawatomi and other tribes in the area. After the French and Indian War (1754 to 1763), France ceded its lands to Great Britain and, despite resistance from the Native Americans, European settlers continued to move into the area. After the American Revolutionary War, the United States began its campaign to remove Native Americans from the land to open it for European settlers. The Potawatomi ceded their land in northwestern Indiana to the United States in two treaties, in 1828 and 1832, and were removed to Kansas.

By 1833, the Dunes Highway, the first road between Detroit and Ft. Dearborn (Chicago), opened, and land divisions were being drawn. Porter County was organized in 1835, and part of that county became Lake County in 1837. In 1839, public land sales were opened, and early settlement concentrated in the fertile and level prairie lands that were suitable for farming. St. John, one of the earliest farming settlements, was founded by German immigrants in 1837.

The Michigan Central Railroad, connecting Detroit and Chicago, was built near the Grand Calumet River in 1850, drawing more commercial opportunities to the area and creating a boom period for the local agricultural economy. Munster was founded by Dutch settlers in 1855 and was a thriving market town. Rural agricultural communities continued to develop as the economy strengthened throughout the 19th century. With increasing railroad access, other rural

towns were founded along railroad expansion routes, like Dyer in 1858. The agricultural landscape was dominated by farmsteads into the mid-20th century.

Through the late 19th century, the northern marshes and sand dunes of Lake County remained relatively undeveloped due to the unsuitability of the land for farming. Early development along the Grand Calumet River and the lakeshore were taverns, perhaps associated with the Dunes Highway. After the Michigan Central Railroad was constructed, new settlements at Hessville and Robertsdale were founded. As Chicago developed as a major commercial center, the geographic location of the undeveloped land along the railroad and adjacent to Lake Michigan became vital as it attracted several industries. The first industrial enterprise near the Indiana-Illinois state line along the Grand Calumet River was a slaughterhouse built by George Hammond in 1869, which would rival the industrial slaughterhouses in Chicago.

By 1880, eight railroad lines and a series of canals connecting Lake Michigan to the Grand Calumet River were in operation. From 1890 and the 1920s, the Calumet region south of Chicago changed dramatically with major industries developing the land to build massive plants and factories. Major companies included Inland Steel, Mark Manufacturing, Standard Oil, Pullman Standard, and U.S. Steel. The railroads and these companies had an unparalleled influence on all aspects of the region's development, including physical, civic, and community development. Industrial jobs drew thousands of European immigrants to the region, and several communities developed in association with the industrial workforce. Steel mills; petroleum refineries; and construction, manufacturing, and chemical factories were built in the industrial zone that encompassed Whiting, East Chicago, Hammond, and Gary, which became known as the "Workshop of America."

As the industrial zone rapidly expanded into the 1920s, commercial and residential development encroached on rural areas to the south. Agricultural lands were subdivided and developed. The Lincoln Highway (now US Highway 30), an experimental modern roadway with nighttime illumination, was constructed in the early 1920s through Munster, drawing more suburban development into the area. In the mid-20th century, particularly after World War II, new residential and commercial developments continued to transform rural communities into more suburban communities.

In the 1970s, the decline of the steel industry and the closing of associated mills and factories had a severe impact on the region. The industrial boom towns of Whiting, East Chicago, Hammond, and Gary suffered urban decay resulting from high unemployment and the large-scale movement of population and commerce from the inner cities to the suburbs. Suburban development increased with more housing subdivisions and strip malls in the late 20th century. Into the twenty-first century, suburban growth continues to be a major factor for the local economy, with a greater emphasis on small- and medium-sized businesses providing goods and services.

## Dyer

The Stateline House was a tavern at the Indiana-Illinois state line along the Sauk Trail established the 1830s. At this location, Dyer was founded by Aaron Hart and formally platted in 1858. Early development in Dyer included a mill, a general store, and a Catholic church. In 1882, the Louisville, New Albany & Chicago Railroad (later known as the Monon Railroad) extended through Dyer, making it a commercial center for the surrounding agricultural area. During the 20th century, suburban development increased around Dyer as a result of the growing industrial and urban areas to the north, and later as a result of suburban and exurban development. Dyer has been redeveloped with modern commercial strips and civic buildings,

and little remains of the historic core. Development of new suburban housing tracts continues around Dyer in the 21st century.

## **Munster**

Dutch immigrant farmers founded Munster in 1855. Munster was named for early settler Jacob Munster, and developed as an agricultural center. From the 1830s, a series of inns operated at the intersection of two main roads through the area that is now Munster (currently Ridge Road and Columbia Avenue). Columbia Avenue was a major north-south route to Chicago's markets, and Munster became a commercial center for the agricultural community. Munster was incorporated in 1907, and after completion of a bridge connecting Munster to Hammond, Munster opened up to Hammond's suburban expansion. Residential development grew significantly through the mid-20th century, entirely engulfing agricultural lands. By the end of the 20th century, Munster had been developed with additional suburban commercial parks, residential developments, and golf courses.

## **Hammond**

In 1851, Caroline and Ernst Hohman established the first Euro-American settlement along the south side of the Grand Calumet River when they built a hewn log house and inn for travelers. The settlement at this location was known as Hohmanville. The name Hohmanville was soon changed to State Line, because the settlement was located by the Indiana-Illinois state line. In 1852, the Michigan Central Railroad was constructed through the area, connecting to Chicago and eastern markets, and drawing industry to the region. In 1869, George Hammond, a butcher from Detroit, built a slaughterhouse in proximity to the railroad and the river, successfully sending butchered or dressed meat to distant markets via refrigerated railcars and using the river for waste disposal. Hammond's State Line Slaughterhouse was a large enterprise, and a new community developed in association with its business. Marcus M. Towle, a partner in the meatpacking plant, platted the Original Town of Hammond subdivision on his property circa 1875, which was incorporated as the City of Hammond in 1884.

By 1880, there were eight railroads through the area. Portions of Hammond were undeveloped swampland, separated from the rest of the city by the numerous railway lines. In the 1890s, Hammond annexed Robertsdale to the north, acquiring Lake Michigan frontage and opening the undeveloped lands for development. The industrial development of the Calumet region at the turn of the 20th century was dramatic, and Hammond became an industrial center. Several industries constructed large plants in Hammond, including the W.B. Conkey Printing Company in 1898; the Simplex Railway Appliance Company in 1898; Betz Surgical Company in 1904; the American Steel Foundries in 1905; Standard Steel Car Company in 1906; and several other manufacturers. Hammond's core industrial districts were primarily located along the Grand Calumet River.

Hammond's commercial district developed along Hohman Avenue to the south of the river with generally two-story brick commercial buildings. To the south of the business district, middle class residential neighborhoods developed with modest houses and apartment buildings. Working class residential neighborhoods were located near the industrial zone to the east. The early 20th century residences reflected a variety of modest architectural styles, including the popular "Chicago two-flat" duplex. The growing city annexed land to the east and south by 1920, and residential development extended south to the Little Calumet River. Trolley lines connected the industrial, business, and residential districts. Planned communities were also developed at the time, with the Standard Steel Company's company-financed worker housing development (Pullman-Standard neighborhood) near the plant and the exclusive development at Woodmar

southeast of the city. As industry declined in the Calumet region in the late 20th century, Hammond's urban core and population declined. In the 21st century, efforts to revitalize Hammond are ongoing.

### 3.1.2 Agriculture

Traditionally, agriculture has been closely tied to Indiana's heritage. Since the pioneer days, the raising of crops and livestock has played an important role in the state's economic, social, and educational systems. The Land Ordinance Act of 1785 established guidelines for the distribution of land in the Northwest Territories, with surveys dividing land into 1-mile square sections. This system also provided for a more organized means of land transfers and decreased the possibility of boundary disputes. Settlers could purchase parcels of land in offices established throughout the state. In the early 19th century, the early pioneer economy relied on subsistence farming and slowly expanded to commercial agriculture, with corn becoming the basis of the agricultural economy, providing food, feed, and an exchange currency.

Technological advances and railroad accessibility to distant markets dramatically expanded productivity and the agricultural economy by the 1850s, and construction of extensive drainage and irrigation systems opened more land for farming in the late 19th century. Rural communities and their small businesses prospered, and economic growth was reflected in better, permanent infrastructure, civic buildings, and private residences. The shift from subsistence farming to commercial agriculture came with more sophisticated farm machinery that could decrease labor and increase acreage. Agricultural expansion also was encouraged by the passage of the Morrill Act in 1862, which provided for the establishment of agricultural colleges, like Purdue University, that instructed and supported local farmers.

In 1900, the main industries in Indiana were agriculture related, and agriculture dominated the economy into the 20th century. Farming organizations were formed to promote social, cultural, and educational programs in rural areas. The rise of other industries at the turn of the 20th century reduced agriculture's economic dominance, and modern industrial expansion took over agrarian communities. Although the impact of the industrial zone in the Calumet region significantly altered the adjacent agrarian communities to the south, agriculture is an important part of the area's history.

### 3.1.3 Transportation

Transportation was a crucial aspect of the development patterns in northern Lake County. Natural waterways provided the primary means for early exploration, allowing La Salle and other explorers and traders a passageway through the area. The existing trails used by the Potawatomi and other Native Americans in the region for migration between Wisconsin and Michigan created a transportation network that provided early explorers and settlers with access through uninhabited lands. Many of these trails would evolve or be incorporated into modern transportation routes. Pioneers cut crude roads, wagon trails, turnpikes, and private toll roads. The Land Ordinance Act of 1785 also affected the transportation pattern through the grid system of land division. Roads developed along land divisions, and when Indiana became a state in 1816, road improvements were made as part of its infrastructure development.

In the 1830s, plans to develop a canal system throughout Indiana were approved by the state government. Construction of the Wabash & Erie Canal connecting the Ohio River with the Erie Canal through Indiana began in 1832 and was completed in 1853. Canals were obsolete by the mid-19th century, and the network was never completed. However, waterway commerce

continued on Lake Michigan, and development of Indiana Harbor and an extensive system of canals linking inland industries along the Grand Calumet River in the early 20th century allowed waterway transportation.

The first railroad in Indiana was completed in 1847, in the southern portion of the state. As Chicago became a commercial and industrial center in the 1850s, railroads traversed northern Indiana, passing through the Calumet region. The lines, operating under different company names at different times, included the Michigan Central Railroad; the Chicago & Atlantic Railroad; the New York & Pennsylvania Railroad; the Louisville, New Albany & Chicago Railroad; the Indiana Harbor Belt Railroad; and the New York, Chicago & St. Louis Railroad. In the late 19th and early 20th centuries, these railroads attracted industries and opened new markets in Chicago and to the east. In addition, passenger service allowed workers and residents to commute to these industrial areas. Depots were located in downtown Hammond and scattered throughout the city, and at suburban and rural stops to the south where new communities immediately emerged. The railroad declined with the rise of the automobile, but it still has an important role for industrial commerce in the Calumet region and an increasing role for passenger commuter service in Lake County.

Automobiles became the dominant mode of transportation in the early 20th century. By 1920, the state constructed a highway network to connect towns throughout Indiana, and widespread improvements in Lake County's road system were made. The Lincoln Highway, a major, modern thoroughfare extending across the country, was constructed through Lake County, passing through Dyer. Roads were improved from dirt paths to gravel, to compacted surfaces of concrete and macadam (asphalt).

### 3.1.4 Industry

Early industry in 19th-century Lake County was related to agriculture and processing raw materials. Gristmills were integral to corn-based agriculture and were often the center of commercial and public activities. Gristmills processed corn into flour for food, distillation, and currency. Sawmills processed timber and lumber emerged as an important industry. In pioneering settlements, the mills had diverse functions, were scaled to serve the small communities, and were operated by few workers.

While Indiana's industry initially developed in the south along the Ohio River, railroads and increased accessibility allowed for massive industrial development across the state. Gristmills and sawmills remained central to the agricultural economy, but new industries emerged, such as coal mining, limestone quarrying, and industrialized manufacturing. During and after the Civil War (186 to 1865), a widespread demand for manufactured goods spurred industrial growth. By the 1880s, burgeoning industrial zones, like the Calumet region, were located across the state. Energy shifted from water to coal, natural gas, and steam. Production shifted from agricultural products to mass-produced wares and durable goods. Factories became larger and began employing hundreds of employees to mass-produce specialized products.

By the 1920s, manufacturing had surpassed agriculture as Indiana's largest industry. The internal combustion engine made manufacturing even more efficient. In the Calumet region, steel production and manufacturing became the chief industry, and shaped the development of Whiting, Indiana Harbor, Hammond, and Gary. U.S. Steel, Mark Manufacturing, Inland Steel, and Standard (Pullman) Steel Car Company were massive industrialized corporations that shaped almost every facet of life in these communities. The communities were built with industry money, including infrastructure, housing, schools, hospitals, and libraries. The industrial zone included diverse industries, mass-producing all sorts of products for all markets accessible

by railroad, boat, or highway. Despite the decline of the steel industry in the Calumet region starting in the 1970s, manufacturing remains a significant industry in the area.

### 3.1.5 Residential Development

Residential development in Indiana first reflected the building traditions of the pioneer settlers. In Lake County, German, Dutch, and other immigrants constructed early buildings with modest European and colonial styles. As the construction and architectural industries grew in the United States, manuals for builders and carpenters provided plans, profiles, and motifs for designing buildings. Popular national styles were disseminated through books and resulted in interpretive vernacular buildings. With the railroad, mass production, and the post-Civil War construction boom, residential architecture became more standardized as new stylized building products were made widely available. With a strengthening economy and the rise of specialized architecture, more architect-designed residences were constructed in mainly urban or downtown areas.

In the Study Area, residential development predominantly dates to the early 20th century in association with the rise of industry in the Calumet region. At that time, several traditional, revival, and eclectic architectural styles were on trend and readily available. Early homes reflect late Victorian styles like Queen Anne and early 20th century styles like Craftsman (Bungalow), Colonial Revival, Dutch Colonial Revival, and English Cottage. Tracts of workers' housing contained modest vernacular houses, often having slight variations on otherwise uniform designs. The "Chicago two-flat" duplex was popular in Hammond and consisted of brick apartment buildings with an upstairs unit and a downstairs unit with a shared front porch and offset entry doors. In the mid-20th century, residential development followed national trends with ubiquitous Minimal Traditional and Ranch styles.

## 3.2 Illinois

The first well-documented European explorers to enter Illinois were Father Marquette and Louis Joliet in 1673. When returning from a trip along the Mississippi River, the men traveled up the Illinois River to the Des Plaines River to Portage Creek (the outlet of then Mud Lake) and then carried their canoes across the continental divide, joined the West Fork of the South Branch of the Chicago River, and finally entered Lake Michigan through the Chicago River outlet. Marquette and Joliet were following a transportation route previously well known to prehistoric and early historic native peoples. On this 1673 journey, Joliet indicated the ease with which a direct water route could be established linking the Saint Lawrence Seaway and the Great Lakes with the Mississippi River and the Gulf of Mexico. The critical link in this commercial super highway was the Port of Chicago and the Chicago Portage, and later the re-engineered Chicago River, the Illinois and Michigan Canal, and the Chicago Sanitary and Ship Canal (Forest Preserves of Cook County [FPCC] 2014).

Early European presence in Cook County began with French exploration and trade in the late seventeenth and early eighteenth centuries, continued with British military control in the late eighteenth century, and grew further with the onset of American homesteading and settlement by the 1840s. A number of trading post sites, historic trails, river crossings, and fortifications, associated with both French and British trading and military activities are scattered throughout Cook County (FPCC 2014).

A series of treaties between 1816 and 1833 transferred what is now Cook County from native groups to the US government. Provisions of the final 1833 Treaty of Chicago granted

1,600 acres to Billy Caldwell, Jr. (Sauganash), 1,280 acres to Alexander Robinson (CheCebinquay), and 640 acres to Claude la Framboise, and their descendants. All three men were traders and interpreters of European and Native American descent who played important roles in a number of treaty negotiations. Immediately following ratification of the treaty in 1835, federal land surveyors began mapping the landscape, marking out 36-square-mile townships, and further dividing each into 1-square-mile sections containing 640 acres. American homesteaders and European immigrants then purchased these surveyed parcels from the US government, often in multiples of 40-acre blocks at \$1.25 per acre. By the 1860s, most of the property in Cook County once owned by the federal government had been transferred to private individuals, although some property was granted directly to railroads and canal commissions for the construction of transportation corridors (FPCC 2014).

During the 1830s and 1840s, farmers purchased most available land in the county and began raising crops and livestock. Without railroads, some farmers hauled their harvest to Chicago, but others went to closer, smaller settlements. By 1840, Wheeling, Gross Point (now Wilmette), Lyons, Summit, Brighton, Willow Springs, Calumet, Blue Island, and Thornton were thriving settlements. Most were agricultural centers, serving the farmers in their vicinity with small stores, churches, and schools.

Residents of Cook County served in the Union Army during the Civil War. While no battles were fought in Illinois, Cook County was the site of Camp Douglas, the largest training camp for Union Army soldiers in Illinois. The camp, located on the south side of Chicago, also served as a Confederate Army prisoner-of-war camp during the second half of the war and a mustering out camp for Union soldiers following the war's end (FPCC 2014). By the late 19th century, Chicago was a rapidly expanding urban metropolis, where important social, economic, and political events unfolded that both reflected and influenced larger national attitudes and policies (FPCC 2014).

Between 1860 and 1890, the area of contiguous urban settlement grew substantially. By 1870, the Cook County Board consisted of a group of more than 50 town supervisors. Although over 85 percent of the population of the county resided within Chicago, fewer than half of the board representatives were from the city. To remedy this problem, the state changed the organization of the board. The new 15-member board had 10 representatives elected from Chicago. After an annexation in 1889, which shifted more than 225,000 county residents to within city limits and expanded the city's physical size from 43 to 169 square miles, more than 90 percent of the county's population lived within the city (Andreas 1884; Johnson 1960).

The railroad and newly established street railways allowed Chicagoans to live and work in noncontiguous suburban areas. While farming in Cook County did not disappear, outlying growth by 1900 was decidedly suburban. The initial development and extension of Chicago's elevated train (or "L") fostered the rise of population centers at Oak Park, Evanston, Uptown, and Hyde Park. Many farms on Chicago's far northwest and southwest sides disappeared during the speculative building boom of the 1920s when industrial and residential developers acquired suburban farmland convenient to bus, truck, and automobile routes. By 1940, the proportion of the county's population living within Chicago had dropped to 83 percent (Andreas 1884; Johnson 1960).

Suburban population in the county burgeoned after 1945, with the availability of Federal Housing Act and Veterans Affairs insured loans, new expressways, and the move of many businesses to suburban locations. Skokie and Oak Lawn were among the most quickly growing suburbs during the 1950s and 1960s, with thousands of single-family houses built in each. The 1970s and 1980s saw the development of most remaining farmland in the county. By then, contiguous urban growth had engulfed both the remaining farms and the suburban residential

and industrial areas that had once been distinct from the city center. No further annexation by the city took place, however, and by 1990 the city composed only 55 percent of the county's population (Andreas 1884; Johnson 1960).

## **Calumet City**

Calumet City is adjacent to Chicago and shares its eastern border with the Indiana state line. The city consists of 7.31 square miles of land with the Calumet River flowing through the city's northern end. Calumet City is bordered by Burnham and Chicago to the north, Hammond, Indiana, to the east, Lansing to the south, and Dolton and South Holland to the west. The city lies along Interstate 94 and is in proximity to Interstate 80. These two major expressways allow access to the entire region and, in the case of Interstate 80, the entire nation (Teska Associates, Inc. et al. 2014).

When Calumet City was founded in 1893, it was known as West Hammond. The population of mostly German immigrant farmers depended heavily on the factories and commerce from Hammond, Indiana. The city grew and prospered into the early 1900s. When the state of Indiana went dry in 1916, West Hammond became an attractive and lucrative watering hole for the region. Al Capone used the city as the base for his illegal bootlegging operations after national prohibition was passed. Because of its proximity to Chicago, the city developed a reputation as "Sin City," where illegal gambling and drinking parlors ran along State Street. The residents were so distraught about the city's bad reputation that they voted to change the name of the community to Calumet City in 1923. Calumet City spent many years improving its image and cleaning up State Street. Over several decades, the city grew steadily in its industry and business as well as its residential population (Teska Associates, Inc. et al. 2014).

## **Burnham**

In 1883, a group of investors, including American engineer and industrialist George Pullman, hired Telford Burnham to develop a commercial and residential plan for a new settlement that would come to be known as Burnham. The settlement was sited in a strategic location where the branches of the Calumet River met before flowing north to Lake Calumet and Lake Michigan. The investors were aware of the growing steel industries across the Calumet region, and the Hammond Lumber Company had just built 500 feet of dock for shipping (McClellan 2015).

While investors hoped for commercial development in Burnham, the growing steel industries in the vicinity of Hammond, Indiana, created a strong demand for workers' housing, which led to residential growth in Burnham, as well as in the nearby communities of Hegewisch and West Hammond (Calumet City). In 1907, residents voted to incorporate as the Village of Burnham. The village's boundaries were (and remain) Hammond to the east, Chicago to the north, and Calumet City to the south and west (McClellan 2015).

From 1908 to 1948, the history of Burnham was tied to the activities of its mayor, John Patton. When first elected, "Johnny" Patton was the youngest mayor in Illinois. Over the years, he developed the clout to bring Chicago water and sewer services into Burnham along with "pleasure loving people." One account from 1920 refers to the village as the "cabaret town" of Cook County and adds that, of all the small towns in the country, Burnham is "perhaps the one most often visited by amusement seeking visitors." Early in its development, the Village of Burnham created a public golf course on its eastern edge as an added attraction for its amusement seekers. This course is still extant as Burnham Woods, a public course owned and operated by the Forest Preserve District of Cook County (McClellan 2015).

Into the 1950s, Burnham had 11 taverns in its small central core. The oldest neighborhood, mostly for workers in regional industries, connects with the historic village center. In this area, several small factories and an industrial zone follow the river, which cuts through Burnham. Rail lines crisscross through the community, and on the west side is newer, post-World War II housing that was constructed to accommodate the post-war population boom (McClellan 2015).

## Chicago

Chicago was founded by European Americans in 1832. The Chicago area's recorded history begins with the arrival of French explorers, missionaries, and fur traders in the late seventeenth century. At the beginning of European recorded history, the Chicago area was inhabited by a number of Algonquian peoples, including the Mascouten and Miami. They were connected through trade and seasonal hunting migrations to their neighbors, the Potawatomi to the east, Fox to the north, and the Illinois to the southwest. The name "Chicago" is the French version of the Miami-Illinois word *shikaakwa* ("Stinky Onion"), named for the plants common along the Chicago River. During the mid-eighteenth century, the Chicago area was inhabited primarily by the Potawatomi, who displaced the Miami, Sauk, and Fox tribes, which had previously controlled the area but moved west under pressure from the Potawatomi and European settlers (Focl 2011).

Chicago's location at a short portage (Chicago Portage) connecting the Great Lakes and the Mississippi River system drew the attention of many French explorers, notably Louis Jolliet and Jacques Marquette. In 1696, French Jesuits built the Mission of the Guardian Angel to Christianize the local peoples. French and Allied use of the Chicago Portage was mostly abandoned during the 1720s because of continual Native American raids during the Fox Wars. The first non-native permanent settler in Chicago was Jean Baptiste Point du Sable, who built a farm at the mouth of the Chicago River in the 1780s (Focl 2011).

In 1829, the Illinois state legislature appointed commissioners to locate a canal and lay out the surrounding town of Chicago. The commissioners employed James Thompson to survey and plat the town, which at the time had a population of less than 100. Historians regard the August 4, 1830, filing of the plat as the official recognition of a municipality known as Chicago. Entrepreneurs subsequently saw the potential of Chicago as a transportation hub and soon engaged in land speculation to obtain the choicest lots (Focl 2011).

After 1830, the rich farmlands of northern Illinois attracted settlers to the area. To open the surrounding farmlands to trade, the Cook County commissioners built roads that enabled hundreds of wagons of farm produce to arrive daily, and entrepreneurs built grain elevators and docks to load ships bound for points east through the Great Lakes. Produce was shipped through the Erie Canal and down the Hudson River to New York City. The growth of the Midwest farms expanded New York City as a port (Focl 2011).

In 1848, the opening of the Illinois and Michigan Canal allowed shipping from the Great Lakes through Chicago to the Mississippi River and the Gulf of Mexico. The first rail line to Chicago, the Galena & Chicago Union Railroad, was completed the same year. By the 1850s, the construction of railroads made Chicago a major hub with over 30 lines entering the city. By 1860, the city became the nation's trans-shipment and warehousing center. Factories were opened in the city and the most famous of these was the harvester factory established in 1847 by Cyrus Hall McCormick, which was a processing center for natural resource commodities extracted in the west. The Wisconsin forests supported the mill work and lumber business and the Illinois hinterland provided wheat. Hundreds of thousands of hogs and cattle were shipped to Chicago for slaughter, preserved in salt, and transported to eastern markets. By 1870, refrigerated cars allowed the shipping of fresh meat to eastern cities. Chicago also became

home to national retailers offering catalog shopping such as Montgomery Ward and Sears, Roebuck and Company, which used the transportation lines to ship all over the nation. In 1883, the standardized system of North American Time Zones was adopted by the general time convention of railway managers in Chicago, which provided the continent with its uniform system for telling time (Focl 2011).

In 1871, most of the city burned in the Great Chicago Fire. The damage from the fire was immense. One factor contributing to the fire's spread was the abundance of wood; the streets, sidewalks, and many buildings were built of wood. The fire led to the incorporation of stringent fire-safety codes that included a strong preference for masonry construction. The soft, swampy ground near the lake proved unstable for tall masonry buildings. This constraint caused Chicago builders to develop the innovative use of steel framing for support that led to the invention of the skyscraper. The city became a leader in modern architecture and set the model nationwide for achieving vertical city densities. The building boom that followed saved the city's status as the transportation and trade hub of the Midwest. Massive reconstruction using the newest materials and methods catapulted Chicago into its status as a city on par with New York (Focl 2011).

Between 1870 and 1900, Chicago grew from a city of 299,000 to nearly 1.7 million, which made it the fastest-growing city ever at the time. Chicago's flourishing economy attracted huge numbers of new immigrants from Europe and migrants from the eastern states, but relatively few new arrivals came from the Illinois rural hinterland. The growth in Chicago's manufacturing and retail sectors, which depended on the expansion of railroads throughout the upper Midwest and the East, came to dominate the Midwest and greatly influence the nation's economy. Chicago became the world's largest rail hub and shipping traffic on the Great Lakes made the city one of the world's busiest ports. Commodity resources, such as lumber, iron, and other ores, were brought to Chicago and Ohio for processing, with products shipped both east and west to support new growth. These trends of industry and growth continued through the 19th century and into the early 20th century (Focl 2011).

## 4. METHODOLOGY

### 4.1 Survey

A field survey of the APE was conducted November 19 through 22, 2014, and December 29, 2015, by Ms. Meiser and Ms. Gierek. The survey was conducted according to the guidelines set forth in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning* (United States Department of the Interior [USDOI] National Park Service [NPS] 1977) and INDOT's *Cultural Resources Manual* (2015) for intensive survey of above-ground resources. In an intensive survey, the goal is to document all historic buildings, structures, sites, objects, and potential districts in sufficient detail to permit their evaluation and registration in the NRHP. The APE was surveyed for above-ground resources, specifically for buildings or structures that were or appeared to be at least 45 years old (built by 1971). Every building in the APE, regardless of age, was observed and noted. Resources were digitally photographed. Information from the literature review, including the IHSSI results and historic maps, was reviewed for field verification. Buildings less than 45 years old were examined for the potential to meet NRHP Criteria Consideration G for resources under 50 years of age that have exceptional significance. A total of 469 resources that are or appear to be at least 45 years old were recorded.

## 4.2 National Register Evaluation Criteria

According to *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (USDOJ NPS 1990), to be eligible for listing, districts, sites, buildings, structures, and/or objects must be significant to American history, architecture, archeology, engineering, or culture, and meet one or more of the following criteria:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Additionally, significant resources must retain integrity of location, design, setting, materials, workmanship, feeling, and association to be eligible for listing in the NRHP.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g) A property achieving significance within the past 50 years if it is of exceptional importance.

## 5. SURVEY AND EVALUATION

### 5.1 Survey Results

As a result of the survey, 469 resources that are or appear to be more than 45 years old were identified within the APE (**Table C-1 in Appendix C**). The resources include residential, commercial, and industrial buildings and structures, and historic railroads. The resources were evaluated for potential eligibility for listing in the NRHP based on significance and integrity. A majority of the resources do not meet NRHP criteria or do not retain sufficient integrity to be eligible for listing, and do not warrant an IHSSI rating higher than Contributing or contribute to a potentially eligible historic district (see **Table C-1 in Appendix C**). The survey identified 43 resources that required further NRHP evaluation as individual properties or as contributors to potential historic districts (**Table 5-1**). Three previously identified historic districts, the Dyer Boulevard Historic District, the Harrison Park Historic District, and the NRHP-listed State Street Commercial Historic District, overlap with the APE and were reviewed. All of the resources for further evaluation are located in Hammond, Indiana. There were no potentially eligible resources identified in Illinois or in other areas of the APE.

**Table 5-1: Evaluated Historic Resources**

MR#	Name/ Description	Address	Date	Style	NRHP Evaluation
79	Monon Railroad	NA	1882	NA	Not eligible
153	House	266–268 Oakwood Street, Hammond	1930	English Cottage	Not eligible
188	Oak Hill Cemetery	6445 Hohman Avenue, Hammond	1885	NA	Not eligible
215	Straube Piano Company	252 Wildwood Road, Hammond	c.1904–1925	Renaissance Revival	Eligible, Criterion A
218	Apartment Building	6136 Lyman Avenue, Hammond	1918	Vernacular	Eligible – Contributor <sup>1</sup>
219	House	267 Dyer Boulevard, Hammond	1923	Bungalow	Eligible – Contributor <sup>1</sup>
221	House	266 Detroit Street, Hammond	1912	Bungalow	Eligible – Contributor <sup>2</sup>
225	House	266 Highland Street, Hammond	1917	Bungalow	Eligible – Contributor <sup>2</sup>
227	House	5973 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
228	House	5969 Park Place, Hammond	1915	American Four-Square	Eligible – Contributor <sup>2</sup>
229	House	5967 Park Place, Hammond	1918	Bungalow	Eligible – Contributor <sup>2</sup>
230	House	5963 Park Place, Hammond	1917	Bungalow	Eligible – Contributor <sup>2</sup>
231	House	5959 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
232	House	5957 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
235	House	5949 Park Place, Hammond	1913	Bungalow	Eligible – Contributor <sup>2</sup>
236	House	5945 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
237	House	5943 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
238	House	268 Waltham Street, Hammond	1916	Bungalow	Not eligible <sup>2</sup>
241	Harrison Park	5728–59 Lyman Avenue, Hammond	1898	Park	Eligible – Contributor <sup>2</sup>
242	House	265 Webb Street, Hammond	1913	Bungalow	Eligible – Contributor <sup>2</sup>
244	Duplex	255–257 Carroll Street, Hammond	1907	Chicago two-flat	Eligible – Contributor <sup>2</sup>
245	House	256 Williams Street, Hammond	1900	Gable-front	Eligible – Contributor <sup>2</sup>
246	House	253 Williams Street, Hammond	1911	Gable-front	Eligible – Contributor <sup>2</sup>

MR#	Name/ Description	Address	Date	Style	NRHP Evaluation
247	Duplex	256 Doty Street, Hammond	1907	Chicago two- flat	Eligible – Contributor <sup>2</sup>
248	House	255 Doty Street, Hammond	1907	Gable-front	Eligible – Contributor <sup>2</sup>
250	House	255 Ogden Street, Hammond	1920	Queen Anne	Eligible – Contributor <sup>2</sup>
258	Minas Parking Garage	442 & 462–64 Sibley Street, Hammond	1960	Brutalism	Eligible, Criterion C
261	P.H. Mueller Sons Hardware	416-418 Sibley Street, Hammond	1902	20th century commercial	Eligible, Criterion A
262	Hotel Hammond	415 ½-417 Sibley Street, Hammond	1919	Commercial Vernacular	Eligible, Criterion A
268	Commercial Building	424 Willow Court, Hammond	1907	Commercial Vernacular	Listed – Contributor <sup>3</sup>
269	Hotel Goodwin	422 Willow Court / 5109 Bulletin Avenue, Hammond	1915	Commercial Vernacular	Listed – Contributor <sup>3</sup>
278	Norfolk and Western Railroad Bridge	Grand Calumet River, off Sheffield Avenue, Hammond	c.1909	Warren through truss/plate girder bridge	Demolished, not eligible
279	Simplex Railway Appliance Company	4831 Hohman Avenue, Hammond	1898	Industrial Vernacular	Eligible, Criterion A
280	Aldobilt Company	4808 Hoffman Street, Hammond	1920 to 1974	Industrial Vernacular	Not eligible
281	Office Building	420 Hoffman Street / 4803 Hohman Avenue, Hammond	1953	International	Not eligible
297	O.K. Champion Building	4714 Sheffield Avenue, Hammond	1905 to 1914	Industrial Vernacular	Eligible, Criterion A
298	Federal Cement Tile Company	24 Marble Street, Hammond	1909	Industrial Vernacular	Eligible, Criterion A
317	Junior Toy Company	215 Marble Street, Hammond	1952	International	Not eligible
319	Standard Oil Company of Indiana Bulk Oil Yard	127 Marble Street, Hammond	1919	Industrial Vernacular	Not eligible
340	NIPSCO Substation	4533 Hanover Street, Hammond	1918	Neoclassical	Not eligible
363	Nevills and Carr Saloon	4534 (4532) Hohman Avenue, Hammond	1905	20th century commercial	Not eligible
383	Hammond, Whiting, and East Chicago Railway Building	304 Gostlin Street, Hammond	1895	Commercial / Industrial Vernacular	Eligible, Criterion A
458	Polish Army Veterans' Post No. 40	241 Gostlin Street, Hammond	1914	Neoclassical	Not eligible

SOURCE: AECOM 2016

 NOTES: <sup>1</sup>Within Dyer Boulevard Historic District

<sup>2</sup>Within Harrison Park Historic District

<sup>3</sup>Within State Street Commercial Historic District

MR# = Map Reference Number as shown on the APE Map in Appendix A

NRHP = National Register of Historic Places

## 5.2 National Register of Historic Places Evaluations

### 5.2.1 Monon Railroad (Map Reference #79), Not Eligible

The segment of the former Monon Railroad within the APE extends north from a point just north of West 93rd Avenue in St. John to Burnham Avenue in Burnham, Illinois, with the exception of a segment between Willow Court and Wabash Avenue in Hammond. Monon service operated on this segment from 1882 until 1967. Originally a standard narrow gauge railroad for steam locomotives, the line was modernized with diesel engine trains in the 1940s. In addition to the single track alignment through most parts of the APE, the Monon Depot building was located on Lyman Avenue in the APE, near the intersection of Condit Street, and the Monon rail yard was located on Lyman Avenue between 165th Street and the Little Calumet River.

The Monon Railroad is associated with railroad transportation in Indiana from the 1880s through the 1960s. It provided industrial, commercial, and passenger service connecting Indiana to major national markets via Chicago, the Ohio River, and other cross-country railroads. The popular “Hoosier Line” also had local service that directly led to the local development of several communities, including St. John, Dyer, and Munster, and connected communities across the state. The Monon Railroad meets NRHP Criterion A for its contribution to the development and history of Indiana, its industry, and its local communities.

Several people were involved in its development and operation, but the Monon Railroad does not have particular associations with important historical people to meet Criterion B. The narrow gauge railroad tracks of the railroad had a typical design, and do not embody a unique form or design to meet Criterion C. The property is not likely to provide further historical information to meet Criterion D.

Several segments of the railroad tracks have been removed, particularly in Hammond where a bicycle/pedestrian trail is installed along the alignment and at the former location of the Chicago & Erie and Monon rail yards (**Figure 5-1**). In Hammond, short segments remain at street intersections. In Munster, although defunct, long segments of the railroad tracks remain in situ (**Figure 5-2**). These show some signs of deterioration at the ties and, in some places, misaligned tracks. This disused segment extends south from the Little Calumet River crossing to just north of 45th Street in Munster. Along this segment, an overhead crossing is located at the intersection of Broadmoor Avenue (**Figure 5-3**), and an underpass is located at Belden Avenue in Munster. The overhead crossing consists of concrete abutments with a short span of steel I-beam girders supporting wood rail ties and rails above with no guardrails. The underpass is an arched concrete tunnel with concrete abutments. Two other segments of the former Monon Railroad line in the APE, including a segment to the north at the state line, extending from Hammond to Burnham, and a segment to the south, extending from St. John to Munster, are in active use by CSX.

While there are intact segments of the Monon Railroad within the APE, the substantial removal of the tracks and yards in Hammond has compromised the property’s ability to convey its historic significance. In the active areas of the railroad, modernization has also compromised the historic appearance of the railroad. The remaining segment in Munster retains integrity of location, design, and materials, but its association, workmanship, feeling, and setting are

compromised due to the deterioration and disuse of the line, as well as modern infill surrounding it. Therefore, the Monon Railroad segment in the APE is not eligible for the NRHP.



**Figure 5-1: Former Monon Railroad Alignment in Hammond  
(view south from Conkey Street)**



**Figure 5-2: Monon Railroad Segment in Munster (view south)**



**Figure 5-3: Monon Railroad Overhead Crossing at Broadmoor Avenue in Munster (view southeast)**

### 5.2.2 266-268 Oakwood Street (Map Reference #153), Not Eligible

The property located at 266-268 Oakwood Street in Hammond is a house with an irregular plan with a high-pitched, multi-gabled roof, and is set back from the corner of Oakwood Street and Lyman Avenue (**Figure 5-4**). The main building has a cross-gable plan, with a projecting gabled entrance on the north (front) side, a projecting gabled porch on the east side, and an attached one-story garage on the south side. According to the 1951 Sanborn Fire Insurance Map of the property, the house is brick-faced tile construction. The brick is interspersed with decorative stone quoining at the entrance and stone, brick, or tile accents. The north façade contains the dominant front gable with the entrance, which is a stylized, wood, round-arched door with a metal grill and knocker with a brick and stone arch above (**Figure 5-5**). The elevated entrance has concrete steps at its threshold that lead to a curved walkway in the front lawn that meets the sidewalk on Oakwood Street. West of the entrance, the façade contains three ribboned sash windows, with a continuous concrete or stone sill. A brick chimney rises from the front of the side gable at the eastern wall. East of the entrance, a side-gabled porch with buttressed corners projects from the main building. The three exterior sides of the porch contain segmental-arched openings with brick or tile accents. The concrete base or sill of the porch is visible, but the porch arches have been enclosed with infill brick walls. The house has varying, but consistent, fenestration with continuous concrete or stone sills and plain brick surrounds. The windows appear to be replacement steel sash, metal casement, and glass block. The steep roof is covered with asphalt shingle roofing.

Built in 1930, the house reflects the rapid growth of Hammond as it expanded south toward the Little Calumet River with the development of several subdivisions. The house is on a lot in the Oak Park Addition between Locust Avenue and 169th Street in Hammond. Development of this area was rampant in the 1920s. The house is associated with the widespread development of residential neighborhoods in Hammond resulting from the growth of industry and the city's

economy in the early 20th century. This was a common pattern for residential development dating to that era, and it does not have significant associations to meet NRHP Criterion A.



**Figure 5-4: 266-268 Oakwood Street (view southeast)**



**Figure 5-5: 266-268 Oakwood Street (view south)**

The Douglas family lived in the house from 1931 to at least 1959 (Hammond City Directories 1931 to 1959). Harold L. Douglas, a railroad demurrage clerk, and his wife Addye were married in their early 20s in 1930 (Federal Census 1930). By 1940, they had two children, James H. and Patsey May (Federal Census 1940). Harold’s widowed mother, Sarah T. Douglas, also lived with them. By 1956, Addye was widowed. In 1959, she was the manager at Igloo Ice Cream.

Her son Jimmy (James H.), a carrier, lived with her in 1959. The house is associated with the Douglas family, but does not have direct associations with important historical people to meet NRHP Criterion B.

The property is a highly stylized but modest example of Revival architecture in Hammond in the early 20th century. In the IHSSI, the property was rated as Notable and categorized as English Cottage style. The house has distinctive characteristics, including high-pitched gables, slanted angles of the porch buttresses and the dominant front gable, brick siding and accents, and continuous stone sills. The architect of the building is unknown, and it does not possess high artistic values beyond the decorative application of popular Revival ornamentation. It is a good local example of the style, but it does not embody a specific type, period, or method of construction to the level of significance necessary to meet Criterion C. The property dates to the 1930s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not eligible for listing in the NRHP.

### **5.2.3 Oak Hill Cemetery (Map Reference #188), Not Eligible**

The Oak Hill Cemetery is an approximately 22-acre cemetery that was founded in Hammond in 1885. The cemetery has more than 10,000 interments, including early settlers and founding members of the community, Civil War veterans, and other historical graves (Chase 2013; Graper 2012). The cemetery is bounded by Kenwood and 165th Streets on the north and south and Hohman and Blaine Avenues to the west and east, respectively. The main entrance to the cemetery is on Kenwood Street. The ornamental metal front swing gate has brick end piers with decorative capitals and corbels and concrete bases (**Figure 5-6**). The entire cemetery is enclosed by fencing. The fencing adjacent to the entrance gate is decorative metal and the rest of the cemetery is enclosed by chain-link fencing. Asphalt-paved roadways provide vehicle and pedestrian access to the interior of the cemetery (**Figure 5-7**). There is a modular building and a prefabricated steel building at the western border of the property that serve as the cemetery office and maintenance shed.

Cemeteries typically are not considered eligible for listing in the NRHP unless a cemetery derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events. Although Oak Hill Cemetery is one of the earliest cemeteries in Hammond and includes graves of early, prominent citizens, it is a typical example of a community cemetery and does not have exceptional historical associations or design features. Therefore, Oak Hill Cemetery is not eligible for the NRHP.



**Figure 5-6: Oak Hill Cemetery, Front Gate (view southwest)**



**Figure 5-7: Oak Hill Cemetery (view south)**

**5.2.4 Straube Piano Company (Map Reference #215), Eligible, Criterion A**

The Straube Piano Company was established in Chicago in 1878 and moved to Hammond in 1904. Architect Joseph T. Hutton designed the original 34,000-square-foot factory buildings in Hammond, which were constructed in 1904 using grey Oehlmacher brick made in Michigan City, Indiana. The complex included a separate kiln to hold the lumber for the company’s piano cabinetmaking and had a modern and sophisticated automatic fire door and sprinkler system for

its time (*Hammond Daily News* 1904). Located next to the Monon Railroad, the complex had a railroad spur that led directly to its rear yard (Sanborn 1915, 1930, 1951). The center addition may have been built in 1914, although the date and extent of additions is unclear. In 1924, the large four-story addition was constructed to the west side, increasing the factory space to 55,000 square feet.

The Straube Piano Company is a large industrial complex. The main factory building has a T-shaped plan consisting of two major sections – the original 1904 three-story, an L-plan building to the east, and the 1924 four-story addition to the west, with an additional section at the center (**Figure 5-8**). The original building is 10 bays long by two bays wide with a perpendicular wing that extends an additional six bays to the south. Each bay contains three nine-over-nine sash windows in each story. The first-story bays contain doors or windows with square or segmental arched headers, and the upper stories contain windows with segmental arched headers and stone sills. The cornice of this section consists of simple bands of stepped brick. The center addition is four bays wide, and repeats the pattern of the original section with a minor difference at the cornice and building height. The four-story addition to the west is 10 bays long and four bays wide. The addition contains the same fenestration pattern of three windows in each bay. The windows are nine-over-nine sash with square headers. The cornice has arched parapets at each end of the addition.

The rear of the factory consists of the original section of the factory to the east and the 1924 addition to the west (**Figure 5-9**). The east side repeats the fenestration pattern of the façade, with three windows in each bay. Also on the east side, a one-story boiler room and stack are attached to the rear wing. The rear of the western section has red brick exterior walls, and also repeats the regular fenestration pattern of the façade. The perpendicular rear wing addition is one story. At the intersection of the rear wing addition, a cellular phone tower has been installed above a five-story tower that once held a water tank for its automatic fire sprinkler system.

The Straube Piano Company complex is associated with an important period of industrial growth in Hammond in the early 20th century. The turn of the 20th century was the advent of a boom period in Hammond's history, and the Straube Piano Company's contribution to that prosperity reflects the attractiveness of the Calumet Region to draw industries from Chicago to establish factories in Hammond. The Straube Piano Company manufactured a popular household item that sold across the country, demonstrating the industrial boom from the 1900s to the 1930s and the heyday of manufacturing in Hammond. The Straube Piano Company is significant under NRHP Criterion A for its contribution to Hammond's specialized product manufacturing industries. William Straube founded the company, and several others were responsible for its management and operation, but research has not revealed an association with a specific individual who made important historical contributions. The property does not meet Criterion B.



**Figure 5-8: Straube Piano Company (view southeast)**



**Figure 5-9: Rear of Straube Piano Company (view northwest)**

The building complex has a uniform architectural design, despite its series of additions. It has characteristics of Renaissance Revival design, including the differentiation of the first story with its fenestration, brick pilasters separating the bays, and a decorative cornice. However, it does not have a distinctive stylistic character, and does not embody a particular type, period, or method of construction. The architect, Joseph T. Hutton, was a local Hammond architect who founded his firm in 1895. He produced several local institutional buildings. However, this property is not distinguishable as the work of a master or as having high artistic value. It is an

interesting local example of early 20th century industrial architecture, but it does not have the level of architectural significance to meet Criterion C.

The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

The property has had significant additions and alterations since it was first built in 1904, including major additions in 1914 and 1924. However, these additions are significant in their own right, as they are associated with the expansive growth of Hammond's industrial capacity in the early 20th century. The additions were also designed to mimic and complement the original building, resulting in a cohesive aesthetic for the entire complex. Alterations include the replacement or boarding of several windows, particularly in the first story of the building. The removal of the kiln, the railroad spur, and other facilities at the rear of the building detract from the overall integrity of the property. However, these alterations seem to be minor overall, as the building retains its location, design, workmanship, materials, association, setting, and feeling. Therefore, this property is eligible for the NRHP under Criterion A.

### **5.2.5 Dyer Boulevard Historic District, Eligible, Criteria A and C**

A draft NRHP nomination for the proposed Dyer Boulevard Historic District was prepared and submitted to the Indiana SHPO for review in 2013 (Abell 2013). The draft nomination has not been approved by the Indiana SHPO nor submitted to the Keeper of the NRHP, but is referenced herein and provides the basis for this evaluation.

The Dyer Boulevard Historic District is a concentrated residential district south of Hammond's downtown commercial area along Dyer Boulevard, located between Lyman Avenue to the east and an alley to the west. The district includes 28 contributing and two noncontributing buildings on the north and south sides of the 200 block of Dyer Boulevard. It encompasses a parkway median that divides Dyer Boulevard and is the major landscape feature of the district. The residences generally demonstrate vernacular Bungalow and Colonial Revival architectural design. The period of significance for the district is 1912 to 1941, from the date of construction of the first contributor through the development of all but one of the houses in the district (Abell 2013).

Early Hammond grew around its industries with the earliest residential areas surrounding the industrial plants. The growing city developed with residential neighborhoods for Hammond's middle and upper class citizens south of the city center. In 1892, the Hammond Electric Railroad established a street car service along Hohman Avenue going south, opening many additional areas south of downtown Hammond for development. These streetcar suburbs flourished in the era between the 1880s and the 1920s as Hammond's middle-class population grew (Abell 2010).

John W. Dyer platted Dyers Second Addition to the City of Hammond in 1918. Dyer had platted his first addition in 1883 while living in Chicago, and moved to Hammond in 1891 where he continued his interests in real estate. Dyer served the Commercial Bank of Hammond, was elected Lake County Treasurer in 1894, and continued to be involved in Hammond's commercial and civic activities into the 1900s. By the time Dyer platted his second addition in 1918, at least one house was already built along the street. As part of the addition, the boulevard was designed with a parkway and the property deeds required a uniform setback, reflecting new trends in early century community design (Abell 2013). By 1930, all parcels were occupied (Sanborn Fire Insurance Maps 1915, 1930).

Under Criterion A, the district qualifies for its significance in community planning and development, demonstrating early century community planning that reflected “a distinct change in residential neighborhoods within Hammond and across the nation...” (Abell 2013). The district is also significant for the planning and inclusion of a boulevard parkway down the center of the street, the first example in Hammond in a middle-class neighborhood. The Dyer Boulevard Historic District was evaluated pursuant to the guidelines set forth in *National Register Bulletin: Historic Residential Suburbs* (USDOI NPS 2002). The district retains good historical integrity as a whole. The Dyer Boulevard Historic District is representative of the development and growth of the City of Hammond in the early 20th century and is eligible for listing in the NRHP under Criterion A.

The district includes a collection of residential architecture that “is a significant example of distinctive period and method of construction within the city. The district contains many fine examples, and variations, of the Bungalow homes popular in the early Small House movement. The Small House and Better Home movements along with aspects of the City Beautiful movements were embraced by the developer of Dyer Boulevard...” (Abell 2013). With its intact examples of early century vernacular architecture that demonstrate concepts of the Small House Movement, the Dyer Boulevard Historic District is eligible for the NRHP under Criterion C.

Although John W. Dyer contributed to Hammond’s development as a local developer, research did not reveal a specific association to Dyer or other important people that would merit eligibility under Criterion B. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Despite alterations to several contributors, including replacement of historic windows, enclosure of porches, additions, and other cosmetic changes, the district retains its integrity, with few changes to its overall design, setting, materials, workmanship, feeling, and association. The landscaping and the high historic integrity of the structures within the district reflect a 1920s working class residential neighborhood.

The Dyer Boulevard Historic District has been nominated as eligible under Criterion A for community planning and development and Criterion C for architecture (Abell 2013). Two residential properties in the APE, 6136 Lyman Avenue and 267 Dyer Boulevard, are considered contributing properties to the Dyer Boulevard Historic District. Those properties are described in **Sections 5.2.5.1** and **5.2.5.2**.

### **5.2.5.1 6136 Lyman Avenue (Map Reference #218), Contributor**

The apartment building at 6136 Lyman Avenue is a two-story, four-flat, five-bay multi-family residence with a rectangular plan, brick exterior walls, and a flat roof (**Figure 5-10**). The building is located at the southwest corner of the intersection of Dyer Boulevard and Lyman Avenue and is on the edge of the Dyer Boulevard Historic District. It faces east on Lyman Avenue with a symmetrical façade that has a central entrance in the first story with a modern metal panel door, a central interior stairwell, and mirrored fenestration on each side. The building contains four apartments, two in each story on either side of the central access. The exterior walls have few decorative elements, with a water table band of rowlock bricks above the basement and a simple molded cornice. Fenestration includes wood framed, single, paired, and triple 1/1 double-hung sash and single pane fixed windows with limestone sills, and glass block windows at the basement level. Some windows have been replaced with modern materials, with changes from triple to paired sash configurations using modern materials.

Built in 1918, the apartment building is representative of the growth of industry and the local economy in the early century and the subsequent expansion of residential development south of the city center. This was a common pattern for residential development in Hammond during that era, and the building does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people, and the building is not eligible for the NRHP under Criterion B. The building does not convey architectural significance in its modest construction, and the alterations to its windows have resulted in a loss of integrity. The building is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the building is considered potentially eligible as a contributor to the Dyer Boulevard Historic District, because it is located on the 200 block of Dyer Boulevard and dates to the period of significance of the proposed district (Abell 2013).



**Figure 5-10: 6136 Lyman Avenue (view southwest)**

**5.2.5.2 267 Dyer Boulevard (Map Reference #219), Contributor**

The house located at 267 Dyer Boulevard was constructed in the Bungalow style in 1923 (**Figure 5-11**). The one-story wood-framed residence has an asymmetrical plan with a front gabled main roof with an inset front gable at the façade, a cross gable on the east side, and a rear gabled back porch entry. The roof is sheathed with asphalt shingles, and has overhanging eaves with decorative wood rafter tails. The exterior walls are brick with clapboard in the gable ends. The asymmetrical façade includes a porch on the east side with a hipped roof and brick rails with limestone coping and a brick pier porch support; the porch has been enclosed with modern windows and siding. On the west side, the exterior wall contains three modern sash windows with decorative mullions in the top sash with a stone sill. Other windows appear to be wood single pane fixed or casement windows, and aluminum and vinyl replacement sash windows.

Built in 1923, the house at 267 Dyer Boulevard is representative of the growth of industry and the local economy in the early century and the subsequent expansion of residential development south of the city center. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people, and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the infill of the original porch and replacement of historic windows has resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1920s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house is considered potentially eligible as a contributor to the Dyer Boulevard Historic District, because it is located on the 200 block of Dyer Boulevard, dates to the period of significance of the proposed district, and is representative of the vernacular residential Bungalow style (Abell 2013).



**Figure 5-11: 267 Dyer Boulevard (view northwest)**

### **5.2.6 Harrison Park Historic District, Eligible, Criteria A and C**

The Harrison Park Historic District is a large residential district south of Hammond's downtown commercial area, which developed in the late 19th and early 20th centuries as Hammond's industry and population burgeoned. The district is centered on Harrison Park and is roughly bounded by Lyman Avenue to the east, State Line to the west, Ogden Street to the north, and Detroit Street to the south.

Hammond grew as an industrial town and became part of one of the greatest industrial complexes in the world. Early Hammond grew around its industries with the earliest residential areas surrounding the industrial plants. Hammond had no mass transportation system until the 1890s and was a "walking suburb." The growing city developed and supported an infrastructure of businesses and professionals that provided services for the factory workers. Many of

Hammond's residents eventually came to desire residences removed from the industrial/commercial center of the city where they could raise their families, but still be close enough to easily commute to and from their businesses. These new developments, constructed for Hammond's middle and upper class citizens, began being built south of the city center, away from the interference of north-south running railroads. In 1892, the Hammond Electric Railroad established a street car service that ran along a 2-mile stretch of Hohman Avenue going south to Conkey Street approximately 1 mile south of the city center. Accessibility to this streetcar service opened up many additional areas south of downtown Hammond for development. These streetcar suburbs flourished in the era between the 1880s and the 1920s (Abell 2010).

The Harrison Park Historic District developed from north to south, radiating away from downtown Hammond and the northern industrial zone. In the late 19th century, Victorian-era houses and cottages were built in the early subdivisions north of Harrison Park. Harrison Park, the center and major focus of the historic district, was created in 1898 as the first urban park in Hammond, to the south of existing houses along Webb Street. The park became a popular recreational and social destination, which was connected to downtown Hammond by interurban train line. Because proximity to the streetcar line was desirable, residential additions that were subsequently subdivided around Harrison Park were densely constructed to provide for the maximum use of space (Abell 2010). In 1898, Harrison Park and the surrounding residential developments marked the southern developed boundary of the city. Only the Oak Hill Cemetery was located farther south.

Because the district developed in several stages, the area's architecture is varied and contains examples of most of the popular late 19th and early 20th century styles. Architectural styles of residences within the APE include the Gable Front, Colonial Revival, Neoclassical, Craftsman, and Chicago two-flat styles. Other architectural styles present within the district that are outside of the APE include Tudor Revival and Spanish Eclectic, as well as a few post-World War II Ranch and Minimal Traditional style houses.

The Harrison Park Historic District was evaluated pursuant to the guidelines set forth in *National Register Bulletin: Historic Residential Suburbs* (USDOJ NPS 2002). This district qualifies as a Subtype III example of an "Early Automobile Suburb, 1908 to 1945." The district retains good historical integrity as a whole and is unified by diverse examples of turn of the 20th century architectural styles and uniform urban residential lots along tree-lined streets (Indiana Landmarks 1996). The Harrison Park Historic District is representative of the development and growth of the City of Hammond in the late 19th and early 20th centuries and is eligible for listing in the NRHP under Criterion A.

The district includes a collection of residential architecture that is an important example of distinctive periods of construction or methods of construction. It has many excellent examples of late 19th century and early 20th century architectural styles that demonstrate many of the concepts of the Small House Movement that had been taking hold across the nation and the Harrison Park Historic District also is eligible for the NRHP under Criterion C.

Although several notable Hammond residents lived within the district, research did not reveal any significant associations to important people that were specific to the development of the district; the district is not NRHP-eligible under Criterion B. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Harrison Park and 19 residential properties in the APE are considered contributing properties to the Harrison Park Historic District. Those properties are described in Sections 5.2.6.1 through 5.2.6.20.

**5.2.6.1 266 Detroit Street (Map Reference #221), Contributor**

The house at 266 Detroit Street is a Bungalow-style residence constructed in 1912. (Figure 5-12). The one-story wood-frame structure has a basement and the foundation is concrete. The front gable roof is sheathed with asphalt shingles and has boxed eaves.



**Figure 5-12: 266 Detroit Street (view south)**

The residence has an asymmetrical façade formed by the offset gable roof porch, which appears to have been fully or partially enclosed. A wooden stairway with a landing and lattice skirting provides access to the front porch entrance, which is a modern single entry security door constructed of metal and glass. The windows are 1/1 double-hung windows with wood surrounds. The basement windows appear to be one-light awning windows. Some windows may be the original wood frame windows and others may be replacement wood frame or vinyl windows. There is a three-sided canted bay window on the west side of the residence with gable roof.

Built in 1912, the house at 266 Detroit Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the infill of the original porch has resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

### 5.2.6.2 266 Highland Street (Map Reference #225), Contributor

The house at 266 Highland Street was constructed in the “Broadside” Bungalow style in 1917 (**Figure 5-13**). It is a one-and-one-half story wood frame structure with a concrete foundation. The side gable roof is sheathed with asphalt shingles and has wood brackets. There is a shed-roofed dormer with two adjacent aluminum-framed sliding windows with the original wood-framed screens and wood surrounds.



**Figure 5-13: 266 Highland Street (view southwest)**

The roof extends to form a porch, which appears to have been partially enclosed. It is likely that the porch was originally supported by pillars or piers. The front (north façade) of the porch has a central door opening with picture window-sized openings on either side. There are two additional openings on the east and west sides of the porch. All porch openings have wood surrounds. A wooden stairway with wooden railings and lattice skirting provides access to the porch. The front entrance is a modern single-entry door with a decorative oval light. Most windows are 1/1 double-hung windows or awning windows with wood frames and surrounds. Basement windows appear to be two-light sliding windows. There are five ribbon 1/1 double-hung windows on each of the gable ends. An original side door on the west side of the house is a wood paneled door with three lights (2/1). There is an exterior brick chimney on the west side of the house and an associated free-standing hipped roof garage south of the house.

Built in 1917, the house at 266 Highland Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the partial infill of the original porch has resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

### 5.2.6.3 5973 Park Place (Map Reference #227), Contributor

The house at 5973 Park Place was constructed in the Bungalow style in 1915 (**Figure 5-14**). The residence is a one-story wood frame structure with a simple, box-like shape and a front gable roof.



**Figure 5-14: 5973 Park Place (view southeast)**

The original front porch has been infilled. One original brick support pier remains extant on the northwest corner of the porch. The roof is clad with asphalt shingles and has wood brackets on the gable ends. The south side of the building features an exterior brick chimney framed by two small wood frame multi-light awning windows and a cross gable with a bump out window. Other windows are a mixture of original 1/1 wood frame double-hung windows, and modern vinyl 1/1 double-hung windows and three-light picture windows with side casements. All windows have wood surrounds. Basement windows are fixed glass block windows. Wood stairs with metal railings provide access to the single entry front door.

Built in 1915, the house at 5973 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the partial infill of the original porch has resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

#### 5.2.6.4 5969 Park Place (Map Reference #228), Contributor

The house at 5969 Park Place was constructed in the American Foursquare style in 1915 (Figure 5-15). The residence is a two-story, wood frame structure with a hipped roof clad with asphalt shingles.



**Figure 5-15: 5969 Park Place (view northeast)**

The symmetrical front (west) façade features a modified full-width front porch with a hipped roof and four wood support piers. The porch is accessed by concrete stairs with metal railings. Windows are 5/1 double-hung windows. The central front single entry has been replaced with a modern door and an additional single entry been added to the front façade. An interior chimney is located near the center of the roof.

Built in 1915, the house at 5969 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the American Foursquare style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.5 5967 Park Place (Map Reference #229), Contributor**

The house at 5967 Park Place was constructed in the Bungalow style in 1918 (**Figure 5-16**). The 1.5-story wood-framed residence has a front gable roof with exposed rafter ends and decorative wood brackets. The roof is sheathed with asphalt shingles.



**Figure 5-16: 5967 Park Place (view northeast)**

The residence has an asymmetrical façade formed by the offset gable roof porch. Windows are a mixture of 1/1 double-hung aluminum frame windows, wood frame 1/1 double-hung windows, and multi-light wood frame windows with removable two-light wood frame storm windows. The front entrance is a single entry door with one light framed by two, two-light sidelights. Wooden stairs with wood railings are used to access the front entrance. There is an exterior brick chimney and a cross gable roof feature on the south side of the residence.

Built in 1918, the house at 5967 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.6 5963 Park Place (Map Reference #230), Contributor**

The house at 5963 Park Place was constructed in the Bungalow style in 1917 (**Figure 5-17**). The 1.5-story wood-framed residence has a front gable roof with exposed rafter ends and decorative wood brackets. The roof cladding is asphalt shingles. A window opening in the gable end has been infilled with plywood and a metal vent.



**Figure 5-17: 5963 Park Place (view east)**

The original front porch has been infilled. The exterior wall surface is a combination of wood shingle and wood siding. The front door is a modern paneled door with a decorative oval light that is accessed by concrete stairs with metal railings. Windows include multi-light wood frame windows with removable wood frame storm windows and replacement aluminum framed windows. All windows have wood surrounds. The windows on the front of the house are shaded by canvas awnings. The basement windows are small horizontal awning windows surrounded by fixed glass blocks. The south side of the building features an exterior brick chimney framed by two small wood frame multi-light awning windows and a cross gable with a bump out with three windows.

Built in 1917, the house at 5963 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

### 5.2.6.7 5959 Park Place (Map Reference #231), Contributor

The house at 5959 Park Place was constructed in the Bungalow style in 1915 (**Figure 5-18**). The 1.5-story wood-framed residence faces west and has a front gable roof with decorative wood brackets. The front (west) portion of the roof has boxed eaves and the back (south) portion of the roof has exposed rafter ends. The roof cladding is asphalt shingles.



**Figure 5-18: 5959 Park Place (view east)**

There is a three-light wood-framed window with a wood surround on the gable end clad with painted wood shingles. The center window has been infilled with a vent. The exterior wall surface has been sheathed with stucco and the original front porch has been enclosed with aluminum-framed windows. A stairwell on the south side of the residence provides access to the porch and the front entrance. Other windows include 1/1 and 4/1 double-hung wood-framed windows and smaller, wood-framed awning windows. All windows have wood surrounds. There is an exterior brick chimney on the south side of the building, which has been sheathed with stucco below the roof line.

Built in 1915, the house at 5959 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.8 5957 Park Place (Map Reference #232), Contributor**

The house at 5957 Park Place was constructed in the Bungalow style in 1915 (**Figure 5-19**). The 1.5-story wood-framed residence faces west and has a cross gable roof clad with asphalt shingles with boxed eaves and decorative wood brackets.



**Figure 5-19: 5957 Park Place (view east)**

The north-south oriented, or side gable portion, has a gable roofed dormer with exposed rafter ends with a set of paired, wood-framed awning windows with wood surrounds. The east-west oriented or front gable portion of the house includes the front entrance, which is recessed and shaded by the overhanging roof with wood supports. The exterior wall surface is a combination of wood siding and asphalt roll designed to look like concrete block in a random bond.

Windows on the front of the house include a set of paired windows with wood surrounds and an aluminum awning. One window appears to have a wood frame and the other an aluminum frame. There also is a set of five, one-light vertical ribbon windows below a set of five, smaller horizontal, four-light ribbon windows. All the ribbon windows have removable wood storm windows and/or screens. The recessed front entrance is a modern, single entry vinyl or wood paneled door with a decorative oval light. The door and porch are accessed by wooden stairs. Other windows are multi-light, wood framed double-hung windows and combination fixed and casement windows. The north side of the residence has a brick exterior chimney and a bump out with a set of paired windows and a shed roof.

Built in 1915, the house at 5957 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have

significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

#### **5.2.6.9 5949 Park Place (Map Reference #235), Contributor**

The house at 5949 Park Place was constructed in the Bungalow style in 1913 (**Figure 5-20**). The 1.5-story wood-framed residence faces west and has a front gable roof with decorative wood brackets. The roof is clad with asphalt shingles and has boxed eaves. There is a set of paired, 3/1 wood-frame double-hung windows with wood surrounds in the front gable end. A hipped roof shades the front porch. The porch piers and base of the porch have been covered with siding to match the rest of the house. The porch is accessed by a wood staircase on the south side of the porch. The central, multi-light wood-framed single entrance is framed by two multi-light 1/1 double-hung windows. There are gable-roofed bump outs on the north and south sides of the house. The south bump out has three 6/6 double-hung windows and a two-light window in the gable end. Other windows on the south side of the house include three-light fixed or awning windows and 6/6 double-hung windows. There is a porch on the back (east) of the house and an exterior chimney that has been sheathed in stucco on the south side.

Built in 1913, the house at 5949 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.



**Figure 5-20: 5949 Park Place (view northeast)**

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.10 5945 Park Place (Map Reference #236), Contributor**

The house at 5945 Park Place was constructed in the Bungalow style in 1915 (**Figure 5-21**). The 1.5-story wood-framed residence faces west and has a side gable roof that extends to the west to form a shed roof porch that has been enclosed. There is a modern, paneled wood or vinyl door with a fan light and a set of nine 1/1 aluminum-framed windows on the front of the residence. The front door is accessed by a wooden staircase with wood railings. A large, front gable-roofed dormer is centered on the roof facing west with three 1/1 aluminum-framed windows with wood surrounds. Other windows include an original six-light window; small two-light sliding vinyl sliding windows; and 1/1 vinyl double-hung windows.

Built in 1915, the house at 5945 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.



**Figure 5-21: 5945 Park Place (view northeast)**

**5.2.6.11 5943 Park Place (Map Reference #237), Contributor**

The house at 5943 Park Place was constructed in the Bungalow Style in 1915 (**Figure 5-22**). The 1.5-story wood-framed residence faces west. The front of the house has a front gable roof and the roof on the back of the house is hipped. The roof is clad with asphalt shingles and has boxed eaves. The gable end is faced with painted wood shingles and has a central multi-light window with a wood frame.

The gable roof originally extended out to form a porch overhang that was supported by brick piers. The porch has been infilled with a single entry paneled door with nine lights flanked by two-light sidelights, and a set of five 3/1 double-hung ribbon windows with wood surrounds. A set of three identical windows enclose the north and south sides of the porch. Concrete steps with metal railings provide access to the front entry. There is an interior chimney and a gable-roofed feature on the north side of the building.

Built in 1915, the house at 5943 Park Place is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.



**Figure 5-22: 5943 Park Place (view northeast)**

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.12 268 Waltham Street (Map Reference #238), Not Eligible**

The house at 268 Waltham Street was constructed in the Bungalow style in 1916 (**Figure 5-23**). The one-story wood-framed residence faces north. The main portion of the house has a front gable roof with an octagon-shaped vent in the gable. The front entrance to the house is within an enclosed front porch with a shorter and lower-pitched roofline than the main portion of the house. The roof is clad with asphalt shingles and has boxed eaves.

The front windows include an aluminum-framed picture window with 1/1 aluminum-framed double-hung windows on each side. The front door is a modern vinyl or wood door with a large decorative oval light that is accessed by a concrete staircase with metal railings. Windows on the side of the house are 4/1 wood-frame double-hung windows and the basement windows are glass block. An interior chimney appears to be constructed of concrete block near the center of the ridge line. A three-sided canted bay window with a gable roof is on the west side of the residence.

Built in 1916, the house at 268 Waltham Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the modifications to the original porch have resulted in a loss of integrity. The house is not eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.



**Figure 5-23: 268 Waltham Street (view southwest)**

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. In addition, the house does not retain sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.13 Harrison Park (Map Reference #241), Contributor**

Harrison Park is an urban park that encompasses approximately 24 acres bounded by Lyman Avenue to the east, Hohman Avenue to the west, Webb Street to the north, and Waltham Street to the south (**Figure 5-24**). The park contains paved walkways, picnic areas, utility sheds, tennis courts, assembly areas, a surface parking lot, and modern playground structures. Its main feature is a manmade lagoon located in the center of the park. Trees are sparsely spaced across open lawn. Structures are constructed of concrete block and cast stone (**Figure 5-25**).

Harrison Park, named for Benjamin Harrison, was Hammond's first major urban park. The City of Hammond developed the park in 1898 on a former cow pasture. The Mayor of Hammond Fred Mott spearheaded the effort to acquire the land for Harrison Park, and was politically chided for choosing the park location across the street from his residence, or "Mott's Front Yard" (Hammond High School 1998). The park was designed by Peter Fox, who served as the City's Park Superintendent from 1904 to 1918. Fox was also involved in the design of Morris and Douglas Parks in Hammond, and Memorial Park in Calumet City. In the early 20th century, Harrison Park became very popular, particularly with the expansion of the railway adjacent to the park, and residential neighborhoods surrounding the park developed rapidly in the 1900s through the 1920s. Its designed features included the lagoon with an island and bridge, park furniture, and landscaping, and it was used for demonstrations, political rallies, picnics, and other social gatherings (Indiana Landmarks 1996) (**Figure 5-26**).



**Figure 5-24: Harrison Park Playgrounds (view north from Waltham Street)**



**Figure 5-25: Harrison Park Utility Shed (view northwest from Lyman Avenue)**



**Figure 5-26: Harrison Park, Historic View of the Lagoon and Bridge, circa 1910  
(Source: Hammond Historical Society)**

Harrison Park is locally important as Hammond’s first urban park, but it is representative of a pattern of urban development that was common at the turn of the 20th century, and it is not individually eligible for the NRHP under Criterion A. Although the park concept was led by the Mayor Mott, that association is not sufficiently significant to meet Criterion B.

The original design by Fox had potential architectural significance that may have been individually significant at a local level under Criterion C for both its design and as the work of a locally significant landscape designer, but few features of that design have been retained. Harrison Park does not meet Criterion C. The history of the park has been documented, and it is not likely to yield further information about history and it does not meet Criterion D.

Harrison Park’s integrity has been compromised by changes to its original design, including the removal of the lagoon bridge, park furniture, and landscaping. New features have also been installed, including tennis courts, modern playground structures, and sculptures. Although the park still serves the community as a recreational area with open spaces and pastoral views, it does not retain sufficient integrity of location, materials, association, feeling, and setting to convey its historical importance to the community. Therefore, Harrison Park is not eligible for individual listing in the NRHP. However, it is eligible as a contributing feature to the Harrison Park Historic District.

**5.2.6.14 265 Webb Street (Map Reference #242), Contributor**

The building at 265 Webb Street is a Bungalow-style residence constructed in 1913 (Figure 5-27). The one-story, wood-framed house faces south. The front gable roof is clad with

asphalt shingles and has decorative brackets below the eaves. The front gable end is faced with diamond-shaped shingles and faux half-timber battens. There is a four-light, wood-framed awning window with a wood surround in the peak of the gable end. The front porch is constructed of concrete block with an alternating bond of 8-inch concrete block and 4-inch rusticated concrete block. The roof of the house extends to form the porch roof. The porch is accessed by a set of wooden stairs with metal railings. The primary entrance is a single entry wood door with nine lights with a metal screen door. There are two 1/1 double-hung wood-framed windows adjacent to the door. It appears that one bay of the two-bay porch was infilled as a room. The infill includes a set of four historic 3/1 double-hung wood-frame in windows, indicating the infill was constructed during the historic period or the windows were taken from elsewhere in the house or salvaged from another property. A door was installed in the east wall, perpendicular to the primary entrance. Other windows include 1/1 double-hung and sliding vinyl windows, four-light wood frame awning windows, and 4/1 double-hung wood frame windows. Basement windows appear to be one-light fixed or awning windows. There is one interior brick chimney and one exterior brick chimney on the east side of the house, as well as a bump out with a shed roof.

Built in 1913, the house at 265 Webb Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a modest example of the Bungalow style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.



**Figure 5-27: 265 Webb Street (view southwest)**

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.15 255-257 Carroll Street (Map Reference #244), Contributor**

The building at 255-257 Carroll Street is a two-story Chicago two-flat duplex with Neoclassical-style characteristics constructed in 1907 (**Figure 5-28**). The original brick has been sheathed with stucco. The roof is flat with a parapet wall. The entrance on the front (south) of the building is shaded by a hipped roof porch supported by wood Doric columns and brick piers. The porch is accessed by a central staircase. The door is a modern paneled door with a decorative light. There is one small 1/1 double-hung wood-frame window on the west side of the door and a set of paired 1/1 double-hung wood-frame windows on the east side of the door. Windows on the front of the building on the second level include three 1/1 double-hung wood-frame windows (one single and one set paired). There is a cascading stringcourse above the second floor windows below the parapet wall. The windows on the front of the duplex have wood keystones and surrounds.

There is another entrance on the east side of the building, which is shaded by a shed roof porch that is supported by brick and stucco piers and wraps around the north side of the building. The east entry is a metal security door. Windows on the east side of the building are 1/1 double-hung windows and two-light sliding windows with arched keystone lintels and surrounds. The basement windows are narrow awning or fixed windows surrounded by fixed glass blocks. There is an associated, free-standing garage with a hipped roof to the north of the building.



**Figure 5-28: 255-257 Carroll Street (view northwest)**

Built in 1907, the duplex at 255-257 Carroll Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct

associations with important historical people and the duplex is not eligible for the NRHP under Criterion B. The duplex is a modest example of a common architectural type, and the duplex does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1900s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.16 256 Williams Street (Map Reference # 245), Contributor**

The house at 256 Williams Street was constructed in the vernacular gable-front style in 1900 (**Figure 5-29**). The two-story residence faces north and has a brick foundation. The roof is clad with asphalt shingles and there is a brick interior chimney near the center of the ridgeline. Windows on the front of the house include a set of three fixed or casement ribbon windows and there are three 1/1 double-hung windows (one single and one set paired) on the second level. The primary entrance is a single entry vinyl or wood door with a metal and glass security door. A wooden staircase and deck with wood railings provide access to the front door. Windows on the sides and rear of the house are 1/1 and 4/4 double-hung windows. The east side of the house has a cross gable bump out wing that includes a set of three fixed and casement ribbon windows on the first level and a picture window framed by two 4/1 double-hung windows. The basement windows are narrow awning or fixed windows surrounded by fixed glass blocks.



**Figure 5-29: 256 Williams Street (view southwest)**

Built in 1900, the house at 256 Williams Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under

Criterion B. The house is a common example of the Gable-front style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1900s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.17 253 Williams Street (Map Reference #246), Contributor**

The house at 253 Williams Street was constructed in the vernacular Gable-front style in 1911 (**Figure 5-30**). The two-story residence faces south. The cross-gable roof is steeply pitched and is clad with large diamond-shaped shingles. There is a two-bay, one-story wing on the front of the house with a flat roof and a short parapet wall that is faced with the diamond-shaped shingles. One bay of the one-story wing includes living space and the other bay is a recessed front porch. The porch overhang is supported by a tapered wood pier with a brick base and is accessed by a concrete staircase. The front entry is a wood, single entry door with 15 lights. Windows on the front of the residence include one-light fixed stained glass window, two- and four-light wood-framed awning windows, and 1/1 double-hung windows. There is an attic vent in the gable end. All windows and the vent opening have wood surrounds. The cross gable section on the east side of the house is two stories. The lower story is a canted bay window and the upper story is a rectangular bump out with one window. The windows on the east side of the house include a horizontal awning window, 1/1 double-hung windows, and a four-light double-hung or fixed window. Basement windows are fixed glass block. The back and west side of the residence were not visible from the public ROW.



**Figure 5-30: 253 Williams Street (view northwest)**

Built in 1911, the house at 253 Williams Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern

for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a common example of the Gable-front style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1910s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.18 256 Doty Street (Map Reference #247), Contributor**

The building at 256 Doty Street is a two-story Chicago two-flat duplex constructed in 1907 (Figure 5-31). The brick building faces north and the roof is flat with a parapet wall and patterned brick cornices. A one-story, shed-roofed porch wraps around the front and a portion of the east side of the building. The porch roof is clad with asphalt shingles and there are triangular pediments above the front (north) entry and on the northeast corner. The porch roof is supported by wood posts and is accessed by a staircase with wood railings that continue around the perimeter of the porch. The porch is raised off of the ground and the space between the porch and the ground surface is screened by wood lattice. There are two adjacent single entry doors on the front of the duplex, which are wood or vinyl with one light and protected by aluminum and glass storm doors. There is a set of paired double-hung aluminum-framed windows adjacent to the doorways. Windows on the second floor on the front of the building include a set of paired vinyl-framed double-hung windows and a single double-hung window. The second floor windows have stone lintels that match a stone stringcourse that continues around the east side of the building. The east side of the building features a two-story bump out with bay windows. There is two-story wood frame addition with a brick foundation on the back (south) of the duplex with a mansard roof. Windows in the addition are 1/1 double-hung windows and doors appear to be utilitarian wood or metal single entry doors.



Figure 5-31: 256 Doty Street (view southwest)

Built in 1907, the duplex at 256 Doty Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the duplex is not eligible for the NRHP under Criterion B. The duplex is an example of a common architectural type, and the duplex does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1900s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.19 255 Doty Street (Map Reference #248), Contributor**

The house at 255 Doty Street was constructed in the vernacular Gable-front style in 1907 (**Figure 5-32**). The wood frame building faces south and has a raised masonry foundation. The front gable roof is a hipped gable or jerkinhead and is clad with asphalt shingles. The front of the house has a modern single-entry door with sets of paired two-light sliding windows on either side of the door. There is a smaller, horizontal, two-light sliding window in the gable end. The front entry is accessed by wood steps with metal railings. The house may have originally had a front porch that was later enclosed. Windows on the east side of the house are 1/1 double-hung or two-light sliding windows with faux wood shutters, and windows on the west side are 1/1 double-hung windows. Basement windows are narrow awning or fixed windows surrounded by fixed glass blocks. There is an interior brick chimney near the ridgeline toward the back of the house. There is a smaller, free standing, gable-roofed wood frame residence on the back of the parcel that was constructed using materials similar to those used to construct the main residence.



**Figure 5-32: 255 Doty Street (view northwest)**

Built in 1907, the house at 255 Doty Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a common example of the Gable-front style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1900s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

**5.2.6.20 255 Ogden Street (Map Reference #250), Contributor**

The house at 255 Ogden Street was constructed in the Queen Anne style in 1920 (**Figure 5-33**). The two-story brick and wood-frame house faces south and has a cross gable roof clad with asphalt shingles. The lower level has brick veneer, including a porch that extends across the front façade that has a partial hipped roof clad with composition roll. The recessed porch is accessed by concrete stairs with brick wall railings. The first story windows on the front of the house include a picture window and four 1/1 double-hung windows. There is a 1/1 double-hung window on the front of the house and a six-sided turret on the southwest corner. Each side of the turret has a narrow 1/1 double-hung window. Basement windows are narrow awning or fixed windows surrounded by fixed glass blocks. Other windows in the house are similar to those on the front of the residence. There is an interior brick chimney on the west side of the house.



**Figure 5-33: 255 Doty Street (view northwest)**

Built in 1920, the house at 255 Doty Street is representative of the growth of industry and the local economy in the early 20th century and the subsequent expansion of residential development south of the city center in the vicinity of Harrison Park. This was a common pattern for residential development in Hammond during that era, and the residence does not have significant associations to meet NRHP Criterion A. Research did not reveal any direct associations with important historical people and the house is not eligible for the NRHP under Criterion B. The house is a common example of the Gable-front style, and the house does not possess sufficient significance to be considered eligible for the NRHP under Criterion C. The property dates to the 1920s, and its history is documentable. It is not likely to yield further information about history to meet Criterion D.

In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP. However, the house retains sufficient integrity to be considered potentially eligible as a contributing property to the Harrison Park Historic District.

### **5.2.7 Minas Parking Garage (Map Reference #258), Eligible, Criterion C**

The E.C. Minas Company constructed the Minas Parking Garage in 1960. The history of the E.C. Minas Company began in Hammond in 1890 when Edward C. Minas opened a hardware store on the corner of Oakley and State Streets. Minas constructed a new building on the site in 1894, which he expanded 10 years later. This expansion doubled the capacity of the store and Minas began selling dry goods and other product lines in addition to hardware. Minas had taken a risk when he constructed his store on State Street rather than on Hohman Avenue, which was Hammond's main commercial street. However, Minas' success made his store the anchor for other commercial businesses on State Street and more businesses located to that area. Minas constructed another addition in 1912, and soon had one of the largest local department stores in downtown Hammond. Downtown Hammond and the E.C. Minas department store flourished as the center of retail activity from the turn of the 20th century to the early 1980s (Burton 2009; Clark 1998).

As the use of the automobile became more common, the Minas Company recognized the need to provide adequate parking for its customers. In September 1959, the E.C. Minas Company announced their plans to construct a new four-story parking garage across the street from its department store. The new parking garage would allow Minas to provide more parking spaces in the same footprint as a street-level lot and vertical expansion proved to be more economical as downtown real estate values increased. Development of the new parking garage also illustrated the E.C. Minas Company's efforts to promote downtown Hammond. In 1959, Purdue University and a Washington, D.C. consulting firm conducted a study of downtown Hammond that predicted retail decline because a lack of space thwarted future expansion. The parking garage both attracted customers to the downtown location by providing a new and modern parking facility and conserved much needed development space in downtown Hammond (Burton 2009; Hammond Times 1959).

Construction of the new parking garage began in March 1960. The E.C. Minas Company wanted the new parking garage to be visually appealing in order to contribute to an ongoing downtown Hammond revitalization effort and hired the nationally known Chicago firm of De Leuw, Cather, & Company to design the building. The chief architect for the new parking garage was Hans Friedman, a German immigrant who graduated from the new Bauhaus at Chicago's Institute of Design. The builder was Roy C. Clark of East Chicago (Chicago Architect 2013; Hammond Times 1960).

The parking garage was constructed using approximately 200 pre-cast concrete slabs that were 62 feet long and 7.5 feet wide that each weighted about 15 tons. Concrete caissons were installed in 65-foot shafts along the ROWs of the Erie and Nickel Plate railroads. The entire steel reinforced frame of the building was constructed first and then the concrete slabs were raised into place. The exterior of the garage was then decorated with pebbled stone concrete grill work. The Minas Parking Garage was designed to accommodate 562 vehicles with 430 covered spaces. The garage also featured column-free angled parking, air conditioned waiting rooms and wash rooms, package lockers, automatic ticket dispensers and door openers, two elevators, and stairwells. The structural features of the parking garage represented innovative engineering for the time, and the design received national attention. The private construction of the garage also was unique in the 1960s because structures of this size and type were typically only constructed by municipalities (Hammond Times 1959, 1960).

Despite the efforts of the E.C. Minas Company and other local businesses, retail businesses gradually began to leave downtown Hammond for suburban locations in the 1970s. The E.C. Minas Department Store across the street from the parking garage closed in the 1980s and was demolished in 2002 and replaced by the First Baptist Church (Burton 2009).

The Minas Parking Garage is a four-story pre-stressed parking garage with an irregular plan (**Figures 5-34** and **5-35**). The seven-sided garage features a precast concrete geometric design that covers the second through fourth floors on all elevations except the east, which is comprised of concrete bricks. Two concrete brick columns are situated at the southwest corner and at the north elevation. Metal fencing is behind the geometric design and is also visible on the first floor of the garage. The first floor's siding includes marble and some wood. Round evenly placed columns are evident on the north, east, and west elevations on the first floor. Two entrances on the north elevation are closed by chain link metal gates. The same entrances also exist on the south elevation. Also on the north elevation is an office with fixed, metal-frame windows, a single-entry, glazed metal door and colored metal siding. Another entrance can be found on the east elevation and it is set with a flush metal door. A large sign is attached to the north elevation that reads "First Baptist Church Parking."

Built in 1960, the Minas Parking Garage is associated with private efforts to promote and revitalize retail shopping in downtown Hammond. Suburban sprawl and increased use of the automobile after World War II caused retail centers to relocate from downtown commercial area to suburban shopping centers. As this trend became apparent in the late 1950s and 1960s, many downtown areas in the United States began revitalization efforts to maintain these retail centers. Because downtown revitalization was a common theme during this era, the parking garage does not have the level of significance to meet Criterion A.

The parking garage is associated with E.C. Minas, who established the E.C. Minas Company as a hardware store in downtown Hammond in 1890 that eventually grew into a large, anchor department store in the early 20th century. Although the Minas family played a key role in the growth and development of downtown Hammond, the family's association with the parking garage does not have the level of significance to meet NRHP Criterion B.

The Minas Parking Garage is significant under NRHP Criterion C as an example of Brutalism-style architecture, with its simple concrete construction, modest ornamentation, and functional and efficient form. In addition, the architecture and engineering of the building was innovative at the time of its construction.

The exterior of the Minas Parking Garage retains much of its original appearance and no major alterations were observed. The building retains its location, design, workmanship, materials, association, setting, and feeling and is eligible for the NRHP under Criterion C.



**Figure 5-34: Minas Parking Garage, North and West Sides (view southeast)**



**Figure 5-35: Minas Parking Garage, West and South Sides (view southeast)**

The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

**5.2.8 P.H. Mueller Sons Hardware (Map Reference #261), Eligible, Criterion A**

The P.H. Mueller Sons Hardware building at 416-418 Sibley Street is an early 20th century commercial building constructed in 1902 (**Figure 5-36**). Paul Henry Mueller opened his first

hardware store along North Hohman Avenue in 1887. In the 1890s, Mueller relocated the store to the corner of Sibley Street and Hohman Avenue, where the store remained until he moved the store around the corner to a newly constructed building at 416 Sibley Street in 1902. After Mr. Mueller purchased the building at 416 Sibley Street, he purchased the building next door at 418 Sibley Street, which was previously occupied by a saloon. Mueller combined the buildings and constructed a machine shop to the back of the 418 building. The Mueller family continued to operate the hardware store until its closing in 2009. The family currently operates an art gallery in the building (Ross 2009).



**Figure 5-36: 416-418 Sibley Street (view south)**

The P.H. Mueller Sons Hardware building faces northeast and is two bays wide. Each bay includes a storefront on the first floor and two windows on the second floor. Brick pilasters define the vertical boundaries of the two bays, and stone facing applied to pilasters on the first floor frames the first floor store fronts. Signage provides a horizontal visual separation between the first and second floors. The two storefronts are identical and include recessed doorways between two-sided display windows. There are single entry side doors adjacent to both storefronts that provide stairway access to the second floor. There are transoms above each of the doors and windows and panels below the first floor windows. The original four windows on the second story have been removed and replaced with fixed glass blocks. Window openings on the sides of the building all appear to have been infilled or covered with plywood.

Built in 1902, the P.H. Mueller Sons Hardware building is associated with an important period of growth in Hammond in the early 20th century. Located just off of the Hohman Avenue in downtown Hammond, Mueller’s store is representative of the commercial growth of Hammond that occurred in response to the turn of the 20th century industrial boom. The P.H. Mueller Sons Hardware building is significant under NRHP Criterion A for its contribution to the commercial development of downtown Hammond in the early 20th century.

Paul Henry Mueller opened the hardware store in Hammond in 1887 and moved to the location on Sibley Street in 1902. The Mueller family has continuously owned and operated a business at this location for more than 100 years, but this association does not have the level of

significance to meet NRHP Criterion B. The commercial building was designed in the early 20th century commercial style, which was a popular design in that era. The building does not have a distinctive stylistic character, is not distinguishable as the work of a master or as having high artistic value, and does not have the level of architectural significance to meet Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

The original second story windows have been replaced with fixed glass blocks and windows on the sides have been infilled or covered with plywood. Despite these alterations, the building retains its location, design, workmanship, materials, association, setting, and feeling. Therefore, this property is eligible for the NRHP under Criterion A.

### 5.2.9 Hotel Hammond (Map Reference #262), Eligible, Criterion A

The Hotel Hammond building at 415½-417 Sibley Street was constructed in 1919 (**Figure 5-37**). The building has a roughly rectangular plan with an angled northeast corner at the former Monon Railroad corridor. It is brick, three stories tall, five bays wide and ten bays deep, with symmetrical fenestration. The roof is flat, with a parapet at the perimeter of the roof. The façade contains a central entrance in the first story flanked by a commercial storefront on each side. The entrance contains double, metal-framed, glazed doors set in a limestone surround with “HOTEL HAMMOND” engraved above the doors. A rounded awning projects above the entrance. The storefronts contain metal-framed, full-height storefront windows and glazed doors that are not original. The storefronts are framed by brick piers with limestone bases and ornamented limestone capitals topped with a decorative limestone beltcourse at the second floor line. The eastern storefront is inset and angled in a mid-20th century configuration, and has a paneled surround that obscures the exterior brick wall. In the second story, a continuous limestone beltcourse serves as the window sill, and in the third story, a decorative brick beltcourse serves as the window sill. Another decorative limestone meandering course is located above the third-story windows at the cornice. The upper stories contain modern, single 1/1 double-hung sash windows that are not original.

Anton H. Tapper built the Hotel Hammond on the site of the former Monon Hotel in 1919 (Sanborn Fire Insurance Maps 1898, 1915). Tapper was a banker, variously an officer of the American Trust and Savings Bank, the State Bank of Hammond, American Savings and Trust Company, president of the Peoples’ Mutual Savings and Loan Association, and a real estate developer who owned several properties in Hammond. Tapper was an early resident of Hammond, having arrived in 1875, and was considered a Hammond pioneer. His original home was located at the corner of Hohman Avenue and Sibley Street at the center of the commercial district, and Tapper contributed to the commercial development of downtown Hammond through real estate development.

Hotel Hammond was built next to the Monon Railroad and its passenger station and near the Erie Railroad and passenger station, at the center of Hammond’s transportation hub at the beginning of the century to the present, the Jefferson Hotel has continued to operate as a residential hotel (2016).

Built in 1919, Hotel Hammond is associated with an important period of growth in Hammond in the century industrial boom in the heart of downtown Hammond. Hotel Hammond is significant under NRHP Criterion A for its contribution to the commercial development of downtown Hammond in the early 20th century.

Hotel Hammond was built by Anton H. Tapper, who was an important local developer that contributed to the commercial development of downtown Hammond, but the hotel is not the best representative property of his contributions, and the association does not have the level of significance to meet NRHP Criterion B. The building was designed in the early 20th century commercial style, which was a popular design in that era. The building does not have a distinctive stylistic character, is not distinguishable as the work of a master or as having high artistic value, and does not have the level of architectural significance to meet Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

The original windows have been replaced with modern 1/1 sash, glass block windows have been installed in the first story on the east side of the building, and the storefronts have been modified. Despite these alterations, the building retains its location, design, workmanship, materials, association, setting, and feeling. Therefore, this property is eligible for the NRHP under Criterion A.



Figure 5-37: Hotel Hammond (view north)

#### 5.2.10 State Street Commercial Historic District, Listed, Criteria A and C

The State Street Historic District was listed in the NRHP in 1999 for its significance under Criterion A for commercial development and Criterion C for architecture. At the time it was listed, the district included 37 buildings, of which 28 are contributing and 10 are non-contributing. The district contributors represent two periods in the commercial development of State Street. The first period of development occurred from 1885 to 1915; the second occurred from 1920 to 1927. After E.C. Minas built his department store in 1894 many new business came to State Street, making it one of the primary commercial avenues in downtown Hammond. The area also served as the primary shopping source for the area surrounding Hammond. The buildings along State Street are representative of early 20th century commercial architecture.

Structures that were built during the first period were constructed in limestone, or brick with limestone details. Most are of a commercial vernacular style with two stories, a flat roof, and a parapet wall on the street side. Structures built during the second period were constructed in brick or brick with terra cotta in their façades. Most of these buildings are commercial vernacular buildings, although some have entire terra cotta façades in a Neo-Gothic style. The terra cotta façades are significant examples of the sophistication of downtown Hammond, especially when compared to the commercial downtown buildings of other Lake County cities.

Two contributors of the NRHP-listed State Street Commercial Historic District, 424 Willow Court and Hotel Goodwin, are located within the APE. Those properties are discussed in **Sections 5.2.10.1** and **5.2.10.2**.

**5.2.10.1 424 Willow Court (Map Reference #268), Contributor**

The commercial building at 424 Willow Court is a one-story commercial vernacular building constructed in 1907 (**Figure 5-38**). The brick building has a flat roof with a stepped parapet wall. The side of the building that faces northeast toward Willow Court and the railroad tracks has a small window opening with a brick sill and a single-entry pedestrian door that have been boarded over. There also is a one-bay vehicle door with a modern, metal or vinyl roll-up door. The southwest side of the building, which appears to have been the original primary façade, also has a stepped parapet wall, two large storefront window openings that are boarded over, and a single entry door. There also is a rectangular, recessed area with a brick surround above the windows and door that likely originally featured signage. The commercial building is located between two other buildings and the northwest and southeast sides are not visible. The original structural brick on the southwest façade has been sheathed with stucco to match the façades of the adjacent buildings, which appear to be currently operating as one business property (**Figure 5-39**).



**Figure 5-38: 424 Willow Court (view south)**

The building at 424 Willow Court does not possess sufficient significance within the context of downtown Hammond commercial development and is not a significant example of early 20th

century architecture. The building is not individually significant under NRHP Criterion A or C. Research did not reveal any direct associations with important historical people and the building is not eligible for the NRHP under Criterion B. Further study of the building is not likely to yield further information about history to meet Criterion D. In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP.

This commercial building was previously inventoried and determined to be a contributor to the State Street Commercial Historic District. This district, which includes properties on both sides of State Street between Sohl and Bulletin Avenues, is a cohesive example of downtown Hammond commercial development between 1885 and 1940. The buildings within the district are also a good representation of early 20th century commercial architecture (Clark 1998). State Street Commercial Historic District was listed in the NRHP under Criteria A and C in 1999. A review of photographs taken for the NRHP nomination in 1998 indicate that the stucco sheathing on the exterior of the southwest façade was added after the district was listed. However, the northeast side of the building that faces toward Willow Court is mostly unchanged since the 1998 recording, and the building retains its original massing. Therefore, the building appears to retain sufficient integrity to remain a contributing property to the State Street Commercial Historic District.



**Figure 5-39: Stucco Sheathing on southwest sides of 424 and 422 Willow Court (view northwest)**

**5.2.10.2 Hotel Goodwin (Map Reference #269), Contributor**

The building at 422 Willow Court is a two-story commercial vernacular building adjacent to 424 Willow Court (**Figure 5-40**). The brick building was constructed in 1915 and has a flat roof with parapets. The northeast and southwest parapet walls both have central pediments. Stone panels placed in the apexes of the pediments identify the year of construction. The cornice on the northeast side of the building features a concrete or stone band course and a brick dentil frieze. Original window openings on the second story of the northwest façade have been infilled with brick and replaced by two 1/1 double-hung aluminum-framed windows, and the exterior wall surface on the first floor has been covered with wood board and batten siding and asphalt

shingles. There also are two modern metal or wood single entry doors on this side of the building.

The southwest side of the building, which was likely the original primary façade, has been recently sheathed with stucco (see **Figure 5-39**). Photographs taken in 1998 indicate that the cornice on this side of the building also featured a band course and brick dentils. The first and second stories were visually separated by a band of brick in a basket weave pattern and part of the exterior wall on the first floor was faced with stone. Since that photograph was taken, the stone facing has been removed to reveal the larger, original window openings. The windows in the upper story are two sets of paired double-hung aluminum-framed windows and the doors and windows in the lower level have recently been replaced. Windows in the northwest and southeast sides of the building are a 1/1 double-hung windows, fixed glass block windows, and vinyl casement windows.



**Figure 5-40: Northeast Side of 422 Willow Court (view west)**

The Hotel Goodwin does not possess sufficient significance within the context of downtown Hammond commercial development to be considered individually eligible for the NRHP under Criterion A. Research did not reveal any direct associations with important historical people and the building is not eligible for the NRHP under Criterion B. The Hotel Goodwin was designed in a commercial vernacular style with elements of the 20th century commercial style, but it is a fairly common type and the application of stucco to the primary façade masked many of the building’s unique architectural features and integrity has been lost. The building is not eligible under Criterion C. Further study of the building is not likely to yield further information about history to meet Criterion D. In summary, the property does not meet the NRHP criteria, and it is not individually eligible for listing in the NRHP.

The Hotel Goodwin was previously inventoried and determined to be a contributor to the State Street Commercial Historic District. This district, which includes properties on both sides of State Street between Sohl and Bulletin Avenues, is a cohesive example of downtown Hammond commercial development between 1885 and 1940. The buildings within the district are also a good representation of early 20th century commercial architecture (Clark 1998). State Street

Commercial Historic District was listed in the NRHP under Criteria A and C in 1999. Although the stucco sheathing was added to the southwest façade after the district was listed, the northeast side of the building that faces toward Willow Court is mostly unchanged since the 1998 recording, and the building retains its original massing. Therefore, the building appears to retain sufficient integrity to remain a contributing property to the State Street Commercial Historic District.

### **5.2.11 Norfolk and Western Railroad Bridge / Hohman Avenue Railroad Bridge (Map Reference #278), Not Eligible**

The Norfolk and Western Railroad Bridge, which also is known as the Hohman Avenue Railroad Bridge, was an abandoned railroad bridge about 0.2 miles southeast of the intersection of Hoffman Street and Sheffield Avenue. The bridge was constructed circa 1909 to carry the railroad over the Grand Calumet River. The American Bridge Company of New York and Page & Schnable of Chicago designed and constructed the bridge, which was a 255-foot-long, three-span, metal-rivet connected Warren through truss bridge with alternating verticals and a one-span Page bascule lift.

The bridge was reportedly one of only two Page bascule bridges remaining in the United States, but it was illegally demolished by metal scrap hunters in 2015 (Bridgehunter.com 2016; HistoricBridges.org 2016). Because the bridge is no longer extant, it does not retain historical integrity or meet any of the NRHP criteria, and it is not eligible for the NRHP.

### **5.2.12 Simplex Railway Appliance Company (Map Reference #279), Eligible, Criterion A**

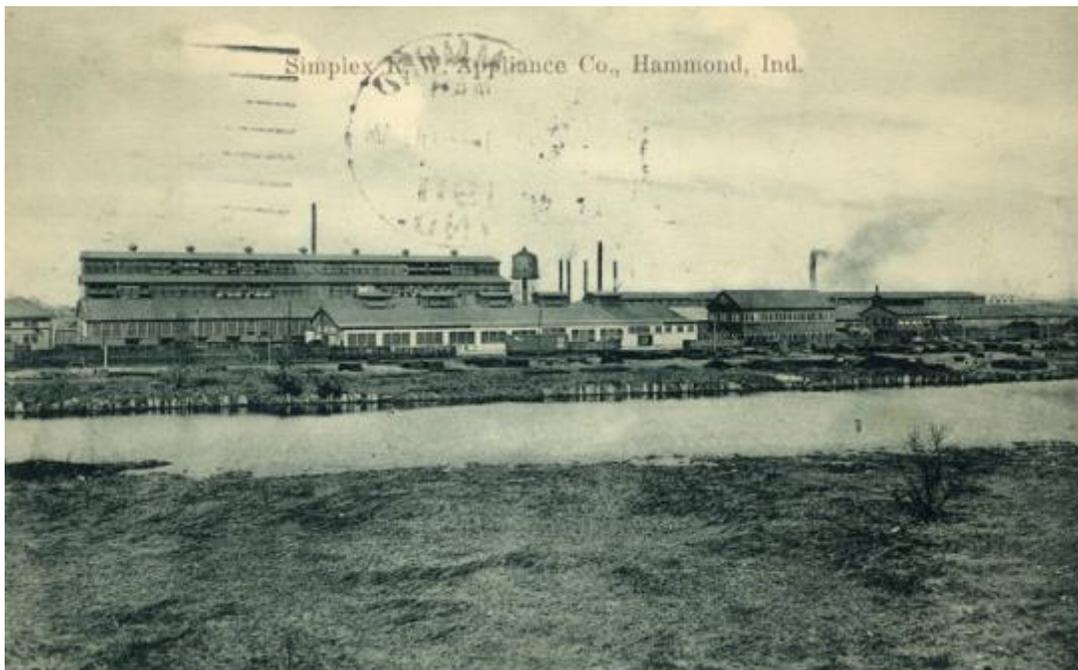
Hammond had a plethora of industries at the turn of the 20th century, including the Simplex Railway Appliance Company (Simplex). The Simplex property is a large, industrial property with numerous buildings and structures constructed in an industrial vernacular style. The property is on the north bank of the Grand Calumet River southwest of the intersection of Hoffman Street and Hohman Avenue on the former home site of Ernst Hohman, an early settler of the area. William V. Kelley established Simplex in 1898 to manufacture railroad car and locomotive springs. The New York-based American Steel Foundries (American Steel) purchased Simplex in 1905. American Steel was a finisher of locomotive and boxcar frames that was formed in 1902 with the merger of several steel companies with eight locations in Illinois and New Jersey. American Steel experienced financial losses during its first three years of business, and sought to purchase Simplex not only to obtain its business interests, but also to acquire more qualified leadership. After the merger, Simplex founder William Kelley became the president of American Steel and moved the company headquarters from New York to Chicago (Goodspeed and Healy 1909; Indiana Writers' Program 1939; Kepos 1993; Lewis 2008).

In 1910, American Steel expanded its business to include design and engineering. Prior to that time, the company was focused on the manufacture of parts to customer specifications. During World War I, the company manufactured shell casings to support the military effort. By 1915, the company's Hammond facility encompassed about 40 acres including 4 acres of buildings and 36 acres of yards and dockage on the Calumet River (**Figure 5-41**). The company employed 700 to 800 men and used approximately 55,000 tons of steel and 25,000 tons of iron. Shipments were facilitated by the company's location between the Indiana Harbor and Elgin, Joliet & Eastern Belt rail lines, which connected to the Michigan Central, Monon, Erie, and other rail lines (Howat 1915; Kepos 1993).

After World War I, the rising popularity of the automobile prompted American Steel to briefly manufacture small springs for cars, but the company's main business remained focused on the rail industry. By 1939, the Hammond plant included 5 manufacturing buildings and 24 associated outbuildings constructed of structural steel with corrugated iron sheathed walls and roofs. American Steel assisted with the war effort during World War II by manufacturing tank parts and other cast armor materials. When the war ended, American Steel focused on the manufacture of castings for railroad freight cars. The company later diversified and began to produce parts for semi-truck trailers and bicycle and industrial roller chains (Indiana Writers' Program 1939; Kepos 1993).

In the 1950s, the company initiated the manufacture of cast iron pipes. Because the company had diversified and was no longer focused on the manufacture of railroad parts, the company name was changed to Amsted in 1962 (Indiana Writers' Program 1939; Kepos 1993). The Hammond facility continues to be owned and operated by American Steel, and is known as the Amsted Rail Hammond Spring Plant.

The company was founded in 1898 and some of the buildings on the parcel may date to that time period. The earliest construction year documented for the parcel by the Lake County Assessor is 1903. Historic aerial photographs indicate that most of the extant buildings were in place in 1939. The buildings within the industrial complex are long, rectangular structures that parallel the river. The short ends of a majority of the buildings face northwest, toward Hohman Avenue. A paved parking lot and a landscaped area are located between the river bank and the Simplex buildings. Aerial photographs indicate that the old railroad spurs remained extant in the vicinity of the landscaped and parking areas as late as 2005 (**Figures 5-42 and 5-43**).



**Figure 5-41: Postcard Featuring the Simplex Railway Appliance Company, 1911 (postcard courtesy of the Northwest Indiana Genealogical Society)**



**Figure 5-42: Bing Maps Bird’s Eye View of 4831 Hohman Avenue circa 2005**



**Figure 5-43: Google Earth Image of 4831 Hohman Avenue Depicting its Current Condition**

The building that is most visible from the public ROW is the structure immediately adjacent to Hohman Avenue. Historic aerial photographs indicate that this building was not constructed until the early 1960s (**Figure 5-44**). The broad side of this rectangular building is oriented perpendicular to the buildings on the property and conceals the west façades of several older buildings. The building has a concrete foundation and a pitched roof. The lower quarter of the building is constructed of brick and the rest of the building is constructed of prefabricated steel with corrugated metal exterior walls. An aerial photograph taken circa 2005 indicates the lower brick and upper steel portions of the building were originally separated by a line of ribbon windows and that the corrugated steel exterior wall cladding is a relatively recent addition (see **Figure 5-42**).



**Figure 5-44: Building Constructed in 1960s (view south)**

Other buildings within the Simplex property likely are constructed of concrete, brick, steel, and wood. Most of the roof lines appear to be gabled or flat with monitors. Circa 2005 aerial photography indicates that the southwest exterior walls of the two buildings adjacent to the 1960s building also have been recently clad with corrugated steel (**Figure 5-45**, see **Figures 5-39** and **5-41**). The northeast walls of the buildings appear to retain their original appearance. Windows visible from the public ROW included steel-framed 15-light windows. Other historic structures visible on the property include a concrete smoke stack, a water tower, and other steel structures (**Figure 5-46**).



**Figure 5-45: Sides of Original Buildings with New Corrugated Steel (view northeast)**



**Figure 5-46: Other Buildings and Smoke Stack at the Simplex Facility (view southwest)**

The Simplex industrial complex is associated with a significant period of industrial growth in Hammond in the late 19th and early 20th centuries. In the Calumet region, steel production and manufacturing was an important industry, which shaped the development of Hammond and other surrounding communities. Simplex was not only one of the first steel manufacturing plants to locate in Hammond, it was also focused production of parts for the railroad, which played a key role in the development of the area. In 1905, Simplex merged with American Steel, which continues to operate the facility today under the Amsted name. The Simplex property is significant under NRHP Criterion A for its association with Hammond's steel production and manufacturing industry and the key role the company played in the development and prosperity of Hammond and the surrounding areas.

William Kelley founded the company, and others were responsible for its management and operation, but research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B.

The Simplex industrial complex was designed in a utilitarian vernacular style. The long, narrow, rectangular buildings were oriented parallel and adjacent to the Grand Calumet River and the railroad tracks to facilitate the delivery of raw steel materials and the shipment of manufactured goods. Although the footprint of the complex and the industrial utilitarian style of the buildings are representative of late 19th and early 20th century industrial design, the Simplex facility does not have the level of architectural significance to meet NRHP Criterion C.

The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Construction the building adjacent to Hohman Avenue in the 1960s has concealed the northwest façades of some of the original buildings and the recent addition of corrugated metal to the exterior walls of some buildings has compromised the integrity of the Simplex property. The adjacent railroad tracks also have been removed. Despite these alternations, the property retains most of its original buildings as well as its original footprint, and it retains its location,

design, workmanship, materials, association, setting, and feeling. Therefore, this property is eligible for the NRHP under Criterion A.

### 5.2.13 Aldobilt Company (Map Reference #280), Not Eligible

The Aldobilt Company was a manufacturer of railroad supplies and also had offices in Chicago. Hammond city directories indicate that the Aldobilt Company occupied the buildings at 4808 Hoffman Street until the mid-1950s. In 1959, the Miller School and Office Supply Company was using the buildings for storage. The property at 4808 Hoffman Street includes three buildings. Lake County Assessor's records indicate that these buildings or portions of these buildings were constructed in 1920, 1933, 1934, and 1974.

One of the buildings is an L-shaped, one-story brick building with a concrete foundation (**Figure 5-47**). One portion of the roof is flat with parapets and another portion has a gable roof. The gable roof is constructed of more modern materials than the rest of the building and is a later addition to the original flat roof. The east side of this vernacular commercial/light industrial building has the most architectural detailing and may have once served as the primary or secondary entrance. The seven fixed glass block windows on this elevation are located above a rowlock brick band course. The windows are surrounded by brick frames constructed in a combination of bond patterns. There also is a decorative brick course along the base of the building above the foundation wall. The single-entry metal door also is framed by brick courses and has a pediment. Numerous window and door openings have been infilled on the north side of the building. The only opening that remains extant is a large vehicle bay opening.



**Figure 5-47: “L” Shaped, One-story, Brick Aldobilt Building (view southwest)**

Another building on the parcel is a structure with a hipped roof with a flat roof addition (**Figure 5-48**). The addition is utilitarian and constructed of concrete block. The hipped roof portion of the building may be constructed of wood frame, but it was not fully visible from the public ROW. Historic aerial photographs indicate this building was substantially reduced in size in the 1970s or 1980s.



**Figure 5-48: Concrete Block Aldobilt Building (view south)**

The third building appears to be an office with an attached warehouse/garage (**Figure 5-49**). The building is constructed of brick and wood framing. The office portion of the building has a hipped roof and 1/1 double-hung windows and the warehouse/garage portion has a side gable roof and a vehicle bay with a roll-up door.



**Figure 5-49: Office/Warehouse Building (view southwest)**

The Aldobilt Company property is associated with the continuing growth of industry in the Calumet region, which began in the late 19th century. The property is located in the heart of Hammond's industrial area in the vicinity of the railroad and the Grand Calumet River. By the

time Aldobilt established this location in 1920, the area was already well-established as an industrial zone, which included Simplex, O.K. Champion, and Federal Cement Tile Company, which had been established in the 1890s and 1900s. Aldobilt also is associated with the railroad industry, which was instrumental in the development of Hammond and the Calumet region as an industrial area. However, city directories indicate that the Aldobilt Company only occupied the Hammond location for approximately 20 years, which is relatively short in comparison with other industries in the city, and was not constructed until the 1920s, when Hammond was already well-established an industrial area. The Aldobilt Company does not appear to have made a significant contribution to the history and community development of Hammond and does not meet Criterion A.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The Aldobilt Company buildings were designed in an industrial utilitarian style. Although the style of the buildings is representative of early 20th century industrial design, the buildings do not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

With the exception of the replacement of the original flat roof with a gable roof, the one-story, L-shaped building does retain much of its historical integrity. The office/warehouse building also retains its original layout and massing, but the concrete block building appears to have been substantially altered in the 1970s or 1980s. Although two of the buildings retain some aspects of historical integrity, the property does not possess sufficient significance under any of the NRHP criteria, and it is ineligible for the NRHP.

#### **5.2.14 420 Hoffman Street (Map Reference #281), Not Eligible**

The property at 420 Hoffman Street is a single tenant office building constructed by the State of Indiana in 1953 (**Figure 5-50**). The last known tenant of the building was the State Family and Social Services Administration. The building currently is privately owned. The steel frame and brick International style building is two stories tall with a one-story rooftop penthouse. The roof is flat with parapets and the foundation is concrete. The building has a rectangular, horizontal footprint with a low, squared, geometric massing. All four elevations of the building feature two regularly spaced rows of steel or aluminum-framed 2/2 double-hung windows. The rows of windows are framed by concrete bands.



**Figure 5-50: Office Building at 420 Hoffman Street (view southwest)**

Most architectural detail is concentrated on the asymmetrical front entrance, which is offset from the center of the building to the west. The entrance is a double-entry aluminum-framed storefront door with a sidelight that is shaded by a flat-roofed awning. The area above the entrance and two bays west of the entrance are aluminum-framed window walls with concrete surrounds. The entire front entrance feature is popped-out from the front façade and framed by brick walls that are perpendicular to the front of the building. Because the height of the front entrance feature is taller than the horizontal line formed by the rows of first floor windows, the entrance gives a vertical impression that contrasts with the horizontal massing of the building. A tall and narrow two-story concrete block structure has been constructed to the west of the entrance and does not appear to be original to the building. There is a secondary entrance on the east side of the building.

The office building is associated with government architecture in Indiana after World War II. This building, which housed the State Family and Social Services Administration, likely was constructed in response to the post-World War II population boom that resulted in an increased need for government services. This building likely was one of many buildings constructed by the state government during that time and the building does not meet Criterion A. Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B.

The office building is an example of the International style popular in American cities in the post-World War II era. The architect of the building was not identified, and the building is an unexceptional example of the International style. Therefore, the building does not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

With the exception of the addition of the two-story concrete block structure on the front façade, the building retains much of its historic integrity of location, design, workmanship, materials,

association, setting, and feeling. Although the property retains historical integrity, it does not possess sufficient significance under any of the NRHP criteria, and it is ineligible for the NRHP.

**5.2.15 O.K. Champion Building (Map Reference #297), Eligible, Criterion A**

The Champion Potato Machinery Company, which later became O.K. Champion Corporation, was one of the pioneering industries in Hammond. Otto Knoerzer founded the company in 1897 when he invented the Champion Potato Digger (**Figure 5-51**). Knoerzer was born on a farm south of Hammond and worked as a blacksmith and in the farm implement business when he invented his famous device. In 1902, he formed a partnership with his brother Leonard to manufacture the potato digger on a larger scale, and one year later incorporated O.K. Champion Diggers and Planters (Hammond Times 1935; Howat 1915; Lake County Times 1908; Porta 1997).



**Figure 5-51: 1915 O.K. Champion Advertisement**

The business was a success and soon it outgrew its first factory facility. In 1904, Knoerzer purchased property north of the Grand Calumet River near the intersection of Sheffield Avenue and Chicago Street. The factory was constructed in stages between 1905 and 1914, and was an early example of reinforced concrete industrial construction in Hammond (Porta 1997). Knoerzer continued to invent farm implements and other devices, including a machine for cleaning sewers in 1905 and a portable irrigation system in the 1930s. The company continued to focus on agricultural implements and sewer cleaners until the mid-1960s, when the company switched its focus to manufacturing utility equipment for underground cable placement (Hammond Times 1935; Howat 1915; Lake County Times 1908; Porta 1997). The company was operated by the Knoerzer family until it was sold to the Timberland Group in 2012.

The O.K. Champion Building at 4714 Sheffield Avenue was constructed in an industrial vernacular style between 1905 and 1914. At the time of construction, the steel and concrete building was considered fire-proof, and the ceiling supports were reportedly about three times as strong as required by early 20th century engineering standards. Mr. Knoerzer personally designed the building and also served as the general contractor and engineer (Howat 1915;

Lake County Times 1908). The building varies from one to three stories and is constructed of steel, poured concrete, and brick. The roof is flat with parapets.

The first section of the building to be constructed was the one-story machine shop, which was constructed in 1905 (Howat 1915; **Figure 5-52**). Sanborn Fire Insurance Maps indicate that by 1930 the one-story section housed an office, machine and welding shop, body service shop, and auto body factory. The map indicates that this section is constructed with steel columns and berms and has a concrete floor. Interiors are lit by numerous wire glass skylights. The façade that faces east toward Sheffield Avenue once served as the public entrance and is the only side of the building that possesses any architectural detail. The east façade and the northeast corner are constructed of red brick. Large square window openings are located on the northeast corner and across the east elevation. The northeast window and three of the east windows have brick sills and recessed base panels and have been infilled with small fixed aluminum-framed windows and fixed glass blocks. Five other windows on the east side have brick sills. Four are metal-framed, multi-light windows that have been partially covered with corrugated metal and the fifth infilled with an aluminum-framed window and glass blocks. The storefront entrance has been covered with sheet metal. The rest of the one-story portion of the building is constructed with blond brick and poured concrete. Window openings are square with red brick sills. Some windows are similar to the metal-framed, multi-light windows on the east side of the building and some have small square openings. All windows have been fully or partially covered with sheet metal or plywood. The entrances are utilitarian single-entry doors or roll-up vehicle doors.



**Figure 5-52: One-story Section of the O.K. Champion Building (view southwest)**

The three-story section of the building, which is located west of the one-story section, served as storage and was constructed in 1914 (Howat 1915; **Figure 5-53**). O.K. Champion stored parts, chemicals, and lumber on the first floor and farm machinery on the second and third floors. This section of the building is constructed of steel columns of poured concrete, with board forms remaining visible on the exterior wall surfaces. Most of the regularly-spaced window openings are filled with glass blocks, but some are narrow 1/1 double-hung windows. Some windows and doors on the first story have been covered with sheet metal. This section of the building also has a large interior chimney or tower used to ventilate a kiln.



**Figure 5-53: Three-story Section of the O.K. Champion Building (view southeast)**

A two-story section of the building was constructed in 1908 and is connected to the south side of the three-story section by a steel- or wood-framed lean-to structure that was used as coal storage and a boiler room (Howat 1915; **Figure 5-54**). The first floor of the two-story section also is constructed of steel and concrete and housed another office and storage and factory spaces. Interiors are lit by numerous wire glass skylights. The east wall of the two-story section that faces Sheffield Avenue has metal-framed 1/1 double-hung windows with concrete sills and a window opening infilled with a small, fixed aluminum-framed window and glass blocks. Two large vehicle roll-up doors are not original to the building. A prefabricated steel lean-to addition with roll-up vehicle doors has been constructed on the south side of the two-story section of the building.



**Figure 5-54: Two-story Section of the O.K. Champion Building (view southeast)**

The O.K. Champion Building is associated with a significant period of industrial growth in Hammond in the early 20th century. Hammond native and inventor Otto Knoerzer founded the company locally and his contemporaries viewed the company and its products as distinctive to Lake County and one of the city’s most well-known industries (Howat 1915). The O.K. Champion Building is significant under NRHP Criterion A for its association with Hammond’s manufacturing industry, the role the company played in the development and prosperity of the local community, and as a pioneering Hammond industry.

Otto Knoerzer founded the company based on original inventions and was considered a prominent member of the local community. He also served as the architect, builder, and general engineer for the O.K. Champion Building. However, the property is more significant for its association with the history and development of Hammond, and does not meet a sufficient level of significance to meet NRHP Criterion B.

The O.K. Champion Building was designed in a utilitarian vernacular style. Building sections were constructed in phases over a span of 10 years as needed to meet the company’s needs, and subsequently the footprint of the building is irregular. Although the industrial utilitarian style of the building is representative of early 20th century industrial design and the building an early example of poured concrete construction, the O.K. Champion Building does not have the level of architectural significance to meet NRHP Criterion C.

The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Overall, the O.K. Champion Building retains its integrity of location, design, workmanship, materials, association, setting, and feeling. The building retains its original layout, design, and massing. Some of the window and door openings have been altered or infilled, and the east side of the two-story section of the building has been painted and the window and door configuration on the first story of that section has been modified. However, these alternations

are minor and do not result in a significant loss of historical integrity. Therefore, this property is eligible for the NRHP under Criterion A.

**5.2.16 Federal Cement Tile Company (Map Reference #298), Eligible, Criterion A**

The Federal Cement Tile Company (Federal Cement) was one of many industries located in Hammond at the turn of the 20th century. The Federal Cement plant is a large, industrial property with numerous buildings and structures constructed in an industrial vernacular style. Federal Cement manufactured steel and concrete roof slabs, wall plates, floors, and other construction materials. Federal Cement purchased the property for the Hammond plant from F.S. Betz in June 1909. This property was north of the site of the Hammond Slaughterhouse and the Grand Calumet River, and to the west of the Monon Railroad. Prior to the purchase of this property, Federal Cement had operated out of the old G.H. Hammond Company plant. At the time the property was purchased, Federal Cement employed 200 men and was considered one of Hammond’s most substantial industries. J.H. McClay of Hammond served as general contractor for the plant, which cost Federal Cement \$25,000 to construct. The plant was completed in December 1909. Thirty years later, the local newspaper reported that Federal Cement was one of the top cement slab roofing manufacturing companies in the United States, and that the company had received contracts from architects designing both heavy industrial and office buildings throughout the country (Lake County Times 1909a, 1909b, 1909c; Hammond Times 1939). Federal Cement’s fire-proof reinforced concrete products were used to construct industrial buildings such as power houses, foundries, railroad buildings, coal storage plants, gas and coke plants, machine shops, paper mills, and warehouses. Federal Cement products also were used to construct an auditorium and theater in Milwaukee, Wisconsin, and a high school in Harvey, Illinois (Architectural Record 1913).

At least four of the buildings remaining extant on the parcel appear to have been part of the original 1909 plant construction (**Figures 5-55 through 5-57**). Sanborn Fire Insurance maps indicate that an office and two additions to the factory buildings were constructed between 1916 and 1930. Historic aerial photographs and county assessor records indicate that an office addition was constructed in 1964, and a large addition to one of the factory buildings was constructed between 1964 and 1967. The factory buildings were constructed in an industrial vernacular style and the 1960s additions exhibit characteristics of Modern styles.



**Figure 5-55: Federal Cement Tile Company  
(Published in the October 1919 Issue of *Concrete Magazine*)**



**Figure 5-56: Federal Cement Tile Company in Hammond, circa 1930  
(Source: Hammond Historical Society)**



**Figure 5-57: Federal Cement Tile Company, Present Day  
(Source: Google Earth)**

Three large, rectangular factory buildings and another small factory building probably were part of the original 1909 construction. These buildings are depicted on the 1916 Sanborn Fire Insurance maps. The three large, rectangular buildings are oriented with their short sides facing north and south. The building on the west was referred to on Sanborn maps as “Shop No. 1” (**Figure 5-58**). This building is one story and has a front gable roof. Additions were constructed on the back (south side) of the building between 1916 and 1930. Windows visible from the public ROW appear to have been infilled with brick and glass blocks. The central building, which was used for sand storage, is a two-story building with a double front gable roof. The original windows visible from the public ROW have been boarded over (**Figure 5-59**). The east building, which was labeled on Sanborn maps as “Shop No. 2,” is a one-story building with a front gable roof. The small factory building is located north of the central building and has a cross gable roof (see **Figure 5-56**). The 1916 Sanborn map identifies this building as the “coal room.” An adjacent brick chimney or smoke stack appears to have been shortened. Two original factory buildings that the Sanborn maps depicted to the north of the “coal room” are no longer extant.



**Figure 5-58: Federal Cement Tile Company Shop No. 1 and Office Addition (view southwest)**



**Figure 5-59: Federal Cement Tile Company Sand Storage Building and Coal Room (view south)**

Sanborn maps indicate an office was constructed north of the west factory building between 1916 and 1930 (see **Figure 5-58**). An addition was constructed to the office building in 1964 and the exterior of the original office was remodeled to match the addition. The office addition is an L-shaped one-story brick building with a flat roof and an interior brick chimney. The front public entrance has an aluminum-framed storefront door with a one-light window wall on the west side and a two-light window wall on the east. Metal-framed, vertical ribbon windows are

located on the front (north) wall on both sides the entrance block. Other window openings have small square or rectangular awning windows surrounded by fixed glass blocks. All windows appear to have concrete sills.

Between 1965 and 1967, an addition was constructed on the front (north) of the east factory building (**Figure 5-60**). This addition is a one-story, steel and concrete structure with a flat roof with a corrugated metal parapet wall. The east side of the building has rows of vertical, aluminum-framed windows. The exterior walls are clad with alternating rows of concrete squares and rectangular slabs of lighter concrete or stone. A small, rectangular addition was constructed on the west side of the 1960s addition in the late 1990s or early 2000s. That addition also is constructed of steel and concrete and has a flat roof. The exterior walls feature pop-out concrete columns.



**Figure 5-60: Federal Cement Tile Company 1960s Addition (view southwest)**

The Federal Cement plant is associated with a significant period of industrial growth in Hammond in the early 20th century. The Federal Cement plant also was historically considered to be important local industry that employed numerous local residents and contributed to the growth of the community. The Federal Cement plant is significant under NRHP Criterion A for its association with Hammond's industrial history and the key role the company played in the development and prosperity of Hammond and the surrounding areas.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The Federal Cement plant was designed in a utilitarian vernacular style and does not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Construction of the 1960s additions concealed the north elevations of the original office building constructed between 1916 and 1930 and the west 1909 shop building. However, these additions are themselves more than 45 years old and represent the growth and development of

the plant. The property retains most of its original buildings as well as its original footprint, and it retains its location, design, workmanship, materials, association, setting, and feeling. Therefore, this property is eligible for the NRHP under Criterion A.

### 5.2.17 Junior Toy Company (Map Reference #317), Not Eligible

The Junior Toy Company was a manufacturer of children’s tricycles, bicycles, and wagons. Brett Anderson founded the company as the Anderson and Vail Stamping Company in Harvey, Illinois, in 1925. In 1926, he moved the company to Hammond and changed the name to Junior Toy Company in 1929. Despite the economic challenges of the Great Depression, Junior Toy Company doubled its sales during the 1930s and began manufacturing metal framed bicycles and tricycles using the Roadmaster label. In 1951, Junior Toy Company merged with the Cleveland Welding Company after it was purchased by the American Machine & Foundry Company (AMF). Junior Toy Company flourished during the 1950s and added exercise equipment to its product line. In 1962, the company outgrew its Hammond facility and moved to a new factory in Olney, Illinois. The company became the Roadmaster Corporation in the 1980s (International Directory of Company Histories 1997).

The building at 215 Marble Street is a two-story commercial/industrial property that likely served as an office and warehouse space for the Junior Toy Company (**Figure 5-61**). It was constructed in the International style in 1952, just after AMF purchased the company. The L-shaped building has a low, horizontal orientation and faces south with the shorter base of the “L” perpendicular to Marble Street and trending north-south and the longer leg of the “L” parallel to Marble Street and trending east-west. The building was designed to provide office spaces in the shorter base of the “L” and warehouse space in the longer portion.



**Figure 5-61: 215 Marble Street (view northeast)**

The building is constructed of brick and has a flat roof with parapets. The office portion of the building has a cantilevered second floor that provides second story office spaces and shades the first floor entrance. The front entrance has a storefront entry, but all door and window openings have been boarded over. The exterior wall surface of the second story overhang has

veneered with stone or concrete tiles. Windows on the overhanging second story are small, square awning or hopper windows with fixed glass block window wall surrounds that wrap around the east and west sides of the building.

The warehouse portion of the building includes a delivery door that has been boarded over and long, horizontal banks of windows. Windows are either glass block with inset hopper/awning windows, or combination fixed and awning, or hopper windows with steel frames. Some of the window openings have been infilled with concrete block and some of the window panes are broken or completely missing.

The Junior Toy Company is associated with the continuing growth of industry in the Calumet region, which began in the late 19th century. The property is located in the heart of Hammond's industrial area in the vicinity of the railroad and the Grand Calumet River. By the time the Junior Toy Company moved to Hammond, the area was already well-established as an industrial zone, which included Simplex, O.K. Champion, and Federal Cement Tile Company, which had been established in the 1890s and 1900s. The Junior Toy Company operated at the 215 Marble Street location for about 35 years, beginning in 1926 when Hammond was already a well-established industrial area. The Junior Toy Company does not appear to have made a significant contribution to the history and community development of Hammond and does not meet Criterion A.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The Junior Toy Company building was designed in the International style, which is representative of mid-20th century commercial and industrial design. However, the design of the building is an example of a fairly common type and does not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Historic aerial photographs indicate that, with the exception of two wood frame and corrugated metal warehouse structures located west of the 1952 building, most of the original factory buildings were demolished in the late 1990s or early 2000. The 1952 building was constructed about 10 years before the factory was moved out of the city. Although the 1952 building does retain historical integrity, the property no longer conveys its historic function because of the loss of other factory buildings. The 1952 Junior Toy Company building does not possess sufficient historical or architectural significance to be eligible on its own, and it is not eligible for the NRHP.

#### **5.2.18 Standard Oil Company of Indiana Bulk Oil Yard (Map Reference #319), Not Eligible**

The Standard Oil Company of Indiana (Standard Indiana) constructed a bulk oil yard at 127 Marble Street in 1919. Standard Indiana was established in 1889 as a subsidiary to John D. Rockefeller's Standard Oil Company. In 1890, the Standard Oil Company constructed a large refinery in Whiting, Indiana, which was along Lake Michigan about 6.5 miles north of Hammond. In the mid-1890s the Whiting facility was the largest oil refinery in the county, producing 36,000 barrels of oil daily. Standard Indiana became an independent company in 1911 when the US government forced Rockefeller to break up his company and purchase its own oil wells. By 1920 Standard Indiana was ranked the third largest oil refiner in the United States. In 1925, the Standard Indiana merged with the American Oil Company (AMOCO), but did not assume that company's name until 1985. AMOCO merged with British Petroleum in the 1990s (Wilson 2005). The buildings are currently occupied by Marble Metal Recycling.

The Standard Indiana constructed the Hammond bulk oil yard in the city’s industrial area. The oil yard is located on a triangular-shaped parcel northeast of the railroad near the intersection of Marble Street and Wabash Avenue. This location likely facilitated the delivery of oil to and from the Whiting refinery and other locations. The 1930 Sanborn Fire Insurance Map depicts two main buildings on the parcel, as well as a filling platform, a vacant outbuilding, and gasoline and oil tanks. With the exception of the gasoline and oil tanks, the buildings and structures depicted on the Sanborn map remain extant. The historic filling platform and vacant outbuilding were not visible from the public ROW, but aerial photographs indicate the filling platform is likely a concrete slab with a side gable metal roof and the vacant outbuilding is a small, one-story brick building with concrete floors with a flat roof. The two main buildings were constructed in an industrial vernacular style. These brick buildings have rectangular plans and concrete floors. The roofs of the buildings are flat with parapets and both buildings have interior chimneys that are substantially taller than the buildings and are focal points of the property.

One of the buildings faces south, with its east elevation parallel to Wabash Avenue (**Figure 5-62**). The one-story building includes office spaces on the south end of the building and warehouse spaces in the north end. Sanborn maps indicate that the building has a basement and historically housed an office, locker room, and two garage spaces. Most windows in the buildings are utilitarian, steel-framed windows with a combination of fixed lights and awning or hopper windows with concrete sills. The office spaces have more decorative windows, which consist of five vertically stacked glass block windows with a three-sided grey brick surround and concrete sills. Basement windows are similar in style, except that there are only four glass blocks stacked in a 2/2 pattern. The utilitarian steel-framed windows on the east side of the building have been boarded over. This building also has a decorative brick cornice.



**Figure 5-62: One-story Building at Standard Indiana Bulk Oil Yard (view northeast)**

The two-story building is west of the one-story building and faces southwest (**Figure 5-63**). Sanborn maps indicate that this building has a basement, steel columns, concrete floors, and 18 inch roof parapets. Most of the building was historically used as an oil warehouse with two oil tanks and a barrel filling area. A one-story heating plant was attached to the southeast side of the building where the chimney is located, and a one-story barrel storage room with a basement

was attached to the northwest side of the building. Windows in this building all appear to be steel-framed windows with a combination of fixed lights and awning or hopper windows with concrete sills.



**Figure 5-63: Two-story Building at Standard Indiana Bulk Oil Yard (view northwest)**

The Standard Indiana Bulk Oil Yard is associated with a significant period of industrial growth in Hammond in the early 20th century. Standard Indiana's Whiting refinery was one of the largest oil refineries in the country and played a key role in the growth and development of Whiting and the surrounding communities. However, the bulk oil yard in Hammond is ancillary to the Whiting refinery and the small facility likely employed only a few Hammond citizens, so it did not have a large impact on the city's economy or community development. The bulk yard property does not meet a sufficient level of significance to meet NRHP Criterion A.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The Standard Indiana Bulk Oil Yard buildings were designed in a utilitarian vernacular style. Although the industrial utilitarian style of the building is representative of early 20th century industrial design, the Standard Indiana Bulk Oil Yard does not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Overall, the Standard Indiana Bulk Oil Yard retains its integrity of location, design, workmanship, materials, association, setting, and feeling. The building retains its original layout, design, and massing. Some of the window and door openings have been altered or infilled, but these alternations are minor and do not result in a significant loss of historical integrity. However, the property does not possess sufficient significance under any of the NRHP criteria, and it is ineligible for the NRHP.

**5.2.19 NIPSCO Substation (Map Reference #340), Not Eligible**

The Northern Indiana Public Service Company (NIPSCO) Substation building at 4533 Hanover Street is a two-story Neoclassical-style building constructed in 1918 (**Figure 5-64**). NIPSCO is the largest gas utility and second largest electrical utility in Indiana that provides services to the industrial region in the northern part of the state. The influx of industry and the construction of several railroad lines in the Calumet area in the late 19th and early 20th centuries led to the consolidation of several existing utility companies. NIPSCO was first established in 1912 under the name Calumet Electric Company, which was eventually acquired by the Midland Utilities Company. In 1923, Midland Utilities Company acquired the Northern Indiana Gas and Electric Company and three years later the corporate name was changed to NIPSCO (International Directory of Company Histories 1992).



**Figure 5-64: NIPSCO Substation (view southeast)**

The NIPSCO Substation is a brick building that faces north. It has a flat roof with parapets and an exterior chimney. The cornice features a dentil course and other stone detailing. The front wall features a blind arcade with window openings within the outline of the arches. Second story windows are fixed glass block windows with stone sills. First-story windows also have stone sills, but all openings have been infilled. The addition has large square infilled window openings and an infilled door with segmental arch surround on the west side. Most window openings within the building are infilled. Other doors are single and double entries. The electrical substation facility is adjacent to the building to the east.

The substation is associated with a significant period of industrial growth and community development in Hammond in the early 20th century. The influx of industry in the Calumet area increased the demand for gas and electric utilities, and through the consolidation of other utility companies, NIPSCO became an important utility company in the Hammond area. A historic property report conducted for the proposed widening and reconstruction of Chicago Street in Hammond concluded that the NIPSCO substation was ineligible for the NRHP. The Hammond Historic Preservation Commission did not concur and recommended further study of the property. However, the Indiana SHPO concurred with the ineligible evaluation in May 2013 and

the Federal Highway Administration (FHWA) concluded the property was not eligible (FHWA 2013; Weintraut & Associates 2013).

### 5.2.20 Nevills and Carr Saloon (Map Reference #363), Not Eligible

The Nevills and Carr Saloon at 4534 Hohman Avenue is within a commercial area north of the Grand Calumet River in Hammond. This area, which is about 0.7 mile north of the downtown Hammond commercial area, was developed in the vicinity of the Baltimore & Ohio Railroad and the Chicago South Shore & South Bend Electric Railway in the late 19th and early 20th centuries. The brick commercial building at 4534 Hohman Avenue was designed in a commercial vernacular style with design elements of the Queen Anne style (**Figure 5-65**). Prior studies indicate the building was constructed circa 1925, but Lake County Assessor's records indicate the building was constructed in 1905. Hammond City Directory entries indicate that the building was occupied by the Nevills & Carr Saloon in the early 1910s. Max Lovinger took over the saloon circa 1916. In the 1920s, the building housed the Matteoni & Nottoli Confectioners. Mr. Matteoni continued to operate a confectioners business in the building into the 1930s.



**Figure 5-65: 4534 Hohman Avenue (view northwest)**

The roof is flat with parapets and the cornice is decorated with inset wooden panels. The building features a corner entry that faces southeast. The first floor storefront, which includes the corner entry, the east façade, and a small portion of the south façade, is faced with ashlar stone and includes a single entry metal door in the southeast corner and another single entry metal door on the east side. Windows within the store front include fixed picture windows (one on the south side and a set of three ribbon windows on the east side). A round, cantilevered second-story turret with a flat roof projects over the first floor corner entry and a projecting bay window is located on the second floor on the south side of the building. Both the turret and the bay window have decorative elements consistent with the Queen Anne style, including inset wooden panels.

Second floor windows on the south and east sides include 1/1 double-hung windows, and small, square windows have been boarded over on the first floor on the south side. All of these

windows have stone sills and lintels. The north side of the building, which faces the railroad tracks, is constructed of rough brick. Windows on this side of the building have segmental arches and stone sills. Second floor windows are 1/1 double-hung windows. The window openings on the first floor are small and square and possibly infilled. There also is an infilled single entry doorway. There is a two-story addition on the back of the building.

Built in 1905, the Nevills and Carr Saloon building is associated with an important period of growth in Hammond in the late 19th and early 20th century. This building is located in a commercial area north of downtown Hammond, which likely developed to serve passengers of two rail lines in the immediate vicinity and residents living in the residential areas north of the Calumet River. Although the building is representative of commercial development north of the Grand Calumet River in Hammond, it does not possess sufficient individual significance under Criterion A.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

The Nevills and Carr Saloon building is an example of a 20th century commercial building with characteristics of the Queen Anne architectural style. Notable design elements include the cantilevered second-story turret, projecting bay window, and decorative cornices. However, a remodel of the first story store front with modern windows and doors and ashlar stone veneer has resulted in a loss of historical integrity. The building is not individually eligible under Criterion C.

### **5.2.21 Hammond, Whiting, and East Chicago Railway (Map Reference #383), Eligible, Criterion A**

The Hammond, Whiting, and East Chicago Railway constructed the building at 304 Gostlin Street in 1895. The Hammond, Whiting, and East Chicago Railway was an interurban streetcar line that was founded in 1892 as the Hammond Electric Railway Company. A group of Hammond businessmen purchased the Hammond Electric Railway Company in 1893, extended the line by 25 miles, and renamed it the Hammond, Whiting, and East Chicago Railway. In 1903, the railway sold one-way tickets to the Chicago Loop for \$0.15. The Chicago & Calumet District Transit Company purchased the railway in 1931 and continued to operate the interurban line until streetcar operations ended in 1940 (Indiana Writer's Program 1939; Vandervoort 2016). The building at 304 Gostlin Street served as the car house for the Hammond, Whiting, and East Chicago Railway until the 1930s, and then as the car house and dispatchers office for the Chicago & Calumet District Transit Company until 1940. Hammond City Directory listings indicate that the building was used by NIPSCO for storage in 1952, and in 1959 the building was occupied by Smith Motors and Carley's Best Movers.

The property consists of a two-story commercial building (**Figure 5-66**) and an attached one-story warehouse (**Figure 5-67**). The buildings are both constructed of brick, have flat roofs with parapets, and face north. The northwest corner of the commercial building is angled. There is a cascading brick stringcourse between the roof parapet and the second story windows. Most windows in the commercial building are 1/1 double-hung window, but three windows on the first floor have been infilled with fixed glass block. One of those windows and the adjacent recessed single entry door are framed by brick segmental arches. Another single entry door on the front (north) of the building is a single entry metal door with an awning. The east side of the commercial building, which faces an alley, does not possess any ornamental architectural

details. Windows are 1/1 double-hung and multi-light steel frame windows. There also is a large double entry that has been boarded over.



**Figure 5-66: 304 Gostlin Street (view southeast)**



**Figure 5-67: 304 Gostlin Street (view northeast)**

The one-story warehouse portion of the building has three large vehicle openings on the north side. One of those has been infilled with brick and the other two have roll-up doors. There also is a single entry door with a transom. The west side of the warehouse has 14 segmentally arched window openings. The windows are partially infilled with plywood and either multi-light steel framed windows or four-light steel windows.

The building at 304 Gostlin Street is a large late 19th century commercial/industrial property constructed in 1895. The building is associated with Hammond's first interurban streetcar service and the growth and development of the City of Hammond as an industrial town in the late 19th and early 20th century. The streetcar service allowed workers in the industrial plants and those that provided services for those workers to commute to neighborhoods outside the industrial and commercial center and led to the development of residential subdivisions or "streetcar suburbs" on the outskirts of the city limits. The Hammond, Whiting, and East Chicago Railway building is significant under Criterion A for its association with those historic themes.

Research has not revealed an association with a specific individual who made important historical contributions and the property does not meet Criterion B. The Hammond, Whiting, and East Chicago Railway building was designed in a commercial/industrial vernacular style that was prevalent in the late 19th and early 20th centuries. The building does not have the level of architectural significance to meet NRHP Criterion C. The property history has several related sources of documented information. It is not likely to yield further information about history to meet Criterion D.

Although most of the windows and doors have been infilled or replaced, the Hammond, Whiting, and East Chicago Railway building retains sufficient historical integrity to convey its original appearance and function as a car house and attached office building. Therefore, this property is eligible for the NRHP under Criterion A.

### **5.2.22 Polish Army Veterans' Post (Map Reference #458), Not Eligible**

The Polish Army Veteran's Post No. 40 building is a Neoclassical style building constructed in 1914 (**Figure 5-68**). The two-story brick building has a corner entry and diagonal front façade to follow the diagonal line of Gostlin Street to the south. The first story has two single entry doors with transoms (one infilled and the other partially infilled) and a recessed double entry with a transom. Windows are fixed glass block windows. The doors and windows are separated by brick piers with concrete bases. The first and second stories are visually separated by a concrete band course. Upper story windows are fixed glass block windows with concrete sills. A semi-circular concrete nameplate identifying the building as the "1914" block is edged with light colored brick and bordered by another line of light colored brick and recessed panels with a brick checkerboard pattern. The building has decorative brickwork at the cornice at the building corners. Additions have been constructed to the rear of the building. The building also has an interior chimney. Other windows on the side elevations include 1/1 double-hung windows with stone sills.



**Figure 5-68: Polish Army Veterans' Post (view north)**

A historic property report conducted in 2013 for the proposed widening and reconstruction of Chicago Street in Hammond concluded that the Polish Army Veterans' Post was eligible for the NRHP under Criterion A and the Hammond Historic Preservation Commission concurred with that evaluation (Weintraut & Associates 2013).

However, the Indiana SHPO did not concur with the determination of eligibility. In a letter dated May 13, 2013, the Indiana SHPO response stated:

“...we do not believe that the information presented to us to date makes a strong enough case for Criterion A significance to merit National Register eligibility. Although the building evidently held some significance to the Polish community in Hammond, both while it served as a grocery store and while it was used by the veterans' organization as a meeting hall, we are not sure that it is appropriate to view the significance of those two uses cumulatively. Furthermore, at this point, we do not know whether the interior of the building has an appropriate level of integrity to support a case for its eligibility as either a grocery or a meeting hall, even if a stronger case for its significance could be made” (Indiana Department of Natural Resources 2013).

FHWA concluded that the property was not eligible (FHWA 2013).

The building was revisited in 2015 as part of this survey, and appeared to have no major alterations since the last determination of eligibility in 2013. Based on the Indiana SHPO's review of previous research and evaluation of this building, it does not appear eligible for the NRHP based on lack of both significance and integrity.

### **5.3 Conclusions**

As a result of the survey, 469 resources that are or appear to be more than 45 years old were identified within the APE (**Table C-1** in **Appendix C**). The resources include residential,

commercial, and industrial buildings and structures, a cemetery, and a historic railroad. The resources were evaluated for potential eligibility for listing in the NRHP based on significance and integrity. A majority of the resources do not meet NRHP criteria or do not retain sufficient integrity to be eligible for listing, and do not warrant an IHSSI rating higher than Contributing or contribute to a potentially eligible historic district (see **Table C-1** in **Appendix C**). The survey identified 43 resources that required further NRHP evaluation as individual properties or as contributors to potential historic districts. All those properties are in Hammond.

Eight of the 43 evaluated properties are recommended individually eligible for the NRHP (**Table 5-2**). Seven of these were recommended eligible under Criterion A for their important associations with the history and development of Hammond and the Calumet region. One property was recommended eligible for its distinctive architecture. Twenty-three of the evaluated buildings are contributing properties to existing historic districts. Two buildings contribute to the NRHP-eligible Dyer Boulevard Historic District, 19 buildings and one park contribute to the NRHP-eligible Harrison Park Historic District, and two buildings are contributors to the NRHP-listed State Street Commercial Historic District. All these properties retain sufficient significance and integrity to retain contributing properties to these districts, but none of them possess sufficient significance or the higher level of integrity necessary to be considered individually eligible for the NRHP. The other 12 resources in the APE are recommended ineligible for listing in the NRHP, either because they lacked sufficient significance or integrity.

**Table 5-2: NRHP-Eligible Resources**

MR #	Name/Description	Address	Date	Style	NRHP Evaluation
215	Straube Piano Company	252 Wildwood Road, Hammond	c.1904-1925	Renaissance Revival	Eligible, Criterion A
218	Apartment Building	6136 Lyman Avenue, Hammond	1918	Vernacular	Eligible – Contributor <sup>1</sup>
219	House	267 Dyer Boulevard, Hammond	1923	Bungalow	Eligible – Contributor <sup>1</sup>
221	House	266 Detroit Street, Hammond	1912	Bungalow	Eligible – Contributor <sup>2</sup>
225	House	266 Highland Street, Hammond	1917	Bungalow	Eligible – Contributor <sup>2</sup>
227	House	5973 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
228	House	5969 Park Place, Hammond	1915	American Four-Square	Eligible – Contributor <sup>2</sup>
229	House	5967 Park Place, Hammond	1918	Bungalow	Eligible – Contributor <sup>2</sup>
230	House	5963 Park Place, Hammond	1917	Bungalow	Eligible – Contributor <sup>2</sup>
231	House	5959 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
232	House	5957 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
235	House	5949 Park Place, Hammond	1913	Bungalow	Eligible – Contributor <sup>2</sup>
236	House	5945 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
237	House	5943 Park Place, Hammond	1915	Bungalow	Eligible – Contributor <sup>2</sup>
241	Harrison Park	5728–59 Lyman Avenue, Hammond	1898	Park	Eligible – Contributor <sup>2</sup>
242	House	265 Webb Street, Hammond	1913	Bungalow	Eligible – Contributor <sup>2</sup>
244	Duplex	255–257 Carroll Street, Hammond	1907	Chicago two-flat	Eligible – Contributor <sup>2</sup>
245	House	256 Williams Street, Hammond	1900	Gable-front	Eligible – Contributor <sup>2</sup>

MR #	Name/Description	Address	Date	Style	NRHP Evaluation
246	House	253 Williams Street, Hammond	1911	Gable-front	Eligible – Contributor <sup>2</sup>
247	Duplex	256 Doty Street, Hammond	1907	Chicago two-flat	Eligible – Contributor <sup>2</sup>
248	House	255 Doty Street, Hammond	1907	Gable-front	Eligible – Contributor <sup>2</sup>
250	House	255 Ogden Street, Hammond	1920	Queen Anne	Eligible – Contributor <sup>2</sup>
258	Minas Parking Garage	442 & 462–64 Sibley Street, Hammond	1960	Brutalism	Eligible, Criterion C
261	P.H. Mueller Sons Hardware	416-418 Sibley Street, Hammond	1902	20th century commercial	Eligible, Criterion A
262	Hotel Hammond	415 ½-417 Sibley Street, Hammond	1919	Commercial Vernacular	Eligible, Criterion A
268	Commercial Building	424 Willow Court, Hammond	1907	Commercial Vernacular	Listed – Contributor <sup>3</sup>
269	Hotel Goodwin	422 Willow Court / 5109 Bulletin Avenue, Hammond	1915	Commercial Vernacular	Listed – Contributor <sup>3</sup>
279	Simplex Railway Appliance Company	4831 Hohman Avenue, Hammond	1898	Industrial Vernacular	Eligible, Criterion A
297	O.K. Champion Building	4714 Sheffield Avenue, Hammond	1905 to 1914	Industrial Vernacular	Eligible, Criterion A
298	Federal Cement Tile Company	24 Marble Street, Hammond	1909	Industrial Vernacular	Eligible, Criterion A
383	Hammond, Whiting, and East Chicago Railway Building	304 Gostlin Street, Hammond	1895	Commercial / Industrial Vernacular	Eligible, Criterion A

SOURCE: AECOM 2016

NOTES: <sup>1</sup>Within Dyer Boulevard Historic District

<sup>2</sup>Within Harrison Park Historic District

<sup>3</sup>Within State Street Commercial Historic District

MR# = Map Reference Number as shown on the APE Map in Appendix A

NRHP = National Register of Historic Places

## 6. ENVIRONMENTAL CONSEQUENCES

In considering whether an action may “significantly affect the quality of the human environment,” an agency must consider, among other things, the unique characteristics of the geographic area, such as proximity to historic or cultural resources [40 CFR § 1508.27(b)(3)], and the degree to which the action may adversely affect districts, sites, linear features, landscapes, buildings, structures, or objects listed in or eligible for listing in the NRHP, or may cause loss or destruction of significant scientific, cultural, or historical resources [40 CFR § 1508.27(b)(8)]. Cultural resource findings are presented consistent with 36 CFR § 800.5, applying the Criteria of Adverse Effect or determining there is No Adverse Effect or No Effect.

The analysis of impacts or potential effects on historic resources is based on the Criteria of Adverse Effect described in regulations implementing Section 106 of the NHPA (36 CFR § 800.5). Under these regulations, an undertaking has an effect on a historic property when the undertaking may alter, directly or indirectly, the characteristics of the property that may qualify the property for inclusion in the NRHP [36 CFR § 800.5(a)]. An effect is considered adverse

when the effect on historic property may diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.

Consideration is given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s NRHP eligibility. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Adverse effects on historic properties include, but are not limited to, those listed below.

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR § 68.3) and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.

The Project Alternatives would affect historic properties within the APE as listed in **Table 6-1**. Following the table is an assessment of each alternative.

**Table 6-1: Summary of Effects on Historic Properties**

MR#	Name/Description	Address	Project Activity	Effect Determination
215	Straube Piano Company	252 Wildwood Road, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
218	Apartment Building <sup>1</sup>	6136 Lyman Avenue, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
219	House <sup>1</sup>	267 Dyer Boulevard, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
221	House <sup>2</sup>	266 Detroit Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
225	House <sup>2</sup>	266 Highland Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect

MR#	Name/ Description	Address	Project Activity	Effect Determination
227	House <sup>2</sup>	5973 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
228	House <sup>2</sup>	5969 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
229	House <sup>2</sup>	5967 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
230	House <sup>2</sup>	5963 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
231	House <sup>2</sup>	5959 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
232	House <sup>2</sup>	5957 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
235	House <sup>2</sup>	5949 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
236	House <sup>2</sup>	5945 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
237	House <sup>2</sup>	5943 Park Place, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
241	Harrison Park <sup>2</sup>	5728–59 Lyman Avenue, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
242	House <sup>2</sup>	265 Webb Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
244	Duplex <sup>2</sup>	255–257 Carroll Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
245	House <sup>2</sup>	256 Williams Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
246	House <sup>2</sup>	253 Williams Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
247	Duplex <sup>2</sup>	256 Doty Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
248	House <sup>2</sup>	255 Doty Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
250	House <sup>2</sup>	255 Ogden Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect

MR#	Name/Description	Address	Project Activity	Effect Determination
258	Minas Parking Garage	442 & 462-64 Sibley Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
261	P.H. Mueller Sons Hardware	416-418 Sibley Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
262	Hotel Hammond	415 ½ -417 Sibley Street, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
268	Commercial Building <sup>3</sup>	424 Willow Court, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
269	Hotel Goodwin <sup>3</sup>	422 Willow Court / 5109 Bulletin Avenue, Hammond	New above-ground infrastructure to be built adjacent to property (All alternatives)	No Adverse Effect
279	Simplex Railway Appliance Company	4831 Hohman Avenue, Hammond	New above-ground infrastructure to be built adjacent to property (Hammond Alternative Options only)	No Adverse Effect
297	O.K. Champion Building	4714 Sheffield Avenue, Hammond	Demolition (Hammond Alternative Options only)	Adverse Effect – Direct
298	Federal Cement Tile Company	24 Marble Street, Hammond	Demolition (Commuter Rail Alternative Options only)	Adverse Effect – Direct
383	Hammond, Whiting, and East Chicago Railway Building	304 Gostlin Street, Hammond	New above-ground infrastructure to be built adjacent to property and/or demolition (Hammond Alternative Options only)	No Adverse Effect

SOURCE: AECOM 2016

NOTES: <sup>1</sup>Within Dyer Boulevard Historic District

<sup>2</sup>Within Harrison Park Historic District

<sup>3</sup>Within State Street Commercial Historic District

MR# = Map Reference Number as shown on the APE Map in Appendix A

## 6.1 No Build Alternative

Under the No Build Alternative, there would be no changes to the existing corridor within the APE as a result of this Project. Therefore, the No Build Alternative would have no effects on historic properties.

## 6.2 Commuter Rail Alternative Options

The Commuter Rail Alternative Options propose to construct new above-ground infrastructure along the proposed alignment from Dyer that would connect to the existing SSL in Hegewisch.

There are three historic districts in the APE south of Willow Court in Hammond, including the NRHP-listed State Street Commercial Historic District, the NRHP-eligible Harrison Park Historic District, and the NRHP-eligible Dyer Boulevard Historic District. Impacts to these districts could result from the visual and contextual intrusion of new above-ground infrastructure related to the overhead catenary and power lines associated with electric train operation, new structures for elevated track, and other features associated with the Project (see Appendix D for typical

sections of the proposed infrastructure adjacent to the historic districts). Per the Criteria of Adverse Effect, an effect is considered adverse when the effect on historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

The northwest boundary of the State Street Commercial Historic District is adjacent to the proposed alignment for the Commuter Rail Alternative Options, and two of the district's contributors (MR# 268 and 269) are within the APE. Although the district retains its historical integrity as a whole, current aerial photography indicates that nine of the 28 properties identified as contributors when the district was listed have been demolished, including three in the portion of the district within the APE. The locations of two of those properties are now vacant lots, and the other building was demolished along with three other contributing buildings outside the APE to construct the First Baptist Church and associated parking lot in 2002. In addition, the southwest façades of the two extant contributors in the APE, which face toward the proposed Project, have recently been sheathed in stucco (see **Sections 5.2.10.1** and **5.2.10.2**). The setting of the portion of the State Street Commercial Historic District within the APE has already been altered by modern development, and the above-ground features of the Project that would be visible from the district would generally be of a scale similar to existing street lighting, overhead utility poles, the Hohman Street overpass, and other existing infrastructure. The Commuter Rail Alternative Options are not expected to diminish the integrity of the district, and the Project would have no adverse effect on the historic qualities that make the State Street Commercial Historic District eligible for the NRHP.

The eastern boundary of the Harrison Park Historic District is adjacent to the Commuter Rail Alternative Options, and 19 of the district's contributors (MR# 221, 225, 227-232, 235, 237,241, 242, 244-248, 250) are within the APE. The proposed alignment of the Commuter Rail Alternative Options would be within the former Monon Railroad corridor. The Monon Railroad existed in this location from 1882 until 1967. Because the contributing buildings and park were constructed in the late 19th and early 20th centuries, the railroad was part of the district's historic setting and construction of the proposed Project would be compatible with the historic use of the corridor. In 2012, the former Monon Railroad corridor was converted to the Monon Trail, a shared-use path with a park-like setting. Although the proposed Project would alter the current setting and views east of the district, this setting is a recent development. In addition, all the primary façades of the district's contributing buildings in the APE face north, south, or west, which is away from the proposed alignment to the east. The Commuter Rail Alternative Options are not expected to diminish the integrity of the NRHP-eligible district and the Project would have no adverse effect on the historic qualities that make the Harrison Park Historic District eligible for the NRHP.

The Dyer Boulevard Historic District is also adjacent to the Commuter Rail Alternative Options, and two of the district's contributors (MR# 218 and 219) are within the APE. The proposed alignment of the Commuter Rail Alternative Options would be within the former Monon Railroad corridor that was developed with a railroad in this location from 1882. Because the contributing buildings were constructed in the early century, the railroad was part of the district's historic setting, and construction of the proposed Project would be compatible with the historic use of the corridor. The proposed Project would alter the current setting and views east of the district, which now includes the shared-use path constructed in 2012. The district is oriented with a focus on Dyer Boulevard, which is perpendicular to the proposed alignment of the Commuter Rail Alternative Options, and whose primary contributors face north or south, not towards the Project to the east. The Commuter Rail Alternative Options are not expected to diminish the integrity of the NRHP-eligible district and the Project would have no adverse effect on the historic qualities that make the Dyer Boulevard Historic District eligible for the NRHP.

The remaining historic properties in the APE south of Willow Court, including the Straube Piano Company (MR# 215), the Minas Parking Garage (MR# 258), the P.H. Mueller Sons Hardware Building (MR # 261), and Hotel Hammond (MR# 262) have previously altered settings, and the introduction of new infrastructure would not alter character-defining features of these properties, and would not result in adverse effects.

In the APE north of Willow Court in Hammond, the Commuter Rail Alternative Options would have an additional impact on the Federal Cement Tile Company (MR# 298). The alternative proposes construction of a flyover structure to carry the alignment through Hammond to the State Line. As a result of this action, the Federal Cement Tile Company would be demolished. This would result in an adverse effect to the historic property.

Long-term operational noise or vibration impacts are predicted under the build alternatives in the Noise and Vibration Technical Report for this Project (AECOM 2016). These could potentially impact historic properties by altering their setting. However, because the proposed alignment would be within the former Monon Railroad corridor, in which the railroad was part of the historic setting of the APE, construction of the proposed Project, including mitigated noise and vibration impacts associated with its long-term operation, would be compatible with the historic setting and have no adverse effect on historic properties.

### **6.3 IHB Alternative Options**

For the IHB Alternative Options, all impacts south of Willow Court would be the same as those described for the Commuter Rail Alternative Options (see **Section 6.2**). Therefore, the IHB Alternative Options would result in the same adverse effects on historic properties. The IHB Alternative Options would have no other impacts on historic properties north of Willow Court.

### **6.4 Hammond Alternative Options**

For the Hammond Alternative Options, all impacts south of Willow Court would be the same as those described for the Commuter Rail Alternative Options (see **Section 6.2**). Therefore, the Hammond Alternative Options would result in no adverse effects on those historic properties, including the State Street Commercial Historic District, the Harrison Park Historic District, the Dyer Boulevard Historic District, the Straube Piano Company (MR# 215), the Minas Parking Garage (MR# 258), the P.H. Mueller Sons Hardware Building (MR # 261), and Hotel Hammond (MR# 262).

The Hammond Alternative Options propose construction of a new maintenance yard and Hammond Gateway station facility that would result in the demolition of a historic property, the O.K. Champion Building (MR# 297). Through demolition, the Hammond Alternative Options would result in an adverse effect to this historic property.

In addition, the Hammond Alternative Options would have impacts on historic properties located north of Willow Court. Impacts on the Simplex Railway Appliance Company (MR# 279) and the Hammond, Whiting, and East Chicago Railway Building (MR# 383) would result from the visual and contextual intrusion of new above-ground facilities associated with electric train operation, the new Hammond Gateway Station, a new maintenance yard, a parking lot, and other features associated with the Project. However, these properties have substantially altered settings due to modern development that does not date to their respective periods of significance, and the introduction of new infrastructure would not alter character-defining features of these properties

or diminish their integrity. The Hammond Alternative Options would not result in adverse effects to these properties.

## 6.5 Maynard Junction Rail Profile Option

No historic properties in the APE are located in proximity to the Maynard Junction Rail Profile Option; therefore, no historic properties would be affected.

## 6.6 Construction-Related Impacts

There would be no construction effects on identified historic properties under the No Build Alternative.

Under the Build Alternatives, noise, vibration, visual, and traffic impacts would be experienced during construction. These impacts would be short-term and temporary, and would not result in adverse effects on historic properties with implementation of noise and vibration control measures by the construction contractor.

## 6.7 Secondary and Cumulative Effects

Under the Build Alternatives, development and redevelopment associated with the Project could change land use in the vicinity of historic properties, particularly adjacent to the proposed Hammond Gateway and Downtown Hammond stations. Redevelopment could have direct and indirect effects on historic properties, such as changes to historic property settings caused by unsympathetic new construction or renovations, demolition, change in property values, or other impacts. Wherever such development is pursued, the potential impacts on historic buildings and structures would be reviewed and considered in accordance with local permitting and zoning, as well as any state regulations that might be applicable. For any development that uses federal funding or requires federal approvals, requirements under federal laws such as NEPA and NHPA would be addressed.

The Build Alternatives would not result in adverse effects on the Hammond, Whiting, and East Chicago Railway Building (MR# 383) because potential visual or contextual intrusions related to the Project would not diminish its integrity, based on the substantially altered condition of its setting due to modern development. However, under a separate roadway improvement project not associated with the Project, project plans would require the acquisition and demolition of the Hammond, Whiting, and East Chicago Railway Building (MR# 383) located at 304 Gostlin Street. The potential impacts of that project on the historic property would be reviewed and considered in accordance with local permitting and zoning, as well as any state regulations that might be applicable, or if using federal funding or requiring federal approvals, requirements under federal laws such as NEPA and NHPA would be addressed.

## 7. MITIGATION

Methods for avoidance, minimization, or mitigation of effects on historic and archaeological property would be developed and coordinated under the Section 106 consultation process as the project advances. To resolve adverse effects to historic properties, FTA would consult with the Indiana SHPO, the Advisory Council on Historic Preservation, and other consulting parties to

develop an MOA for the selected alternative that would include provisions for the resolution of adverse effects.

## 7.1 Long-Term Operating Effects

Long-term operating impacts on historic properties are anticipated to occur. Demolition of the Federal Cement Tile Company (MR# 298) under the Commuter Rail Alternative Options, or demolition of the O.K. Champion Building (MR# 297) under the Hammond Alternative Options would result in a permanent adverse effect on a historic property. Recommended mitigation measures to resolve adverse effects include:

**HR-1: Archival Documentation:** A full recording of the historic property selected for demolition would be conducted so that a record of the significant resource is maintained. Prior to demolition, Secretary of the Interior-qualified professionals (in history or architectural history) shall perform photo-recording and documentation consistent to the standards of the NPS Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation is described by the NPS as “the last means of preservation of a property; when a property is to be demolished, its documentation provides future researcher access to valuable information that otherwise would be lost” (Russell 1990). Due to the nature of these properties, HABS/HAER documentation shall consist of reproductions of historic drawings (if available), photographs, and written data (e.g., historic context, building descriptions) that provide a detailed record that reflects the buildings’ historical significance. These historical properties should receive Level III HABS/HAER documentation, as described in NPS documentation for HABS/HAER (Russell 1990:4). Following completion of the HABS/HAER documentation, the materials shall be placed on file with the City, the Hammond Public Library, and offered to the NPS and the Library of Congress.

**HR-2: Educational Materials:** In concert with HABS/HAER documentation, FTA shall develop display and/or interpretive material for public exhibition concerning the historic property affected by the Project and/or the industrial history of Hammond. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display could also be used in the new Project facilities after construction.

**HR-3: NRHP Amendment:** The NRHP-listed State Street Commercial Historic District, partially located within the APE, has undergone significant alteration since it was listed in 1999. The nomination for the district shall be amended to reflect its current condition.

**HR-4: NRHP Nomination:** To offset the unavoidable demolition of either the O.K. Champion Building (MR# 297) or the Federal Cement Tile Company (MR# 298), an NRHP nomination for a similar historic property that is representative of Hammond’s significant industrial history in the vicinity of the demolished property shall be prepared.

While these mitigation measures would not eliminate adverse effects to historic properties, they are recommended to reduce adverse effects to historic properties.

## 7.2 Short-Term Construction Effects

Temporary noise and vibration impacts are expected during construction of the Project. Noise and vibration that could potentially affect historic properties would be addressed through mitigation measures related to noise and vibration (see the Noise and Vibration Technical

Report for this Project, March 2016). Appropriate noise and vibration control measures and best management practices (BMP) are recommended for implementation by NICTD's construction contractors to minimize temporary impacts caused during construction of the Project. All noise control measures and BMPs would be confirmed during later stages of design when the details of the Project construction activities are developed and finalized as part of the construction bid contracts. Mitigated noise and vibration impacts would have no adverse effect on historic properties.

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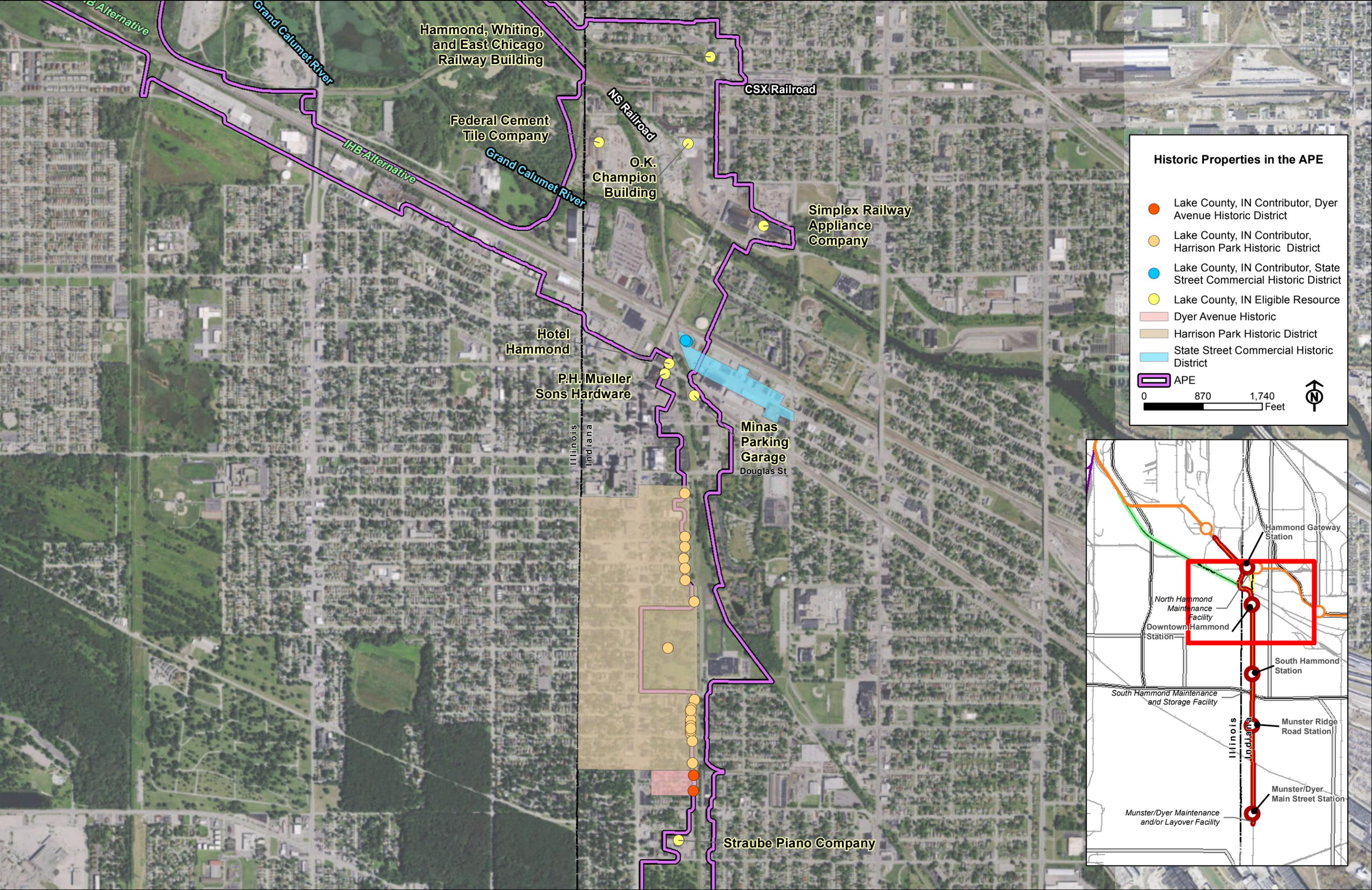
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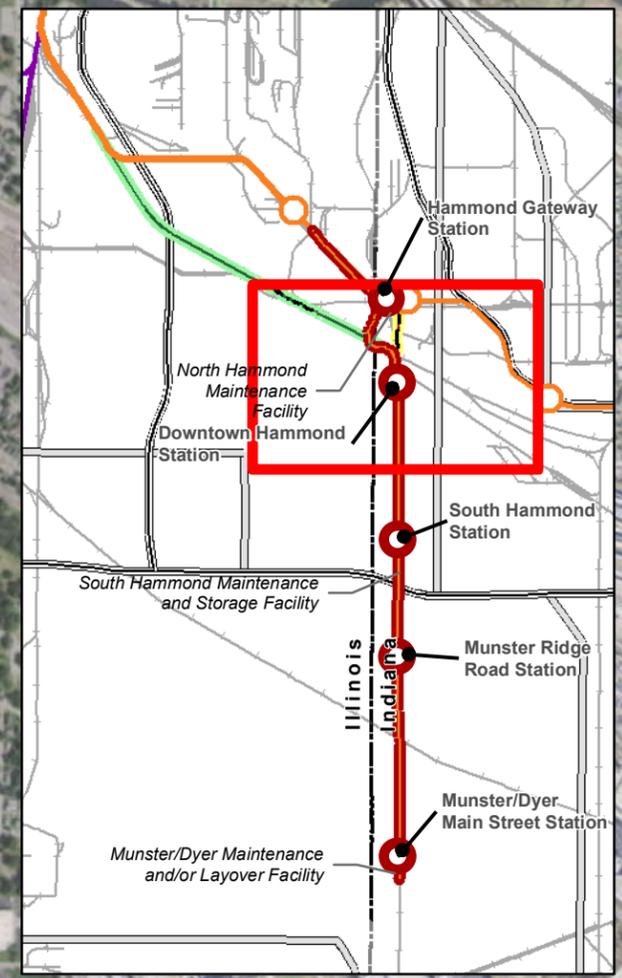


**APPENDIX A**  
**Detailed APE Map**



**Historic Properties in the APE**

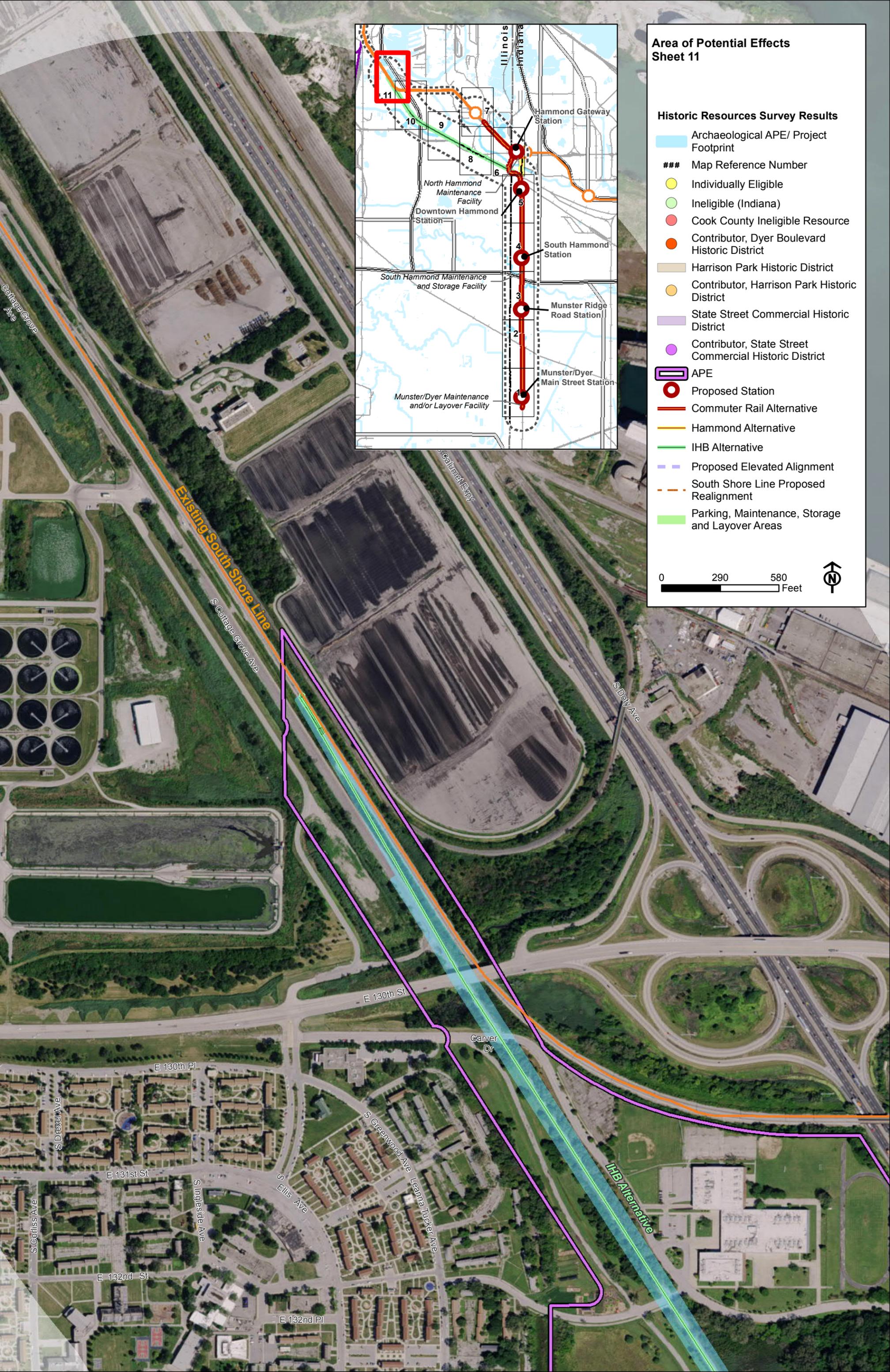
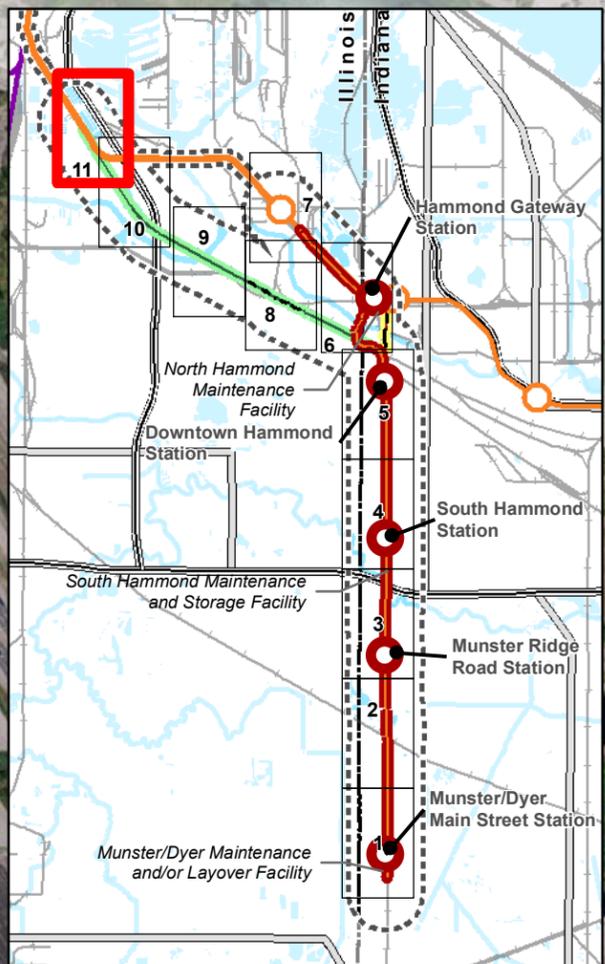
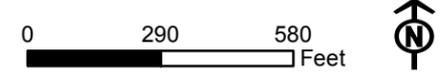
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  - Lake County, IN Contributor, Harrison Park Historic District
  - Lake County, IN Contributor, State Street Commercial Historic District
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**Area of Potential Effects  
Sheet 11**

**Historic Resources Survey Results**

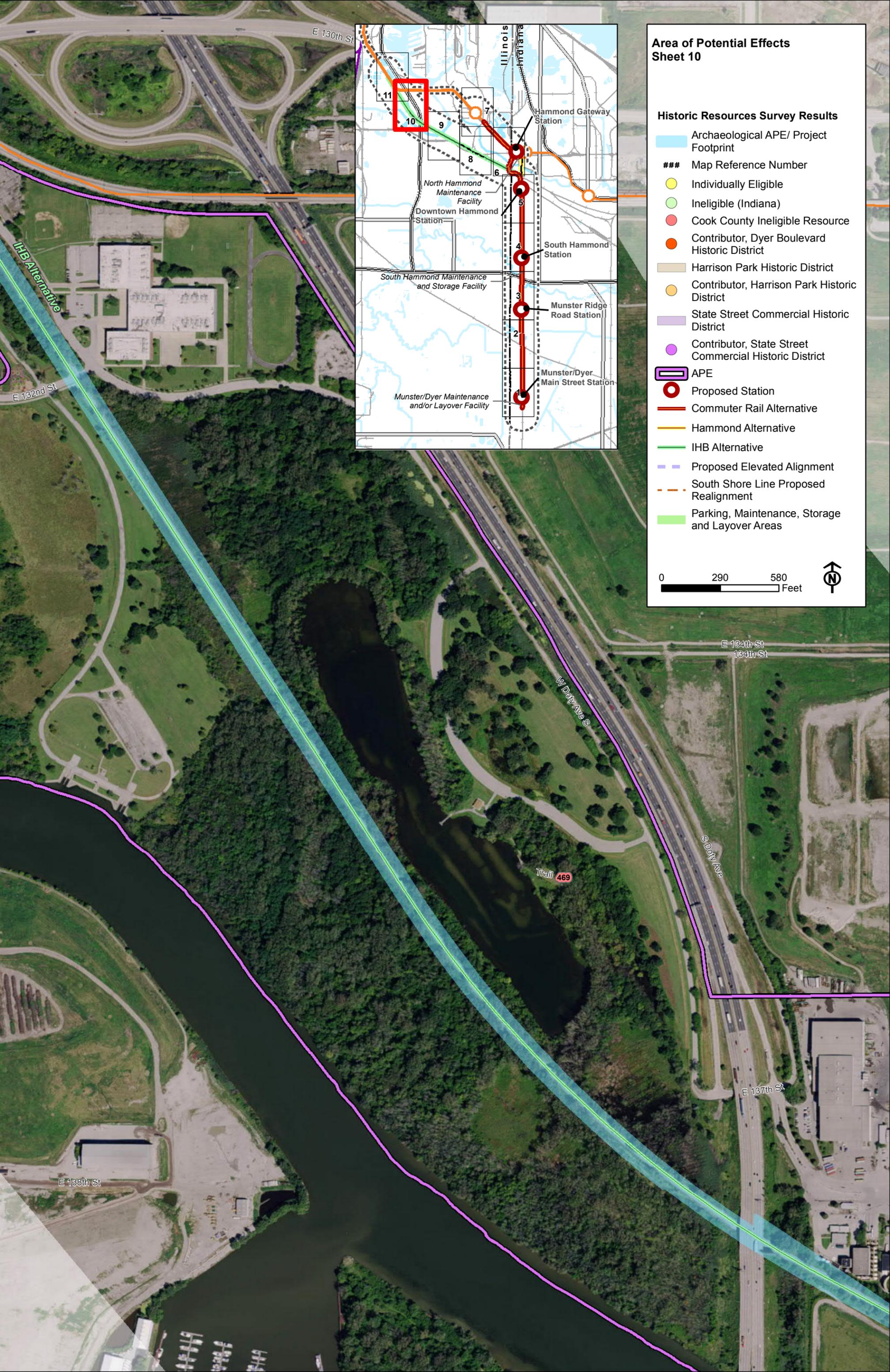
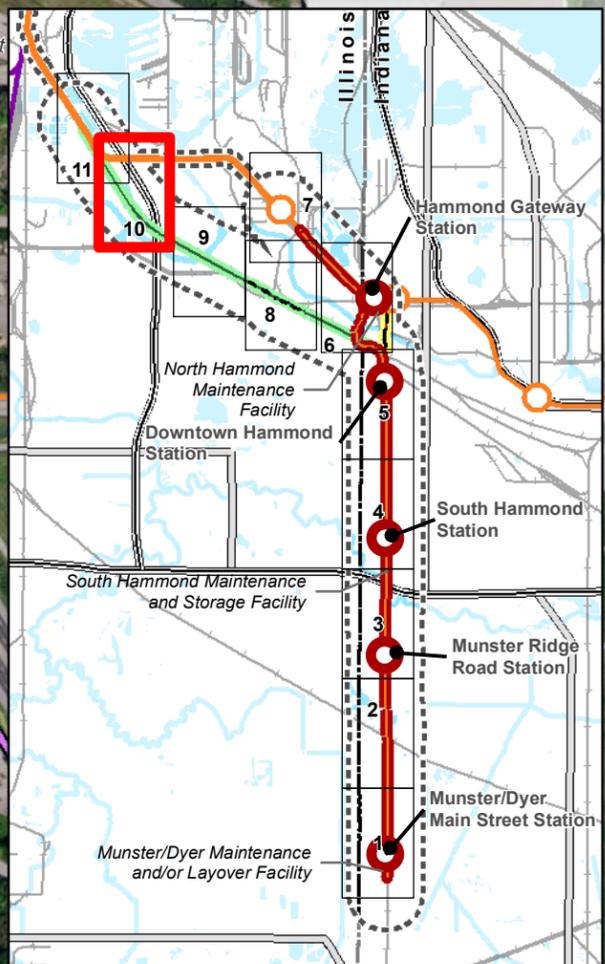
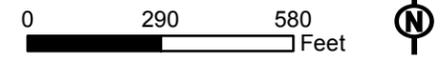
- Archaeological APE/ Project Footprint
- ###** Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District
- State Street Commercial Historic District
- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated Alignment
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas



**Area of Potential Effects  
Sheet 10**

**Historic Resources Survey Results**

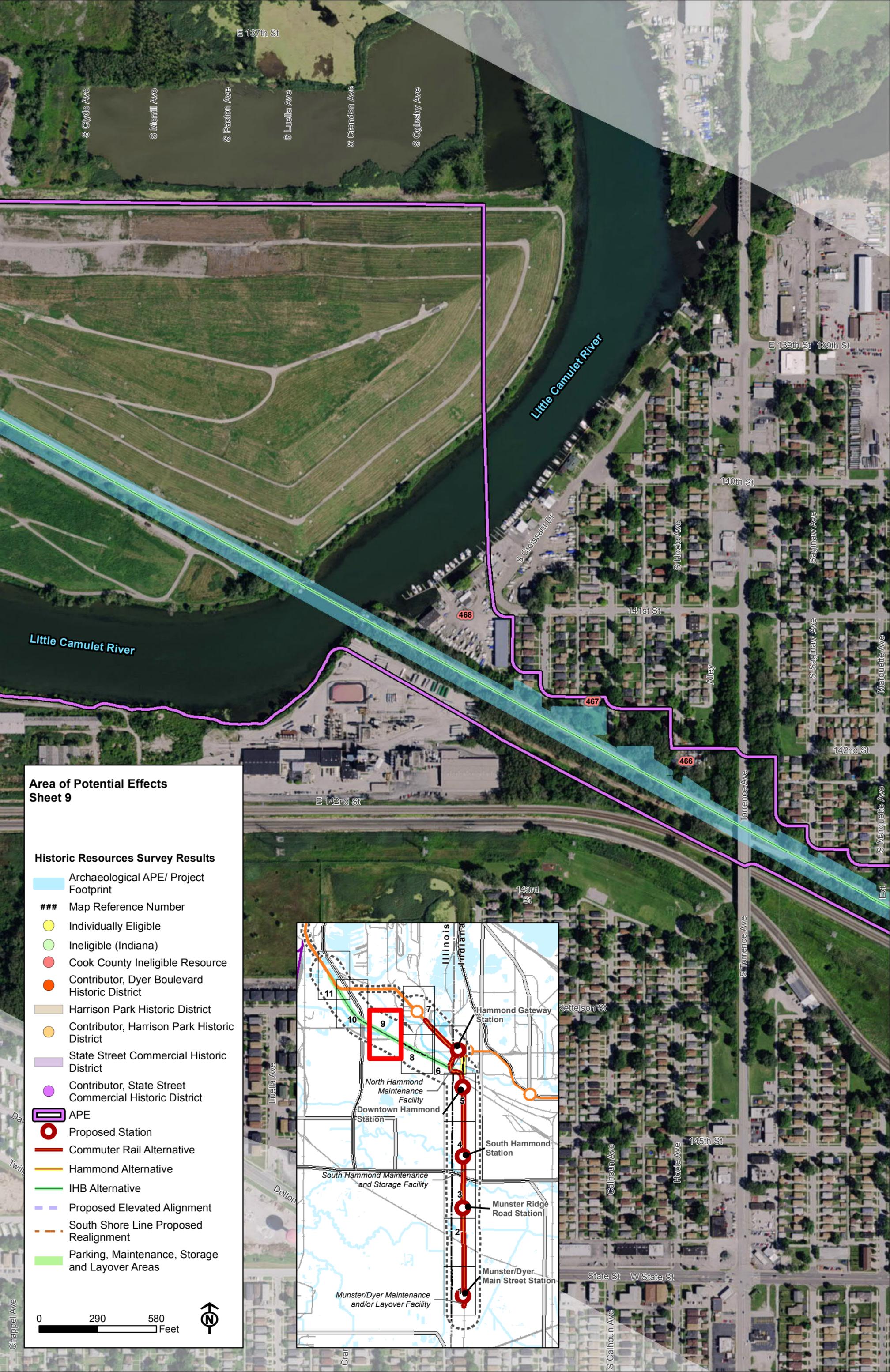
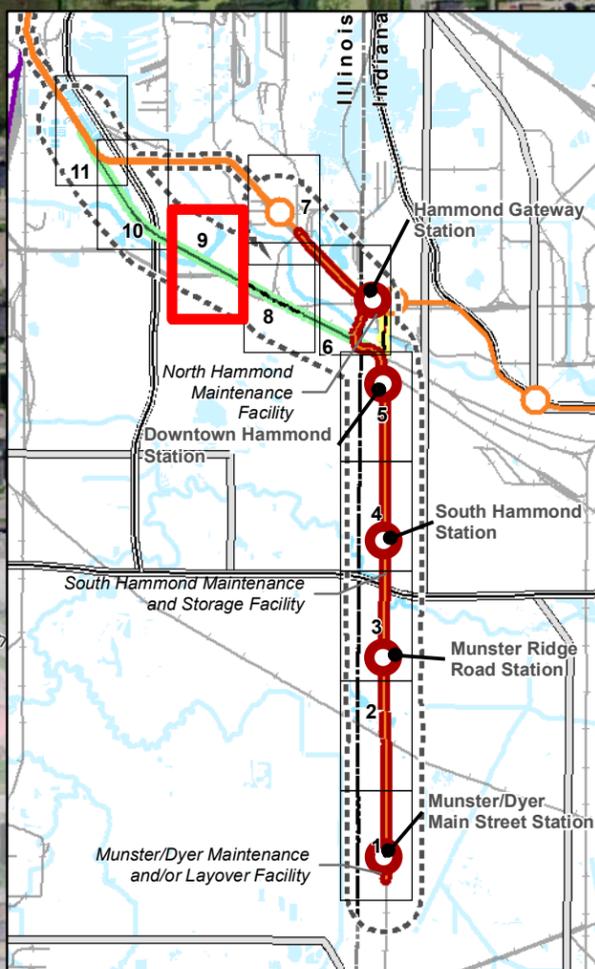
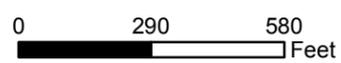
- Archaeological APE/ Project Footprint
- ###** Map Reference Number
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- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District
- State Street Commercial Historic District
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- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated Alignment
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas



**Area of Potential Effects  
Sheet 9**

**Historic Resources Survey Results**

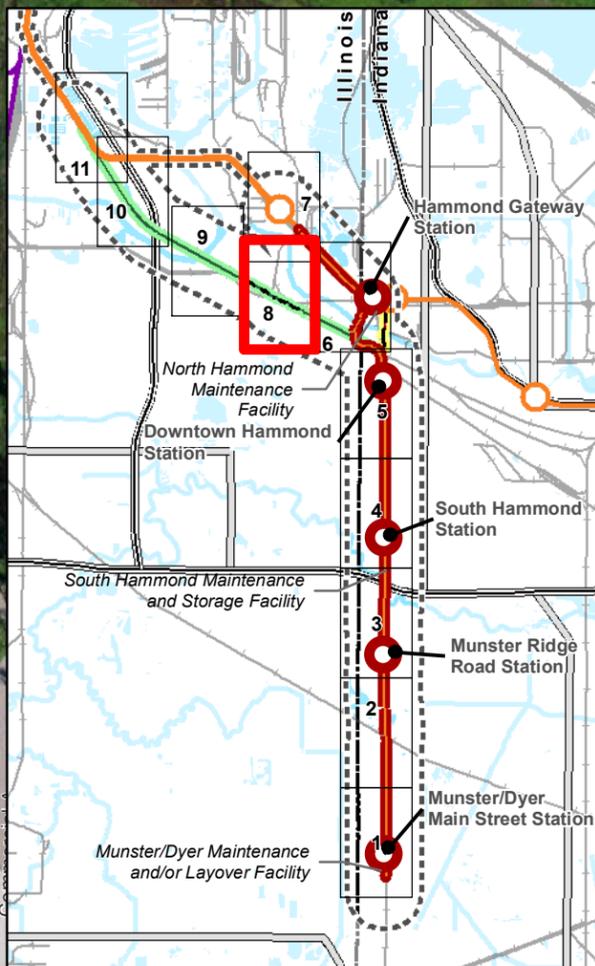
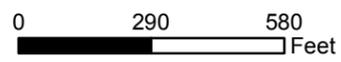
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- ###** Map Reference Number
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-  Cook County Ineligible Resource
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-  Harrison Park Historic District
-  Contributor, Harrison Park Historic District
-  State Street Commercial Historic District
-  Contributor, State Street Commercial Historic District
-  APE
-  Proposed Station
-  Commuter Rail Alternative
-  Hammond Alternative
-  IHB Alternative
-  Proposed Elevated Alignment
-  South Shore Line Proposed Realignment
-  Parking, Maintenance, Storage and Layover Areas



**Area of Potential Effects  
Sheet 8**

**Historic Resources Survey Results**

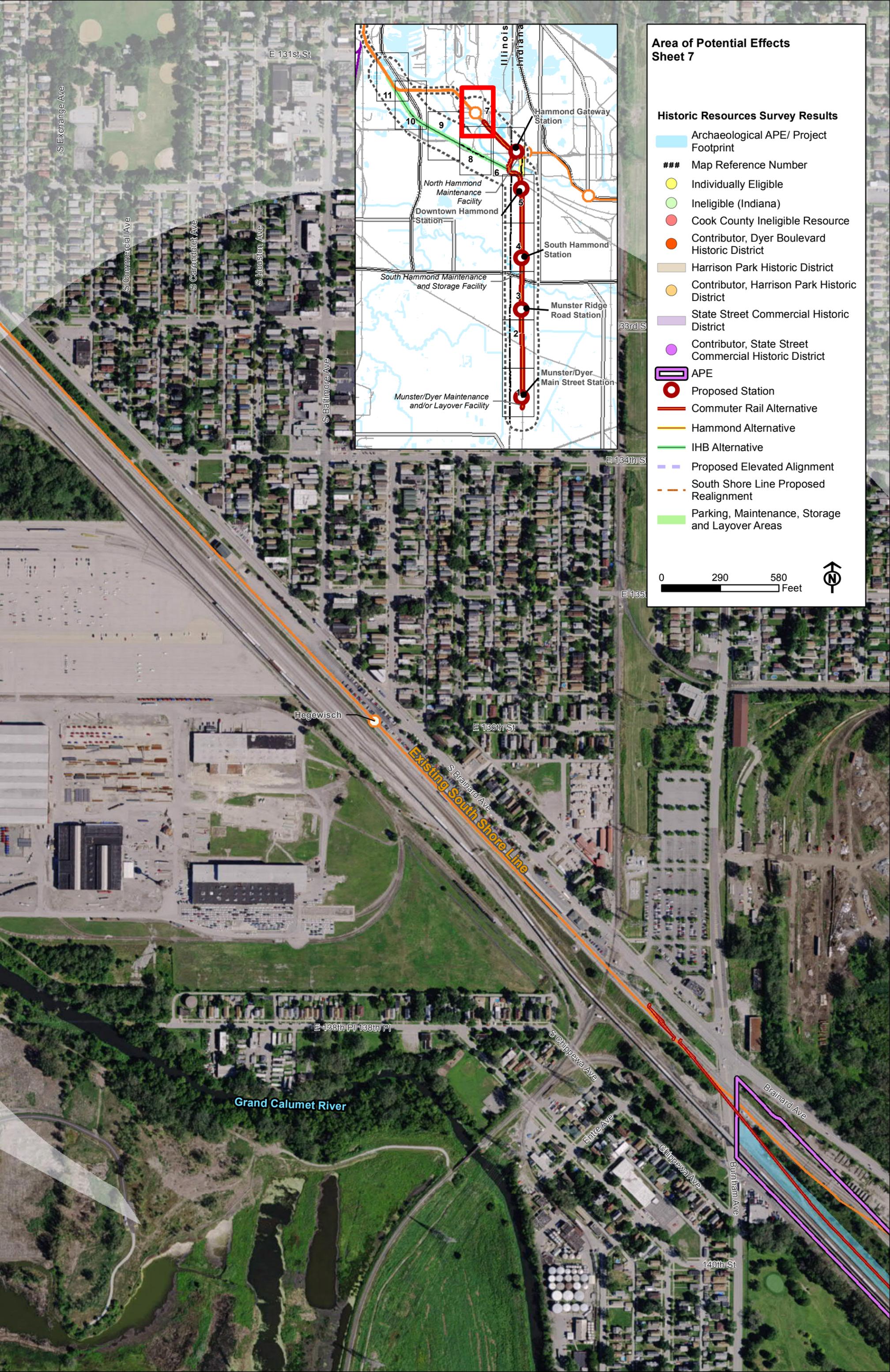
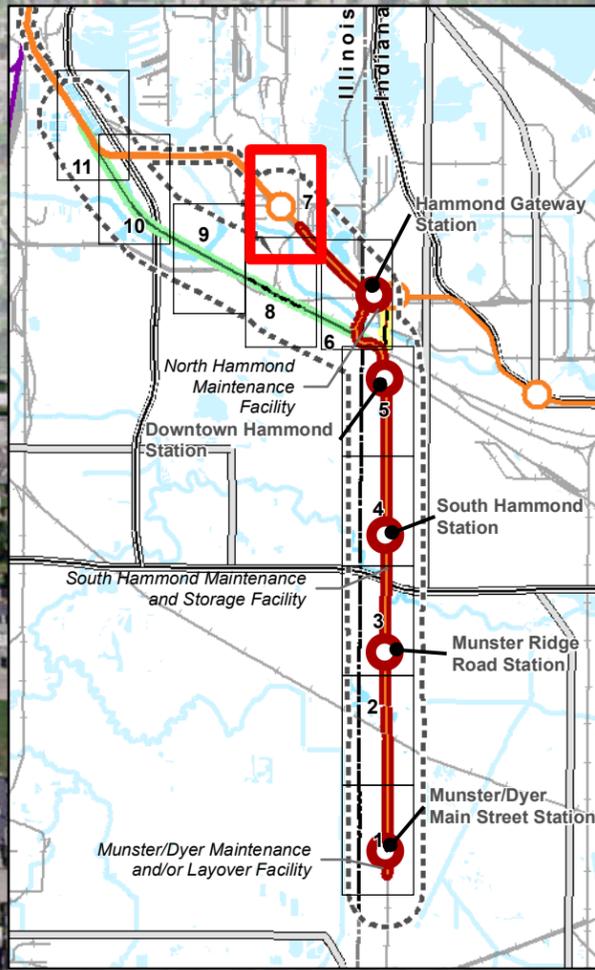
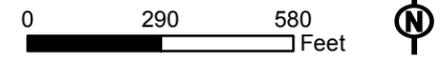
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- ###** Map Reference Number
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-  Ineligible (Indiana)
-  Cook County Ineligible Resource
-  Contributor, Dyer Boulevard Historic District
-  Harrison Park Historic District
-  Contributor, Harrison Park Historic District
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-  Contributor, State Street Commercial Historic District
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-  Proposed Station
-  Commuter Rail Alternative
-  Hammond Alternative
-  IHB Alternative
-  Proposed Elevated Alignment
-  South Shore Line Proposed Realignment
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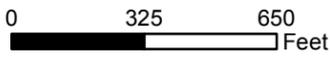
**Area of Potential Effects  
Sheet 7**

**Historic Resources Survey Results**

-  Archaeological APE/ Project Footprint
- ###** Map Reference Number
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-  Cook County Ineligible Resource
-  Contributor, Dyer Boulevard Historic District
-  Harrison Park Historic District
-  Contributor, Harrison Park Historic District
-  State Street Commercial Historic District
-  Contributor, State Street Commercial Historic District
-  APE
-  Proposed Station
-  Commuter Rail Alternative
-  Hammond Alternative
-  IHB Alternative
-  Proposed Elevated Alignment
-  South Shore Line Proposed Realignment
-  Parking, Maintenance, Storage and Layover Areas



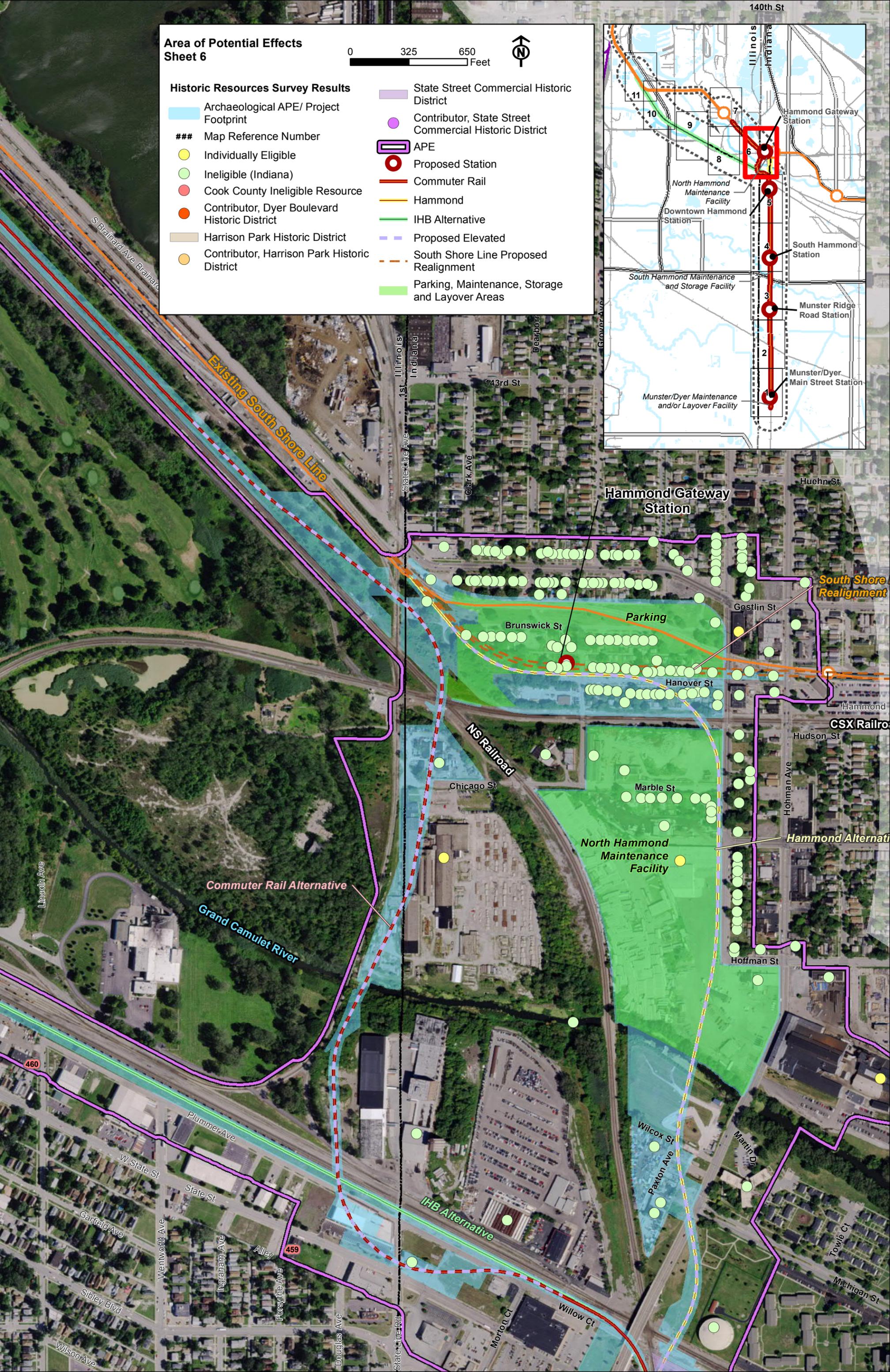
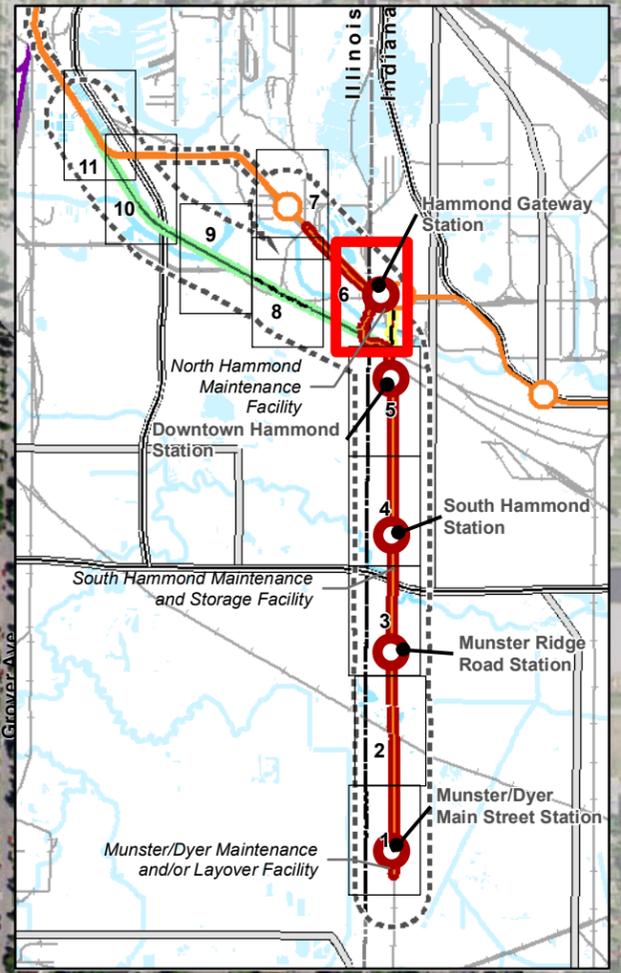
**Area of Potential Effects  
Sheet 6**

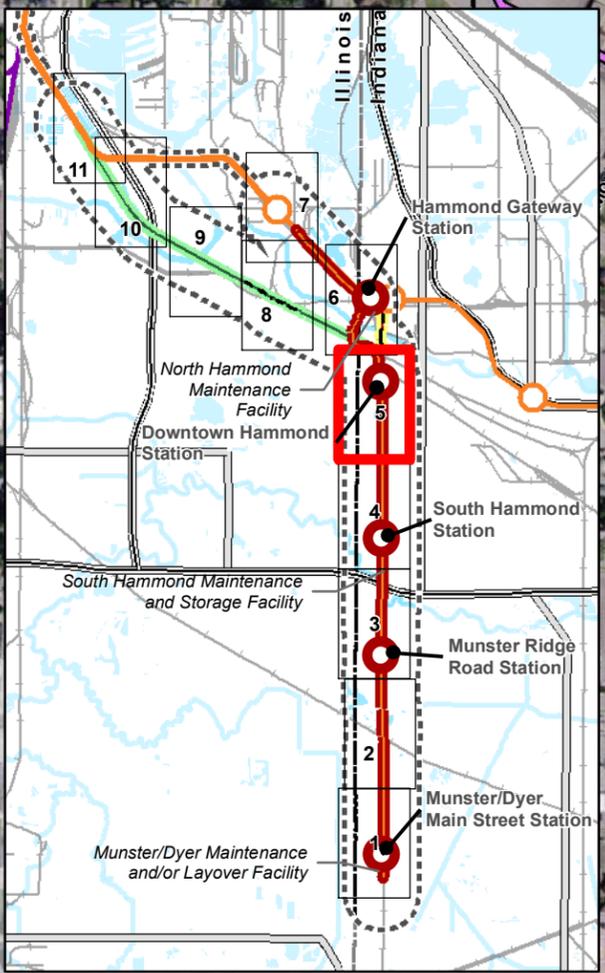


**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ### Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District

- State Street Commercial Historic District
- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
- Commuter Rail
- Hammond
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas





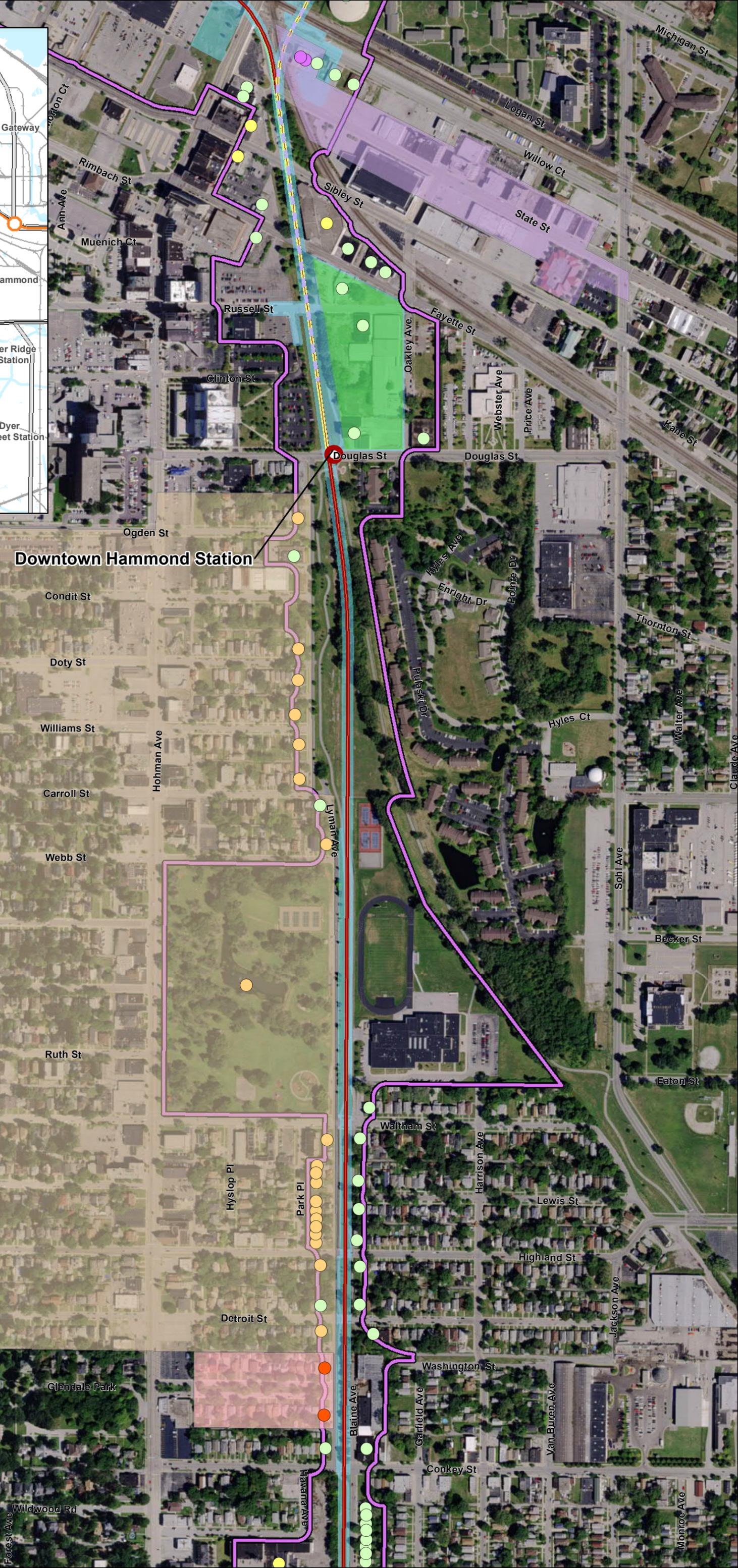
### Downtown Hammond Station

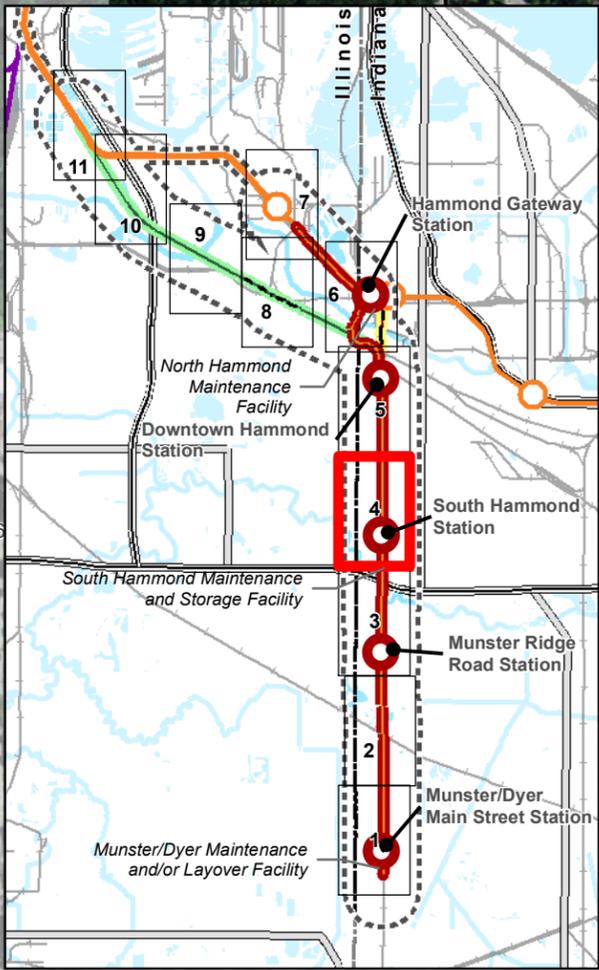
**Area of Potential Effects Sheet 5**

**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ###** Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District
- State Street Commercial Historic District
- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas

0 325 650 Feet



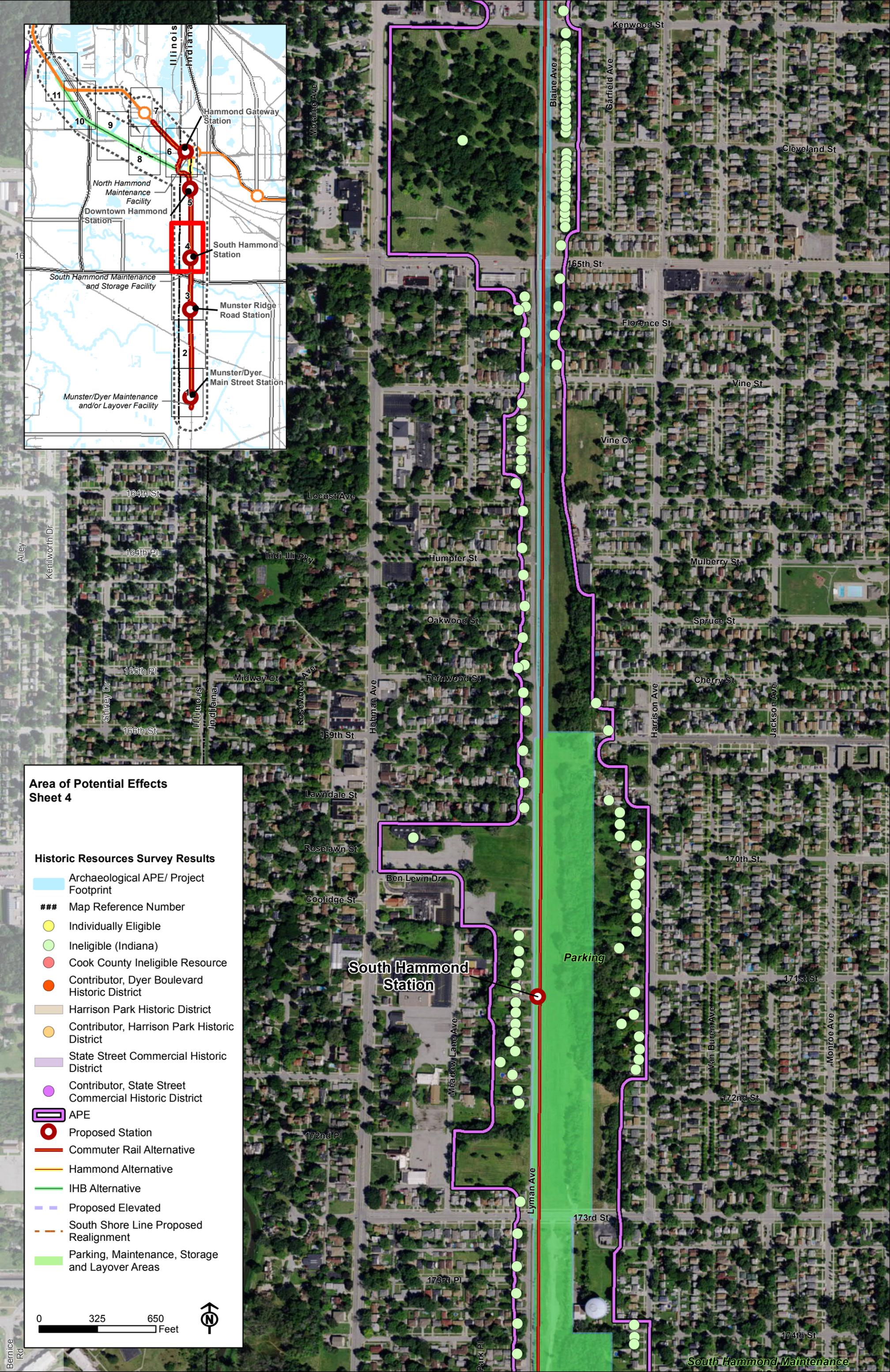


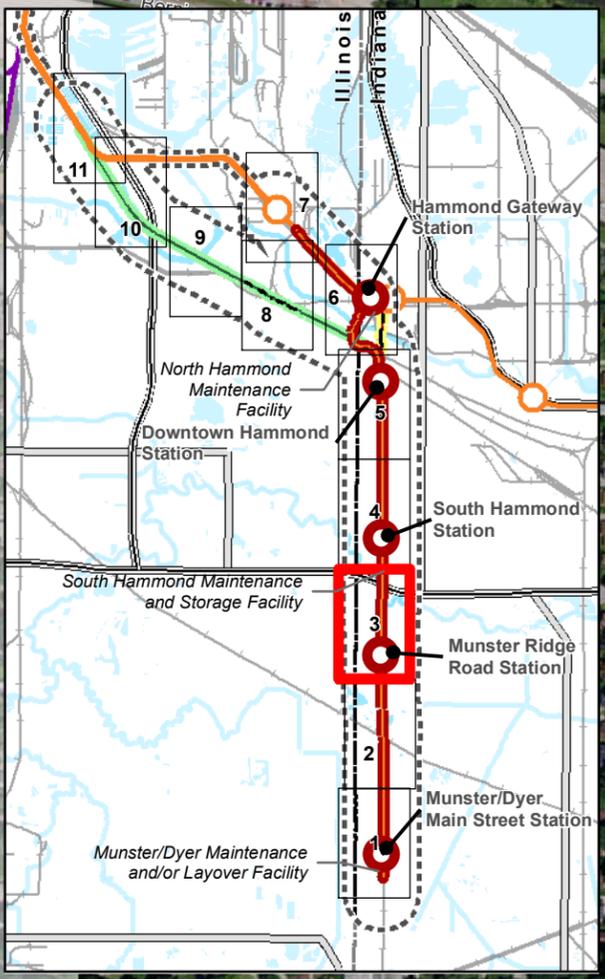
**Area of Potential Effects  
Sheet 4**

**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ###** Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District
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- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas

0      325      650  
Feet



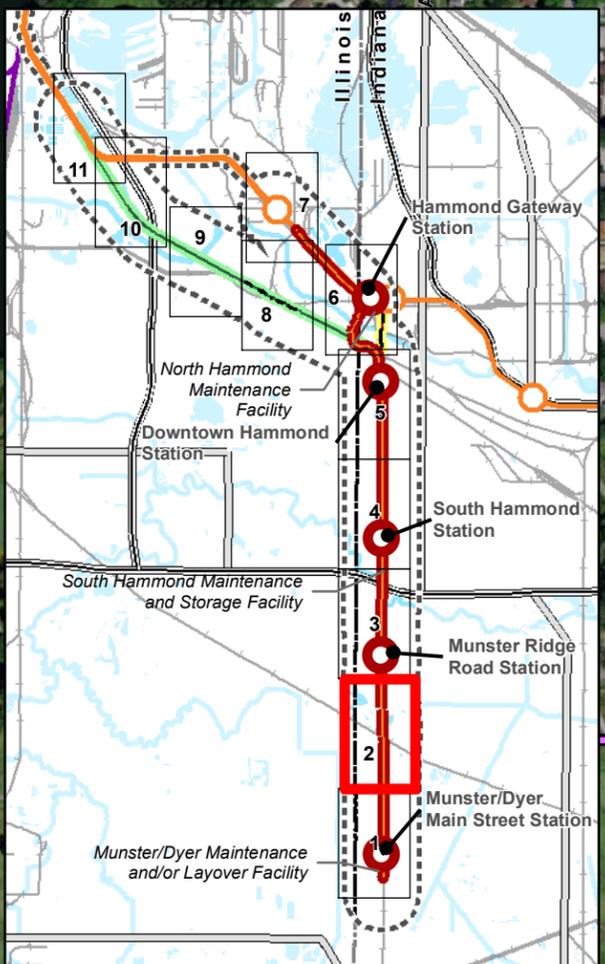


**Area of Potential Effects  
Sheet 3**

**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ###** Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
- Harrison Park Historic District
- Contributor, Harrison Park Historic District
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- Contributor, State Street Commercial Historic District
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- Proposed Station
- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas

0 325 650 Feet

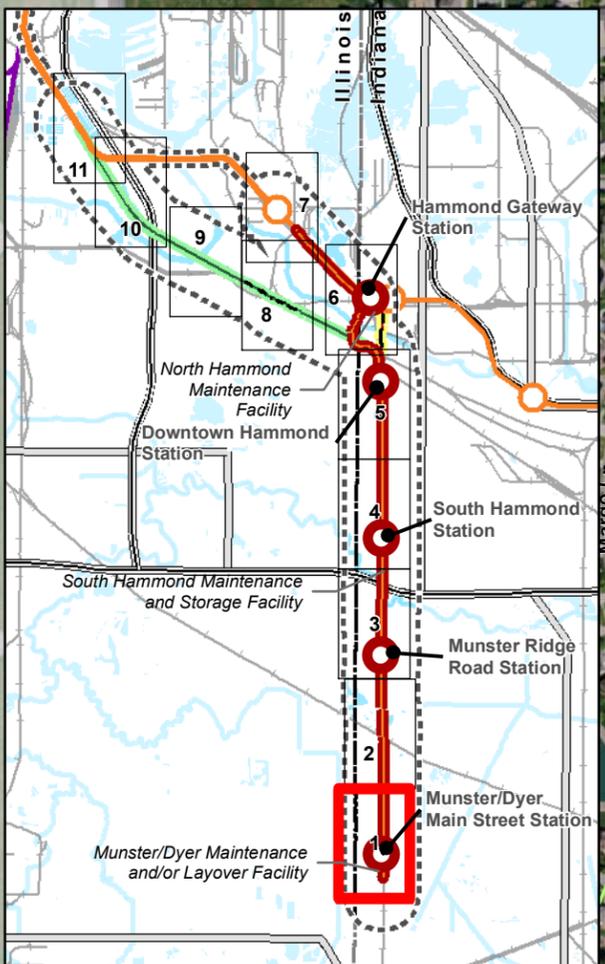


**Area of Potential Effects  
Sheet 2**

**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ###** Map Reference Number
- Individually Eligible
- Ineligible (Indiana)
- Cook County Ineligible Resource
- Contributor, Dyer Boulevard Historic District
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- Contributor, Harrison Park Historic District
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- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
- Commuter Rail Alternative
- Hammond Alternative
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas

0      325      650  
Feet



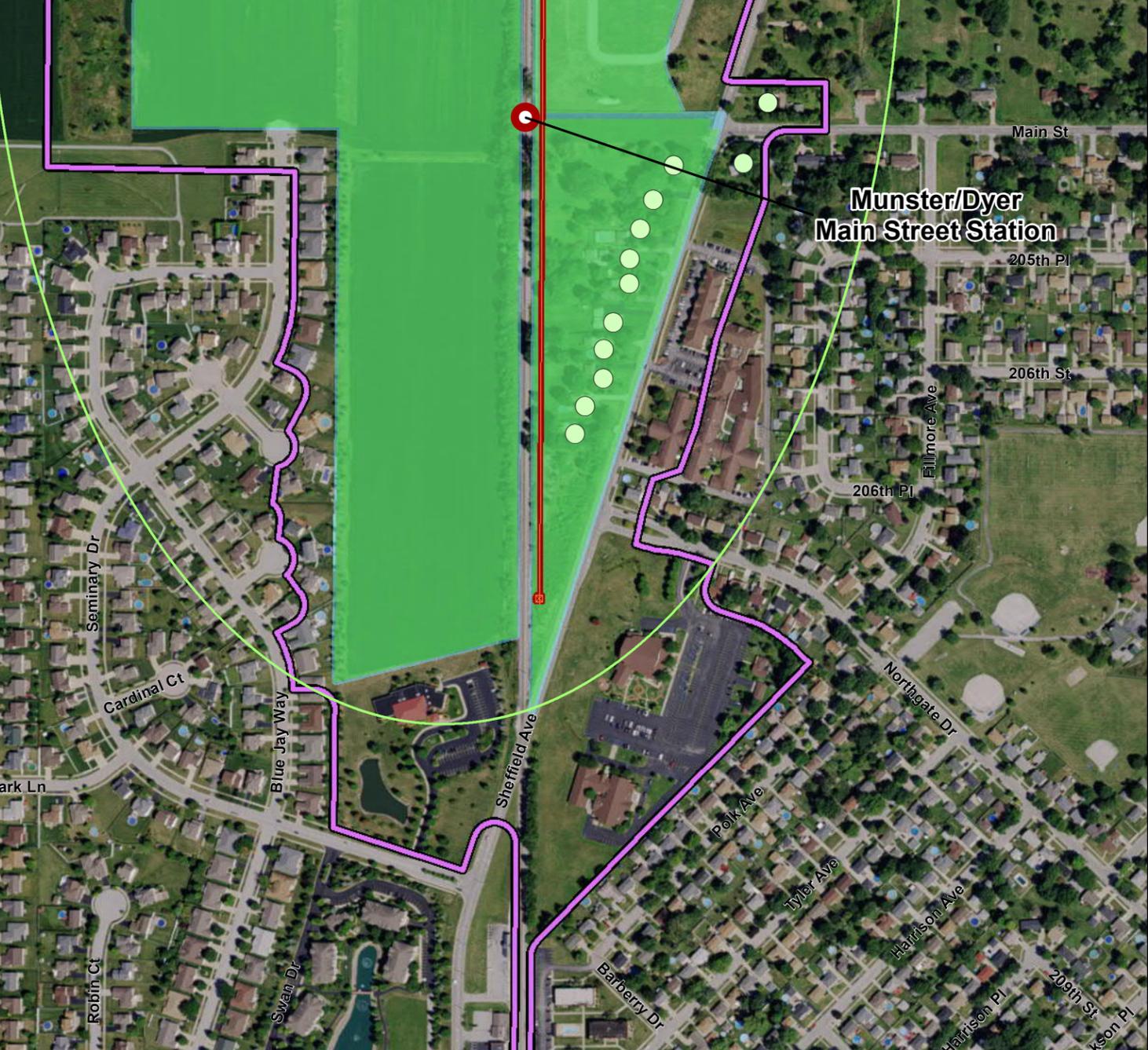
Multiple Options for Parking/Maintenance/Layover Refer to Attachment A for Option Layouts

**Area of Potential Effects Sheet 1**

**Historic Resources Survey Results**

- Archaeological APE/ Project Footprint
- ### Map Reference Number
- Individually Eligible
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- Harrison Park Historic District
- Contributor, Harrison Park Historic District
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- Contributor, State Street Commercial Historic District
- APE
- Proposed Station
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- Hammond Alternative
- IHB Alternative
- Proposed Elevated
- South Shore Line Proposed Realignment
- Parking, Maintenance, Storage and Layover Areas

0 325 650 Feet



**Munster/Dyer Main Street Station**

## **APPENDIX B**

### **Section 106 Consultation Correspondence Log**

**Table B-1 Summary of Section 106 Consultation Correspondence**

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2014-09-29	Marisol R. Simón, Regional Administrator, FTA	Chad Slider, Assistant Director for Environmental Review, Indiana Department of Natural Resources	FTA sent a letter to the Indiana State Historic Preservation Officer (SHPO) to initiate Section 106 consultation.
2014-09-29	Marisol R. Simón, Regional Administrator, FTA	Anne Haaker, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	FTA sent a letter to the Illinois SHPO to initiate Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	John Blackhawk, Chairperson, Winnebago Tribe of Nebraska	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Sandra Massey, Historic Preservation Officer, Sac and Fox Nation of Oklahoma	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Brigette Robidoux, Chairperson, Sac and Fox Nation of Missouri in Kansas and Nebraska	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Jonathan L. Buffalo, Historic Preservation Director, Sac and Fox Tribe of the Mississippi in Iowa/Meskwaki	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Linda Yazzie, Potawami- Prairie Band Potawatomi Nation	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Steve Ortiz, Potawatomi- Prairie Band Potawatomi Nation	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Marcus Winchester, Tribal Historic Preservation Officer, Potawatomi- Pokagon Band of Potawatomi	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Earl Meshigaud, Chairperson, Potawatomi- Hannahville Indian Community	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Kenneth Meshigaud, Chairperson, Potawatomi- Hannahville Indian Community	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Harold Frank, Chairman, Potawatomi-Forest County Potawatomi	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Jeremy Finch, Chairperson, Potawatomi- Citizen Potawatomi Nation	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	John A. Barrett, Chairperson, Potawatomi- Citizen Potawatomi Nation	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Frank Hecksher, NAGPRA/Special Projects, Peoria Tribe of Indians of Oklahoma	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	John R. Shotton, Chairman, Otoe-Missouria Tribe	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	George Strack, Tribal Historic Preservation Officer, Miami Tribe of Oklahoma	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Robert Fields, Iowa Tribe of Oklahoma	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	F. Martin Fee, Tribal Historic Preservation Officer, Iowa Tribe of Kansas & Nebraska	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-03	Marisol R. Simón, Regional Administrator, FTA	Bill Quackenbush, Tribal Historic Preservation Officer, Ho-Chunk Nation	FTA sent a letter invitation to Tribal representative to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Cynthia Ogorek, Calumet City Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Director, St. John Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Heidi Zima, Schererville Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Ward Miller, President, Preservation Chicago	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	JoAnne Shafer, President, Munster Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Bruce Woods, President, Lake County Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Marsh Davis, President, Indiana Landmarks	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Bonnie McDonald, President, Landmarks Illinois	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Tiffany Tolbert, Director-Calumet Region Office, Historic Landmarks Foundation of Indiana - Calumet	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Patrick Swibes, Chairperson, Hammond Historic Preservation Commission	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Director, Hammond Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Karen Kulinski, Griffith Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Glen Eberly, President, Dyer Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-08	John Parsons, Planning and Marketing Director, NICTD	Director, Dolton Historical Society	NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2014-10-10	Richard M. Lytle, Hammond Historical Society	John Parsons, Planning and Marketing Director, NICTD	Signed form to be a Section 106 consulting party.
2014-10-11	Bruce Woods, Lake County Historian, Lake County Historical Society	John Parsons, Planning and Marketing Director, NICTD	Signed form to be a Section 106 consulting party.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2014-10-15	Cynthia Stacy, Peoria Tribe of Indians of Oklahoma	Mark Assam, Environmental Protection Specialist, FTA	Signed form to be a Section 106 consulting party.
2014-10-28	Tiffany Tolbert, Indiana Landmarks, Northwest Field Office	John Parsons, Planning and Marketing Director, NICTD	Signed form to be a Section 106 consulting party.
2014-11-03	Mitchell K. Zoll, Deputy State Historic Preservation Officer	Marisol R. Simón, Regional Administrator, FTA	SHPO sent a letter requesting further information regarding the APE and the existing conditions. Recommended the Indiana Department of Transportation (INDOT)'s <i>Cultural Resources Manual</i> for guidelines.
2014-12-10	Tiffany Tolbert, Director, Northwest Field Office, Indiana Landmarks	John Parsons, Planning and Marketing Director, NICTD	Ms. Tolbert sent a letter to NICTD expressing concerns for significant built environment properties located in or in the vicinity of the APE. Ms. Tolbert listed several properties of concern and requested more project information to inform potential effects on historic properties.
2015-02-13	Marisol R. Simón, Regional Administrator, FTA	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	FTA sent a letter to the Illinois SHPO to request concurrence on revised APE.
2015-02-13	Marisol R. Simón, Regional Administrator, FTA	Mitchell K. Zoll, Deputy State Historic Preservation Officer	FTA sent a letter to the Indiana SHPO to request concurrence on revised APE.
2015-03-04	John Parsons, Planning and Marketing Director, NICTD	Richard M. Lytle, Hammond Historical Society	NICTD sent a letter with the APE to consulting parties for review and comment.
2015-03-04	John Parsons, Planning and Marketing Director, NICTD	Tiffany Tolbert, Director, Northwest Field Office, Indiana Landmarks	NICTD sent a letter with the APE to consulting parties for review and comment.
2015-03-04	John Parsons, Planning and Marketing Director, NICTD	Bruce Woods, Lake County Historian, Lake County Historical Society	NICTD sent a letter with the APE to consulting parties for review and comment.
2015-03-12	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	Marisol R. Simón, Regional Administrator, FTA	FTA's letter requesting concurrence on APE returned with stamped and signed concurrence from Illinois SHPO.
2015-03-18	Cynthia Stacy, Peoria Tribe of Indians of Oklahoma	Marisol R. Simón, Regional Administrator, FTA	Ms. Stacy sent a letter to FTA stating that the Peoria Tribe has no objection to the Project, and would like to consult only if items that fall under NAGPRA are discovered.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2015-03-20	John Parsons, Planning and Marketing Director, NICTD	Mitchell K. Zoll, Deputy State Historic Preservation Officer	NICTD sent an email to Indiana SHPO with two attachments for review: "West Lake Corridor Project Public and Agency Coordination Plan" and the "West Lake Corridor Project Scoping Summary Report."
2015-03-27	Mitchell K. Zoll, Deputy State Historic Preservation Officer	Marisol R. Simón, Regional Administrator, FTA	Indiana SHPO sent a letter to FTA with responses to FTA's request for concurrence with the APE. Mr. Zoll expressed concerns for certain areas where the APE may be inadequate to address indirect effects of the Project. (DHPA No. 16774)
2015-04-14	John Parsons, Planning and Marketing Director, NICTD	Laura Weston-Elchert, President, Lincoln Highway Association	Per Indiana SHPO's recommendation, NICTD sent a letter invitation to stakeholder organization to participate in Section 106 consultation.
2015-04-20	Mitchell K. Zoll, Deputy State Historic Preservation Officer	John Parsons, Planning and Marketing Director, NICTD	Indiana SHPO sent a letter to NICTD stating that two documents were reviewed and no comments were provided.
2015-04-22	Brian Poland, Hammond Historic Preservation Commission	John Parsons, Planning and Marketing Director, NICTD	Mr. Poland emailed NICTD with comments about historic resources within the Project corridor, and forwarded a copy of a form signed on 10/21/2014 to be a Section 106 consulting party on behalf of the Hammond Historic Preservation Commission.
2016-03-31	Marisol R. Simón, Regional Administrator, FTA	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	FTA sent a letter to Illinois SHPO to request concurrence on the revised APE for the Project.
2016-03-31	Marisol R. Simón, Regional Administrator, FTA	Mitchell K. Zoll, Deputy State Historic Preservation Officer	FTA sent a letter to Indiana SHPO to request concurrence on the revised APE for the Project.
2016-04-14	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	Marisol R. Simón, Regional Administrator, FTA	FTA's letter requesting concurrence on APE returned with stamped and signed concurrence from Illinois SHPO.
2016-04-21	Mitchell K. Zoll, Deputy State Historic Preservation Officer	Marisol R. Simón, Regional Administrator, FTA	Indiana SHPO sent a letter to FTA stating that it concurred with the revised APE with a caveat concerning open views of the Project corridor in relation to historic properties. Comments were also received about the methodology of the archaeological study for the Project.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2016-06-07	Marisol R. Simón, Regional Administrator, FTA	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	FTA sent a letter to invite Section 106 Consulting parties to a meeting to review the findings of the cultural resources studies. The draft Historic Property Report and Phase 1a Reconnaissance Survey Report were attached for review.
2016-06-07	Marisol R. Simón, Regional Administrator, FTA	Mitchell K. Zoll, Deputy State Historic Preservation Officer	FTA sent a letter to invite Section 106 Consulting parties to a meeting to review the findings of the cultural resources studies. The draft Historic Property Report and Phase 1a Reconnaissance Survey Report were attached for review.
2016-06-07	Marisol R. Simón, Regional Administrator, FTA	Richard M. Lytle, Hammond Historical Society	FTA sent a letter to invite Section 106 Consulting parties to a meeting to review the findings of the cultural resources studies. The draft Historic Property Report and Phase 1a Reconnaissance Survey Report were attached for review.
2016-06-07	Marisol R. Simón, Regional Administrator, FTA	Tiffany Tolbert, Director, Northwest Field Office, Indiana Landmarks	FTA sent a letter to invite Section 106 Consulting parties to a meeting to review the findings of the cultural resources studies. The draft Historic Property Report and Phase 1a Reconnaissance Survey Report were attached for review.
2016-06-07	Marisol R. Simón, Regional Administrator, FTA	Bruce Woods, Lake County Historian, Lake County Historical Society	FTA sent a letter to invite Section 106 Consulting parties to a meeting to review the findings of the cultural resources studies. The draft Historic Property Report and Phase 1a Reconnaissance Survey Report were attached for review.
2016-06-22	--	--	Meeting of Section 106 consulting parties in the Town Hall of Munster, Indiana, to review the findings of the cultural resources technical studies.
2016-07-08	Mitchell K. Zoll, Deputy State Historic Preservation Officer	Marisol R. Simón, Regional Administrator, FTA	Indiana SHPO sent a letter to FTA with comments on the cultural resources technical studies. Indiana SHPO concurred with the findings of the HPR, and requested more information pertaining to the archaeological survey.

<b>Date</b>	<b>From</b>	<b>To</b>	<b>Summary</b>
2016-07-14	Brian Poland, Hammond Historic Preservation Commission	Mark Assam, Environmental Protection Specialist, FTA	Mr. Poland sent a letter expressing concern about several historic properties in the APE and their evaluation for the NRHP. Mr. Poland concurred with the assessment of effects in the HPR, but supported a request for additional mitigation measures.
2016-07-19	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	Marisol R. Simón, Regional Administrator, FTA	Illinois SHPO sent a letter to FTA requesting more information pertaining to the archaeological survey before a review of the Project could be completed.
2016-07-25	Tiffany Tolbert, Director, Northwest Field Office, Indiana Landmarks	Mark Assam, Environmental Protection Specialist, FTA	Ms. Tolbert sent a letter with comments pertaining to the review of the HPR. Ms. Tolbert requested consideration of certain historic properties and additional mitigation measures. She concurred with the assessment of effects in the HPR.
2016-08-22	Lynn M. Gierek, AECOM, on behalf of FTA	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	FTA resubmitted the revised Phase 1a Reconnaissance Survey Report for IL SHPO review.
2016-09-09	Rachel Leibowitz, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency	Lynn Gierek, AECOM	Illinois SHPO sent a letter to AECOM (NICTD consultant) stating that Illinois SHPO concurs that no historic properties are affected, and has no objection to the undertaking proceeding as planned.

## APPENDIX C

### Historic Property Survey Table

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
1		Not eligible; lacks significance (not a noteworthy example, does not possess high artistic value)	45-10-01-201-011	NA	NC	House	622 Sheffield Ave	Dyer	1958	Ranch
2		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-201-010	NA	NC	House	618 Sheffield Ave	Dyer	1958	Ranch
3		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-201-009	NA	NC	House	614 Sheffield Ave	Dyer	1957	Ranch
4		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-201-008	NA	NC	House	566 Sheffield Ave	Dyer	1958	Ranch
5		Not eligible; lacks significance (not a noteworthy example, does not possess high artistic value); loss of integrity (porch addition)	45-10-01-201-007	NA	NC	House	554 Sheffield Ave	Dyer	1957	Ranch
6		Not eligible; lacks significance (not a noteworthy example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-201-006	NA	NC	House	542 Sheffield Ave	Dyer	1957	Ranch
7		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-201-005	NA	NC	House	536 Sheffield Ave	Dyer	1957	Ranch

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
8		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows, vinyl siding)	45-10-01-201-004	NA	NC	House	528 Sheffield Avenue	Dyer	1957	Ranch
9		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows, garage door)	45-10-01-201-003	NA	NC	House	520 Sheffield Ave	Dyer	1968	Split Level Ranch
10		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows, vinyl siding)	45-10-01-201-002	NA	NC	House	508 Sheffield Ave	Dyer	1956	Ranch
11		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows)	45-10-01-202-043	NA	NC	House	502 Main St	Dyer	1961	Ranch
12		Not eligible; loss of integrity (addition of balcony, sliding glass door and vinyl siding); lacks significance (not an important example, does not possess high artistic value)	45-06-36-454-008	NA	NC	House	10445 Columbia Ave	Munster	1928	Craftsman with some Prairie elements
13		Not eligible; loss of integrity (original eastern quarter of building demolished, recent remodel)	45-06-25-276-005	NA	NC	undetermined; possibly part of Simmons Mattress Factory	9200 Calumet Ave	Munster	1958	Industrial
14		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (alterations to siding, additions, and separation from adjacent building to the south)	45-06-25-276-006	NA	NC	Simmons Mattress Factory	9200 Calumet Ave	Munster	1957	Industrial

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
15		Not eligible; lacks significance (not an important example, does not possess high artistic value)	45-06-25-100-005	NA	NC	Lansing Country Club	400 Fisher St	Munster	undetermined	Vernacular
16		Not eligible; lacks significance (not an important example, does not possess high artistic value)	45-06-24-379-021	NA	NC	House	8845 Manor Ave	Munster	1968	Ranch
17		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement windows, vinyl siding, 2004 detached garage)	45-06-24-379-020	NA	NC	House	8841 Manor Ave	Munster	1967	Ranch
18		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (vinyl siding)	45-06-24-379-019	NA	NC	House	8837 Manor Ave	Munster	1968	Ranch
19		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows)	45-06-24-379-018	NA	NC	House	8831 Manor Ave	Munster	1968	Ranch
20		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, replacement front door)	45-06-24-379-017	NA	NC	House	8827 Manor Ave	Munster	1967	Ranch
21		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (vinyl siding)	45-06-24-379-016	NA	NC	House	8823 Manor Ave	Munster	1966	Ranch

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
22		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows and front door, vinyl siding)	45-06-24-379-015	NA	NC	House	8819 Manor Ave	Munster	1967	Ranch
23		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, vinyl siding)	45-06-24-379-014	NA	NC	House	8815 Manor Ave	Munster	1967	Split Level Ranch
24		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, vinyl siding)	45-06-24-379-013	NA	NC	House	8811 Manor Ave	Munster	1968	Ranch
25		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, vinyl siding)	45-06-24-379-012	NA	NC	House	8807 Manor Ave	Munster	1967	Ranch
26		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (some replacement vinyl windows)	45-06-24-379-011	NA	NC	House	8801 Manor Ave	Munster	1968	Ranch
27		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, siding and front door)	45-06-24-379-010	NA	NC	House	8747 Manor Ave	Munster	1967	Ranch
28		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows and siding)	45-06-24-379-009	NA	NC	House	8743 Manor Ave	Munster	1967	Ranch

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
29		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows and siding)	45-06-24-379-008	NA	NC	House	8739 Manor Ave	Munster	1967	Ranch
30		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, siding and front porch)	45-06-24-379-007	NA	NC	House	8733 Manor Ave	Munster	1967	Split Level Ranch
31		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows and wood siding)	45-06-24-379-006	NA	NC	House	8729 Manor Ave	Munster	1966	Ranch
32		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, bay window, wood siding, porthole windows on side elevation, and altered porch)	45-06-24-379-005	NA	NC	House	8725 Manor Ave	Munster	1966	Ranch
33		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows)	45-06-24-379-004	NA	NC	House	8721 Manor Ave	Munster	1966	Ranch
34		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, vinyl siding and front door)	45-06-24-379-003	NA	NC	House	8717 Manor Ave	Munster	1966	Split Level Ranch
35		Not eligible; lacks significance (not an important example, does not possess high artistic value); loss of integrity (replacement vinyl windows, vinyl siding, and front door)	45-06-24-379-002	NA	NC	House	8711 Manor Ave	Munster	1965	Ranch

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
36		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, and front door)	45-06-24-379-001	NA	NC	House	8705 Manor Dr	Munster	1968	Split Level Ranch
37		Not eligible; lacks significance, not an important example, does not possess high artistic values)	45-06-24-332-007	NA	NC	Oak Crest Apartments	8625-31 Manor Dr	Munster	1963	Contemporary
38		Not eligible; lacks significance, not an important example, does not possess high artistic values)	45-06-24-332-003	NA	NC	Oak Crest Apartments	8525-33 Manor Dr	Munster	1963	Contemporary
39		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and siding)	45-06-24-252-004	NA	C	House	416 South St	Munster	1925	English Cottage
40		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and siding)	45-06-24-252-003	NA	C	House	412 South St	Munster	1928	Colonial Revival
41		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-204-001	NA	C	House	407 Ridge Rd	Munster	1900	Gable-front
42		Not eligible; loss of integrity (1980s-era sunroom, replacement windows and siding)	45-06-24-129-072	NA	NC	House/Commercial	313 Ridge Rd	Munster	undetermined	Gable-front

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
43		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows and front door)	45-06-24-129-069	NA	C	House	8252 Manor Ave	Munster	1890	Queen Anne
44		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-129-036	NA	C	Duplex	8235-37 Highland Pl	Munster	1943	Colonial Revival
45		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding)	45-06-24-129-034	NA	C	Duplex	8231-33 Highland Pl	Munster	1943	Colonial Revival
46		Not eligible; lacks significance (not an important example, does not possess high artistic values.)	45-06-24-129-032	NA	C	House	8223 Highland Pl	Munster	1942	Colonial Revival
47		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, modern front doors)	45-06-24-129-031	NA	C	Duplex	8217-21 Highland Pl	Munster	1943	Colonial Revival
48		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, modern front doors and porch features)	45-06-24-129-029	NA	C	Duplex	8213-15 Highland Pl	Munster	1943	Colonial Revival
49		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-129-027	NA	C	Duplex	8207-11 Highland Pl	Munster	1943	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
50		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-06-24-129-025	NA	C	Duplex	8203-05 Highland Pl	Munster	1943	Colonial Revival
51		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors)	45-06-24-129-023	NA	C	Duplex	8149-51 Highland Pl	Munster	1943	Colonial Revival
52		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door, porch modification)	45-06-24-129-021	NA	C	Duplex	8143-47 Highland Pl	Munster	1943	Colonial Revival
53		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door; modern awning and railings at second entrance)	45-06-24-129-019	NA	C	Duplex	8139-41 Highland Pl	Munster	1943	Colonial Revival
54		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-129-017	NA	C	Duplex	8133-35 Highland Pl	Munster	1943	Colonial Revival
55		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and modern front doors)	45-06-24-129-015	NA	C	Duplex	8129-31 Highland Pl	Munster	1943	Colonial Revival
56		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, some vinyl siding, modern front doors, small addition on the side)	45-06-24-129-013	NA	C	Duplex	8123-25 Highland Pl	Munster	1943	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
57		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-129-011	NA	C	House	8121 Highland Pl	Munster	1941	Colonial Revival
58		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-06-24-129-010	NA	C	House	8117 Highland Pl	Munster	1941	Colonial Revival
59		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows)	45-06-24-129-009	NA	C	House	8115 Highland Pl	Munster	1941	Colonial Revival
60		Not eligible; lacks significance (not an important example, does not possess high artistic values); possible loss of integrity (window and door openings are covered with plywood)	45-06-24-129-039	NA	C	Duplex	8114-16 Manor Ave	Munster	1943	Colonial Revival
61		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, aluminum sliding window, altered window glazing, some vinyl siding, modern front doors)	45-06-24-129-004	NA	C	Duplex	316-18 Broadmoor Ave	Munster	1942	Colonial Revival
62		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, altered window glazing, some vinyl siding, modern front doors)	45-06-24-129-006	NA	C	Duplex	320-24 Broadmoor Ave	Munster	1942	Colonial Revival
63		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, some vinyl siding, altered front porch)	45-06-24-129-008	NA	C	House	326 Broadmoor Ave	Munster	1948	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
64		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, a single-story side addition)	45-06-13-380-046	NA	C	Duplex	321-25 Broadmoor Ave	Munster	1943	Colonial Revival
65		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-13-380-023	089-090-56059	C	Duplex	322-24 Belmont Pl	Munster	1943	Colonial Revival
66		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows on the rear side of residence, single-story addition on the back side of the residence with vinyl windows and incompatible siding)	45-06-13-379-039	089-090-56052	C	House	325 Belmont Pl	Munster	1949	Colonial Revival
67		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, altered front porch built of incompatible materials, single-story addition on the back side of the residence with vinyl windows and vinyl siding)	45-06-13-379-022	NA	C	Duplex	322-24 Belden Pl	Munster	1944	Colonial Revival
68		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-13-378-044	NA	NC	House	325 Belden Pl	Munster	1962	Modern
69		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows)	45-06-13-378-025	089-090-56046	C	Duplex	324-26 Beacon Pl	Munster	1943	Colonial Revival
70		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, an incompatible railing and staircase above the garage, modern garage door.)	45-06-13-377-033	NA	NC	House	325 Beacon Pl	Munster	1949	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
71		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and vinyl siding)	45-06-13-377-018	NA	NC	House	324 Beverly Pl	Munster	1950	Colonial Revival
72		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, addition to the north elevation)	45-06-13-330-038	NA	C	House	323 Beverly Pl	Munster	1949	Colonial Revival
73		Not eligible; lacks significance, not an important example, does not possess high artistic values.	45-06-13-330-021	NA	C	House	324 Sunnyside Ave	Munster	1938	Minimal Traditional
74		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, addition above the garage)	45-06-13-329-037	NA	C	House	325 Sunnyside Ave	Munster	1937	Minimal Traditional
75		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (some replacement vinyl windows)	45-06-13-329-022	NA	C	House	324 Fairbanks Pl	Munster	1947	Minimal Traditional
76		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, some vinyl siding)	45-06-13-328-037	NA	C	House	325 Fairbanks Pl	Munster	1947	Minimal Traditional
77		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, some vinyl siding, incompatible wood railing and stairs at side entrance)	45-06-13-328-021	NA	C	Duplex	322-24 Gregory Ave	Munster	1944	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
78		Not eligible; lacks significance (not an important example, does not possess high artistic values); some loss of integrity (replacement vinyl windows, some vinyl siding)	45-06-13-327-042	NA	C	Duplex	7718-20 Manor Ave	Munster	1943	Colonial Revival
79		Not eligible; loss of integrity (substantial removal of tracks and yards in Hammond has compromised the property's ability to convey its historical significance, modernization in active areas has compromised the railroad's historic appearance)	NA	NA	N	Monon Railroad	NA	St. John, Munster, Hammond	1882	NA
80		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, bay window)	45-06-13-254-001	NA	NC	House	422 176th Ct	Hammond	1951	Minimal Traditional
81		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and siding)	45-06-13-251-002	NA	NC	House	423 176th Ct	Hammond	1951	Minimal Traditional
82		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and siding)	45-06-13-251-003	NA	NC	House	425 176th Ct	Hammond	1950	Minimal Traditional
83		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows and siding)	45-06-13-183-013	NA	NC	House	288 Southmoor Rd	Hammond	1956	Colonial Revival
84		Not eligible; lacks significance (not an important example, does not possess high artistic or engineering values)	45-06-13-251-001	NA	NC	Utility	northwest of intersection of 176th St and Harrison Ave	Hammond	1964	Utilitarian

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
85		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, wooden ramp)	45-06-13-251-016	NA	NC	House	7536 Harrison Ave	Hammond	1954	Minimal Traditional
86		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-13-251-015	NA	NC	House	7530 Harrison Ave	Hammond	1950	Minimal Traditional
87		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding)	45-06-13-251-014	NA	NC	House	7528 Harrison Ave	Hammond	1949	Minimal Traditional
88		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled porch, replacement windows, wooden ramp)	45-06-13-251-013	NA	NC	House	7526 Harrison Ave	Hammond	1949	Bungalow
89		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (stone veneer, siding, replacement windows)	45-06-13-251-012	NA	NC	House	7522 Harrison Ave	Hammond	1949	Minimal Traditional
90		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-13-251-011	NA	NC	House	7518 Harrison Ave	Hammond	1949	Minimal Traditional
91		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-13-251-010	NA	NC	House	7516 Harrison Ave	Hammond	1949	Colonial Revival

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
92		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, wood ramp and deck)	45-06-13-251-009	NA	NC	House	7512 Harrison Ave	Hammond	1949	Minimal Traditional
93		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, and altered entry)	45-06-13-251-008	NA	NC	House	7508 Harrison Ave	Hammond	1930	Colonial Revival
94		Not eligible; lacks significance not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-13-251-007	NA	NC	House	7504 Harrison Ave	Hammond	1949	Colonial Revival
95		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill)	45-06-13-204-007	NA	C	House	7446 Harrison Ave	Hammond	1902	Gable-front
96		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-13-132-007	NA	NC	House	275 Southmoor Rd	Hammond	1955	Ranch
97		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-13-132-004	NA	NC	House	272 174th Pl	Hammond	1955	Ranch
98		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-13-131-008	NA	NC	House	271 174th Pl	Hammond	1955	Ranch

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
99		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, porch infill, stone veneer)	45-06-13-204-004	NA	C	House	7404 Harrison Ave	Hammond	1902	Gable-front
100		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and new front door)	45-06-13-131-004	NA	NC	House	272 174th St	Hammond	1954	Ranch
101		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, possible porch infill)	45-06-13-204-003	NA	C	House	7402 Harrison Ave	Hammond	1902	Bungalow
102		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding)	45-06-13-201-014	NA	NC	House	7348 Harrison Ave	Hammond	1956	Ranch
103		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, modern front door)	45-06-13-128-031	NA	NC	House	271 174th St	Hammond	1954	Ranch
104		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, modern front door)	45-06-13-128-014	NA	NC	House	270 173th Pl	Hammond	1954	Ranch
105		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, modern front door)	45-06-13-127-031	NA	NC	House	269 173rd Pl	Hammond	1954	Ranch

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
106		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding, modern front door)	45-06-13-127-019	NA	NC	House	270 173rd St	Hammond	1954	Cape Cod
107		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, siding)	45-06-12-381-039	NA	NC	House	271 173rd St	Hammond	1955	Colonial Revival
108		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, addition of bay windows, front porch modification, modern front door)	45-06-12-381-027	NA	NC	House	7206 Lyman Ave	Hammond	1958	Ranch
109		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, new full-length porch, modern front door)	45-06-12-381-026	NA	NC	House	7204 Lyman Ave	Hammond	1952	Ranch
110		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, modern front door)	45-06-12-381-025	NA	NC	House	7146 Lyman Ave	Hammond	1925	Craftsman
111		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (residence associated with garage has been demolished)	45-06-12-381-024	NA	NC		7142 Lyman Ave	Hammond	1900	Vernacular

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
112		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, modified porch)	45-06-12-381-023	NA	NC	House	7140 Lyman Ave	Hammond	1924	Bungalow
113		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, modern front door, window or garage opening infilled)	45-06-12-381-022	NA	NC	House	7138 Lyman Ave	Hammond	1946	Ranch
114		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement vinyl windows, vinyl siding, modern front door, modified porch)	45-06-12-381-021	NA	NC	House	7136 Lyman Ave	Hammond	1924	Vernacular
115		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door, modified porch)	45-06-12-381-020	NA	NC	House	7120 Lyman Ave	Hammond	1952	Ranch
116		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-06-12-381-019	NA	NC	House	7116 Lyman Ave	Hammond	1955	Ranch
117		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows including a bay window, vinyl siding, modern front door)	45-06-12-381-018	NA	NC	House	7114 Lyman Ave	Hammond	1957	Ranch
118		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, addition, porch enclosure, modern garage doors)	45-06-12-381-040	NA	NC	House	7112 Lyman Ave	Hammond	1880	Vernacular

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
119		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modified porch)	45-06-12-333-010	NA	NC	House	7102 Lyman Ave	Hammond	1919	Bungalow
120		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door, modified porch)	45-06-12-333-009	NA	NC	House	7050 Lyman Ave	Hammond	undetermined	Gable-front / Bungalow
121		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, modified porch)	45-06-12-333-008	NA	NC	House	7046 Lyman Ave	Hammond	1907	Vernacular
122		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors)	45-06-12-333-007	NA	NC	House	7038 Lyman Ave	Hammond	1910	Vernacular
123		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-451-010	NA	NC	Duplex	7144-40 Harrison Ave	Hammond	1954	Ranch
124		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch infill, addition)	45-06-12-451-009	NA	NC	House	7138 Harrison Ave	Hammond	1931	Bungalow
125		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch infill)	45-06-12-451-008	NA	NC	House	7134 Harrison Ave	Hammond	1931	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
126		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-451-006, -007	NA	NC	Duplex	7128-30 Harrison Ave	Hammond	1947	Vernacular
127		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, possible addition)	45-06-12-451-005	NA	NC	House	7122 Harrison Ave	Hammond	1929	Vernacular
128		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding)	45-06-12-451-004	NA	NC	House	7118 Harrison Ave	Hammond	1955	Ranch
129		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding)	45-06-12-451-003	NA	NC	House	7108 Harrison Ave	Hammond	1920	Colonial Revival
130		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-401-022	NA	NC	House	7046 Harrison Ave	Hammond	1930	Vernacular
131		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding)	45-06-12-401-021	NA	NC	House	7034 Harrison Ave	Hammond	1928	Minimal Traditional
132		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, infilled porch)	45-06-12-401-020	NA	NC	House	7028 Harrison Ave	Hammond	1930	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
133		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding)	45-06-12-401-019	NA	NC	House	7022 Harrison Ave	Hammond	1937	Colonial Revival
134		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch sheathed in stucco)	45-06-12-401-018	NA	NC	House	7018 Harrison Ave	Hammond	1900	Gable-front
135		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-401-017	NA	NC	House	7012 Harrison Ave	Hammond	1961	Ranch
136		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, infilled porch)	45-06-12-401-016	NA	NC	House	7008 Harrison Ave	Hammond	1929	Bungalow
137		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, modified porch)	45-06-12-401-015	NA	NC	House	7002 Harrison Ave	Hammond	1800	Gable-front
138		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors)	45-06-12-401-014	NA	NC	House	6948 Harrison Ave	Hammond	1955	Ranch
139		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch)	45-06-12-401-013	NA	C	House	6944 Harrison Ave	Hammond	1927	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
140		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows, siding, brick veneer)	45-06-12-401-012	NA	NC	House	6940 Harrison Ave	Hammond	ca. 1905-1930	Craftsman
141		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, addition)	45-06-12-401-011	NA	NC	House	6934-36 Harrison Ave	Hammond	1919	vernacular
142		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-401-005	NA	NC	Warehouse / garage	6936 Harrison Ave	Hammond	1950	Industrial / Utilitarian
143		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-331-016	NA	NC	Redeeming World Church	6949 Hohman Ave	Hammond	1955	International
144		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, altered front porch)	45-06-12-331-015	NA	NC	House	268 Lawndale St	Hammond	1925	Craftsman
145		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, altered front porch)	45-06-12-330-031	NA	NC	House	267 Lawndale St	Hammond	1925	Craftsman
146		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, altered front porch, addition)	45-06-12-330-017	NA	NC	House	268 169th St	Hammond	1861, 1960	Vernacular

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
147		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors)	45-06-12-254-007	NA	NC	Commercial	431 169th St	Hammond	1965	Commercial
148		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, addition)	45-06-12-254-002	NA	NC	House	424 Cherry St	Hammond	1953	Ranch
149		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, altered front porch)	45-06-12-182-037, -038	NA	NC	House	265 169th St	Hammond	1944	Colonial Revival
150		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding)	45-06-12-182-022	NA	NC	House	268 Fernwood St	Hammond	1926	Vernacular
151		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, enclosed porch)	45-06-12-181-035	NA	NC	House	265 Fernwood Ave	Hammond	1922	Bungalow
152		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, altered porch)	45-06-12-181-036	NA	NC	House	267 Fernwood Ave	Hammond	1929	Bungalow
153		Not eligible; lacks significance (does not have significant associations, not an important example, does not possess high artistic values)	45-06-12-181-022	089-090-52012	N	House	266-68 Oakwood St	Hammond	1930	Tudor

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
154		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, addition)	45-06-12-180-031	NA	NC	House	267 Oakwood St	Hammond	1926	Bungalow
155		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-06-12-180-017	NA	C	House	268 Humpfer St	Hammond	1930	Tudor
156		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding)	45-06-12-179-029	NA	NC	House	265-7 Humpfer St	Hammond	1941	Colonial Revival
157		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door, altered porch, ramp addition)	45-06-12-179-016	NA	NC	House	268 167th St	Hammond	1926	Bungalow
158		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, porch modifications)	45-06-12-132-025	NA	NC	House	263 Locust St	Hammond	1923	Bungalow
159		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding)	45-06-12-132-023	NA	NC	Duplex	6636 Lyman Ave	Hammond	1963	Vernacular
160		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, enclosed porch)	45-06-12-132-022	NA	NC	House	6632 Lyman Ave	Hammond	1924	Craftsman

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
161		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, infilled porch)	45-06-12-132-021	NA	NC	House	6628 Lyman St	Hammond	1927	Bungalow
162		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, modified porch)	45-06-12-132-020	NA	NC	House	6624 Lyman Ave	Hammond	1920	Bungalow
163		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, altered porch)	45-06-12-132-019	NA	NC	House	6616 Lyman Ave	Hammond	1922	Bungalow
164		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, modern front door, altered porch)	45-06-12-132-018	NA	NC	House	6614 Lyman Ave	Hammond	1922	Bungalow
165		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, altered porch)	45-06-12-132-006	NA	NC	House	268 Vine St	Hammond	1924	Bungalow
166		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door, altered porch)	45-06-12-129-021	NA	NC	House	267 Vine St	Hammond	1920	Bungalow
167		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (addition, modified porch)	45-06-12-203-025	NA	NC	House	401 Vine St	Hammond	1950	Minimal Traditional

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
168		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modern front door)	45-06-12-203-001	NA	NC	House	406 Florence St	Hammond	1955	Minimal Traditional
169		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, stone veneer, possible modified porch)	45-06-12-129-011	NA	NC	House	270 Florence St	Hammond	1950	Minimal Traditional
170		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows)	45-06-12-128-021, -0221	NA	NC	House	263 Florence St	Hammond	1930	Tudor Revival
171		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, altered porch)	45-06-12-128-023	NA	NC	House	6520 Lyman Ave	Hammond	1907	Gable-front
172		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, modified porch)	45-06-12-128-020	NA	NC	House	6516 Lyman Ave	Hammond	1907	I-House
173		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, possible addition of shingle siding)	45-06-12-201-020	NA	NC	House	405 Florence St	Hammond	1955	Minimal Traditional
174		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, original porch infilled or removed)	45-06-12-201-002	NA	NC	House	406 165th St	Hammond	1924	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
175		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, original porch infilled or removed)	45-06-01-455-025	NA	NC	House	407 165th St	Hammond	1920	Bungalow
176		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, altered porch)	45-06-01-455-012	NA	NC	House	6437 Blaine Ave	Hammond	1922	Bungalow
177		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding)	45-06-01-455-011	NA	NC	House	6433-35 Blaine Ave	Hammond	1927	Hipped roof cottage
178		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, porch infill or alteration)	45-06-01-455-010	NA	NC	House	6431 Blaine Ave	Hammond	1927	Bungalow
179		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, altered porch)	45-06-01-455-009	NA	NC	House	6427 Blaine Ave	Hammond	1926	Bungalow
180		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, infilled porch)	45-06-01-455-008	NA	NC	House	6425 Blaine Ave	Hammond	1927	Bungalow
181		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, 2-story addition on front façade)	45-06-01-455-007	NA	NC	House	6421-23 Blaine Ave	Hammond	1927	Vernacular (originally Craftsman)

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
182		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, altered porch)	45-06-01-455-006	NA	NC	House	6419 Blaine Ave	Hammond	1927	Bungalow
183		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, infilled porch)	45-06-01-455-005	NA	NC	House	6415-17 Blaine Ave	Hammond	1927	Bungalow
184		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, infilled porch)	45-06-01-455-004	NA	NC	House	6413 Blaine Ave	Hammond	1927	Bungalow
185		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding, infilled porch, front façade remodel)	45-06-01-455-003	NA	NC	House	6409 Blaine Ave	Hammond	1927	Bungalow
186		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement door, modified porch)	45-06-01-455-002	NA	NC	House	6407 Blaine Ave	Hammond	1927	Bungalow
187		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, infilled and modified porch)	45-06-01-455-001	NA	NC	House	6403 Blaine Ave	Hammond	1927	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
188		Not eligible; typical example of a community cemetery and does not have exceptional historical associations or design features.	45-06-01-378-001	089-090-46069	C	Oak Hill Cemetery	227 Kenwood St	Hammond	1885	Cemetery
189		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, altered or infilled porch)	45-06-01-451-015	NA	NC	House	6349 Blaine Ave	Hammond	1925	Bungalow
190		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, porch infilled or removed)	45-06-01-451-014	NA	NC	House	6347 Blaine	Hammond	1925	Bungalow
191		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, altered front porch, wooden ramp)	45-06-01-451-013	NA	NC	House	6345 Blaine Ave	Hammond	1925	Bungalow
192		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement window, altered porch)	45-06-01-451-012	NA	NC	House	6341 Blaine Ave	Hammond	1918	Bungalow
193		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, modern front door, porch modification)	45-06-01-451-011	NA	NC	House	6337 Blaine Ave	Hammond	1925	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
194		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, modern front door, altered porch)	45-06-01-451-010	NA	NC	House	6333 Blaine Ave	Hammond	1925	Bungalow
195		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, infilled porch)	45-06-01-451-009	NA	NC	House	6331 Blaine Ave	Hammond	1925	Bungalow
196		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement siding, windows, infilled porch)	45-06-01-451-008	NA	NC	House	6329 Blaine Ave	Hammond	1925	Bungalow
197		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows, modified porch)	45-06-01-451-007	NA	NC	House	6325 Blaine Ave	Hammond	1924	Bungalow
198		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled front porch, replacement windows and doors, siding)	45-06-01-451-006	NA	NC	House	6323 Blaine Ave	Hammond	1924	Bungalow
199		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled front porch, replacement windows, siding)	45-06-01-451-005	NA	NC	House	6319 Blaine Ave	Hammond	1924	Bungalow
200		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch removed or infilled, turret addition, siding, replacement windows and doors)	45-06-01-451-004	NA	NC	House	6315 Blaine Ave	Hammond	1925	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
201		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled porch, siding, replacement windows)	45-06-01-451-003	NA	NC	House	6313 Blaine Ave	Hammond	1924	Bungalow
202		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled front porch, replacement windows, siding, possible addition)	45-06-01-451-002	NA	NC	House	6311 Blaine Ave	Hammond	1924	Bungalow
203		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows and doors)	45-06-01-451-001	NA	NC	House	406 Kenwood Ave	Hammond	1953	Ranch
204		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (altered porch, siding, replacement windows)	45-06-01-407-019	NA	NC	House	405 Kenwood St	Hammond	1900	Bungalow
205		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch removed or infilled, siding, replacement windows)	45-06-01-407-018	NA	NC	House	6245 Blaine Ave	Hammond	1900	Gable-front
206		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infilled or modified, siding, replacement windows)	45-06-01-407-017	NA	NC	House	6243 Blaine Ave	Hammond	1900	Bungalow
207		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modification, siding, replacement windows)	45-06-01-407-015	NA	NC	House	6237 Blaine Ave	Hammond	1917	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
208		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows and doors)	45-06-01-407-014	NA	NC	House	6233 Blaine Ave	Hammond	1900	Bungalow
209		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled porch, siding, replacement windows)	45-06-01-407-013	NA	NC	House	6231 Blaine Ave	Hammond	1924	Bungalow
210		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled and modified porch, replacement windows, siding)	45-06-01-407-012	NA	NC	House	6229 Blaine Ave	Hammond	1924	Bungalow
211		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows, siding and veneer)	45-06-01-407-011	NA	NC	House	6225 Blaine Ave	Hammond	1924	Bungalow
212		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, vinyl windows, altered front porch)	45-06-01-407-010	NA	NC	House	6221 Blaine Ave	Hammond	1924	Bungalow
213		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled front porch, siding, vinyl windows)	45-06-01-407-009	NA	NC	House	6219 Blaine Ave	Hammond	1924	Bungalow
214		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled front porch, siding, vinyl windows)	45-06-01-407-008	NA	NC	House	6215 Blaine Ave	Hammond	1923	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
215		Eligible, Criterion A; significant for contribution of Hammond's specialized product manufacturing industries and association with important period of industrial growth in early twentieth century Hammond.	45-06-01-332-015	089-090-46057	N	Straube Piano Company	252 Wildwood Road	Hammond	1904/ 1924	Renaissance Revival
216		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, infilled openings, modern roll-up doors)	45-06-01-403-001	NA	C	Industrial/Commercial property	403-407 Conkey St	Hammond	1943	Twentieth century commercial
217		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door, altered front porch)	45-06-01-329-035	NA	NC	House	267 Conkey St	Hammond	1918	Bungalow
218		Potentially eligible as contributing property to the Dyer Boulevard Historic District	45-06-01-329-018	NA	C	Apartments	6136 Lyman Ave	Hammond	1918	Vernacular
219		Potentially eligible as contributing property to the Dyer Boulevard Historic District	45-06-01-327-017	NA	C	House	267 Dyer Blvd	Hammond	1923	Craftsman
220		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, porch modification)	45-06-01-259-003	NA	C	Duplex	412 Detroit St	Hammond	1926	Chicago two-flat

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
221		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-180-019	089-090-43469	C	House	266 Detroit St	Hammond	1912	Bungalow
222		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows)	45-06-01-179-032	089-090-43440	NC	House	265 Detroit St	Hammond	1920	Bungalow
223		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, siding)	45-06-01-257-020	NA	C	House	403 Detroit St	Hammond	1907	Bungalow
224		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, siding)	45-06-01-257-001	NA	NC	House	406 Highland St	Hammond	1907	vernacular
225		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-179-017	089-090-43415	C	House	266 Highland St	Hammond	1917	Bungalow
226		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows, alternation of front façade)	45-06-01-255-015	NA	NC	Commercial	403 Highland	Hammond	1907	Twentieth century commercial

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
227		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-012	089-090-43567	C	House	5973 Park Pl	Hammond	1915	Bungalow
228		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-011	089-090-43568	C	House	5969 Park Pl	Hammond	1915	American Four-Square
229		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-010	089-090-43569	C	House	5967 Park Pl	Hammond	1918	Bungalow
230		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-009	089-090-43570	C	House	5963 Park Pl	Hammond	1917	Bungalow
231		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-008	089-090-43571	C	House	5959 Park Pl	Hammond	1915	Bungalow
232		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-007	089-090-43572	C	House	5957 Park Pl	Hammond	1915	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
233		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch alternation, siding, replacement windows)	45-06-01-255-001	NA	NC	House	404 Lewis St	Hammond	1917	Craftsman
234		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, front porch removed or infilled)	45-06-01-253-015	NA	NC	House	403 Lewis St	Hammond	1915	Bungalow
235		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-006	089-090-43574	C	House	5949 Park Pl	Hammond	1913	Bungalow
236		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-005	089-090-43575	C	House	5945 Park Pl	Hammond	1915	Bungalow
237		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-004	089-090-43576	C	House	5943 Park Pl	Hammond	1915	Bungalow
238		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-178-003	089-090-43350	NC	House	268 Waltham St	Hammond	1916	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
239		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (altered porch, stucco wall sheathing)	45-06-01-253-001	NA	C	House	404 Waltham St	Hammond	1912	Bungalow
240		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-06-01-251-002	NA	C	house	407 Waltham St	Hammond	1923	Bungalow
241		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-127-001	089-090-43527	N	Harrison Park	5728-59 Lyman Ave	Hammond	1898	Landscape
242		Potentially eligible as contributing property to the Harrison Park Historic District	45-06-01-126-030	089-090-43236	C	House	265-67 Webb St	Hammond	1913	Bungalow
243		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-06-01-126-018	089-090-43212	NC	House	266 Carroll St	Hammond	1907	Vernacular
244		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-383-029	089-090-43185	C	Duplex	255-257 Carroll St	Hammond	1907	Chicago two-flat

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
245		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-383-016	089-090-43160	C	House	256-58 Williams St	Hammond	1900	Gable-front
246		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-381-034	089-090-43134	C	House	253 Williams St	Hammond	1911	Gable-front
247		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-381-021	089-090-43117	C	Duplex	256 Doty St	Hammond	1907	Chicago two-flat
248		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-379-038	089-090-43094	C	House	255 Doty St	Hammond	1907	Gable-front
249		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (addition)	45-02-36-377-012	089-090-43023	NC	YWCA	250 Ogden St	Hammond	1967	Contemporary / International
250		Potentially eligible as contributing property to the Harrison Park Historic District	45-02-36-332-024	089-090-43010	C	House	255 Ogden St	Hammond	1920	Queen Anne
251		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors, infilled window openings)	45-02-36-405-011	NA	C	Warehouse	5417 Oakley Ave	Hammond	1926	Industrial

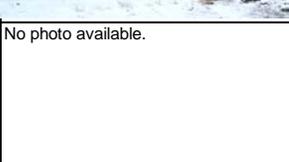
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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
252		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-403-021	NA	C	Warehouse/Commercial	411 Douglas St	Hammond	1920	Industrial
253		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-403-008	NA	NC	Garage	410 Russell St	Hammond	undetermined	Industrial
254		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-327-016	NA	NC	Garage	474 Fayette St	Hammond	1941	Industrial
255		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (boarded up windows, modern roll-up doors)	45-02-36-401-003	NA	C	Garage	489 Fayette St	Hammond	1935	Art Deco
256		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled bay, modern roll-up door)	45-02-36-401-002	NA	C	Commercial	481 Fayette St	Hammond	1925	Twentieth century commercial
257		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled bays)	45-02-36-183-020	NA	C	Commercial	475 Fayette St	Hammond	1900	Twentieth century commercial
258		Eligible, Criterion C; significant as excellent example of Brutalism-style architecture; architecture and engineering of the building was innovative at the time of construction	45-02-36-183-018	NA	N	Minas Parking Garage	442 & 462-64 Sibley St	Hammond	1960	Brutalist

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
259		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-184-006	NA	NC	Commercial	438 Fayette St	Hammond	1963	Modern
260		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-183-014	NA	NC	Northern Indiana Public Service Company (NIPSCO) Substation #9 (currently used as branch of South Shore Arts)	431 (435) Fayette St	Hammond	1940s-1950s	Commercial / Industrial
261		Eligible, Criterion A; significant for contribution to the commercial development of downtown Hammond in the early twentieth century	45-02-36-183-006	NA	C	P.H. Mueller Sons Hardware	416-418 Sibley St	Hammond	1900	Twentieth century commercial
262		Eligible, Criterion A; significant for contribution to the commercial development of downtown Hammond in the early twentieth century	45-02-36-182-006	NA	C	Hammond Hotel/Jefferson Hotel	415 Sibley St	Hammond	1919	Twentieth century commercial
263		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified storefront)	45-02-36-182-002	NA	NC	Offices	5129 Hohman Ave	Hammond	1929	Twentieth century commercial
264		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified storefront)	45-02-36-182-001	NA	NC	Greater Works Outreach Deliverance Ministry	5125 Hohman Ave	Hammond	1951	Commercial
265		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors, new roof)	45-02-36-181-010	NA	NC	Utility	446 Willow Ct	Hammond	1946	Utilitarian

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
266		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, new roof)	45-02-36-181-008	NA	NC	Warehouse	438 Willow Ct	Hammond	1950	Utilitarian
267		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified and infilled storefront)	45-02-36-181-005	NA	NC	Utility	426 Willow Ct	Hammond	1919	Twentieth century commercial
268		Contributing property to the State Street Commercial Historic District	45-02-36-181-004	089-090-41001	C	Commercial	424 Willow Ct	Hammond	1907	Commercial vernacular
269		Contributing property to the State Street Commercial Historic District	45-02-36-181-003	089-090-41048	C	Hotel Goodwin	422 Willow Ct	Hammond	1915	Commercial vernacular
270		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-131-003	NA	NC	Hammond Water Works Department water tank	434 Michigan St	Hammond	undetermined	Utilitarian
271	No photo available.	Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, boarded over doors and windows)	45-02-36-129-013	NA	NC	Utility	4931 Paxton Ave	Hammond	1912	Industrial vernacular
272		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, boarded over doors and windows)	45-02-36-129-012	NA	NC	Utility	4929 Paxton Ave	Hammond	1912	Industrial vernacular

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
273		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-202-001	NA	NC	Hubert Humphrey High-rise	4923 Hohman Ave	Hammond	1971	Modern
274		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, new roof)	45-02-36-128-001	NA	NC	Commercial	4918 S Paxton Ave	Hammond	1901	Utilitarian
275		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled bays and windows)	45-02-36-102-015	NA	NC	Nuco Discount store	1 State St	Hammond	1960	Modern
276		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, modified storefront, stucco sheathing)	45-02-36-126-003	NA	NC	Northlake Auto Recyclers	111 Industrial Rd	Hammond	1918	Industrial vernacular
277		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-36-101-001	NA	NC	Great Lakes Warehouse	11 Industrial Rd	Hammond	1948	Industrial vernacular
278	No photo available.	Not eligible; bridge is no longer extant and it does not retain historical integrity of meet any National Register of Historic Places criteria	45-02-25-376-001	089-338-40058	O	Railroad Bridge	Norfolk and Western Railroad Bridge / Hohman Avenue Railroad Bridge	Hammond	c. 1909	Warren through truss
279		Eligible, Criterion A; significant for its association with Hammond's steel production and manufacturing industry and key role the company played in the development and prosperity of Hammond and surrounding areas	45-02-25-456-003	089-338-40059	C	Simplex Railway Appliance Company	4831 Hohman Ave	Hammond	1898	Industrial vernacular

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
280		Not eligible; lacks significance (not an important example, does not possess high artistic values, did not make a significant contribution to the history and community development of Hammond)	45-02-25-455-001	NA	NC	Aldobilt Company	4808 Hoffman Street	Hammond	1920, 1933, 1934, 1974	Industrial vernacular
281		Not eligible; lacks significance (not an important example, does not possess high artistic values, one of many post-World War II Indiana state government buildings)	45-02-25-456-001	NA	NC	Office building	420 Hoffman Street	Hammond	1953	International
282		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled storefront)	45-02-25-452-011	NA	NC	Tony's Auto Repair	4747 Hohman Ave	Hammond	1941	International
283		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-451-033	NA	NC	Auto Service	4750 Hohman Ave	Hammond	1969	Industrial vernacular
284		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled/modified porch, replacement windows and doors)	45-02-25-451-019	NA	NC	House	4749 Sheffield Ave	Hammond	1890	Gable-front
285		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled/modified porch, replacement windows and doors, siding)	45-02-25-451-018	NA	NC	House	4747 Sheffield Ave	Hammond	1890	Gable-front
286		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding)	45-02-25-451-014	NA	NC	House	4739 Sheffield Ave	Hammond	1902	Gable-front

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
287		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified/infilled porch, replacement windows and doors, siding)	45-02-25-451-013	NA	NC	House	4737 Sheffield Ave	Hammond	1926	Bungalow
288		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified/infilled porch, replacement windows and doors, siding)	45-02-25-451-012	NA	NC	House	4735 Sheffield Ave	Hammond	1900	Pyramid Cottage
289		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding, possible bump out addition)	45-02-25-451-034	NA	NC	House	4731 Sheffield Ave	Hammond	1890	Gable-front
290		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding)	45-02-25-451-008	NA	NC	House	4727 Sheffield Ave	Hammond	1885	Gable-front
291		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding)	45-02-25-451-007	NA	NC	House	4723 Sheffield Ave	Hammond	1885	Gable-front
292		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding and veneer)	45-02-25-451-005	NA	NC	House	4719 Sheffield Ave	Hammond	1904	Gable-front
293		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (shingles on dormer, replacement windows)	45-02-25-451-004	NA	NC	House	4715 Sheffield Ave	Hammond	1900	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
294		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, siding, replacement doors and windows)	45-02-25-451-003	NA	NC	House	4713 Sheffield Ave	Hammond	1925	Bungalow
295		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled porch, replacement windows and doors, siding)	45-02-25-451-002	NA	NC	House	4711 Sheffield Ave	Hammond	1897	Bungalow
296		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (siding, replacement windows)	45-02-25-451-001	NA	NC	House	4707 Sheffield Ave	Hammond	1926	Bungalow
297		Eligible, Criterion A; significant for association with Hammond's manufacturing industry, the role the company played in the development and prosperity of the local community, and as a pioneering Hammond industry	45-02-25-377-006	089-338-40057	C	O.K. Champion building	4714 Sheffield Ave	Hammond	1905 to 1914	Industrial vernacular
298		Eligible, Criterion A; significant for its association with Hammond's industrial history and the key role the company played in the development and prosperity of Hammond and surrounding areas	45-02-25-351-001	NA	N	Federal Cement Tile Co.	24 Marble St	Hammond	1909	Industrial vernacular
299		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows)	45-02-25-410-018	NA	NC	House	4647 Sheffield Ave	Hammond	1938	Tudor Revival
300		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows)	45-02-25-336-021	NA	NC	Warehouse	227 Chicago St	Hammond	1930	Utilitarian

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
301		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, siding, infilled window openings, replacement windows and doors)	45-02-25-336-022	NA	NC	House	4642 Sheffield Ave	Hammond	1895	Gable-front
302		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, siding, replacement windows and doors)	45-02-25-336-013	NA	NC	House	4640 Sheffield Ave	Hammond	1910	Bungalow
303		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infilled, removed or modified, siding, replacement windows and doors)	45-02-25-336-012	NA	NC	House	4636 Sheffield Ave	Hammond	1910	Bungalow
304		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors)	45-02-25-336-010	NA	NC	House	298 Marble St	Hammond	1920	Pyramid Cottage
305		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-336-008	NA	NC	House	252 Marble St	Hammond	1905	Bungalow
306		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding, rear addition)	45-02-25-336-006	NA	NC	House	240 (244) Marble St	Hammond	1922	Bungalow
307		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-336-004	NA	NC	House	238 Marble St	Hammond	1900	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
308		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infilled, modified or removed, replacement windows and doors, siding)	45-02-25-336-003	NA	NC	House	232 Marble St	Hammond	1882	Gable-front
309		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-336-002	NA	NC	House	228 Marble St	Hammond	1880	Gable-front
310		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-336-001	NA	NC	House	222 Marble St	Hammond	1900	Gable-front
311		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-410-013	NA	NC	House	4633 Sheffield Ave	Hammond	1900	Gable-front
312		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding/veneer)	45-02-25-410-010	NA	NC	House	4625 Sheffield Ave	Hammond	1885	Gable-front
313		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding/veneer)	45-02-25-410-009	NA	NC	House	4623 Sheffield Ave	Hammond	1890	American Four-Square
314		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-410-008	NA	NC	House	4619 Sheffield Ave	Hammond	1917	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
315		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch modified, replacement windows and doors, siding)	45-02-25-410-006	NA	NC	House	4613 Sheffield Ave	Hammond	1887	Gable-front
316		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infilled, replacement windows and doors, siding)	45-02-25-410-001	NA	NC	House	4603 Sheffield Ave	Hammond	1890	Gable-front
317		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (most of associated factory buildings no longer extant)	45-02-25-334-002	NA	NC	Junior Toy Company	215 Marble St	Hammond	1952	International
318		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (most of associated factory buildings no longer extant)	45-02-25-334-001	NA	NC	Junior Toy Company warehouses	201 Marble St	Hammond	1952	Utilitarian
319		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-333-001	089-338-44045	C	Standard Oil Company of Indiana Bulk Oil Yard	127 Marble St	Hammond	1919	Industrial vernacular
320		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled bays, modern roll-up doors, aluminum frame windows)	45-02-25-304-001	NA	C	Prest-o-Lite Factory	19 Marble St	Hammond	1900	Industrial
321		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding)	45-02-25-331-001	NA	NC	House	204 Hanover St	Hammond	1885	Gable-front

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
322		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (enclosed porch, replacement windows and doors, siding)	45-02-25-331-002	NA	NC	House	206 Hanover St	Hammond	1885	Gable-front
323		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement windows and doors, siding)	45-02-25-331-003	NA	NC	House	208 Hanover St	Hammond	1890	Gable-front
324		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors)	45-02-25-331-004	NA	NC	House	212 Hanover St	Hammond	1885	Gable-front
325		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled porch, replacement windows and doors, siding/veneer)	45-02-25-331-005	NA	NC	House	214 Hanover St	Hammond	1945	Minimal Traditional
326		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-331-006	NA	NC	House	218 Hanover St Front	Hammond	1949	Minimal Traditional
327		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modified porch, replacement doors and windows, siding)	45-02-25-331-007	NA	NC	House	222 Hanover St	Hammond	1910	Gable-front
328		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-331-008	NA	NC	House	226 Hanover St	Hammond	1955	Minimal Traditional

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
329		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-331-009	NA	NC	House	230 Hanover St	Hammond	1958	Minimal Traditional
330		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, possible porch modification)	45-02-25-331-010	NA	NC	House	234 Hanover St	Hammond	1956	Minimal Traditional
331		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification)	45-02-25-331-012	NA	NC	House	240 Hanover St	Hammond	1890	Gable-front
332		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch infill)	45-02-25-331-011	NA	NC	House	236 Hanover St	Hammond	1915	Bungalow
333		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch infill)	45-02-25-331-013	NA	NC	House	246 Hanover St	Hammond	1915	Bungalow
334		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement front door, bay window, siding, porch altered)	45-02-25-331-014	NA	NC	House	248 Hanover St	Hammond	1915	Bungalow
335		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement front door, replacement windows, siding, porch altered)	45-02-25-331-015	NA	NC	House	250 Hanover St	Hammond	1892	Gable-front

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
336		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement front door, replacement windows, siding, porch altered)	45-02-25-331-016	NA	NC	House	252 Hanover St	Hammond	1890	Gable-front
337		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement front door, bay window, siding, porch altered)	45-02-25-331-018	NA	NC	House	256 Hanover St	Hammond	1890	vernacular
338		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch likely altered)	45-02-25-331-019	NA	NC	House	262 Hanover St	Hammond	1908	Gable-front
339		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding and window infill on dormer, replacement stair railing)	45-02-25-331-020	NA	NC	House	4546 Sheffield Ave	Hammond	1937	Bungalow
340		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-406-001	NA	NC	NIPSCO Substation	4537 Sheffield Ave	Hammond	1918	Neoclassical
341		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, shingle awning)	45-02-25-406-003	NA	NC	Restaurant/Bar	4536 Hohman Ave	Hammond	1920	Twentieth century commercial
342		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, two-story addition, porch infill)	45-02-25-327-023	NA	NC	House	117 Hanover St	Hammond	1926	Bungalow

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
343		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, porch infill, wooden deck)	45-02-25-327-024	NA	NC	House	119 Hanover St	Hammond	1887	Gable-front
344		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, porch infill/modification, siding, possible addition)	45-02-25-327-025	NA	NC	House	123 Hanover St	Hammond	1923	Craftsman / vernacular
345		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, porch modification, possible addition)	45-02-25-328-009	NA	NC	House	205 Hanover St	Hammond	1920	Craftsman / vernacular
346		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding on dormer, porch modification)	45-02-25-328-010	NA	NC	House	207 Hanover St	Hammond	1925	Bungalow
347		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, porch modification)	45-02-25-328-011	NA	NC	House	211 Hanover St	Hammond	1905	Bungalow
348		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, composition siding, porch modification)	45-02-25-328-012	NA	NC	House	215 Hanover St	Hammond	1902	Gable-front
349		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, vinyl siding, porch modification)	45-02-25-328-014	NA	NC	House	219 Hanover St	Hammond	1955	Minimal Traditional

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
350		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification)	45-02-25-328-015	NA	NC	House	223 Hanover St	Hammond	1887	American Four-Square
351		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification)	45-02-25-328-016	NA	NC	House	229 Hanover St	Hammond	1912	Gable-front
352		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch infill/modification, siding)	45-02-25-328-017	NA	NC	House	231 Hanover St	Hammond	1895	Gable-front
353		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification)	45-02-25-328-017	NA	NC	House	233 Hanover St	Hammond	1918	Bungalow
354		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification, siding)	45-02-25-328-018	NA	NC	House	235 Hanover St	Hammond	1887	Gable-front
355		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch modification, siding on gable end)	45-02-25-328-019	NA	NC	House	239 Hanover St	Hammond	1924	Bungalow
356		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, possible addition)	45-02-25-328-020	NA	NC	House	243 Hanover St	Hammond	1924	vernacular

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
357		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch removed, siding)	45-02-25-328-021	NA	NC	House	245 Hanover St	Hammond	1925	Bungalow
358		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding)	45-02-25-328-022	NA	NC	House	247 Hanover St	Hammond	1960	vernacular
359		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch modification)	45-02-25-328-023	NA	NC	House	251 Hanover St	Hammond	1926	Craftsman
360		Not eligible; lacks significance (not an important example, does not possess high artistic values; loss of integrity (brick veneer)	45-02-25-328-025	NA	NC	House	4530 Sheffield Ave	Hammond	1963	Minimal Traditional
361		Not eligible; lacks significance (not an important example, does not possess high artistic values; loss of integrity (siding, replacement doors and windows, addition)	45-02-25-405-001	NA	NC	House	4531 Sheffield Ave	Hammond	1907	Modified Gable front
362		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-506-010	NA	NC	Northern Indiana Commuter Transportation District building	4523-25 Sheffield Ave	Hammond	1949	Utilitarian
363		Not eligible; loss of integrity (first story storefront remodel, ashlar stone veneer)	45-02-25-405-002	NA	NC	Nevills and Carr Saloon	4534 Hohman Ave	Hammond	1905	Queen Anne

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
364		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, large modern deck, possible addition)	45-02-25-327-001	NA	NC	House	30 Brunswick St	Hammond	1900	Gable-front
365		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding)	45-02-25-327-003	NA	NC	House	36 Brunswick St	Hammond	1954	Minimal Traditional
366		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-02-25-327-004	NA	NC	House	40 Brunswick St	Hammond	1951	Ranch
367		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding)	45-02-25-327-005	NA	NC	House	46 Brunswick St	Hammond	1950	Minimal Traditional
368		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, modern front door)	45-02-25-327-006	NA	NC	House	50 Brunswick St	Hammond	1955	Minimal Traditional
369		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, doors, incompatible siding)	45-02-25-327-007	NA	C	Factory	110 Brunswick St	Hammond	1949	Industrial
370		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, porch modification)	45-02-25-327-010	NA	NC	House	118 Brunswick St	Hammond	1925	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
371		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows, vinyl siding, porch modification)	45-02-25-327-011	NA	NC	House	120 Brunswick St	Hammond	1927	Bungalow
372		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows and doors, porch modification)	45-02-25-327-012	NA	NC	House	122 Brunswick St	Hammond	1957	Minimal Traditional
373		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows and doors)	45-02-25-327-013	NA	NC	House	126 Brunswick St	Hammond	1949	Minimal Traditional
374		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-328-001	NA	NC	House	204 Brunswick St	Hammond	1912	Gable-front / Bungalow
375		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-328-002	NA	NC	House	208 Brunswick St	Hammond	1914	Gable-front / Bungalow
376		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-328-003	NA	NC	House	212 Brunswick St	Hammond	1917	Gable-front / Bungalow
377		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-328-004	NA	NC	House	216 Brunswick St	Hammond	1918	Gable-front / Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
378		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, window infill in dormer, siding)	45-02-25-328-005	NA	NC	House	220 Brunswick St	Hammond	1925	Bungalow
379		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/removal/modification, window and door replacement, siding)	45-02-25-328-006	NA	NC	House	224 Brunswick St	Hammond	1918	Gable-front / Bungalow
380		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/removal/modification, window and door replacement, siding)	45-02-25-328-007	NA	NC	House	228 Brunswick St	Hammond	1916	Gable-front / Bungalow
381		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-328-008	NA	NC	House	232 Brunswick St	Hammond	1918	Gable-front / Bungalow
382		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infill/modification, window and door replacement, siding)	45-02-25-326-006	NA	NC	House	4508 Sheffield Ave	Hammond	1885	Gable-front
383		Eligible, Criterion A; significant for association with Hammond's first interurban streetcar service and growth and development of City of Hammond as an industrial town in the late nineteen and early twentieth centuries	45-02-25-401-001	NA	C	Hammond, Whiting, and East Chicago Railway Building	304 Gostlin St	Hammond	1895	Commercial / Industrial vernacular
384		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, stucco sheathing, modified cornice)	45-02-25-401-003	NA	NC	Porter's Apparels, Inc.	4524 Hohman Ave	Hammond	1900	Twentieth century commercial

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
385		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, wood veneer on first story, wood shingle awning)	45-02-25-402-003	NA	NC	Commercial	4507-09 Hohman Ave	Hammond	1928	Twentieth century commercial
386		Demolished since survey.	45-02-25-402-001	NA	NC	George Kosin Saloon	4503 Hohman Ave	Hammond	1890	Neoclassical / Italianate
387		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-256-032	NA	NC	Grand Stand gas station	403 Gostlin St	Hammond	1969	Commercial vernacular
388		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled storefront)	45-02-25-255-030	NA	NC	Restaurant/Bar	309 Gostlin St	Hammond	1937	Twentieth century commercial
389		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-255-030	NA	NC	House	311 Gostlin St	Hammond	1955	Minimal Traditional
390		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled porch)	45-02-25-255-013	NA	NC	House	4441 Sheffield Ave	Hammond	1905	Gable-front
391		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled porch)	45-02-25-255-012	NA	NC	House	4439 Sheffield Ave	Hammond	1905	Gable-front

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
392		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled porch)	45-02-25-255-011	NA	NC	House	4437 Sheffield Ave	Hammond	1905	Gable-front
393		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled porch)	45-02-25-255-010	NA	NC	House	4435 Sheffield Ave	Hammond	1910	Gable-front
394		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, porch altered)	45-02-25-255-009	NA	NC	House	4433 Sheffield Ave	Hammond	1910	Gable-front
395		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch removed, siding on gable end, veneer, replacement doors and windows)	45-02-25-255-008	NA	NC	House	4429 Sheffield Ave	Hammond	1910	Gable-front
396		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (porch infilled, replacement windows and doors, siding)	45-02-25-255-007	NA	NC	House	4425 Sheffield Ave	Hammond	1910	Gable-front
397		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-182-003	NA	NC	Don's Club	250 Gostlin St	Hammond	1955	Modern
398		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (1950s or 1960s addition)	45-02-25-181-067	NA	NC	Commercial	4446 Sheffield Ave	Hammond	1924	vernacular

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
399		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, possible porch rail modification, siding on dormer)	45-02-25-181-066	NA	NC	House	4442 Sheffield Ave	Hammond	1912	Bungalow
400		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding on dormer)	45-02-25-181-064	NA	NC	House	4440 Sheffield Ave	Hammond	1917	Bungalow
401		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch modification)	45-02-25-181-063	NA	NC	House	4436 Sheffield Ave	Hammond	1912	Gable-front
402		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, possible porch removal)	45-02-25-181-061	NA	NC	House	4434 Sheffield Ave	Hammond	1912	Gable-front
403		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch modification)	45-02-25-181-060	NA	NC	House	4430 Sheffield Ave	Hammond	1912	Gable-front
404		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch infill)	45-02-25-181-059	NA	NC	House	4428 Sheffield Ave	Hammond	1913	Gable-front
405		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (vinyl siding, replacement windows, modern front door, porch infill/modification)	45-02-25-301-003	NA	NC	House	11 Brunswick St	Hammond	1918	Bungalow

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MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
406		Not eligible; lacks significance, not an important example, does not possess high artistic values.	45-02-25-506-003	NA	NC	Fireworks Store	4 Gostlin St	Hammond	undetermined	Commercial vernacular
407		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, veneer, infill of gable opening, porch modification, wooden side deck)	45-02-25-153-001	NA	NC	House	96 Gostlin St	Hammond	1900	Gable-front
408		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch modification)	45-02-25-153-004	NA	NC	House	102 E Gostlin St	Hammond	1887	Gable-front
409		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, porch infill, siding, bump-out addition)	45-02-25-153-005	NA	NC	House	104 Gostlin St	Hammond	1897	Gable-front
410		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, porch infill, siding)	45-02-25-153-006	NA	NC	House	106 Gostlin St	Hammond	1889	Gable-front
411		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, modified porch, siding)	45-02-25-153-008	NA	NC	House	110 Gostlin St	Hammond	1893	Gable-front
412		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, carport)	45-02-25-179-001	NA	NC	House	112 Gostlin St	Hammond	1959	vernacular

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**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
413		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, bay window, siding, modified porch)	45-02-25-179-002	NA	NC	House	114 Gostlin St	Hammond	1941	Cape Cod
414		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, modified porch)	45-02-25-179-003	NA	NC	House	122 Gostlin St	Hammond	1940	vernacular
415		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled first story openings, rear wood frame addition)	45-02-25-179-004	NA	NC	Apartments	126 Gostlin St	Hammond	1901	Neoclassical
416		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (Italianate window surrounds, faux quoins, replacement windows and doors, porch modification)	45-02-25-180-001	NA	NC	Rear House	134 Gostlin St	Hammond	1895	Gable-front
417		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (Italianate window surrounds, replacement windows and doors, faux quoins, porch infill)	45-02-25-180-001	NA	NC	Front House	134 Gostlin St	Hammond	1895	Gable-front
418		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (Italianate window surrounds, replacement windows and doors, faux quoins, porch infill)	45-02-25-180-002	NA	NC	House	136 Gostlin St	Hammond	1900	Gable-front
419		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, addition of "false front")	45-02-25-180-003	NA	NC	House	138 Gostlin St	Hammond	1915	Gable-front / vernacular

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
420		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch infill)	45-02-25-180-004	NA	NC	House	140 Gostlin St	Hammond	1895	Gable-front
421		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, porch possibly removed)	45-02-25-180-007	NA	NC	House	142-144 Gostlin St	Hammond	1887	Gable-front
422		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, modified porch, two-story rear addition, partial wall sheathed with stucco)	45-02-25-180-009	NA	NC	Apartments	146 Gostlin St	Hammond	1911	Chicago two-flat
423		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch modification)	45-02-25-180-012	NA	NC	House	152 Gostlin St	Hammond	1900	Gable-front
424		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch modification)	45-02-25-180-014	NA	NC	House	156 Gostlin St	Hammond	1902	Gable-front
425		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, shingle siding in gable end, porch modification)	45-02-25-180-015	NA	NC	House	158 Gostlin St	Hammond	1902	Gable-front
426		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, opening removed on gable end, porch modification)	45-02-25-180-016	NA	NC	House	202 Gostlin St	Hammond	1902	Gable front

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
427		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding)	45-02-25-180-017	NA	NC	House	204 Gostlin St	Hammond	1962	Minimal Traditional
428		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding)	45-02-25-180-020	NA	NC	Duplex	208-210 Gostlin St	Hammond	1941	Minimal Traditional
429		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch modification)	45-02-25-180-021	NA	NC	House	212 Gostlin St	Hammond	1909	Gable-front
430		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled porch)	45-02-25-180-024	NA	NC	House	216 Gostlin St	Hammond	1900	Gable-front
431		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled porch)	45-02-25-180-026	NA	NC	House	220 Gostlin St	Hammond	1905	Gable-front
432		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch possibly removed)	45-02-25-180-028	NA	NC	House	224 Gostlin St	Hammond	1895	Gable-front
433		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, porch modification)	45-02-25-180-029	NA	NC	House	226 Gostlin St	Hammond	1924	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
434		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-151-057	NA	NC	Gas/Convenience Market	25 Gostlin St	Hammond	1965	Commercial vernacular
435		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-152-030	NA	NC	House	105 Gostlin St	Hammond	1956	Minimal Traditional
436		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (bay window)	45-02-25-152-031	NA	NC	House	107 Gostlin St	Hammond	1956	Minimal Traditional
437		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-152-032	NA	NC	House	109 Gostlin St	Hammond	1956	Minimal Traditional
438		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-152-033	NA	NC	House	111 Gostlin St	Hammond	1956	Minimal Traditional
439		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding, infilled/modified porch)	45-02-25-176-029	NA	NC	House	115 Gostlin St	Hammond	1920	Bungalow
440		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, half-timbering and stucco, removed/modified porch)	45-02-25-176-030	NA	NC	house	117 Gostlin St	Hammond	1886	Gable-front

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
441		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, painted brick, modified porch)	45-02-25-176-034	NA	NC	House	123 Gostlin St	Hammond	1900	Gable-front
442		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-177-057	NA	NC	House	133 Gostlin St	Hammond	1956	Minimal Traditional
443		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled porch)	45-02-25-177-058	NA	NC	House	137 Gostlin St	Hammond	1915	Chicago two-flat
444		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled porch)	45-02-25-177-059	NA	NC	House	139 Gostlin St	Hammond	1912	Gable-front
445		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding)	45-02-25-177-061	NA	NC	House	141 Gostlin St	Hammond	1924	Pyramid House
446		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, siding)	45-02-25-177-062	NA	NC	House	145 Gostlin St	Hammond	1939	Pyramid House
447		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, bay window, siding, modified porch)	45-02-25-177-063	NA	NC	House	147 Gostlin St	Hammond	1921	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
448		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (infilled openings; metal stair rails)	45-02-25-177-064	NA	NC	House	151 Gostlin St	Hammond	1917	Craftsman
449		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, corner entry awning)	45-02-25-177-065	NA	NC	Commercial	155 Gostlin St	Hammond	1929	Twentieth century commercial
450		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, infilled porch)	45-02-25-178-059	NA	NC	House	203 Gostlin St	Hammond	1908	Gable-front
451		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, porch infill)	45-02-25-178-062	NA	NC	House	207 Gostlin St	Hammond	1917	Gable-front
452		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, modified porch)	45-02-25-178-063	NA	NC	House	209 Gostlin St	Hammond	1912	Gable-front
453		Not eligible; lacks significance (not an important example, does not possess high artistic values)	45-02-25-178-065	NA	NC	House	215 Gostlin St	Hammond	1963	Minimal Traditional
454		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, infilled porch, bump out addition)	45-02-25-178-066	NA	NC	House	217 Gostlin St	Hammond	1922	Bungalow

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
455		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, siding, addition, new garage door)	45-02-25-178-067	NA	NC	House	225 Gostlin St	Hammond	1955	Ranch
456		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors, siding, possible additions)	45-02-25-181-028	NA	NC	House	233 Gostlin St	Hammond	1920	Craftsman
457		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, stucco sheathing, porch removal/modification)	45-02-25-181-029	NA	NC	House	237 Gostlin St	Hammond	1919	Bungalow
458		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement doors and windows, infilled openings)	45-02-25-181-030	NA	NC	Polish Army Veterans' Post	241 Gostlin St	Hammond	1914	Neoclassical
459		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (remodel circa 1970s 1980s, shingled mansard, wood paneling, and stone veneer added brick exterior walls; possible addition)	30-08-402-001	NA	NC	Price's Southern Soul Food	121 State St	Calumet City	1949	Commercial vernacular
460		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (modern storefront entry, replacement windows and doors throughout, stucco sheathing on front, infilled window and door openings. second story addition)	30-08-106-005	NA	NC	Hasse Construction Co.	535-537 Plummer Ave	Calumet City	1915	Twentieth century commercial
461		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, infilled window and door openings)	30-08-100-011	NA	NC	Calumet City Auto Recycling and Scrap Metal	630 State St	Calumet City	1946	Commercial vernacular

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
462		Not eligible; lacks significance (not an important example, does not possess high artistic values)	30-08-100-010	NA	NC	Roman Decorating Products	824 State St	Calumet City	1968	International
463		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, large addition constructed in late 1960s or early 1970s)	30-07-201-005	NA	NC	Kay Manufacturing Co.	602 State St	Calumet City	1967	Industrial vernacular
464		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (multiple additions)	30-07-201-011	NA	NC	Gateway Warehouse Company	700 State St	Calumet City	1971	Industrial vernacular
465		Not eligible; lacks significance (not an important example, does not possess high artistic values)	30-06-301-021	NA	NC	House	14247 S Marquette Ave	Burnham	1959	Ranch
466		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (replacement windows and doors, infilled or screened window openings)	29-01-403-001	NA	NC	warehouse	1452 E 142nd St	Burnham	1961	Utilitarian
467		Not eligible; lacks significance (not an important example, does not possess high artistic values)	29-01-215-022	NA	NC	House	14140 S Calhoun Ave	Burnham	1949	Colonial Revival
468		Not eligible; lacks significance (not an important example, does not possess high artistic values); loss of integrity (appears to be multiple additions)	29-01-200-008	NA	NC	Cal Side Marina	14044 S Croissant Dr	Calumet City	1964	Industrial vernacular

**Appendix C**  
**Table C-1 Historic Properties Survey**

MR#	Photo	National Register Evaluation	Parcel No.	IHSSI No.	Rating	Name/Description	Address	City	Date	Style
469		Not eligible; lacks significance (not an important example, does not possess high artistic values)	25-35-400-004	NA	NC	Beau Bien Nature Preserve	1000 E 138th St	Chicago	0	Landscape

**APPENDIX D**

**Typical Section Exhibits**





Proposed Alignment adjacent to the Monon Trail, along the eastern boundaries of the Dyer Boulevard Historic District and the Harrison Park Historic District

**APPENDIX E-3**  
**Section 106 Correspondence**

1	Letter to Indiana SHPO to initiate Section 106 Consultation
2	Letter to Illinois SHPO to initiate Section 106 Consultation
3	Letters of Invitation to Historic Organizations and Native American Tribal Governments to be Section 106 Consulting Parties
4	Invitations Accepted by Historic Organizations and Native American Tribal Governments to be Section 106 Consulting Parties
5	IDNR Letter Requesting Further Information on APE
6	Indiana Landmarks Letter Identifying Concerns
7	FTA Letter to IL SHPO Requesting Concurrence of APE
8	FTA Letter to IN SHPO Requesting Concurrence of APE
9	FTA Letters to Participating Agencies Requesting Concurrence of APE
10	IL SHPO Concurrence on APE
11	IN SHPO Comments on APE
12	Invite to Lincoln Highway Association
13	IN SHPO Response to Project Documents
14	Hammond Historic Preservation Commission Comments
15	FTA Letter to IL SHPO Requesting Concurrence of APE Changes
16	FTA Letter to IN SHPO Requesting Concurrence of APE Changes
17	IL SHPO Concurrence of APE Changes
18	IN SHPO Concurrence of APE Changes
19	FTA Letter to IL SHPO for Meeting Invite
20	FTA Letter to IN SHPO for Meeting Invite
21	FTA Letter to Consulting Parties for Meeting Invite
22	IN SHPO Letter with Comments on Project Documents
23	Hammond Historic Preservation Commission Comments on HPR Report
24	IL SHPO Letter with Comments on Project Documents
25	Indiana Landmarks Comments on HPR Reports
26	IL SHPO Response Letter
27	IL SHPO Response Letter
28	FTA Letter to IL SHPO - Request for Concurrence on Eligibility and Effects Determination
29	FTA Letter to Hammond Historic Preservation Commission - Eligibility and Effects Determination
30	FTA Letter to Lake Co Historic Society - Eligibility and Effects Determination
31	FTA Letter to IN SHPO - Request for Concurrence on Eligibility and Effects Determination
32	FTA Letter to Hammond Historical Society - Eligibility and Effects Determination
33	FTA Letter to Indiana Landmarks - Eligibility and Effects Determination



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 29, 2014

Chad Slider  
Assistant Director for Environmental Review  
Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, Room W274  
Indianapolis, Indiana 46204-2739

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District, West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear Mr. Slider:

As part of its responsibilities under 36 CFR § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for the West Lake Corridor Project located in Lake County, Indiana and Cook County, Illinois. The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The purpose of the Project is to expand NICTD's service coverage between Northwest Indiana and the Chicago region, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County. FTA has determined that the proposed project will be a Federal undertaking as defined in § 800.16(y), and that it is a type of activity that has the potential to cause effects on historic properties.

The undertaking would include an approximately 9-mile southern extension of NICTD's existing SSL between Dyer and Hammond, Indiana. The project would involve new track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four potential stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately the Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. To facilitate this, core capacity improvements to the existing MED line and Millennium Station may be required to accommodate the Project. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end, and another along the Indiana Harbor Belt Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District, West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

The project route alignment, station locations, and maintenance facility will be further refined during the environmental review process, working in close consultation with the public, agencies, and key stakeholders. A map of the major Project components and the study area is provided as an attachment.

The Section 106 consultation process consists of four steps, all of which are completed in consultation with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), and other consulting parties.

1. FTA initiates the Section 106 process, pursuant to § 800.3 – Initiation of the Section 106 process, with the SHPO (or THPO if the property is on tribal lands) and other consulting parties, if any.
2. FTA determines the project's Area of Potential Effects (APE) and the properties within the APE that are listed, or eligible for listing, in the National Register of Historic Places (NRHP). FTA evaluates properties eligible for listing using the processes established in 36 CFR § 60 and National Register Bulletin 15. FTA's determination of the APE requires consultation with and concurrence by the SHPO. If FTA determines there are no properties within the APE that are listed, or eligible for listing, in the NRHP, or if FTA determines there are historic properties present but the project will have no effect upon them, then FTA will determine "no historic properties affected" in consultation with the SHPO and/or THPO.
3. FTA determines adverse effects with respect to historic properties within the APE. FTA's determination considers whether the project will diminish those qualities that make any of the properties eligible for listing in the NRHP. FTA makes a determination of "adverse effect" when the project will diminish these qualities in one or more properties; if not, FTA makes a determination of "no adverse effect." FTA's determination of "no adverse effect," along with concurrence by the SHPO, completes the Section 106 consultation process.
4. If FTA determines an "adverse effect," it consults with the Advisory Council on Historic Preservation (ACHP), SHPO, affected tribes, and other interested parties, as appropriate, to resolve the adverse effects on historic properties. Resolution of adverse effects may involve redesigning a project to avoid, minimize, or mitigate impacts to historic properties. Actions that the consulting parties agree upon to mitigate adverse effects are documented in a Memorandum of Agreement (MOA). Once the agreement is signed by all appropriate parties, including the SHPO and other invited signatories, and the agreement is filed with the ACHP, the Section 106 process is completed and the FTA's responsibilities are fulfilled when the MOA's stipulations are implemented.

NICTD will be in contact with your office regarding the preparation of information, analyses, and graphics in support of the Section 106 consultation process for the project. This delegated authority to undertake coordination activities with the SHPO and / or THPO does not extend to designation of consulting parties or to making determinations of the APE, NRHP eligibility, or adverse effects.

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District,  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Please contact Mark Assam, Environmental Protection Specialist, of the FTA Regional Office at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov) with any questions. Thank you for your assistance on this project.

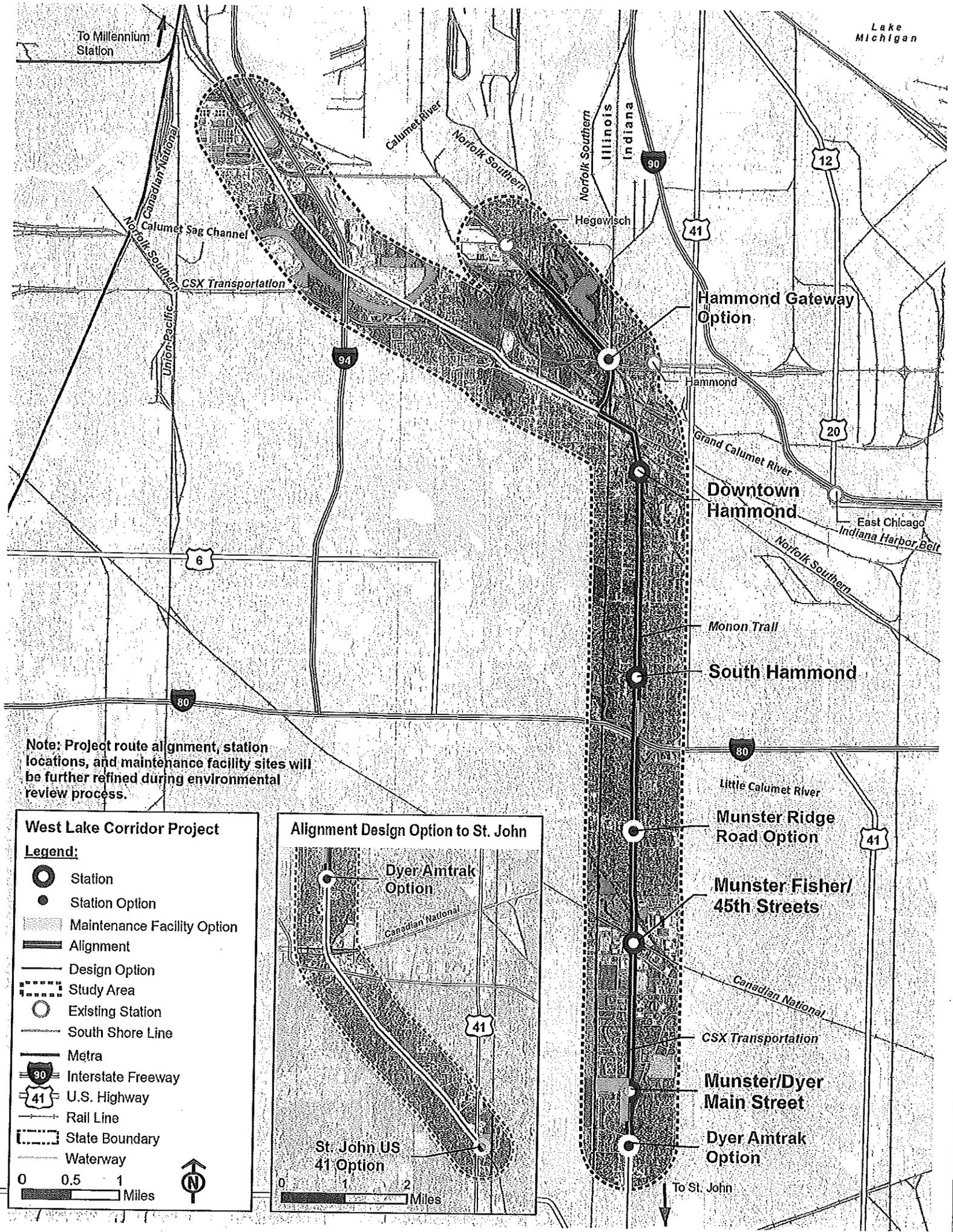
Sincerely,

  
for

Marisol R. Simón  
Regional Administrator

Enclosure: West Lake Corridor Project Study Area

Cc: Mark Assam, FTA Region 5  
Reginald Arkell, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Lisa Ives, West Lake Corridor Project Manager



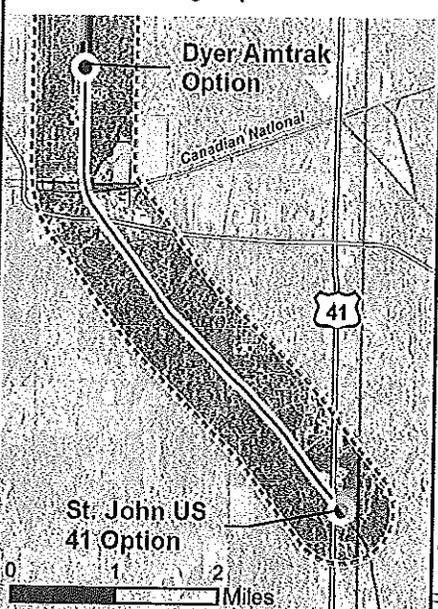
Note: Project route alignment, station locations, and maintenance facility sites will be further refined during environmental review process.

**West Lake Corridor Project**

**Legend:**

- Station
  - Station Option
  - Maintenance Facility Option
  - Alignment
  - Design Option
  - Study Area
  - Existing Station
  - South Shore Line
  - Metra
  - Interstate Freeway
  - U.S. Highway
  - Rail Line
  - State Boundary
  - Waterway
- 0 0.5 1 Miles

**Alignment Design Option to St. John**



To St. John



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

September 29, 2014

Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, Illinois 62701-1507

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District, West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear Ms. Haaker:

As part of its responsibilities under 36 CFR § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating a Section 106 Consultation Process for the West Lake Corridor Project located in Lake County, Indiana and Cook County, Illinois. The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The purpose of the Project is to expand NICTD's service coverage between Northwest Indiana and the Chicago region, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County. FTA has determined that the proposed project will be a Federal undertaking as defined in § 800.16(y), and that it is a type of activity that has the potential to cause effects on historic properties.

The undertaking would include an approximately 9-mile southern extension of NICTD's existing SSL between Dyer and Hammond, Indiana. The project would involve new track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four potential stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately the Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. To facilitate this, core capacity improvements to the existing MED line and Millennium Station may be required to accommodate the Project. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end, and another along the Indiana Harbor Belt Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District, West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

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The Section 106 consultation process consists of four steps, all of which are completed in consultation with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), and other consulting parties.

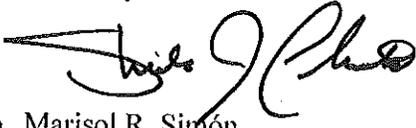
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2. FTA determines the project's Area of Potential Effects (APE) and the properties within the APE that are listed, or eligible for listing, in the National Register of Historic Places (NRHP). FTA evaluates properties eligible for listing using the processes established in 36 CFR § 60 and National Register Bulletin 15. FTA's determination of the APE requires consultation with and concurrence by the SHPO. If FTA determines there are no properties within the APE that are listed, or eligible for listing, in the NRHP, or if FTA determines there are historic properties present but the project will have no effect upon them, then FTA will determine "no historic properties affected" in consultation with the SHPO and/or THPO.
3. FTA determines adverse effects with respect to historic properties within the APE. FTA's determination considers whether the project will diminish those qualities that make any of the properties eligible for listing in the NRHP. FTA makes a determination of "adverse effect" when the project will diminish these qualities in one or more properties; if not, FTA makes a determination of "no adverse effect." FTA's determination of "no adverse effect," along with concurrence by the SHPO, completes the Section 106 consultation process.
4. If FTA determines an "adverse effect," it consults with the Advisory Council on Historic Preservation (ACHP), SHPO, affected tribes, and other interested parties, as appropriate, to resolve the adverse effects on historic properties. Resolution of adverse effects may involve redesigning a project to avoid, minimize, or mitigate impacts to historic properties. Actions that the consulting parties agree upon to mitigate adverse effects are documented in a Memorandum of Agreement (MOA). Once the agreement is signed by all appropriate parties, including the SHPO and other invited signatories, and the agreement is filed with the ACHP, the Section 106 process is completed and the FTA's responsibilities are fulfilled when the MOA's stipulations are implemented.

NICTD will be in contact with your office regarding the preparation of information, analyses, and graphics in support of the Section 106 consultation process for the project. This delegated authority to undertake coordination activities with the SHPO and / or THPO does not extend to designation of consulting parties or to making determinations of the APE, NRHP eligibility, or adverse effects.

RE: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District,  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

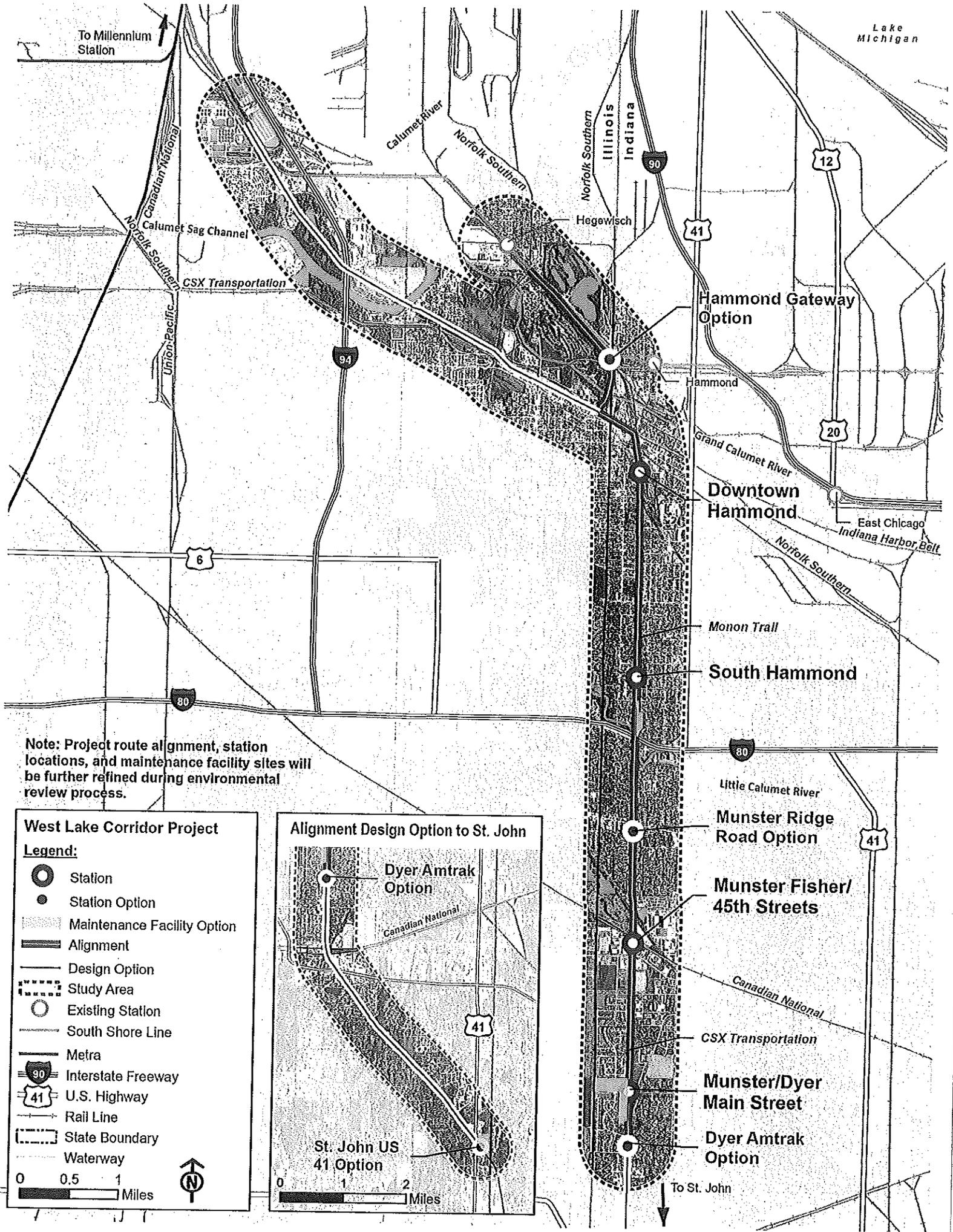
Please contact Mark Assam, Environmental Protection Specialist, of the FTA Regional Office at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov) with any questions. Thank you for your assistance on this project.

Sincerely,

  
for Marisol R. Simón  
Regional Administrator

Enclosure: West Lake Corridor Project Study Area

Cc: Mark Assam, FTA Region 5  
Reginald Arkell, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Lisa Ives, West Lake Corridor Project Manager



Note: Project route alignment, station locations, and maintenance facility sites will be further refined during environmental review process.

**West Lake Corridor Project**

**Legend:**

- Station
- Station Option
- Maintenance Facility Option
- Alignment
- Design Option
- Study Area
- Existing Station
- South Shore Line
- Metra
- Interstate Freeway
- U.S. Highway
- Rail Line
- State Boundary
- Waterway

0 0.5 1 Miles

**Alignment Design Option to St. John**

Dyer Amtrak Option

Canadian National

US 41

St. John US 41 Option

0 1 2 Miles

Hammond Gateway Option

Hammond

Grand Calumet River

Downtown Hammond

East Chicago Indiana Harbor Belt

Norfolk Southern

Monon Trail

South Hammond

Little Calumet River

Munster Ridge Road Option

Munster Fisher/45th Streets

Canadian National

CSX Transportation

Munster/Dyer Main Street

Dyer Amtrak Option

To St. John



**NORTHERN INDIANA  
COMMUTER TRANSPORTATION DISTRICT**

33 E. U.S. HIGHWAY 12 • CHESTERTON, IN 46304-3514

PHONE: 219.926.5744 • FAX: 219.929.4438

October 8, 2014

***Template Letter to Historic Organizations and Native American Tribal Governments to be Section 106 Consulting Parties – see list of recipients at end***

RE: Section 106 Notification of Undertaking and Request for Comment on  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear M. Davis:

The Federal Transit Administration (FTA), in cooperation with the Northern Indiana Commuter Transportation District (NICTD), is initiating an Environmental Impact Statement (EIS) for the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. The proposed Project is a federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations (36 Code of Federal Regulations [CFR] § 800). This letter invites your organization to participate as a Consulting Party for the Section 106 compliance process, as provided in 36 CFR § 800.3(f)(1) of the regulation.

Project Description and Federal Undertaking

NICTD's existing South Shore Line (SSL) provides a vital transportation link that connects Northwest Indiana to Chicago and Cook County, Illinois. The proposed Project is a branch extension of the SSL route to reach high-growth areas in central, southern, and western Lake County, Indiana. The Project would expand NICTD's service coverage, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County.

The proposed Project for analysis in the EIS would include an approximately 9-mile southern extension of NICTD's existing SSL between Dyer and Hammond, Indiana. The project would involve new track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four potential stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately the Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. To facilitate this, core capacity improvements to the existing MED line and Millennium Station may be required to accommodate the Project. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end, and another along the Indiana Harbor Belt Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

The Project route alignment, station locations, and maintenance facility will be further refined during the environmental review process, working in close consultation with the public, agencies, and key stakeholders. A map of the major Project components and the study area is provided as Attachment 1.

#### Responsibilities of a Consulting Party

A Consulting Party is typically an agency, group, or organization with special knowledge of, concern for, or a mandated regulatory role relative to historic properties in the Area of Potential Effects (APE). Historic properties include buildings, structures, objects, sites, districts, and archeological sites that are on or eligible for the NRHP, which is kept by the National Park Service. Consulting Parties will have a formal and defined role in the Section 106 process to help FTA and NICTD consider the impacts of the proposed Project on historic properties. Additional information about the Section 106 consultation process is available online at <http://www.achp.gov/citizensguide.html>.

If you are interested in participating as a Consulting Party for this Project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to John Parsons at NICTD at the address provided on the attached form. We request that your response include a statement of demonstrated interest in historic properties associated with this Project, as stipulated in the Section 106 regulation (36 CFR § 800.2(c)). NICTD will notify Consulting Parties and other interested stakeholders of future public meetings in the Section 106 and National Environmental Policy Act (NEPA) environmental review process.

If you would like additional information or have any questions about this process, please contact me at (219) 926-5744 ext. 204 or [john.parsons@nictd.com](mailto:john.parsons@nictd.com).

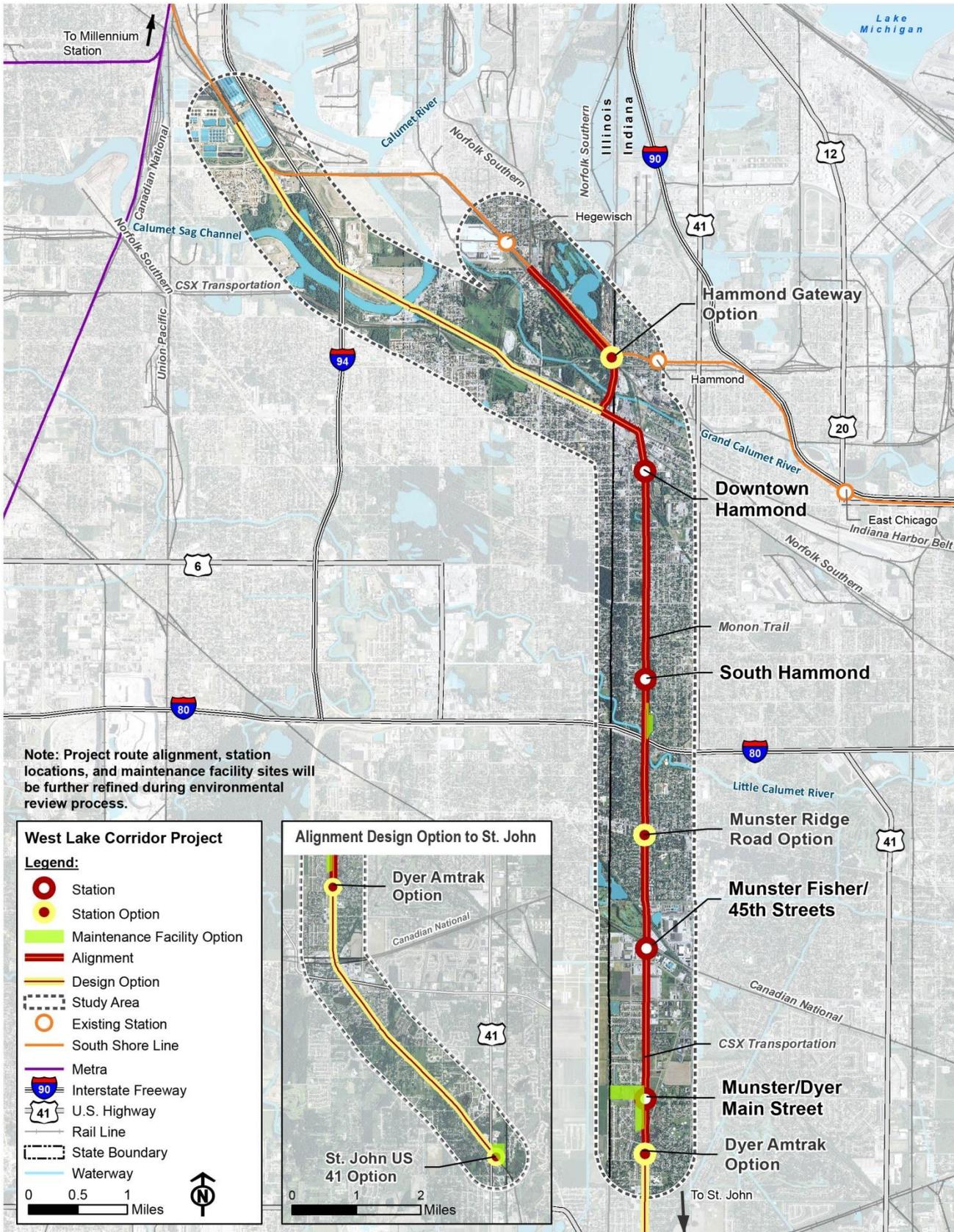
Sincerely,

John Parsons  
Planning and Marketing Director  
Northern Indiana Commuter Transportation District

Enclosures

Cc: Mark Assam, FTA Region 5  
Reginald Arkell, FTA Region 5  
Lisa Ives, West Lake Corridor Project Manager

### Attachment 1: West Lake Corridor Project Study Area



**SECTION 106  
Consulting Parties Acceptance Form  
West Lake Corridor Project  
Lake County, Indiana and Cook County, Illinois**

Yes, I \_\_\_\_\_, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

---

---

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Or;

No, I \_\_\_\_\_, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project.

Date: \_\_\_\_\_

Name of Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Please return to:  
John Parsons  
Director of Marketing and Planning  
Northern Indiana Commuter Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304

[john.parsons@nicted.com](mailto:john.parsons@nicted.com)

### Organizations Invited to Serve as Section 106 Consulting Parties

<b>Organization</b>
<b>Historic Agencies/Organizations</b>
• Calumet City Historical Society
• Dyer Historical Society
• Dolton Historical Society
• Griffith Historical Society
• Hammond Historic Preservation Commission
• Hammond Historical Society
• Indiana Landmarks – Northwest Field Office
• Indiana Landmarks
• Lake County Historical Society
• Landmarks Illinois
• Munster Historical Society
• Preservation Chicago
• Schererville Historical Society
• St. John Historical Society
<b>Tribes</b>
• Ho-Chunk Nation
• Iowa Tribe of Kansas and Nebraska
• Iowa Tribe of Oklahoma
• Miami Tribe of Oklahoma
• Otoe-Missouria Tribe
• Peoria Tribe of Indians of Oklahoma
• Potawatomi - Citizen Potawatomi Nation
• Potawatomi - Forest County Potawatomi
• Potawatomi - Hannahville Indian Community
• Potawatomi - Pokagon Band of Potawatomi
• Potawatomi - Prairie Band Potawatomi Nation
• Sac and Fox Tribe of the Mississippi in Iowa/Meskwaki
• Sac and Fox Nation of Missouri in Kansas and Nebraska
• Sac and Fox Nation of Oklahoma
• Winnebago Tribe of Nebraska

E-3 – Section 106 Correspondence  
#4 Responses to Invitations to be Section 106 Consulting Parties

<b>Organization</b>	<b>Response to Invitation</b>
<b>Historic Agencies/Organizations</b>	
• Hammond Historical Society	Accepted Invitation
• Indiana Landmarks – Northwest Field Office	Accepted Invitation
• Lake County Historical Society	Accepted Invitation
<b>Tribes</b>	
• Peoria Tribe of Indians of Oklahoma	Accepted Invitation

**SECTION 106  
Consulting Parties Acceptance Form  
West Lake Corridor Project  
Lake County, Indiana and Cook County, Illinois**

Yes, I Richard M. Lytle, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

I am the local history librarian at the Hammond Public Library as well as the president of the Hammond Historical Society.

Or;

No, I \_\_\_\_\_, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project.

Date: 10 October 2014

Name of Organization: Hammond Historical Society  
Address: 564 State St, Hammond, IN 46320  
Email Address: lytle@hammond-lib.in.us  
Phone Number: 319-931-5100

Please return to:  
John Parsons  
Director of Marketing and Planning  
Northern Indiana Commuter Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304  
[john.parsons@nicted.com](mailto:john.parsons@nicted.com)





**SECTION 106  
Consulting Parties Acceptance Form  
West Lake Corridor Project  
Lake County, Indiana and Cook County, Illinois**

Yes, I TIFFANY TOLBERT, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

INDIANA LANDMARKS NORTHWEST FIELD OFFICE COVERS  
LAKE, PORTER, JASPER AND NEWTON COUNTIES. INDIANA  
LANDMARKS IS A STATEWIDE NOT-FOR-PROFIT ORGANIZATION.  
OUR MISSION IS TO REVITALIZE COMMUNITIES, RECONNECT US TO  
OUR HERITAGE AND SAVE MEANINGFUL PLACES.  
Or;

No, I \_\_\_\_\_, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project.

Date: 10/28/14

Name of Organization: INDIANA LANDMARKS - NORTHWEST FIELD OFFICE  
Address: 541 S. LAKE STREET GARY, IN 46403  
Email Address: TTOLBERT@indianalandmarks.org  
Phone Number: 219/947-2657

Please return to:  
John Parsons  
Director of Marketing and Planning  
Northern Indiana Commuter Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304  
[john.parsons@nictd.com](mailto:john.parsons@nictd.com)



**SECTION 106  
Consulting Parties Acceptance Form  
West Lake Corridor Project  
Lake County, Indiana and Cook County, Illinois**

Yes, I Bruce Woods, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

Lake County Historian  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Or;

No, I \_\_\_\_\_, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project.

Date: 10/11/14

Name of Organization: Lake Co. Hist. Soc.  
Address: Courthouse Sq., Suite 205, Crown Point, IN 46307  
Email Address: bwoods\_mhs@yahoo.com  
Phone Number: 219.662.3975

Please return to:  
John Parsons  
Director of Marketing and Planning  
Northern Indiana Commuter Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304  
[john.parsons@nictd.com](mailto:john.parsons@nictd.com)

**PROJECT CONSULTATION OPTIONS**

**Peoria Tribe of Indians of Oklahoma**

**Project Name: West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois**

Please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:

Project	There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and <b>further consultation is not requested.</b>	There are <u>or may be</u> places of traditional religious or cultural importance present or within the vicinity of the proposed project and <b>further consultation is requested.</b>	Our organization has no interest associated with this proposed project and <b>further consultation is not required.</b>
West Lake Corridor Project, Lake County, Indiana and Illinois	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If you have chosen to continue consultation, please indicate the manner in which you wish to do so:

Mail (address): PO Box 1527  
Miami, Ok 74355-1527

Email: cstacy@peoriatribe.com

Phone: 918.540.2535

Other (please describe) \_\_\_\_\_

(NAME OF TRIBE) designated contact for this proposed Project:

Cynthia Stacy, Special Projects 918.540.2535 x31  
 NAME, TITLE (please print) Manager/ NAGPRA Phone

Cynthia Stacy \_\_\_\_\_ 10/15/14  
 SIGNED Date

**Please return to:** Mark Assam  
 Environmental Protection Specialist  
 Federal Transit Administration, Region 5  
 200 W. Adams Street, Suite 320  
 Chicago, IL 60606

Or e-mail: [mark.assam@dot.gov](mailto:mark.assam@dot.gov)

# DNR Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov)



November 3, 2014

Marisol R. Simón  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration (“FTA”)

Re: FTA Section 106 Historic Review Initiation: Northern Indiana Commuter Transportation District, West Lake Corridor Project (DHPA No. 16774)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your letter dated September 29, 2014, and received on October 2, for the aforementioned project in Lake County, Indiana, and Cook County, Illinois.

Thank you for notifying us of the initiation of the Section 106 review process for this Federal undertaking.

We thank you, as well, for notifying us of the FTA’s authorization of the Northern Indiana Commuter Transportation District (“NICTD”) to undertake coordination activities with the Indiana SHPO.

In Section 106 reviews, we typically request the following, additional kinds of information to facilitate the identification and evaluation, under 36 C.F.R. §§ 800.3 and 800.4, of historic properties in the project area and in the broader area of potential effects:

- 1) Provide a list of all proposed or invited consulting parties with the name and e-mail address or postal address of the appropriate contact person.
- 2) Provide a more specific description of the project and its location.
  - Include address, city, township, and county.
  - Detail any construction, demolition, and earthmoving activities.
- 3) Define the area of potential effects<sup>1</sup> and provide a map or a good quality photocopy of a map containing the following:
  - The boundaries of the area of potential effects and the precise location of the project area within those boundaries clearly outlined in dark ink on a copy of the relevant portion of a town, city, county, or U.S. Geological Survey quadrangle map.
  - The names of nearby landmarks clearly labeled (e.g., major streets, roads, highways, railroads, rivers, lakes).

<sup>1</sup> “Area of potential effects” means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (see 36 C.F.R. § 800.16[d]).

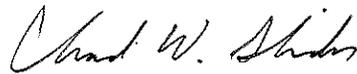
- 4) Give the precise location of any buildings, structures, and objects *within the area of potential effects* (e.g., addresses and a site map with properties keyed to it).
- 5) Give the known or approximate date of construction for buildings, structures, objects, and districts *within the area of potential effects*.
- 6) Submit historical documentation for buildings, structures, objects, and districts *within the area of potential effects*.
- 7) List all sources checked for your historical research of the *area of potential effects*.
- 8) Provide clear, recent photographs or good quality computer-generated images (not photocopies or aerial photographs), keyed to a site plan, showing any buildings, structures, objects, or land *that could be affected in any way by the project*. These photographs should be of the project area and the defined area of potential effect.
- 9) Describe the current and past land uses within the project area; in particular, state whether or not the ground is known to have been disturbed by construction, excavation, grading, or filling, and, if so, indicate the part or parts of the project area that have been disturbed and the nature of the disturbance; agricultural tilling generally does not have a serious enough impact on archaeological sites to constitute a disturbance of the ground for this purpose.

Although we realize that this project would be funded by FTA, rather than by the Federal Highway Administration or the Indiana Department of Transportation (“INDOT”), we would commend to FTA’s and NICTD’s review INDOT’s *Cultural Resources Manual*, which can be found at [www.in.gov/indot/crm/](http://www.in.gov/indot/crm/). The *Cultural Resources Manual* provides specific guidance on applying the Advisory Council on Historic Preservation’s 36 C.F.R. Part 800 regulations to highway, bridge, and transportation enhancement projects, which we think could be useful to FTA and NICTD in working through the Section 106 process for this Federal undertaking.

The 36 C.F.R. Part 800 regulations governing the Section 106 review process may be found at [www.achp.gov](http://www.achp.gov).

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). In all future correspondence regarding the Northern Indiana Commuter Transportation District, West Lake Corridor Project, please refer to DHPA No. 16774.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:WTT:JLC:jlc

emc: Mark Assam, Federal Transit Administration, Region V  
Reginald Arkell, Federal Transit Administration, Region V



INDIANA LANDMARKS

Northwest Field Office

541 South Lake Street, Gary, IN 46403

219 947 2657 / 800 450 4534 / [www.indianalandmarks.org](http://www.indianalandmarks.org)

December 10, 2014

John Parsons, Planning and Marketing Director  
Northern Indiana Commuter Transportation District  
33 E. U.S Highway 12  
Chesterton, IN 46304-3514

Re: Section 106 Consultation, Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear Mr. Parsons,

Thank you for providing me with the information on the West Lake Corridor Project in Lake County, Indiana and Cook County, Illinois. I appreciate your consideration in involving our organization in the review of this project. I have reviewed the submitted information concerning the proposed routes from Hammond to St. John, Indiana and have identified numerous identified historic resources within and adjacent to the Area of Potential Effect (APE). This information was gathered from review of the *Lake County Interim Report (1996)*, the National Register of Historic Places for Lake County and the Indiana State Historic Architectural and Archaeological Research Database (SHAARD). Due to the large project area I have attached a list of the identified resources coded to the maps provided. As you can see there are a number of National Register listed historic districts adjacent to the project area as well as individual sites located both within and adjacent to the area.

From review of the submitted information it appears that the project has the potential to adversely affect National Register of Historic Places listed and eligible historic resources. This impact will be due to the proposed infrastructure, buildings, facilities and parking areas required for this project. As the information indicates the largest amount of historic resources are located in the northern part of the project area (Hammond). With this being known I can assume that these resources will be impacted both directly and indirectly by the project.

Please review this information and take it into consideration as you continue to develop final plans for the project area. A statement to the adverse effect on specific historic resources is not included in this correspondence as I would request more detailed information from the project area including property acquisition, demolition and facility construction. I look forward to receiving additional information as it become available as well as notification of changes to the project scope. Finally it is important for you to know that my concern in the project area is only with the built environment, and does not include possible archaeological sites. For archaeological records for these or other adjacent sites, you can contact the Indiana Division of Historic Preservation and Archeology.

If you have any questions regarding this information please feel free to contact me at (219) 947-2657 or [ttolbert@indianalandmarks.org](mailto:ttolbert@indianalandmarks.org).

Sincerely,

  
Tiffany Tolbert, Director  
Northwest Field Office

Enclosure

Section 106 Consultation, Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

**Sheet 1**

None

**Sheet 2**

None

**Sheet 3**

- Schoon Cemetery on Ridge Rd. to the west
- Gabel-ell House - 8252 Manor Ave **(in the APE)**

**Sheet 4**

- George John Wolf House: 7220 Forest Ave **NRHP listed**
- Forest-Ivanhoe Residential Historic District **NRHP listed**
- Forest-Moraine Residential Historic District **NRHP listed**
- Roselawn Forest Heights Residential Historic District **NRHP listed**
- Forest Moraine Southview Residential Historic District **NRHP listed**
- Indi-Illi Residential Historic District **NRHP listed**

**Sheet 5**

- Glendale Park Residential Historic District **NRHP listed**
- Southmoor Apartment Hotel, 5946 Hohman Ave **NRHP listed**
- Northern States Life Insurance Company, 5935 Hohman Ave, **NRHP listed**
- Dyer Blvd Historic District, **NRHP nomination pending**
- Northern-part of Forest- Moraine Historic District **NRHP listed**
- Harrison Park Historic District
- Hohman Ave. HD (east area in APE) **NRHP listed**
- State St. Historic District **NRHP listed**
- 256 Doty St (in the APE)
- 255 Ogden St (in the APE)
- Properties along Ogden Street
- 267 E Dyer Blvd(in the APE)
- 6136 Lyman Ave (in the APE)

**Sheet 6-11**

None

**Sheet 12**

- Schilling Brothers building in the southern area of the APE (1934)

**Sheet 13**

None

**Sheet 14**

- St. John Catholic Church & Cemetery

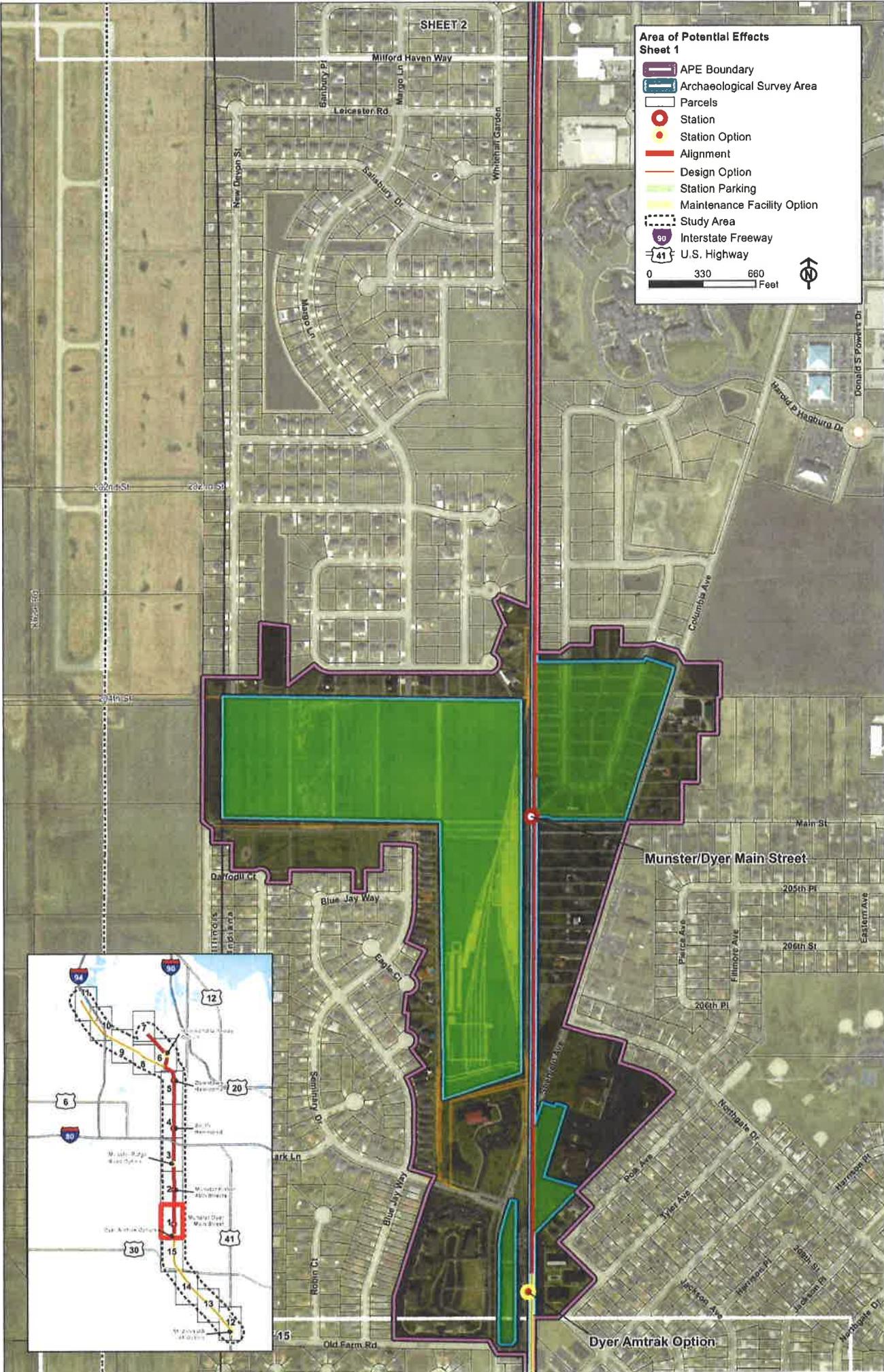
**Sheet 15**

None

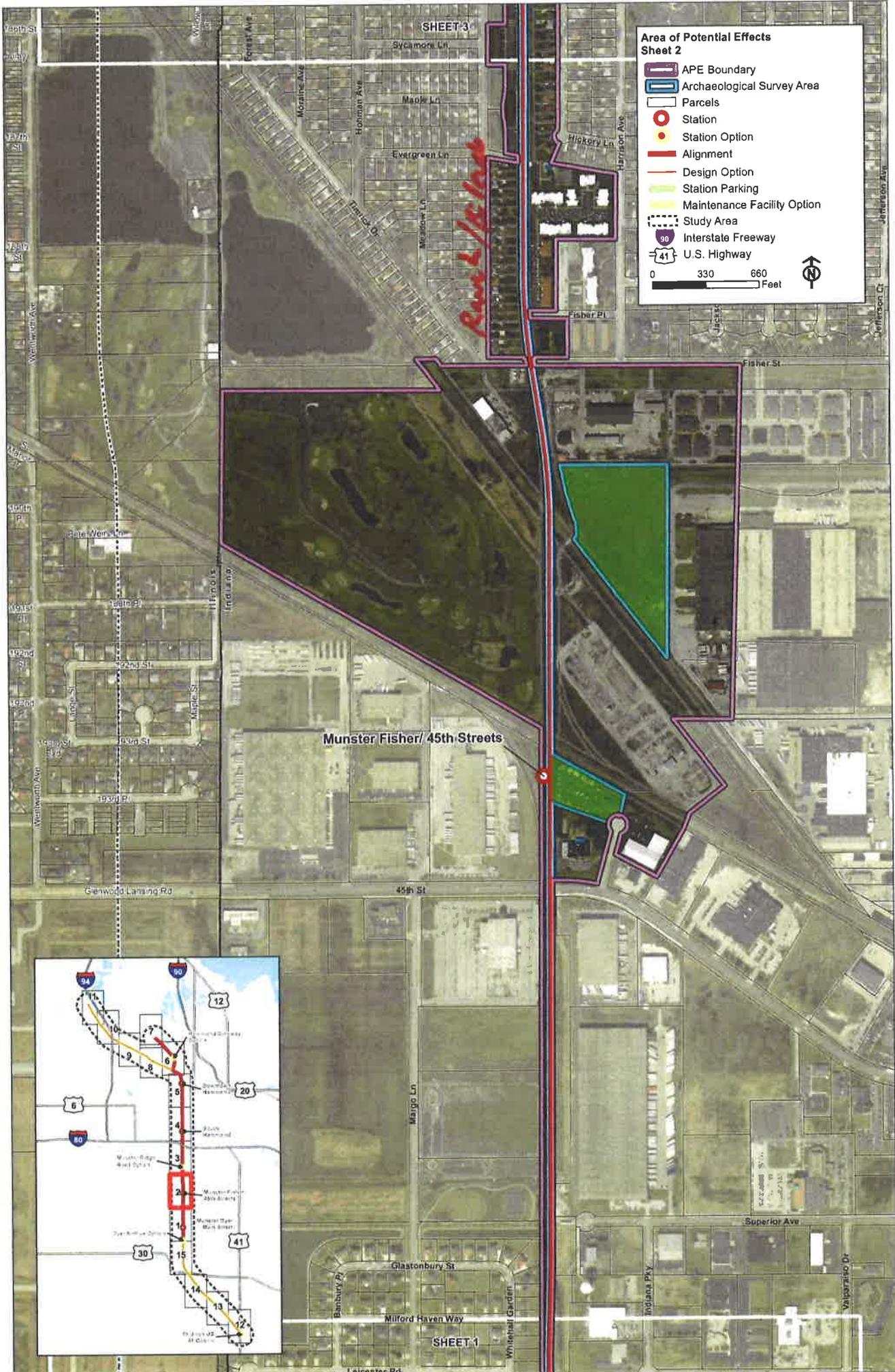
**Area of Potential Effects  
Sheet 1**

-  APE Boundary
-  Archaeological Survey Area
-  Parcels
-  Station
-  Station Option
-  Alignment
-  Design Option
-  Station Parking
-  Maintenance Facility Option
-  Study Area
-  Interstate Freeway
-  U.S. Highway

0 330 660 Feet

Dyer Amtrak Option



**Area of Potential Effects  
Sheet 2**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

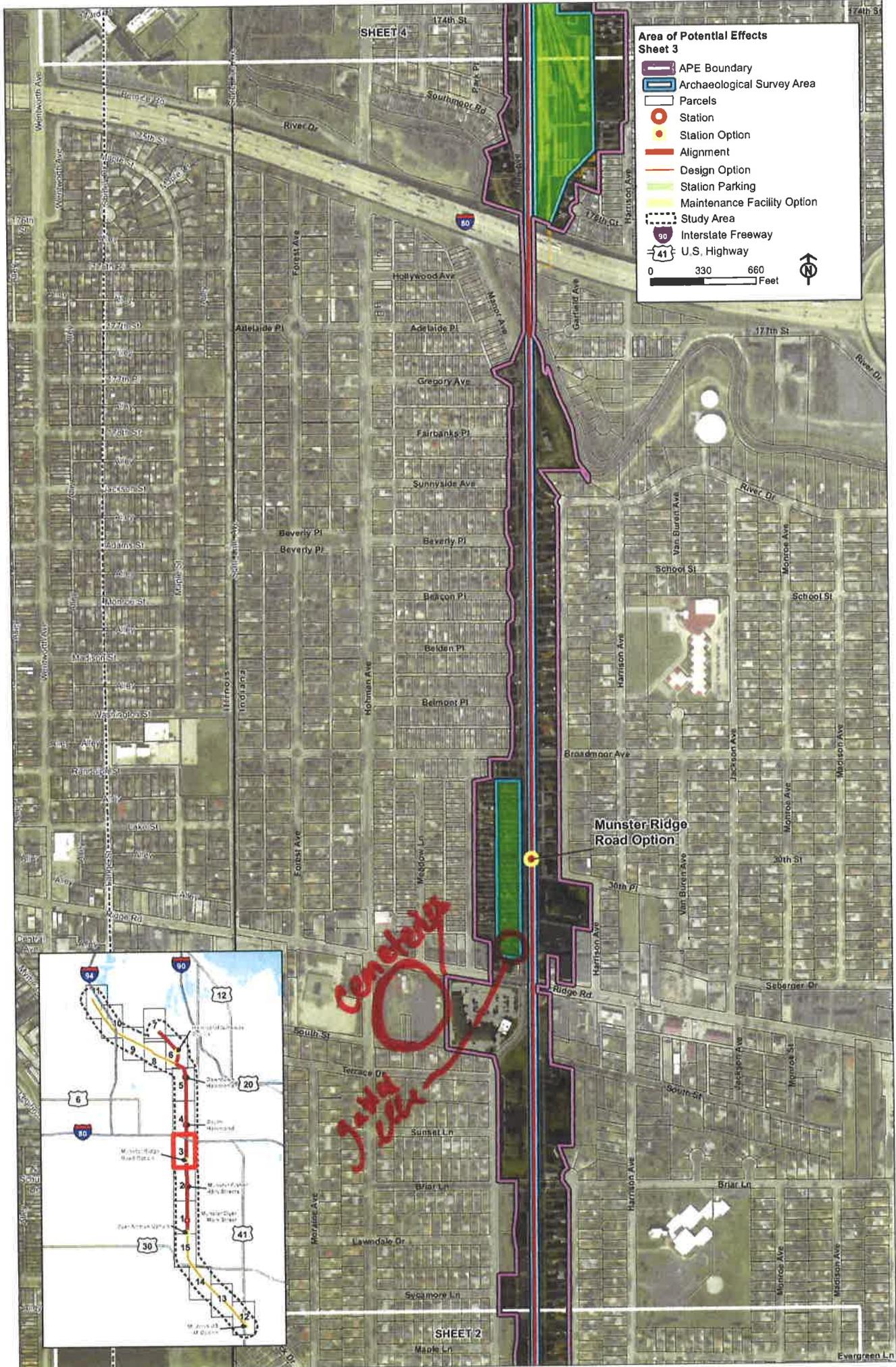
0 330 660 Feet



SHEET 3

SHEET 1

Munster Fisher/ 45th Streets



**Area of Potential Effects  
Sheet 3**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

*Cenotecha*  
*Jaha Creek*

*Stallhut  
Barn  
&  
Koske  
House*



SHEET 4

SHEET 2

174th St

Evergreen Ln

**Area of Potential Effects  
Sheet 4**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet



*Forest Hill HO*

*Forest Hill HO*

*Forest Hill HO*

*Mix Sites*

*HO*



**Area of Potential Effects  
Sheet 5**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

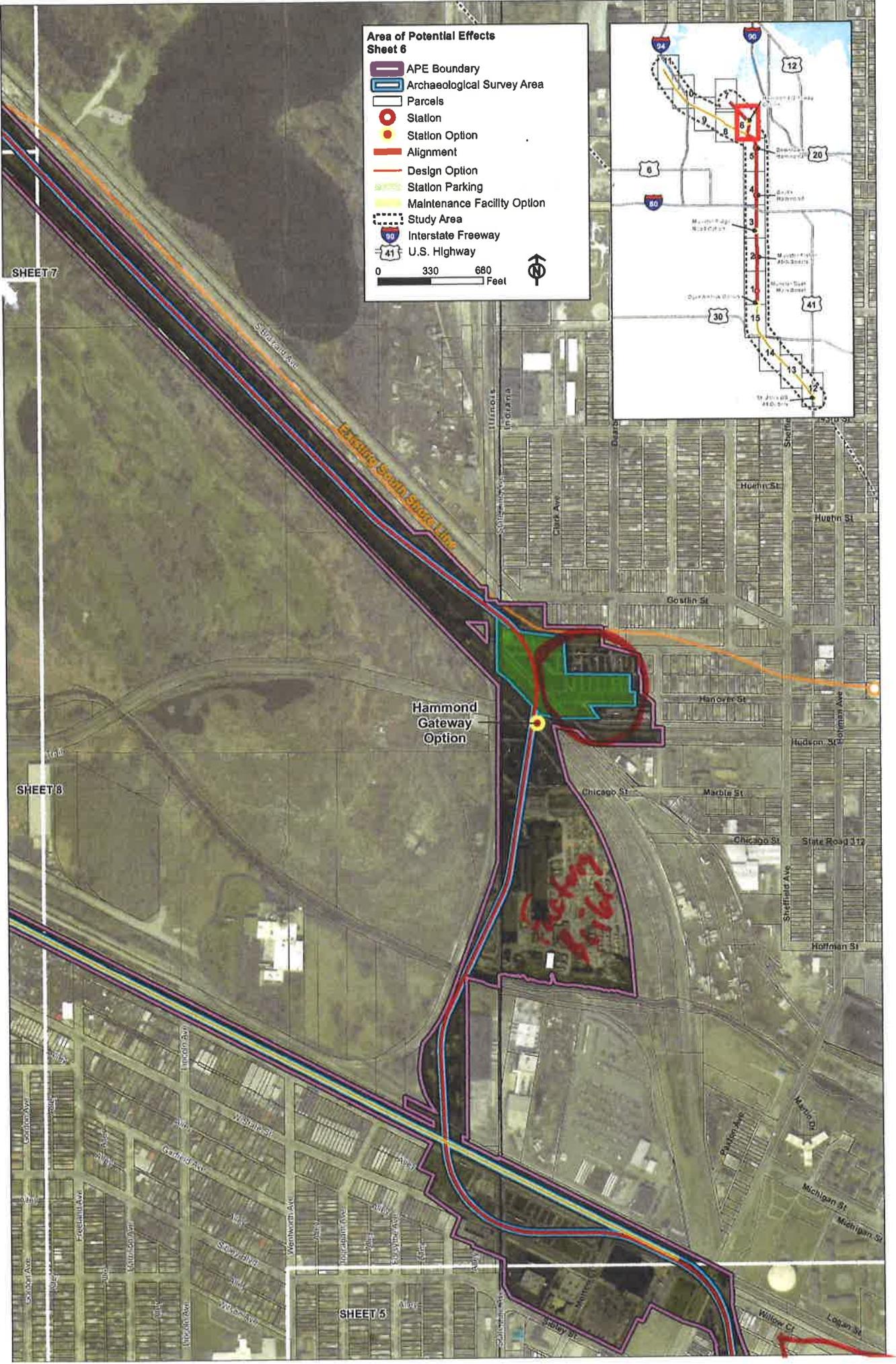
States St HO

Hughes Ave HO  
Hudson Ave HO  
Missouri St HO

Forest Ave HO

Dwyer Park HO





**Area of Potential Effects  
Sheet 6**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

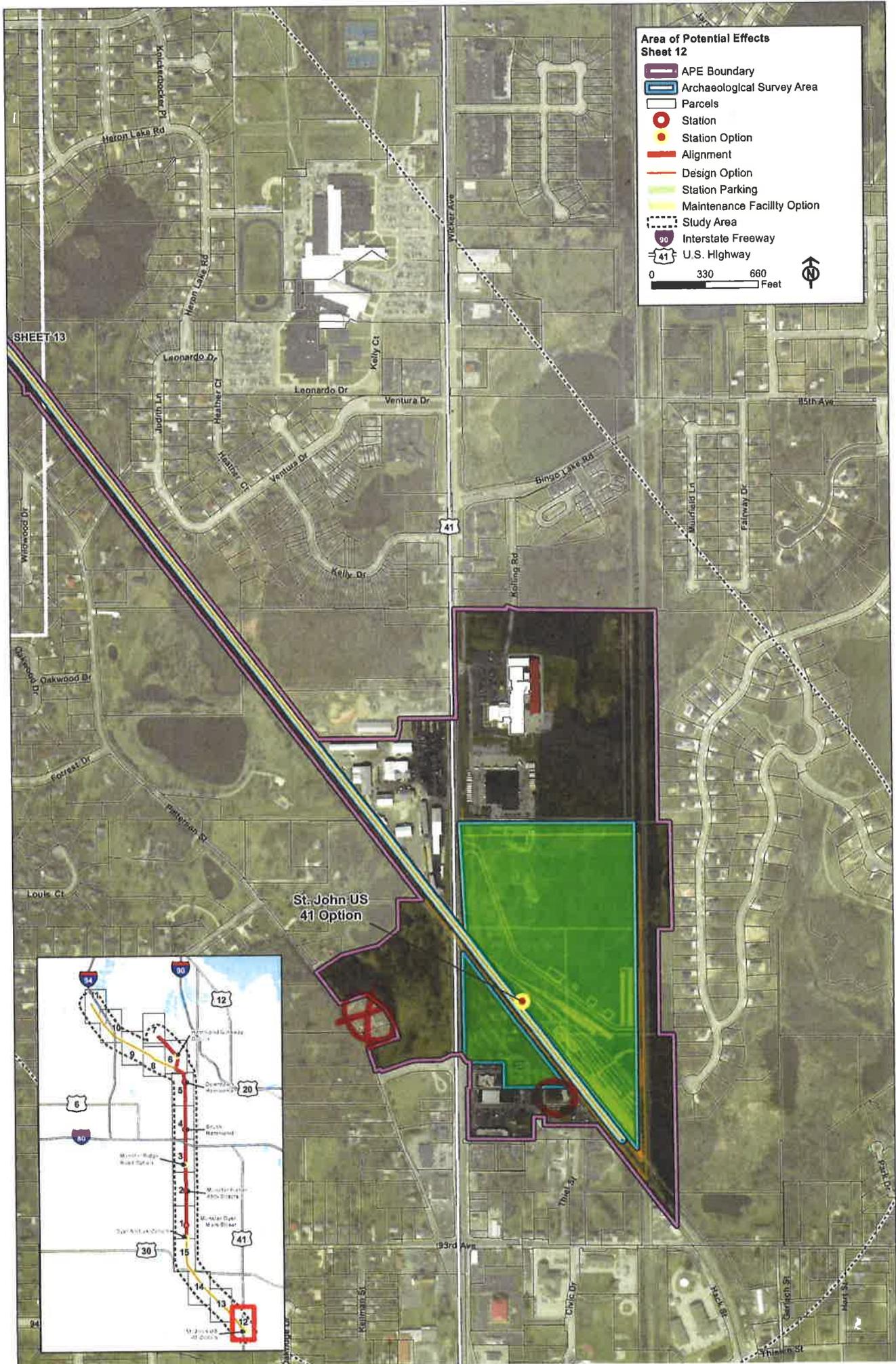


SHEET 7

SHEET 8

SHEET 5

Hammond  
Gateway  
Option



**Area of Potential Effects  
Sheet 12**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

SHEET 13

St. John US  
41 Option



*St. John's Church Cemetery*



**Area of Potential Effects  
Sheet 14**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

February 13, 2015

Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield IL 62701-1507

RE: Section 106 Consultation, Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear Ms. Leibowitz:

On September 29, 2014, pursuant to 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office regarding the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. Thank you for your comment letter dated October 14, 2014. This letter serves as FTA's request for your concurrence regarding the Area of Potential Effects (APE) for the Project, as described below.

The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The Project would include track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end and another along the Indiana Harbor Belt (IHB) Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

FTA has determined the APE to be the geographic area within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties. As such, the Project APE is comprised of a commuter rail track alignment, including the alignment design options, with a width of approximately 30 feet, as well as the right-of-way footprints of the proposed Project stations, parking areas, and maintenance facility options. A map of the Project APE is enclosed with this letter.

For architectural/historic resources, the APE encompasses adjacent parcels to the proposed

commuter rail track alignment, stations, parking areas, and maintenance facility options where new construction and associated Project facilities may cause indirect impacts to the character or use of historic properties. This approach takes into account both direct and indirect effects, including visual/contextual effects related to architectural/historic resources. Potential visual/contextual effects are expected to be limited to properties directly abutting areas where no railroad train service currently exists today, or where new supporting facilities would be constructed. Indirect effects are not expected to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment. For archaeological resources, the APE is limited to the proposed Project footprint where resources may be directly affected by construction and operational activities.

Some of the proposed Project improvements for the track alignment and alignment design options are located within an existing active railroad corridor that currently carries commuter rail and/or freight train service. Further, the Project would operate new West Lake train service on portions of the existing SSL and MED line tracks to Metra's Millennium Station in Downtown Chicago. The existing visual and contextual environment of these active railroad corridors are not expected to be altered as a result of this Project. Consequently, indirect effects to properties adjacent to an existing active railroad are not anticipated since the Project would only result in rehabilitated track, added track capacity improvements, or additional train service in these areas. Therefore, in portions of the Project corridor with active train service today, the APE boundary is limited to the existing railroad right-of-way.

Pursuant to 36 C.F.R. § 800, FTA is seeking State Historic Preservation Officer concurrence with the above APE determination within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effect. If FTA can provide any assistance or additional information that would aid in your prompt reply, please feel free to contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Marisol R. Simón  
Regional Administrator

Enclosure: Area of Potential Effects Maps

cc: Chad Slider, INDNR, Division of Historic Preservation & Archaeology  
Wade T. Tharp, INDNR, Division of Historic Preservation & Archaeology  
John Carr, INDNR, Division of Historic Preservation & Archaeology  
Mark Assam, FTA  
Tony Greep, FTA  
John Parsons, NICTD Director of Marketing and Planning  
Lisa Ives, West Lake Corridor Project Manager



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

February 13, 2015

Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

RE: Section 106 Consultation, Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois  
DHPA No. 16774

Dear Mr. Zoll:

On September 29, 2014, pursuant to 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office regarding the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. Thank you for your comment letter dated November 3, 2014. This letter serves as FTA's request for your concurrence regarding the Area of Potential Effects (APE) for the Project, as described below.

The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The Project would include track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end and another along the Indiana Harbor Belt (IHB) Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

FTA has determined the APE to be the geographic area within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties. As such, the Project APE is comprised of a commuter rail track alignment, including the alignment design options, with a width of approximately 30 feet, as well as the right-of-way footprints of the proposed Project stations, parking areas, and maintenance facility options. A map of the Project APE is enclosed with this letter.

For architectural/historic resources, the APE encompasses adjacent parcels to the proposed commuter rail track alignment, stations, parking areas, and maintenance facility options where new construction and associated Project facilities may cause indirect impacts to the character or use of historic properties. This approach takes into account both direct and indirect effects, including visual/contextual effects related to architectural/historic resources. Potential visual/contextual effects are expected to be limited to properties directly abutting areas where no railroad train service currently exists today, or where new supporting facilities would be constructed. Indirect effects are not expected to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment. For archaeological resources, the APE is limited to the proposed Project footprint where resources may be directly affected by construction and operational activities.

Some of the proposed Project improvements for the track alignment and alignment design options are located within an existing active railroad corridor that currently carries commuter rail and/or freight train service. Further, the Project would operate new West Lake train service on portions of the existing SSL and MED line tracks to Metra's Millennium Station in Downtown Chicago. The existing visual and contextual environment of these active railroad corridors are not expected to be altered as a result of this Project. Consequently, indirect effects to properties adjacent to an existing active railroad are not anticipated since the Project would only result in rehabilitated track, added track capacity improvements, or additional train service in these areas. Therefore, in portions of the Project corridor with active train service today, the APE boundary is limited to the existing railroad right-of-way.

Pursuant to 36 C.F.R. § 800, FTA is seeking State Historic Preservation Officer concurrence with the above APE determination within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effect. If FTA can provide any assistance or additional information that would aid in your prompt reply, please feel free to contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Marisol R. Simón  
Regional Administrator

Enclosure: Area of Potential Effects Maps

cc: Chad Slider, INDNR, Division of Historic Preservation & Archaeology  
Wade T. Tharp, INDNR, Division of Historic Preservation & Archaeology  
John Carr, INDNR, Division of Historic Preservation & Archaeology  
Mark Assam, FTA  
Tony Greep, FTA  
John Parsons, NICTD Director of Marketing and Planning  
Lisa Ives, West Lake Corridor Project Manager



**NORTHERN INDIANA  
COMMUTER TRANSPORTATION DISTRICT**

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33 E. U.S. HIGHWAY 12 • CHESTERTON, IN 46304-3514

PHONE: 219.926.5744 • FAX: 219.929.4438

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March 2015

***Template Letter to Participating Section 106 Consulting Parties***

Hammond Historical Society, Indiana Landmarks, Lake County Historical Society, Peoria Tribe

**Subject: Section 106 Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois**

Dear Mr. Woods:

On October 8, 2014, NICTD invited your organization to participate as a Consulting Party for the Section 106 compliance process for the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. On October 14, 2014, we received your response indicating that you would like to participate in the Section 106 process as a Consulting Party. This letter serves as our request for your comments regarding the Area of Potential Effects (APE) for the Project, as described below.

The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The Project would include new track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. To facilitate this, core capacity improvements to the existing MED line and Millennium Station may be required to accommodate the Project. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end and another along the Indiana Harbor Belt (IHB) Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

FTA has defined the APE as the proposed Project footprint where the undertaking may cause direct impacts to historic properties. As such, the APE is comprised of a Commuter Rail track alignment, including the alignment design options, with a width of approximately 30 feet, as well as the right-of-way footprints of the proposed Project stations, parking areas, and maintenance facility options. For archaeological resources, the archaeological survey area is limited to the proposed Project footprint where resources may be directly affected by construction and operational activities.

For architectural/historic resources, the APE also encompasses adjacent parcels to the proposed Commuter Rail track alignment, stations, parking areas, and maintenance facility options where new construction and associated Project facilities may cause indirect impacts to

the character or use of historic properties. This approach takes into account both direct and indirect effects, including visual/contextual effects related to architectural/historic resources. Potential visual/contextual effects would be limited to properties directly abutting areas where no railroad train service currently exists today or where new supporting facilities would be constructed. Indirect effects are unlikely to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment.

Portions of the Commuter Rail track alignment and alignment design options are located within an existing active railroad corridor that currently carries commuter rail and/or freight train service. The existing visual and contextual environment of the active railroad corridor is unlikely to be altered as part of this Project, and indirect effects to properties adjacent to an existing active railroad, where only rehabilitated track or core capacity improvements would be necessary, are not anticipated. Therefore, in portions of the Project corridor with active train service today, the APE boundary along the Commuter Rail track alignment and alignment design options is limited to the existing railroad right-of-way.

Please review the information provided in this letter and enclosed APE figures. If you have any comments on our APE determination, please provide a response to me at [john.parsons@nictd.com](mailto:john.parsons@nictd.com) within 30 days.

We appreciate your assistance on this Project.

Sincerely,

John Parsons  
Planning and Marketing Director  
Northern Indiana Commuter Transportation District

Enclosure: Proposed Area of Potential Effects Maps

cc: Mark Assam, FTA Region 5  
Reginald Arkell, FTA Region 5  
Lisa Ives, West Lake Corridor Project Manager



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
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312-353-2789  
312-886-0351 (fax)

February 13, 2015

Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield IL 62701-1507

RE: Section 106 Consultation, Area of Potential Effects  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

**RECEIVED**

**MAR - 2 2015**

**PRESERVATION SERVICES**

**IHPA REVIEW**

H/A \_\_\_\_\_  
AC \_\_\_\_\_  
AR \_\_\_\_\_  
File \_\_\_\_\_

Dear Ms. Leibowitz:

On September 29, 2014, pursuant to 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office regarding the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. Thank you for your comment letter dated October 14, 2014. This letter serves as FTA’s request for your concurrence regarding the Area of Potential Effects (APE) for the Project, as described below.

The undertaking, proposed by the Northern Indiana Commuter Transportation District (NICTD), would primarily create an approximately 9-mile commuter rail extension from the existing South Shore Line (SSL) to Dyer, Indiana. The Project would include track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately Metra Electric District’s (MED) line to the north, providing new transit service between Dyer and Metra’s Millennium Station in Downtown Chicago. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end and another along the Indiana Harbor Belt (IHB) Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

FTA has determined the APE to be the geographic area within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties. As such, the Project APE is comprised of a commuter rail track alignment, including the alignment design options, with a width of approximately 30 feet, as well as the right-of-way footprints of the proposed Project stations, parking areas, and maintenance facility options. A map of the Project APE is enclosed with this letter.

For architectural/historic resources, the APE encompasses adjacent parcels to the proposed

commuter rail track alignment, stations, parking areas, and maintenance facility options where new construction and associated Project facilities may cause indirect impacts to the character or use of historic properties. This approach takes into account both direct and indirect effects, including visual/contextual effects related to architectural/historic resources. Potential visual/contextual effects are expected to be limited to properties directly abutting areas where no railroad train service currently exists today, or where new supporting facilities would be constructed. Indirect effects are not expected to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment. For archaeological resources, the APE is limited to the proposed Project footprint where resources may be directly affected by construction and operational activities.

Some of the proposed Project improvements for the track alignment and alignment design options are located within an existing active railroad corridor that currently carries commuter rail and/or freight train service. Further, the Project would operate new West Lake train service on portions of the existing SSL and MED line tracks to Metra's Millennium Station in Downtown Chicago. The existing visual and contextual environment of these active railroad corridors are not expected to be altered as a result of this Project. Consequently, indirect effects to properties adjacent to an existing active railroad are not anticipated since the Project would only result in rehabilitated track, added track capacity improvements, or additional train service in these areas. Therefore, in portions of the Project corridor with active train service today, the APE boundary is limited to the existing railroad right-of-way.

Pursuant to 36 C.F.R. § 800, FTA is seeking State Historic Preservation Officer concurrence with the above APE determination within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effect. If FTA can provide any assistance or additional information that would aid in your prompt reply, please feel free to contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Marisol R. Simón  
Regional Administrator

**CONCUR**

By: R. Leibowitz  
Deputy State Historic Preservation Officer

Date: 3/12/15 JFH

Enclosure: Area of Potential Effects Maps

cc: Chad Slider, INDNR, Division of Historic Preservation & Archaeology  
Wade T. Tharp, INDNR, Division of Historic Preservation & Archaeology  
John Carr, INDNR, Division of Historic Preservation & Archaeology  
Mark Assam, FTA  
Tony Greep, FTA  
John Parsons, NICTD Director of Marketing and Planning  
Lisa Ives, West Lake Corridor Project Manager

# DNR

## Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



March 27, 2015

Marisol R. Simón  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration ("FTA")

Re: Request for concurrence in proposed area of potential effects for FTA Section 106 Historic Review of West Lake Corridor Project, Lake County, Indiana, and Cook County, Illinois (INDNR No. ER-17897; DHPA No. 16774)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (recently recodified at 54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your letter dated February 13, 2015—but not received by our office until February 27—for the aforementioned project in Lake County, Indiana, and Cook County, Illinois.

We received by e-mail from John Parsons of the Northern Indiana Commuter Transportation District on March 23, 2015, the agency and public coordination plan and the scoping summary report for this project. We have not yet had the opportunity to review those documents, but we intend to provide any relevant comments in April that we may have after reviewing them.

Thank you for soliciting our comments on the proposed area of potential effects ("APE"), as the Advisory Council on Historic Preservation has directed (36 C.F.R. § 800.4[a][1]). In the course of our review of this project, we ask that our comments be considered to apply only to potentially affected properties that lie partly or entirely within Indiana. We will defer to the Illinois State Historic Preservation Officer regarding potentially affected properties that are entirely within Illinois.

In most respects, the criteria proposed for determining the width of the APE appear to be reasonable. There are two situations, however, where we think the proposed area of potential effects might be understated.

One situation involves construction of new trackage and related infrastructure, as discussed in your February 13 letter:

Potential visual/contextual effects are expected to be limited to properties directly abutting areas where no railroad train service currently exists today, or where new supporting facilities would be constructed. Indirect effects are not expected to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment.

We have not been provided a great deal of detail to date about the kinds of improvements that would have to be made, especially in areas other than those where new stations or maintenance facilities might be constructed. Consequently, we do not know whether all new trackage would be built at grade level or in some locations would be elevated on fill or bridge structures. We would think that the flyover to the existing South Shore Line in Hammond (as mentioned in your February 13 letter), at least, and possibly the crossings of I-80 and US 30, as well, would be on new, elevated structures, unless those crossing structures already exist or would be built as underpasses. It seems

to us that the flyover, and any other new, elevated crossings of highways, streets, or bodies of water might be clearly visible beyond adjacent properties, if those structures and new catenary (if applicable) would be built to an elevation that is more than just several feet above the existing grade. Similarly, aside from elevated crossings, if part of the new trackage would be built on fill extending ten or more feet above the existing grade, we would think that the new construction—and the trains that eventually would run on it—might be clearly visible over the tops of one-story buildings that are immediately adjacent to the line. We recommend that in such areas, consideration be given to widening the APE.

The other situation involves the proposal in your February 13 letter regarding the APE along existing rail lines:

[I]ndirect effects to properties adjacent to an existing active railroad are not anticipated since the Project would only result in rehabilitated track, added track capacity improvements, or additional train service in these areas. Consequently, in portions of the Project corridor with active train service today, the APE boundary is limited to the existing railroad right-of-way.

We cannot discern from either your September 29, 2014, letter or your February 13 letter whether the extended commuter service would use electric or Diesel-electric power. If the rehabilitation of track or the adding of track within an existing rail corridor occurs in areas that are not currently served by electric trains, such as the existing South Shore Line, and if electric power would be used, would it not be necessary to construct new catenary to carry the necessary overhead power lines? In that situation, it seems to us that the visual effects might extend beyond the existing right-of-way, and consideration then should be given to expanding the APE.

Once the APE has been determined, the next steps involve researching and surveying the APE for cultural resources. We realize it is early in the Section 106 process, but we want to offer a recommendation regarding the identification of possibly significant above-ground properties (e.g., buildings, structures, objects, and districts comprised of the those property types). Generally speaking, properties that are not at least 50 years old probably would not be eligible for inclusion in the National Register of Historic Places. However, please take into consideration the anticipated construction date of this project, and adjust your survey of properties accordingly. For example, if construction is not anticipated to commence before 2020, then it would be appropriate to survey and evaluate properties that are at least 45 years old in 2015. Similarly, if the project is not likely to commence before 2025, it would be appropriate in 2015 to survey and evaluate properties that are at least 40 years old. The risk inherent in surveying in 2015 only those properties that already are at least 50 years old is that between now and the commencement of construction, a property might turn 50 and actually become listed in the National Register. At that point, it might be necessary to re-open the Section 106 process to take into account the previously unaccounted for effects on that newly-listed property.

In our November 3, 2014, letter, we had asked to be provided with a list of all proposed or invited consulting parties, along with an e-mail address or postal address of the contact person for each consulting party. Although we have not yet had the opportunity to study carefully the “Westlake Corridor Project Public and Agency Coordination Plan” or the “West Lake Corridor Project Scoping Summary Report,” which we received by e-mail from the Northern Indiana Commuter Transportation District on March 20, 2015, we have found within those documents the lists of invited consulting parties and of those parties who have accepted the invitation, as well as contact information for those who have accepted.

The only additional party we would suggest inviting to participate in this Section 106 consultation would be the Indiana Lincoln Highway Association, Inc., Laura Weston-Elchert, President, 402 W. Washington Street, South Bend, IN 46601; (574) 210-6278; lincolnhighwayassoc.office@yahoo.com; www.indianalincolnhighway.com. We believe that the proposed Westlake Corridor would cross the historical route of the Lincoln Highway at US 30.

In regard to the impact of this project on archaeological resources, the proposed project area for this undertaking should include all areas where project-related ground-disturbing activities will be conducted (e.g., demolition, construction, grading, filling, staging, stockpiling, temporary land use, etc.).

The 36 C.F.R. Part 800 regulations governing the Section 106 review process may be found at [www.achp.gov](http://www.achp.gov).

Marisol R. Simón  
March 27, 2015  
Page 3

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the Northern Indiana Commuter Transportation District's West Lake Corridor Project, please continue refer to DHPA No. 16774.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wtt

cc: Mark Assam, Federal Transit Administration, Region V  
Anthony Greep, Federal Transit Administration, Region V  
John Parsons, Northern Indiana Commuter Transportation District  
Rachel Leibowitz, Ph.D., Illinois Deputy State Historic Preservation Officer  
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish & Wildlife  
Beth Hippensteel, Indiana Department of Natural Resources, Division of Fish & Wildlife  
Carl Wodrich, Indiana Department of Natural Resources, Division of Land Acquisition  
Bob Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology  
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology



**NORTHERN INDIANA  
COMMUTER TRANSPORTATION DISTRICT**

33 E. U.S. HIGHWAY 12 • CHESTERTON, IN 46304-3514

PHONE: 219.926.5744 • FAX: 219.929.4438

April 14, 2015

Laura Weston-Elchert  
President  
Lincoln Highway Association, Inc  
402 West Washington Street  
South Bend, Indiana 46601

RE: Section 106 Notification of Undertaking and Request for Comment on  
West Lake Corridor Project, Lake County, Indiana and Cook County, Illinois

Dear Ms. Weston-Elchert:

On October 8, 2014, pursuant to 36 CFR § 800 - Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA), in cooperation with the Northern Indiana Commuter Transportation District (NICTD) initiated Section 106 consultation regarding the West Lake Corridor Project (Project) in Lake County, Indiana and Cook County, Illinois. This letter invites your organization to participate as a Consulting Party for the Section 106 compliance process, as provided in 36 CFR § 800.3(f)(1) of the regulation. It also serves as NICTD's request for your comments on the Area of Potential Effects (APE) for the Project, as described below.

Project Description and Federal Undertaking

NICTD's existing South Shore Line (SSL) provides a vital transportation link that connects Northwest Indiana to Chicago and Cook County, Illinois. The proposed Project is a branch extension of the SSL route to reach high-growth areas in central, southern, and western Lake County, Indiana. The Project would expand NICTD's service coverage, improve mobility and accessibility, and stimulate local job creation and economic development opportunities for Lake County.

The proposed Project for analysis in the EIS would include an approximately 9-mile southern extension of NICTD's existing SSL between Dyer and Hammond, Indiana. The project would involve new track improvements along the existing CSX Transportation and former Monon railroad corridors, with a flyover to the existing SSL in Hammond. Four potential stations would be included at Munster/Dyer Main Street, Munster Fisher/45th Streets, South Hammond, and Downtown Hammond. A maintenance facility would also be needed to store and maintain the vehicles. Trains on the new Project branch line would connect with the existing SSL and ultimately the Metra Electric District's (MED) line to the north, providing new transit service between Dyer and Metra's Millennium Station in Downtown Chicago. To facilitate this, core

capacity improvements to the existing MED line and Millennium Station may be required to accommodate the Project. Two alignment design options are also being considered for the Project, including a possible extension to St. John, Indiana on the southern end, and another along the Indiana Harbor Belt Kensington Branch through Calumet City, Burnham, and Chicago, Illinois on the northern end.

The Project route alignment, station locations, and maintenance facility will be further refined during the environmental review process, working in close consultation with the public, agencies, and key stakeholders. A map of the major Project components and the study area is provided as Attachment 1.

#### Area of Potential Effect

FTA has determined the APE to be the geographic area within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties. As such, the Project APE is comprised of a commuter rail track alignment, including the alignment design options, with a width of approximately 30 feet, as well as the right-of-way footprints of the proposed Project stations, parking areas, and maintenance facility options. A map of the Project APE is enclosed with this letter.

For architectural/historic resources, the APE encompasses adjacent parcels to the proposed commuter rail track alignment, stations, parking areas, and maintenance facility options where new construction and associated Project facilities may cause indirect impacts to the character or use of historic properties. This approach takes into account both direct and indirect effects, including visual/contextual effects related to architectural/historic resources. Potential visual/contextual effects are expected to be limited to properties directly abutting areas where no railroad train service currently exists today, or where new supporting facilities would be constructed. Indirect effects are not expected to extend beyond immediately adjacent parcels and/or facing buildings, as these properties would obscure and limit visual and contextual impacts on properties situated away from the alignment. For archaeological resources, the archaeological survey area is limited to the proposed Project footprint where resources may be directly affected by construction and operational activities.

Some of the proposed Project improvements for the track alignment and alignment design options are located within an existing active railroad corridor that currently carries commuter rail and/or freight train service. Further, the Project would operate new West Lake train service on portions of the existing SSL and MED line tracks to Metra's Millennium Station in Downtown Chicago. The existing visual and contextual environment of these active railroad corridors are not expected to be altered as a result of this Project. Consequently, indirect effects to properties adjacent to an existing active railroad are not anticipated since the Project would only result in rehabilitated track, added track capacity improvements, or additional train service in these areas. Therefore, in portions of the Project corridor with active train service today, the APE boundary is limited to the existing railroad right-of-way.

#### Responsibilities of a Consulting Party

A Consulting Party is typically an agency, group, or organization with special knowledge of, concern for, or a mandated regulatory role relative to historic properties in the APE. Historic

properties include buildings, structures, objects, sites, districts, and archeological sites that are on or eligible for the NRHP, which is kept by the National Park Service. Consulting Parties will have a formal and defined role in the Section 106 process to help FTA and NICTD consider the impacts of the proposed Project on historic properties. Additional information about the Section 106 consultation process is available online at <http://www.achp.gov/citizensguide.html>.

Please review the information provided in this letter and enclosed APE figures. If you are interested in participating as a Consulting Party for this Project under the Section 106 guidelines, please respond in writing within 30 days of receipt of this letter to John Parsons at NICTD at the address provided on the attached form. We request that your response include a statement of demonstrated interest in historic properties associated with this Project, as stipulated in the Section 106 regulation (36 CFR § 800.2(c)). NICTD will notify Consulting Parties and other interested stakeholders of future public meetings in the Section 106 and National Environmental Policy Act (NEPA) environmental review process.

If you would like additional information or have any questions about this process, please contact me at (219) 926-5744 ext. 204 or [john.parsons@nictd.com](mailto:john.parsons@nictd.com).

Sincerely,

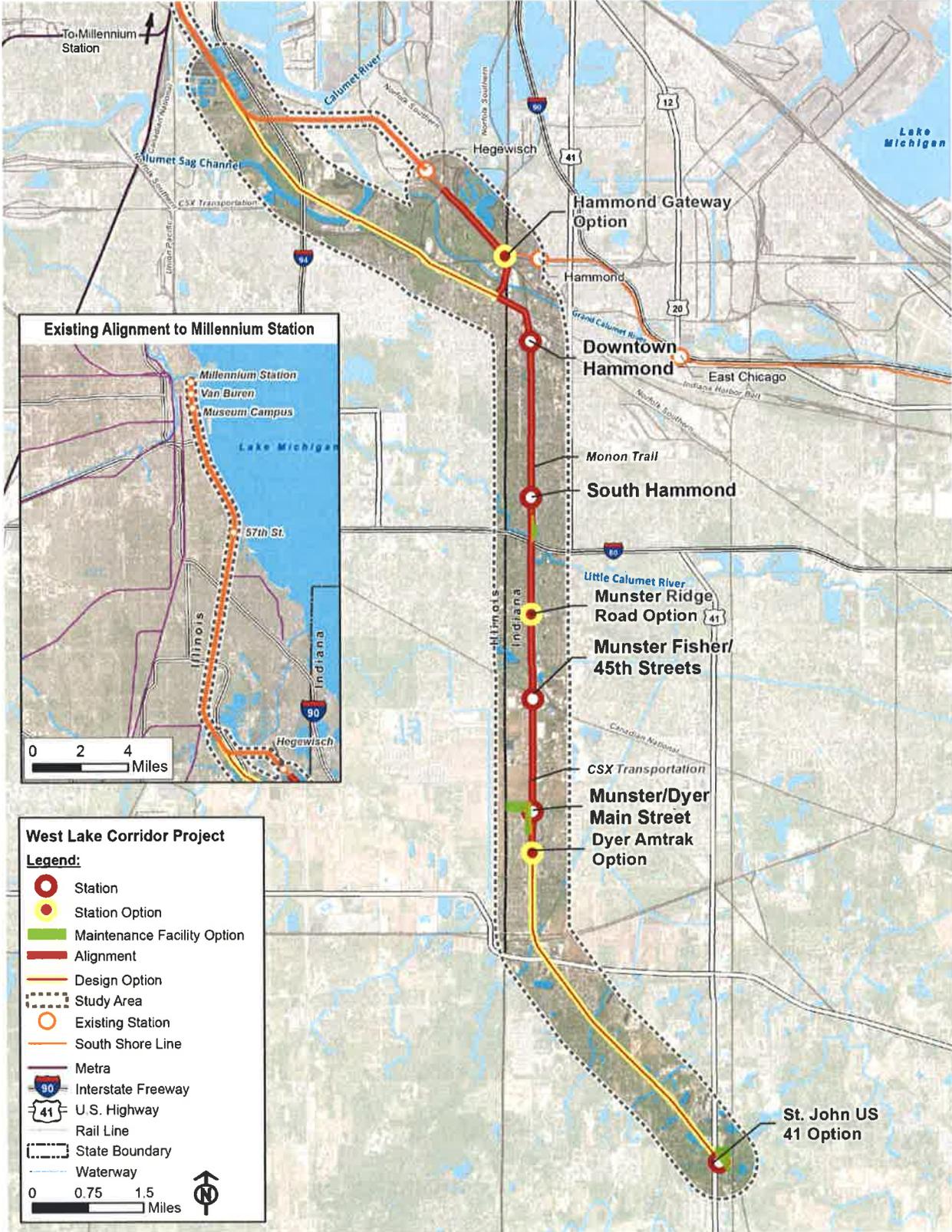


John Parsons  
Planning and Marketing Director  
Northern Indiana Commuter Transportation District

Enclosures

Cc: Mark Assam, FTA Region 5  
Reginald Arkell, FTA Region 5  
Tony Greep, FTA Region 5  
Christy Haven, West Lake Corridor Project Manager

### Attachment 1: West Lake Corridor Project Study Area



**SECTION 106  
Consulting Parties Acceptance Form  
West Lake Corridor Project  
Lake County, Indiana and Cook County, Illinois**

Yes, I \_\_\_\_\_, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

---

---

---

---

Or;

No, I \_\_\_\_\_, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the West Lake Corridor Project.

Date: \_\_\_\_\_

Name of Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Please return to:  
John Parsons  
Director of Marketing and Planning  
Northern Indiana Commuter Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304  
[john.parsons@nicted.com](mailto:john.parsons@nicted.com)

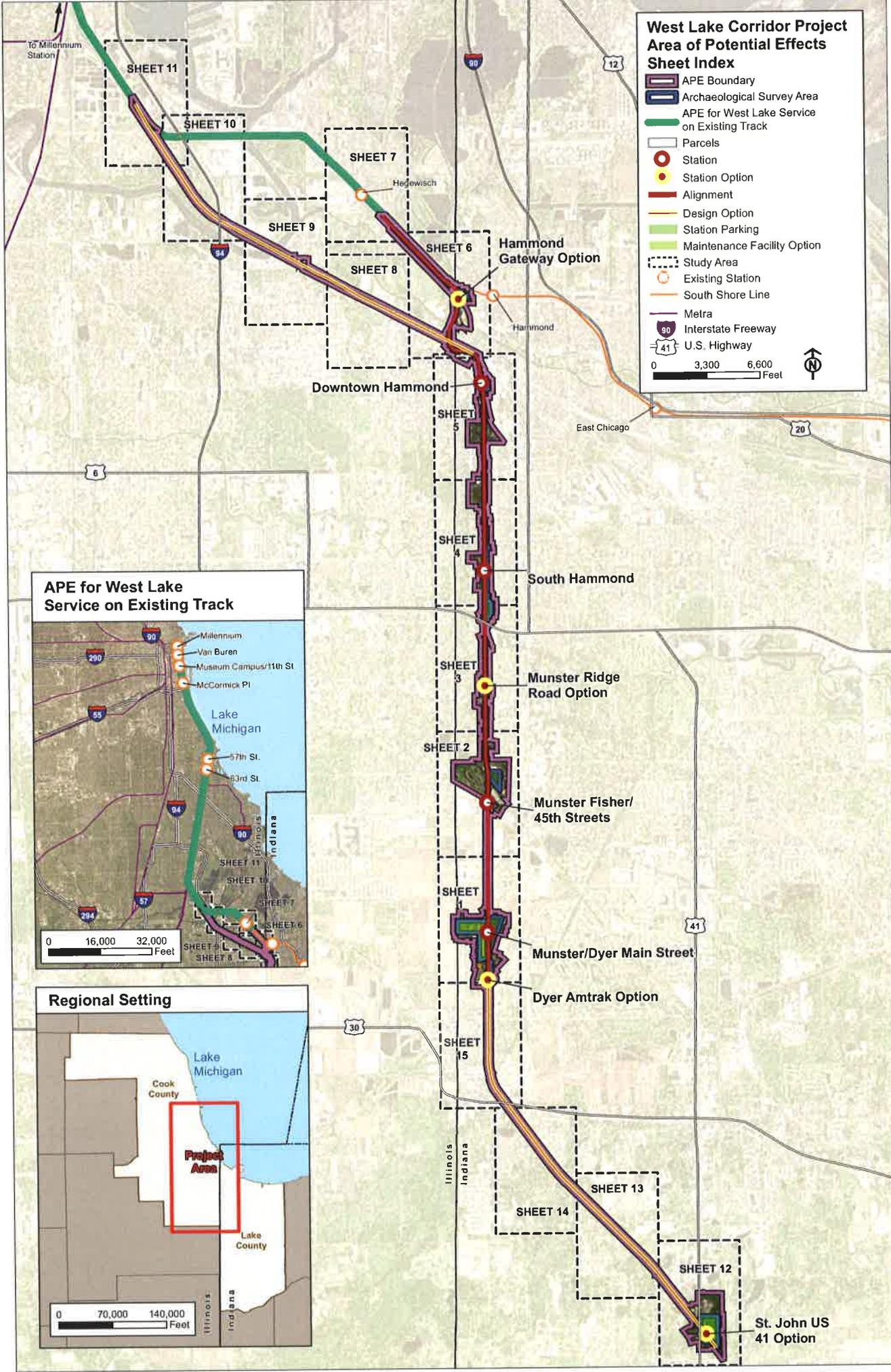
# West Lake Corridor Project Area of Potential Effects Sheet Index

- APE Boundary
  - Archaeological Survey Area
  - APE for West Lake Service on Existing Track
  - Parcels
  - Station
  - Station Option
  - Alignment
  - Design Option
  - Station Parking
  - Maintenance Facility Option
  - Study Area
  - Existing Station
  - South Shore Line
  - Metra
  - Interstate Freeway
  - U.S. Highway
- 0 3,300 6,600 Feet
- 

## APE for West Lake Service on Existing Track



## Regional Setting



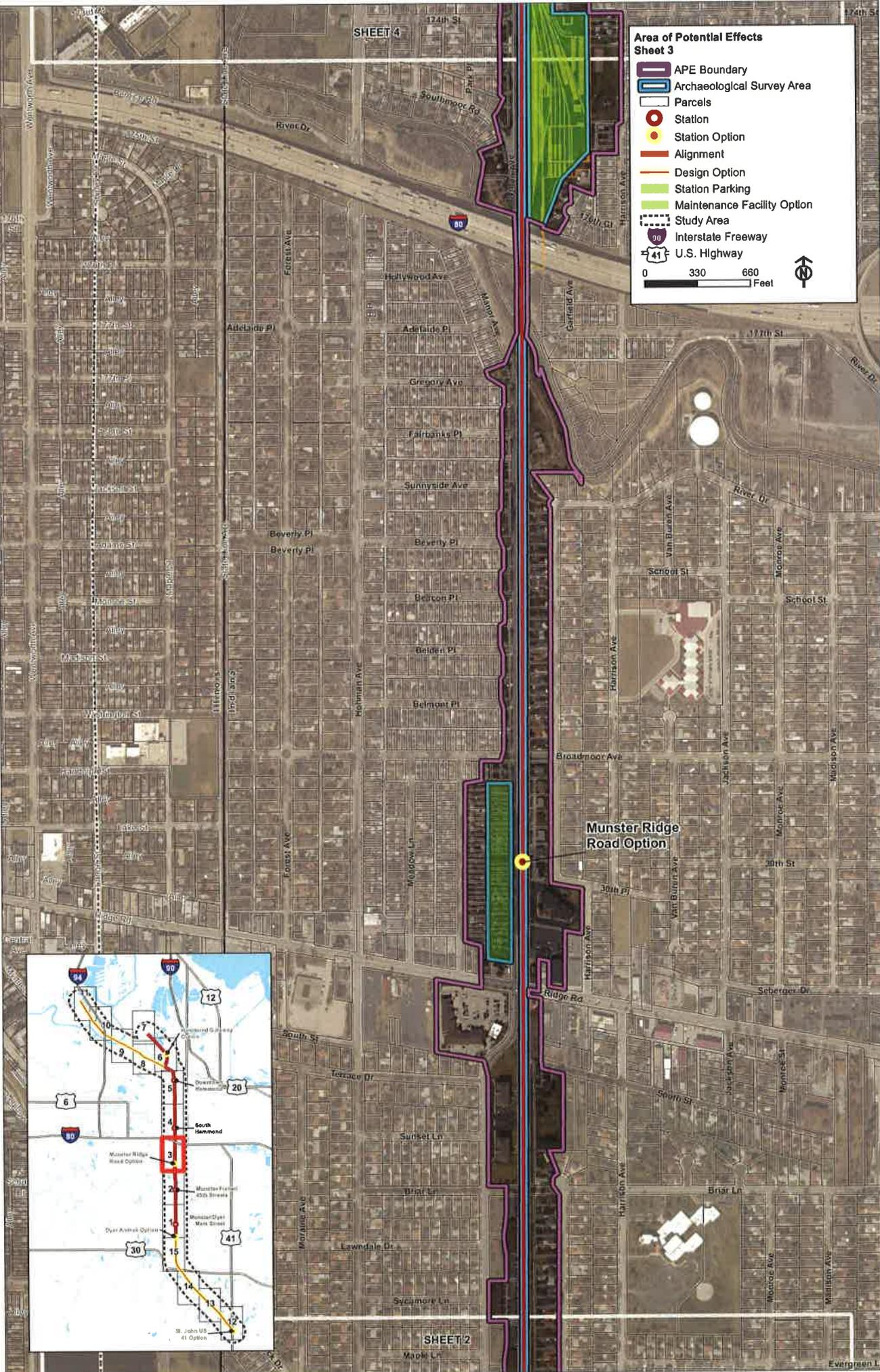




**Area of Potential Effects  
Sheet 3**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

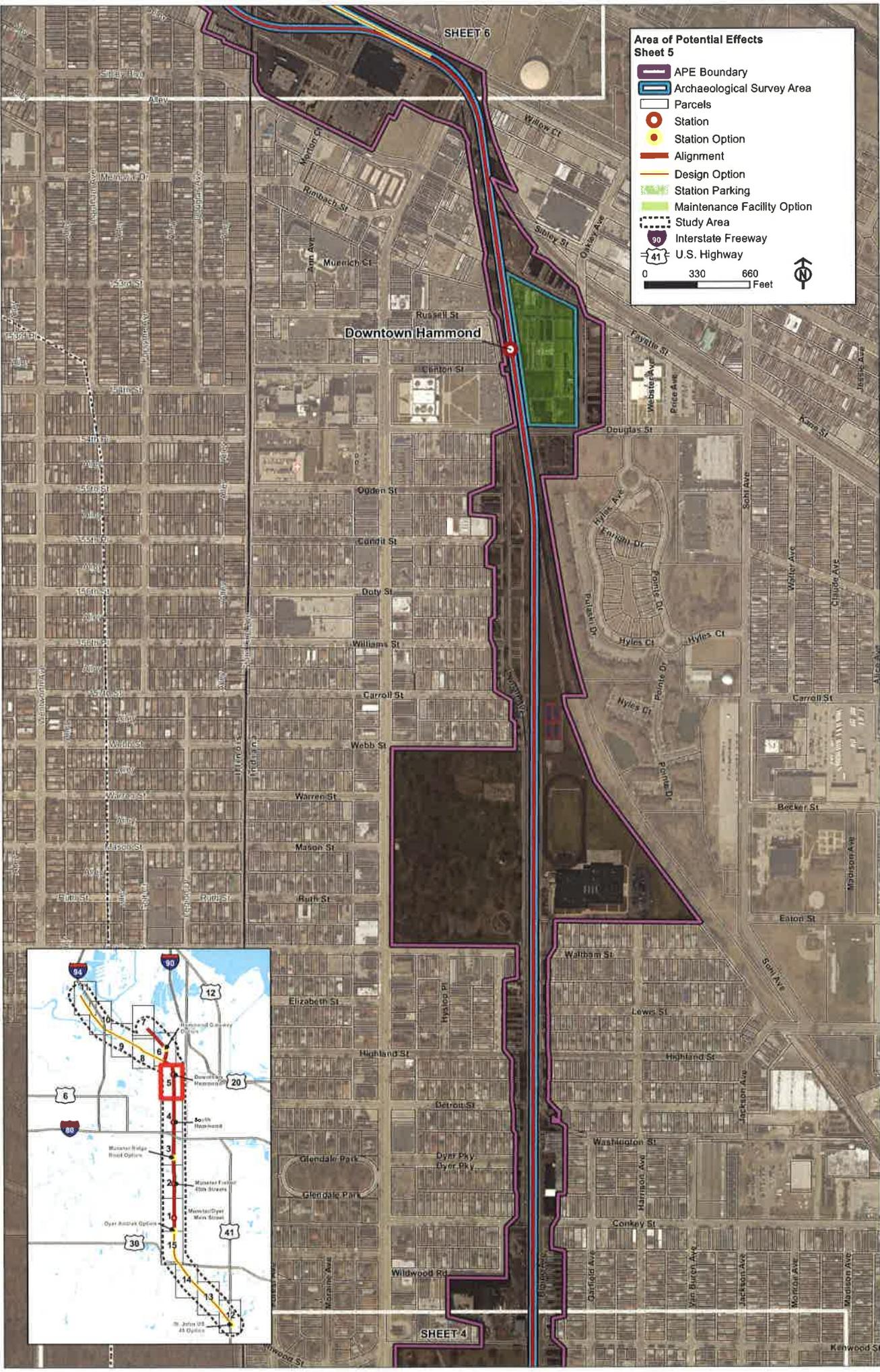




**Area of Potential Effects  
Sheet 5**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet



Downtown Hammond







**Area of Potential Effects  
Sheet 8**

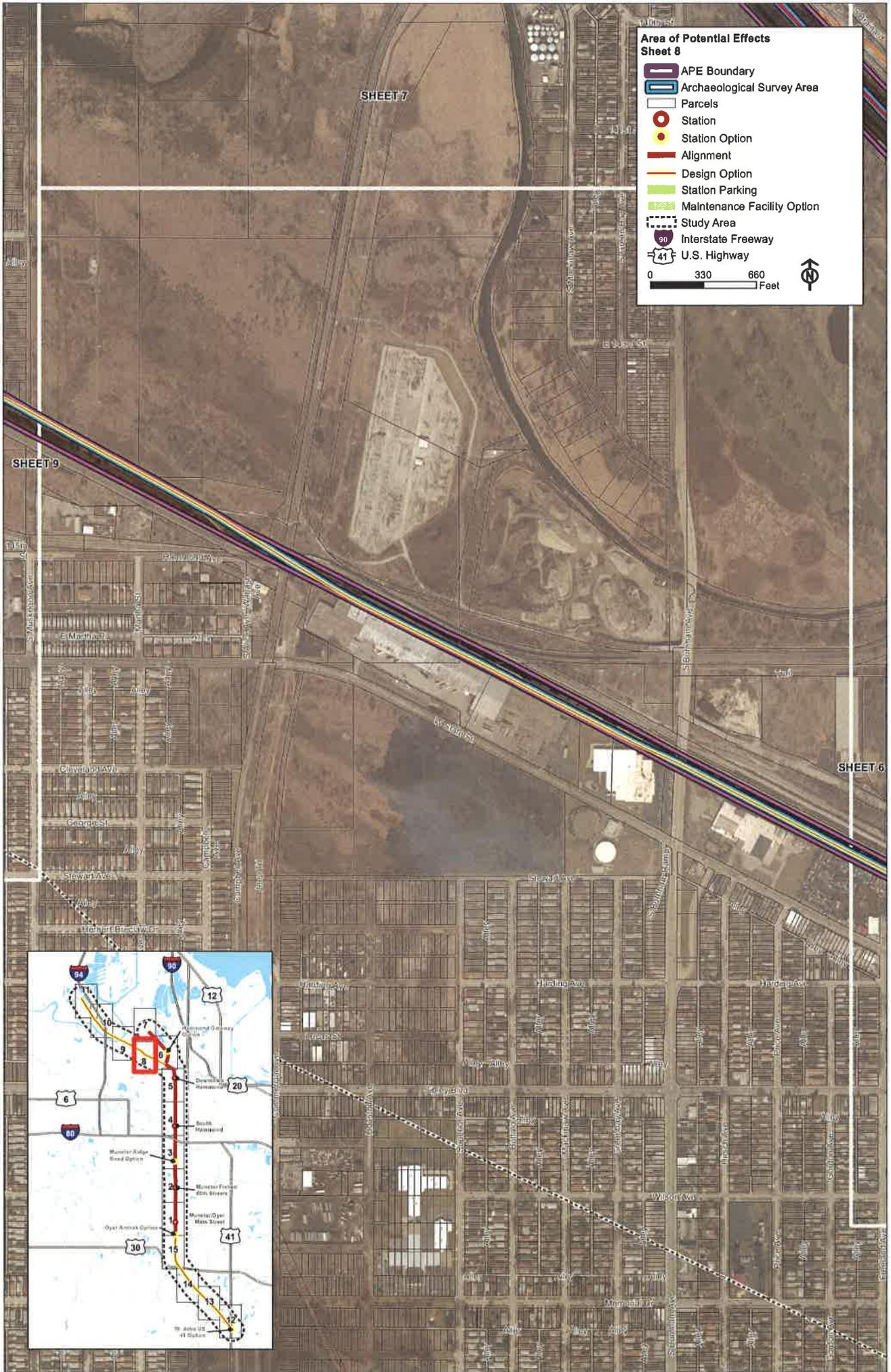
- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

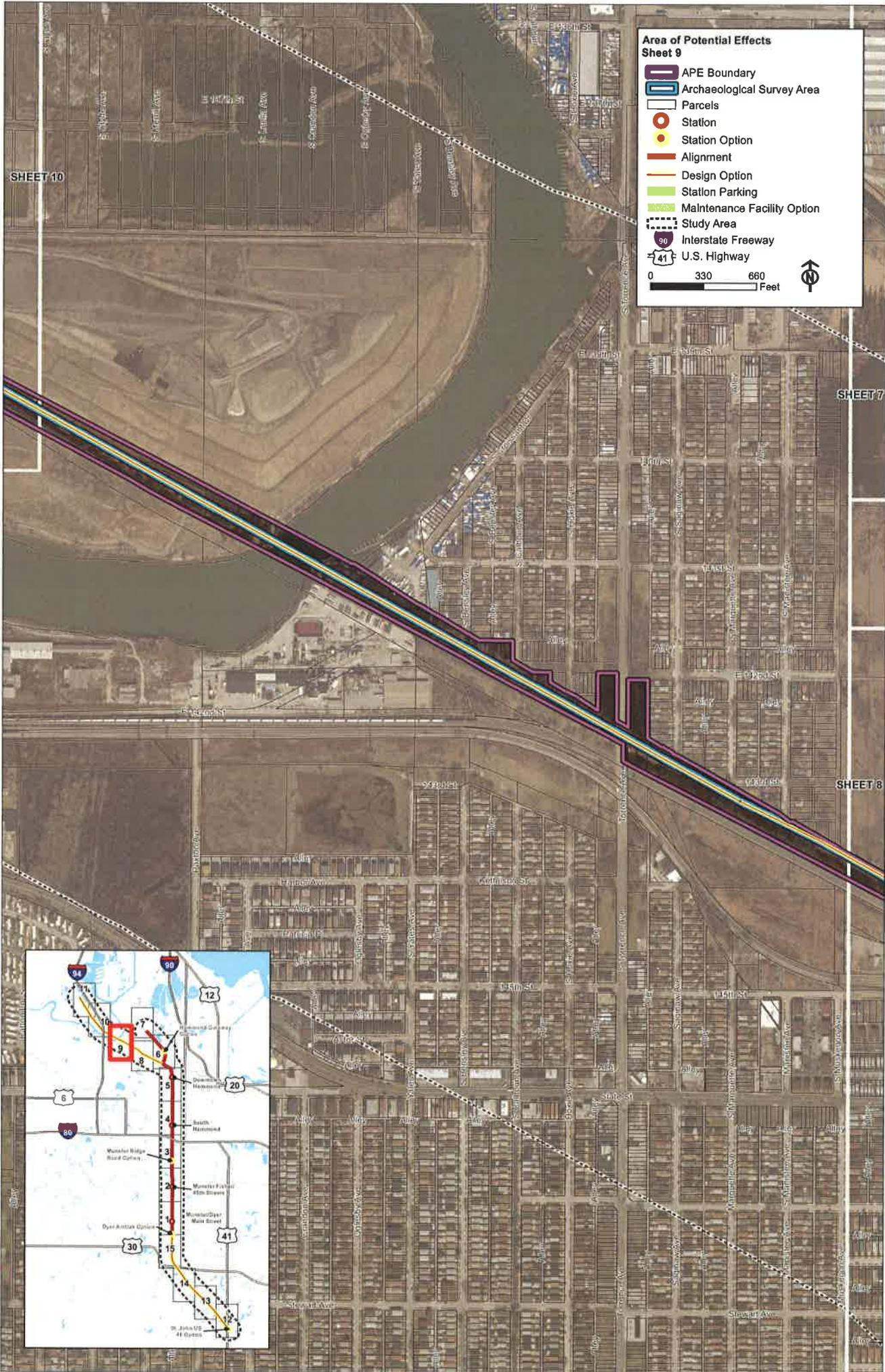
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SHEET 7

SHEET 9

SHEET 6





**Area of Potential Effects  
Sheet 9**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

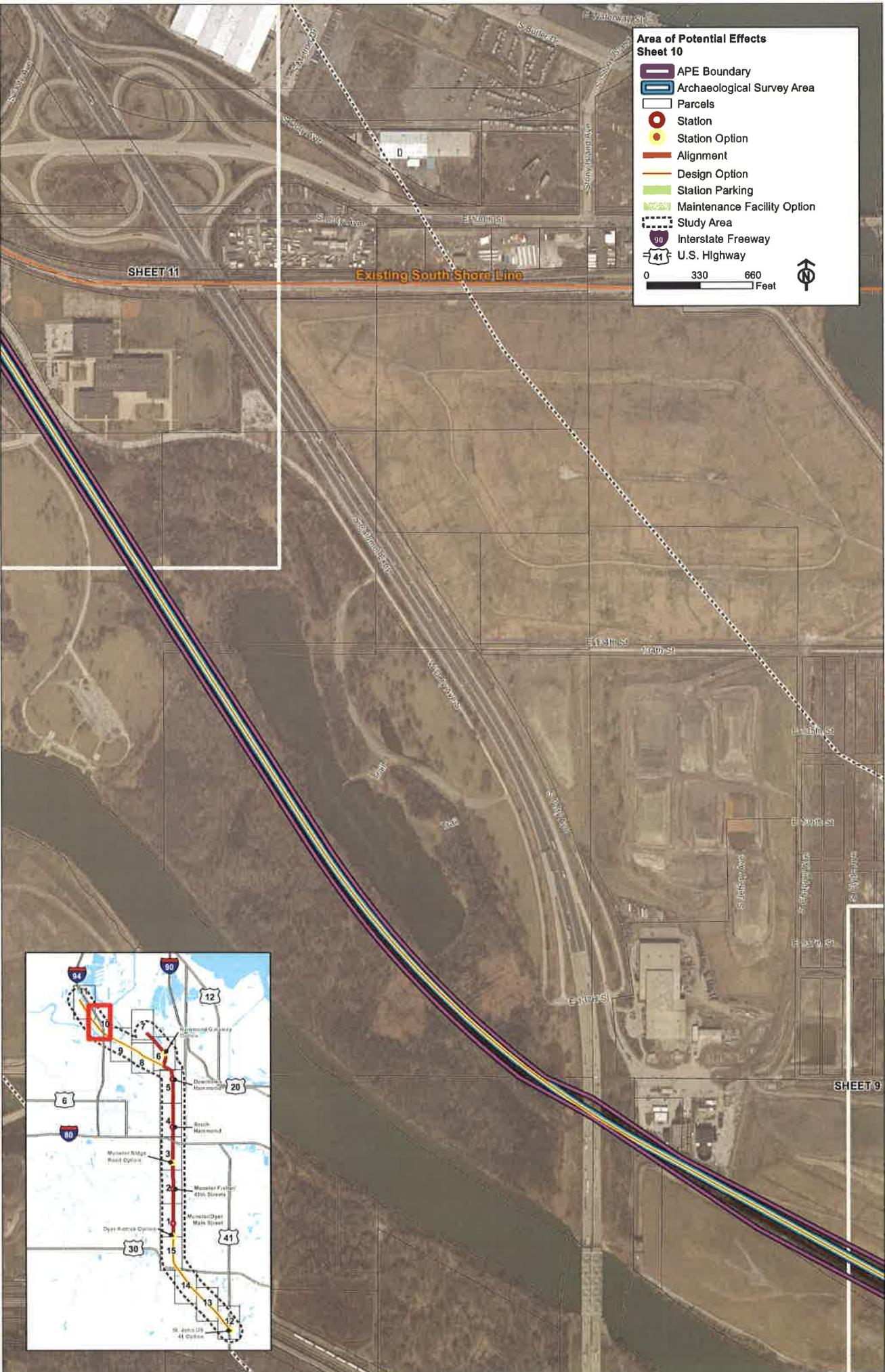
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**Area of Potential Effects  
Sheet 10**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

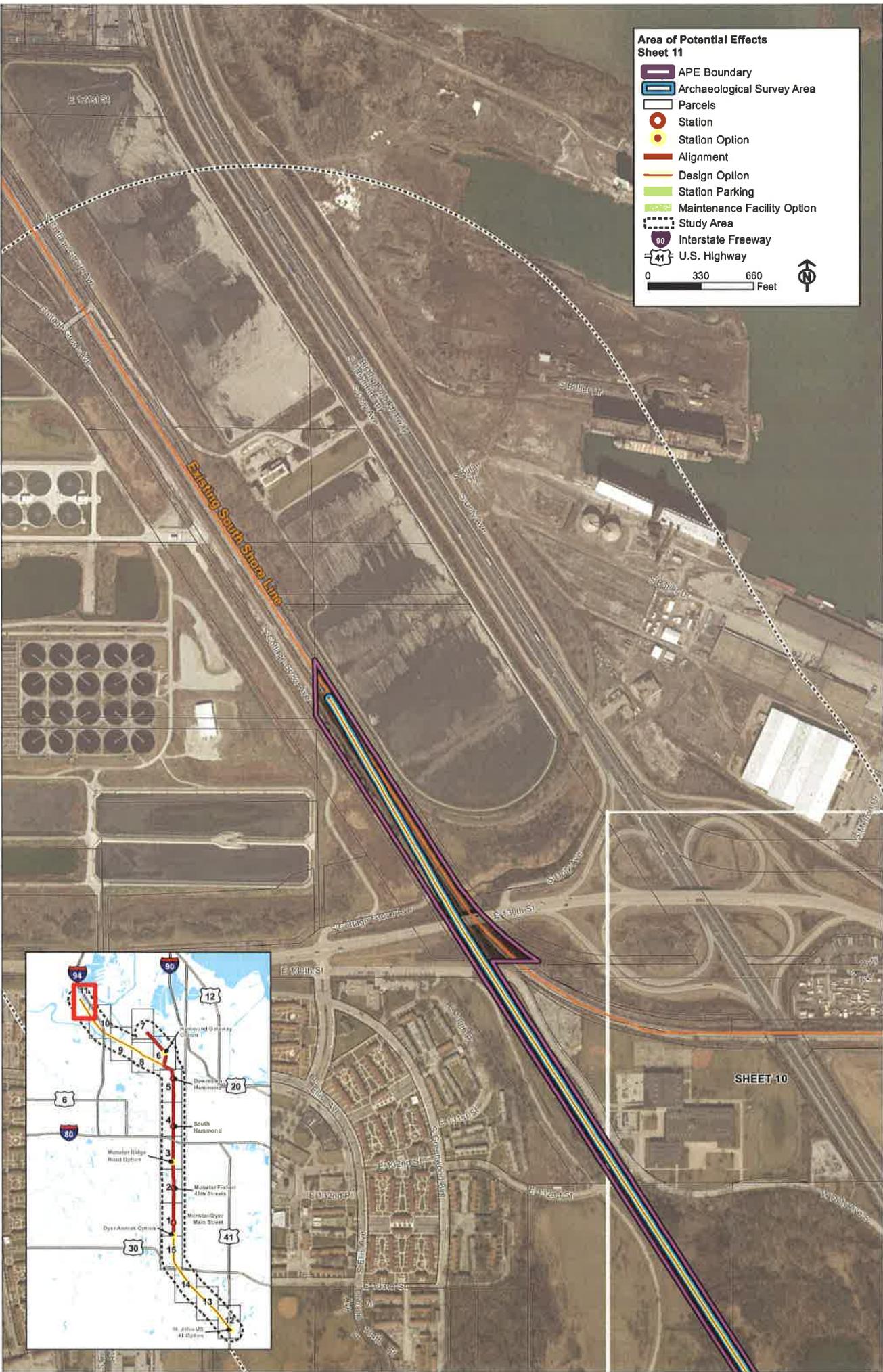
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**Area of Potential Effects  
Sheet 11**

-  APE Boundary
-  Archaeological Survey Area
-  Parcels
-  Station
-  Station Option
-  Alignment
-  Design Option
-  Station Parking
-  Maintenance Facility Option
-  Study Area
-  Interstate Freeway
-  U.S. Highway

0 330 660 Feet 

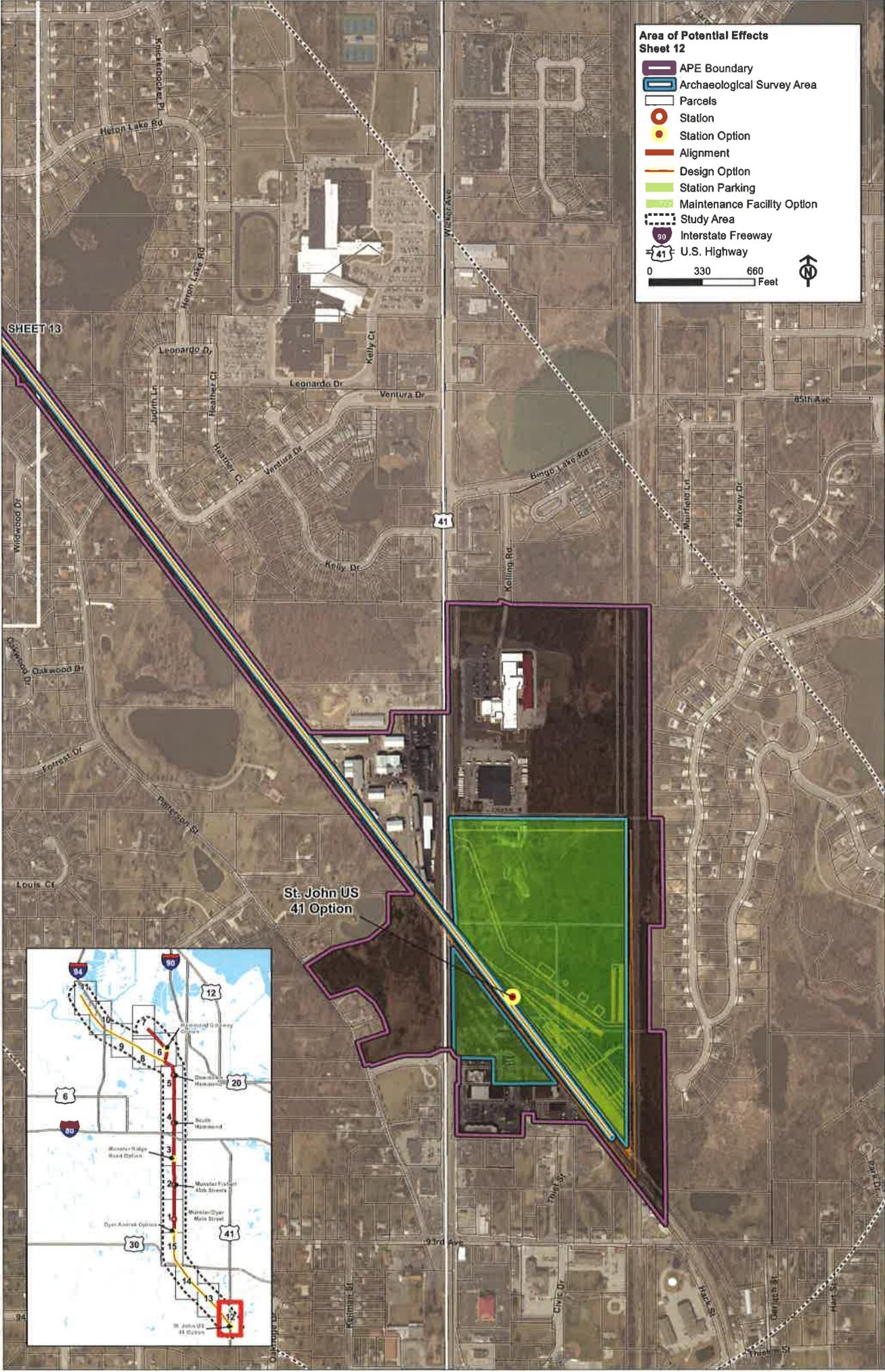


SHEET 10

**Area of Potential Effects  
Sheet 12**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet



SHEET 13

St. John US  
41 Option



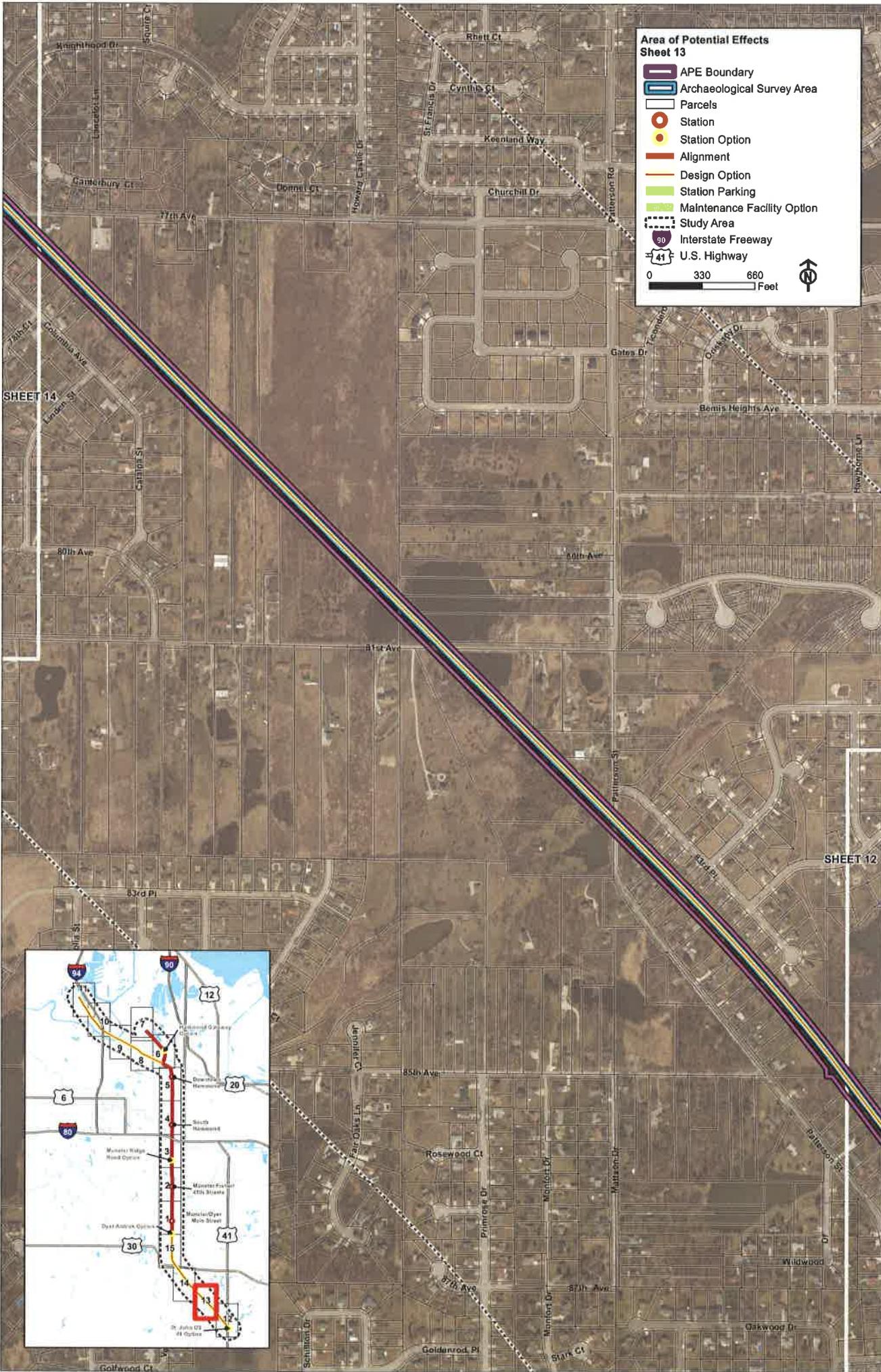
**Area of Potential Effects  
Sheet 13**

- APE Boundary
- Archaeological Survey Area
- Parcels
- Station
- Station Option
- Alignment
- Design Option
- Station Parking
- Maintenance Facility Option
- Study Area
- Interstate Freeway
- U.S. Highway

0 330 660 Feet

SHEET 14

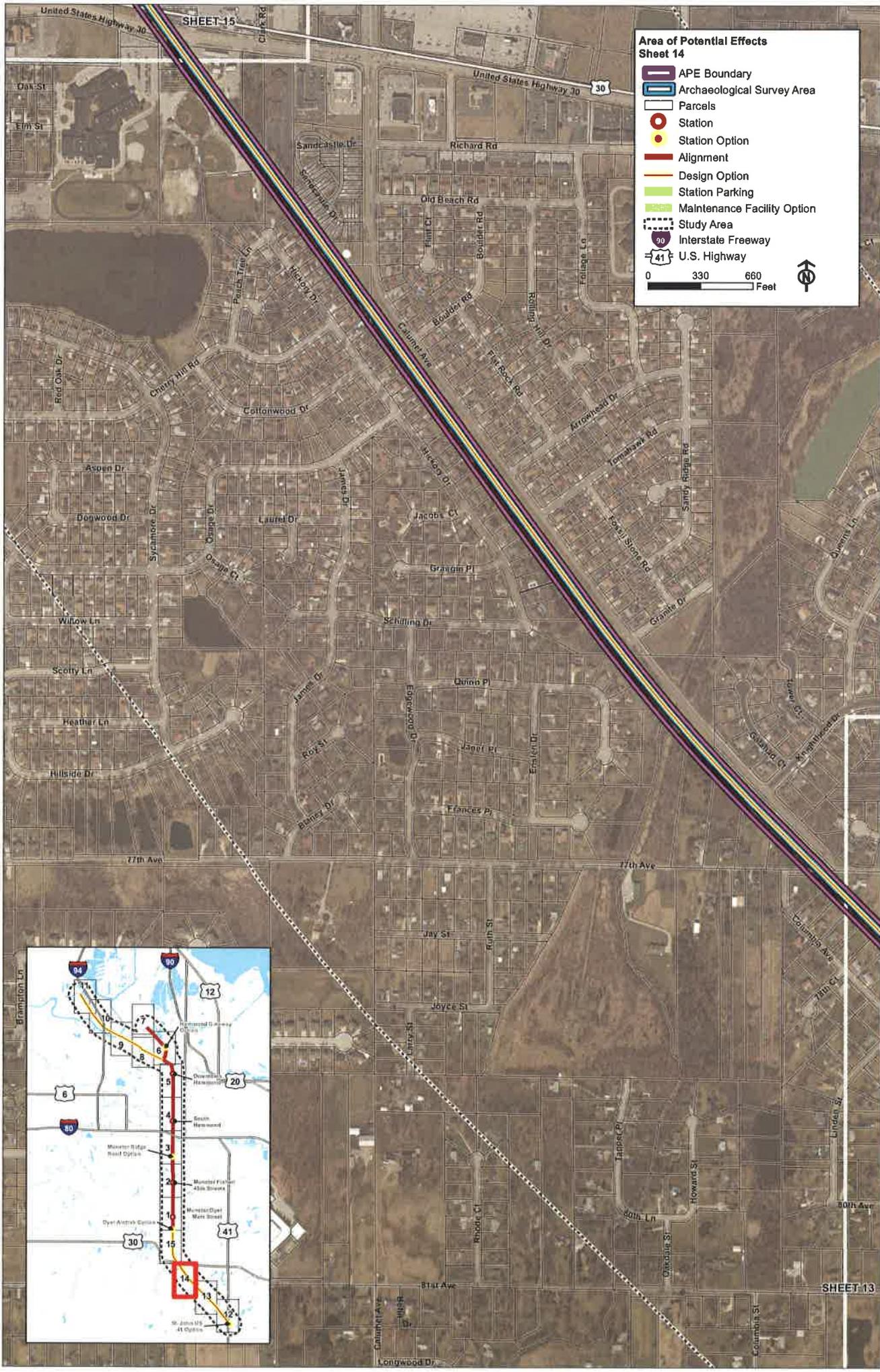
SHEET 12



**Area of Potential Effects  
Sheet 14**

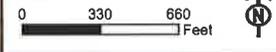
- APE Boundary
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- Station Parking
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- U.S. Highway

0 330 660 Feet



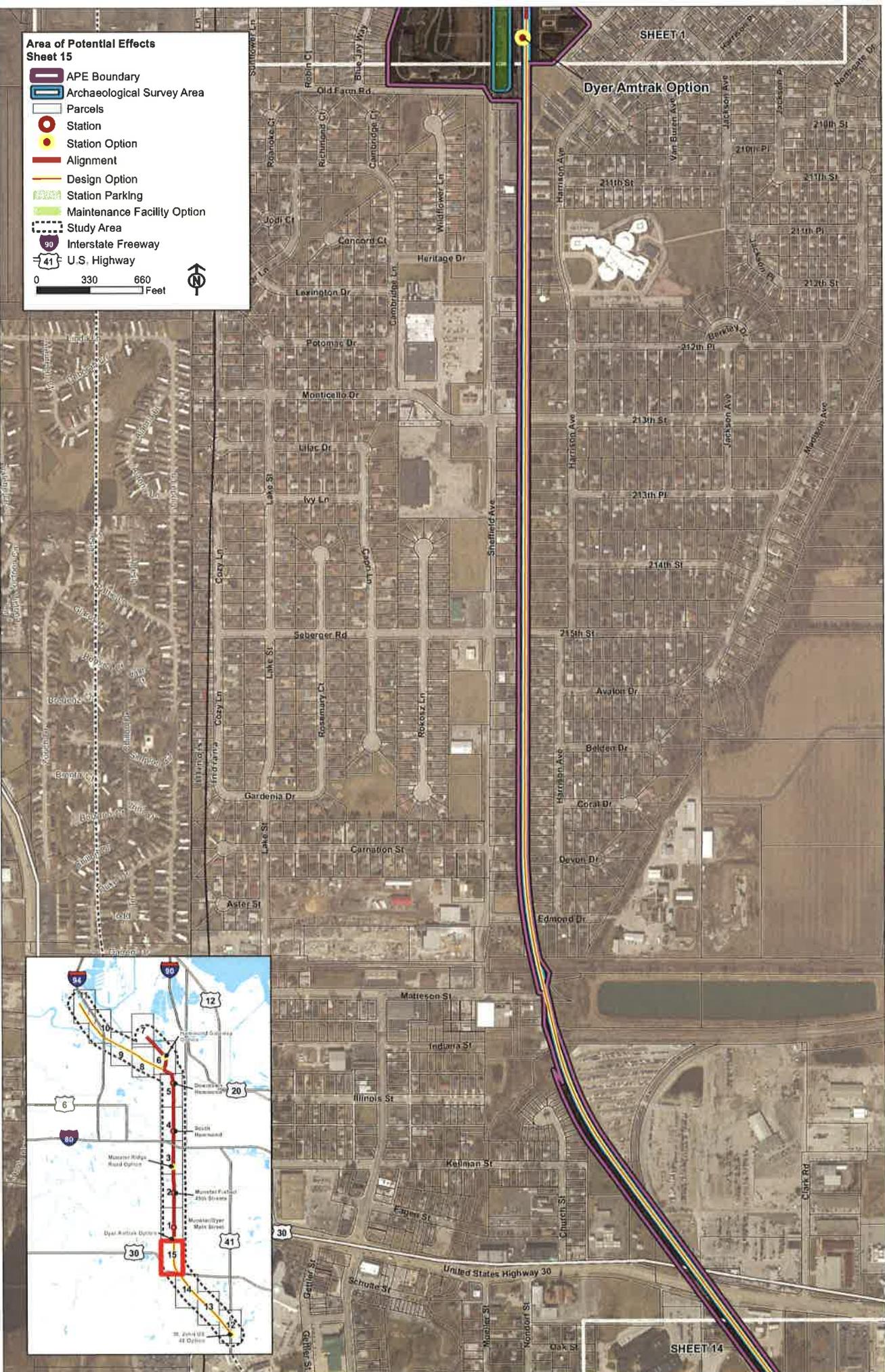
**Area of Potential Effects  
Sheet 15**

-  APE Boundary
-  Archaeological Survey Area
-  Parcels
-  Station
-  Station Option
-  Alignment
-  Design Option
-  Station Parking
-  Maintenance Facility Option
-  Study Area
-  Interstate Freeway
-  U.S. Highway



SHEET 1

**Dyer Amtrak Option**



SHEET 14

# DNR

## Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646-Fax 317-232-0693 · dhpa@dnr.IN.gov



April 20, 2015

John N. Parsons  
Northern Indiana Commuter Transportation District  
33 East US Highway 12  
Chesterton, Indiana 46304

Federal Agency: Federal Transit Administration ("FTA")

Re: Northern Indiana Commuter Transportation District's "West Lake Corridor Project Public and Agency Coordination Plan" (AECOM and The McCormick Group, March 2015) and "West Lake Corridor Project Scoping Summary Report" (AECOM and The McCormick Group, March 2015), in Lake County, Indiana, and Cook County, Illinois (INDNR No. ER-17897; DHPA No. 16774)

Dear Mr. Parsons:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (recently recodified at 54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969, as amended (42 U.S.C. § 4321, *et seq.*) the staff of the Indiana State Historic Preservation Officer has considered the two reports, which we received with your e-mail message dated March 20, 2015, for the aforementioned project in Lake County, Indiana, and Cook County, Illinois.

We commented in our March 30, 2015, letter to FTA about the lists of Section 106 consulting parties in the "Westlake Corridor Project Public and Agency Coordination Plan" and the "West Lake Corridor Project Scoping Summary Report." We have no further comments on either document.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or [wtharp1@dnr.IN.gov](mailto:wtharp1@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the Northern Indiana Commuter Transportation District's West Lake Corridor Project, please continue refer to DHPA No. 16774.

Very truly yours,

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: Marisol R. Simón, Regional Administrator, Federal Transit Administration, Region V

emc: Mark Assam, Federal Transit Administration, Region V  
Anthony Greep, Federal Transit Administration, Region V  
John Parsons, Northern Indiana Commuter Transportation District  
Rachel Leibowitz, Ph.D., Illinois Deputy State Historic Preservation Officer  
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish & Wildlife  
Beth Hippensteel, Indiana Department of Natural Resources, Division of Fish & Wildlife  
Carl Wodrich, Indiana Department of Natural Resources, Division of Land Acquisition  
Bob Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology  
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology

**From:** "Brian Poland" <[polandb@gohammond.com](mailto:polandb@gohammond.com)>  
**To:** "John Parsons" <[John.Parsons@nictd.com](mailto:John.Parsons@nictd.com)>  
**Cc:** "Ives, Lisa" <[Lisa.Ives@aecom.com](mailto:Lisa.Ives@aecom.com)>  
**Subject:** RE: NICTD West Lake Corridor - Scoping Report and Public and Agency Coordination Plan

Mr. Parsons

I respectfully submit the following comments on the scoping report.

In various locations in the reports, the Hammond Historic Preservation Commission is not identified as agreeing to be a consultant for purposes of Section 106. I attach the HHPC's response form that I completed on behalf of Patrick Swibes, Chairperson, Hammond Historic Preservation Commission.

On page 10 of the scoping summary report, the last bullet point is not an accurate representation of my statements made in my memo of November 7, 2014 and at the October 7, 2014 meeting. The context of my statements was to indicate that there are several historic districts within the study area. Per my November 7, 2014 memo, I used "Forest Avenue area" (i.e. small "a") and "Downtown Hammond" as a reference to the geographical area of Hammond and not the name of a specific historic district. In fact, there are 8 National Register Historic Districts and 2 districts eligible for listing on the National Register in this corridor; not 2 NR districts as stated on page 10 of the Scoping Summary Report. The NR historic districts are: Forest-Ivanhoe, Roselawn-Forest Heights, Indi-Illi Park, Forest-Southview, Forest-Moraine, Glendale Park, State Street Commercial Historic District, Hohman Avenue Commercial Historic District. There are two districts that are eligible for the NR: Harrison Park, Dyer Blvd. There are 3 individual buildings listed in the National Register: George John Wolf House (7220 Forest), Northern States Life Insurance Co Building (5935 Hohman), Southmoor Apartment Hotel (5946 Hohman).

I appreciate this opportunity to comment and look forward to continue working on this project.

Brian L. Poland, AICP  
Director of City Planning  
Department of Planning and Development  
5925 Calumet Avenue Rm. G17  
Hammond, IN 46320  
V. 219-853-6397 x3 F.219-853-6618  
[polandb@gohammond.com](mailto:polandb@gohammond.com)



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

March 31, 2016

Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield IL 62701-1507

RE: Section 106 Consultation, Project Description and APE Changes of the  
West Lake Corridor Project, Cook County, Illinois

Dear Ms. Leibowitz:

On February 13, 2015, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), requested your concurrence on the Area of Potential Effects (APE) for the West Lake Corridor Project (Project) in Cook County, Illinois, as proposed by the Northern Indiana Commuter Transportation District (NICTD). FTA received your concurrence on the APE in correspondence dated March 12, 2015. Since that time, NICTD has conducted additional planning, design work, and consultation with local stakeholders. These activities have resulted in changes to the Project design and the APE. This correspondence includes the revised Project description for your review (see **Attachment A**), and FTA is seeking your concurrence on the revised APE.

As discussed in our previous correspondence, the Project would create a new, rail-based commuter service from Metra's Millennium Station in Downtown Chicago to Munster, Indiana. Currently, NICTD's South Shore Line (SSL) railroad operates electric powered trains from South Bend, Indiana, to the Illinois/Indiana state line, and along contiguous segments of shared right-of-way railroad tracks to Millennium Station. The existing service on these tracks has overhead catenary infrastructure providing propulsion power. The Project originally proposed to build a connecting line to Munster that would use hybrid diesel electric locomotives, which would have operated on existing tracks without overhead catenary structures. However, NICTD is now pursuing the use of electric powered trains along the entire Project extension, which would require the acquisition of new rights-of-way and the installation of new trackage, overhead catenary, and power lines. In Illinois, this would primarily occur adjacent to the existing Indiana Harbor Belt (IHB) Kensington Branch right-of-way as part of the IHB Alternative in Cook County. The revised Project Description is detailed in **Attachment A**.

To address these Project changes, the revised APE (**Attachment B**) encompasses additional areas to consider the potential for direct and indirect impacts resulting from new above-ground infrastructure.

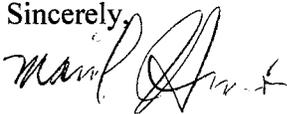
RE: Section 106 Consultation, Project Description and APE Changes of the West Lake Corridor Project, Cook County, Illinois

The APE has been expanded along all Project alternatives where new rights-of-way would be acquired for new trackage, and new above-ground infrastructure would be constructed. This infrastructure would include overhead catenary, power lines, elevated segments of embankment and retained fill, and bridges (see **Attachment C**, "Typical Sections," for illustrations of this type of infrastructure). The first tier of parcels adjacent to the Project footprint is included in the APE. This approach has been adopted to take potential indirect effects into account, including visual/contextual effects related to historic properties, in addition to direct effects within the Project footprint. Although the parcels vary in size throughout the APE, due to the density of development in the various residential, commercial, and industrial areas, the Project is not expected to have visual or contextual impacts beyond those parcels.

The cultural resources studies for the Project will follow the Illinois Historic Preservation Agency's guidelines for conducting Phase I Archaeological Reconnaissance Surveys. The guidelines have been developed in response to two main pieces of legislation regarding the protection of prehistoric and historic resources, including the NHPA and the Illinois Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180). Because the majority of historic resources are located within Indiana, for consistency, the methodology for identifying and evaluating standing structures in the APE will conform to guidelines set forth in the 2014 *Indiana Department of Transportation – Cultural Resources Manual*, and documented in a historic property survey report that will include results for both Illinois and Indiana. The methodology will be consistent with Section 106 of the NHPA requirements, and applicable to resources located in Illinois.

Pursuant to 36 C.F.R. § 800, FTA is seeking concurrence from the State Historic Preservation Officer with the above APE determination for segments in Illinois within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effects. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Marisol R. Simón  
Regional Administrator

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
Jay Ciavarella, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

Attachments

- A Project Description (revised March 2016)
- B Area of Potential Effects Map (revised March 2016)
- C Typical Sections



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

March 31, 2016

Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

RE: Section 106 Consultation, Project Description and APE Changes of the  
West Lake Corridor Project, Lake County, Indiana

Dear Mr. Zoll:

On February 13, 2015, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), requested your concurrence on the Area of Potential Effects (APE) for the West Lake Corridor Project (Project) in Lake County, Indiana, as proposed by the Northern Indiana Commuter Transportation District (NICTD). FTA received your comment letter dated March 27, 2015. Since that time, NICTD has conducted additional planning, design work, and consultation with local stakeholders. These activities have resulted in changes to the Project design and the APE. This correspondence includes the revised Project description for your review (see **Attachment A**), and FTA is seeking your concurrence on the revised APE.

As discussed in our previous correspondence, the Project would create a new, rail-based commuter service from Metra's Millennium Station in Downtown Chicago to Munster, Indiana. Currently, NICTD's South Shore Line (SSL) railroad operates electric powered trains from South Bend, Indiana, to the Illinois/Indiana state line, and along contiguous segments of shared right-of-way railroad tracks to Millennium Station. The existing service on these tracks has overhead catenary infrastructure that provides propulsion power. The Project originally proposed to build a connecting line to Munster that would use hybrid diesel electric locomotives, which would have operated on existing tracks without overhead catenary structures. However, NICTD is now pursuing the use of electric powered trains along the entire Project extension, which would require the acquisition of new rights-of-way and the installation of new trackage, overhead catenary, and power lines. In addition, the new Hammond Alternative proposes an alternative route through Hammond to connect to the existing SSL. The revised Project Description is detailed in **Attachment A**.

RE: Section 106 Consultation, Project Description and APE Changes of the West Lake Corridor Project, Lake County, Indiana

In your letter dated March 27, 2015, you identified two situations where you thought the APE was possibly understated:

- Near new trackage, bridge structures, the flyover, crossings, and related infrastructure that would be built to an elevation that is more than just several feet above the existing grade, and
- Along existing rail lines, where extended commuter service would use electric vehicles and would require installation of new catenary and overhead power lines.

To address these comments and Project changes, the revised APE (**Attachment B**) encompasses additional areas to consider the potential for direct and indirect impacts resulting from new above-ground infrastructure. The APE has been expanded along all Project alternatives where new rights-of-way would be acquired for new trackage, and new above-ground infrastructure would be constructed. This infrastructure would include overhead catenary, power lines, elevated segments of embankment and retained fill, and bridges (see **Attachment C**, "Typical Sections," for illustrations of this type of infrastructure). The first tier of parcels adjacent to the project footprint is included in the APE. This approach has been adopted to take potential indirect effects into account, including visual/contextual effects related to historic properties, in addition to direct effects within the Project footprint. Although the parcels vary in size throughout the APE, due to the density of development in the various residential, commercial, and industrial areas, the Project is not expected to have visual or contextual impacts beyond those parcels.

The cultural resources studies for the Project will follow the Indiana Department of Natural Resources' Division of Historic Preservation and Archaeology's guidelines for archaeological resources. Per your guidance received in the letter dated November 3, 2014, the proposed methodology for identifying and evaluating standing structures in the APE will conform to guidelines set forth in the 2014 *Indiana Department of Transportation – Cultural Resources Manual* (see **Attachment D**, "Cultural Resources Survey Methodology").

Pursuant to 36 C.F.R. § 800, FTA is seeking concurrence from the State Historic Preservation Officer with the above APE determination for segments in Indiana within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effects. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Marisol R. Simón  
Regional Administrator

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
Jay Ciavarella, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

RE: Section 106 Consultation, Project Description and APE Changes of the West Lake Corridor  
Project, Lake County, Indiana

Attachments

- A Project Description (revised March 2016)
- B Area of Potential Effects Map (revised March 2016)
- C Typical Sections
- D Cultural Resources Survey Methodology (revised March 2016)



U.S. Department of Transportation  
Federal Transit Administration

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

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APR - 5 2016

PRESERVATION SERVICES

March 31, 2016

Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield IL 62701-1507

NHPA REVIEW  
H/A \_\_\_\_\_  
AC \_\_\_\_\_  
AR \_\_\_\_\_  
File \_\_\_\_\_

RE: Section 106 Consultation, Project Description and APE Changes of the West Lake Corridor Project, Cook County, Illinois

Dear Ms. Leibowitz:

On February 13, 2015, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), requested your concurrence on the Area of Potential Effects (APE) for the West Lake Corridor Project (Project) in Cook County, Illinois, as proposed by the Northern Indiana Commuter Transportation District (NICTD). FTA received your concurrence on the APE in correspondence dated March 12, 2015. Since that time, NICTD has conducted additional planning, design work, and consultation with local stakeholders. These activities have resulted in changes to the Project design and the APE. This correspondence includes the revised Project description for your review (see Attachment A), and FTA is seeking your concurrence on the revised APE.

As discussed in our previous correspondence, the Project would create a new, rail-based commuter service from Metra's Millennium Station in Downtown Chicago to Munster, Indiana. Currently, NICTD's South Shore Line (SSL) railroad operates electric powered trains from South Bend, Indiana, to the Illinois/Indiana state line, and along contiguous segments of shared right-of-way railroad tracks to Millennium Station. The existing service on these tracks has overhead catenary infrastructure providing propulsion power. The Project originally proposed to build a connecting line to Munster that would use hybrid diesel electric locomotives, which would have operated on existing tracks without overhead catenary structures. However, NICTD is now pursuing the use of electric powered trains along the entire Project extension, which would require the acquisition of new rights-of-way and the installation of new trackage, overhead catenary, and power lines. In Illinois, this would primarily occur adjacent to the existing Indiana Harbor Belt (IHB) Kensington Branch right-of-way as part of the IHB Alternative in Cook County. The revised Project Description is detailed in Attachment A.

To address these Project changes, the revised APE (Attachment B) encompasses additional areas to consider the potential for direct and indirect impacts resulting from new above-ground infrastructure.

RE: Section 106 Consultation, Project Description and APE Changes of the West Lake Corridor Project, Cook County, Illinois

The APE has been expanded along all Project alternatives where new rights-of-way would be acquired for new trackage, and new above-ground infrastructure would be constructed. This infrastructure would include overhead catenary, power lines, elevated segments of embankment and retained fill, and bridges (see Attachment C, "Typical Sections," for illustrations of this type of infrastructure). The first tier of parcels adjacent to the Project footprint is included in the APE. This approach has been adopted to take potential indirect effects into account, including visual/contextual effects related to historic properties, in addition to direct effects within the Project footprint. Although the parcels vary in size throughout the APE, due to the density of development in the various residential, commercial, and industrial areas, the Project is not expected to have visual or contextual impacts beyond those parcels.

The cultural resources studies for the Project will follow the Illinois Historic Preservation Agency's guidelines for conducting Phase I Archaeological Reconnaissance Surveys. The guidelines have been developed in response to two main pieces of legislation regarding the protection of prehistoric and historic resources, including the NHPA and the Illinois Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180). Because the majority of historic resources are located within Indiana, for consistency, the methodology for identifying and evaluating standing structures in the APE will conform to guidelines set forth in the 2014 *Indiana Department of Transportation – Cultural Resources Manual*, and documented in a historic property survey report that will include results for both Illinois and Indiana. The methodology will be consistent with Section 106 of the NHPA requirements, and applicable to resources located in Illinois.

Pursuant to 36 C.F.R. § 800, FTA is seeking concurrence from the State Historic Preservation Officer with the above APE determination for segments in Illinois within 30 days of receipt of this letter. As the environmental review process for the Project moves forward, FTA will continue to consult with your office on eligibility determinations and findings of effects. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,

Marisol R. Simón  
Regional Administrator

**CONCUR**

By: R. Leibowitz JH  
Deputy State Historic Preservation Officer

Date: 4/14/16

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
Jay Ciavarella, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

Attachments

- A Project Description (revised March 2016)
- B Area of Potential Effects Map (revised March 2016)
- C Typical Sections

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



April 21, 2016

Marisol R. Simón  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration (“FTA”)

Re: Revised project description, and request for concurrence with revised area of potential effects, for the West Lake Corridor Project, Lake County, Indiana, and Cook County, Illinois (INDNR No. ER-17897; DHPA No. 16774)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed your letter dated March 31, 2016, with enclosures, which we received on April 4, for the aforementioned project in Lake County, Indiana, and Cook County, Illinois.

We have been asked to expedite our response, so our comments will be brief.

As we said in our March 27, 2015, letter, our comments should be considered to apply only to potentially affected properties that lie partly or entirely within Indiana. We will defer to the Illinois State Historic Preservation Officer regarding potentially affected properties that are entirely within Illinois.

We appreciate FTA’s and the Northern Indiana Commuter Transportation District’s (“NICTD”) agreeing to follow the relevant guidance of the 2014 *Indiana Department of Transportation – Cultural Resources Manual* in identifying and evaluating above-ground properties (buildings, structures, objects, and districts), as you have described the methodology in your Attachment D.

We thank FTA and NICTD for having given thoughtful attention to our March 27, 2015, comments about the area of potential effects (“APE”). The revised APE is a significant improvement over the APE proposed in your February 13, 2015, letter. It occurs to us that there still might be places where the tops of the poles and catenary would be visible over or between the nearest buildings, and, where the track would be elevated, it is possible that there also might be a view of trains as well as bridge or retained fill structures. We hope, however, that those would be more like glimpses than clear views. If it comes to light during the consultation that a clear view is likely in an area where it could affect the setting of a particular historic above-ground property, it might be appropriate at that time to consider the ramifications on a case-by-case basis. With that caveat, we concur with the revised APE.

In regard to the impact of this project on archaeological resources within the proposed project area, it is our understanding that archaeological investigations will be conducted, that these investigations will be conducted according to the most current *Draft Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*, and that a report will be submitted upon completion to the DHPA for review and comment. Once this document is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

Additionally, as previously indicated, in regard to archaeological resources, please note that the proposed project area for this undertaking should include all areas where project-related ground-disturbing activities will be conducted (e.g., demolition, construction, grading, filling, staging, stockpiling, temporary land use, etc.).

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the Northern Indiana Commuter Transportation District's West Lake Corridor Project, please refer to DHPA No. 16774.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wt

emc: Marisol Simón, Federal Transit Administration, Region V  
Mark Assam, Federal Transit Administration, Region V  
Susan Orona, Federal Transit Administration, Region V  
John Parsons, Northern Indiana Commuter Transportation District  
Rachel Leibowitz, Ph.D., Illinois Deputy State Historic Preservation Officer  
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish and Wildlife  
Carl Wodrich, Indiana Department of Natural Resources, Division of Land Acquisition  
Bob Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation  
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

E-3, 19

June 7, 2016

Ms. Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1507

RE: Section 106 Consultation and Meeting Invitation  
West Lake Corridor Project, Cook County, Illinois (IHPA Log No. 029100214)

Dear Ms. Leibowitz:

As discussed in previous correspondence, the Northern Indiana Commuter Transportation District (NICTD) has proposed the West Lake Corridor Project (Project), which would create a new, rail-based commuter service from Metra's Millennium Station in Downtown Chicago to Munster, Indiana. As you are aware, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), has been working with NICTD to conduct cultural resources studies in connection with the Project. This letter serves as an invitation to an in-person meeting with FTA and NICTD staff where we will present the initial findings of these cultural resources studies. The meeting is scheduled for **Wednesday, June 22, 2016 from 1:30 p.m. to 3:00 p.m. at the Munster Town Hall, located at 1005 Ridge Road, Munster, Indiana 46321.**

This invitation has also been extended to the Indiana Division of Historic Preservation & Archaeology and the other consulting parties to this Section 106 process. You will shortly be receiving an e-mail calendar invitation to this meeting. If you are unable to attend the meeting in person, a conference call/webinar option will also be available. Connection information for this option will be contained in the e-mail calendar invitation.

With this letter, the following materials are enclosed for your review:

- 1) *Historic Property Report, West Lake Corridor Project, Cook County, Illinois and Lake County, Indiana, May 2016*
- 2) *Phase I Archaeological Reconnaissance Survey, West Lake Corridor Project, Cook County, Illinois, May 2016*

We will use these materials to guide our discussions during the June 22 meeting. You are welcome to provide comments during the meeting or to submit written follow-up comments on the materials.

RE: Section 106 Consultation and Meeting Invitation  
West Lake Corridor Project, Cook County, Illinois (IHPA Log No. 029100214)

Written comments should be sent by e-mail to Mark Assam at [mark.assam@dot.gov](mailto:mark.assam@dot.gov) by July 8, 2016. We will consider your comments as we continue the Section 106 consultation process.

We look forward to your comments and to meeting with you. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,

  
for Marisol R. Simón  
Regional Administrator

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

Enclosures

- 1) *Historic Property Report, West Lake Corridor Project, Cook County, Illinois and Lake County, Indiana, May 2016*
- 2) *Phase I Archaeological Reconnaissance Survey, West Lake Corridor Project, Cook County, Illinois, May 2016*



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

June 7, 2016

Mr. Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

RE: Section 106 Consultation and Meeting Invitation  
West Lake Corridor Project, Lake County, Indiana (DHPA No.16774)

Dear Mr. Zoll:

As discussed in previous correspondence, the Northern Indiana Commuter Transportation District (NICTD) has proposed the West Lake Corridor Project (Project), which would create a new, rail-based commuter service from Metra's Millennium Station in Downtown Chicago to Munster, Indiana. As you are aware, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), has been working with NICTD to conduct cultural resources studies in connection with the Project. This letter serves as an invitation to an in-person meeting with FTA and NICTD staff where we will present the initial findings of these cultural resources studies. The meeting is scheduled for **Wednesday, June 22, 2016 from 1:30 p.m. to 3:00 p.m. at the Munster Town Hall, located at 1005 Ridge Road, Munster, Indiana 46321.**

This invitation has also been extended to the Illinois Historic Preservation Agency and the other consulting parties to this Section 106 process. You will shortly be receiving an e-mail calendar invitation to this meeting. If you are unable to attend the meeting in person, a conference call/webinar option will also be available. Connection information for this option will be contained in the e-mail calendar invitation.

With this letter, the following materials are enclosed for your review:

- 1) *Historic Property Report, West Lake Corridor Project, Cook County, Illinois and Lake County, Indiana, May 2016*
- 2) *Phase Ia Archaeological Reconnaissance Survey, West Lake Corridor Project, Lake County, Indiana, May 2016*

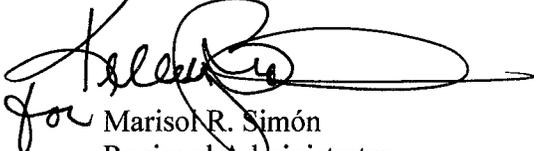
We will use these materials to guide our discussions during the June 22 meeting. You are welcome to provide comments during the meeting or to submit written follow-up comments on the materials.

RE: Section 106 Consultation and Meeting Invitation  
West Lake Corridor Project, Lake County, Indiana (DHPA No.16774)

Written comments should be sent by e-mail to Mark Assam at [mark.assam@dot.gov](mailto:mark.assam@dot.gov) by July 8, 2016.  
We will consider your comments as we continue the Section 106 consultation process.

We look forward to your comments and to meeting with you. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov).  
Thank you for your assistance on this Project.

Sincerely,

  
for Marisol R. Simón  
Regional Administrator

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

Enclosures

- 1) *Historic Property Report, West Lake Corridor Project, Cook County, Illinois and Lake County, Indiana, May 2016*
- 2) *Phase Ia Archaeological Reconnaissance Survey, West Lake Corridor Project, Lake County, Indiana, May 2016*

June 7, 2016

***Template letter sent to Participating Agencies of Upcoming Meeting***

Hammond Historical Society, Indiana Landmarks, Lake County Historical Society

RE: Section 106 Consultation, Response to Comments on the Cultural Resources Technical Reports for the West Lake Corridor Project, Lake County, Indiana

Dear Ms. Tolbert:

On June 7, 2016, the Federal Transit Administration (FTA), in support of its responsibilities under Section 106 of the National Historic Preservation Act (NHPA), requested your review of cultural resources technical reports prepared for the West Lake Corridor Project (Project) in Lake County, Indiana, as proposed by the Northern Indiana Commuter Transportation District (NICTD). FTA received your comments in correspondence dated July 25, 2016. FTA is notifying consulting parties of its plans to address comments. Please see the attached matrix, which includes your comments and the comments of other consulting parties regarding the cultural resources technical reports for the Project. The matrix includes FTA's preliminary response to all comments received to date.

Please review the information provided in this letter. Pursuant to 36 C.F.R. § 800, FTA will continue to consult with your office on eligibility determinations, findings of effects, and mitigation measures as the Project moves forward. Should you have any questions or require additional information, please contact Mark Assam at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,

Marisol R. Simón  
Regional Administrator, FTA Region 5

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD Director of Marketing and Planning  
Christy Haven, West Lake Corridor Environmental Manager

Attachments

Cultural Resources Technical Reports Comment Response Matrix

# DNR

## Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 · dhpa@dnr.IN.gov



July 8, 2016

Marisol R. Simón  
Regional Administrator  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration ("FTA")

Re: Draft historic property report (AECOM, 5/2016), draft Indiana archaeological short report (Gierek, 5/2016), and meeting notes from the June 22, 2016, consulting parties meeting regarding the Northern Indiana Commuter Transportation District ("NICTD") West Lake Corridor Project, Lake County, Indiana, and Cook County, Illinois (INDNR No. ER-17897; DHPA No. 16774)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed your letter dated June 7, 2016, with enclosures, and AECOM's June 22 consulting party meeting notes, which we received by e-mail on July 7, 2016, for the aforementioned project in Lake County, Indiana, and Cook County, Illinois. We had received the paper copies of the historic property report and of the Indiana archaeological short report on June 13.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the historic property report ("HPR"; AECOM, 5/2016), regarding those above-ground properties within the area of potential effects that are eligible for or listed in the National Register of Historic Places ("NRHP"), according to Table 5-2, and those that are not eligible. However, if any other consulting party expresses a different opinion on any particular property and provides a rationale or additional information in support of his or her opinion, we would want to be consulted further on that issue.

Thank you for submitting the draft Phase Ia archaeological reconnaissance survey report (Gierek, May 2016). Please note that the final Phase I archaeological investigation report, when submitted, should follow the format described in the *Draft Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*, and that any variation from this format must be approved by DHPA in advance of submission.

In regard to archaeological resources within the proposed project area, it will be helpful for us to complete our review, if the final report provides clarification about the following issues.

*Photo #17* depicts what appears to be an in-situ section of abandoned rail bed, rail ties, and rails. Are any extant portions of rail bed, lines, rails, or associated features that are 50 years or older within the proposed project area? If so, then these should be assigned site numbers, and assessed for NRHP-eligibility, and included in a full archaeology report. If such features once were present in the proposed project area, but were subsequently removed, then this sequence of events should be included in the report.

Additionally, per the *Draft Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites, Reports and Format/G. Background Research/Historic* section, the report should include "historic maps, atlases, photographs, etc." Maps mentioned in your 5. *Methodology/5.2 Historical Map Reviews* section, should be included, if relevant. Additionally, the records check section should include a map indicating the portions of the proposed project area that previously have been subjected to archaeological investigations.

Furthermore, some of the photographs (as included in *Appendix D.: Photographic Log*) of portions of the PPA that were subjected to pedestrian survey appear to indicate less than 30% overall ground surface visibility; and the report's METHODOLOGY/Field Survey Methodology section (pp. 25—26) does not address the overall ground surface visibility regarding pedestrian survey. The field survey methodology section must be revised to include such factors as the conditions acceptable for pedestrian survey, the conditions requiring shovel probe tests, and screening; and to agree with acceptable methodology, as described in the *Draft Guidebook for Indiana Historic Sites and Structures Inventory--Archaeological Sites*. (This document is available to download, via the Internet at URL <http://www.in.gov/dnr/historic/files/hp-ArchaeologyDraftGuidebook.pdf>). If the overall ground surface visibility of the portions of the proposed project area that were subjected to pedestrian survey were less than 30%, and the slope was less than 25 degrees, then these areas would have to be resurveyed using shovel test probing methodology.

Moreover, according to the draft report, many portions of the proposed project area were not subjected to archaeological reconnaissance survey due to modern disturbance. However, some of these areas, in recent aerial photographs, appear either undisturbed by development, or else not to have been disturbed by development beyond limited grading for residential development. To what extent have these areas been disturbed by modern development? Were soil cores advanced, in order to confirm disturbance of the natural soil associations?

We note that, according to the dates indicated, the archaeological records check was conducted in February 2016—after, rather than before, the archaeological fieldwork was conducted (December 11-12, 2014). Please keep in mind that the archaeological records check should be conducted before the archaeological fieldwork. Please also note that reports must be submitted within six months after the completion of fieldwork unless other arrangements are made with DHPA.

Additionally, please note that the final report must bear the signature of the Principal Investigator.

Furthermore, as previously indicated, in regard to archaeological resources, please note that the proposed project area for this undertaking should include all areas where project-related ground-disturbing activities will be conducted (e.g., demolition, construction, grading, filling, staging, stockpiling, temporary land use, etc.).

Once the final Phase Ia archaeological reconnaissance survey report is received for this proposed project, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

In most Section 106 reviews of large projects in which we have participated, the identification and evaluation step of the process (36 C.F.R. § 800.4) and the assessment of effects or adverse effects (36 C.F.R. § 800.5) are dealt with in sequence and in separate documents. That allows time for the federal agency official to see whether there is consensus on which properties are NRHP-eligible before discussing how each of the eligible properties will be affected. We do not yet know whether any other consulting parties will disagree with the HPR's conclusions. We also do not know for certain whether NRHP-eligible archaeological resources might be affected. However, since the HPR here has proposed effect determinations for each historic property identified to date, we will attempt to provide brief comments on effects.

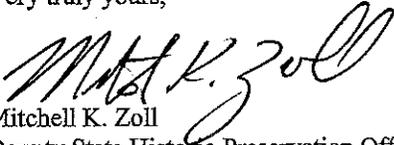
Unless another consulting party raises issues with the proposed effects assessments on a particular building, structure, or district, we agree that it appears that the only physical impacts on historic properties from any of the alternatives within the Indiana part of the APE (Table 6-1) would be on MR# 297 (O.K. Champion Building) and MR# 298 (Federal Cement Tile Company).

Effects on settings resulting from elevated tracks where no elevated tracks currently exist and due to the installation of towers and catenary where they currently do not exist are harder to visualize based on verbal descriptions or conclusions and two-dimensional representations on aerial photographs. It would be helpful to have at least a few representative illustrations of what the newly-electrified line or elevated line would look like adjacent to historic properties—ideally, with the historic property in the background. Of particular concern are the contributing residential properties along the east edge of the Harrison Park Historic District and MR# 268 and MR# 269, where the Hammond Alternative and the Commuter Rail Alternative would pass across or near the west end of the State Street Historic District.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the NICTD West Lake Corridor Project, please refer to INDNR No. ER-17897 and DHPA No. 16774.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wtt

- emc: Marisol Simón, Federal Transit Administration, Region V  
Mark Assam, Federal Transit Administration, Region V  
Susan Orona, Federal Transit Administration, Region V  
John Parsons, Northern Indiana Commuter Transportation District  
Christy Haven, AECOM  
Lynn Gierak, RPA, AECOM  
Rachel Leibowitz, Ph.D., Illinois Deputy State Historic Preservation Officer  
Joe Phillippe, Illinois Historic Preservation Agency  
David Halpin, Illinois Historic Preservation Agency  
Christie Stanifer, Indiana Department of Natural Resources, Division of Fish and Wildlife  
Carl Wodrich, Indiana Department of Natural Resources, Division of Land Acquisition  
Bob Bronson, Indiana Department of Natural Resources, Division of Outdoor Recreation  
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology  
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



## HAMMOND HISTORIC PRESERVATION COMMISSION

5925 Calumet Avenue • Room G-17 • Hammond, IN 46320 • 219.853.6397 x3 • 219.853.6618 Fax

July 14, 2016

Mark Assam  
Environmental Protection Specialist  
U. S. Department of Transportation  
Federal Transit Administration Region V  
200 West Adams Street Suite 320  
Chicago, IL 60606-5253

RE: West Lake Corridor Project NICTD, Historic Property Report, May 2016

Dear Mr. Assam:

Thank you for the opportunity for the Hammond Historic Preservation Commission to respond and comment on the above referenced Historic Property Report as a consulting party in the Section 106 process.

Overall, the Hammond Historic Preservation Commission (HHPC) does not have any significant disagreement with the stated determinations of effect, or the Environmental Consequences and Mitigation measures which begins on page 99 of the report. The HHPC does wish to be engaged in the development of any Memorandum of Agreement. The HHPC does concur with the comment made by Tiffany Tolbert of Indiana Landmarks at the June 22, 2016 meeting indicating that mitigation should include the preparation of National Register nominations for other properties in exchange for the demolition of National Register eligible resources.

One point in regard to the determination of effect that the HHPC reserves the right to comment further on is potential long-term operational noise and vibration impacts that may result from the project. A copy of the Noise and Vibration Technical Report was requested previously in order to adequately respond to comments made on page 103. A copy has not been provided and the HHPC is not able to make any comments of agreement or disagreement with the report or any factors that led to a no adverse effect determination. The HHPC re-requests to be provided a copy of the report and reserves the right to amend these comments to include additional comments after receiving and reviewing the report.

The HHPC does take issue with various points within the West Lake Corridor Project Historic Property Report of May 2016 ranging from technical or factual errors, to questioning why certain properties within the APE were not addressed, and whether a property was determined to be eligible or not for listing on the National Register.



Mayor Thomas M. McDermott Jr.  
gohammond.com

A. Properties in or out of the APE.

It is our understanding that the APE is defined as the railroad alignment and the first adjacent parcels.

1. At Sibley Street and the Dan Rabin Plaza, the parcels on the west side of the Dan Rabin plaza are the first parcels abutting the alignment, yet are not included within the APE boundary or discussed in the report. The APE should be drawn to include the parcels at the Northeast corner of Hohman Avenue and Sibley Street. Two properties within this area should be added to the report and evaluated. These are:

- a. 089-090-46089 Hotel Hammond 415 ½ -417 Sibley

This resource is not identified on the Central Hammond Scattered Site map (pg 294, Lake County Interim Report), but it is in the list of resources on page 299. It is rated as a contributing resource.

- b. Jupiter Building, 5129-5131 Hohman Avenue

This resource is not identified in the Lake County Interim Report, but should have been. It is listed in the Library of Congress Historic American Building Survey materials

<http://www.loc.gov/pictures/item/in0450.photos.379449p/>

2. Page 12, Table 2-1 IHSSI Historic Resources in the APE

Several resources listed in the IHSSI/Lake County Interim Report that would be in the APE were omitted from this table.

- a. 089-090-43043 House 253 Condit St. This resource is located in the Harrison Park Historic District and is the first abutting parcel at that location. It has been demolished since the publication of the Interim Report. However, it should be included in the evaluation and shown in italics as was done for other resources that have been demolished.

- b. 089-090-43577 Parkview Apartments 5931-5937 Park Place. The graphic line for the APE shows that the boundary at this location continues up Park Place to intersect at Waltham Street. This resource is located on the east side of that line and would therefore be in the APE as is being graphically represented. We suggest you either adjust your graphic to exclude the resource or include the resource in your evaluation.

- c. 267 Dyer Boulevard House

6136 Lyman Avenue Apartments

These two properties are located within the proposed Dyer Blvd. National Register Historic District that is identified in the SHAARD as a nomination is currently being reviewed by IN SHPO. The Historic property report references on Page 15 a letter from Tiffany Tolbert dated December 10, 2014 in which she asked that these two resources were to be considered. The HHPC concurs with Ms. Tolbert and these two resources should be included and evaluated in the report.

## B. Determination of Eligibility to the National Register

### 1. Page 27, 33 Oak Hill Cemetery

While we understand to a point why the cemetery may not be eligible to the National Register, the cemetery has a lot of local significance to Hammond, North Township, and the greater Calumet Region. This cemetery originally began as the cemetery for the St. Joseph's Catholic Church (089-090-42013). Marcus Towle (who was the first mayor) and other prominent early "movers and shakers" in Hammond established the Oak Hill Cemetery Association which acquired the Catholic cemetery and developed it to its current boundaries. Oak Hill served the region as final resting place as the adjacent communities of Whiting, East Chicago, Munster, Highland, and Griffith had no cemeteries (Hammond Times "City of Cemeteries" April 5, 1965; Cemetery vertical files, Susan Long Local History Room, Hammond Public Library). It is important to reconsider local significance for the National Register eligibility.

### 2. Page 27, 51 Harrison Park (the Park)

Harrison Park was designed by Peter Fox, an immigrant the Rhineland. His father was a State Forester in Germany for 50 years. Peter came to the US circa 1886 and designed Harrison Park. He served as the City's Park Superintendent between 1904 and 1918 under two mayors and also designed Morris (now Columbia) Park and Douglas (now Pulaski) Park as well as improvements to Calumet City's Memorial Park. This is important in the consideration for local significance for National Register eligibility.

### 3. Page 37 Harrison Park Historic District, Eligible

The Harrison Park neighborhood is associated with many "important people"- people who were important to the development of the City of Hammond, the region, and the state. The Harrison Park neighborhood is the location of : 1) home of the first Mayor, Marcus Towle and co-founder of Hammond, 229 Ogden; 2) 9<sup>th</sup> Mayor Daniel Brown, 34 Ogden; 3) Frank Betz (reportedly Hammond's 1<sup>st</sup> millionaire, Betz Surgical Supply) 5746 Hohman Avenue; 4) Moses Rothschild (Downtown Hammond Department Store), 5713 Hohman Avenue; 5) W. B. Conkey (Printing Company which saved Hammond's economy after the Meatpacking plant fire), 5820 Hohman (significantly altered); 6) Richard McHie 5718 Hohman, Lake Co. Printing Co. (evolved into the Times of NW IN); 7) Morse Del Plain 5719 Hohman, Northern Indiana Gas & Electric which became NIPSCO; 8) Otto Knoerzer 46 Elizabeth, O. K. Champion. This should warrant reconsideration for eligibility under criterion B.

### 4. Page 28, 61 Minas Parking Garage

While the report presents an interesting story about the parking garage and its connection to the Minas Department Store, the HHPC disagrees that the structure has any substantial architectural or historical significance that would merit individual listing on the National Register. The parking garage is a vernacular example of the short-lived Brutalism architectural style at best. While this structure may exhibit minimal characteristics of the Brutalism style, the garage is of a vernacular version and does not exhibit high enough quality of the characteristics

of the Brutalism style. Exhibit 1 shows higher quality well designed examples of the Brutalism style in which there is no comparison to the design of the parking structure. The HHPC does not believe the structure has sufficient architectural quality to be eligible under Criterion C.

5. Page 28, 97 Polish Army Veterans' Post

As noted, the Hammond Historic Preservation Commission is on record as stating the building is eligible for the National Register. The HHPC reiterates that position. The building has been identified in surveys of Hammond since the early 1980's and is identified in the Lake County Interim Report as Notable. Clarification of IN SHPO's determination in the Chicago Street project has been requested. The HHPC has not been presented with a clear enough explanation of why IN SHPO decided that a notable building is not eligible nor has been informed of what areas of further information should be researched. IN SHPO did indicate that further evaluation of the building should be pursued through FTA. Therefore the HHPC is requesting that the eligibility of this resource be further investigated and re-evaluated. The HHPC believes the building is eligible under Criteria A and C for its connection to the Polish ethnic community and its military and social connections.

6. Page 28, 95 George Kosin Saloon

This building was demolished in March 2016.

C. Technical or factual corrections.

1. Page 11 "The IHSSI published the *Lake County Interim Report* in May 1996 . . ."

The sentence should be rewritten in that the Lake County Interim Report was published by Historic Landmarks Foundation of Indiana as is noted later in that same paragraph. The Interim Report may be a part of the IHSSI or the information in the book may have been incorporated into the IHSSI, but the Interim Report was not "published" by IHSSI.

2. Page 14

The unfortunate previous omission of the Hammond Historic Preservation Commission as a Section 106 Consulting Party was discussed at the June 22, 2016 meeting as well as with representatives of NICTD and AECOM prior to the meeting. This omission was brought to the attention of NICTD and AECOM in April, 2015 after the omission of the HHPC was identified in the scoping report. The HHPC original responded to the request to be a consulting party in or about October 2014.

3. Page 17

Marcus Towle, not George Towle, is the name of the partner in the G. H. Hammond Company. As a technical point, Towle had the area subdivided and called the subdivision the Original Town of Hammond circa 1875. The Town of Hammond was incorporated on December 4, 1883, and reincorporated as the City of Hammond on April 21, 1884 (as the terms "town" and "city" are defined in the Indiana Constitution). The term "village" as used earlier in that paragraph is not appropriate under the Constitutional context. There are other examples of the misuse of "town."

While some early sources refer to G. H. Hammond Company as a "slaughterhouse". Other later sources refer to it as a "meatpacking plant." "Meatpacking plant" is the preferred term.

D. Archaeological Report

In regard to the Archaeological Report, generally speaking there is no issue with the report and its conclusions. However, clarification is requested on the APE. On Page 38, it is stated "No archaeological resources are recorded in the Project Area/APE or in the immediate vicinity of this Project Area. According to the historical maps and aerial photographs, no historic features (buildings, farmsteads, or other structures) or cemeteries are recorded within this Project Area/APE other than the former railroad itself, which is not addressed in detail in this report." Is there a difference between the APE for archaeological purposes versus historic building purposes? In the Historic Structures Report, Oak Hill Cemetery was identified as being within the APE. The archaeology report appears not to recognize where Oak Hill Cemetery is. Please explain this discrepancy.

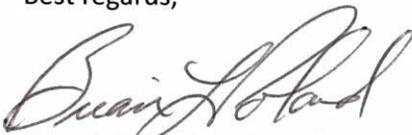
At the June 22 meeting, it was queried whether the report addressed any impacts on the Hohman Homestead site. This site is located at the northeast corner of Hohman Avenue and the Grand Calumet River. A plaque is located on the western wall of the Amsted Company. A stone monument is located on the south bank of the Grand Calumet River east of Hohman Avenue also referencing the homestead location. In the excerpts from the Caroline Hohman diaries found at the Hammond Public Library Local Historic Room, she referenced a Pottawatomie Cemetery in the vicinity of the homestead. There appears to be no record of a specific location of the cemetery being identified.

Depending upon the answer to the above question on the APE, these sites may be outside the APE boundaries. The sites are also significantly altered by urban development. It would be presumed that, even if this was included in the Archaeology report, there would be no change in the report's conclusions.

In summary, the HHPC does concur with the determination of effect and the mitigation measures as qualified above. The HHPC's concerns are that various historic resources within the APE were either left out or not adequately researched and evaluated.

Again, thanks for this opportunity,

Best regards,



Brian L. Poland, AICP  
Director of City Planning

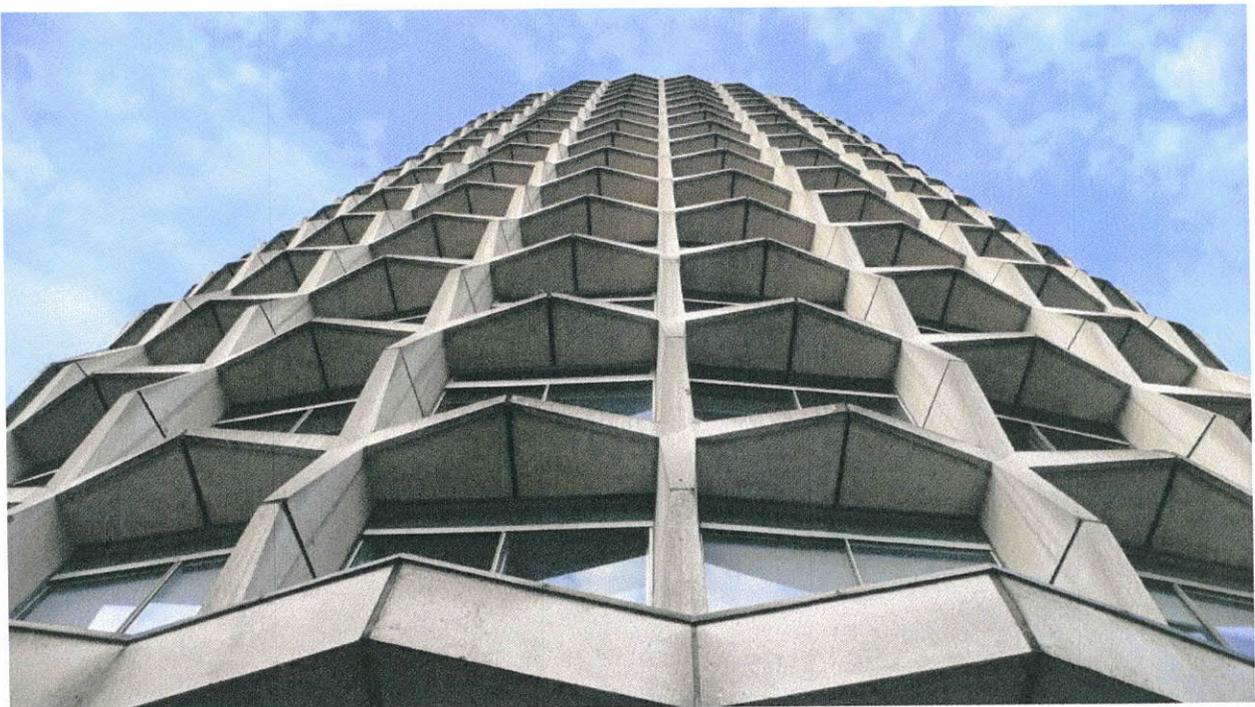
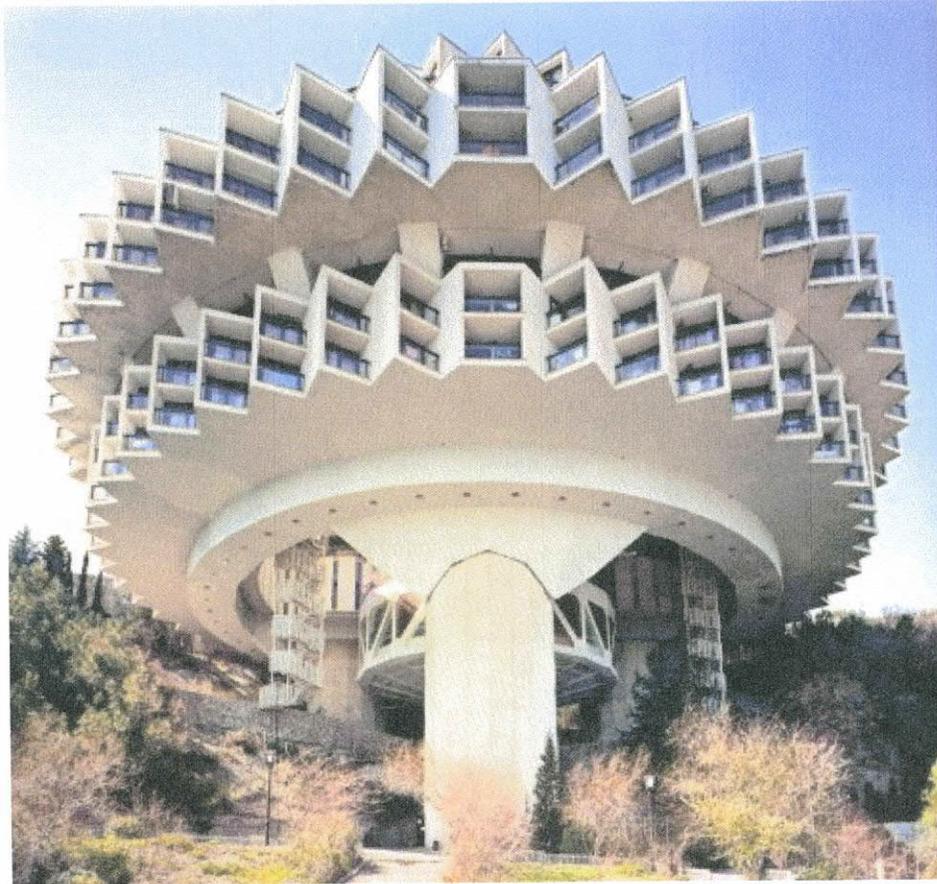


Patrick Swibes, Chairperson  
Hammond HPC

Encl.

Brutalist architecture examples.







1 Old State Capitol Plaza, Springfield, IL 62701-1512

[www.illinoishistory.gov](http://www.illinoishistory.gov)

Various County  
Chicago to Dyer, Indiana  
FTA  
West Lake Corridor Project, Northern Indiana Commuter Transportation District

PLEASE REFER TO:

IHPA LOG #029100214

July 19, 2016

Marisol R. Simon  
U.S. Department of Transportation  
Federal Transit Administration  
200 W. Adams St., Suite 320  
Chicago, IL 60606-5253

Dear Ms. Simon:

Thank you for requesting comments from our office concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We have received the Archaeological Survey Short Report for the project referenced above. Our staff cannot adequately review this report as submitted to our office. When the required level of documentation is supplied, we will comment on the adequacy of the archaeological investigations and provide our recommendations for this project. Please address the following items and return two revised hard copies and a CD with the report in pdf format to us for revision

Overall the report is very good, but we need the following information to complete our review:

1. The ASSR needs to have all copies of pertinent maps, atlases, GLO's and any other maps utilized.
2. The report provides a generic culture history, but should include a historical narrative of land use in project APE based on all relevant historical documentation.

If you have further questions, please contact Joe Phillippe at 217/785-1279.

Sincerely,



Rachel Leibowitz, Ph.D.  
Deputy State Historic  
Preservation Officer  
RL/JSP

cc: Don Gismondi, Chicago Transit Authority  
Reginald Arkell, U.S. Department of Transportation  
Mark Assam, U.S. Department of Transportation  
Marlise Fratinardo, Chicago Transit Authority



INDIANA LANDMARKS

*Northwest Field Office*

541 South Lake Street, Gary, IN 46403

219 947 2657 / 800 450 4534 / [www.indianalandmarks.org](http://www.indianalandmarks.org)

July 25, 2016

Mark Assam, AICP  
Environmental Protection Specialist  
US Department of Transportation  
Federal Transit Administration, Region V  
200 West Adams Street, Suite 320  
Chicago, IL 60606

RE: West Lake Corridor Project, Lake County, Indiana (DHPA No. 16774)

Dear Mr. Assam,

Thank you for providing me with the information on the West Lake Corridor Project in Lake County, Indiana and I appreciate your consideration in involving our organization in the review of this project. After reviewing the historic property report and attending the June 22 consulting parties meeting I submitting two comments in regard to the assessment of National Register of Historic Places listed and eligible properties and potential adverse effect mitigation recommendations.

In regard to the historic properties included in the report I have found the omission of the Dyer Boulevard Historic District in Hammond. The Dyer Boulevard Historic District is not included in the 1996 Lake County Interim Report. However it was determined eligible for the National Register by the Indiana Division of Historic Preservation and Archeology (DHPA) in 2011. The district is identified as containing two blocks of Dyer Boulevard running between Hohman Avenue and Lyman Avenue in Hammond. The nomination for the district is currently in review with DHPA and is included in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) under file NR-2392. Upon review of the project map, it appears the district is directly adjacent to the APE, therefore should be included in the list of eligible resources and subject to the Section 106 process. The district is also immediately south of the Harrison Park Historic District which was identified in the HPR. During the consulting parties meeting, the Hammond Alternative was stated to be the preferred route option which would have minimal impact on the Harrison Park district and was not identified as being adversely effected. If this remains the preferred option it is reasonable to assume that Dyer Boulevard will not be impacted as well. However it is appropriate that the district be included among the historic properties reviewed and assessed using the same methodology to determine adverse effect.

In regard to the two historic properties identified as being adversely effected by the proposed project I concur with your initial findings. As stated in the consulting parties meeting, the preferred option will require the demolition of these properties and as such proposed mitigation options have been identified. While these recommendations are standard for Section 106 projects I would recommend future development of mitigation recommendations. As the properties do possess significance to the industrial heritage and development of Hammond, it would be appropriate that part of the sites be maintained or incorporated into any new development. These can be achieved with the use of salvaged or similar materials in support of any interpretative signage and displays that are developed. I am aware this option will depend on design and construction plans for the West Lake Corridor, however consideration could still be made as it appears these plans have not been finalized.

Additionally I would propose the development of National Register of Historic Places nominations for other eligible historic industrial resources. With the potential loss of two historic industrial sites, it would be beneficial to Hammond and the region to seek designation of other sites identified in the HPR. I would recommend this be explored for feasibility in coordination with the City of Hammond and the appropriate property owners.

I ask that you review this information and take it into consideration as finalize the environmental review process. If additional information and comments are warranted please feel free to contact me at (219) 947-2657 or [ttolbert@indianalandmarks.org](mailto:ttolbert@indianalandmarks.org).

Finally it is important for you to know that my concern in the project area is only with the built environment, and does not include possible archaeological sites. For archaeological records for these or other adjacent sites, you can contact the Indiana Division of Historic Preservation and Archeology.

I look forward to receiving your final report and findings.

Sincerely,



Tiffany Tolbert, Director  
Northwest Field Office



E-3, 26

FAX 217/524-7525  
[www.illinoishistory.gov](http://www.illinoishistory.gov)

Various County PLEASE REFER TO: IHPA LOG #029100214  
Chicago, Illinois to Dyer, Indiana  
FTA  
West Lake Corridor Project, Northern Indiana Commuter Transportation District

**ARCHAEOLOGICAL SURVEY**

September 9, 2016

Lynn M. Gierak  
AECOM  
4320 Winfield Road, Suite 300  
Warrenville, IL 60555

Dear Ms. Gierak:

We have reviewed the archaeological survey documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no archaeological historic properties are affected. We, therefore, have no objection to the archaeological portion of this undertaking proceeding as planned.

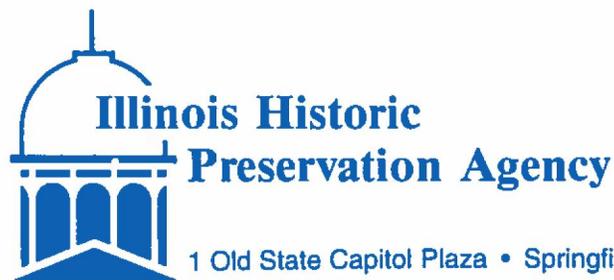
Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance.

Sincerely,

Rachel Leibowitz, Ph.D.  
Deputy State Historic  
Preservation Officer

c: Mark Assam, U.S. Department of Transportation



1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

FAX 217/524-7525

Various Counties  
Chicago, Illinois to Dyer, Indiana  
West Lake Corridor Project, Northern Indiana Commuter Transportation District

PLEASE REFER TO: IHPA LOG #029100214

September 9, 2016

Lynn M. Gierak  
AECOM  
4320 Winfield Road, Suite 300  
Warrenville, IL 60555

Dear Ms. Gierak:

We have reviewed the revised archaeological survey documentation submitted for the above referenced project in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

*Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).*

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance.

Sincerely,

Rachel Leibowitz, Ph.D.  
Deputy State Historic  
Preservation Officer

c: Mark Assam, U.S. Department of Transportation



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Ms. Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1507

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214); FTA Eligibility and Effects Determination

Dear Ms. Leibowitz:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). Following the consulting parties meeting, the Illinois Historic Preservation Agency (IHPA) provided comments to the Federal Transit Administration (FTA) in a letter dated July 19, 2016. In response to IHPA's comments, additional information was incorporated into the technical studies. IHPA provided concurrence on the eligibility and effects recommendations in the *Phase 1 Archaeological Reconnaissance Survey for the West Lake Corridor Project, Cook County Illinois* (revised August 2016) and the *Historic Property Report for the West Lake Corridor Project* (May 2016) in correspondence to FTA dated September 9, 2016. Since that date, the technical studies that address cultural resources for the Project in Indiana have been revised. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

Based on the research documented in the aforementioned technical studies, and the consulting party comments, FTA has determined the following for the Project:

11 architectural resources over 45 years of age are located within the Architectural Area of Potential Effects (APE) in Illinois. None of these resources is listed on or eligible for the National Register of Historic Places (NRHP).

There are no NRHP-listed or eligible archaeological resources within the Archaeological APE in Illinois. However, archaeological resources may exist within a portion of the Archaeological APE that was not surveyed directly due to a lack of land owner permission. This area warrants additional archaeological survey prior to construction.

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214); FTA Eligibility and Effects Determination

The Project will result in **No Historic Properties Affected** in Illinois.

In separate correspondence to the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), FTA made the determination that the Project will result in adverse effects on resources on or eligible for the NRHP in Indiana. Resolution of these adverse effects will be addressed in a Memorandum of Agreement (MOA) between FTA, DHPA, and NICTD. Areas where additional archaeological survey will be required prior to construction will also be addressed in the MOA. The draft MOA is attached for your review. Mitigation measures in the draft MOA are based on recommendations from the technical studies and consulting parties.

Pursuant to 36 CFR § 800, FTA is seeking concurrence from the State Historic Preservation Officer (SHPO) on its determinations of eligibility and effects, as described above, within 30 days of receipt of this letter. Please also review and provide your comments on the draft MOA within this timeframe. Should you have any questions or require additional information, please contact Mark Assam, Environmental Protection Specialist, at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD  
Paulette Vander Kamp, AECOM  
Mitchell Zoll, DHPA

Attachments:

- A *Phase 1 Archaeological Reconnaissance Survey for the West Lake Corridor Project, Cook County Illinois* (revised August 2016)
- B *Historic Property Report for the West Lake Corridor Project* (revised October 2016)
- C Cultural Resources Technical Reports Comment/Response Matrix
- D Draft Memorandum of Agreement



U.S. Department  
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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Brian Poland  
Hammond Historic Preservation Commission  
649 Conkey St.  
Hammond, IN 46324

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Dear Mr. Poland:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). The Federal Transit Administration (FTA) has revised the technical studies in response to comments received from the consulting parties. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

Based on the research documented in the aforementioned technical studies, and the consulting party comments, FTA has determined the following for the Project:

458 architectural resources over 45 years of age are located within the Architectural Area of Potential Effects (APE) in Indiana. Of these, 31 are either listed on or eligible for the National Register of Historic Places (NRHP). There are also three NRHP-listed or eligible historic districts: Dyer Boulevard Historic District (DBHD), Harrison Park Historic District (HPHD), and State Street Commercial Historic District (SSCHD). The 31 historic resources include district contributors and individual properties as listed in the following table:

**Historic Resources in the Architectural APE in Indiana**

<b>Name/Description</b>	<b>Address (all in Hammond, IN)</b>	<b>NRHP Eligibility Criteria</b>
Straube Piano Company	252 Wildwood Road	A
Apartment Building	6136 Lyman Avenue	A and C, Contributor to DBHD
Bungalow	267 Dyer Boulevard	A and C, Contributor to DBHD
Bungalow	266 Detroit Street	A and C, Contributor to HPHD

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Name/Description	Address (all in Hammond, IN)	NRHP Eligibility Criteria
Bungalow	266 Highland Street	A and C, Contributor to HPHD
Bungalow	5973 Park Place	A and C, Contributor to HPHD
American Four-Square residence	5969 Park Place	A and C, Contributor to HPHD
Bungalow	5967 Park Place	A and C, Contributor to HPHD
Bungalow	5963 Park Place	A and C, Contributor to HPHD
Bungalow	5959 Park Place	A and C, Contributor to HPHD
Bungalow	5957 Park Place	A and C, Contributor to HPHD
Bungalow	5949 Park Place	A and C, Contributor to HPHD
Bungalow	5945 Park Place	A and C, Contributor to HPHD
Bungalow	5943 Park Place	A and C, Contributor to HPHD
Harrison Park	5728-59 Lyman Avenue	A and C, Contributor to HPHD
Bungalow	265 Webb Street	A and C, Contributor to HPHD
Chicago two-flat residence	255-257 Carroll Street	A and C, Contributor to HPHD
Gable-front residence	256 Williams Street	A and C, Contributor to HPHD
Gable-front residence	253 Williams Street	A and C, Contributor to HPHD
Chicago two-flat residence	256 Doty Street	A and C, Contributor to HPHD
Gable-front residence	255 Doty Street	A and C, Contributor to HPHD
Queen Anne residence	255 Ogden Street	A and C, Contributor to HPHD
Minas Parking Garage	442 & 462-64 Sibley Street	C
Hammond Hotel	415 ½ -417 Sibley Street	A
P.H. Mueller Sons Hardware	416-18 Sibley Street	A
Commercial Building	424 Willow Court	Listed in NRHP, Contributor to SSCHD
Hotel Goodwin	422 Willow Court/5109 Bulletin Avenue	Listed in NRHP, Contributor to SSCHD
Simplex Railway Appliance Company	4831 Hohman Avenue	A
O.K. Champion Building	4714 Sheffield Avenue	A
Federal Cement Tile Company	24 Marble Street	A
Hammond, Whiting, and East Chicago Railway Building	304 Gostlin Street	A

There are no NRHP-listed or eligible archaeological resources within the Archaeological APE in Indiana. Nevertheless, there are a few areas in the Archaeological APE that warrant additional archaeological survey prior to construction.

Most of the NRHP-eligible historic resources within the Architectural APE in Indiana will experience **No Adverse Effect** as a result of the Project. However, the two resources below will experience an **Adverse Effect** as a result of the Project.

- The O.K. Champion Building at 4714 Sheffield Avenue, Hammond, IN would be demolished under the Hammond Alternative Options of the Project
- The Federal Cement Tile Company at 24 Marble Street, Hammond, IN would be demolished under the Commuter Rail Alternative Options of the Project

11 architectural resources over 45 years of age are located within the Architectural APE in Illinois.

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

None of these resources is listed on or eligible for the NRHP.

There are no NRHP-listed or eligible archaeological resources within the Archaeological APE in Illinois. However, archaeological resources may exist within a portion of the Archaeological APE that was not surveyed directly due to a lack of land owner permission. This area warrants additional archaeological survey prior to construction.

The Project will result in **No Historic Properties Affected** in Illinois.

Resolution of adverse effects that will result from the Project will be addressed in a Memorandum of Agreement (MOA) between FTA, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), and NICTD. Areas where additional archaeological survey will be required prior to construction will also be addressed in the MOA. The draft MOA is attached for your review. Mitigation measures in the draft MOA are based on recommendations from the technical studies and consulting parties. Please review and provide your comments on the draft MOA within 30 days of receipt of this letter.

Should you have any questions or require additional information, please contact Mark Assam, Environmental Protection Specialist, at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD  
Paulette Vander Kamp, AECOM  
Mitchell Zoll, DHPA  
Rachel Leibowitz, IHPA

Attachments:

- A *Phase 1a Archaeological Reconnaissance Survey for the West Lake Corridor Project, Lake County Indiana* (revised October 2016)
- B *Historic Property Report for the West Lake Corridor Project* (revised October 2016)
- C Cultural Resources Technical Reports Comment/Response Matrix
- D Draft MOA



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Bruce Woods  
Lake County Historian  
Lake County Historical Society  
Courthouse Square, Ste. 205  
Crown Point, IN 46307

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Dear Mr. Woods:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). The Federal Transit Administration (FTA) has revised the technical studies in response to comments received from the consulting parties. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

Based on the research documented in the aforementioned technical studies, and the consulting party comments, FTA has determined the following for the Project:

458 architectural resources over 45 years of age are located within the Architectural Area of Potential Effects (APE) in Indiana. Of these, 31 are either listed on or eligible for the National Register of Historic Places (NRHP). There are also three NRHP-listed or eligible historic districts: Dyer Boulevard Historic District (DBHD), Harrison Park Historic District (HPHD), and State Street Commercial Historic District (SSCHD). The 31 historic resources include district contributors and individual properties as listed in the following table:

**Historic Resources in the Architectural APE in Indiana**

<b>Name/Description</b>	<b>Address (all in Hammond, IN)</b>	<b>NRHP Eligibility Criteria</b>
Straube Piano Company	252 Wildwood Road	A
Apartment Building	6136 Lyman Avenue	A and C, Contributor to DBHD
Bungalow	267 Dyer Boulevard	A and C, Contributor to DBHD

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Name/Description	Address (all in Hammond, IN)	NRHP Eligibility Criteria
Bungalow	266 Detroit Street	A and C, Contributor to HPHD
Bungalow	266 Highland Street	A and C, Contributor to HPHD
Bungalow	5973 Park Place	A and C, Contributor to HPHD
American Four-Square residence	5969 Park Place	A and C, Contributor to HPHD
Bungalow	5967 Park Place	A and C, Contributor to HPHD
Bungalow	5963 Park Place	A and C, Contributor to HPHD
Bungalow	5959 Park Place	A and C, Contributor to HPHD
Bungalow	5957 Park Place	A and C, Contributor to HPHD
Bungalow	5949 Park Place	A and C, Contributor to HPHD
Bungalow	5945 Park Place	A and C, Contributor to HPHD
Bungalow	5943 Park Place	A and C, Contributor to HPHD
Harrison Park	5728-59 Lyman Avenue	A and C, Contributor to HPHD
Bungalow	265 Webb Street	A and C, Contributor to HPHD
Chicago two-flat residence	255-257 Carroll Street	A and C, Contributor to HPHD
Gable-front residence	256 Williams Street	A and C, Contributor to HPHD
Gable-front residence	253 Williams Street	A and C, Contributor to HPHD
Chicago two-flat residence	256 Doty Street	A and C, Contributor to HPHD
Gable-front residence	255 Doty Street	A and C, Contributor to HPHD
Queen Anne residence	255 Ogden Street	A and C, Contributor to HPHD
Minas Parking Garage	442 & 462-64 Sibley Street	C
Hammond Hotel	415 ½ -417 Sibley Street	A
P.H. Mueller Sons Hardware	416-18 Sibley Street	A
Commercial Building	424 Willow Court	Listed in NRHP, Contributor to SSCHD
Hotel Goodwin	422 Willow Court/5109 Bulletin Avenue	Listed in NRHP, Contributor to SSCHD
Simplex Railway Appliance Company	4831 Hohman Avenue	A
O.K. Champion Building	4714 Sheffield Avenue	A
Federal Cement Tile Company	24 Marble Street	A
Hammond, Whiting, and East Chicago Railway Building	304 Gostlin Street	A

There are no NRHP-listed or eligible archaeological resources within the Archaeological APE in Indiana. Nevertheless, there are a few areas in the Archaeological APE that warrant additional archaeological survey prior to construction.

Most of the NRHP-eligible historic resources within the Architectural APE in Indiana will experience **No Adverse Effect** as a result of the Project. However, the two resources below will experience an **Adverse Effect** as a result of the Project.

- The O.K. Champion Building at 4714 Sheffield Avenue, Hammond, IN would be demolished under the Hammond Alternative Options of the Project
- The Federal Cement Tile Company at 24 Marble Street, Hammond, IN would be demolished under the Commuter Rail Alternative Options of the Project

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

11 architectural resources over 45 years of age are located within the Architectural APE in Illinois. None of these resources is listed on or eligible for the NRHP.

There are no NRHP-listed or eligible archaeological resources within the Archaeological APE in Illinois. However, archaeological resources may exist within a portion of the Archaeological APE that was not surveyed directly due to a lack of land owner permission. This area warrants additional archaeological survey prior to construction.

The Project will result in **No Historic Properties Affected** in Illinois.

Resolution of adverse effects that will result from the Project will be addressed in a Memorandum of Agreement (MOA) between FTA, Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), and NICTD. Areas where additional archaeological survey will be required prior to construction will also be addressed in the MOA. The draft MOA is attached for your review. Mitigation measures in the draft MOA are based on recommendations from the technical studies and consulting parties. Please review and provide your comments on the draft MOA within 30 days of receipt of this letter.

Should you have any questions or require additional information, please contact Mark Assam, Environmental Protection Specialist, at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD  
Paulette Vander Kamp, AECOM  
Mitchell Zoll, DHPA  
Rachel Leibowitz, IHPA

**Attachments:**

- A *Phase 1a Archaeological Reconnaissance Survey for the West Lake Corridor Project, Lake County Indiana* (revised October 2016)
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- C Cultural Resources Technical Reports Comment/Response Matrix
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U.S. Department  
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**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

RE: Section 106 Consultation, West Lake Corridor Project, Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774); FTA Eligibility and Effects Determination

Dear Mr. Zoll:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). Following the consulting parties meeting, the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA) provided comments to the Federal Transit Administration (FTA) in a letter dated July 8, 2016. FTA has addressed DHPA's comments, and additional information has been incorporated into the technical studies. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

Based on the research documented in the aforementioned technical studies, and the consulting party comments, FTA has determined the following for the Project:

458 architectural resources over 45 years of age are located within the Architectural Area of Potential Effects (APE) in Indiana. Of these, 31 are either listed on or eligible for the National Register of Historic Places (NRHP). There are also three NRHP-listed or eligible historic districts: Dyer Boulevard Historic District (DBHD), Harrison Park Historic District (HPHD), and State Street Commercial Historic District (SSCHD). The 31 historic resources include district contributors and individual properties as listed in the following table:

**Historic Resources in the Architectural APE in Indiana**

<b>Name/Description</b>	<b>Address (all in Hammond, IN)</b>	<b>NRHP Eligibility Criteria</b>
Straube Piano Company	252 Wildwood Road	A
Apartment Building	6136 Lyman Avenue	A and C, Contributor to DBHD

RE: Section 106 Consultation, West Lake Corridor Project, Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774); FTA Eligibility and Effects Determination

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Bungalow	266 Highland Street	A and C, Contributor to HPHD
Bungalow	5973 Park Place	A and C, Contributor to HPHD
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Bungalow	5967 Park Place	A and C, Contributor to HPHD
Bungalow	5963 Park Place	A and C, Contributor to HPHD
Bungalow	5959 Park Place	A and C, Contributor to HPHD
Bungalow	5957 Park Place	A and C, Contributor to HPHD
Bungalow	5949 Park Place	A and C, Contributor to HPHD
Bungalow	5945 Park Place	A and C, Contributor to HPHD
Bungalow	5943 Park Place	A and C, Contributor to HPHD
Harrison Park	5728-59 Lyman Avenue	A and C, Contributor to HPHD
Bungalow	265 Webb Street	A and C, Contributor to HPHD
Chicago two-flat residence	255-257 Carroll Street	A and C, Contributor to HPHD
Gable-front residence	256 Williams Street	A and C, Contributor to HPHD
Gable-front residence	253 Williams Street	A and C, Contributor to HPHD
Chicago two-flat residence	256 Doty Street	A and C, Contributor to HPHD
Gable-front residence	255 Doty Street	A and C, Contributor to HPHD
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Hammond Hotel	415 ½ -417 Sibley Street	A
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Most of the NRHP-eligible historic resources within the Architectural APE in Indiana will experience **No Adverse Effect** as a result of the Project. However, the two resources below will experience an **Adverse Effect** as a result of the Project.

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RE: Section 106 Consultation, West Lake Corridor Project, Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774); FTA Eligibility and Effects Determination

under the Commuter Rail Alternative Options of the Project

Resolution of adverse effects that will result from the Project will be addressed in a Memorandum of Agreement (MOA) between FTA, DHPA, and NICTD. Areas where additional archaeological survey will be required prior to construction will also be addressed in the MOA. The draft MOA is attached for your review. Mitigation measures in the draft MOA are based on recommendations from the technical studies and consulting parties.

Pursuant to 36 CFR § 800, FTA is seeking concurrence from the State Historic Preservation Officer (SHPO) on its determinations of eligibility and effects, as described above, within 30 days of receipt of this letter. Please also review and provide your comments on the draft MOA within this timeframe. Should you have any questions or require additional information, please contact Mark Assam, Environmental Protection Specialist, at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD  
Paulette Vander Kamp, AECOM  
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REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Richard M. Lytle  
Hammond Historical Society  
564 State St.  
Hammond, IN 46320

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Dear Mr. Lytle:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). The Federal Transit Administration (FTA) has revised the technical studies in response to comments received from the consulting parties. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

Based on the research documented in the aforementioned technical studies, and the consulting party comments, FTA has determined the following for the Project:

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RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

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RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

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Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
Susan Orona, FTA Region 5  
John Parsons, NICTD  
Paulette Vander Kamp, AECOM  
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Rachel Leibowitz, IHPA

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U.S. Department  
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REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

November 7, 2016

Tiffany Tolbert  
Indiana Landmarks, Northwest Field Office  
541 South Lake Street  
Gary-Miller Beach, IN 46403

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

Dear Ms. Tolbert:

Thank you for your participation in the Section 106 consulting parties meeting on June 22, 2016, and for your comments on the cultural resources technical studies prepared for the West Lake Corridor Project (Project) as proposed by the Northern Indiana Commuter Transportation District (NICTD). The Federal Transit Administration (FTA) has revised the technical studies in response to comments received from the consulting parties. Attached are the final, revised versions of the technical studies for your information. Also attached is a comment/response matrix that describes FTA's responses to each of the comments from the consulting parties.

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RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

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11 architectural resources over 45 years of age are located within the Architectural APE in Illinois.

RE: Section 106 Consultation, West Lake Corridor Project, Cook County, Illinois (IHPA Log #029100214), and Lake County, Indiana (INDNR No. ER-17897; DHPA No. 16774)

None of these resources is listed on or eligible for the NRHP.

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Should you have any questions or require additional information, please contact Mark Assam, Environmental Protection Specialist, at 312-353-4070 or [mark.assam@dot.gov](mailto:mark.assam@dot.gov). Thank you for your assistance on this Project.

Sincerely,



Jay M. Ciavarella  
Director, Office of Planning & Program Development

cc: Mark Assam, FTA Region 5  
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Attachments:

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**APPENDIX E-4**  
**Draft Memorandum of Agreement (MOA)**

**DRAFT MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL TRANSIT ADMINISTRATION  
AND  
THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC  
PRESERVATION & ARCHAEOLOGY  
REGARDING  
THE WEST LAKE CORRIDOR PROJECT**

**WHEREAS**, the Federal Transit Administration (FTA) may provide federal funding to the Northern Indiana Commuter Transportation District (NICTD) for the West Lake Corridor Project (Project) in Lake County, Indiana, and Cook County, Illinois, and FTA has determined that the Project is an undertaking pursuant to 36 Code of Federal Regulations (CFR) § 800; and

**WHEREAS**, the Project consists of constructing a rail-based service between the Munster/Dyer area and Metra's Millennium Station in Downtown Chicago using electric-powered trains on an approximately 9-mile southern extension of NICTD's existing South Shore Line, constructing four new stations and maintenance, parking, and layover facilities; and

**WHEREAS**, FTA has consulted with the State Historic Preservation Officer (SHPO) at the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology (DHPA), in accordance with Section 106 of the National Historic Preservation Act (NHPA), as amended, (54 United States Code [USC] § 306108), and its implementing regulations (36 CFR § 800); and

**WHEREAS**, NICTD has participated in consultation and has been invited to sign this Memorandum of Agreement (MOA) as an invited signatory; and

**WHEREAS**, FTA has defined the Project's Area of Potential Effects (APE) as depicted in Attachment A; and

**WHEREAS**, FTA has determined that the Project shall have an adverse effect on the National Register of Historic Places (NRHP)-eligible O.K. Champion Building at 4714 Sheffield Avenue, Hammond, Indiana, as shown in a map in Attachment A, due to demolition for the construction of new track and facilities; and

**WHEREAS**, FTA has determined that an alternative design for the Project would have an adverse effect on NRHP-eligible Federal Cement Tile Company at 24 Marble Street, Hammond, Indiana, as described in the documentation prepared for the Project pursuant to Section 106 of the NHPA; and

**WHEREAS**, in accordance with 36 CFR § 800.6(a)(1), FTA notified the Advisory Council on Historic Preservation (ACHP) on [date], of its adverse effect determination and invited their participation in consultation, and ACHP [declined/accepted] on [date]; and

**WHEREAS**, FTA and NICTD have consulted with the consulting parties listed in Attachment B regarding effects of the Project on historic properties; and

**WHEREAS**, FTA, in consultation with NICTD and DHPA, has identified certain areas that may be affected by Project construction activities that warrant archaeological investigation, and, therefore, may be subject to study and evaluation pursuant to Section 106; and

**WHEREAS**, consideration was given to alternatives and refinements throughout the project development process that would avoid, minimize, or mitigate impacts to historic properties in, or eligible for, the NRHP, while meeting the stated Project Purpose and Need; and

**NOW, THEREFORE**, FTA and DHPA, agree that, upon acceptance of this MOA, the Project will be implemented in accordance with the following stipulations in order to take into account the effect of the Project on historic properties.

### **STIPULATIONS**

FTA will ensure that the following stipulations of this MOA are carried out by NICTD and will require, as a condition of any approval of federal funding for the undertaking, adherence to the stipulations set forth herein:

#### **I. TREATMENT MEASURES**

##### **A. HISTORIC STANDING STRUCTURES**

1. Prior to any demolition of the O.K. Champion Building, located at 4714 Sheffield Avenue, Hammond, Indiana, NICTD shall prepare Historic American Building Survey (HABS) documentation of the existing O.K. Champion Building. Secretary of the Interior-qualified professionals in history or architectural history (36 CFR § 61) shall perform research, photo-recording, and documentation consistent with the standards of the National Parks Service (NPS) HABS documentation. NICTD shall coordinate in advance of construction activities with NPS to assess the appropriate level of HABS documentation. Documentation shall be provided to DHPA for review and approval prior to any demolition. NICTD shall provide draft documentation to NPS to verify that it meets the specified standards and formats. Upon NPS approval, NICTD shall finalize the documentation for submittal through the HABS program to the Library of Congress. One paper copy and one electronic copy of the final HABS documentation shall be provided to DHPA. Electronic copies shall be provided to the consulting parties and placed on file with the City of Hammond and the Hammond Public Library/Hammond Historical Society.
2. NICTD shall prepare a public exhibit discussing the history and context of the O.K. Champion Building, specifically highlighting the industrial development of Hammond. The display and/or interpretive materials for the exhibit shall be designed in consultation with a qualified historian or architectural historian who meets the Secretary of the Interior's Standards (36 CFR § 61) and shall assess the content and presentation to ensure that the important history and associations that contribute to the significance of the property are incorporated into the exhibit. The content and plan for the exhibit shall be provided to DHPA for review and approval prior to completion. The exhibit shall be displayed in a publicly accessible space within the vicinity of the site of the O.K. Champion Building and the Project area. The exhibit shall be displayed within 15 years of the execution of this MOA, or prior to the completion of Project construction, whichever is sooner.
3. NICTD shall amend the NRHP nomination for the State Street Commercial Historic District in Hammond, Indiana, (National Register #99001157 listed on September 17, 1999) to reflect

its current condition. Secretary of the Interior-qualified professionals in history or architectural history (36 CFR § 61) shall prepare the amendment to the nomination to be consistent with the standards of the NPS set forth in part VI of the National Register Bulletin 16A: *How to Complete the National Register Registration Form* (1997). The amendment to the nomination shall be provided to DHPA for review and approval. NICTD shall offer the completed amendment to the nomination to DHPA to submit to the Keeper of the NRHP to formally amend the NRHP listing. The amendment to the nomination shall be completed within 15 years of the execution of this MOA, or prior to the completion of Project construction, whichever is sooner.

4. NICTD, in consultation with DHPA and consulting parties, shall identify a historic property representative of Hammond's significant industrial history within the Project APE that merits nomination to the NRHP. Once an appropriate historic property to be nominated is established, NICTD shall prepare an NRHP nomination for that property. Secretary of the Interior-qualified professionals in history or architectural history (36 CFR § 61) shall prepare the nomination to be consistent with the NPS standards set forth in the National Register Bulletin 16A: *How to Complete the National Register Registration Form* (1997). The nomination shall be provided to DHPA for review and approval. NICTD shall offer the completed nomination to DHPA to submit to the Keeper of the NRHP to formally list the property. The nomination shall be completed within 15 years of the execution of this MOA, or prior to the completion of Project construction, whichever is sooner. The determination of viability of this treatment shall be based on the cooperation of property owners. Unknown variables prevent NICTD from unequivocally establishing which specific property to nominate at this time, although efforts related to another property are a priority.

## **B. ARCHAEOLOGICAL RESOURCES**

1. The Draft Environmental Impact Statement (DEIS) prepared pursuant to the National Environmental Policy Act (42 USC § 4321, et seq.) is based in part on the document *Phase Ia Archaeological Reconnaissance Survey of the West Lake Corridor Project, Lake County, Indiana*, produced by NICTD and dated October 2016. One area within the archaeological APE warrants further systematic archaeological field survey and reporting. This area is located to the east of the existing CSX freight line in Dyer, Indiana, and has been identified as the Munster/Dyer Main Street Layover Facility.

In addition, after NICTD confirms the Project construction locations, any construction areas that fall within other areas defined within the *Phase Ia Archaeological Reconnaissance Survey of the West Lake Corridor Project, Lake County, Indiana* document as disturbed by previous modern development will be revisited and tested using shovel probe or soil core methodology to confirm disturbance and lack of intact cultural deposits in areas not covered by buildings or pavement.

2. NICTD will ensure that the following measures are carried out in connection with implementation of the Project for the areas warranting archaeological investigation identified in Stipulation I.B.1:
  - i. Surveys will be conducted in accordance with DHPA's *Draft Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites*, dated 2008.

- ii. Surveys will be completed during the engineering phase of the Project when the footprint of the chosen alternative is more fully defined, and in advance of any construction planning phases.
3. Should the surveys outlined in Stipulations I.B.1 and I.B.2 identify historical and/or archaeological resources evaluated as potentially eligible for the NRHP, FTA, in consultation with DHPA and NICTD, will devise and implement an appropriate testing work plan to determine NRHP eligibility of any potentially eligible sites.
4. If NRHP-eligible historic and/or archaeological resources are identified during the implementation of Stipulation I.B.3, FTA, in consultation with DHPA, will determine if there are any adverse effects to the resources. FTA, in consultation with DHPA, will determine if preservation in place is possible for any affected eligible resources. If it is determined that preservation in place is deemed unlikely for the Project, as track alignment and structures have no tolerance for movement, then FTA, in consultation with DHPA and NICTD, will develop a data recovery plan that is consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register [FR] 44716) and the ACHP handbook *Treatment of Archaeological Properties* (1980). NICTD will be responsible for implementing the data recovery plan. Any data recovery plan developed under this MOA will include:
  - i. The development of significant research issues to be investigated;
  - ii. The phased recovery of resources;
  - iii. The scientific investigation of the resources recovered in sufficient detail to address the identified research issues and test assumptions;
  - iv. Allowances for addressing unanticipated resources or site conditions;
  - v. A process for consultation with FTA and DHPA; and
  - vi. A schedule of these proposed data recovery activities for each site.
5. Within eighteen (18) months after any archaeological field work conducted pursuant to the stipulations contained in this MOA is complete, FTA, in consultation with DHPA and NICTD, and in accordance with 36 CFR § 79, will plan for the analysis and curation of material and records from any archaeological excavations associated with the Project. NICTD will be responsible for the implementation of such a plan, and will ensure that all final archaeological reports and any archaeological assemblages are prepared pursuant to curation standards and guidelines as set forth by DHPA in the *Draft Guidebook for Indiana Historic Sites and Structures Inventory-Archaeological Sites*, dated 2008.

## II. DURATION

This MOA will expire if its terms are not carried out within ten (10) years from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

## III. MONITORING AND REPORTING

Each year on June 1 following the date of the execution of this MOA until it expires or is

terminated, whichever comes first, NICTD will provide FTA, DHPA, and the consulting parties with a summary report detailing the work undertaken throughout the previous year pursuant to the stipulations of this MOA. The last report will be submitted within three (3) months of completion of construction of the Project or at completion of this MOA's terms, if later. The summary report will include any tasks undertaken relevant to stipulations within this MOA, scheduling changes, problems encountered, and any disputes regarding implementation of these stipulated measures.

#### **IV. COORDINATION WITH OTHER FEDERAL REVIEWS**

In the event any other federal agency provides funding, permits, licenses, or other assistance to NICTD for the Project as it was planned at the time of the execution of this MOA, such funding or approving agency may comply with Section 106 by agreeing in writing to the terms of this MOA and so notifying and consulting DHPA. Any necessary amendments will be coordinated pursuant to Stipulation VII.

#### **V. POST-REVIEW DISCOVERIES**

If NICTD and FTA determine after any future construction has commenced that Project activities will affect a previously unidentified archaeological or historical resource that may be eligible for the NRHP, or affect a known resource in an unanticipated manner, FTA will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). FTA, at its discretion, may assume any unanticipated discovered property to be eligible for inclusion in the NRHP, pursuant to 36 CFR § 800.13(c). If human remains or archaeological sites are inadvertently discovered, or unanticipated effects on historic properties are found, then NICTD will implement the following procedures.

Regarding the discovery of human remains, in accordance with 36 CFR § 800.13(b)(3) and Indiana Code [IC] 14-21-1-27(a), if buried human remains or burial grounds are disturbed, NICTD will immediately cease all ground-disturbing activities within 100 feet of the discovery, and human remains or possible human remains will be left undisturbed. NICTD will notify FTA, DHPA, the County Coroner, and Indiana Department of Natural Resources, Division of Law Enforcement within 48 hours from the time of the discovery. Human remains will be treated or reburied in an appropriate manner and place in compliance with IC 23-14-57, the Native American Graves Protection and Repatriation Act, or other applicable laws.

Regarding the discovery of archaeological resources, in accordance with 36 CFR § 800.13(b)(3) and IC 14-21-1-29(a), if an archaeological resource is inadvertently discovered, NICTD will immediately cease all ground-disturbing activities within 100 feet of the discovery. NICTD will notify FTA and DHPA within 48 hours from the time of the discovery. NICTD, in consultation with FTA and DHPA, will conduct an on-site evaluation of the discovery. A professional archaeologist will investigate the discovery and recommend a course of action to protect the site. FTA will consider eligibility and effects and will determine actions to take to resolve adverse effects, and will consult with DHPA. FTA, in consultation with DHPA, may authorize the continuation of ground-disturbing activities, with or without conditions; or, within 10 days from the date that FTA and DHPA receive notice of the discovery, FTA, in consultation with DHPA, may require that continued ground disturbance activities be conducted only in accordance with an approved plan. NICTD, FTA, and DHPA will consult on the appropriate action. If requested by FTA or DHPA, NICTD will develop a work plan to treat the discovery and resolve adverse effects to historic properties. DHPA will review and provide concurrence on FTA's determination of eligibility, effects, and measures to avoid or reduce harm within 10 days of receipt of the work

plan. NICTD will then implement these measures accordingly and resume work.

Regarding unanticipated effects on historic properties that are determined eligible for the NRHP or assumed eligible, if any adverse effects to a historic property occur during construction, NICTD will immediately cease construction activities that may continue to affect the historic property. NICTD will notify FTA and DHPA within 48 hours of the time of the discovery. NICTD, in consultation with FTA and DHPA, will assess the extent of the adverse effect and propose repairs in a brief report. All repairs to historic properties shall be consistent with the Secretary of the Interior's Standards for Rehabilitation (36 CFR § 67.7). FTA will consider eligibility and effects and will determine actions to take to resolve adverse effects. DHPA will have 10 days to review the report and concur with the proposed measures to resolve adverse effects. If no response is received from DHPA, FTA may authorize NICTD to proceed with construction. NICTD will implement these measures prior to resuming construction activities in the location of the historic property.

## **VI. DISPUTE RESOLUTION**

Should any signatory to this MOA object in writing at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA will consult with such signatory to resolve any objections. If FTA determines that such objection cannot be resolved, FTA will:

- A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to ACHP. ACHP will provide FTA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA will prepare a written response that takes into account any timely advice or comments regarding the dispute from ACHP and signatories, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
- B. If ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA will prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them to ACHP with a copy of such written response.

The responsibility of FTA and NICTD to carry out all other actions under the terms of this MOA that are not the subject of the dispute will remain unchanged.

## **VII. AMENDMENT**

This MOA may be amended when such amendment is agreed to in writing by all signatories. The amendment will be effective on the date that a copy is signed by the last signatory.

## **VIII. TERMINATION**

This MOA will terminate in ten (10) years or upon completion of its terms, whichever comes first. If FTA, DHPA, or NICTD determines that the terms of this MOA will not or cannot be carried out, that party will immediately consult with the other signatories to attempt to develop an amendment per Stipulation VII above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, FTA or NICTD may terminate the MOA upon written notification to the other signatories.

**IX. IMPLEMENTATION**

- A. This MOA may be implemented in counterparts, with a separate page for each signatory. This MOA will become effective on the date of the final signature by the signatories. FTA will ensure each signatory is provided with a complete copy, and that the final MOA, any updates to attachments, and any amendments are filed with ACHP.
- B. Execution of this MOA by FTA and DHPA and implementation of its terms is evidence that FTA has taken into account the effects of its undertaking on historic properties and has afforded ACHP opportunity to comment pursuant to Section 106 of the NHPA.

**SIGNATURE PAGE**

**DRAFT MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL TRANSIT ADMINISTRATION  
AND  
THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC  
PRESERVATION & ARCHAEOLOGY  
REGARDING  
THE WEST LAKE CORRIDOR PROJECT**

**SIGNATORY**

FEDERAL TRANSIT ADMINISTRATION

SIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

Marisol R. Simón  
Regional Administrator

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**SIGNATURE PAGE**

**DRAFT MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL TRANSIT ADMINISTRATION  
AND  
THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC  
PRESERVATION & ARCHAEOLOGY  
REGARDING  
THE WEST LAKE CORRIDOR PROJECT**

**SIGNATORY**

INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC PRESERVATION &  
ARCHAEOLOGY

SIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

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**SIGNATURE PAGE**

**DRAFT MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL TRANSIT ADMINISTRATION  
AND  
THE INDIANA DEPARTMENT OF NATURAL RESOURCES, DIVISION OF HISTORIC  
PRESERVATION & ARCHAEOLOGY  
REGARDING  
THE WEST LAKE CORRIDOR PROJECT**

**INVITED SIGNATORY**

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

SIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

Michael Noland  
CEO/General Manager

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**ATTACHMENT A**

**Historic Properties in the APE<sup>1</sup>**

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<sup>1</sup> Source: AECOM 2016. For detailed maps of the APE, refer to Appendix E in the DEIS for the West Lake Corridor Project.

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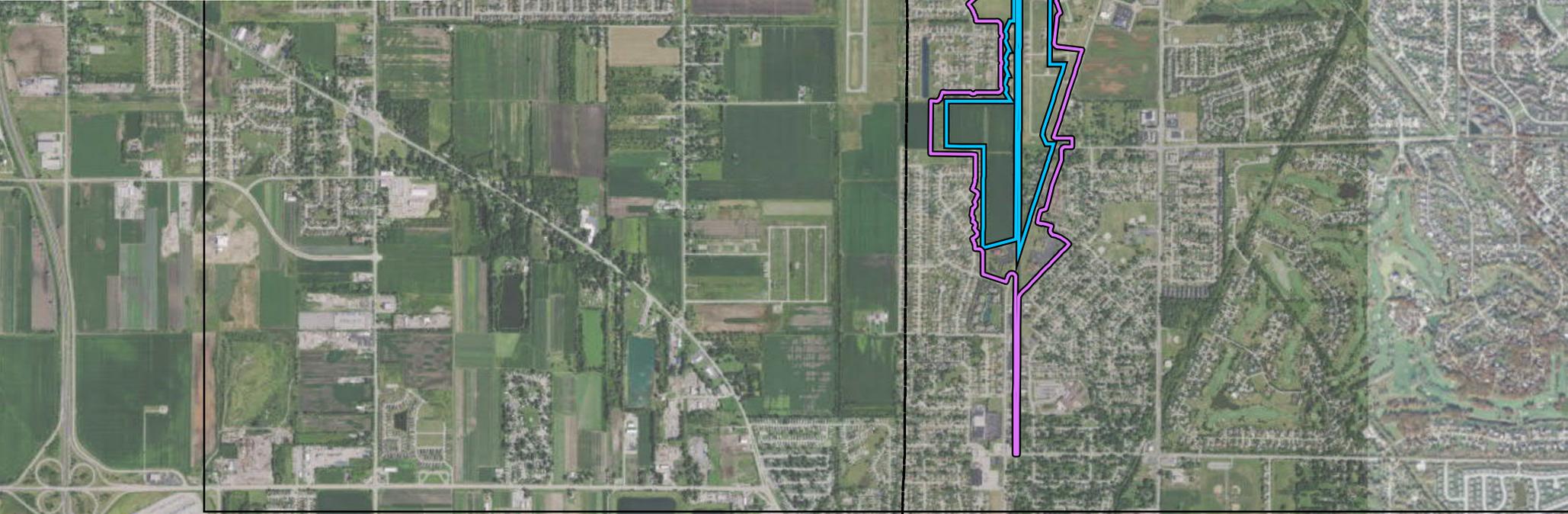
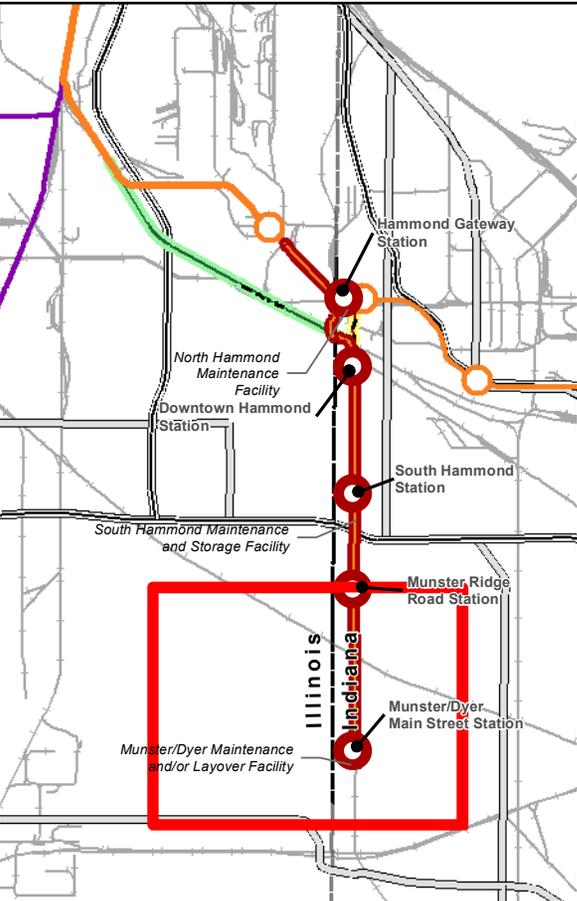
# Historic Properties in the APE (Sheet 1 of 3)

● Historic Property

▭ APE

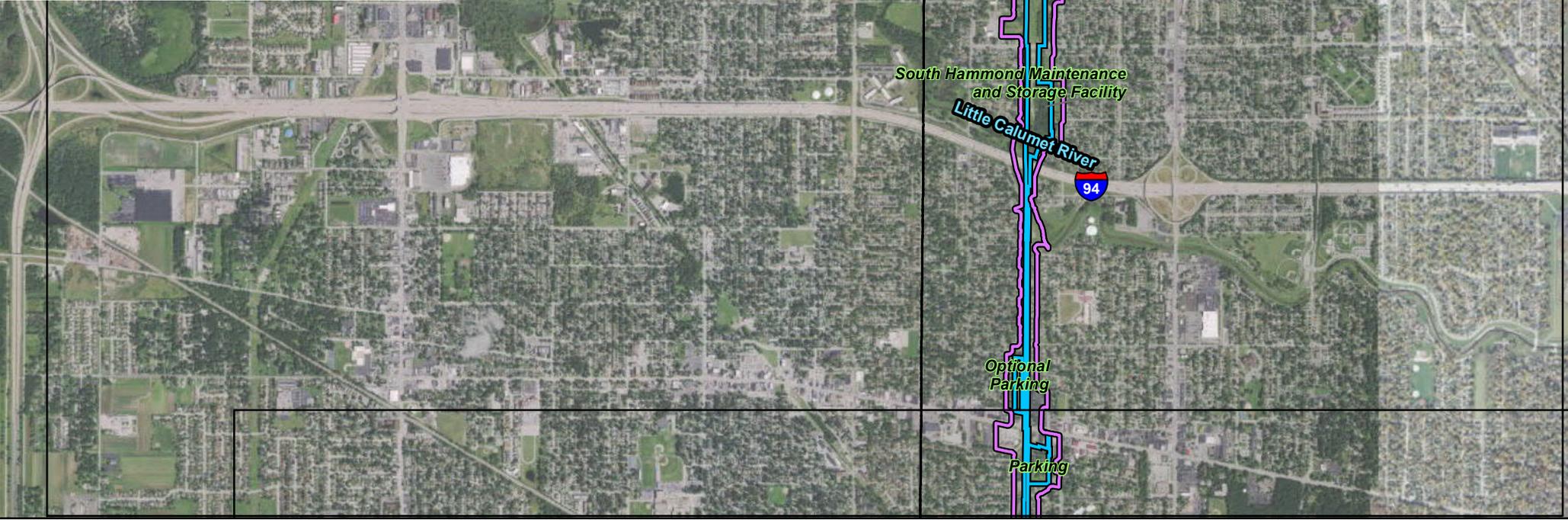
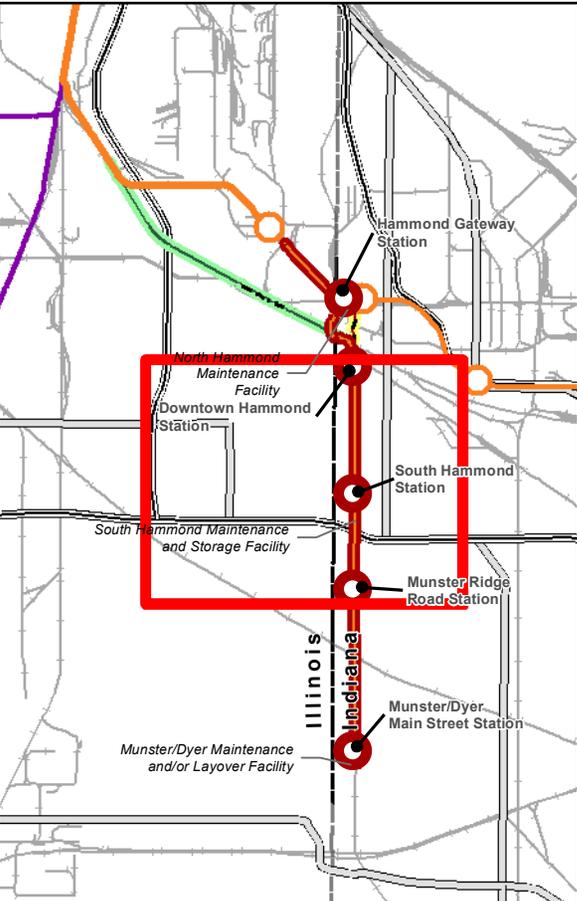
▭ Archaeological APE

0 1,800 3,600 Feet



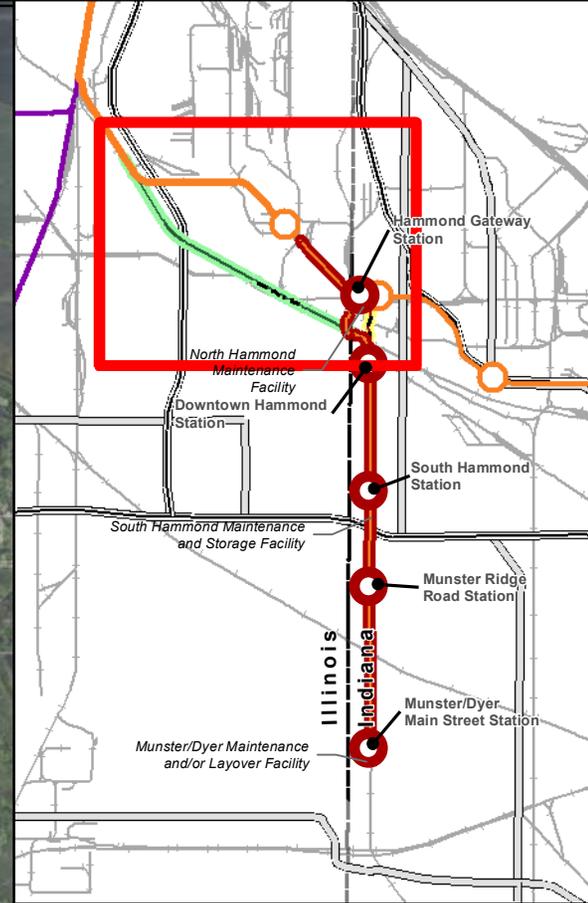
# Historic Properties in the APE (Sheet 2 of 3)

- Historic Property
  - ▭ APE
  - ▭ Archaeological APE
- 0 1,800 3,600 Feet



# Historic Properties in the APE (Sheet 3 of 3)

- Historic Property
  - ▭ APE
  - ▭ Archaeological APE
- 0 1,800 3,600 Feet



Little Calumet River

IHB Alternative

IHB Alternative

Hammond, Whiting, and East Chicago Railway Building

Federal Cement Tile Company

O.K. Champion Building

CSX Railroad  
Simplex Railway Appliance Company

Hotel Hammond

P.H. Mueller Sons Hardware

Minas Parking Garage

Douglas St

IHB Alternative

Grand Calumet River

IHB Alternative

NS Railroad

Grand Calumet River

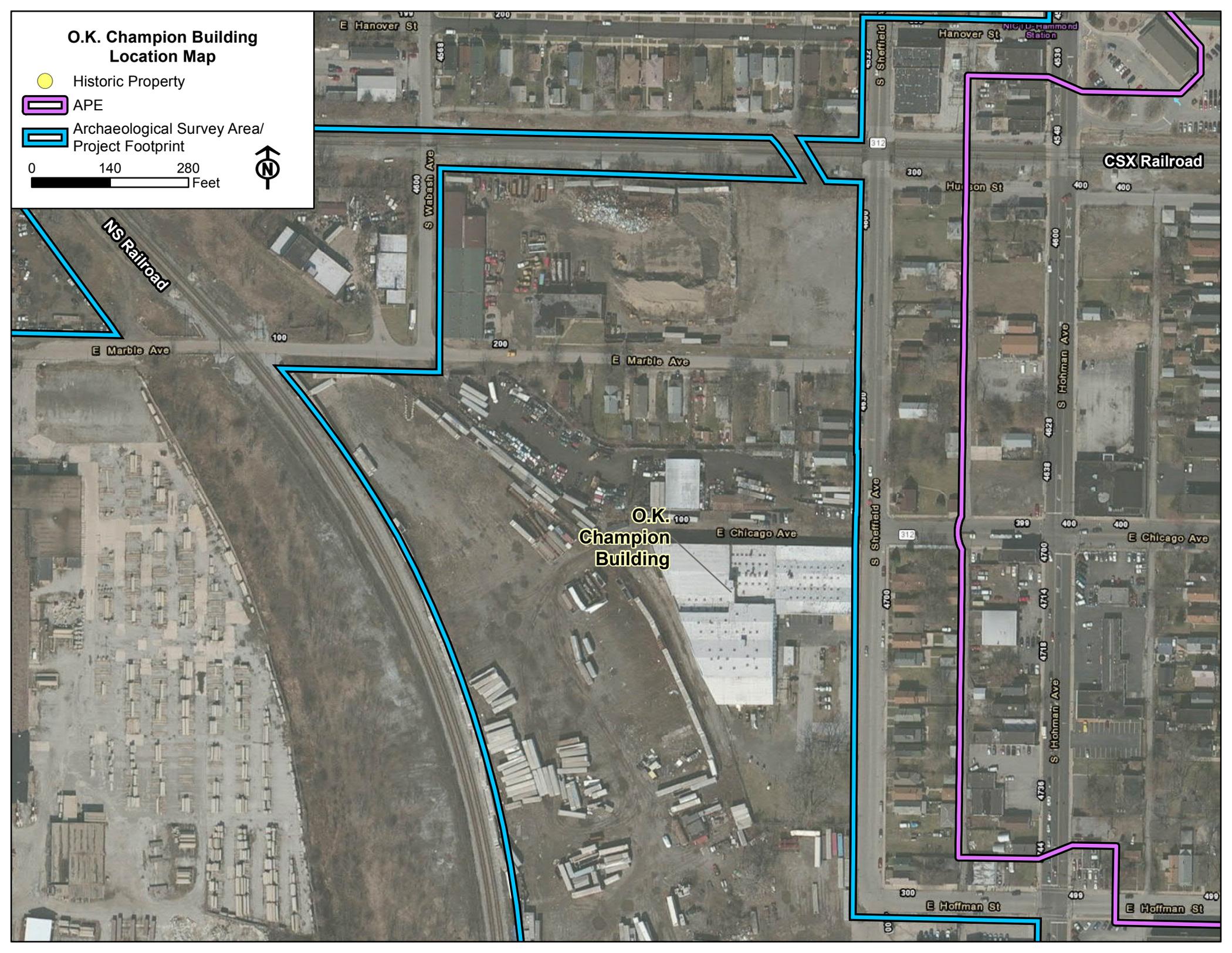
# O.K. Champion Building Location Map

 Historic Property

 APE

 Archaeological Survey Area/  
Project Footprint

0 140 280  
Feet



O.K.  
Champion  
Building

CSX Railroad

NS Railroad

Niles U-Hammond Station

E Hanover St

Hanover St

S Wabash Ave

S Sheffield

E Marble Ave

E Marble Ave

Hudson St

Hoffman St

S Hohman Ave

E Chicago Ave

E Chicago Ave

S Sheffield Ave

S Hohman Ave

E Hoffman St

E Hoffman St

**ATTACHMENT B**

List of Section 106 Consulting Parties

The State Historic Preservation Officer (SHPO) from the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology, and the SHPO from the Illinois Historic Preservation Agency listed below participated in the Section 106 consultation process for the West Lake Corridor Project in Lake County, Indiana, and Cook County, Illinois:

Mr. Mitchell K. Zoll  
Deputy State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

Ms. Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1507

In addition to the SHPOs from Indiana and Illinois mentioned above, NICTD sent invitations on October 3 and 8, 2014, and April 4, 2015, to several organizations identified as potential stakeholders and invited them to become a Section 106 consulting party. The following is a list of those organizations that accepted the invitation to become a consulting party for this Project:

Richard M. Lytle  
Hammond Historical Society  
564 State St.  
Hammond, IN 46320

Brian Poland  
Hammond Historic Preservation Commission  
649 Conkey St.  
Hammond, IN 46324

Cynthia Stacy  
Peoria Tribe of Indians of Oklahoma  
P.O. Box 1527  
Miami, OK 74355-1527

Tiffany Tolbert  
Indiana Landmarks, Northwest Field Office  
541 South Lake Street  
Gary-Miller Beach, IN 46403

Bruce Woods  
Lake County Historian  
Lake County Historical Society  
Courthouse Square, Ste. 205  
Crown Point, IN 46307

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