



SOUTH HAMMOND STATION NEIGHBORHOOD PLAN

Plan Commission Presentation | October 19, 2026

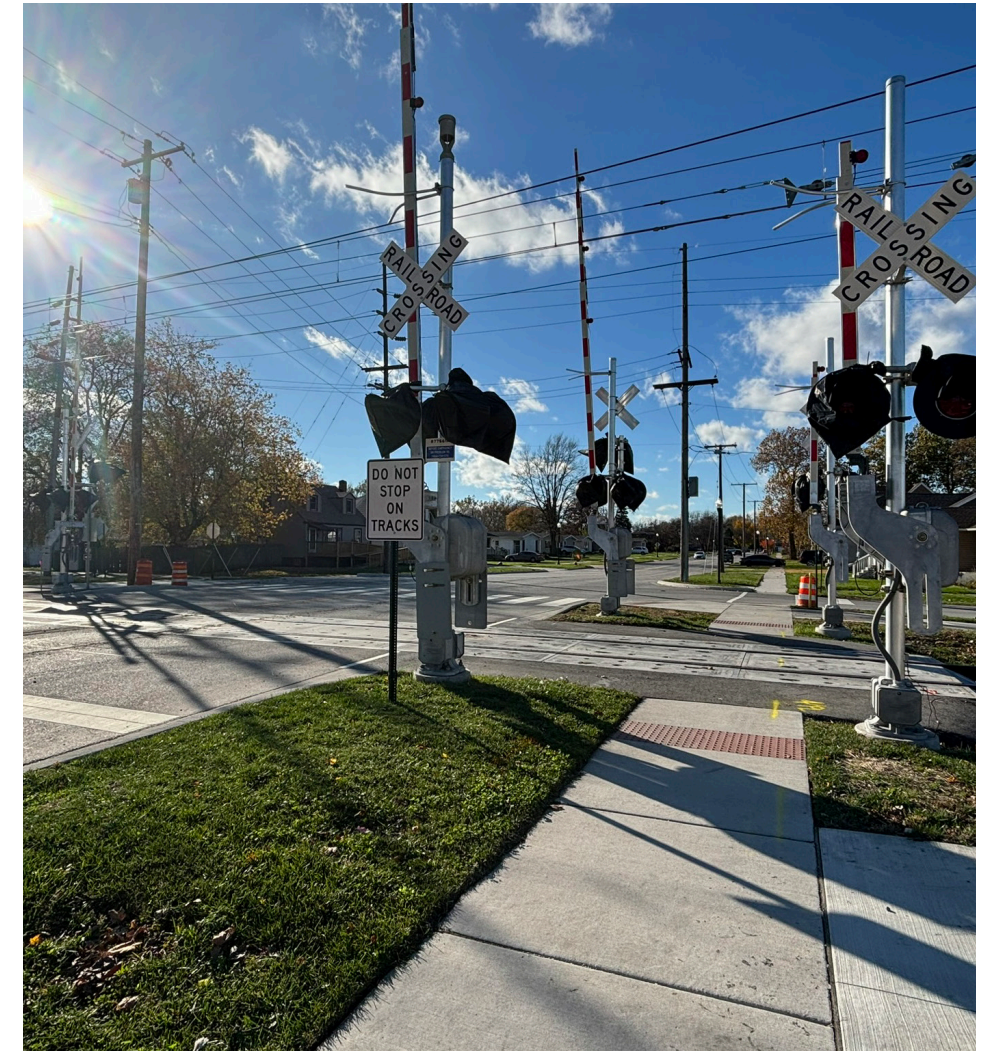
BACKGROUND & PROCESS



SOUTH HAMMOND STATION NEIGHBORHOOD PLAN

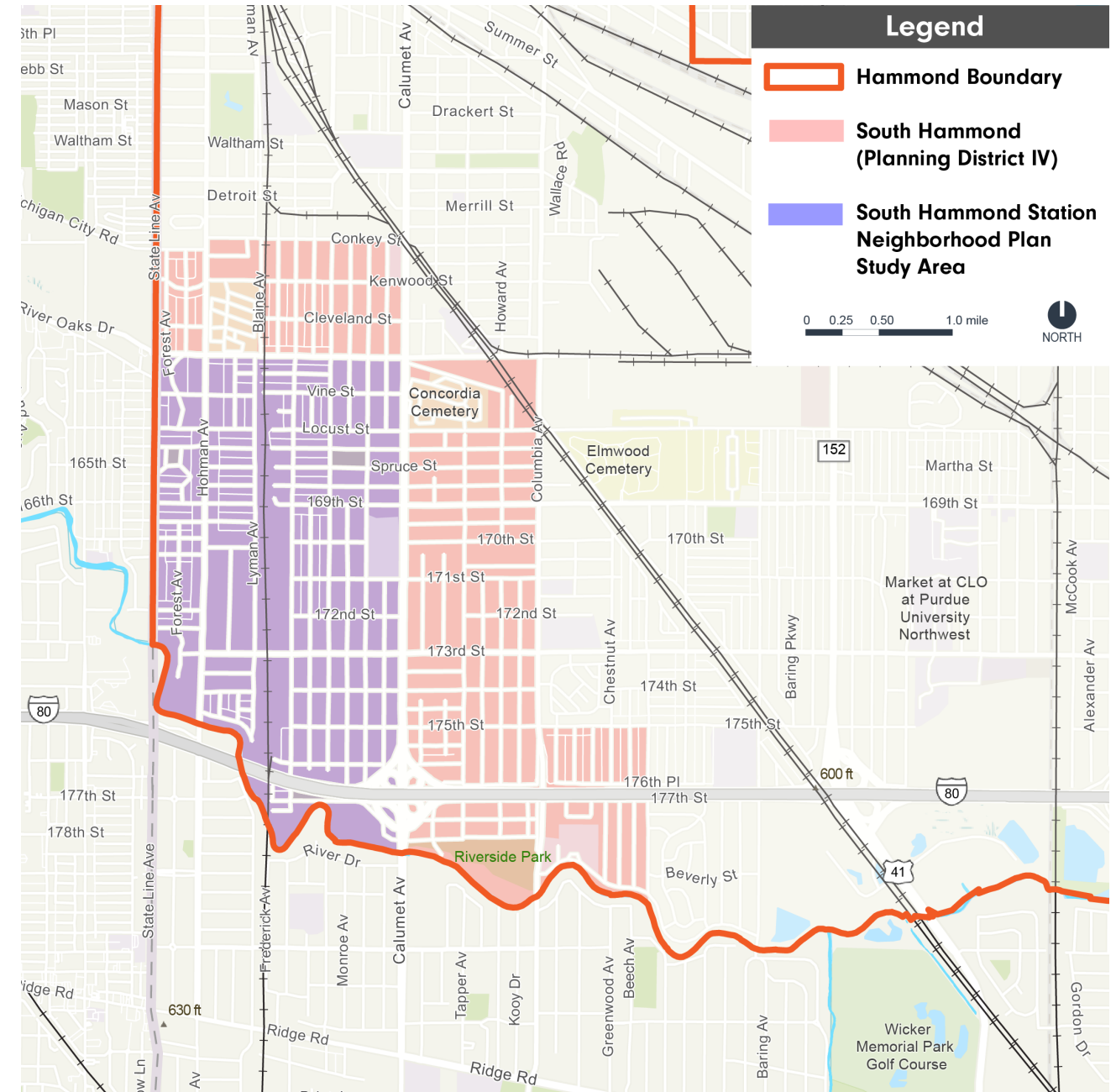
WHY A PLAN FOR SOUTH HAMMOND?

- **The Monon Corridor creates opportunities and challenges.** It brings new regional access to South Hammond, along with questions about traffic and neighborhood impacts.
- **Earlier traffic studies need updating.** Analyses from 2016 and 2017 anticipated limited impacts, but ongoing concerns call for current monitoring and a plan for targeted responses.
- **Reinvestment needs clear direction.** Guidance can help new development near the station and along key corridors fit South Hammond's established residential character.
- **Protect what residents value.** The plan builds on the neighborhood's homes, parks, school, and community institutions while making the rail investment a positive asset for current residents.



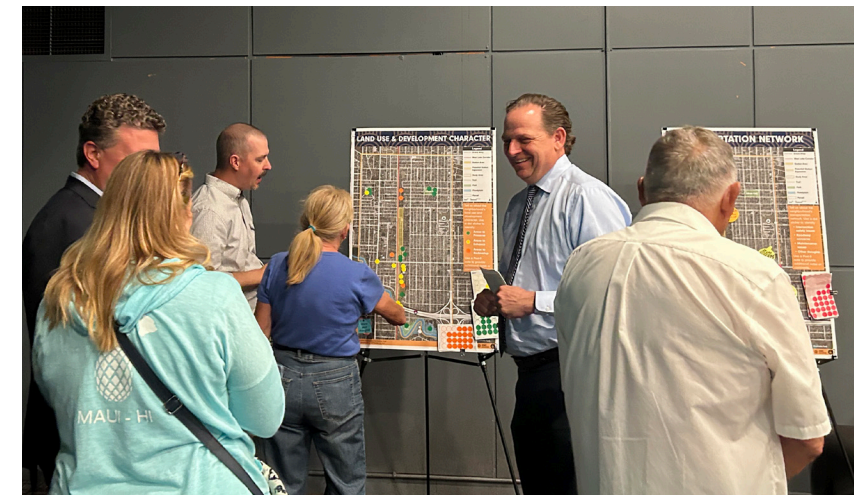
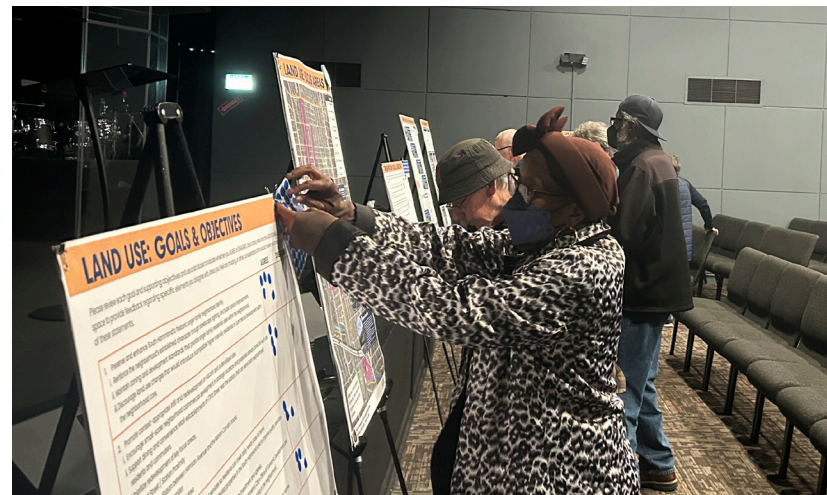
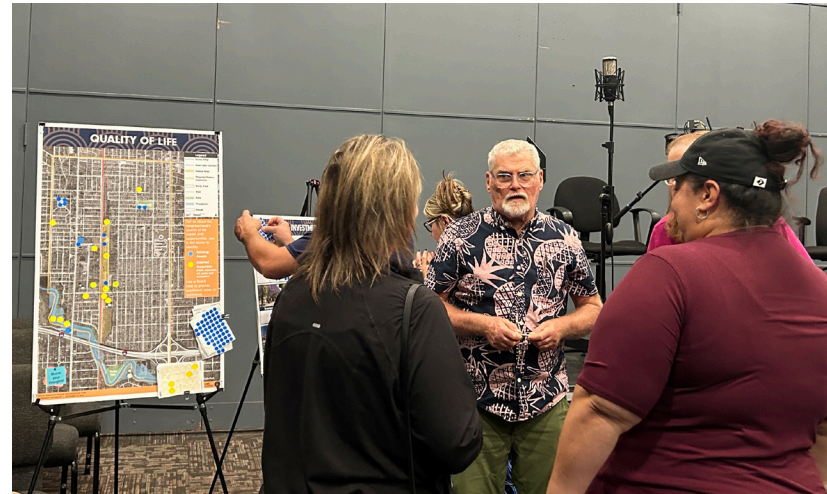
STUDY AREA

- 165th Street to the north
- Calumet Avenue (US 41) to the east
- Little Calumet River and city limits to the south
- Indiana/Illinois border and city limits to the west
- Sub-area of the larger South Hammond Planning District IV



PROCESS & ENGAGEMENT

1. Kickoff & Existing Conditions
2. Community Engagement
3. Traffic Assessment
4. Strategy Development
5. Drafting & Adoption



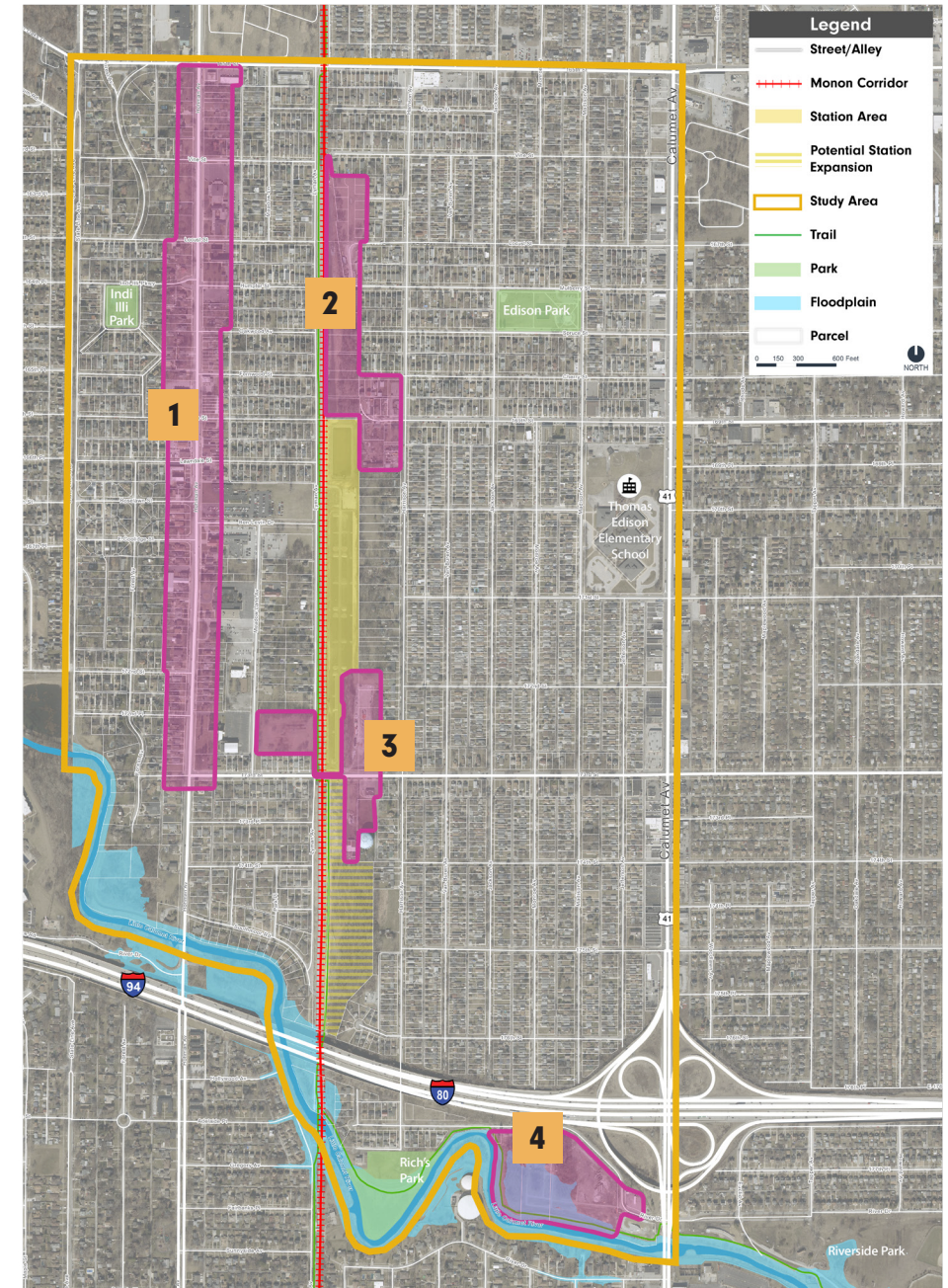
LAND USE & DEVELOPMENT CHARACTER



SOUTH HAMMOND STATION NEIGHBORHOOD PLAN

FOCUS AREAS

1. Hohman Avenue Corridor
2. North of Station
3. Station Area
4. River North Redevelopment Area



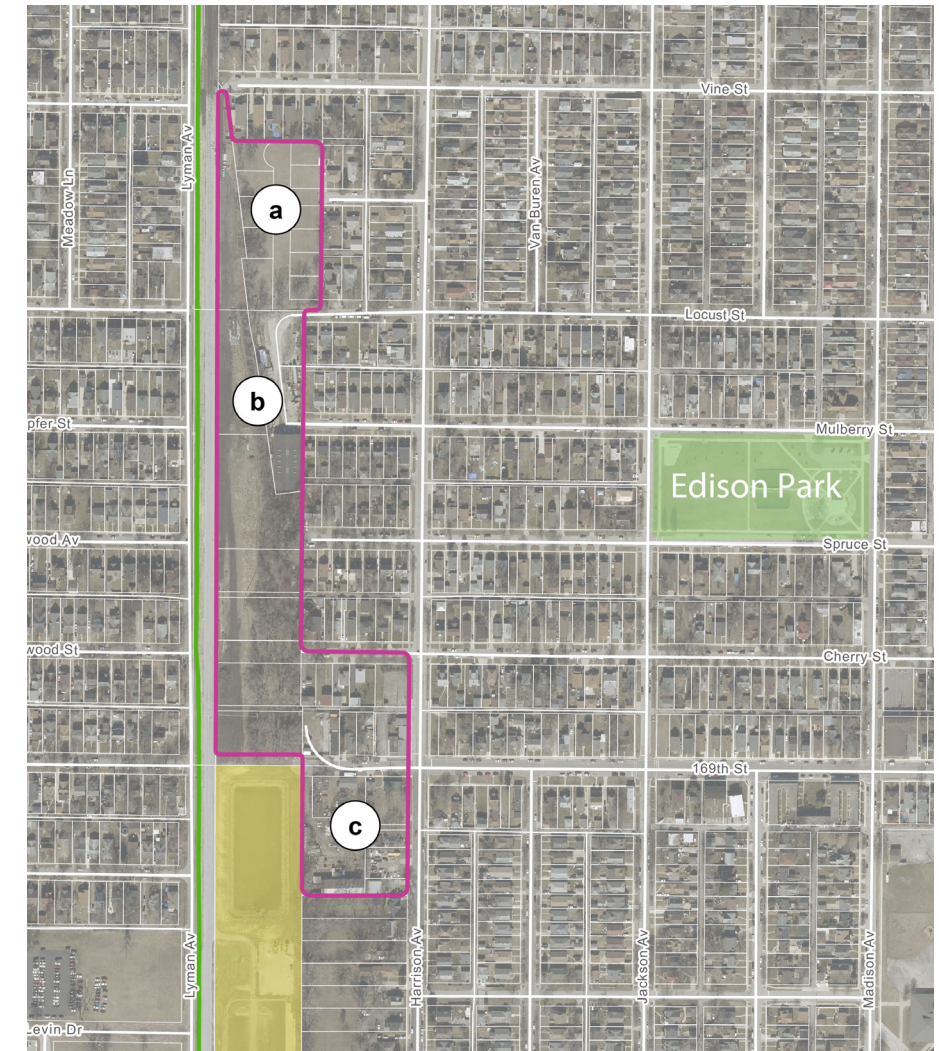
HOHMAN AVENUE CORRIDOR

- Reinforce Hohman Avenue as a primarily residential corridor with compatible, neighborhood-serving businesses and institutions.
- Reinvest in existing commercial and multifamily properties and improve underused sites while keeping development in scale with nearby homes and historic districts.
- Improve streetscape safety and comfort, especially at 169th and 173rd Streets, to strengthen pedestrian access to the Monon Trail.



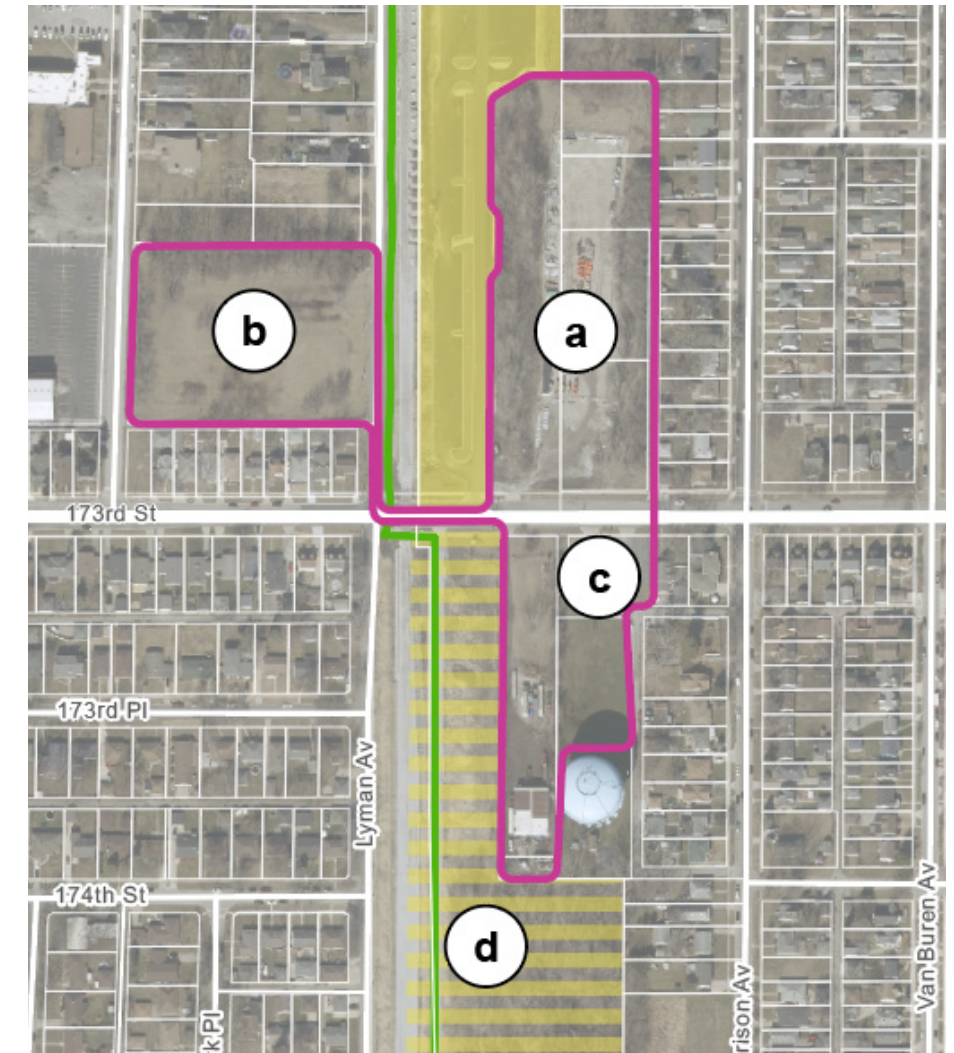
NORTH OF STATION

- Continue the area's primarily single-family pattern, with infill that matches the existing scale, orientation, setbacks, and streetscape.
- Consider duplexes or similar attached housing on select sites, including the larger parcel at the west end of Vine Court, while maintaining neighborhood character.
- Extend the existing street and block pattern where appropriate to support connectivity and a cohesive residential feel.



STATION AREA

- Create a welcoming station-area gateway with neighborhood retail, services, and walkable connections.
- Site A: Consider small businesses along 173rd Street, with townhomes farther north and a landscaped buffer.
- Sites B and C: Explore housing near transit and a street-oriented coffee shop or bakery with parking behind.
- Site D: Use the NICTD-owned parcel as temporary community green space while it is reserved for possible station expansion.



RIVER NORTH REDEVELOPMENT AREA

- Redevelop the underused site as an employment-focused area with offices, professional services, specialized retail, or restaurants.
- Orient buildings toward the street, place parking to the side or rear, and use quality materials and landscaping.
- Connect development to the riverfront, trails, and Rich's Park, while maintaining a clear transition to nearby homes.
- Route commercial traffic along appropriate access points, including River Drive, to limit unnecessary traffic through residential streets.



LAND USE & DEVELOPMENT

CHARACTER GOALS

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

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

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

TRANSPORTATION



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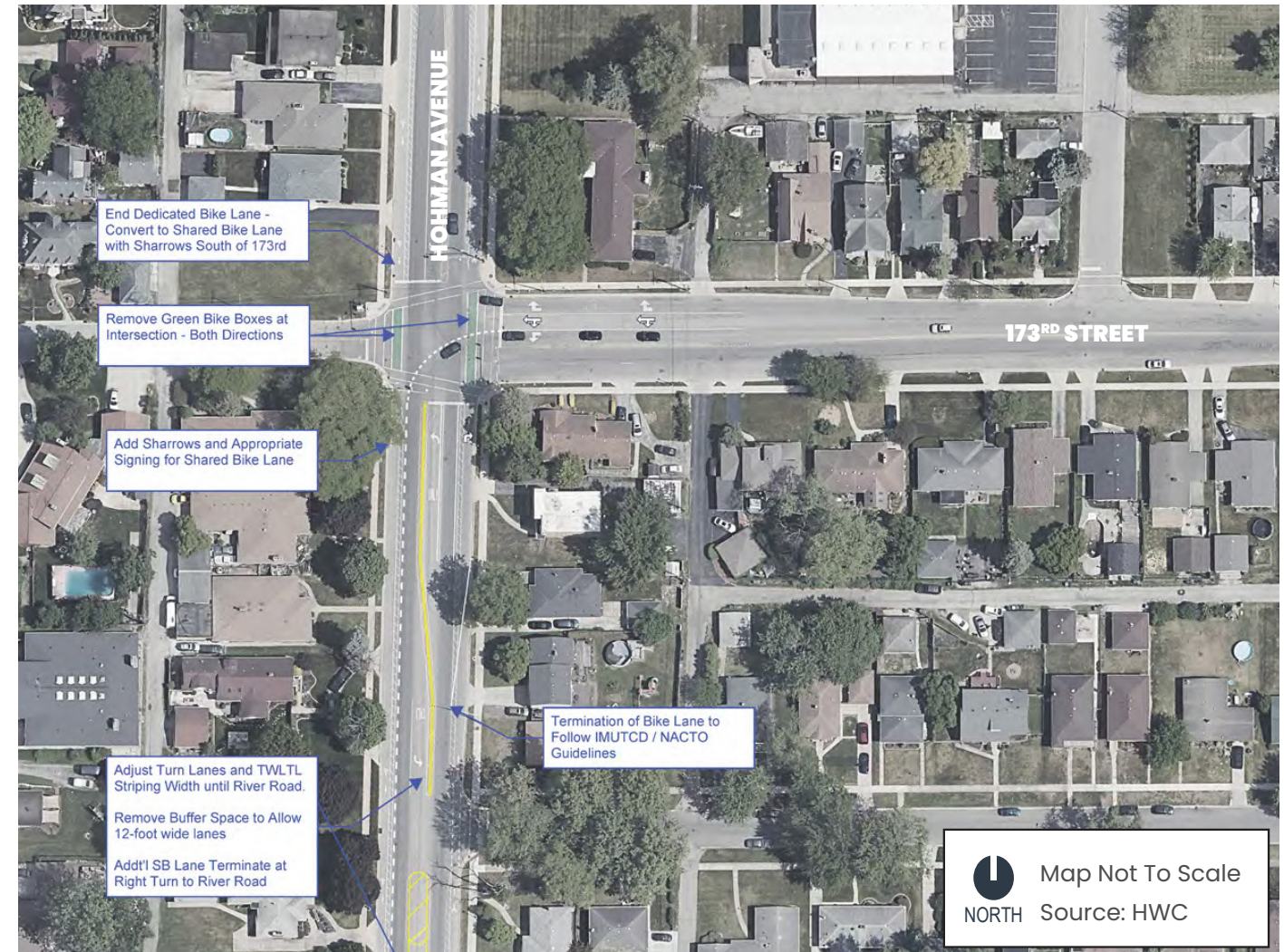
STUDY INTERSECTIONS

- 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



173RD STREET AND HOHMAN AVENUE

- Short term: Adjust signal timing based on observed peak-hour conditions.
- Medium term: Add dual westbound left turns and a second southbound receiving lane.
- Medium term: Convert the northbound bike lane to a right-turn lane; the southbound bike lane would also be removed.
- Long term: Reconstruct the intersection and restore dedicated bike lanes.



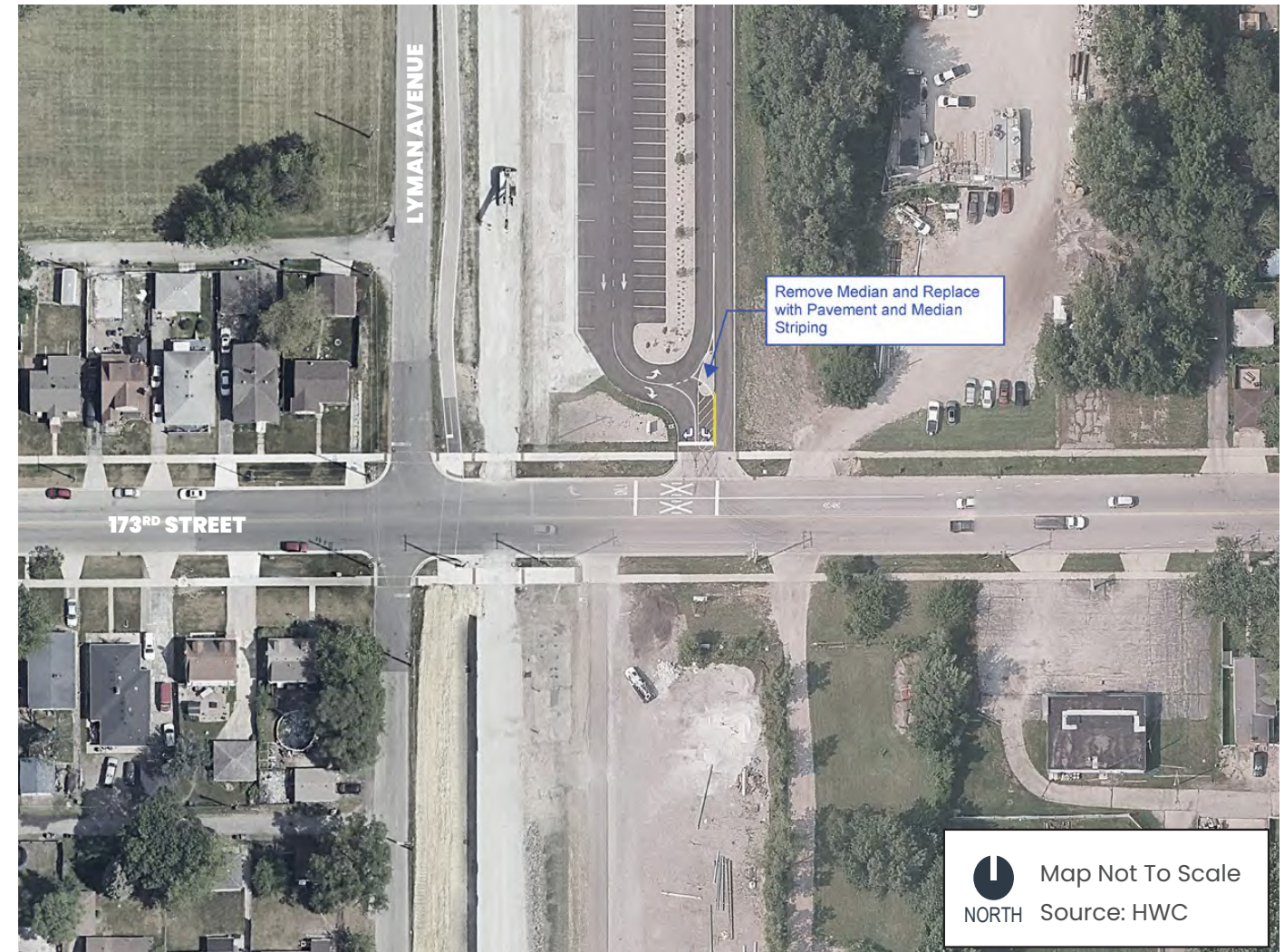
173RD STREET AND LYMAN AVENUE

- Short term: Test access restrictions on Lyman Avenue north of 173rd Street; improve the alley for redirected access.
- Short term: Monitor south of 173rd Street to assess whether additional restrictions are needed.
- Medium term: Close Lyman Avenue at 173rd Street to the first alley north; widen the alley. Consider a similar closure south of 173rd Street.
- Long term: Build an east–west roadway between Meadow Lane Avenue and Lyman Avenue as part of future redevelopment.



173RD STREET AND STATION ENTRANCE/EXIT

- Short term: Keep one exit lane to meter traffic leaving the station lot and help limit congestion on 173rd Street.
- Medium term: Add a second exit lane if needed, alongside improvements at Lyman Avenue and nearby 173rd Street intersections.
- Long term: Consider signaling station access as part of the 173rd Street signal system, especially if a south parking lot is developed.



173RD STREET CORRIDOR (STATION TO CALUMET AVENUE)

- Short term: Coordinate with INDOT on signal timing at 173rd Street and Calumet Avenue.
- Short term: Add separate eastbound left-, through-, and right-turn lanes; this would remove parking along the south side of 173rd Street east of Jefferson Avenue.
- Medium term: Re-stripe 173rd Street as a three- or four-lane roadway, reducing or removing some on-street parking.
- Long term: Reconstruct the corridor with stormwater, parking, and streetscape improvements; consider two traffic signals after further analysis and community input.



TRANSPORTATION GOALS

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

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.

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

QUALITY OF LIFE



SOUTH HAMMOND STATION NEIGHBORHOOD PLAN

KEY THEMES

- **Safety, Security, Lighting**

Coordinate with NICTD, INDOT, and local law enforcement to assess safety conditions and identify priority lighting and security improvements.

- **Maintenance and Enforcement**

Strengthen consistent property maintenance and code enforcement to support neighborhood character and pride.

- **Community Gathering Spaces**

Explore temporary, low-cost activation of the NICTD South Lot as community open space until it is needed for station expansion.



Example of underpass lighting to increase feelings of safety.

QUALITY OF LIFE GOALS

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

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

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.

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.

IMPLEMENTATION



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A PRACTICAL PATH TO IMPLEMENTATION

1. Monitor traffic and safety conditions.
2. Use short-term measures to respond to emerging issues.
3. Advance larger improvements as needed through capital planning and available funding.
4. Use the plan to guide development, infrastructure, and policy decisions.



THANK YOU!

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