HAMMOND COMMON COUNCIL AGENDA
NOVEMBER 23, 2026
DRAFT

COUNCILPERSONS

1ST District
-Mark Kalwinski

2nd District
-Alfonso Salinas III

3rd District
-Barry Tyler, Jr.

4th District
-William Emerson

5th District
-Dave Woerpel

6th District
-Scott Rakos

At Large (3)
-Katrina Alexander
-Daniel Spitale
-Janet Venecz/ *2026 President*

The Common Council meets for its regularly scheduled meetings every 2nd and 4th Monday at 6:00 pm, City Hall 2nd Floor, Common Council Chambers.

Pursuant to Indiana Code 5-14-1.5-2.9, the website https://www.gohammond.tv is the publicly accessible platform where the live transmission and archived copy of this meeting is located. If any member of the public wishes to attend the meeting electronically, the meeting will be available for free on *Zoom*:
Meeting ID: 873 3657 9345
Passcode: 961827
In addition, meeting minutes, agendas, ordinances, resolutions, including recently adopted, can be found on gohammond.com (City Clerk page).

If anyone is in need of special accommodations for this meeting, pursuant to the Americans with Disabilities Act, notice of said need should be provided to Sharon Daniels, City of Hammond ADA Compliance Officer, at (219) 853-6502, or e-mail ada@gohammond.com, at least 24 hours prior to the meeting. Every reasonable effort will be made to accommodate individuals when prior notice is given.

Prepared by:
Robert J. Golec,
Hammond City Clerk

1. **PLEDGE OF ALLEGIANCE**
   Invocation
2. **ROLL CALL**
3. **MAYOR'S ADDRESS**
4. **APPROVAL OF MINUTES**
5. **APPROVAL OF CLAIMS**
6. **PUBLIC HEARINGS**
   None
7. **COMMUNICATIONS**
8. **COMMITTEE REPORTS**
9. **ORDINANCE 3RD READING – FINAL PASSAGE**
10. **INTRODUCTION OF ORDINANCES**
    - **A. 2027 Elected City Officials Salary Ordinance** **26-33**
      Sponsored by Thomas M. McDermott
11. **RESOLUTIONS**
    - **A. A Resolution to Amend Resolution 7468 R.2. (1992) to Approve a Supplement to the Comprehensive and Land Use Plan as it Pertains to the South Hammond Station Neighborhood Plan Subarea of Planning District IV, South Hammond** **26R-25**
      Sponsored by Daniel Spitale
    - **B. A Resolution to Set a Public Hearing Regarding Adopting Additional Appropriations for Hammond Public Library-Operating and Rainy Day Fund** **26R-26**
      Public Hearing on December 14, 2026
      Sponsored by Dave Woerpel
12. **NEW AND UNFINISHED BUSINESS**
13. **SPECIAL ZONING ACTION ADOPTED UNDER I.C. 36-7**
    None
14. **PUBLIC EXPRESSION**

ADJOURN

DRAFT SPONSOR: Thomas M. McDermott, Jr.
Mayor

26-33

ORDINANCE NUMBER _____

AN ORDINANCE FIXING THE SALARIES FOR ELECTED CITY OFFICIALS FOR THE CITY OF HAMMOND, INDIANA COMMENCING JANUARY 1, 2027 BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF HAMMOND, INDIANA

SECTION ONE: For the calendar year 2027 the salary schedule for elected officials of the City of Hammond, Indiana shall be fixed as follows:

MAYOR	119,663	Civil City
	24,754	Water Department
	19,646	Sanitary District
	19,646	Port Authority
CLERK	99,836	Civil City
COUNCILPERSONS	41,793	Civil City

SECTION TWO: For 2027, the paydays shall be every other Friday commencing on January 1, 2027 for a total of 27 pays.

SECTION THREE: The City shall pay the 3% contribution in PERF for those officials who do not already participate in another retirement or pension plan supported in whole or in part by the state or political subdivision of the State, as of January 1, 1992.

SECTION FOUR: This ordinance shall be in full force and effect from and after January 1, 2027 upon signing by the President of the Common Council, approval by the Mayor, and Publication as provided by law.

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ORDINANCE NUMBER _____

AN ORDINANCE FIXING THE SALARIES FOR ELECTED CITY OFFICIALS FOR THE CITY OF HAMMOND, INDIANA COMMENCING JANUARY 1, 2027 BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF HAMMOND, INDIANA

Attest:

_____
Janet Venecz
President, Common Council

_____
Robert J. Golec, City Clerk

PRESENTED BY ME to the Mayor of City of Hammond for his approval on the _____day of _____, 2026.

_____
Robert J. Golec, City Clerk

Approved by the Mayor on the _____day of _____, 2026.

_____
Thomas M. McDermott, Jr. Mayor

PASSED by the Common Council on the _____day of _____, 2026 and approved by the Mayor on the _____ day of _____, 2026.

_____
Robert J. Golec, City Clerk

DRAFT 26R-25

Sponsors: Councilman Daniel Spitale
Plan Commission

RESOLUTION NO. _____

A RESOLUTION TO AMEND RESOLUTION 7468 R.2. (1992) TO APPROVE A SUPPLEMENT TO THE COMPREHENSIVE AND LAND USE PLAN AS IT PERTAINS TO THE SOUTH HAMMOND STATION NEIGHBORHOOD PLAN SUBAREA OF PLANNING DISTRICT IV, SOUTH HAMMOND.

WHEREAS, the Comprehensive and Land Use Plan for the City of Hammond, Indiana was approved by Hammond Common Council Resolution 7468 R.2. on March 3, 1992.

WHEREAS, the Comprehensive and Land Use Plan was previously amended by Common Council Resolution 8272R (2001) regarding Planning District VI, Hessville and amended by Common Council Resolution R41(2003) regarding Planning District II, North Hammond; and

WHEREAS, it is the desire of the City of Hammond to update the Comprehensive and Land Use Plan as it pertains to Planning District IV, South Hammond, to reflect the changes in the community and its economic environment which have taken place since 1992; and

WHEREAS, the amendment pertaining to Planning District IV, South Hammond is for a subarea of Planning District IV entitled South Hammond Station Neighborhood Plan; and

WHEREAS, the Plan Commission of the City of Hammond has reviewed and approved the South Hammond Station Neighborhood Plan as a supplement to the Comprehensive and Land use Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Hammond that:

1. Resolution 7468 R.2. (1992) is hereby amended to approve a supplement to the Comprehensive and Land Use Plan for the City of Hammond to add the South Hammond Neighborhood Plan as adopted by the Plan Commission on November 16, 2026 via Plan Commission Resolution PC 2026-03 and attached hereto as Exhibit "A"; and

DRAFT

RESOLUTION NO. _____

2. In the event of any conflict between the Comprehensive and Land Use Plan and the South Hammond Station Neighborhood Plan, the South Hammond Station Neighborhood Plan will govern; and

3. Said South Hammond Station Neighborhood Plan is accepted and is in force as a supplement to the Comprehensive and Land Use Plan for the City of Hammond.

BE IT FURTHER RESOLVED that this resolution shall be in full force and effect from and after its final passage and adoption by the Common Council, signing by the President of the Common Council and approval by the Mayor.

_____
Janet Venecz, President

ATTEST:

_____
Robert J. Golec, City Clerk

Presented by me, the undersigned City Clerk of Hammond to the Mayor of said City for his approval on the _____ day of _____, 2026.

_____
Robert J. Golec, City Clerk

The foregoing Resolution No. ____ consisting of two pages and Exhibit "A" titled South Hammond Station Neighborhood Plan was _____ by the Mayor on the _____ day of _____, 2026.

_____
Thomas M. McDermott, Jr., Mayor

Approved by the Common Council on the _____ day of _____, 2026 and _____ by the Mayor on the _____ day of _____, 2026.

_____
Robert J. Golec, City Clerk

Thomas M. McDermott, Jr.
Mayor

DRAFT

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF HAMMOND

BRIAN L POLAND, AICP
Director of City Planning

PLAN COMMISSION RESOLUTION NO. 2026-03

Resolution of the Plan Commission of the City of Hammond, Indiana regarding the approval of the South Hammond Station Neighborhood Plan as a supplement to the Comprehensive and Land Use Plan as it pertains to a subarea of Planning District IV, South Hammond.

WHEREAS, the **Comprehensive and Land Use Plan** for the City of Hammond, Indiana was approved by Hammond Common Council Resolution 7468 R.2. on March 3, 1992.

WHEREAS, the **Comprehensive and Land Use Plan** was previously amended by Common Council Resolution 8272R (2001) regarding Planning District VI, Hessville and amended by Common Council Resolution R41(2003) regarding Planning District II, North Hammond; and

WHEREAS, it is the desire of the City of Hammond to update the **Comprehensive and Land Use Plan** as it pertains to Planning District IV, South Hammond, to reflect the changes in the community and its economic environment which have taken place since 1992; and

WHEREAS, the amendment pertaining to Planning District IV, South Hammond is for a subarea of Planning District IV entitled **South Hammond Station Neighborhood Plan**; and

WHEREAS, the Planning Department of the City of Hammond has held a series of meetings within the South Hammond neighborhood to determine the tenor of the neighborhood; and

WHEREAS, the Plan Commission of the City of Hammond has reviewed and approved the **South Hammond Station Neighborhood Plan** as a supplement to the **Comprehensive and Land Use Plan**.

NOW, THEREFORE, BE IT RESOLVED by the Plan Commission of the City of Hammond that:

1) The Plan Commission hereby approves the **South Hammond Station Neighborhood Plan** as a supplement to the **Comprehensive and Land Use Plan of 2003** as a subarea of Planning District IV - South Hammond.

5925 Calumet Ave, Room G-17
Hammond, IN 46320
Phone 219.853.6397 x 3 • Fax 219.853.6618
www.gohammond.com

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PLAN COMMISSION RESOLUTION NO. 2026-03

2) In the event of any conflict between the 1992 **Comprehensive and Land Use Plan** and the **South Hammond Station Neighborhood Plan**, the **South Hammond Station Neighborhood Plan** will govern.

3) The **South Hammond Station Neighborhood Plan** is in force as a subarea Neighborhood Plan supplement to the **Comprehensive and Land Use Plan of 2003** for the City of Hammond.

BE IT RESOLVED that the Plan Commission favorably recommends the adoption of the South **Hammond Station Neighborhood Plan** to the Common Council.

BE IT FURTHER RESOLVED that this resolution shall be in full force and effect from and after its final passage and adoption by the Plan Commission of the City of Hammond and the Common Council.

The foregoing was passed by the Plan Commission of the City of Hammond, Lake County, Indiana, this 16th day of November, 2026.

ATTEST:

Dean Button,
President of the Plan Commission

Shannon Morris-Smith,
Secretary to the Plan Commission



SOUTH HAMMOND STATION NEIGHBORHOOD PLAN

Plan Commission Approval: November 16, 2026

DRAFT

ACKNOWLEDGMENTS

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Steering Committee

Bill Emerson

William Hutton

Erika Magallanes

Mike Morasan

Ruth Mores

Owana Miller

Ron Novak

Trish Miller

Janet Venecz

Kelly Wenger

Common Council

Katrina Alexander, At Large

Dan Spitale, At Large

Janet Venecz, At Large, Council President

Mark Kalwinski, 1st District

Alfonso Salinas III, 2nd District

Barry Tyler, Jr., 3rd District

William Emerson, 4th District

Dave Woerpel, 5th District

Scott Rakos, 6th District, Council Vice-President

Plan Commission

Roger Brock

Dean Button

Thomas Dabertin

Mike Dye

Tom Kazmierczak

Ronald Sims

Daniel Spitale

Michael Opinker

Marcus Taylor

City Staff

Dean D. Button, PE, City Engineer

Brian L. Poland, AICP, Director of City Planning

Tom Novak, Assistant City Planner

Jonathan Parker, Assistant Project Manager

Prepared By

HWC ENGINEERING

DRAFT

RESERVED FOR ADOPTION RESOLUTION

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DO NOT STOP ON TRACKS
RAILROAD CROSSING
RAILROAD CROSSING

CHAPTER 1

EXECUTIVE SUMMARY

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PROTECTING CHARACTER WHILE PLANNING FOR CHANGE

The City of Hammond has been preparing for the opening of the Monon Corridor commuter rail service, formerly known as the West Lake Corridor, for a number of years. The service started running in spring of 2026. This significant infrastructure investment will introduce new regional connectivity and access to the South Hammond neighborhood, creating both opportunities and uncertainties. While prior planning efforts dating back to 2015, including traffic analyses conducted in 2016 and 2017, suggested limited impacts from commuter traffic, the passage of time and continued concern from residents and City staff have underscored the need for updated analysis and proactive planning.

Train platform at the South Hammond Station



As the station area approaches the start of fare service and experiences the beginning stages of operation, questions remain regarding potential increases in traffic volumes, particularly the risk of cut-through traffic on local neighborhood streets if nearby arterial routes become congested. In response, this plan establishes a forward-looking "playbook" of potential traffic management strategies and infrastructure improvements, enabling the City to monitor conditions and implement targeted responses as needed. This approach ensures the community is not only aware of potential impacts, but prepared to address them in a timely and effective manner.

At the same time, the prospect of redevelopment pressures has raised concerns about the compatibility of future land uses with the established character of the neighborhood. Earlier transit-oriented development (TOD) planning efforts identified apprehension about higher-density residential development, particularly multi-family housing, that may be out of scale with the area's predominantly single-family development pattern. This plan places a strong emphasis on protecting and enhancing South Hammond's established neighborhood character, while also recognizing that reinvestment and infill development interest is likely to occur, particularly on key opportunity sites near the station and along major corridors. Clear guidance is provided to ensure that any new development is context-sensitive, appropriately scaled, and aligned with community expectations.

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South Hammond is distinguished by its strong residential character, with a higher proportion of owner-occupied homes, comparatively higher home values, and higher median household incomes than the city overall. The neighborhood is anchored by valued community assets, including Edison Park, Indi-Illi Park, and Rich's Park, as well as Thomas Edison Elementary School and several longstanding religious institutions along Hohman Avenue. These features contribute to a stable and connected community that residents are committed to preserving.

This plan is grounded in the dual objective of protecting and enhancing the existing neighborhood while positioning the Monon Corridor as a positive and beneficial asset. By proactively addressing traffic concerns through an adaptable implementation framework, reinforcing expectations for compatible infill development, and prioritizing the preservation of neighborhood character, the plan ensures that future change is thoughtfully managed and that current residents remain at the center of South Hammond's future.

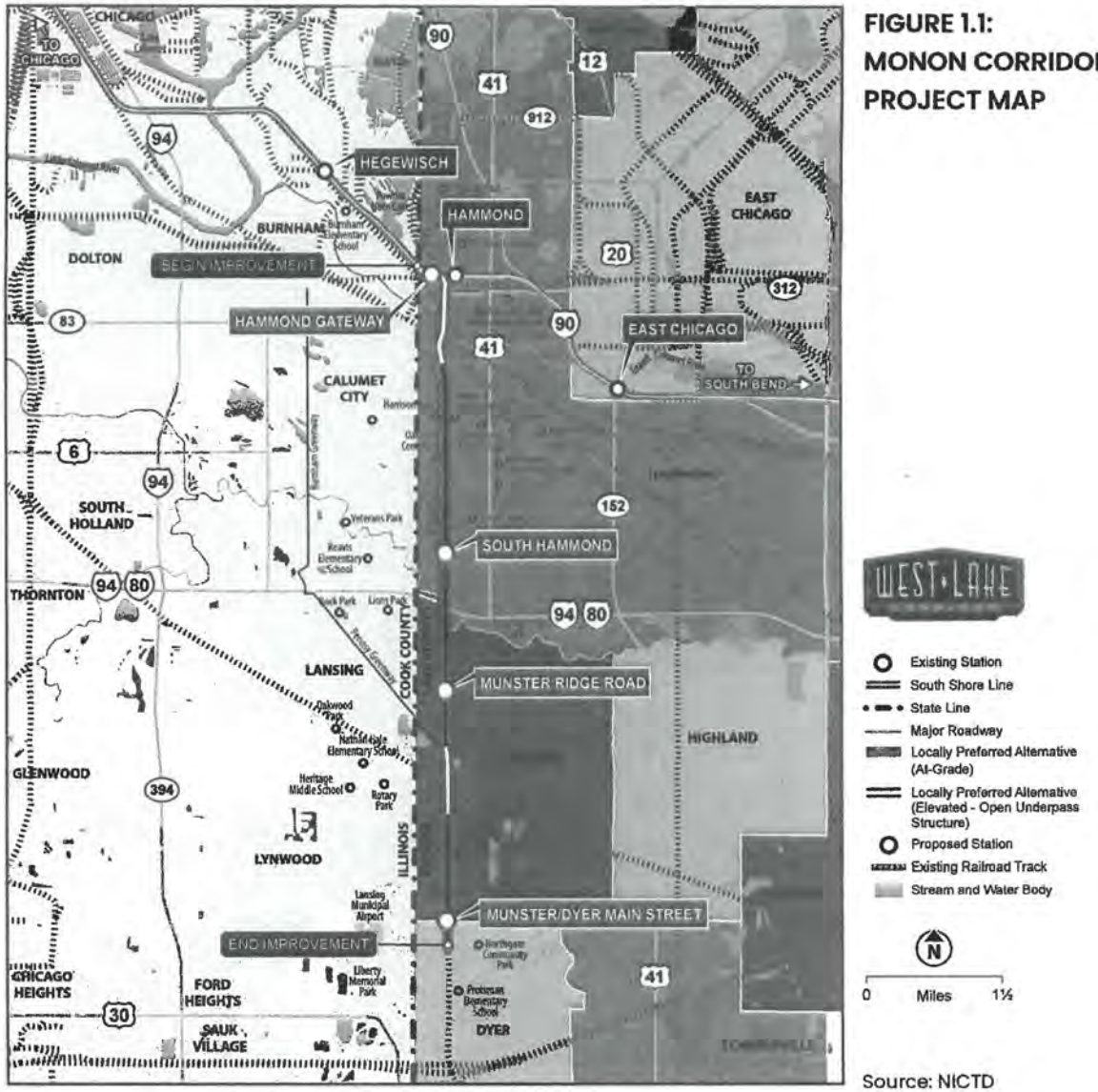

FIGURE 1.1: MONON CORRIDOR PROJECT MAP

Source: NICTD

STUDY AREA

The study area for the South Hammond Station Neighborhood Plan includes the area generally bounded by 165th Street to the north, Calumet Avenue (US 41) to the east, the Little Calumet River and city limits to the south, and the Indiana/Illinois border and city limits to the west. This area doubles as the extent for the traffic study portion of the project, but it should be noted that traffic counts and analysis are focused on the collector and arterial streets in the study area and not on local streets. Additionally, while Calumet Avenue is included in the study area, the focus of this study is on commuter traffic to and from the South Hammond Station and not Calumet Avenue as a regional thoroughfare and commercial corridor.

The South Hammond Station Neighborhood Plan study area is located within the larger South Hammond Planning District (Planning District IV) identified in the City's Comprehensive/Land Use Plan. The study area represents a more focused planning effort addressing conditions and opportunities associated with the South Hammond Station and surrounding neighborhood. The study area does not encompass the full Planning District.

The study area also overlaps portions of the South Hammond Transit Development District (see page 22 for more information), which was established to support investment and economic development associated with the Monon Corridor. TDD revenues can help fund projects and improvements that support station access, economic development, and related community investments.

Study area intersections included in the traffic analysis are:

- 169th Street and Harrison Avenue
- 169th Street and Calumet Avenue
- 173rd Street and Hohman Avenue
- 173rd Street and Lyman Avenue
- 173rd Street and Harrison Avenue
- 173rd Street and Calumet Avenue
- 175th Street and Harrison Avenue
- 175th Street and Calumet Avenue
- Bernice Road and Wentworth Avenue
- River Drive and Hohman Avenue
- 165th Street and Lyman Avenue
- 165th Street and Hohman Avenue

Single-family home in South Hammond



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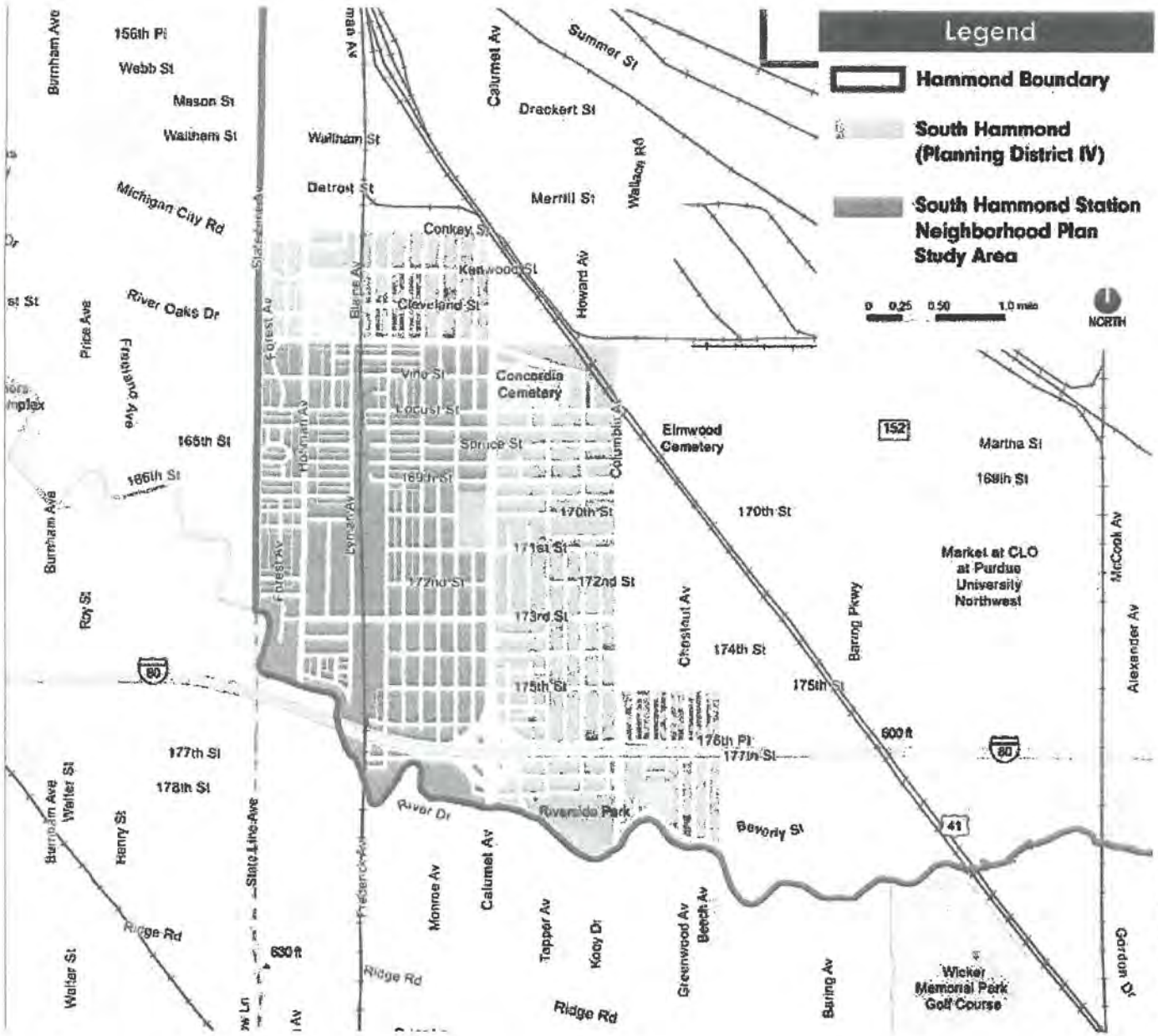

FIGURE 1.2: STUDY AREA AND SOUTH HAMMOND (PLANNING DISTRICT IV) BOUNDARIES MAP

GOALS

Land Use & Development Character

1. Preserve and enhance South Hammond's historic single-family neighborhood identity.
2. Promote context-appropriate infill and redevelopment on vacant and underutilized sites.
3. Increase access to neighborhood goods and services so residents can meet daily needs close to home.
4. Expand access to high-quality, well-maintained housing and support long-term homeownership.



Rich's Park in the southern portion of the neighborhood.

Transportation

1. Support safe and efficient access to South Hammond Station while mitigating potential negative impacts to neighborhood character.
2. Improve roadway safety through targeted speed reduction and traffic calming interventions on high concern streets, including 173rd Street, Lyman Avenue, and Hohman Avenue.
3. Enhance walkability and biking comfort to ensure safe, convenient access to parks, schools, the Monon Trail, and South Hammond Station.

Quality of Life

1. Enhance the neighborhood's parks and public spaces to increase the sense of community.
2. Improve amenities in Rich's Park and increase access to the Little Calumet River Trail.
3. Ensure properties and structures are maintained to uphold neighborhood character and aesthetics.
4. Foster a welcoming neighborhood environment by improving safety, lighting, and security presence, and designing public spaces that feel active, comfortable, and well-used.

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PLAN ORGANIZATION

1. Executive Summary

This chapter introduces the context in which this plan was created, defines the project study area, and includes the plan goals organized around the three main elements of Land Use & Development Character, Transportation, and Quality of Life. It also describes how the remainder of the plan is organized.

2. Introduction

The Introduction Chapter describes what a neighborhood plan is and reasons why this plan was created. It includes a brief history of the area, key demographic trends, and existing conditions present in the study area.

3. Process

This chapter outlines the process of developing the South Hammond Station Neighborhood Plan and a summary of key themes that were identified during public engagement and steering committee meetings.

4. Land Use & Development Character

The Land Use & Development Character Chapter describes the potential development issues and opportunities in the study area. It also outlines strategies to achieve Hammond's goals for managing redevelopment pressure on key sites and along major corridors with respect to the neighborhood's established character.

5. Transportation

The Transportation Chapter summarizes the traffic analysis completed as part of the planning process as well as a series of potential recommendations to be implemented over time as traffic conditions may warrant. It also includes broader goals and objectives related to neighborhood connectivity and ensuring safe and efficient mobility for residents, businesses, and commuters.

6. Quality of Life

The Quality of Life Chapter identifies strategies to preserve and enhance the neighborhoods existing amenities and assets so that the South Hammond area remains a desirable place to live, work, and raise a family.

7. Implementation

This chapter provides a guide on how to use the plan to aid decision-making, when plan updates may be needed, and how to implement key recommendations.

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CHAPTER 2

INTRODUCTION

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WHAT IS A NEIGHBORHOOD PLAN?

The South Hammond Neighborhood is poised for significant change with the introduction of the Monon Corridor commuter rail service and the construction of the South Hammond Station within the neighborhood. This investment will bring both opportunities and challenges, making it an ideal time to consider the future direction of the neighborhood. The new rail station is expected to enhance access to Chicago, serving as a potentially highly desirable amenity. At the same time, the project may impact the existing character of the neighborhood through increased traffic, heightened activity, and growing development interest near the station area.

The South Hammond Station Neighborhood Plan is more detailed than the City's current Comprehensive Plan, which was adopted in 1992. It provides more specific goals for the study area and allows residents to better shape their neighborhood. Neighborhood plans address a range of topics including neighborhood character, quality of life assets, the transportation network, and areas for potential development or redevelopment within a community.

This plan will address some of the concerns regarding the planned train station, while more broadly defining a vision for the neighborhood to make it a great place to live for both current and future residents. It was shaped by the neighborhood community, which remained proactively involved in throughout the process, attending public workshops and sharing their thoughts through an online survey. The result is a plan that will be used to preserve and strengthen community character, guide any new development, and identify ways to improve already existing assets and realign them where necessary to current neighborhood needs. This plan will also allow the community to proactively respond to issues and allow the City to identify areas for investment or improvement.

HOW WILL IT BE USED?

The South Hammond Station Neighborhood Plan will be adopted by ordinance as an amendment to the City of Hammond Comprehensive/Land Use Plan, originally adopted in 1992. As a sub-area plan of the Comprehensive Plan, it provides more detailed guidance for the portion of the South Hammond Planning District addressed by this plan. The plan study area comprises only a portion of the larger South Hammond Planning District (Planning District IV) identified in the Comprehensive Plan and does not replace or amend the broader planning district outside the study area. Its recommendations will direct policy action within the study area. For instance, if there are zoning changes or land use decisions that need to be made within the South Hammond Neighborhood, officials will be able to use the Plan as a guide to establish appropriate, complementary development patterns.

In addition, the Plan can act as a list of projects for the community and identifies areas for investment or realignment to make the community safer and reflect the desires of current residents.

NEIGHBORHOOD HISTORY

The South Hammond Neighborhood Plan covers part of the fourth council district of the City of Hammond. This neighborhood has many historic homes developed in the early 1900s. More were built around the 1950s, and another wave of development occurred late 1990s. The City of Hammond, and particularly South Hammond, developed as a bedroom community for these areas and remains a very attractive place to live for those working in neighboring communities.

The residents of South Hammond appreciate the area's character and its modest historic homes, including bungalows and Craftsman-inspired homes, as well as some brick houses and buildings that were developed in the City's early growth era. The neighborhood is defined by a consistent street grid that allows for a walkable neighborhood further enhanced by established, mature street trees. South Hammond is a stable, family-oriented neighborhood with long-term households that cherish their community's identity. They have lively community facilities with several churches along Hohman Avenue as well as a number of parks.



FIGURE 2.1: SOUTH HAMMOND NEIGHBORHOOD LOCATION

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Single-family character in South Hammond



Skate Park at Edison Park



Neighborhood multi-family housing



Anthem Church Hammond



MONON CORRIDOR PLANNING AND ANALYSIS

The Monon Corridor is a roughly nine-mile southern extension of the Northern Indiana Commuter Transportation District (NICTD) South Shore Line, running from the Munster/Dyer municipal boundary north into Hammond. It is designed to expand transportation choices for central and southern Lake County residents, particularly those who commute to downtown Chicago or other destinations along the South Shore Line.

Beyond mobility, the Monon Corridor is expected to produce wide-ranging socioeconomic benefits. While at the time of writing the benefits are still anticipated, South Hammond residents would benefit from increased access to Chicago's higher-paying jobs while benefiting from Indiana's relatively lower cost of living. This would increase residents' disposable income, making Indiana a more attractive place to live. Likewise, the improved transit connection can expand employment opportunities for people working locally by attracting new businesses and stimulating reinvestment around station areas.

Over time, these shifts may influence where population, housing, and employment growth occur, as development tends to happen in areas with good transit access. While there is not much space for new development around the South Hammond station, it will still influence changes in the neighborhood.

The South Hammond Station, is located north of 173rd Street and east of Lyman Avenue, with access along 173rd Street. The station platform is located north of 173rd Street with adjacent parking and dedicated "Kiss-and-Ride" spaces (parking spaces intended for short term parking that allow the commuter time to exit the vehicle and say "goodbye" but are not intended for long term parking) that allow for easier flow of traffic and more options to connect commuters to the station. There is room to expand station parking south of 173rd Street if necessary, which would provide a combined 761 regular spaces and 34 "Kiss-and-Ride" spaces.

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FIGURE 2.2:
MONON CORRIDOR EXTENSION PLANNING



Source: NICTD

West Lake Transit-Oriented Development

September 2017

Additional details can be found at MYSOUTHSHORELINE.com

During the planning process for the Monon Corridor, a Transit Oriented Development (TOD) study for the three stations, Hammond, Munster and Dyer, was conducted. The study focused just on the Monon Corridor extension and determined that the South Hammond station will be the least dense station along the corridor. The overall Transit Oriented Development (TOD) vision outlined in the plan anticipates only modest increases in intensity, with minimal changes to the area's established residential character. Rather than large-scale redevelopment, the focus is on enhancing the public realm through improved streetscapes, wider sidewalks, multi-use paths, better lighting, and conveniently located pocket parks. Together, these improvements are intended to strengthen South Hammond's appeal as a desirable, walkable neighborhood within the City of Hammond.

In 2016, the City of Hammond adopted two resolutions that establish key parameters for the South Hammond station and its construction. The first resolution calls for the station to be located closer to 173rd Street, with that street serving as the primary, and potentially sole, access point to the station and its parking facilities. The second resolution requires the Monon Trail to remain

intact or be reconstructed within the existing right-of-way to maintain separation from the Monon Corridor rail tracks, including a dedicated crossing at 173rd Street. Additionally, the resolutions specify that 169th Street should not connect to the station area and that station-related traffic should not be routed onto Lyman Avenue.

Looking ahead, the station area may support limited, small-scale infill development that is compatible with surrounding neighborhoods.

- This could include modest residential infill within existing residential areas, as well as a limited increase in the intensity of residential development on vacant sites.
- Potential infill housing types include small-lot single-family homes and paired homes.
- South Hammond also stands out within the Monon Corridor due to its strong commuter connection to Chicago, with approximately 15% of residents working there, the highest proportion among the corridor's station areas.
- Existing commercial corridors along Hohman Avenue and Calumet Avenue contain several underutilized sites that may present longer-term redevelopment opportunities.

Any future infill or redevelopment within the South Hammond station area should be carefully designed to respect the surrounding context of low-rise, single-family neighborhoods. Maintaining neighborhood character while allowing for thoughtful, incremental growth will be essential to ensuring that new development complements the area rather than overwhelms it.



Source: NICTD

FIGURE 2.3:
CONCEPT PLAN FOR THE TRAIN STATION FROM THE WEST LAKE TOD STUDY

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Hammond Transit Development Districts

September 2023

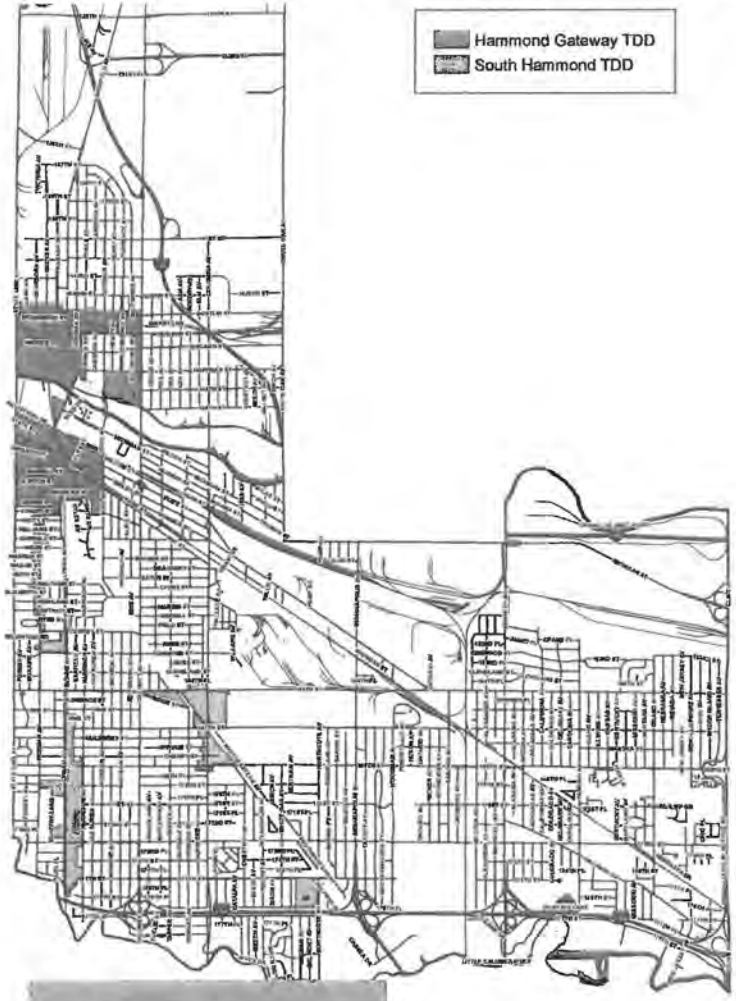
Additional details can be found at NWITDD.com

Designated Transit Development Districts (TDD) were established as part of the Monon Corridor under Indiana General Assembly House Bill HEA 1144-2017 to incentivize, direct, and support economic development around the stations along the South Shore line and the Monon Corridor line. The TDD can capture incremental property tax and local income tax revenue, which can support development within the TDD districts.

TDD area planning identified the South Hammond TDD as an opportunity for trail-oriented development as the convergence of two regional trail corridors, the Monon Trail and the Erie-Lackawanna Trail. Trails have multiple benefits including being a quality-of-life amenity that make an area more attractive to residents and developers alike. They also encourage physical activity and can be a great way to increase community cohesion.

The TDD plan maintains that the areas around the station should remain primarily residential with supporting commercial and community amenities. It identifies goals of walkability, commercial development along corridors, and protecting existing single-family neighborhoods.

FIGURE 2.4:
DESIGNATED TRANSIT DEVELOPMENT DISTRICTS IN THE CITY OF HAMMOND



Source: City of Hammond

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2023 Amendment to the Redevelopment Plan for the Gateways Redevelopment Area (River North Subarea Expansion Area)

December 2023

Additional details can be found at GOHAMMOND.com

Another study with implications for the South Hammond Neighborhood is the Gateways Redevelopment Area plan that was recently amended to include the River North Subarea. The River North Subarea is located in the southeastern portion of the planning area. Given its importance as a catalyst for future growth and redevelopment, the site is identified as a key focus area and discussed in more detail in the Land Use and Development Character chapter of this plan.

The River North site is west of Calumet Avenue on the border of Munster and Hammond. It is between the Frank Borman Expressway and the Little Calumet River. It has access to the Little Calumet River Trail, which will be an asset to development on the site, providing tenants with non-motorized transit access as well as a recreational amenity. The City has defined this area as blighted and an opportunity for reinvestment to boost the vitality of Hammond. The City recognizes that to develop this site there may need to be public investment to stimulate private investment.

The River North site is just under 15.5 acres. The two main properties that make up the area are zoned C-4, General Commercial District, and a smaller portion of the area is zoned C-1, Local Commercial District. The C-4 district "is designed to provide for automotive, service, and freestanding commercial activities which require limited comparison shopping" while the C-1 district is "intended to be small scale commercial uses, designed to meet the day-to-day convenience shopping and service needs of persons residing in adjacent residential areas."



River North Site in 2025

SOUTH HAMMOND DEMOGRAPHIC SNAPSHOT

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Population



Study Area
6,813 people
Hammond
76,033 people

The Study Area comprises 9% of the City's population.

Housing Units



Study Area
2,819 units
Hammond
31,600 units

The Study Area has a higher percentage of owner-occupied housing units (70.3%) when compared to the City as a whole (56.5%).

Housing Value



Study Area
$236,321
Hammond
$190,133

The average home value is $46,000 higher in the Study Area when compared to all of Hammond.

Median Household Income



Study Area
$64,462
Hammond
$55,362

The Study Area's Median HH Income is approximately 16% higher than the City.

Source: ESRI 2024

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STUDY AREA DEMOGRAPHIC PROFILE

Unless otherwise noted, data presented in this profile was obtained from Environmental Systems Research Institute (ESRI) Business Analyst, including ESRI Community Profile and Housing Profile datasets. These data sources were selected because they allow for the use of customized geographic boundaries that closely align with the South Hammond Neighborhood planning area, providing a more accurate representation of local conditions than data available for standard census geographies alone.

These data are estimates and projections derived from multiple sources, including the U.S. Census Bureau and ESRI modeling. As a result, figures presented in this profile may differ from those reported through other datasets or geographic boundaries and should be interpreted as planning-level estimates rather than exact counts.

Population

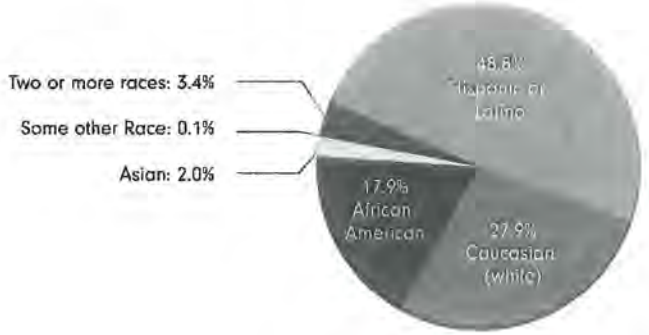
According to the 2020 U.S. Census, Hammond has a population of 77,879 people. This is a -3.7% decrease from 80,830 people in 2010. Within the study area, ESRI estimates that there were approximately 7,006 people living in the study area in 2020, a marginal decrease from the estimated 7,019 residents in 2010. In 2024, the study area's population decreased furthermore to roughly 6,813 residents. Residents

FIGURE 2.5: POPULATION OF HAMMOND



Source: U.S. Decennial Census 1900–2020

FIGURE 2.6: PERCENT OF POPULATION BY RACE, HAMMOND



Source: ESRI 2024

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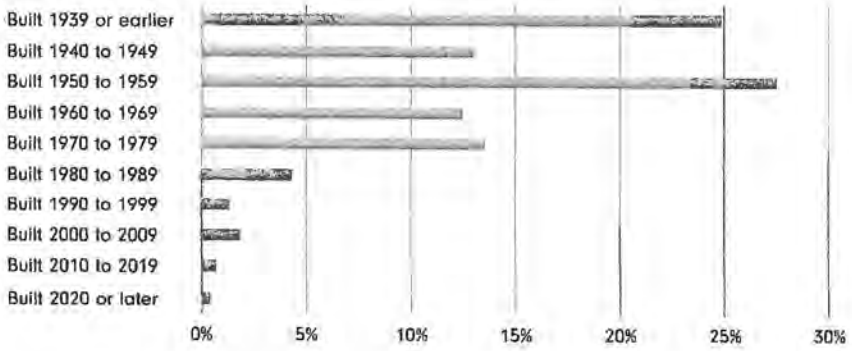
living in the study area comprise 9% of the city's population. According to Figure 2.5, Hammond's population steadily grew in the first half of the twentieth century, reaching its peak in the 1960s, with just under 120,000 residents. Since then, the city's population has declined due to deindustrialization. Although the rate of population decline has slowed, the City's population has fallen below 100,000 residents.

The 2024 ESRI estimates the median age in Hammond to be 36.1 years, slightly below the Lake County median age of 39.8 years. In the study area, the median age is 38.3 years, comparable to the city average. According to Figure 2.6, Latino residents make up the largest share of residents at 48.8%, White residents comprise 27.9%, Black residents comprise 17.9%, and other racial groups comprise 5.5% of the population. The percentage of residents identifying as White or Black have decreased -7.6% and -6.7%, respectively, since 2013, while those identifying as Latino have increased 11.7%.

FIGURE 2.7: HOUSING STRUCTURE AGE, HAMMOND



Source: 2023 ACS 1-Year Estimates

The racial demographics within the study area are similar: over 40% of residents within the study area identify as Latino, with that share estimated to increase to over 43% by 2029.

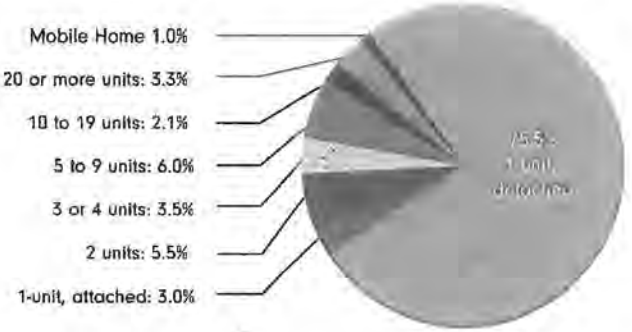
According to 2024 ESRI estimates, within the study area, residents aged 10 to 14 years comprise the highest share of residents at 14.4%; residents aged 35 to 44 comprise 14.1%; residents aged 25 to 34 comprise 13.6%; and residents aged 45 to 54 comprise 13.4%. The age breakdown is similar when compared to the city overall.

Socioeconomic Conditions

HOUSING

According to ESRI estimates, there were 31,600 housing units in Hammond in 2024 and a total of 29,339 households in the city. The number of households decreased from 31,822 in 2020 and 32,945 in 2010. According to 2029 ESRI estimates,

FIGURE 2.8: PERCENT HOUSING UNITS BY TYPE, HAMMOND



Source: 2023 ACS 1-Year Estimates

the number of housing units in the City is estimated to rise to 31,756 units by 2029. Within the study area, there were 2,819 housing units and 2,631 households in 2024. The number of households has remained fairly stable, decreasing from 2,656 in 2020 and but slightly increasing from 2,628 in 2010. The number of housing units is expected to remain stagnant through 2029.

Figure 2.7 shows the percentage of housing units built each decade in Hammond. Hammond's housing stock is generally much older when compared to other suburban communities in the area. Over half of Hammond's housing stock was built before 1959, with less than 10% of all housing units built within the past 25 years. It is likely that the age of the study area's housing stock follows this trend.

Figure 2.8 shows the percentage of housing units by housing type. Like nearly all communities in Indiana, single-family, detached housing units comprise the vast majority of all housing units, at roughly 75%. The remaining 25% mostly consists of missing middle housing, which is increasingly rare in many communities. Because it is a located within a suburban part of the city, the study area likely includes a higher share of single-family housing units.

Figure 2.9 shows the breakdown on owner-occupied, renter-occupied, and vacant housing units between the City of Hammond and the study area. According to ESRI, there is a higher share of owner-occupied housing units within the study area, comprising about 70% of all units. In Hammond, 60% of all units are owner-occupied. Inversely, this means that there are more households that rent in the city than rent within the study area.

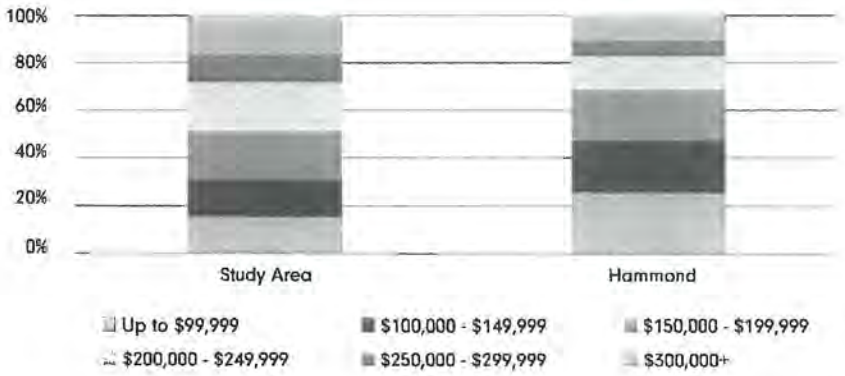
Lastly, Figure 2.10 compares home values in the study area and

FIGURE 2.9: OWNER VS. RENTER OCCUPIED HOUSING UNITS



Source: ESRI 2024

FIGURE 2.10: OWNER OCCUPIED HOME VALUES



Source: ESRI 2024

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Hammond overall. Home vales within the study area are generally higher than values in Hammond. Roughly 50% of homes in the study area are valued higher than $200,000, whereas roughly 30% of homes in Hammond are valued greater than $200,000. Inversely, around 30% of homes within the study area are valued less than $149,999 compared to roughly 45% of homes in Hammond that are valued less than $149,999.

EMPLOYMENT

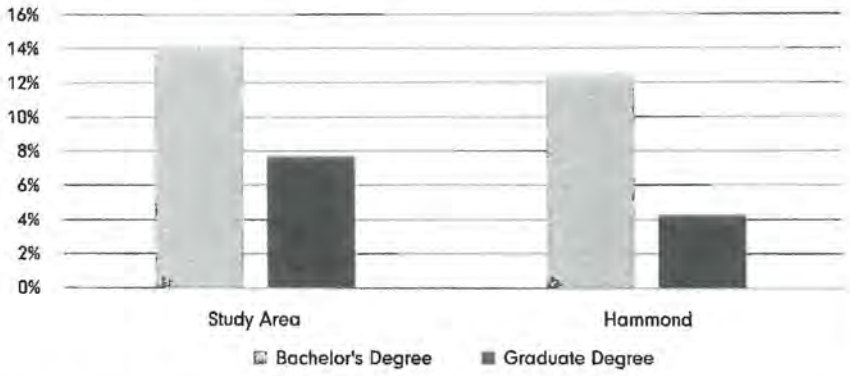
The unemployment rate in Hammond is 4.9%. In the study area, the unemployment rate is slightly lower at 3.2%.

When analyzing the employed population over 16 years old, 44% of Hammond residents work in the services industry, the highest share of any industry in Hammond. 17.2% of residents work in the manufacturing industry, and 12.1% work in retail trade. The industry share within the study area is similar, as 46.2% of residents work in services. 14.8% of residents work in the retail trade industry and 12.5% work in the transportation/utilities industry.

When broken down by occupation in Hammond, 44.7% work a white-collar occupation, 35.2% work a blue-collar occupation, and 20.2% work in services. Within the white-collar occupations category, professionals comprise the largest share, at 15.8%. Within the study area, 49.0% work in white-collar occupations, 34.8 work in blue-collar occupations, and 16.3% work in services. Within white-collar occupations, 17.5% work in professional occupations.

EDUCATIONAL ATTAINMENT

FIGURE 2.11: EDUCATIONAL ATTAINMENT OF POPULATION 25+



Source: ESRI 2024


Thomas Edison Elementary School

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Overall, the share of Hammond residents that have a high school degree or higher is 78.3%, lower than Lake County (88.5%) and Indiana (87.6%). Hammond residents earning a bachelor's degree or higher is 19.0%, lower than Lake County (33.2%) and Indiana (30.2%). According to 2024 ESRI estimates, the share of residents living within the study area that have a bachelor's degree or higher is 21.8%, slightly higher than the City of Hammond as a whole.

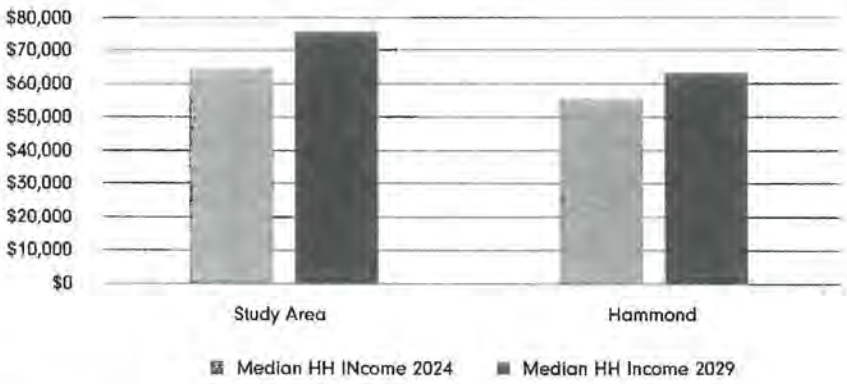
INCOME

Figure 2.12 shows that the median household income in the study area is substantially higher compared to the City of Hammond. According to ESRI, the 2024 median household income in the study area is $64,462, 15% higher than the city median of $55,362. ESRI projects the median household income will rise for both the study area and the city, but the roughly 15% gap is estimated to remain through 2029.

Furthermore, Figure 2.13 shows the breakdown of household income for the study area and the City of Hammond. Roughly 25% of households in the study area have a household income greater than $100,000, as compared to 20% for the city as a whole. In contrast, less than 25% of households in the study area have a household income that is $34,999 or less, whereas nearly 30% of Hammond households have a household income that is $34,999 or less. These figures indicate that there is a higher share of middle and high-income households present in the study area relative to the city average.

Overall, these data points indicate that the study area is generally wealthier, with higher home values, incomes, and owner-occupancy rates, when compared to the City of Hammond as a whole.

FIGURE 2.12: MEDIAN HOUSEHOLD INCOME



Source: ESRI 2024

FIGURE 2.13: HOUSEHOLDS BY INCOME



Source: ESRI 2024

Land Use

The map to the right shows the existing land use in the study area, which is outlined in a solid pink line. The dominant land use is residential, with single-family homes comprising most of the residential land. Institutional land uses (labeled as Exempt on the map) occupy the second largest amount of land, with Thomas Edison Elementary School (east of the station), various religious institutions (west of the station), and government properties near the station.

Commercial uses are generally situated along the city's main commercial spines, Calumet Avenue, which lies east of the station. Some commercial land use exists along other roads, such as Hohman Avenue and 165th Street. There are no industrial land uses in the study area. Edison Park, Indi-Illi Park, and Rich's Park along the Little Calumet River are all located within the study area.

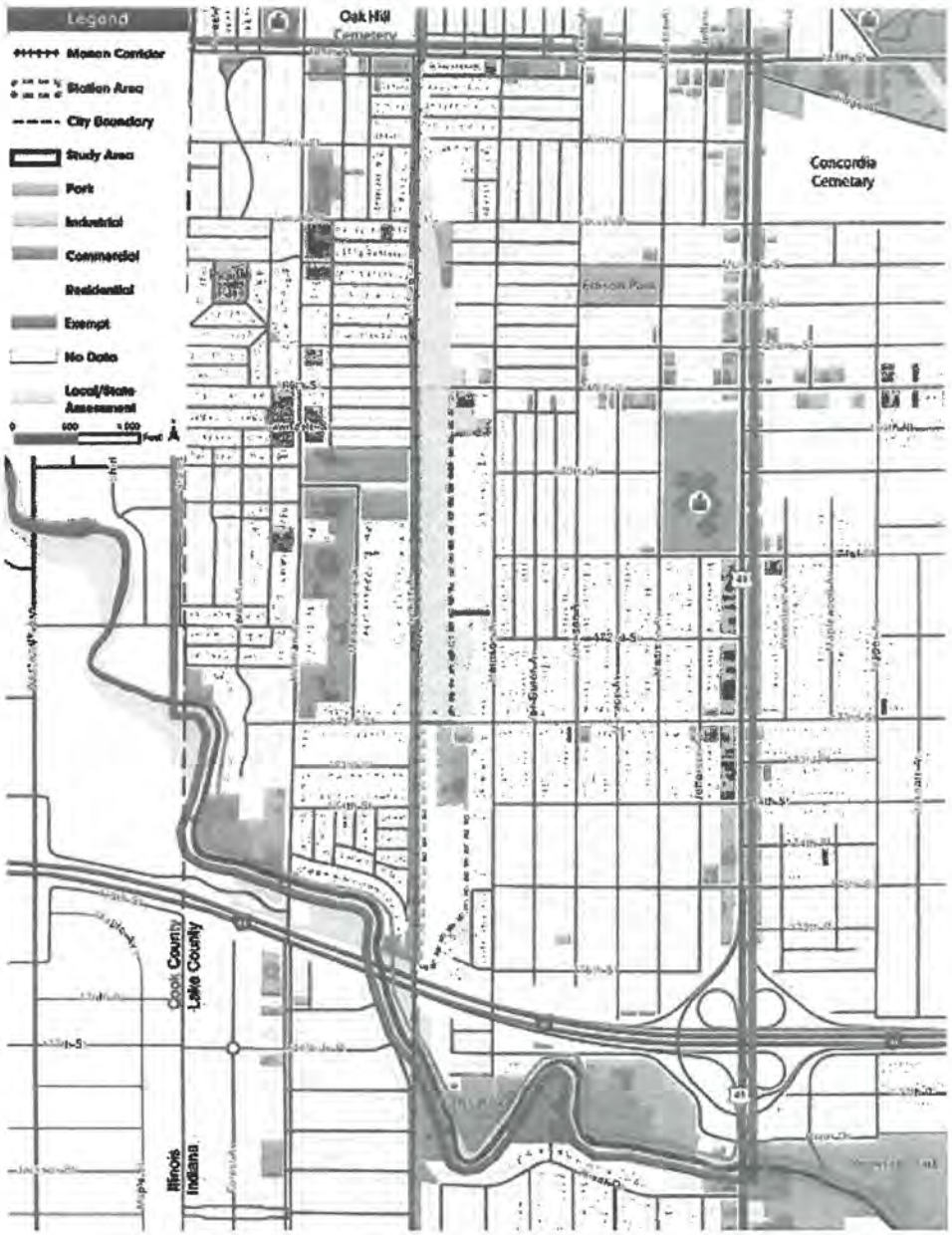


FIGURE 2.14:
EXISTING LAND USE IN THE SOUTH HAMMOND NEIGHBORHOOD

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Community Facilities

The map to the right shows community facilities in and around the study area (outlined in the solid pink line), all of which enhance the quality of life for residents in Hammond. There are nine community churches, with most along Hohman Avenue.
The largest community facility is Thomas Edison Elementary School, situated on Calumet Avenue, which enrolls 665 students. Other schools, such as Burns-Hicks Elementary and Kenwood Elementary School, are situated outside the study area but enroll students living within the study area.

Edison Park, Indi-Illi Park, Rich's Park, and Riverside Park are the largest parks, maintained by the Hammond Park District. There are two trails in the study area. The Monon Trail runs parallel to the Monon Corridor and connects to the Little Calumet River Trail, which follows the path of the river. The Little Calumet River Trail connects Riverside Park and Rich's Park.

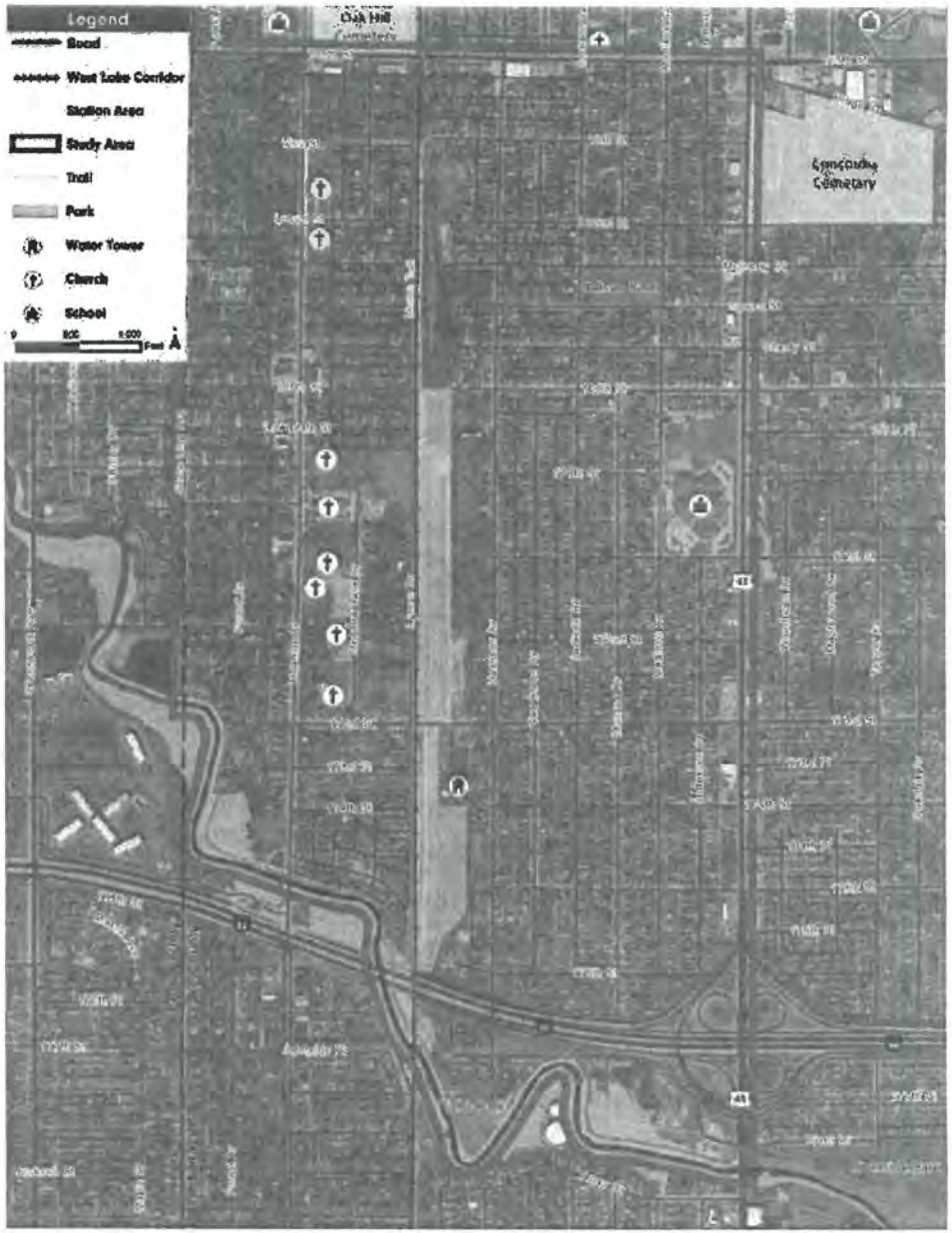

FIGURE 2.15:
COMMUNITY FACILITIES IN THE SOUTH HAMMOND NEIGHBORHOOD

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South
Hammond
Station

CHAPTER 3

PROCESS

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INTRODUCTION

The South Hammond Station Neighborhood Plan creates a unified, actionable vision for the future of the South Hammond neighborhood. To ensure the plan reflects the community, a wide range of people were engaged through a robust public engagement process. This process united local knowledge with professional expertise to reflect the neighborhoods' vision for the future. The vision, goals, and recommendations identified throughout this plan are a direct result of feedback collected through the public engagement phase.

Public input was received from three sources: the Steering Committee, focus groups, and the general public. While each played a slightly different role, all had the same goal of providing guidance on future growth and reinvestment. Ensuring that neighborhood residents felt heard and that this plan could reflect community concerns and desires was an important part of the planning process. Effective community engagement supports neighborhood planning by informing residents about what neighborhood plans are and building trust with local residents, hearing their concerns about the impact of the South Hammond Train Station, and working to reach consensus on mitigation strategies.

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Engaged residents at the Public Workshop



Information Session at the Public Workshop



STEERING COMMITTEE

The South Hammond Neighborhood Plan Steering Committee was made up of 12 members ranging from elected officials, City staff, a representative from Northern Indiana Commuter Transportation District (NICTD), and members of local interest groups and various neighborhood groups. The purpose of the steering committee is to provide the consulting team with feedback and guidance on drafts and community responses. Steering Committee members met throughout the planning process to provide direction on the plan's vision, goals, and recommendations, give feedback on draft materials, participate in committee and community meetings, and tell people about this process and how to get involved.

Steering Committee #1

During this meeting on May 1, 2025, at Hammond City Hall, the project team discussed with the Steering Committee what the purpose of the plan, neighborhood assets, potential issues and concerns, and opportunities.

Steering Committee #2

During this meeting on October 27, 2025, at Hammond City Hall, the project team delivered preliminary public engagement results, including the online survey responses gathered so far. Committee members had the opportunity to share news from the community, provide feedback on initial community engagement, and answer some questions about the chapters of the plan.

Steering Committee #3

During the third meeting, which took place on December 3, 2025, at Hammond City Hall, the project team and the Committee reviewed preliminary goals and objectives, focus area recommendations, and a traffic analysis update.

Mayor's Night Out - 4th District

As part of the engagement process, the project team attended the Mayor's Night Out in the 4th District on August 27, 2025, to introduce the planning effort and build awareness among residents. A brief overview of the plan's purpose, key topics to be addressed, and the overall project timeline were presented. The event also served as an opportunity to promote the upcoming in-person community workshop and online survey, encouraging broader participation and ensuring residents understood how and when they could provide more detailed input into the planning process.

South Hammond Residents Getting Involved in their Community



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ONLINE SURVEY

An online survey was open between July and October of 2025; it received 50 responses. Of the 50 people who responded, 80% of them lived within the study area and 82% have lived in Hammond for more than 15 years. The majority of respondents (72%) were between the ages of 35 and 64, with the largest share (30%) being between 35 and 44 years old.

Of survey respondents, 30.6% worked in Hammond, 26.5% worked in Cook County (Illinois), and 22.5% were retired. About 15% of respondents said they would use the train as either their primary or secondary mode of transportation for work. Almost 20% of survey respondents said they would use the train frequently for leisure travel; 56% of respondents said they would use the train for leisure travel only occasionally (a few times per year).

Survey responses reflect strong appreciation for South Hammond's residential character and sense of community. Residents consistently describe the area as quiet, safe, and family-friendly, with historic homes and well-preserved architecture contributing to its distinct identity. Mature trees, trails, and walkable streets enhance everyday quality of life, while convenient access to expressways, Chicago, and nearby shopping and dining adds to the area's appeal. There is widespread agreement that South Hammond benefits from strong community pride, well-maintained parks, and excellent police and fire services, reinforcing residents' positive overall impression of the neighborhood.

At the same time, respondents identified several areas for improvement related to safety, maintenance, and neighborhood vitality. Traffic safety, particularly speeding and reckless driving on key corridors, is a frequent concern, alongside requests for stronger code enforcement to address poorly maintained properties and rental housing. Many residents would like to see more walkable, locally oriented restaurants, cafés, and small businesses, as well as improvements to underutilized commercial areas. While walking and driving are generally seen as safe and convenient, opinions are more mixed regarding street and sidewalk conditions, bicycle safety, and the overall upkeep of commercial and rental properties.

Looking ahead, residents envision strategic reinvestment that builds on South Hammond's strengths while addressing infrastructure and connectivity needs. One survey question asked what residents would like to see if funding were not a constraint, and priorities included street, sidewalk, drainage, and lighting improvements; expanded parks and green spaces; and enhanced trails and bike connections. There is strong support for leveraging the new South Hammond Station and future Monon Corridor service to attract businesses and carefully planned reinvestment, though opinions are more mixed on new housing types. Overall, respondents favor thoughtful revitalization that improves safety, walkability, and amenities while preserving the neighborhood's historic character and close-knit feel.

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COMMUNITY WORKSHOP

The community workshop was held at Anthem Church Hammond on September 17, 2025, and was attended by nearly 70 people. During the workshop, the project team gave two brief presentations explaining the background and purpose of the plan. The remainder of the event was an open house format where people were able to engage with the planning team and City staff about opportunities and concerns while also participating in several exercises organized around the room.

One of the first activities, the "where do you live" map, showed that the majority of the attendees came from the west side of the neighborhood, west of Lyman Avenue, as well as several residents along 173rd Street.

Traffic was a repeated concern, and specific ideas included more enforcement and improvements to Lyman Avenue. Residents have concerns about how the new South Hammond Station will affect the neighborhood with concerns about increased crime or that it might lead to apartment development around the station which they believe would fundamentally change the character of their neighborhood. Additionally, residents were skeptical about introducing more rental housing into the neighborhood, citing concerns about deferred home maintenance in the area and how it affects neighborhood character.

While there were concerns about the station, some residents did see it as an opportunity to revitalize key areas in their community and bring in additional amenities.

Several residents brought forward comments about wanting to see additional businesses and restaurants, both standalone or as part of mixed-use development with retail on the ground floor and residential on the upper floors. The idea of having more food and beverage options close to the station was popular, with interest in a local coffee shop as well as a local restaurant.

The community identified parks and areas along the river that they would like to see preserved. They highlighted thoroughfares such as Hohman Avenue and 173rd Street, as well as the planned parking lot south of 173rd Street, as areas that should be enhanced. There was also a desire to see a café or bakery in a vacant building opposite the train station. Areas the community identified for redevelopment include the area behind Anthem Church Hammond and north of the station parking lot.



Community Workshop September 17, 2025

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BIG IDEAS OPEN HOUSE

This event took place March 10, 2026, at Anthem Church Hammond and was attended by approximately 30 people. The neighborhood overwhelmingly agreed with the goals and objectives proposed for their community and provided some additional insights that helped to form the action steps.

The bullets below identify some key themes from the comments and Open House community feedback:

Interest in additional safety measures

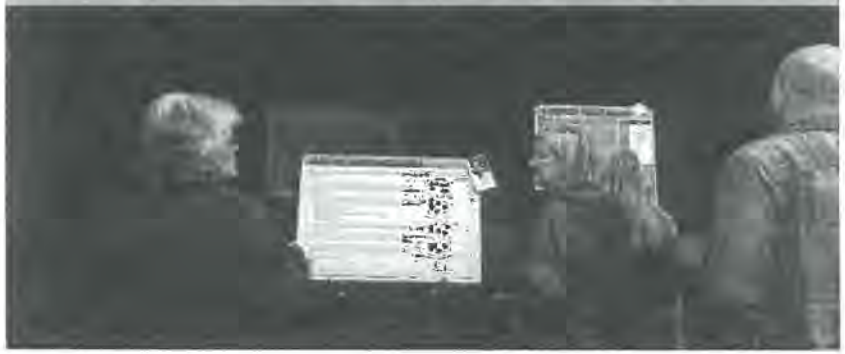
Residents expressed concerns about safety around the railway tracks, especially between 165th and 173rd Streets, where residents had seen some teenagers crossing the tracks where there is not a dedicated crossing. Residents suggested installing a safety fence or barrier between the tracks and the trail to increase pedestrian safety and encourage responsible behavior. Some residents also expressed concerns about safety regarding the station opening and expressed interest in more security presence at night if there are persistent issues.

Interest in more pedestrian and bike connections

Some residents, especially south of 173rd Street, are concerned about the lack of pedestrian facilities on the south side of the neighborhood. The rerouting of the Monon Trail to the east side of the tracks south of 173rd Street is a particular concern, as this leaves residents who used to use the trail as a sidewalk along Lyman Avenue without key north-south pedestrian connections unless they walk along Hohman Avenue, which is much busier.

Residents also suggested the ideal location for pedestrian and bicycle connections over Hohman Avenue would be at 169th Street and 173rd Street. Residents expressed support for safe crossings with crosswalks, flashing lights, and other non-motorized transportation improvements. Some residents were excited about the train station in the neighborhood and indicated that they would cycle to the station from the west side of Hohman Avenue and were also interested in having safe access to the Monon Trail.

Residents giving feedback at the Big Ideas Open House



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Concerns around home maintenance and code enforcement

Residents further stressed that their biggest concern was lack of home maintenance in the neighborhood, which applies to both owner occupied and rental housing units. This made residents concerned about the potential of new housing development in the neighborhood, stating that there should be no new housing developed until current housing is well maintained. This plan will not limit any redevelopment however, it will put forward suggestions for greater code enforcement regarding home and lawn maintenance standards in South Hammond.

Beautification along streets and trail

Some neighborhood residents expressed concern about the lack of greenery along the trail, especially between the trail and the train tracks. The Monon Corridor project presents the perfect opportunity to include some landscaping and street beautification along the trail and train tracks that will incorporate it into the neighborhood fabric. Some residents are interested in environmental pursuits and would like to see more landscaping along Lyman Avenue and the preservation of green spaces throughout the neighborhood.

ADOPTION

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CHAPTER 4

LAND USE & DEVELOPMENT CHARACTER

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INTRODUCTION

South Hammond is a predominantly single-family residential neighborhood characterized by stable housing, neighborhood-scale commercial uses, and a network of parks, churches, and schools that support daily life. The South Hammond Station represents a significant change to the area, introducing new regional access and activity. During public engagement, residents expressed concern that the station could place pressure on the neighborhood's single-family character, particularly through pressure to develop at a higher density or a shift away from owner-occupied housing. At the same time, residents also recognized opportunities to strengthen the neighborhood by supporting limited, well-designed commercial uses, such as local cafés or small neighborhood businesses, that could serve both residents and commuters without altering the area's residential identity.


Neighborhood character

This chapter focuses on balancing these priorities by preserving South Hammond's single-family neighborhood character while guiding appropriate infill and redevelopment to targeted locations. Four focus areas: the station area, the area north of the station, the River North site, and the Hohman Avenue corridor, were identified for more detailed planning strategies. Within these areas, the plan explores ways to revitalize underutilized sites, improve neighborhood amenities, and expand access to goods and services that meet daily needs, all at a scale compatible with surrounding development. By emphasizing context-sensitive design, housing maintenance, and neighborhood-serving uses, this chapter provides a framework for accommodating change in a way that reinforces stability, supports long-term homeownership, and strengthens South Hammond as a complete, livable neighborhood.

KEY FINDINGS

- Residents are concerned that the train will alter the character of their single-family neighborhood.
- Residents would like to see more neighborhood commercial uses, and are interested in having their daily needs met closer to home.
- The community envisions development near the station that benefits the whole neighborhood, such as a park, retail businesses, and local restaurants.
- Residents are concerned about property maintenance standards in the neighborhood, especially deferred property maintenance and lack of code enforcement.

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Trail sign at the 173rd Street crossing

FOCUS AREAS

This plan dives into four key focus areas within the South Hammond Neighborhood to provide additional guidance and design recommendations. These are areas that can improve quality of life for residents once improved, offer redevelopment opportunities, or are ideas to infill vacant or underutilized sites. For each of these focus areas, guiding principles are outlined as recommendations for future land use changes and some visual representations for what development could look like in the focus areas. These recommendations are based on best practices as well as informed by public engagement sessions held throughout this planning process.

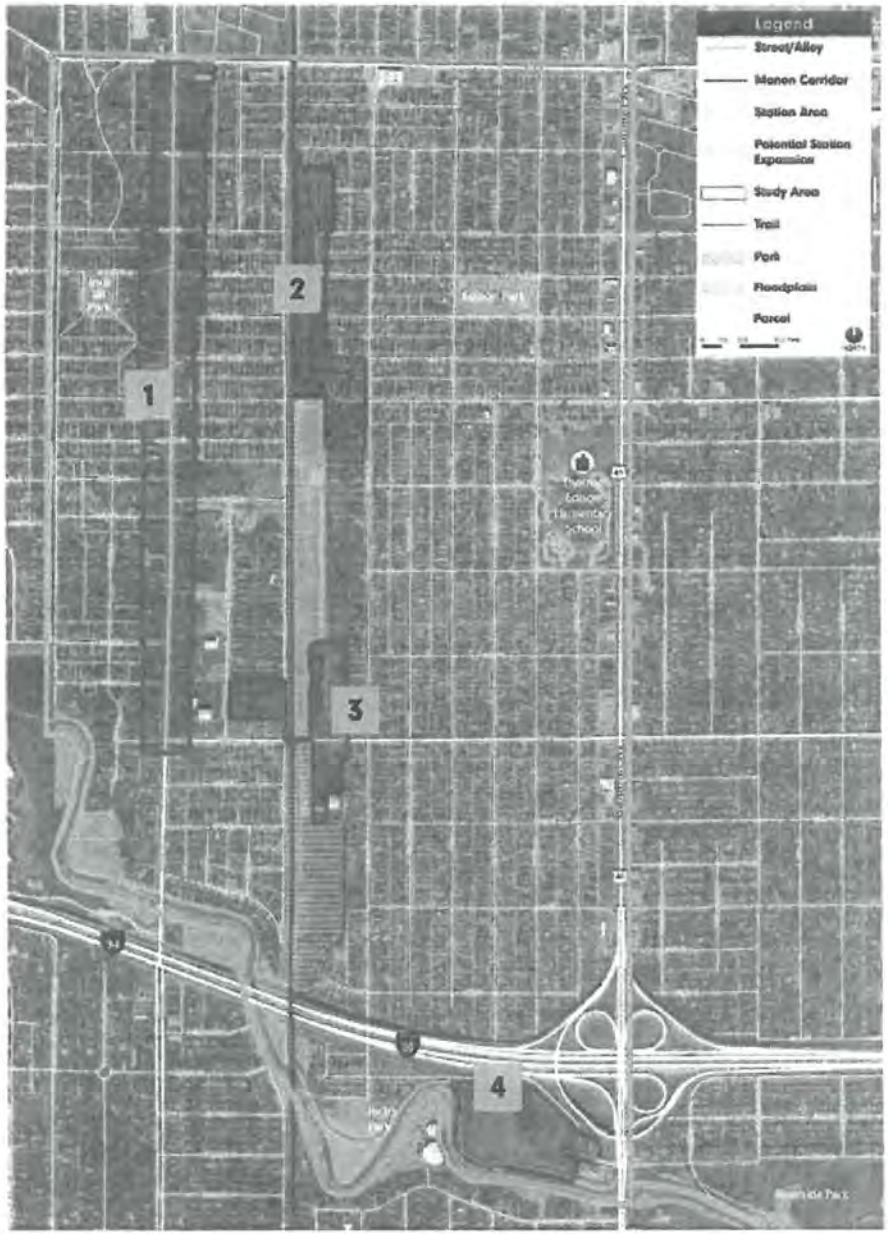

FIGURE 4.1:
LAND USE FOCUS AREAS

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EXISTING CONDITIONS IMAGERY

1 Hohman Avenue Corridor



2 North Of Station



3 Station Area



4 River North Area



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Hohman Avenue Corridor

1 The Hohman Avenue focus area envisions Hohman Avenue as a primarily residential corridor with neighborhood-serving commercial and institutional uses that complement and support the surrounding residential neighborhoods while preserving their established character. The corridor already functions as a community spine, anchored by churches, medical offices, and commercial businesses such as convenience retail and fuel services. Future efforts should prioritize reinvestment in existing commercial and multifamily properties, enhancement of underutilized retail and service sites, and streetscape improvements that create a safer and more attractive environment for pedestrians, bicyclists, and motorists.

A key objective for this area is to strengthen neighborhood-serving uses without introducing development that would be out of scale with adjacent residential areas, including the four historic districts that comprise much of the area between Hohman Avenue and the state line. The corridor should continue to accommodate a mix of community facilities, small-scale retail, offices, convenience services, multifamily housing, and other compatible uses that support daily needs while respecting the architectural character and development pattern that define South Hammond.

Several intersections along the corridor present opportunities for improvement, particularly at Hohman Avenue and 169th Street and Hohman Avenue and 173rd Street. Community engagement identified these locations as priorities for pedestrian safety and connectivity, especially for residents accessing the Monon Trail.



Intersection at 169th Street and Hohman Avenue



Neighborhood Retail Space: Hohman Floral and Greenhouse

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GUIDING PRINCIPLES

Uses	The corridor should primarily be comprised of single family residences and institutional uses. There can also be limited commercial businesses on existing non-residential properties, consistent with the established land use pattern.
Buildings	Non-residential buildings should have modest setbacks with their frontages close to the street and parking to the side or rear. There should be some variety in building scales and architectural styles but development should primarily be at a neighborhood scale, between one and two stories, and should be consistent with the architectural standards of the neighborhood. Development should consist of multiple small buildings rather than disproportionately large individual structures.
Site	Design compact, commercial sites with minimal setbacks and on-street or rear parking to create an environment that fosters pedestrian activity.
Access	Ensure that vehicular access to the properties does not interfere with pedestrian access. If businesses have more than one entrance, the entrance facing a side street should be prioritized over Hohman Avenue.
Landscaping	Protect mature trees where they exist and add to the existing tree network to increase tree coverage.

Example of intersection improvements for better pedestrian experience.



Example of curbside landscaping to beautify the corridor.



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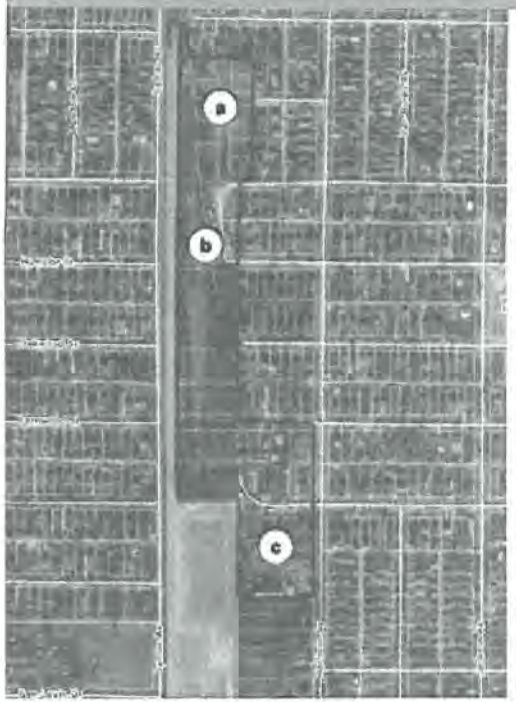
North of Station

2 The area north of South Hammond Station is intended to fill in some of the vacant properties with appropriate development. The neighborhood is a quaint, established area characterized by modest single-family homes, mature trees, and a traditional street pattern that creates a comfortable, walkable environment. New development should reinforce this character by matching the existing scale, orientation, and streetscape rhythm, ensuring that infill feels like a natural extension of what is already there.

Most vacant lots should continue the predominant pattern of single-family homes; however, select sites, particularly the larger parcel at the west end of Vine Court, offer an opportunity for slightly more diverse housing options. The size and configuration of this parcel make it suitable for well-designed, medium-density housing, such as duplexes or similar attached housing, that can be integrated seamlessly into the neighborhood without disrupting its character. These housing types would introduce additional choices for residents while still reflecting the area's scale, setbacks, and architectural proportions.

Any infill should continue the established pattern of streets and blocks, extending existing roadway connections where appropriate and reinforcing the cohesive, residential feel of the area. Thoughtful, context-appropriate redevelopment of these parcels will strengthen the neighborhood, enhance housing variety, and make productive use of underutilized land.

Area for opportunity north of Station.



Neighborhood street with mature trees north of the station



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GUIDING PRINCIPLES

Uses	This area should include single-family homes as well as duplexes and, where appropriate, could include small apartment buildings similar to what exists in the rest of the neighborhood.
Buildings	Buildings should follow similar setback requirements as existing buildings and their character should blend seamlessly into the neighborhood.
Site	Infill existing vacant lots and, where new lots are created, ensure they are consistent with existing development.
Access	Accommodate pedestrians by continuing the existing sidewalk network. Continue the existing vehicle street grid and, where possible, avoid dead ends.
Landscaping	Use street trees to enhance neighborhood character and fill in any gaps identified.

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Example of an infill duplex within a historic district in Indianapolis.



Example of cottage court housing, a missing middle housing type.



Station Area

3 The station focus area is intended to serve as a welcoming gateway into South Hammond while supporting the needs of current residents. The area is well suited for neighborhood retail, services, and residential infill that can strengthen connections to the train station and encourage walkability.

Site a, which includes properties owned by CSX Transportation and the Monon Railway, presents opportunities for mixed-use development. Small-scale businesses could front 173rd Street, while areas farther north could support townhomes buffered from the station by vegetation. Site b, located between Lyman Avenue and Meadow Lane north of 173rd Street, offers additional potential for housing such as townhomes or a small apartment building, expanding housing diversity and affordability near transit.

Community members also expressed interest in redeveloping the former dry-cleaner site (Site c) as a coffee shop or bakery. A new building oriented toward the street with rear parking could help activate the corridor, attract pedestrians from the neighborhood, and encourage station users to walk into the area.

Finally, NICTD owns a roughly ten acre parcel south of 173rd Street near the railroad tracks (Site d). While the land is reserved for possible future station expansion, it could serve in the meantime as a temporary recreational green space for the community.

Area for opportunity around Station.



Development Opportunity (site c): former dry cleaners



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GUIDING PRINCIPLES

Uses	Primary desired uses include neighborhood-serving commercial businesses, especially on non-residential sites in close proximity to the station and single-family residences. Temporary activation of the NICTD property south of 173rd Street as a community amenity is also desired.
Buildings	Buildings should orient toward the street and use high quality material. These will be the first thing people see when they exit the train and should maintain or exceed current neighborhood standards. Buildings should vary in size but could accommodate more density, such as two to three story buildings. For commercial uses opposite the train station, frontage should be on 173rd Street while the proposed housing noted above should front Lyman Avenue.
Site	Design compact, commercial sites with minimal setbacks, active ground-floor frontages, and direct sidewalk access. Parking should be at the rear of the building.
Access	Encourage pedestrian access from the train station and surrounding neighborhood. Ensure safe pedestrian crossing from both sides of the track and across 173rd Street. Encourage access off 173rd Street and Lyman Avenue for new development, with appropriate turning or slow down lanes to ensure flow of traffic.
Landscaping	Trees should be minimal to promote visibility but encourage landscaping where possible to beautify the area.

Option for townhomes (site b) that would fit neighborhood character.



An example of local, neighborhood restaurant space option for site c.



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River North Redevelopment Area

4 The River North focus area aims to transform an underutilized site located between the Little Calumet River and the interstate into a productive employment node that complements, but does not compete with, the surrounding residential neighborhood. Its position at the edge of the community gives it a unique role within the broader redevelopment strategy, it can accommodate uses that benefit from visibility, accessibility, and slightly more flexibility in building form and site design. The purpose of this focus area is to redevelop a site that has been underused while taking advantage of its location and size as a way to bring more economic opportunities into South Hammond. Because this site is somewhat removed from the core residential blocks, it is well positioned to support new employment opportunities such as office, specialized retail, professional services or restaurant uses.

The envisioned character of this area is that of a thoughtfully designed, attractive employment node that feels connected to its surroundings rather than isolated from them. A modern office or commercial building with quality materials, generous landscaping, and pedestrian-friendly design elements would set the tone. Buildings should face the street, with parking placed to the side or rear to preserve a welcoming frontage. Trail connections and riverfront access can create an active, park-like setting, offering employees and visitors a pleasant environment for walking, lunch breaks, or biking to work. Through intentional design and strong integration with the trail system and nearby land uses, this focus area can become a visually appealing, functional, and inviting southern gateway into Hammond.

Vehicular access to commercial development on the River North site should be designed to concentrate commercial traffic along Calumet Avenue and limit unnecessary traffic through the adjacent residential neighborhood. Improvements or reconfiguration of River Drive through the middle of the site may be needed to accommodate better access to and from Calumet Avenue. Any expansion of commercial activity should be carefully planned and designed to maintain a clear transition between the commercial area and existing residential properties. A stronger connection to Rich's Park and the Little Calumet River Trail would benefit the River North Redevelopment area, but it will be important to prevent significant impacts to the homes on 177th Street and Harrison Avenue.


River-North Redevelopment Area

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GUIDING PRINCIPLES

Uses	Primary uses include employment generating businesses and office space. Land Uses: hotel, restaurant, specialized retail, business and professional services, office.
Buildings	Taller buildings are permitted to maximize use of the parcels. Buildings should be oriented toward the street and river.
Site	Parking should be closest to Calumet Avenue and act as a buffer between the road and the building. Buildings should be as close to the river and green space as possible without negatively impacting it.
Access	Primary vehicular access should occur from River Drive and commercial traffic through the residential neighborhood should be minimized.
Landscaping	Use trees, planters, and green buffers to beautify the site and enhance the pedestrian and overall experience of the site as a southern gateway into Hammond. Street trees should be used to increase shade coverage for pedestrians.

A representative office building surrounded by greenery.



Example of an office building with trail enhancements and landscaping along a river.



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GOALS & OBJECTIVES

GOAL 1: Preserve and enhance South Hammond's historic single-family neighborhood identity.

South Hammond is loved as a stable, predominantly single-family neighborhood that is characterized by compact, early-20th century development that is walkable and safe. The neighborhood was largely developed in the 1920s and 1930s, featuring modestly scaled homes and consistent streetscapes with sidewalks and mature street trees. The neighborhood also has a number of small neighborhood parks that are within walking distance of nearby homes. Together, these elements create an attractive and livable urban neighborhood which its residents want to be preserved and enhanced.

Enhancing the neighborhood would include reinforcing its existing character through investing in the existing streetscape to make it more attractive to the residents, improving lighting where necessary to enhance safety within the neighborhood, and investing in public spaces to ensure they can be enjoyed by the community and reflect the community's current needs.

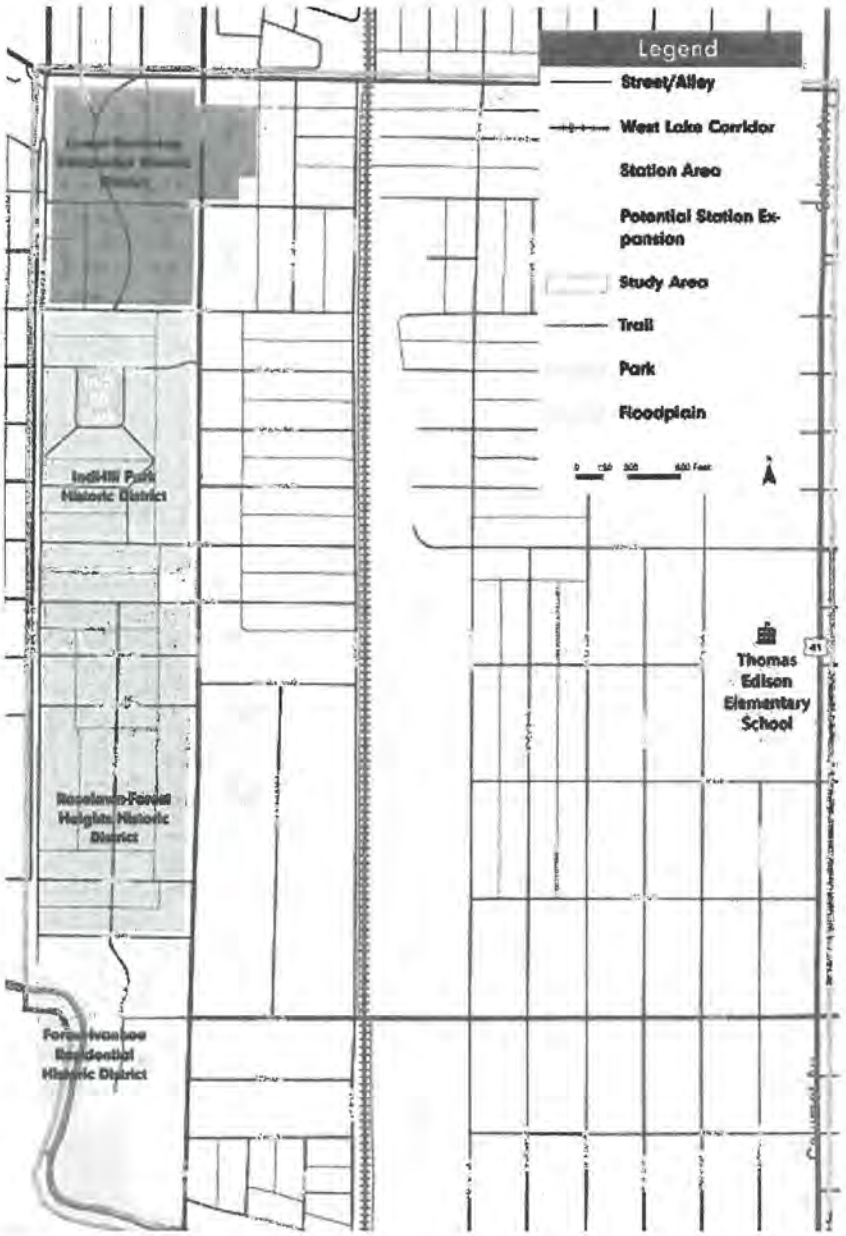

FIGURE 4.2:
HISTORIC DISTRICTS MAP

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Infill housing or commercial development should respect the existing character of the neighborhood, aiming to blend seamlessly with existing scale and character to ensure a cohesive neighborhood image. This can be accomplished, when possible, by designing infill projects to have building materials, building styles, setbacks, and façades that are similar to existing structures. Modest housing density, such as duplexes, can be explored if they reflect the appearance and rhythm of the neighborhood and do not draw attention to themselves. Clear design and development standards will allow the City to identify which developments will fit into the neighborhood and reinforce community identity while still allowing for growth and redevelopment.

1.1 Reinforce the neighborhood's established character through streetscape, lighting, and public space improvements.

1.2 Maintain zoning and development standards that prioritize single-family residential uses within the neighborhood.

1.3 Discourage land use changes that would introduce incompatible higher-intensity residential or commercial development within the neighborhood core.

Well maintained landscaping and mature trees in South Hammond



Example of neighborhood goods and services



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GOAL 2: Promote context-appropriate infill and redevelopment on vacant and underutilized sites.

While South Hammond's single-family character should be preserved, select locations offer opportunities for thoughtful infill and redevelopment that can improve neighborhood livability and provide amenities currently lacking. Vacant and underutilized sites, particularly those already zoned for commercial uses, present opportunities for small-scale, locally oriented development that complements the surrounding neighborhood fabric. Residents expressed a desire for more dining, convenience retail, and neighborhood-serving businesses that meet daily needs and create gathering places accessible without a vehicle rather than larger developments that may attract national-chain restaurants and retailers.

Sites adjacent to the new South Hammond train station are especially well-positioned to support smaller scale commercial, retail, and restaurant uses serving both residents and commuters. There is significant opportunity on the underused site across from the station, where redevelopment could reorient the building closer to the street with parking in the rear to create a more pedestrian-friendly streetscape. This location would be ideal for small restaurants, cafés, or convenience-oriented businesses that could benefit from commuter foot traffic while serving neighborhood needs. Redevelopment could also stimulate broader neighborhood investment and activity in a way that benefits the community.

Additional opportunities for context-appropriate infill exist along Hohman Avenue, which already includes smaller scale apartments, neighborhood retail, medical facilities, offices, and religious institutions. Appropriately scaled neighborhood retail and mixed-use buildings would help activate the street while strengthening a local retail corridor that benefits residents and makes the area more inviting. Across all focus areas, redevelopment should prioritize high-quality design, compatibility with surrounding uses, and walkability where possible. By focusing growth in strategic locations and encouraging small-scale, neighborhood-serving development, South Hammond can strengthen neighborhood quality, support reinvestment, and expand access to everyday amenities while preserving the character residents value.

2.1 Encourage small-scale neighborhood commercial development in strategic locations and properties already zoned for such use.

2.2 Support dining and convenience retail establishments on 173rd Street near the station that can serve both neighborhood residents and commuters.

2.3 Prioritize redevelopment of key focus areas.

- **173rd Street / Station Proximity**
- **North Station**
- **Hohman Avenue Corridor**
- **River North**

GOAL 3: Increase access to neighborhood goods and services so residents can meet daily needs close to home.

Community members expressed a desire for more neighborhood-scale conveniences such as cafés, local restaurants, neighborhood or niche retail, personal services, and other businesses that contribute to quality of life while reinforcing the neighborhood's local character. Improving access to everyday goods and services is essential to enhancing quality of life and supporting a more complete, walkable neighborhood. Rather than introducing large or disruptive development, this goal emphasizes incremental investment that builds gradually over time and fits comfortably within the existing fabric of the neighborhood.

Supporting reinvestment in existing non-residential properties is a key strategy for achieving this goal. Adaptive reuse of existing buildings and thoughtful new development is essential to make sure development does not negatively alter the neighborhood's character. At the same time, development regulations must balance the need to maintain neighborhood quality and character while avoiding unnecessary barriers to property investment in the area. Clear development regulations and standards ensure new development meets community expectations without overreach into new development.

Strengthening local entrepreneurship is an important way to build neighborhood character that ensures that local businesses are invested in the area while providing goods and services that residents desire. Connecting property owners or existing small businesses with business support organizations can grow the neighborhood economy. This can help revitalize the South Hammond and provide additional tax revenue for the City while ultimately supporting local businesses and providing necessary goods and services to the community.

3.1 Support incremental investment in existing non-residential properties in the South Hammond area to improve quality, selection, and convenience for residents.

3.2 Ensure development regulations do not serve as a barrier to property investment and upkeep.

3.3 Connect property and business owners with the Lakeshore Chamber of Commerce, the City's Office of Economic Development, and other business associations to support small business expansion and entrepreneurship in the neighborhood.

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CHAPTER 5

TRANSPORTATION

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INTRODUCTION

Transportation is a central concern for South Hammond residents, particularly as the South Hammond station prepares to open and introduce new travel patterns into an established residential neighborhood. Throughout public engagement, residents expressed concerns about traffic volumes and speeding on key corridors, especially along 173rd Street, and the potential for increased cut-through traffic on streets such as Lyman Avenue, which are intended to function as local access streets rather than through routes. While residents recognize that some change is inevitable with the introduction of transit service, there is a strong desire to ensure that neighborhood streets remain safe, calm, and appropriate to their residential context, and that any traffic impacts associated with the station are actively monitored and managed.

At the same time, residents voiced clear support for investing in transportation and street infrastructure that improves safety, walkability, and overall neighborhood mobility. Options to address these include traffic calming and roadway realignments, such as redesigning Lyman Avenue to discourage speeding and cut-through traffic, as well as improvements to pedestrian infrastructure, connectivity, and trail access. While residents are not broadly supportive of higher-density transit-oriented development around the station, ensuring the option to safely walk or bike within the neighborhood and to the station is available to residents who are also commuters can be beneficial.

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173rd St and Calumet


173rd St and the Monon Trail

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KEY FINDINGS

- Residents are concerned with existing traffic volumes and speeds, especially along 173rd Street, and the potential for worsening traffic conditions after the station opens.
- A question from the survey asked what residents would invest in if costs were not a factor, and respondents prioritized infrastructure and street improvements (43%) as well as walkability and connectivity enhancements (19%).
- Traffic was a large concern, and specific ideas included more enforcement and improvements to Lyman Avenue.
- Residents were concerned about the 173rd Street and Calumet Avenue intersection, especially in the morning as customers try to access Dunkin Donuts.
- Residents were also concerned about the safety of children walking to school.

EXISTING STREET NETWORK

South Hammond has an established street network that follows a grid pattern. The two main north-south corridors are Calumet Avenue and Hohman Avenue, although Calumet Avenue carries more traffic and is also designated as a US Highway 41. The railroad acts as an east-west divide, there are only two streets within the study area that cross the railroad, which are the main east-west routes, 173rd Street and 165th Street.

Lyman Avenue is a north-south street that runs through the neighborhood and connects to 165th Street. It runs directly west of the railroad tracks and serves primarily as a local access street for the surrounding residential neighborhood. The City's intent regarding the South Hammond Station specifically calls for station-related traffic to be kept off Lyman Avenue. Accordingly, future transportation improvements should focus on maintaining Lyman Avenue as a safe local street while addressing speeding, pedestrian safety, trail access, and other neighborhood concerns. In addition to the street grid, many homes also have alleyway access, with mid-block alleys existing on most blocks.

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TRAILS

South Hammond is home to two trail corridors that converge at the southern part of the study area. The Monon Trail runs north-south through the site, directly parallel to the railroad line, and crosses from the west to the east side of the railroad track at 173rd Street. The Little Calumet River Trail runs along the river on the levee, connecting a series of parks and recreational spaces along the river before connecting to the Erie Lackawanna Trail to the east. The Monon Trail and the Little Calumet River Trail meet just south of Interstate 80/94. Having connections to two trail networks is a great asset to the community and, as mentioned in Chapter 6: Quality of Life, there are ways to increase their benefit to the community.



Trail at Rich's Park

TRAFFIC ANALYSIS

Traffic Objectives

The City of Hammond, in collaboration with area residents, has identified three primary objectives to guide the evaluation of traffic conditions and the development of recommendations for the transportation network surrounding the South Hammond Station. These objectives reflect both the anticipated impacts of commuter rail service and the community's desire to preserve neighborhood character and mobility.

Manage Station Related Commuter Traffic

Ensure that traffic generated by the South Hammond Station is accommodated in a safe, efficient, and predictable manner. This includes directing commuter vehicles to appropriate roadway corridors, minimizing congestion at intersections, and supporting multimodal access such as walking, biking, transit, and drop-off activity. Traffic operations should prioritize safety and efficient circulation during peak hour traffic periods while minimizing impacts to the transportation network during non-peak times.

Minimize Cut-Through Traffic

Discourage non-local and commuter traffic from using neighborhood streets as shortcuts to access the station or bypass congestion on nearby roads. Protect residential streets from increased traffic volumes, speeding, and safety concerns by identifying strategies such as traffic calming, access management, turn restrictions, and other traffic interventions.

Balance Mobility, Access, and Neighborhood Livability

Achieve a balanced transportation system that supports regional mobility and station access while maintaining a safe, comfortable, and livable neighborhood environment. This includes prioritizing pedestrian and bicyclist safety, preventing commuter parking on residential streets, reducing noise impacts, and ensuring that transportation improvements are consistent with neighborhood character. Solutions should recognize the station as a community asset while preserving quality of life for nearby residents.

Traffic Analysis Summary

To inform transportation recommendations for the South Hammond Station Neighborhood Plan, HWC reviewed and updated prior traffic analysis completed for the Monon Corridor project, which at that time was being referred to as the West Lake Corridor. A detailed technical memorandum, including methodology, assumptions, and full modeling results, is provided in the Appendix. This section summarizes key findings and their implications for the neighborhood.

The original 2017 traffic analysis prepared for the Northern Indiana Commuter Transportation District (NICTD) evaluated expected traffic conditions associated with the new rail line and South Hammond Station under both opening year and long-term (2040) scenarios. That analysis projected moderate increases in traffic volumes associated with station access, particularly from park-and-ride users, but found that most study intersections would continue to operate at acceptable levels of service. Only a limited number of intersections, most notably 173rd Street at Harrison Avenue and 173rd Street at Calumet Avenue, were identified as experiencing constrained operations under future conditions, with targeted improvements recommended to maintain acceptable performance.

Building on this foundation, an updated traffic analysis was conducted in 2025 to reflect current conditions, revised station design, and updated train schedules. This effort included new traffic counts at twelve intersections, updated peak hour assumptions, and refined modeling of station-generated trips. The analysis also evaluated a conservative

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"worst-case" scenario in which multiple trains arrive or depart within the same peak hour, creating short-term surges in traffic demand. The updated analysis identified additional localized congestion areas and delay that may occur at key intersections during peak periods, and that there remains potential for spillover traffic onto nearby residential streets.

In addition to intersection operations, the analysis highlights the importance of managing how traffic accesses the station and moves through the surrounding neighborhood. With all park-and-ride activity now concentrated at a single primary parking lot on the north side of 173rd Street, traffic patterns are more focused than originally anticipated, increasing the importance of effective access management and clear routing.

The findings of both the 2017 and 2025 analyses underscore the need for a proactive, adaptable approach to traffic management, one that maintains acceptable roadway performance while protecting neighborhood character and minimizing cut-through traffic. The following section builds on these findings to outline targeted transportation recommendations and a range of potential improvements to address both current conditions and future growth.

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RECOMMENDATIONS

How Recommendations Should be Used

This report includes a number of strategies to address potential concerns created by increased traffic volumes related to the soon to open South Hammond Station. For each intersection where the study identified potential concerns, mitigation strategies are identified in terms of short-, medium- and long-term. Collectively, these recommendations serve to create a playbook of options for Hammond. While some strategies are related or may need to happen in conjunction with each other, they are not intended to be a linear or sequential set of improvements. Conditions will need to be monitored once fare service begins and Hammond will be prepared to implement various strategies as needed and as funding sources allow.

For planning and implementation purposes, recommendations are organized by general time horizon. Short-term strategies are those that can reasonably be implemented within approximately 90 days and typically rely on operational changes or minor improvements. Medium-term strategies are assumed to require 90 days to six months and may involve additional coordination, design, or limited construction. Long-term strategies may take up to five years to implement and generally represent more significant capital investments that will require dedicated funding and phased delivery.

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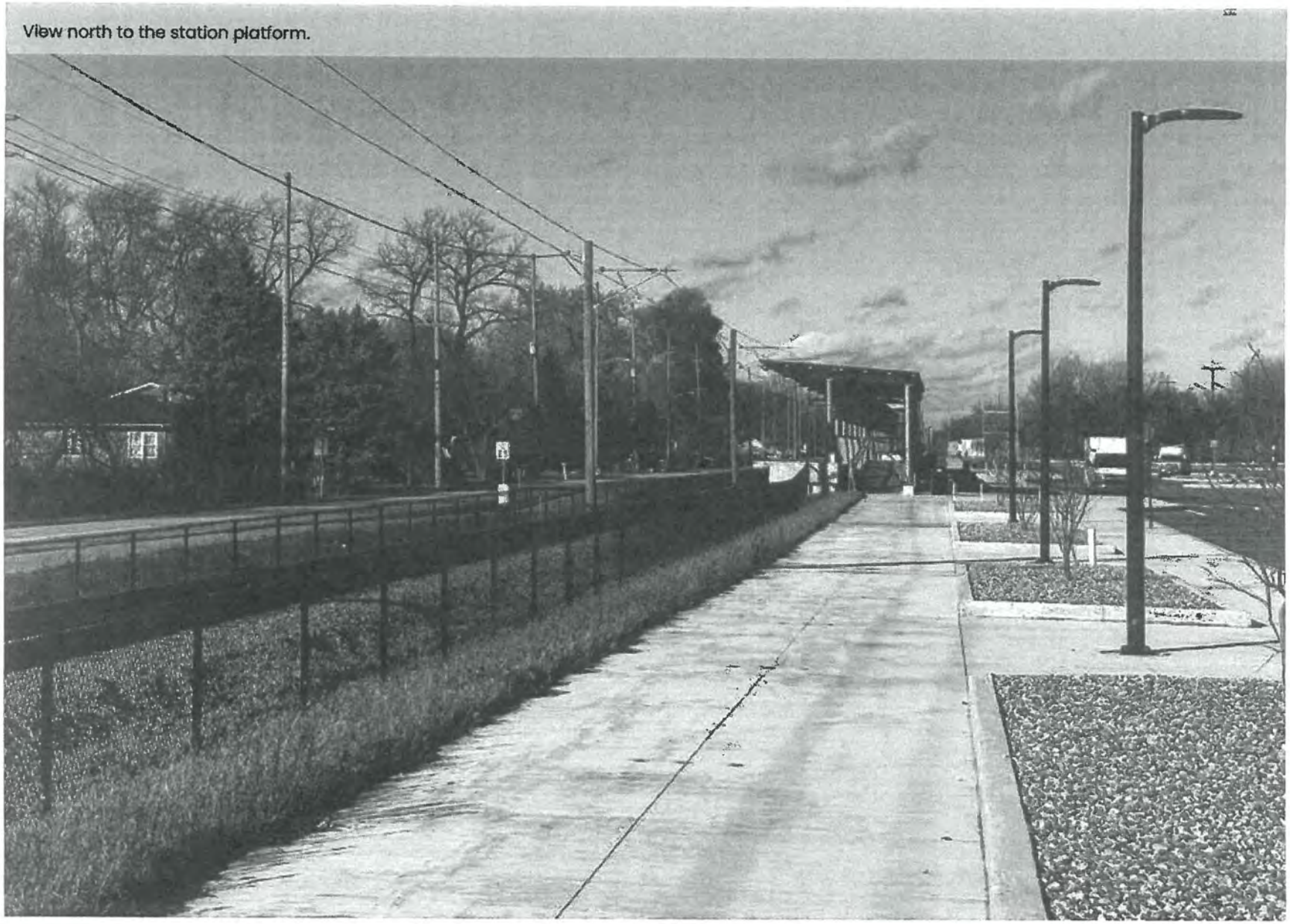
View north to the station platform.



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173rd Street & Hohman Avenue

KEY CONCERNS

If regional traffic patterns shift to draw more traffic to and from the west than currently anticipated, increased delays may occur on the westbound and northbound approaches at this intersection. These impacts could become more pronounced during peak travel periods as corridor traffic volumes grow.

RECOMMENDED STRATEGIES

- **Short-Term**
  Adjust signal timing to better accommodate observed peak-hour conditions. This effort would require field review by signal technicians with engineering support to refine timings and phasing as necessary based on normalized traffic volumes once the South Hammond Station is open.
- **Medium-Term**
  Reconfigure the westbound approach on 173rd Street to a shared through/left-turn lane to allow for dual left-turn movements, along with the addition of a second southbound receiving lane on Hohman Avenue. Implementation would require removal of the existing dedicated southbound bicycle lane on Hohman Avenue and require the signal to operate at split-phases.
- Additionally, replace the dedicated northbound bicycle lane on Hohman Avenue with a northbound right-turn lane to 173rd Street to improve vehicular operations.
- **Long-Term**
  Reconstruct the intersection to restore bicycle accommodations through the addition of dedicated bike lanes following implementation of vehicular capacity improvements.



View north along Hohman Avenue at 173rd Street.

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FIGURE 3.1: 173RD STREET AND HOHMAN AVENUE MEDIUM-TERM IMPROVEMENTS



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173rd Street & Lyman Avenue

KEY CONCERNS

This location presents notable safety concerns due to the close proximity of future trains, the Monon Trail crossing, free-flow traffic on 173rd Street, and turning movements associated with the station entrance/exit. While current and projected turning volumes remain low and do not present a level-of-service issue, the interaction of modes creates heightened safety risk.

Additionally, there are concerns that if 173rd Street east of the station entrance becomes congested, motorists may choose to exit the station west onto 173rd Street, then use Lyman Avenue to 165th Street and beyond. Residents are already concerned with speeding on Lyman Avenue and lack of a significant barrier between the roadway and the Monon Trail. There are fears that Lyman may become a "drag strip" as motorists look to quickly get out of the station area by any route possible.

RECOMMENDED STRATEGIES

- **Short-Term**
  Implement temporary cones, barricades, or other maintenance-of-traffic measures to restrict access onto Lyman Avenue north of 173rd Street. Before implementing restrictions, confirm that affected properties retain safe and reliable access. Any proposal to redirect traffic onto the alley should be contingent on improving it to include adequate pavement width. Coordinate with property owners and emergency responders before changing access.

  Monitor operations south of 173rd Street to determine whether additional access limitations are warranted.

- **Medium-Term**
  Permanently close Lyman Avenue access at 173rd Street to the first alley north of the intersection. Given the low turning volumes, this closure would enhance safety and eliminate the potential for cut-through traffic. As a prerequisite to permanent closure, widen and reconstruct the alley to meet applicable local street standards for its intended function. Design improvements to accommodate residents, service vehicles, and emergency access while minimizing impacts on adjacent properties. A separate and parallel street connection may also be considered.

  Permanent closure of Lyman Avenue at 173rd Street to the first alley south of the intersection may also be considered.

- **Long-Term**
  Construct an east–west roadway between Meadow Lane Avenue and Lyman Avenue as part of future redevelopment of the vacant site to improve network connectivity.



View north along Lyman Avenue and the Monon Trail.

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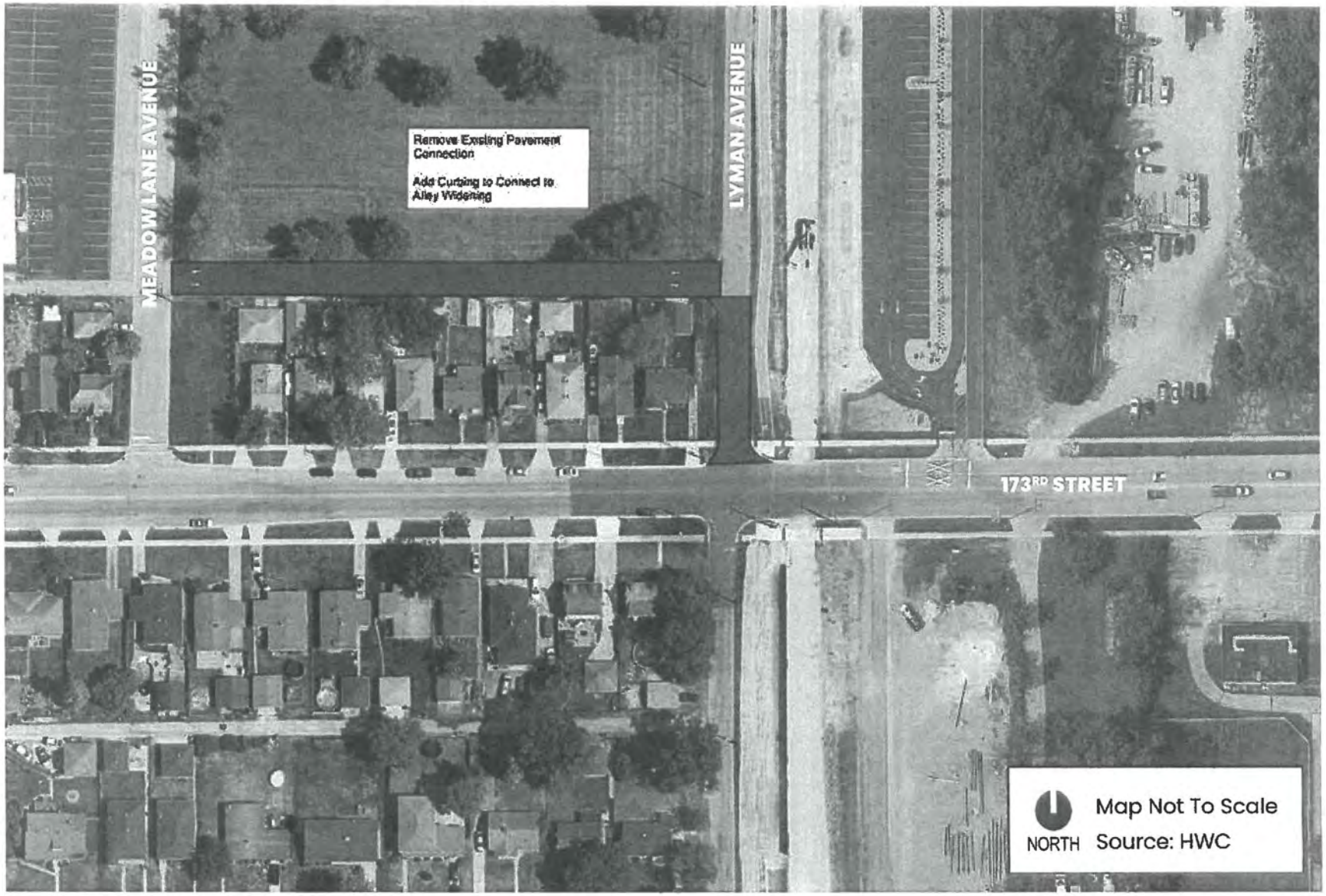
FIGURE 3.2: 173RD STREET AND LYMAN AVENUE MEDIUM-TERM IMPROVEMENTS



173rd Street & Station Entrance/Exit

KEY CONCERNS

Under both 2025 and 2040 year projections, the station entrance/exit is anticipated to operate at unacceptable levels of service (LOS F) during the PM peak hour, driven by concentrated outbound demand over a short duration of time with only one exiting lane under stop-controlled conditions.

RECOMMENDED STRATEGIES

- **Short-Term**
  Maintain existing configuration and utilize a single exit lane to meter traffic leaving the station parking lot. Vehicles may form a significant queue in the station lot, but this metered traffic may help alleviate intersection congestion on 173rd east and west of the station entrance.
- **Medium-Term**
  Add a second exit lane from the station. While this improvement would enhance internal parking lot operations, left-turn movements are still expected to operate poorly and may introduce additional congestion at nearby intersections. Improvements at Lyman Avenue and other 173rd Street intersections should be strongly considered in conjunction with adding an exit lane.
- **Long-Term**
  Signalize the station access, integrated with the signal system along 173rd Street. Signalization may become necessary if a future south parking lot is developed.



The station entrance/exit at 173rd Street.

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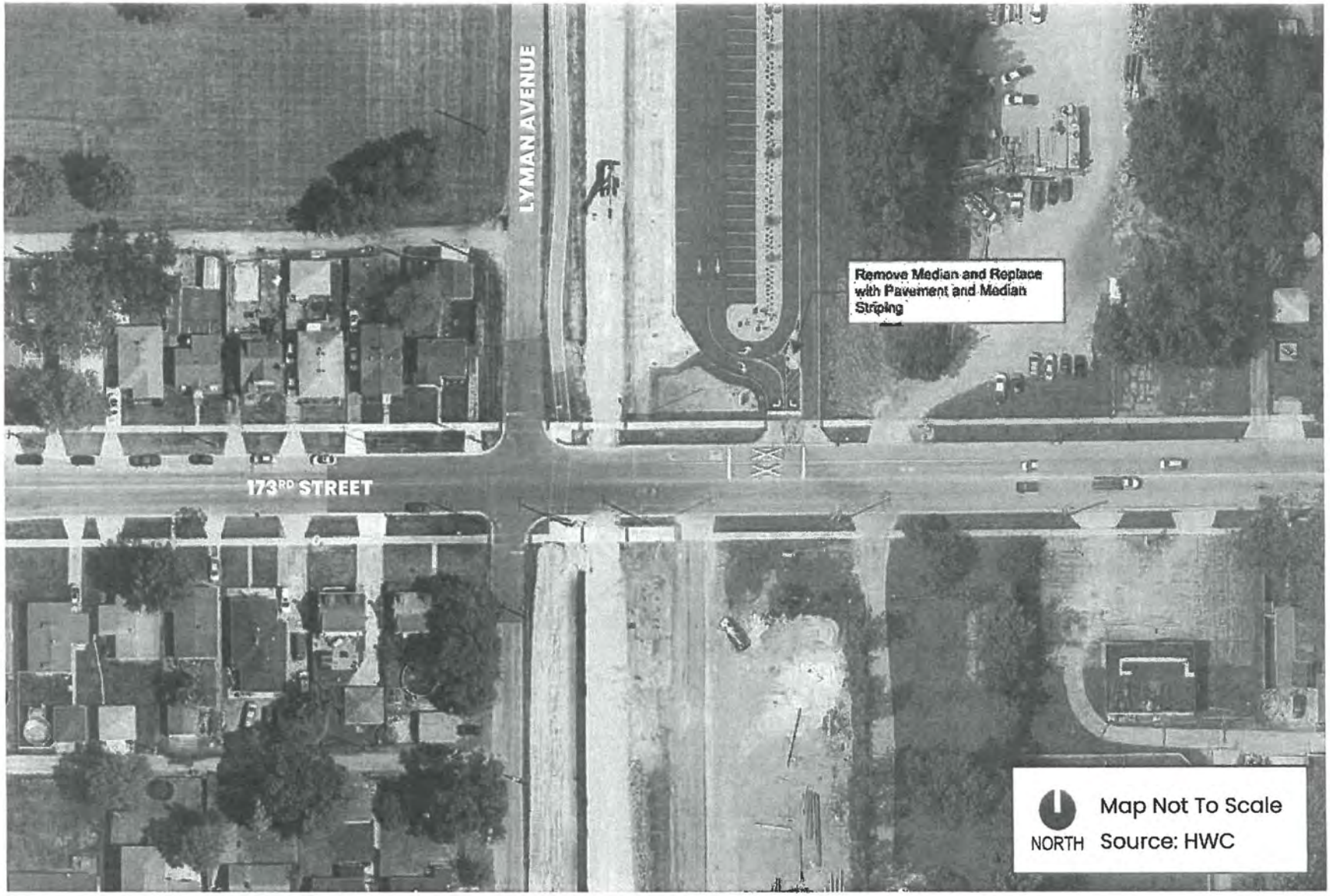
FIGURE 3.3: 173RD STREET AND STATION ENTRANCE/EXIT MEDIUM-TERM IMPROVEMENTS



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173rd Street Corridor (Station to Calumet Avenue)

KEY CONCERNS

The eastbound through/right-turn lane at 173rd Street and Calumet Avenue is projected to operate at LOS F during the PM peak hour in the opening year. In addition, all-way stop-controlled intersections (Harrison Avenue, Jackson Avenue, Madison Avenue) along this segment are expected to experience excessive delay during the PM peak hour, with increased delays also anticipated during the AM peak. This means it will likely be difficult for residents to turn onto 173rd Street during peak periods.

RECOMMENDED STRATEGIES

- **Short-Term**
  Coordinate with INDOT to adjust signal timing at 173rd Street and Calumet Avenue/US 41, recognizing the need to balance station traffic while maintaining Calumet Avenue traffic flow and related expressway operations. Reconfigure the eastbound approach of 173rd Street at Calumet Avenue to include separate left-turn, through, and right-turn lanes. This improvement would require removal of on-street parking along the south side of 173rd Street east of Jefferson Avenue.
- **Medium-Term**
  Re-stripe the corridor to operate as a three- or four-lane roadway. This can be done without relocating curb lines, but would reduce or eliminate on-street parking on one or both sides of the street.
- **Long-Term**
  Reconstruct the corridor to formalize the re-striping and incorporate stormwater, parking, and streetscape enhancements.

  Add two traffic signals at locations to be determined through additional traffic analysis and community input. These signals would improve access to 173rd Street from the neighborhood during peak periods while maintaining progression for through traffic.


173rd St and Calumet

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FIGURE 3.5: 173RD STREET AND CALUMET AVENUE SHORT-TERM IMPROVEMENTS

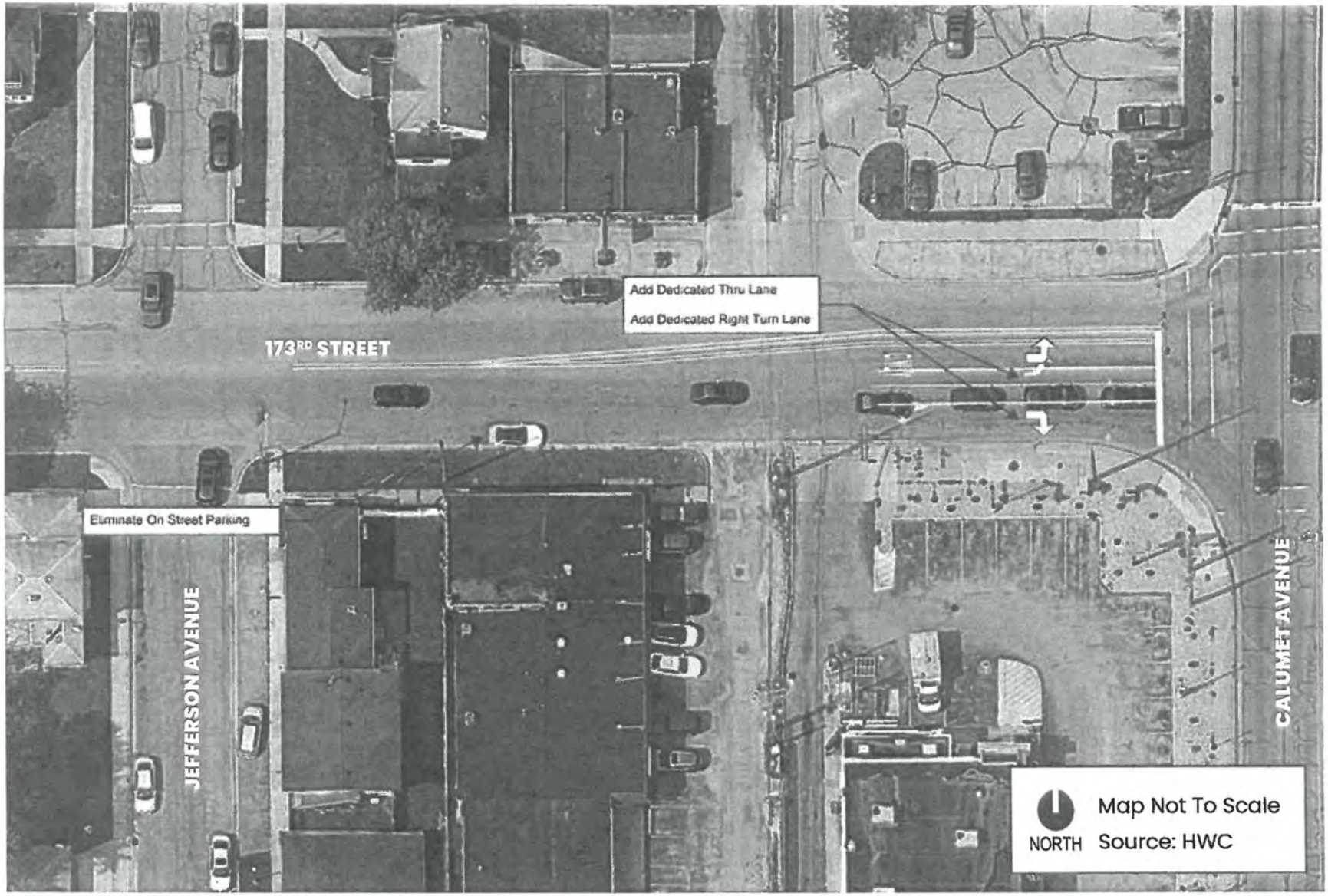

FIGURE 3.6: 173RD STREET CORRIDOR LONG-TERM IMPROVEMENTS



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175th Street & Calumet Avenue (US 41)

KEY CONCERNS

The westbound left-turn movement currently operates at LOS E during both the AM and PM peak hours, independent of station activity. The eastbound through/right-turn movement is projected to decline from LOS D to LOS E by 2040 during the PM peak hour.

Additionally, congestion on eastbound 173rd Street could impact driver behavior and result in neighborhood cut-through traffic and increased volumes on 175th Street. If this happens, it would create additional delays at the 175th Street and Calumet Avenue intersection.

Future construction of additional station parking south of 173rd Street may require improvements to 175th Street and this intersection beyond the recommendations listed below.

RECOMMENDED STRATEGIES

- **Short-Term**
  Coordinate with INDOT to implement signal timing adjustments.
- **Medium-Term**
  No improvements are recommended in the medium-term.
- **Long-Term**
  Reconfigure the eastbound approach to provide dedicated left-turn, through, and right-turn lanes and allow right-turn overlap phases on both eastbound and westbound approaches during northbound and southbound left-turn movements. This improvement would require additional right-of-way acquisition and utility relocation.

FUTURE MONITORING AND EVALUATION

Traffic operations after the start of train service will require active monitoring to confirm how actual conditions compare to the assumptions used in this study. During the first week of revenue service, it is recommended that on-site staff should monitor key intersections and access points to observe traffic flow, queuing, turning movements, and driver behavior during both AM and PM peak periods. This initial monitoring period will allow the City to quickly identify unexpected operational issues or safety concerns and implement short-term strategies as needed.

Following this initial observation period and once traffic has normalized after opening of the station, additional traffic counts should be collected at locations where operational or safety concerns are observed. These counts can be used to evaluate how actual trip distribution, route choice, and access patterns differ from projected conditions, and to determine whether driver behavior changes over time as users become more familiar with station access and surrounding roadways. The results of this monitoring and data collection effort should inform refinement of signal timing, access management strategies, and prioritization of medium- and long-term improvements identified in this report.

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TRAFFIC CALMING

A significant issue raised by the community was traffic and speed enforcement along 173rd Street and concern about Lyman Avenue becoming a thoroughfare used as a shortcut once the station opens. Traffic calming refers to a range of strategies used to encourage motorists to reduce speeds and drive more attentively, particularly in residential areas. These strategies can include physical design interventions such as speed humps, curb extensions, narrowed travel lanes, and enhanced crossings, as well as regulatory measures like adjusted speed limits and targeted enforcement.

Traffic calming is especially important within neighborhoods, because streets serve not only as travel routes, but as shared public spaces where residents access their homes, children walk or bike, and families move through the neighborhood on foot. By prioritizing slower speeds and clearer driver awareness, traffic calming helps balance the needs of motorists and pedestrians, improves overall safety, and reinforces a respectful, livable neighborhood environment while still maintaining appropriate traffic flow.

To address these concerns, the City of Hammond may consider implementing a range of context-sensitive traffic calming measures tailored to specific locations and conditions along 173rd Street, Lyman Avenue, and nearby residential streets. This may include a combination of quick-build, low-cost interventions, such as temporary curb extensions, pavement markings, and signage, as well as more permanent capital improvements in conjunction with the recommendations included previously. A flexible approach will allow the City to pilot strategies, monitor effectiveness, and refine solutions over time, ensuring that traffic calming measures are both responsive to community concerns and aligned with broader mobility and safety goals.

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GOALS & OBJECTIVES

GOAL 1: Support safe and efficient access to South Hammond Station while mitigating potential negative impacts to neighborhood character.

The introduction of commuter rail service will bring new activity and access to South Hammond, offering regional connectivity while also introducing changes to traffic patterns during peak travel periods. While traffic analyses and infrastructure planning have been conducted in advance, actual commuter behavior and travel patterns will not be fully understood until service begins. As such, ongoing monitoring of traffic volumes, routes, and intersection performance will be essential to ensure that station access functions safely and efficiently while minimizing impacts on nearby residential streets.

This goal emphasizes flexibility and responsiveness in managing transportation impacts over time. The City should be prepared to implement both short- and long-term traffic management strategies if conditions differ from previous projections, particularly during a.m. and p.m. commuter peak periods at key intersections near the station such as 173rd Street at Hohman Avenue and at Calumet Avenue. In addition, monitoring commuter parking behavior will be important to prevent spillover parking on residential streets that could disrupt neighborhood function or inconvenience residents. Where necessary, enhanced enforcement or residential parking permit programs may be explored to balance commuter access with neighborhood needs. Through proactive monitoring, targeted interventions, and adaptive management, South Hammond can accommodate transit-related activity while preserving the safety, function, and character of the surrounding neighborhood.

1.1 Continue to monitor commuter traffic patterns and volumes after transit service begins through on-site observation and updated traffic counts where operational or safety concerns are observed.

1.2 Implement the short-, medium-, and long-term traffic interventions identified in the plan as traffic volumes and travel patterns dictate and resources are available.

1.3 Maintain adequate levels of service at key intersections through traffic management strategies near the station during a.m. and p.m. commuter peak hours.

1.4 Monitor commuter behavior regarding parking on residential streets and explore options for increased enforcement or parking permit zones if needed.

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GOAL 2: Improve roadway safety through targeted speed reduction and traffic calming interventions on high concern streets, including 173rd Street, Lyman Avenue, and Hohman Avenue.

Improving roadway safety on high-concern streets such as 173rd Street, Lyman Avenue, and Holman Avenue is essential to protecting neighborhood livability and reducing conflicts between vehicles, pedestrians, and cyclists. Residents raised concerns about speeding, cut-through traffic, and vehicle access patterns that prioritize convenience over safety on streets intended to serve residential uses. This goal emphasizes access management best practices, particularly as new development and redevelopment occur, by reducing redundant driveways and encouraging shared or alternative access points where feasible. Focusing access on appropriate streets can help maintain traffic flow on key corridors while reducing safety concerns on neighborhood streets.

This goal also supports a proactive and responsive approach to traffic safety by establishing a neighborhood traffic calming program that provides a clear process for residents to raise concerns and for the City to evaluate and prioritize feasible interventions. Increased speed enforcement, especially along 173rd Street during, can reinforce expectations for safe driving behavior and address recurring speeding issues. Coordination with the School City of Hammond will help ensure student safety as traffic patterns evolve, particularly if adjustments to school bus routes are needed. Physical improvements, including the reconstruction of Lyman Avenue to discourage cut-through traffic, enhanced pedestrian crossings, improved trail access, and integrated stormwater management, will further support safer, calmer streets. Together, these measures aim to balance mobility and access while reinforcing South Hammond as a safe, walkable residential neighborhood.

2.1 Promote access management best practices and require elimination of redundant access drives through the development plan review process as development and redevelopment occur.

2.2 Develop a neighborhood traffic calming program that establishes a process and criteria for decision making when safety concerns are identified by residents.

2.3 Increase speed enforcement, especially along 173rd Street, during non-peak times.

2.4 Work with the School City of Hammond to understand future bus route changes and ensure student safety.

2.5 Reconstruct Lyman Avenue between 173rd Street and 165th Street to reduce speeding, increase pedestrian safety and access to the trail, and improve stormwater management in the area.

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GOAL 3: Enhance walkability and biking comfort to ensure safe, convenient access to parks, schools, the Monon Trail, and South Hammond Station.

South Hammond's walkable residential character is a defining feature of the neighborhood, and improving pedestrian and bicycle comfort is essential to maintaining everyday mobility and access to key destinations. Residents rely on walking to reach parks, schools, neighborhood amenities, and the Monon Trail, and future access to the South Hammond station further underscores the importance of a connected and safe pedestrian network. Enhancing crosswalk visibility, adding pedestrian signals at key corridor crossings, and improving intersections will help ensure that people can move comfortably across major streets while reinforcing expectations for driver awareness in a residential context.

Closing existing sidewalk gaps is a critical step in strengthening neighborhood circulation and reducing barriers to walking. Targeted improvements along corridors such as Harrison Avenue south of 176th Street, the north side of 173rd Street between Van Buren Avenue and Jackson Avenue, and along 177th Street and River Drive will improve continuity and provide safer routes to parks, the trail, and potential future destinations such as the River North focus area. Ensuring complete pedestrian connections allows residents who choose to walk, whether for recreation, daily errands, or transit access, to do so safely and conveniently without needing to rely on a vehicle.

In addition to physical infrastructure, improved wayfinding and trail connectivity can encourage greater use of neighborhood amenities. Clear signage within the neighborhood and along the Monon Trail can help direct residents and visitors to parks, trail access points, and the station. Where trails and pedestrian routes run close to vehicle traffic, particularly along Lyman Avenue, additional buffer space, landscaping, or physical barriers can improve comfort and perceived safety. Together, these improvements support a neighborhood environment where walking and biking are viable, safe, and attractive options, enhancing quality of life while accommodating future mobility needs.

3.1 Improve pedestrian circulation by enhancing crosswalk markings and adding pedestrian signals at key corridor crossings at:
- **173rd Street and Lyman Avenue / South Hammond Station entrance**
- **173rd Street and Hohman Avenue**
- **169th Street and Hohman Avenue**
- **Along Calumet Avenue**

3.2 Complete sidewalks in areas with gaps to improve neighborhood pedestrian circulation at:
- **Harrison Avenue south of 176th Street**
- **The north side of 173rd Street between Van Buren Avenue and Jackson Avenue**
- **Along 177th Street/River Drive to connect River North site**

3.3 Identify areas for improved wayfinding along the trails and within the neighborhood to ensure access to parks and other amenities.

3.4 Increase physical barriers where the Monon Trail and high-traffic pedestrian facilities are close to the roadway, especially along Lyman Avenue.

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CHAPTER 6

QUALITY OF LIFE

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INTRODUCTION

The South Hammond neighborhood offers strong quality of life, with a defined neighborhood character, walkable streets, mature street canopy, and access to opportunities for recreation. Residents value the area's historic architecture, established streetscape, and access to the Monon Trail, which they identify as reasons they love living in South Hammond. This neighborhood plan aims to build upon existing assets and ensure the neighborhood remains an attractive place to live.

Residents highlighted a desire to further strengthen livability through increased access to the river and improvements to the trail and other public spaces. Enhanced landscaping, expanded trail amenities, and exploring adding park space near the station were identified as priorities. Additionally, some residents have expressed concern that the railroad station may create safety issues by bringing increased crime to the neighborhood, so working with the community and relevant parties to address this concern will be important for maintaining a high quality of life in South Hammond.

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KEY FINDINGS

- Residents appreciate the area's historic architecture, mature trees, and trails, noting these features as key reasons they love living here.
- Residents want to see additional and enhanced amenities in South Hammond such as trail and public space improvements
- Residents also want a greater focus on nature and landscaping within the neighborhood, especially natural beautification along the Monon Trail.
- Edison Park and Indi-Illi Park, as well as the Monon Trail, are identified as neighborhood assets.
- Residents are interested in more park space along the river.

Street with mature trees, adding to neighborhood character



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SAFETY, SECURITY, LIGHTING

Given the anticipated influx of people that will result from the addition of the train station, residents have raised concerns about a potential increase of crime within the neighborhood. It is important to address these concerns and work with the Northern Indiana Commuter Transportation District (NICTD) and local law enforcement to ensure the station does not increase safety concerns in the neighborhood. Assess current conditions and create a safety improvement plan to implement features such as enhanced lighting in key locations to improve overall safety.



Monon Trail over 165th St

MAINTENANCE AND ENFORCEMENT

Maintaining buildings and properties is essential to preserving South Hammond's neighborhood character, appearance, and overall quality of life. During public engagement, residents raised concerns about inconsistent upkeep of properties within the neighborhood, particularly related to exterior maintenance, overgrown vegetation, and the accumulation of items being stored outside on some properties. Residents have expressed during public engagement that these concerns were often associated with rental properties, this perception has not been formally verified.

When properties are not adequately maintained, it reflects negatively on nearby homes, reduces neighborhood pride, and undermines the confidence in shared community standards for the neighborhood. This plan recognizes the importance of proactive and consistent property maintenance and code enforcement as tools to foster neighborhood pride and reinvestment, ensure accountability, and reinforce a clean, attractive neighborhood environment.

COMMUNITY GATHERING SPACES

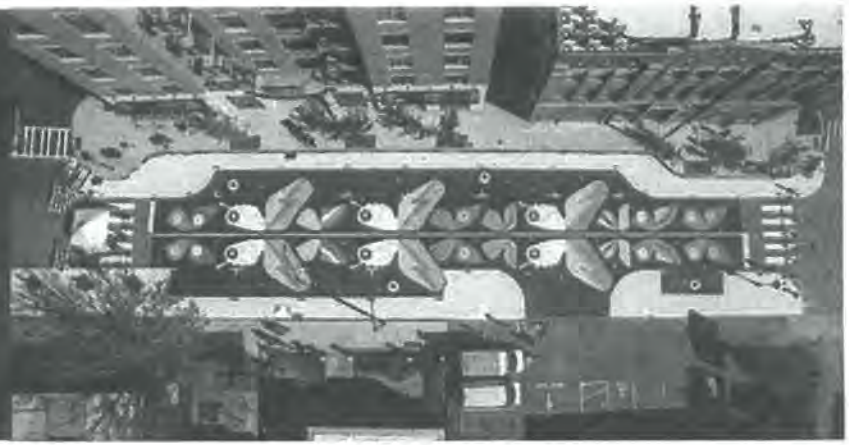
Public spaces provide an opportunity for the community to come together and for social interaction and recreation. When public spaces are thoughtfully designed and programmed, nearby underutilized and transitional sites may become more comfortable, inviting, and likely to be activated. Temporary or low-cost approaches to public space activation, such as tactical urbanism, flexible furnishings, and simple landscape improvements, allow communities to test certain uses, build momentum, and create value without requiring permanent investment.

Tactical urbanism is a low-cost, short-term approach to improving public spaces through temporary interventions like pop-up bike lanes, parklets, or street redesigns. These projects are often used to test ideas and gather community feedback before longer term planning is done and large investments made.

The South Lot property, which is owned by NICTD and earmarked to become expanded parking for the South Hammond station, is an opportunity to build the neighborhoods' fabric until it is needed for parking. At present the property is undeveloped and runs adjacent to the Monon Trail, until long-term needs are better understood, this property offers an opportunity for interim use as a community open space that supports neighborhood life and trail activity. Activating the property in the short term could introduce new public space in a part of the neighborhood where it is currently lacking, create a welcoming environment near the station, and positively influence the surrounding area while preserving flexibility for future transit expansion when the time comes.

Tactical Urbanism:

An approach to neighborhood building and activation using short-term, low-cost, and scalable interventions and policies.



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GOALS & OBJECTIVES

GOAL 1: Enhance the neighborhood's parks and public spaces to increase the sense of community.

Parks and public spaces are central to any neighborhood's quality of life, providing opportunities for recreation, gathering, and connection to nature. Residents identified the river corridor as an area for enhancement, capable of accommodating more recreational opportunities if the area was programmed with landscaping and outdoor furniture. While any permanent structures would be limited due to the floodplain, activating the area with benches, landscaping, and appropriate lighting could help develop the area as more appealing for recreation and social interaction.

The neighborhood's sense of cohesion may be strengthened through a community gathering hub near the South Hammond station, connecting both sides of the neighborhood and creating a shared space for both residents and commuters. This hub or public space would help reduce any perceived or actual barrier created by the railway while providing opportunities for gatherings or recreation. Complementing these initiatives, streetscape beautification along key thoroughfares, including the maintenance of existing trees and the addition of new landscaping, will help to reinforce neighborhood character and overall visual appeal.

1.1 Beautify the river corridor along the Little Calumet River Trail with landscaping, outdoor furniture, and lighting where appropriate to encourage usage of neighborhood amenities.

1.2 Beautify the Monon Trail with landscaping, outdoor furniture, and lighting where appropriate to encourage usage.

1.3 Partner with property owners to encourage development of a community gathering hub near the South Hammond Station that integrates surrounding amenities and connects both sides of the neighborhood.

1.4 Implement streetscape beautification enhancements along key thoroughfares to enhance neighborhood appearance.



Example of a gathering hub to foster community connection.

GOAL 2: Improve amenities in Rich's Park and increase access to the Little Calumet River Trail.

Rich's Park is a core community asset in the southern portion of the South Hammond neighborhood. It is conveniently located along the Little Calumet River Trail and connects to the Monon Trail, making it easily accessible for neighborhood residents. However, the trails are elevated from the primary park area, which makes the connection more difficult. Additional site improvements to create a ramp and steps to connect the park to the trail will increase its access and improve usage.

Rich's Park is also strategically positioned adjacent to the River North redevelopment area, where future mixed-use development could introduce new hotel, restaurant, office, and entertainment destinations. As this area evolves, the park can serve as an important neighborhood amenity by providing accessible open space for employees, visitors, and residents while strengthening the connection between the redevelopment area and the regional trail system. Improved trail access through Rich's Park would create an attractive gateway to River North and encourage walking and bicycling between destinations, enhancing both recreational opportunities and economic activity.

Incorporating amenities into the park design that enhance the user experience, such as parking, restrooms, drinking fountains, and seating, will activate the park space and add to the community benefit. When thoughtfully located near trail corridors, these features can serve both park visitors and trail users.

Enhancements such as public art, landscaping, and screening around existing infrastructure, including the electrical substation, can further improve the park's appearance and comfort. Together, these improvements would transform Rich's Park into a functional, welcoming gateway to South Hammond, strengthen its relationship to the River North redevelopment area, and activate it as a valued community asset.

2.1 Add parking to Rich's Park by redesigning the southern part of Harrison Avenue.

2.2 Screen the electrical substation through additional landscaping or public art.

2.3 Provide safe and accessible connection between the park and the elevated trail through the construction of an ADA-compliant ramp.

2.4 Add park amenities, like restrooms, water fountains, benches, dog waste stations, and trash cans within Rich's Park near the trail.

Example of park amenities near a trail



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GOAL 3: Promote high-quality housing and consistent property maintenance to preserve neighborhood character, strengthen community pride, and support long-term stability in South Hammond.

South Hammond is a desirable place to live, offering a high quality of life shaped by its historic housing stock, walkable streets, and growing regional connectivity through access to the South Hammond train station. Preserving this character requires a strong focus on housing quality and ongoing property maintenance. Many homes in the area are older, which can increase the cost and complexity of upkeep for homeowners. Without support, these challenges may place financial strain on residents and risk gradual deterioration of the neighborhood's physical condition. Providing resources and assistance to help residents maintain and improve their homes can protect neighborhood character, reduce long-term costs, and enable residents to remain in place as the area evolves.

Equally important is ensuring consistent maintenance standards across both owner-occupied and rental properties. Community engagement highlighted concerns about uneven property conditions, particularly among rental units, which can negatively impact neighborhood appearance and perceptions of stability. Strengthening code enforcement, clarifying expectations, and connecting property owners to available resources can help ensure all properties contribute positively to the neighborhood. In addition, efforts such as expanding street tree coverage and supporting neighborhood-led beautification initiatives can reinforce a cohesive, attractive environment. Together, these strategies will help sustain South Hammond as a clean, well-maintained, and welcoming community for current and future residents.

3.1 Explore the creation of a home maintenance assistance program to help residents maintain and improve aging homes.

3.2 Ensure consistent and proactive enforcement of property maintenance standards across all properties.

3.3 Provide accessible resources and guidance to assist property owners with ongoing maintenance needs.

3.4 Expand neighborhood beautification efforts, including support for volunteer-led cleanups and increased street tree planting.

3.5 Strengthen community trust and pride by promoting shared stewardship of homes, yards, and public spaces.

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GOAL 4: Foster a welcoming neighborhood environment by improving safety, lighting, and security presence, and designing public spaces that feel active, comfortable, and well-used.

A welcoming neighborhood environment is one where residents feel comfortable moving through and using public spaces throughout the day, supported by thoughtful design and positive activity. Improving lighting, sightlines, and maintenance along key pedestrian routes and trail segments can enhance comfort and reduce areas that feel isolated or uninviting. These areas include stretches of the Monon Trail and Harrison Avenue that run beneath the interstate, which can be enhanced through public art and additional lighting to ensure residents and trail users feel safe using these places at all times of day is key.

Coordinating with NICTD Transit Police and local law enforcement to ensure consistent security presence near the South Hammond station and parking areas will help reinforce safety while maintaining an environment focused on intended uses. Activating public spaces and encouraging street-level activity through programming and events can help ensure these areas are active, well-used, and welcoming. Recurring events and neighborhood activities not only introduce residents to available amenities but also reinforce social connections, build familiarity, and increase comfort within the neighborhood. Neighborhood groups, local religious institutions, and other interest groups can play a hand in organizing events and encouraging use of shared spaces.

- **4.1 Identify and prioritize trail segments and pedestrian routes that need improved lighting, visibility, or maintenance to enhance safety and comfort, especially where the Monon Trail and Harrison Avenue go under the interstate.**
- **4.2 Coordinate with NICTD Transit Police to ensure the station area and parking lot are safe and welcoming.**
- **4.2 Design streets and public spaces in ways that encourage everyday activity and presence, helping make these areas feel safer and more welcoming.**
- **4.2 Support programming, events, and community activities in parks, plazas, and other public spaces to strengthen social connections and increase positive presence.**

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Example of streetscape beatification



Example of trail separation for increased safety



Example of trail underpass lighting to increase feelings of safety



Example of green buffer along a trail with benches and lighting



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CHAPTER 7

IMPLEMENTATION

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ADOPTION

This plan should be formally adopted as an element of the City's comprehensive plan to ensure it carries weight in local decision-making. Once adopted, it should serve as a guiding document for staff, boards, commissions, and the City Council when evaluating development proposals, capital improvements, and policy decisions within the neighborhood area.

City decision-makers should use this plan to assess whether proposed projects align with the community's goals, particularly related to neighborhood character, station access, and compatible infill development. The plan should also inform how and when the City invests in infrastructure, with priority given to projects that support safe and efficient access to the South Hammond Station and reinforce desired development patterns at key sites.

TRAFFIC MONITORING AND ADAPTIVE MANAGEMENT

The traffic analysis prepared for this plan is based on reasonable assumptions, but actual conditions following the start of train service may differ. For that reason, the City should establish an ongoing traffic monitoring program focused on the station area and surrounding neighborhoods.

This effort should include periodic field observations by staff, as well as targeted data collection at locations where operational or safety concerns arise. Additional traffic counts should be conducted at the station entrance/exit and along 173rd Street to better understand real-world travel patterns, including trip distribution, route choice, and station access behavior.

The results of this monitoring should be used to inform adjustments to traffic operations over time. This may include refinements to signal timing, changes to signage and pavement markings, and implementation of access management or traffic calming measures where warranted. Monitoring data should also be used to reassess the timing and priority of recommended improvements identified in the Transportation chapter.

PHASED IMPLEMENTATION OF TRAFFIC MITIGATION STRATEGIES

The Transportation chapter outlines a range of potential mitigation measures intended to address both existing conditions and future impacts associated with the station. These strategies should be implemented on a phased basis as needed, with timing driven by observed conditions, available funding, and project readiness.

In the near term, the City should prioritize lower-cost, high-impact actions such as temporary barricades, turn restrictions, striping modifications, and targeted

enforcement. These measures can be deployed relatively quickly to address emerging issues.

Medium- and long-term improvements, including more substantial roadway modifications or capital projects, should be advanced as needed based on monitoring results and incorporated into the City's capital improvement planning process. This phased approach allows the City to remain responsive while avoiding unnecessary upfront expenditures.

ALIGNMENT OF FUNDING AND REGULATORY TOOLS

This plan should guide the allocation of Transit Development District (TDD) funds within the station area and more broadly across Hammond. Funding decisions should prioritize projects that improve multimodal access to the station, enhance safety, and support private investment in alignment with community goals.

In addition, the City should evaluate potential amendments to the zoning ordinance to better align with plan recommendations. These updates may include adjustments to permitted uses, reduced or shared parking requirements, context-sensitive infill design standards, or provisions that support limited commercial and mixed use development within the neighborhood. Aligning zoning with the plan will help ensure that future development reinforces, rather than undermines, community goals.

ONGOING PLAN MAINTENANCE AND UPDATES

To remain effective, this plan should be treated as a living document. The City should conduct periodic reviews to evaluate progress and determine whether updates are needed.

These reviews should consider factors such as changes in population or demographics, development activity in the station area, traffic and safety conditions, and the status of planned infrastructure improvements. The City should also account for major decisions or projects advanced by other agencies, including Northern Indiana Commuter Transportation District (NICTD) and Indiana Department of Transportation (INDOT), that may affect local conditions.

Amendments to the plan may be warranted if conditions change significantly, if development occurs in ways that are inconsistent with plan recommendations, or if new opportunities emerge. Regular updates will help ensure the plan continues to reflect current conditions and remains a useful tool for decision-making.

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ACTION PLAN

Land Use & Development Character

1. Preserve and enhance South Hammond's historic single-family neighborhood identity.

SHORT TERM

- Promote neighborhood cohesion and identity by:
  - Selecting a style and scale of public lighting and signs that complements the neighborhood character and implement the use of this style throughout the neighborhood.
  - Identify streetscape design elements for all street classifications.
  - Develop design guidelines for residential and commercial development that include scale, massing, materials, and other architectural details.

LONG TERM

- Integrate with the capital improvements plan to include streetscape enhancements in the neighborhood as improvements are made.

2. Promote context-appropriate infill and redevelopment on vacant and underutilized sites.

SHORT TERM

- Prepare an inventory of key development sites within the focus areas and identify key partners to make them shovel ready.
- Prepare an inventory of empty or underutilized buildings that could be redeveloped into neighborhood uses. Neighborhood uses include convenience grocery, small-scale businesses such as coffee shops, local restaurants, and service businesses such as salons and fitness/yoga studios.
- Develop relationships with local small business support programs such as Hammond Development Corporation or Northwest Indiana Small Business Development Center to identify graduates of their programs with businesses related to dining or convenience retail to provide available inventory for retail or commercial spaces in South Hammond.

LONG TERM

- Target infrastructure and streetscape enhancements to support redevelopment in key focus areas.

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3. Increase access to neighborhood goods and services so residents can meet daily needs close to home.

SHORT TERM

- Identify and create a database of non-residential properties in target improvement areas to work with existing property owners to improve property maintenance and make them tenant-ready.
- Prepare a retail gap analysis to identify unmet needs within the neighborhood and work with economic development commission or small business support to attract identified uses to the neighborhood.

LONG TERM

- To maintain active storefronts, continually develop and maintain relationships with property owners.
- Monitor neighborhood building stock to ensure supply of available space meets the demand from businesses who want to locate or expand in the neighborhood.

Transportation

1. Support safe and efficient access to South Hammond Station while mitigating potential negative impacts to neighborhood character.

SHORT TERM

- Conduct targeted peak-hour turning movement counts at key intersections near South Hammond Station to identify emerging congestion patterns and inform signal timing adjustments.
- Install temporary traffic calming measures (e.g., speed feedback signs, striping adjustments, flexible delineators) on residential streets experiencing cut-through traffic.
- Evaluate pedestrian and bicycle access routes to the station and implement quick-build safety improvements such as high-visibility crosswalks, signage, and curb extensions where feasible.

LONG TERM

- Implement permanent traffic calming infrastructure on priority corridors, such as raised intersections, curb extensions, or mini roundabouts, to discourage cut-through traffic.
- Evaluate and, if warranted, pursue intersection upgrades (e.g., signalization, geometric improvements) to maintain long-term level of service and safety.
- Identify and secure funding (grants, capital improvement programs) for long-term transportation improvements.

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2. Improve roadway safety through targeted speed reduction and traffic calming interventions on high concern streets, including 173rd Street, Lyman Avenue, and Hohman Avenue.

SHORT TERM

- Identify businesses along Hohman Avenue and 173rd Street that could be accessed off another street and work with property owners to relocate entrances when properties redevelop or undergo significant site changes.
- Identify a department lead responsible for monitoring, tracking, and responding to transportation-related concerns identified by residents.
- Establish a formal traffic calming program, including clearly defined criteria, evaluation procedures, and implementation thresholds.
- Map school bus routes on an annual basis and identify areas of student safety concern, prioritizing locations for intersection or roadway improvements.
- Construct traffic calming measures on Lyman Avenue between 173rd Street and 165th Street.

LONG TERM

- Incorporate green infrastructure solutions, such as bioswales or permeable pavement, into roadway projects to address drainage and streetscape improvements.
- Establish a capital improvement prioritization framework to phase transportation investments based on safety, usage, and community need.

3. Enhance walkability and biking comfort to ensure safe, convenient access to parks, schools, the Monon Trail, and South Hammond Station.

SHORT TERM

- Paint and routinely maintain crosswalks at key corridor crossings.
  - 173rd Street and Lyman Avenue / South Hammond Station entrance
  - 173rd Street and Hohman Avenue
  - 169th Street and Hohman Avenue
  - Along Calumet Avenue
- Monitor pedestrian movements within the neighborhood or administer a neighborhood survey to identify which corridor crossings have enough pedestrian activity to support pedestrian crossing lights.

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- Install dedicated pedestrian crossing lights with a countdown at key corridor crossings.
- Add identified sidewalk gaps into the capital improvements plan to be filled in.
- Extend sidewalks along Lyman Avenue at Lawndale Street, Fernwood Street, Oakwood Street, and Locust Street, including ADA-compliant curb ramps.
- Install additional sidewalks and curb ramps on the trail side of Lyman Avenue to increase access at Lawndale Street, Fernwood Street, Oakwood Street, and Locust Street.
- Install a curb or other physical barrier along Lyman Avenue to separate the trail from the road.
- Identify areas where shrubs or flower beds could act as additional physical barriers between Lyman Avenue and the trail.

LONG TERM

- Integrate green infrastructure elements (shade trees, bioswales, planted buffers) along pedestrian corridors to improve comfort, stormwater management, and separation from traffic.
- Upgrade existing sidewalks that are in poor condition to ensure a continuous, ADA-compliant pedestrian network.

Quality of Life

1. Enhance the neighborhood's parks and public spaces to increase the sense of community.

SHORT TERM

- Install flower beds, shrubs, and other landscaping along the trail to improve aesthetics and act as a buffer between less visually appealing elements like train tracks or adjacent roadways.
- Install benches, bicycle racks, and trash cans at key intervals along trails to improve usability, provide seating for those who may need rest (including seniors and individuals with disabilities), and maintain cleanliness.
- Install lighting under bridges and in areas where trail users feel unsafe to encourage consistent use and improve perceived and actual safety.
- Plant trees and encourage the installation of landscaping along key thoroughfares to enhance visual appeal and provide shade.
- Coordinate with local artists or organizations to explore opportunities for temporary or permanent public art installations along trails and key corridors.

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LONG TERM

- Enhance the Monon Trail as a signature neighborhood amenity through continuous investment in landscaping, lighting, public art, and amenities that support both recreational and commuter use.
- Plan and implement targeted enhancements along the Little Calumet River corridor, such as landscaping, seating areas, lighting, wayfinding signage, and overlook or gathering spaces to encourage activity along the waterfront.
- Create a long-term maintenance plan for parks, trails, and public spaces, including defined roles for City departments and opportunities for neighborhood stewardship or volunteer participation.
- Establish a "Friends of the Trail" or similar volunteer group to support ongoing beautification, maintenance, and programming along the Little Calumet River Trail and Monon Trail.
- Seek diverse funding sources, including grants, partnerships, and sponsorships, to support ongoing improvements and programming of parks and public spaces.
- Implement a phased streetscape improvement program along key corridors, incorporating street trees, pedestrian-scale lighting, decorative elements, and traffic calming measures to improve walkability and neighborhood character.

2. Improve amenities in Rich's Park and increase access to the Little Calumet River Trail.

SHORT TERM

- Install parking spaces perpendicular to the park fence between the substation and the curve of Harrison Avenue.
- Install a green buffer around the electrical substation that meets code requirements. Trees or shrubs should be tall enough to screen the structure, be evergreen, and provide full coverage; consider incorporating a mural on the visible façade or a combination of both strategies.
- Build an ADA-compliant ramp at the end of Harrison Avenue to connect the park to the elevated trail.
- At the base of the ramp, install paving to define a trailhead area, along with benches and other trail amenities to improve usability and comfort.
- Identify and pursue trail-related grant opportunities to fund improvements.
- Install initial trailhead amenities such as trash cans, dog waste stations, and bike racks in convenient and visible locations.
- Coordinate with the City's sanitation or waste collection department to establish a regular trash collection schedule for new receptacles at Rich's Park and along the trailhead, including responsibility for ongoing maintenance and servicing.

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LONG TERM

- Improve landscaping throughout the park and trailhead area with native plantings, shade trees, and seasonal interest to create a welcoming and visually appealing environment.
- Strengthen connections between Rich's Park and surrounding neighborhoods by improving sidewalks, crosswalks, and bicycle access along Harrison Avenue and nearby streets.
- Partner with local organizations or volunteer groups to support ongoing maintenance, beautification, and activation of the park and trailhead.

3. Promote high-quality housing and consistent property maintenance to preserve neighborhood character, strengthen community pride, and support long-term stability in South Hammond.

SHORT TERM

- Look at capacity of current code enforcement to identify whether additional staffing is required to increase home code enforcement.
- Add City Arborist contact details and make a flyer for the website to so people know about this resource.

LONG TERM

- Strengthen community trust and shared stewardship within South Hammond by working with residents to establish neighborhood ambassadors and groups who can help manage beautification efforts and help with public maintenance efforts.
- Explore establishing a Neighborhood Grant Program for block beautification, landscaping and public space improvements.

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4. Foster a welcoming neighborhood environment by improving safety, lighting, and security presence, and designing public spaces that feel active, comfortable, and well-used.

SHORT TERM

- Identify areas that would benefit from improved lighting and determine appropriate lighting types and placement based on context (e.g., trails, underpasses, streets, and public spaces).
- Install temporary or pilot lighting solutions in priority areas to test effectiveness before permanent installation.
- Ensure the station area is well lit and monitor commuter feedback regarding safety and comfort.
- Work with neighborhood groups to develop a list of events that can take place in parks, trails, and other public spaces.

LONG TERM

- Redesign underpass areas along the Monon Trail and Harrison Avenue to feel safer and more welcoming through improved lighting, public art, and durable, easy-to-maintain materials.
- Develop partnerships with local organizations, businesses, and community groups to co-sponsor events and activities that activate public spaces.

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11/9/2026

CP 26-09
Petition of the Hammond Plan Commission to amend the 1992 Comprehensive Land Use Plan for Planning District IV - South Hammond Station Neighborhood Plan

BACKGROUND

Both City Planning and Engineering staffs have been working with Adam Peaper of HWC Engineering on the South Hammond Station Neighborhood Plan. The intent of the Plan is to evaluate the impacts of the South Shore Train Station within the South Hammond Planning District. The boundary area that was evaluated was 165th Street on the north, Calumet Avenue on the east, the Little Calumet River / City Limits on the South, and State Line on the west. The boundary area is termed as a subarea of the South Hammond Planning District.

Public interaction consisted of a steering committee to guide the direction of the project, open house/public meetings within the neighborhood, online survey, and presentations at two Mayor's Night Out. Notice of the Plan Commission's public hearing was posted on the City's website along with a link to the draft document. The Plan Commission public hearing was held on October 19, 2026. Comments were evaluated which resulted in some modification of the draft document after the Plan Commission's October public hearing. The changes were on pages 52 and 68.

Overall, the Plan addresses land use concerns within the neighborhood with several focus areas. The Plan also provides for street improvements and lane re-striping that would address the potential increase of traffic from the South Hammond Monon Line Station.

The neigbhorhood plan is intended to be a supplement to the 1992 Comprehensive Plan.

STAFF RECOMMENDATION

The staff recommends that the Plan Commission adopt PC Resolution 2026-03 to approve the South Hammond Station Neighborhood Plan as amended 11/16/2026 as a supplement to the 1992 Comprehensive and Land Use Plan and send it to the Common Council with a favorable recommendation.

Thomas M. McDermott, Jr.
Mayor

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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF HAMMOND

BRIAN L POLAND, AICP
Director of City Planning

November 18, 2026

Hammond City Council
City Hall
5925 Calumet Avenue
Hammond, IN 46320

RE: CP-26-03 Petition of City Plan Commission to amend the Comprehensive Plan for Planning District 4 – South Hammond Station Neighborhood Plan

Dear Council Members:

This is to certify that the Hammond Plan Commission on November 16, 2026 moved to send CP-26-03, Petition of City Plan Commission to amend the Comprehensive Plan for Planning District 4 – South Hammond Station Neighborhood Plan with a favorable recommendation.

Pursuant to IC 36-7-4-608 (f) (1), the Common Council is required to act on or before March 23, 2027.

Sincerely,

Shannon Morris-Smith

Shannon Morris-Smith
Recording Secretary to the Plan Commission

5925 Calumet Ave. Room G-17
Hammond, IN 46320
Phone 219.853.6397 x 3 • Fax 219.853.6618
www.gohammond.com

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26R-26

Sponsor: Dave Woerpel, 5th District Councilman

A RESOLUTION TO SET A PUBLIC HEARING REGARDING ADOPTING ADDITIONAL APPROPRIATIONS FOR HAMMOND PUBLIC LIBRARY – OPERATING AND RAINY DAY FUND

WHEREAS, Hammond Public Library (the "Library") proposed remediation and renovation of its basement to address water intrusion and flooding and restore the affected Library space (the "Project"); and

WHEREAS, on November 19, 2026, the Library Board of Trustees authorized proceeding with the Project and seeking additional appropriations from the Library's Operating Fund and Rainy Day Fund for the 2026 budget year; and

WHEREAS, the Common Council of the City of Hammond (herein, "Council") must, in addition to the library Board of Trustees, and after a public hearing consider an additional appropriation for the Library's Operating Fund and Rainy Day Fund and issue the requisite publication of notice of such hearing to be held on December 14, 2026; and

WHEREAS, said Notice of Public Hearing is attached as Exhibit A and that the Clerk shall publish said notice in accordance with governing law, notifying the public and those interested of a public hearing to be held on December 14, 2026 at 6:00 p.m. when the Council will hold an Additional Appropriation Public Hearing for the Library's Operating Fund and Rainy Day Fund.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Hammond, Lake County, Indiana, that a public hearing regarding the consideration of appropriation from the Hammond Public Library funds identified below, for the Library's expenses and purposes specified, for the 2026 budget year, shall be held on December 14, 2026 at 6:00 p.m. with the Clerk to publish the required notice.

Amount	**Amount Requested**
Fund Name: Rainy Day Fund	$1,500,000
Major Budge Classification 40000 Capital Outlay	$700,000

ADOPTED this ____ day of _____, 2026, by the Common Council of the City of Hammond, Indiana.

_____

Janet Venecz, President
Hammond Common Council

DRAFT

ATTEST:

_____

Robert J. Golec, City Clerk
City of Hammond, Indiana

PRESENTED BY ME, the undersigned City Clerk of the City of Hammond, Indiana, to the Mayor, for approval and signature, this ____ day of _____, 2026.

_____

Robert J. Golec, City Clerk
City of Hammond, Indiana

The foregoing Resolution No. _____ constituting of two (2) typewritten pages, including this page, was **APPROVED AND SIGNED BY ME**, the undersigned Mayor of the City of Hammond, Indiana, this ___ day of _____, 2026.

_____

Thomas M. McDermott, Jr., Mayor
City of Hammond, Indiana

PASSED by the Common Council on the ____ day of _____, 2026 and _____ by the Mayor on the _____ day of _____, 2026.

_____

Robert J. Golec, City Clerk
City of Hammond, Indiana

DRAFT

NOTICE OF PUBLIC HEARING TO CONSIDER AN ADDITIONAL APPROPRIATION BY THE HAMMOND PUBLIC LIBRARY

Notice is hereby given to the taxpayers of Hammond Public Library, Lake County, Indiana, that the proper legal officers will consider the following approval and adoption of additional appropriation in excess of the budget for the current year during the Hammond City Council meeting at 5925 Calumet Avenue, Hammond, IN 46320, at 6:00 p.m. CST on December 14, 2026.

Fund Name: **Rainy Day Fund** Account Name: _____ Account Number: _____	AMOUNT
40000 Capital Outlay	$ 700,000
Total	$ 700,000

Fund Name: **General Fund** Account Name: _____ Account Number: _____	AMOUNT
40000 Capital Outlay	$ 1,500,000
Total	$ 1,500,000
TOTAL:	**$ 2,200,000**

Taxpayers appearing at such meeting shall have a right to be heard thereon. Once approved and adopted by the Council, the additional appropriation will be referred to the Department of Local Government Finance (Department). The Department will make a written determination as to the sufficiency of funds to support the appropriations made within fifteen (15) days of receipt of a certified copy of the action time.

Amanda Aguilera, Interim Director
Hammond Public Library