



LAKE MICHIGAN COASTAL CULTURAL AND HISTORIC RESOURCES

PUBLIC ACCESS INVENTORY
AND
CONDITION ASSESSMENT





The purpose of the Indiana Lake Michigan Coastal Program is to enhance the State's role in planning for and managing natural and cultural resources in the coastal region and to support partnerships between federal, state and local agencies and organizations. The Lake Michigan Coastal Program (LMCP) supports coordination and partnerships among local, state, and federal agencies and local organizations for the protection and sustainable use of natural and cultural resources in the Lake Michigan region. Through the LMCP, Indiana participates in the Coastal Zone Management Program with 33 other coastal states and territories to protect, restore, and responsibly develop Indiana's coastal area.



INDIANA LANDMARKS

Indiana Landmarks is a nonprofit organization, fighting to defend architecturally unique, historically significant, and communally cherished properties. In 1960, alarmed by the loss of defining historic buildings in the capital city, a group of Indianapolis civic leaders created Indiana Landmarks. The organization established by those volunteers now ranks as the largest private statewide preservation group in the United States, with an Indianapolis headquarters and eight regional offices staffed by professionals who help Hoosiers save and restore old buildings.

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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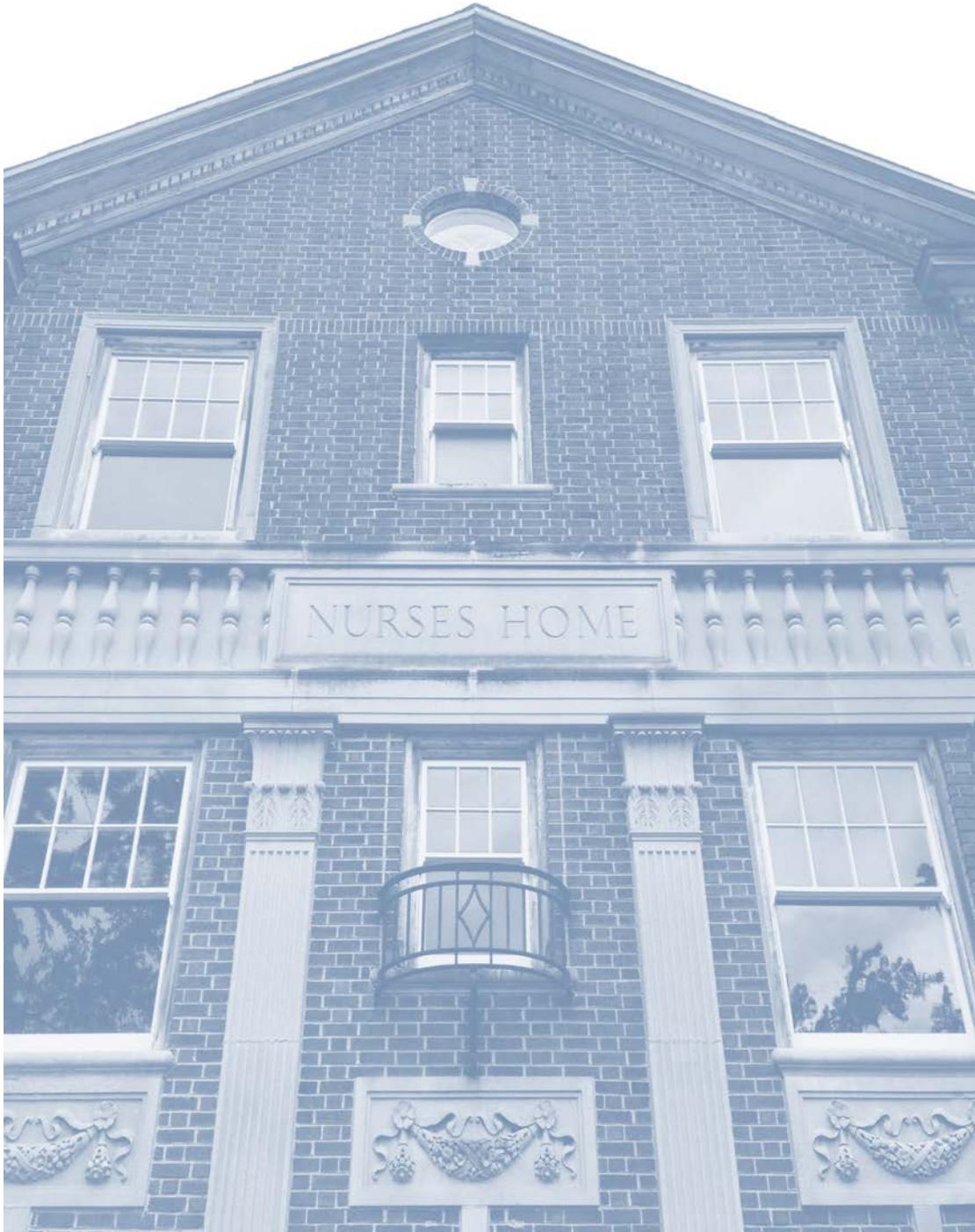


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PURPOSE

The Lake Michigan Historic and Cultural Resources Public Access Study is an update of *The Coastal Historic and Cultural Resources Study of the Lake Michigan Watershed (2000)*. The purpose of the Public Access Study is to develop a comprehensive survey of identified historic and cultural resources within the Lake Michigan Watershed and Indiana coastal zone in order to determine the potential for the incorporation of these sites into public access projects throughout the region. Additionally the study includes a development and application of public access methodology for historic resources in order to determine the feasibility of their adaptive reuse. Finally in order to encourage rehabilitation of historic resources within the coastal zone, the study includes recommendations on potential public access projects and a conditions assessment on each historic property.

As access to the regions historic and cultural resources have been identified as an Area of Particular Concern (APC) in the Combined Coastal Program Document and Final Environmental Impact Statement for the State of Indiana (2002); it is the intent that this study will support existing research and resources that document the historic, cultural and architectural historic of the Lake Michigan Watershed. Additionally the Public Access Study is meant to encourage greater utilization of the technical and financial resources of the Indiana Lake Michigan Coastal Program for preservation of historic and cultural resources within the coastal zone.



HISTORY OF THE LAKE MICHIGAN COASTAL WATERSHED

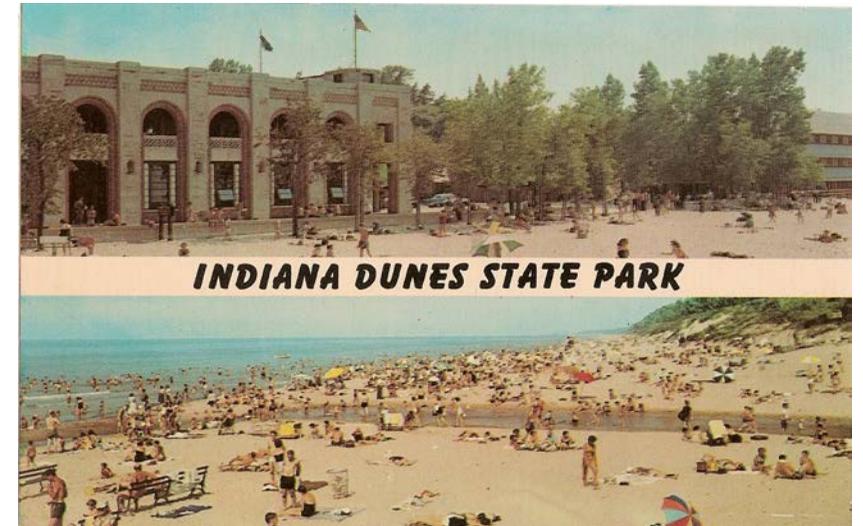
Covered by ice and water for a great amount of time, the unique coastal area of northern Indiana developed as the retreating glacial ice and lowering lake levels left behind the tell tale moraines, sand dunes and beaches of earlier ages. Finally the lake retreated one last time, leaving the Valparaiso Moraine to form the continental divide between the water bound for the Mississippi and the water bound for the St. Lawrence Seaway. Once covered in forest, prairie and marshland the area has been converted to cities and farmland. Even the ownership of the region has switched hands, with land ownership changing from the Native Americans, to the French, to the English, back to the Native Americans, to the French to the English, back to the Native Americans to the states of Wisconsin and Michigan and finally to Indiana.

The study covers a geographic area defined by Indiana's portion of the Lake Michigan Watershed. There is evidence of several stages of glacial activity throughout the watershed, including beaches, dunes, and moraines, left behind as the ice receded. Prior to human intervention, the Valparaiso Moraine provided a significant share of the watershed's defining line. In some areas the glaciers left behind the deposits that contribute to the areas rich farmland and conversely the sand roadbeds. In other areas, streams were carved as the ice melted and drained away. In many areas, the water was trapped forming large marshes. White pine, cottonwood, sedges and other vegetation soon covered the watershed. And, near the lake's edge are the sand dunes – still in constant state of change – building up and shrinking down at the whim of the wind off the lake, as they have for thousands of years.

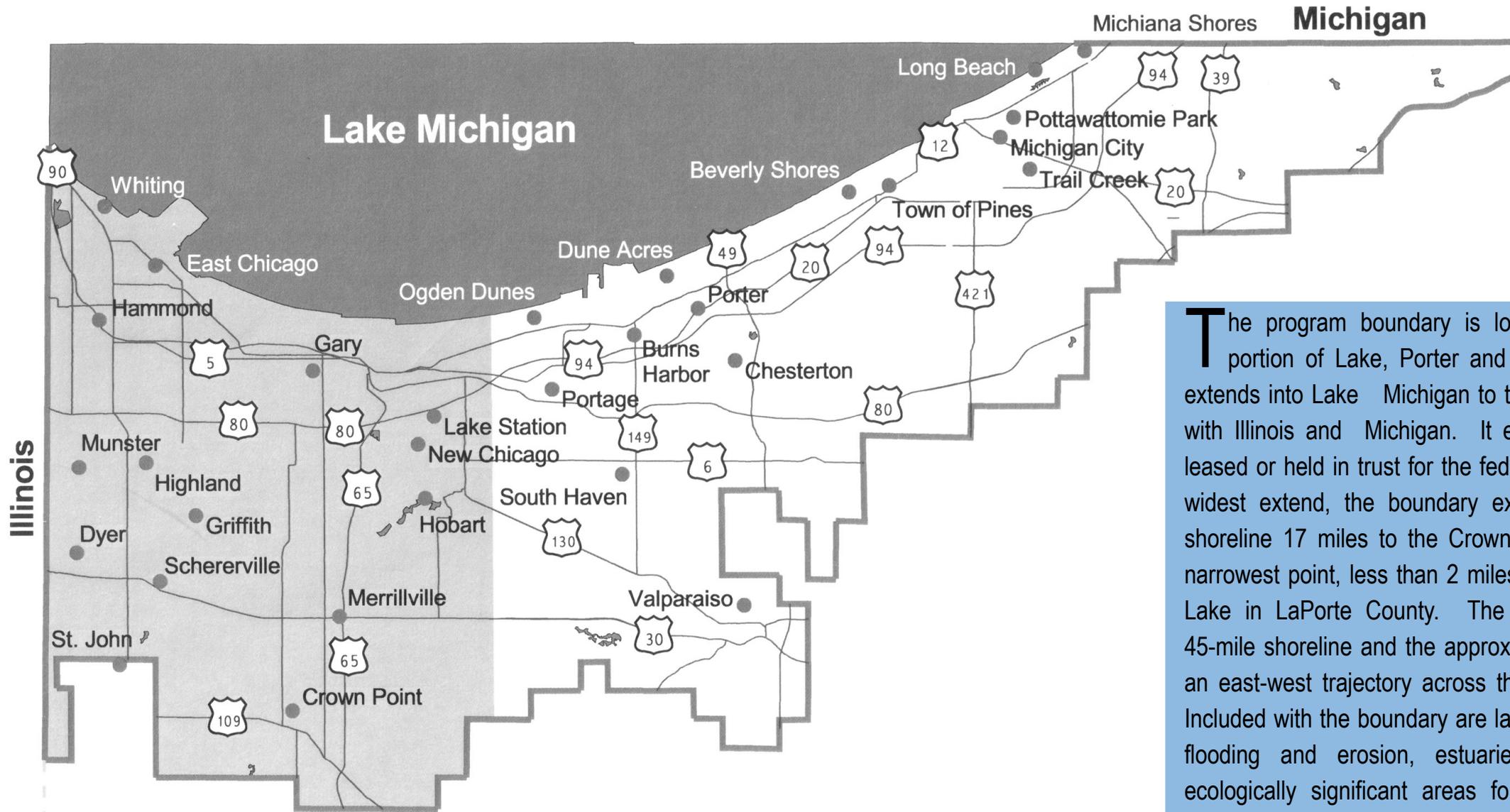
Northern portions of four Indiana counties are included in the watershed, with the southernmost tips of the watershed dipping down to include most of the cities of Crown Point and Valparaiso. The counties with land within the watershed are Lake, Porter, Laporte and St. Joseph. Following this section is a map showing the boundaries of the watershed.

For many geographic reasons, it is evident that this watershed forms a logical region. There are, however, several other reasons why the watershed should be addressed on a regional scale. One of major unifying characteristics is the way in which the region was settled. Early inhabitants of the area were Native Americans and fur traders who lived and moved about the region's lakes, swamps and rivers. Actual ownership of the land went back and forth between states before anyone really recognized the opportunities for this area. It was until the early 1800s when the railroad started to develop, that people began to realize the benefits of the rail, wood resources, water access and other resources of the region and then it became an industrial hotbed. With the rail towns developed, industry grew and people settled in the region. *[excerpt from 2000 coastal resources study]*

The Combined Coastal Program Document and Final Environmental Impact Statement for the State of Indiana (2002) identifies the Coastal Program Area as lands and waters eligible for financial and technical assistance through the Lake Michigan Coastal Program.



LAKE MICHIGAN COASTAL WATERSHED BOUNDARY



The program boundary is located in the northern portion of Lake, Porter and LaPorte counties and extends into Lake Michigan to the jurisdictional border with Illinois and Michigan. It excludes lands owned, leased or held in trust for the federal government. At its widest extend, the boundary extends away from the shoreline 17 miles to the Crown Point area and at its narrowest point, less than 2 miles, just north of Hudson Lake in LaPorte County. The boundary follows the 45-mile shoreline and the approximately 54 miles along an east-west trajectory across the Valparaiso Moraine. Included with the boundary are lands subject to the lake flooding and erosion, estuaries and wetlands, ecologically significant areas formed by glacial Lake Michigan, coastal recreation area, and areas of cultural and historic significance to the region.

CULTURAL AND HISTORIC RESOURCES IN THE COASTAL ZONE

European settlement in Northwest Indiana began in the early 19th century circa 1830 following a hundred years of exploration by various missionaries and voyagers. Over the next 100 years northwest Indiana and the Calumet region was transformed from desolate lakefront to a diverse landscape with a mixture of rural and industrial architecture. Residential, commercial and governmental development supported the agricultural and industrial economy leading to the creation of numerous cities and towns within the watershed.

Northwest Indiana continues to display marks of its development through the numerous built resources scattered throughout Lake, Porter and LaPorte counties. These resources range from industrial, commercial, residential and recreational and can be credited to many skilled architects and notable builders who contributed their skill throughout the Midwest and the United States.

The historic and cultural resources of the watershed are documented in the Indiana Historic Sites and Structures Inventory. The Indiana Historic Sites and Structures Inventory (IHSSI) has been a continuing program of the state's Division of Historic Preservation and Archeology (DHPA) since 1975. Indiana Landmarks (www.indianalandmarks.org) assisted in developing the program and has surveyed the majority of the counties in cooperation with DHPA. The survey of historic resources has been completed and compiled in interim reports for each county within the watershed and identifies resources determined historic based on the following criteria: historical significance, architectural merit and environment and integrity.

The Lake County Interim Report was completed and published in 1996. The Porter County Interim Report was completed and published in 1991. The Porter County Interim Report was completed and published in 1989, with revision in 2002. Given the age of the above mentioned interim reports an updated survey of historic sites was completed for each county in preparation for this study. The historic sites and structures within the watershed were surveyed and are included specifically for this study. The full updated survey can be found in the study Appendix. In order to make the survey more accessible, the sites were mapped and included in a [GIS layer](#) which can be found online. Since the beginning of the study update, the Indiana DHPA has provided additional access to the IHSSI through a online database and GIS, named State Historic Architectural and Archaeological Research Database [SHHARD](#).

It is the intent of this updated survey and resources that more accessible information will aid in the planning of public access projects. When developing projects, information on the location, condition and history of these resources will be available and can be used to assess the feasibility of projects and historic rehabilitation.



Wicker Park in Highland, Indiana

CULTURAL AND HISTORIC RESOURCES ARCHITECTURE

The boundary of the Lake Michigan Watershed includes six cities and six towns located along the Lake Michigan shoreline. The unincorporated residential community of Duneland Beach and a small part of the unincorporated area of Michiana Shores also occur along Indiana’s shoreline. The watershed includes portions of the following townships: North, St. John, Hanover, Calumet, Center, Hobart, Ross, and Winfield in Lake County; Portage, Union, Porter, Westchester, Liberty, Center, Morgan, Pine, Jackson, and Washington in Porter County; and Michigan, Coolspring, New Durham, Springfield, Center, Galena and Hudson in LaPorte County.

Given the diversity of the cities, towns and unincorporated areas within the watershed, it is important to understand that many of the historic and cultural resources are unique to particular areas and their architecture directly reflects the settlement and development of each area.

The historic and cultural resources within the watershed can be categorized by architectural style and/or building style. The most common building types found within the watershed are combined underneath the term Vernacular – more specific house types include: single-pen, hall and parlor, I-House, gable-front, upright-and-wing, American four-square and gabled-ell. These house types can be found throughout the study area and date from the earliest settlers through the early 20th century. They are found in the communities closer to Lake Michigan as well as those in the southern part of the watershed. The watershed also includes house and building types developed in the early 20th century as a result of the industrial and population growth in the northwestern portion of the watershed. These types include: Gary Land Company homes, Chicago Two-Flats and bungalows. At the same time the watershed saw the introduction of kit and modular homes that would become popular through the mid-20th century. These homes include: Sears and Roebuck catalog homes and Lustron homes.

The most common architectural styles found throughout the watershed include: Federal, Greek Revival, Gothic Revival, Italianate, Second Empire, Queen Anne, Romanesque Revival, Neoclassical, Ethnic Revival, Tudor Revival, Colonial Revival, Prairie Style, Craftsman, Art Deco, Art Modern, mid-century modern and International style. In addition to built-resources the coastal zone also possesses archeological cultural resources associated with Native American History, early European settlement and maritime history.

Beverly Shores	Michigan City
Chesterton	Munster
Crown Point	New Chicago
Dyer	Ogden Dunes
East Chicago	Portage
Gary	Porter
Griffith	Schererville
Hammond	South Haven
Highland	Town of Pintes
Hobart	Valparaiso
Lake Station	Whiting
Long Beach	Dune Acres
Merrillville	Michiana Shores

Communities within the Lake Michigan Watershed

CULTURAL AND HISTORIC RESOURCES ARCHITECTURE

ART DECO

Art Deco dates from 1920/1930s. Art Deco buildings are defined by smooth wall surfaces, geometric designs including zigzags, chevrons, and straight lines; flat or multi-level flat roofs, and windows with etched glass. Other characteristics are neon lights and interior terrazzo flooring.

COLONIAL REVIVAL

Colonial Revival style dates from circa 1900. Colonial Revival buildings are defined by symmetrical front facades with prominent entryways and evenly spaced windows. Exterior ornamentation includes crown pediments, fanlights, sidelights and columned porches. Brick or wood clapboard is the most common siding.



Naval Armory, Michigan City



Henry Schrage House, Whiting

VICTORIAN—FREE CLASSIC

Victorian Free Classic style dates from circa 1900. The style is a later variation of the popular Queen Anne style of the later 19th century. Free Classic is a more restrained and formal version of Queen Anne. The style is defined by asymmetrical massing and distinctive ornamentation such as Palladian windows, porches with classical columns and pediment entryways.

FRENCH ECLECTIC

French Eclectic style dates from the turn of the 20th century where it grew in popularity without period revival styles such as Tudor, Neoclassical and Italian Renaissance. This style is relatively unusual in most parts of the US, however buildings with the influence can be found within the coastal zone constructed mainly between 1920–1935. The style is defined by its steeply pitched roof, quoins, pediments and pilasters. Exterior walls are usually brick or masonry clad with stucco.

ITALIANATE

Italianate style dates from the 1870s. Italianate buildings are defined their tall, narrow windows, decorative brackets and wide overhanging eaves. Italianate style can be found in both residential and commercial building through out the coastal zone.



CULTURAL AND HISTORIC RESOURCES ARCHITECTURE

NEOCLASSICAL

Neoclassical dates from the turn of the 20th century. Neoclassical buildings are defined by broad exterior walls and roof lines, elaborate doorways with column, dentil moldings along the cornice and pediment entryways. Exterior wall are usually masonry, typically brick or stone.



Fine Arts Building, Lake County Fairground

RENAISSANCE REVIVAL

Renaissance Revival style dates from the turn of the 20th century where it grew in popularity with period revival styles such as Tudor, Neoclassical and Italian Renaissance. Renaissance buildings are defined by their balanced, symmetrical facades and decorative details as pediment) doors and windows, dentils, quoins and pilasters.

ROMANESQUE REVIVAL

Romanesque Revival style dates from the 1880s where it grew in popularity for use on public and institutional buildings. Romanesque buildings are defined by semi-circular arches over window and doors openings, masonry belt courses, clay tiles roofs.



Peoples State Bank, Crown Point

VERNACULAR

Vernacular architecture includes building which are identifiable based on their form or house type. These are building without any distinguishable architectural style and are credited to the early settlement, agriculture and industrial history found within the coastal zone.

SPANISH ECLECTIC

Spanish Eclectic style dates from the 1920s where it grew in popularity along with other eclectic styles such as Tudor and Italian Renaissance. Spanish Eclectic buildings are defined decorative details such as red clay tile, spiral columns, pilasters, carved stonework, and patterned tiles. Exterior walls are typically covered will white stucco.



Pumping Station, Long Beach

CULTURAL AND HISTORIC RESOURCES ARCHITECTURE

TUDOR REVIVAL

Tudor Revival style dates from the turn of the 20th century. Tudor style buildings are defined by steep gabled roofs with half-timbering, heavy use of brick and masonry, tall patterned chimneys, tall narrow windows and steep pitched cross gables.



Glen Park Clubhouse, Gary



Hilbrich Log Cabin, Schererville



COASTAL RESOURCES STUDY UPDATE

2000-2015

The *Coastal Historic and Cultural Resources Study of the Lake Michigan Watershed (2000)* overall purpose is “to offer recommendations for the respective Divisions to consider as they move toward taking the next step ... These recommendations will be directed towards a process for selecting which resources are candidates for preservation and restoration. Other recommendations will be made from addressing preservation, restoration, tourism, community organization and recreation associated with the resources. In addition, this document will identify some of the current trends in the restoration and protection of historic and cultural resources.” These recommendations and identification of the trends in preservation served as a statement on the state of historic preservation in the Lake Michigan Watershed in 2000. As it has been over a decade since the study, it is appropriate to address this recommendations and trends in order to show where there has been improvement and which areas still need to be addressed in order to further the preservation of historic and cultural resources within the watershed.

The trends for protection and restoration of cultural and historic resources still encompass those identified in 2000. Since the previous study, action toward preservation of historic resources has improved via the use of various strategies implemented throughout the region. The 2000 trends such as Adaptive Reuse, Interpretation, Corridor/ Greenway Development, National Register of Historic Places and Alternative Transportation have been emphasized and implemented in many coastal zone communities. Wayfinding and interpretive signage can be found in throughout the coastal zone (Wolf Lake, Beyond the Beach Discovery Trail) through the work of local not-for-profits and municipalities, with financial assistance from the Lake Michigan Coastal Grant Program. Corridor/ Greenway Development continue to grow through the efforts of the Northwestern Indiana Regional Planning Commission Blueways + Greenways Plan leading to the creation of new trail routes and connections. These efforts are also assisted by coastal grants by providing financial assistance for necessary planning and engineering.

- ### TRENDS FOR PROTECTION AND RESTORATION OF RESOURCES (2000)
- Heritage Tourism
 - Adaptive Reuse
 - Interpretation
 - Managed Growth
 - Quality of Life
 - Community Betterment/Community Pride
 - Workforce Development
 - Urban Enterprise Zones
 - Corridor/Greenway Development
 - Alternative Transportation
 - National Register of Historic Places
 - Corporate Sponsorship
 - All-American Roads and State/National Scenic Byways

Through the development and growth of the coastal program and its relationship with partner agencies the work of historic preservation and cultural conservation has grown. This growth has led to the development of new trends that serve as methods for protection of resources within the coastal zone. These trends are found in the accompanying chart and briefly explained below.

Planning efforts within the coastal zone have grown to include focus on protection of historic and cultural resources. With the adoption of general historic preservation ordinances, local municipalities are given the ability to create local historic preservation commissions and the authority to protect significant resources. These ordinances are modeled after Indiana Code 36-7-11 (enabling legislation). The adoption of ordinances encourages the identification of coastal resources. Once identified, resources can be designated on both the local, state and national level. A national **designation** is important, as successful listing in the National Register of Historic Places is a key part of rehabilitation planning. For coastal resources this is important as National Register resources can be eligible for coastal grant funding.

Coastal communities have a large collection of historic resources dating from the 19th century – these resources can be primarily categorized as industrial, commercial, recreational and residential. As the original use for these resources diminish, remaining resources can be rehabilitated for new use and incorporated into new public access projects and initiatives. The feasibility of **rehabilitation** can be measured by use of this study and by following the Secretary of the Interior Standards for Rehabilitation. Continued growth in the region, has encouraged the expansion and syncing of planning efforts. As plans are developed, implementation has become the focus in most coastal communities. **Design and development** standards can be used to ensure that new projects complement existing coastal architecture and landscapes while remaining identifiable as modern. These standards are also used to protect native species and environmental landscapes that can be interrupted by incompatible buildings and structures.

Coastal communities are at various stages of updating and implementing new **comprehensive plans**. Comprehensive plans are critical to the sustainability of the unique coastal environment as they provide the parameters for growth and development. These parameters are growing to include historic and cultural resources which can be threatened by rapid growth and sprawl.

TRENDS FOR PROTECTION AND RESTORATION OF RESOURCES (2015)

- Historic Preservation Planning
- Historic Designation
- Historic Resources Rehabilitation
- Economic Development Incentives
- Implementation of Development and Design Standards
- Comprehensive & Development Plans
- Public-Private Partnerships
- Environmental-Sustainability Principles
- Arts and Culture Districts
- Heritage Tourism
- Industrial Heritage

The Coastal Historic and Cultural Resources Study of the Lake Michigan Watershed (2000) offered the following general recommendations “for consideration regarding preservation, restoration, tourism, community organization and recreation.”

RECOMMENDATIONS FOR PROTECTION AND RESTORATION EFFORTS (2000)

- Develop ordinances, legislation and/or enforceable guidelines to protect historic and cultural resources within the watershed
- Educate public official, general public, volunteers, organizations, etc.
- Identify funding options
- Identify resources for assistance
- Work together with other regional and national organizations and programs, such as states organized under the Coastal Zone Management Program
- Complete a regional interpretive master plan
- Develop relationships with colleges, organizations, etc.

RECOMMENDATIONS FOR TOURISM (2000)

- Complete and regional tourism and marketing plan with input from a regional partnership of local, state, and regional representatives.
- Develop an interpretive master plan.
- Organize regional entities
- Identify regional attractions
- Develop an effective and diverse range of marketing materials to include such items as websites, videos, maps, audiotapes, brochures, etc.

2015 UPDATE

Since 2000 seven communities (Whiting, Gary, East Chicago, Hobart, Merrillville, Crown Point and Valparaiso) within the coastal zone have adopted local historic preservation ordinances. Not all of these communities have active historic preservation commissions and have designated local historic districts; however the number of communities adopting the ordinance is a large improvement. Continued work should involve increasing the number of communities with preservation ordinances and active historic preservation commissions.

2015 UPDATE

Since 2000 a regional tourism and marketing plan has not been created as identified in the study. However the individual tourism agencies have undertaken the creation of guides that identify regional attractions. For example Indiana Dunes Tourism (Porter County) developed and published *Beyond the Beach Discovery Trail Guide* which provides a guide for 60 natural and cultural sites throughout the region. This guide was developed with partners and businesses and funded by coastal program grant. The identification of regional attractions and coastal communities has become a priority and interpretive and wayfinding signage has been installed throughout the coastal zone, both with and without the assistance of coastal funding, which allow for the public to better understand natural and historic resources.

COASTAL RESOURCES STUDY UPDATE 2000-2015

RECOMMENDATIONS FOR ORGANIZING COMMUNITIES (2000)

- Identify “go to” people and local specialists who can assist with protection and restoration on a regional level.
- Develop a regional organization
- Develop a database for shared information
- Identify regional funding efforts
- Assist with regional planning for interpretation, marketing and tourism.

RECOMMENDATIONS FOR ASSOCIATED RECREATION (2000)

- Guided dune excursions
- Walking/bike trails
- Park and public garden development
- Train excursions
- Scenic Byway development
- Water related recreation boating, shipwreck diving, swimming etc.
- Orchard experiences
- Picnicking, outdoor concerts

2015 UPDATE

Since 2000, the Lake Michigan Coastal Program has developed a relationship with Indiana Landmarks, Indiana statewide preservation organization. Through its Northwest Field Office, the program has been able to provide a resource to other stakeholders in need of guidance for historic and cultural resources.

2015 UPDATE

Since 2000, the Lake Michigan Coastal Program has provided funding for coastal communities to begin planning for the completion of walking/biking trails as a part of NIRPC Blueways + Greenways Plan. Coastal funding cannot be used for the construction of trails, but this funding has been crucial to the improvement of the regional trail system and public access to coastal sites. Recreation and tourism activities throughout the coastal zone have increased due to the work of local not-for-profits and recreation organizations (NWI Paddling Association, Shirley Heinze Land Trust) providing opportunities for casual enjoyment of resources. Unlike in 2000, the growth of web based promotion and social media can be credited with increase awareness of recreation opportunities.

COASTAL RESOURCES STUDY UPDATE 2000-2015

RECOMMENDATIONS FOR REGIONAL COORDINATION (2000)

- Develop volunteer and hospitality training programs
- Improve signage
- Develop a long-range strategic plan
- Expand partnerships with regional, state and federal agencies and organizations for Increased assistance
- Develop sponsorship and membership relationship with corporate and private entities to support protection and restoration activities
- Develop interpretation and education guidance
- Develop opportunity for managers of the various resources in the watershed to coordinate
- Develop a regional, chamber of commerce type business group supportive of restoration and protection of resources
- Create a regional staff to oversee the various marketing, fundraising, volunteer efforts.

ASSESSMENT OF FEASIBILITY (2000)

- Tie specific project proposals to other community development or economic initiatives and activities (brownfield programs, land use, etc.)
- Conduct comparative assessments.
- Emphasize the use of public funding as leverage to secure private investment
- Consider long-term perspective for determining the feasibility of a proposed project (funding, planning, construction, maintenance, etc.)

2015 UPDATE

Since 2000, the Marquette Plan has served as a regional strategic plan as part of the coastal zone is included in its boundaries. This has improved with the update of the Marquette Plan in 2015, which included a new section specifically for Historic Preservation and includes goals and recommendations in line with 2000 coastal study.

Existing regional groups have improved and new groups have developed in order to provide better coordination and assistance to coastal communities (Northwest Regional Development Authority, NIRPC, Northwest Indiana Forum). However the larger impact can be seen throughout the efforts of municipalities which have sought technical and financial support from the coastal program. These efforts include local ownership of interpretation, signage improvement and marketing for resources within their communities. Improvement is still needed for the use of resources for historic and cultural resources, however through better coordination; stakeholders are knowledgeable where to find assistance.

2015 UPDATE

Since 2000, with the growth of the Coastal Advisory Board and stakeholders, coastal projects are easily connected to multiple economic initiatives when applicable. Analysis of projects and funding investments is ongoing.



PUBLIC ACCESS

METHODOLOGY

As stated in the project purpose, the study is meant to identify historic sites that have potential to serve as public access projects alone or provide a supporting function in larger public access projects. It is further the intent that study will provide information on the feasibility of rehabilitation of historic coastal resources with funding made available through the LMCP. The continued and improved access to historic and cultural resources is a priority and identified in the *Indiana Lake Michigan Coastal Program Document*. The program document calls for the development of access and protection plans that give priority to the following recreational areas:

- **Access to public beaches**
- **Boating access to Lake Michigan**
- **Access to fishing and hunting resources**
- **Access to the state park and other natural areas**
- **Access to trails.**

While historic and cultural resources are found throughout the coastal zone those best suited for public access rehabilitation are those in close proximity to the above mentioned points of access. Additionally cultural and historic resources in the coastal zone, their continued and improved access has been designated as an **Area of Particular Concern (APC)**. This designation is based on the threat to historic resources, as noted in the document, “Common threats include closure and demolition of buildings and transportation facilities, the decline of main streets and downtown areas, the lack of preservation ordinance in historic districts, and the lack of legal protection for post-1816 archeological artifacts.” pg. 337

APC CRITERIA FOR CULTURAL AND HISTORIC RESOURCES

Sites and buildings **SIGNIFICANT IN THE DEVELOPMENT OF INDIANA**, local history, architecture, archaeology, and culture that possesses integrity of location, design, setting, materials, and workmanship

Properties rated “**OUTSTANDING**” OR “**NOTABLE**” in the IHSSI

Property achieving historical significance within the past **50 YEARS**

ARCHAEOLOGICAL SITES with integrity that has not been significantly altered

EXISTING PUBLIC ACCESS SITES to lakes, fishing and boating along the shoreline

Areas along the **LAKE MICHIGAN SHORELINE** and salmonid streams that are suitable to provide public fishing access, are not presently providing access, and would not interfere with other areas of concern

Areas conducive to the expansion of **INTERPRETIVE AND EDUCATIONAL FACILITIES**

Marshes, bogs, and swamps of **SIGNIFICANT RECREATIONAL VALUE** for sport fishing, hunting, and or wildlife viewing

Areas suitable to **TRAIL OPPORTUNITIES** for walking, hiking, bicycling, horseback riding, and cross-country skiing

PUBLIC LANDS managed by the Division of State Parks or the Division of Fish and Wildlife

Offshore **SHIPWRECKS**

PUBLIC ACCESS METHODOLOGY

For the purpose of this study it is necessary to have a separate methodology for coastal public access projects in order to increase the eligibility of historic and cultural resource projects for grant funding. Additionally in order to increase the use, visibility and long term sustainability of coastal funded projects it is recommended that they possess or relate to the listed items in order to determine the feasibility of a public access project.

The success of public access projects involving historic and cultural resources is dependent on the determination of feasibility. The majority of the project feasibility will be determined by the rehabilitation needs of the building, site or structure. However through the identification of an appropriate end use feasibility will be improved. It should also be noted that use should be geared toward improvement of public access (*refer pg. 18 APC Criteria for priority areas, in order to improve the potential for eligibility for Coastal Grant Funding*). While the developed Public Access methodology provides standards to consider when looking at cultural and historic resources, even if a property meets the basic criteria it still might not be suitable for public access or incorporation into a project. These recommendations and methodology can be used as an assessment tool for proposed projects as well as assess the impact or other public access projects and initiatives on existing historic and cultural resources.

PUBLIC ACCESS CRITERIA

The study has identified six (6) priorities that should be considered when assessing historic or cultural resources for public access potential.

To improve the feasibility of a project **Location** should be considered in terms of its place within the coastal zone as well as its location in proximity to other identified public access points. A diverse collection of historic and cultural resources is located throughout the coastal zone; however some resources have a closer association with coastal history and development due to their original use. These uses could be, but are not limited to, association with lakefront development, architecture, maritime history as well as coastal community development. Suitable resources should also be considered if their location allows a connection to other public access points. These points can include planned and existing trails, boat/kayak launches, natural conservation areas and interpretive centers. Incorporation of historic and cultural resources to these sites can allow additional space for public use such as trail heads, restrooms and recreational materials storage.

PUBLIC ACCESS CRITERIA FOR CULTURAL AND HISTORIC RESOURCES

LOCATION WITHIN COASTAL ZONE

TYPE OF HISTORIC RESOURCE

ACCESS TO MOTORIZED AND NON-MOTORIZED TRANSPORTATION

CONDITION OF STRUCTURE

OWNERSHIP

NATIONAL REGISTER OF HISTORIC PLACES LISTED OR ELIGIBLE

PUBLIC ACCESS METHODOLOGY (cont'd)

The **Type** of historic resources is important in determining eligibility as not all historic resources identified in the survey will be suitable for public access. Ideally buildings, sites and structures that were constructed for commercial or public use will prove to have a greater feasibility for adaptive reuse. Resources originally constructed for other uses (i.e. residential) should still be assessed, however it should be noted that rehabilitation for public access will require planning that takes into consideration the layout of the building or site and location. For example a residentially constructed structure that is still surrounded by primarily residentially used buildings might not be ideal for public access due to limitations on capacity in the area.

Transportation throughout the coastal zone is always improving and expanding. This expansion includes **Access via Motorized and Non-Motorized Transportation**. Access by vehicle is the primary mode of transportation; however improvements are allowing the use of bicycles, rail and water recreation to provide greater exposure to natural, recreational, historic and cultural resources. It is becoming easier to connect coastal resources and improve access by way of multiples sources of transportation. Planning for public access should look at existing as well as future transportation access and how best to incorporate historic and cultural resources into this access. The study has identified examples of historic and cultural resources that can be used as a template for developing projects. Refer to pg. 23 to look at the location of these resources and proximity to existing trails.

The **Condition** of the resource should be thoroughly evaluated to determine whether the investment and end use will allow the property to be a sustainable asset. The majority of public access projects are managed by municipalities through the leveraging of grant dollars. If a property is severely deteriorated, the cost to stabilize and rehabilitate could supersede the availability of funding, therefore decreasing the potential for the project to be completed. Refer to the appendix for applicable funding sources

The **Ownership** of a property is a priority, as it should either be publically owned by a municipality or available for acquisition. For long term sustainability it might be suitable for a public access property to be managed in a joint partnership with a municipality and private not-for-profit. However that should be evaluated on a case by case basis and only when it can be ensured that the public interest and access to the site will be maintained.

Historic designation is an important priority for historic and cultural resources within the coastal zone. Designation can protect the properties from demolition and severe alteration that will diminish their architectural character and significance. However, for resources considered for public access, they should be listed or eligible for the **National Register of Historic Places**. This primarily should be a priority in order to improve the eligibility for Coastal Grant funding.

PUBLIC ACCESS CRITERIA FOR CULTURAL AND HISTORIC RESOURCES

LOCATION WITHIN COASTAL ZONE

TYPE OF HISTORIC RESOURCE

ACCESS TO MOTORIZED AND NON-MOTORIZED TRANSPORTATION

CONDITION OF STRUCTURE

OWNERSHIP

NATIONAL REGISTER OF HISTORIC PLACES LISTED OR ELIGIBLE

HISTORIC RESOURCES & TRAILS

The connection to the regional trail system is a priority within the Lake Michigan Coastal Zone. Access for pedestrian and non-motorized transportation has been included in regional plans, including the Marquette Plan, NIRPC 2040 and NIRPC Greenways + Blueways Plan. These plans provide guidance for the continued creation of trails providing access to region communities and natural resources. In the context of this study, trails provide an opportunity increase access to historic and cultural resources as well serving as a catalyst for rehabilitation of coastal resources.

When looking at historic and cultural resources, trails should be looked at a tool for revitalization of historic downtowns and neighborhoods. In the Indiana Coastal Program Document, historic resources are noted as an



Historic Pennsy Depot along the Oak Savannah Trail in Hobart

Area of Particular Concern (APC) due to the decline of main streets and downtown areas among other issues.

Through the use of trails purpose can be given to adjacent historic resources (i.e. bridges, depots, etc.) Additionally trail access, when located near historic areas,

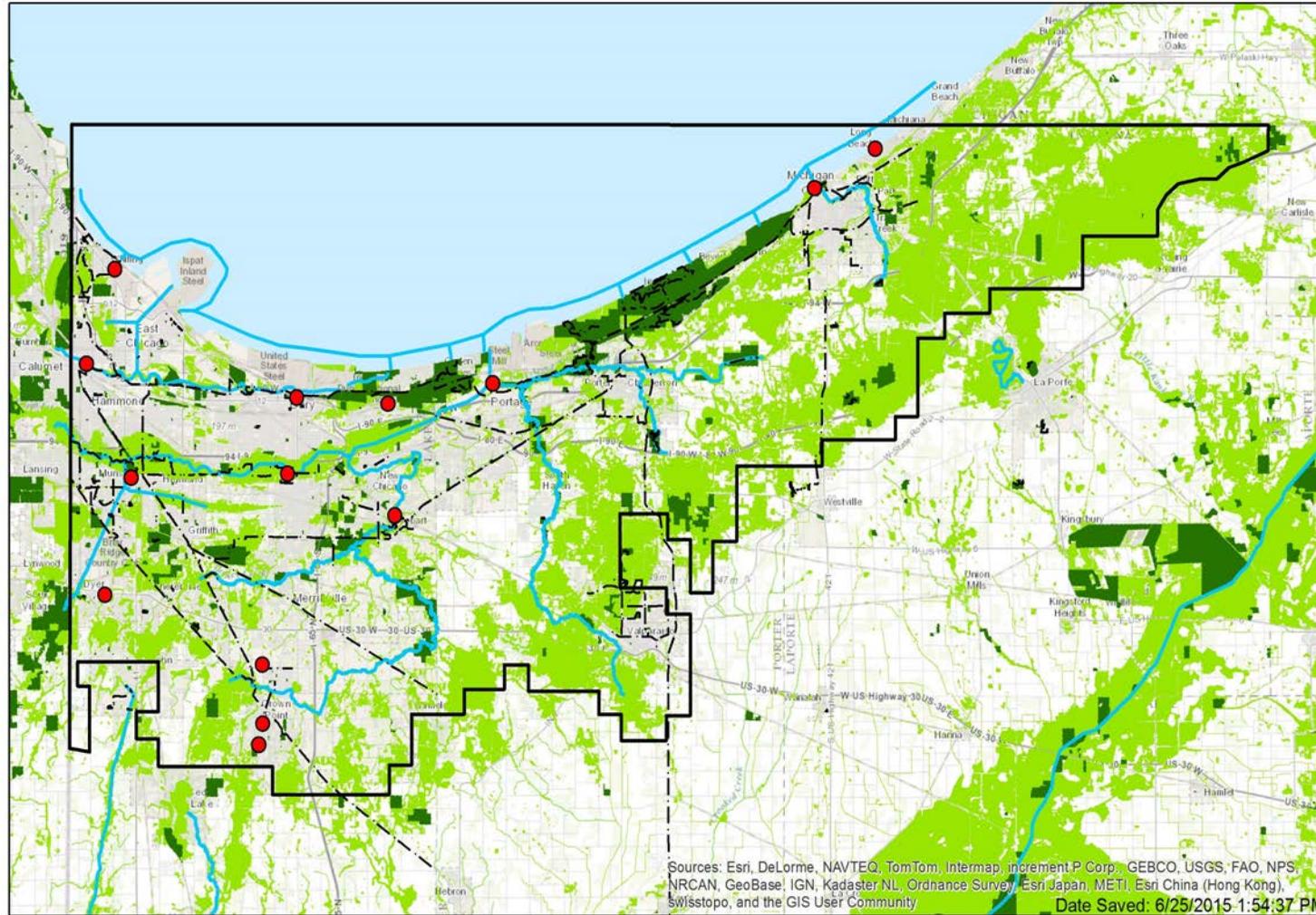
can encourage private investment by bring attention to downtowns and historic areas. Historic and coastal resources adjacent to trails can serve as trail heads and interpretive centers. Off system bridges can be incorporated into trail routes via the use of spurs as well as deconstructed bridges should be considered for reconstruction as part of new trail connections.

PUBLIC ACCESS RECOMMENDATION

Trail planning should include the assessment of historic and cultural resources along the trail route. Historic resources should be identified in the tour area and assessed for ownership and physical condition.

Underutilized historic resources should be incorporated into trail routes to improve and enhance public access. Available funding can be used for structural assessment and rehabilitation planning as well as partnerships with local not-for-profits (historical societies, friends groups) to maintain resources and develop interpretation of the coastal resource.

HISTORIC RESOURCES & TRAILS



Legend

- LMCP Boundary
- Historic Sites
- Trails (DNR 2011)
- Blueway Opportunities
- Protected Lands
- GIV Ecological Network



Trail Head along Oak Savannah Trail in Hobart , designed to resemble adjacent historic Pennsey Depot

Blueways and Greenways (Trails) within the coastal zone, Map courtesy of NIRPC

BRIDGES

The increase in transportation options played a significant role in the development of the Lake Michigan Coastal Zone during the late 19th and early 20th century. As a result numerous historic resources associated with the early development of transportation can still be found in the region. This includes railroad depots, rail lines, car barns and round houses. The most common resource remaining are the bridges found throughout the coastal region. Constructed for both railroad and automobile use, these bridges served as a crucial part of the economic vitality of the coastal communities, while allowing increased connection to larger markets by providing access over the regions geographic terrain.

The most common bridge type found in the coastal zone is metal truss bridges. Metal truss bridges can be found along both highways and railroad lines. Historic stone arch and later concrete bridges can be found as well, however not as prominently as the early 20th century metal bridges. Due to age, deterioration and replacement, historic bridges within the coastal zone have decreased in recent years. However, some still remain, either in use



in their original location or are “off system” as they have been bypassed by rerouted roads or closed rail lines. “Off system” bridges present an opportunity for public access as enhancement of neighboring public access projects. These bridges are often times still in public ownership which allows for easy acquisition or transfer to a new use. The study has identified three historic bridges which have the potential for rehabilitation and adaptive reuse. They have been found to be near other public access and natural areas and their inclusion can assist with increasing public access to areas identified in the Indiana Coastal Program Document.

PENNSY RAILROAD BRIDGE (HOBART)

The Pennsy Bridge is located in Hobart, Indiana and carries the Pennsylvania Railroad over Deep River. The bridge dates from 1857 when an early bridge was constructed in the location in preparation for the railroad that was to come. The Pennsy Bridge is unique for being a double arched stone bridge, when gives it more architectural ornamentation than what is usually seen within the coastal zone. Using stone for the construction of bridges was seen as a low maintenance option, however the need for skilled labor and accessibility to the materials made the widespread construction of stone bridges too costly. Those stone bridges that were constructed can be credited to being in an area where there was a large supply of stone or railroad companies willing to transport the material.

PUBLIC ACCESS RECOMMENDATION

The Pennsy Bridge remains an active railroad bridge; therefore it is not suitable for pedestrian or non-motorized transportation use. However an embankment surrounds the bridge viaducts on both sides, which can be improved to allow for access to Deep River by boat allowing a connection to Lake George. The bridge is located in the vicinity of existing public access points, including Festival Park, a proposed kayak launch and the Oak Savannah Trail.



NORFOLK AND WESTERN RAILROAD BRIDGE OVER GRAND CALUMET RIVER NEAR SOUL AVE (HAMMOND)

The Norfolk and Western Railroad Bridge is located in Hammond, IN. The bridge dates from c. 1900 and is adjacent to Sohl Avenue where it carried the railroad line over the Grand Calumet River. The bridge is classified by the Lake County Interim report as an outstanding example of a metal Pratt truss bridge with timber beam decking. The bridge is also noted for its moveable span and is otherwise known as a "swing bridge." Swing bridges became popular in the US during the 1870s. The bridges were designed with a through truss anchored atop a pier, which could pivot 90 degrees allowing shipping vessels to pass through. According to the INDOT bridge study, "The swing bridge was superseded by bascule, lifts and eventually fixed bridges with high vertical clearances.... all extant swing bridges in Indiana were constructed by railroad companies."

PUBLIC ACCESS RECOMMENDATION

The Swing Bridge is currently not in use by rail activity. However it sits parallel to Sohl Avenue, which is heavily used for vehicular traffic. Additionally the bridge is located near two public parks which are connected to the regional trail system via the Erie Lackawanna Trail. The bridge is ideal for connection to the trail by way of a spur providing another access point over the Grand Calumet River to north Hammond. The physical condition of the bridge appears to be poor. Deterioration is evident due to lack of maintenance as seen in the rusting members and rotting of the wooden deck. If rehabilitated, care can be given to restoring the original members while making it stable for pedestrian and non-motorized transportation.



BRIDGES

CRISMAN ROAD BRIDGE (PORTAGE)

The Old Crisman Road Bridge is located in Portage, Indiana adjacent to US Highway 249. The bridge dates from c. 1920 and was used to carry Highway 249, before it was rerouted, over the Little Calumet River. The Crisman Road Bridge is classified by the Porter County Interim Report as an outstanding example of a Parker Through Truss metal bridge. The use of metal to construct bridges became popular in the mid-19th century with the choice between iron and steel material. By the end of the 19th century steel overtook iron in popularity as improvements in technology improved its strength and durability.

Truss bridges, such as Crisman Bridge, became common in Indiana during the 1870s. A truss bridge is designed to support deck loads through its superstructure containing parallel trusses and diagonal and vertical members. The Crisman Road Bridge is a variation of the metal truss known as Parker. According to the 2007 Indiana Bridges Historic Context Study, 1830s-1965, "Parker trusses spanned between 40 and 300 feet. In the 1920s, ISHC developed standard drawings for Parker spans and the type became the state's preferred choice for a through truss. The Parker truss was utilized throughout the 1940s."



PUBLIC ACCESS RECOMMENDATION

The Old Crisman Road Bridge is currently restricted from vehicular and pedestrian access. However it is located in the vicinity of other public access points such as the Portage Marina and the Portage Lakefront and Riverwalk. The bridge is suitable to be incorporated into existing plans for the expansion of the regional trail system. The incorporation could occur via spur to existing and planned trails such as the Iron Horse Heritage Trail and National Lakeshore Connector Trail. The physical condition of the bridge appears to be fair. Deterioration is evident due to lack of maintenance as seen in the rusting of metal members and rotting of the deck. If rehabilitated, care can be given to restoring the original materials while making it stable for pedestrian and non-motorized transportation.

As the Lake Michigan Coastal Zone is comprised of various resources extended across a wide period of significance, in order to plan for increased access to these resources, as well as incorporation into larger projects, the coastal zone can be considered a cultural landscape.

The National Parks Services defines a cultural landscape as, “a geographical area, including both cultural and natural resources and the wildlife or domestic animals there in, associated with a historic event, activity, or person or exhibit other cultural or aesthetic value.”

While past public access initiatives have focused on increased access to natural resources (i.e. Lake Michigan) the coastal cultural landscape has not always been integrated into those plan. Meanwhile the identified resources, individually or collectively, can easily be classified under the three types of cultural landscapes.



The Lake Michigan Coastal Zone contains a diverse collection of resources. An included survey of the historic resources with the program area has identified historic sites. (See Appendix) However areas such as parks, gardens, industrial complexes and wetlands should be viewed as cultural landscapes – these areas are tied to the ecological and social development of the coastal zone. Public access to these areas should be encouraged in the same context as historic sites. Landscapes are varied and many include numerous historic resources, while others contain none at

all. However by looking at these areas as cultural landscapes, public access can be implemented and address the criteria identified in the historic and cultural resources APC.

Cultural Landscapes

Historic Designed Landscape

landscape that was consciously designed or laid out by a landscape architect, master gardener, architect or horticulturist

Historic Vernacular Landscape

landscape that evolved through use by the people whose activities or occupancy shaped that landscape

Historic Site

landscape significant for its association with a historic event, activity, or person

Ethnographic Landscape

landscape containing a variety of natural and cultural resources that associated people define as heritage resources

Definitions by National Park Service



PUBLIC ACCESS HISTORIC & CULTURAL RESOURCES

COURTHOUSE SQUARE HISTORIC DISTRICT

Crown Point, IN

The Courthouse Square Historic District is located in downtown Crown Point. The district is surrounded by the historic 1873 Lake County Courthouse. The district comprises historic commercial buildings dating from the 1870s and runs along Clark, Main and Court Streets. Architectural styles found in the district include Italianate, Romanesque Revival, Neoclassical and Colonial Revival.

The Courthouse Square dates to 1873, where it began to develop as the center of commerce and government with the construction of the Lake County Courthouse. The Romanesque Revival style courthouse was designed by Chicago architect John C. Cochrane. The Lake County Courthouse was listed on the National Register of Historic Places in 1973.

Other significant historic buildings, within the district, include the 1882 Lake County Sheriff's House and Jail, The Lake County Criminal Court Building, the 1908 Carnegie Library and the c1920 Masonic Temple. The Courthouse Square Historic District was listed on the National Register of Historic Places in 2004. Additionally the district was designated by the City of Crown Point as a local historic district in 2000.





COURTHOUSE SQUARE HISTORIC DISTRICT

The Courthouse Square Historic District serves as an example of public access to site or district. The district is located in Crown Point, Indiana and includes public, commercial and residential structures. The district is laid out in the typical courthouse square configuration that is found throughout the Indiana, which allows the courthouse to be the center of attention, while commercial and residential buildings are found along its perimeter.

The district does not meet all of the public access criteria, more specifically in regard to **Location** and **Ownership**. The district is located within the coastal zone, however it is distanced away from Lake Michigan and its significance to the development of coastal history is not as apparent as other resources. Additionally, as the district comprises multiple buildings and structures, the majority of the property is privately owned; making it unlikely that the historic resources could benefit from coastal grants. The district does meet the criteria in the fact that it is listed on the **National Register of Historic Places**. The district is also accessible by major highway (I-65, US 30 and US 231). The district also benefits from the fact that it is within a grid street pattern. There are pedestrian and bicycle trail access surrounding the district, however dedicated trails do not route through the historic district, but can easily feed into the district and its grid pattern accommodates pedestrian, motorized and non-motorized traffic.

PUBLIC ACCESS RECOMMENDATION

Public Access to the Courthouse Square Historic District can take the form of improvement to interpretation of the district, architecture and history. Opportunities for improvement include a designated spur from existing trails and bike paths which would route through the district; interpretive signage highlighting significant architecture and sites within the district as well as other nearby parks and recreation areas.

- Access to Public Beach
- Boat Access to Lake Michigan
- Fish and Hunting Access
- Access State Park
- Access to National Park
- Access to Natural Areas

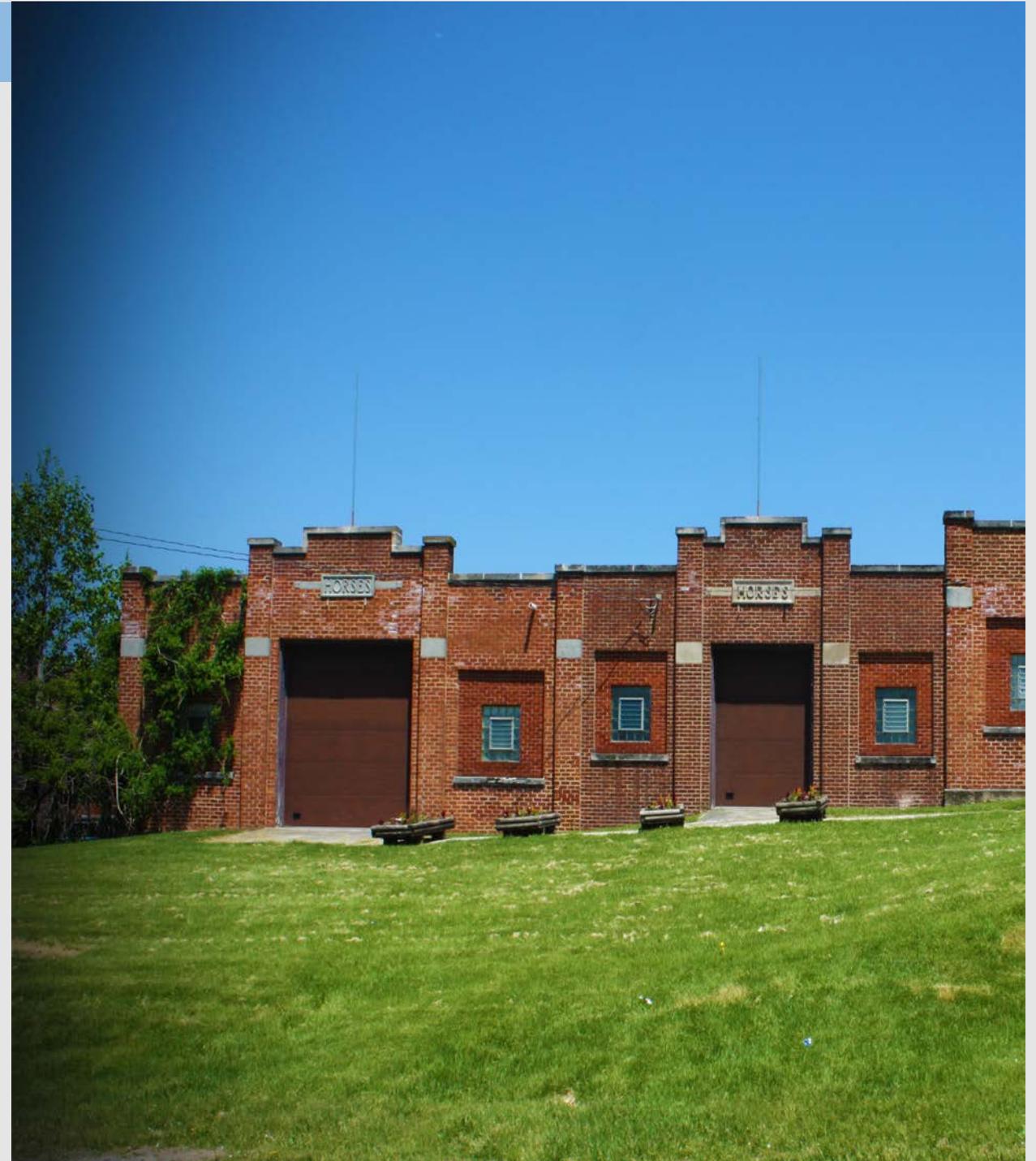
- Bike Paths
- Highways
- Public Transportation
- Trails

LAKE COUNTY FAIRGROUNDS

Crown Point, IN

The Lake County Fairground is located on the far southwest side of Crown Point (889 South Court Street). This 140-acre complex is bounded by Greenwood Avenue, Court Street, Franciscan Drive and Lake Street. Buildings and structures within the fairground are primarily vernacular in design, as they were constructed for specific use and to house fair activities in the 1920s. However a few buildings display exterior ornamentation comprising elements of Colonial Revival and Renaissance Revival style. Land for the fairground was donated by Richard Fancher in 1912. Existing fair structures were constructed 1920-1926 and include the Grandstand (c. 1920), Industrial Building (1926), Fine Arts Building (1926) and Animal Buildings (1926). The buildings and structures are spread out across the fairground and connected by a series of roads, trails and greenspace.

The most prominent natural feature of the fairground is Fancher Lake (named after Richard Fancher), which is located at the southwest corner of the site surrounded by the Grandstand. The most prominent architectural structure of the fairground is the Fine Arts Building, which is located on the west side of the site. The Renaissance Revival style building displays four clay tiled roofed towers at each corner of the barrel vaulted roof. The fairground also contains the Milroy Covered Bridge, Lake County's only historic covered bridge. The 1878 bridge, originally located in Rush County, was moved to the fairground in 1933. The Burr Arch Truss Bridge was designed and built by prominent Indiana bridge builder Archibald M. Kennedy and displays construction elements synonymous with 19th century covered bridges.





LAKE COUNTY FAIRGROUNDS

The Lake County Fairground serves as an example of public access to a site or district as well as potential for rehabilitation to public owned historic resources. The fairground is located in Crown Point, Indiana and includes both historic buildings and structures.

The district does not meet all of the public access criteria; specifically in regard to **Location** and **National Register of Historic Places (the fairground is eligible for NRHP)**. The district is located within the coastal zone, however it is distanced away from Lake Michigan and its significance to the development of coastal history is not as apparent as other resources. However the **Ownership** of the fairground is public which allows its resources to be eligible for coastal grants. Additionally the fairground is **Accessible** from major highway and is located in close proximity to pedestrian and bicycle trails. Additionally the fairground meets criteria identified as an Area of Particular Concern (APC) in the program document. The fairground site provides access to natural areas and fishing by way of Fancher Lake.

PUBLIC ACCESS RECOMMENDATION

Public Access to the Lake County Fairground can take the form of improvement to its historic buildings and structures. The fairground contains the majority of its original early 20th century buildings and though maintained they are in need of more extensive rehabilitation. (Refer to conditions assessment for more in depth analysis). Priority structures include the Milroy Covered Bridge and the Fine Arts Buildings.

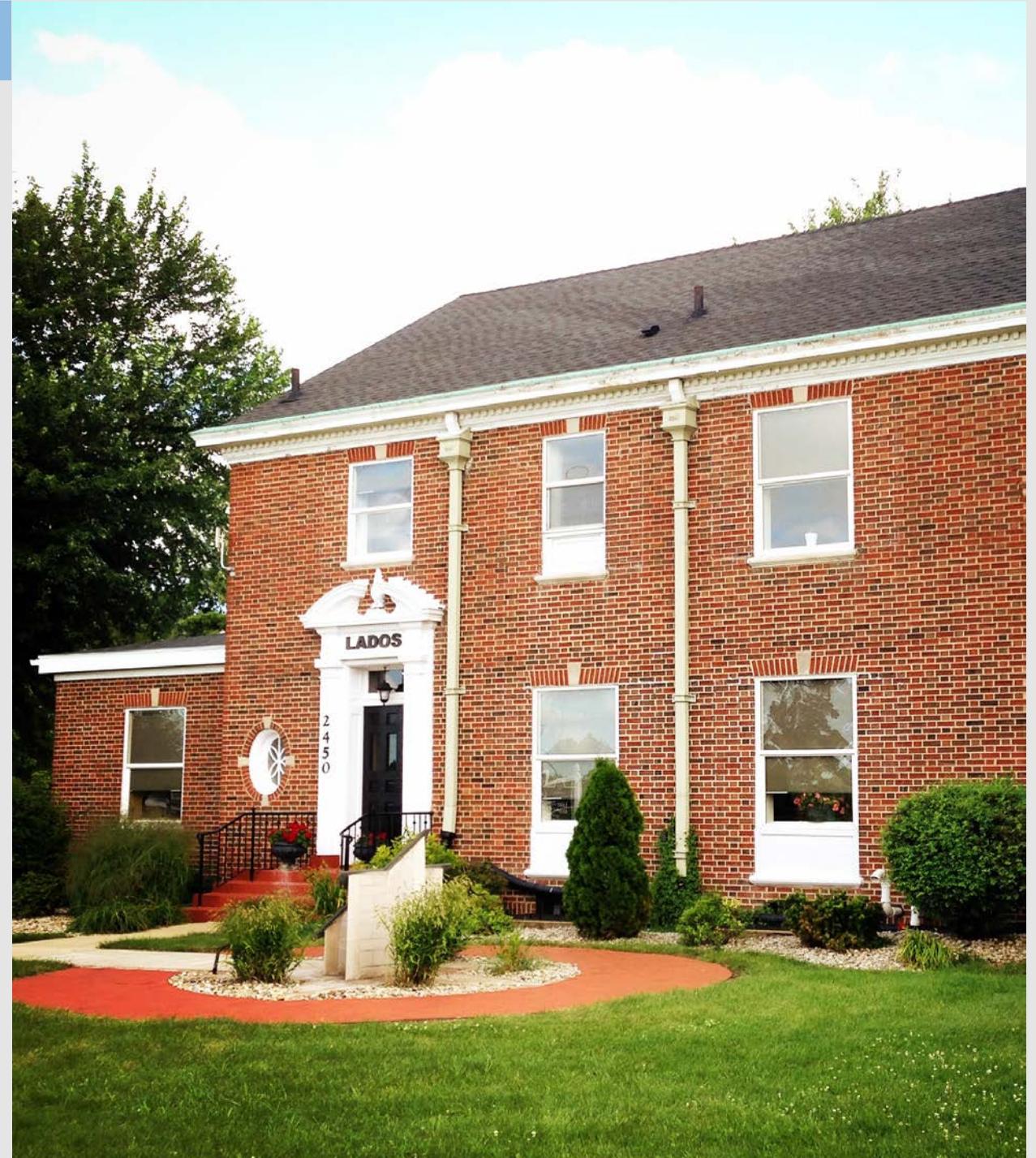
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- Access to Natural Areas

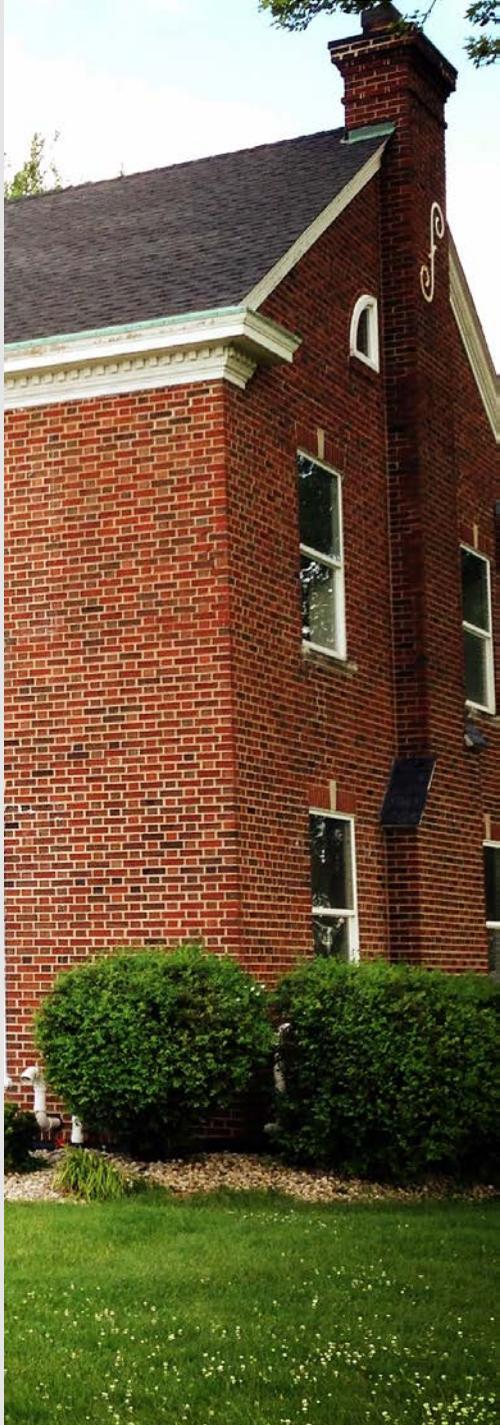
- Bike Paths
- Highways
- Public Transportation
- Trails

LAKE COUNTY TUBERCULOSIS SANITATORIUM

Crown Point, IN

The former Lake County Tuberculosis Hospital is located at the corner of Main Street and 93rd Avenue in Crown Point. The original hospital complex contained numerous buildings however only three main buildings remain on the site: the original hospital building, the Nurses Homes and the Superintendent's residence. The entire complex of properties was designed with the Colonial Revival style starting in the 1920s after its purchase by Lake County commissioners to serve the needs of tuberculosis patients. The hospital was designed by architect Karl D. Norris. Norris is known for designing buildings throughout the region, including the East Chicago Elks Club.





LAKE COUNTY TUBERCULOSIS SANITATORIUM

The Former Lake County Tuberculosis Sanatorium site serves as an example of public access to a site or district. The district is located in Crown Point, Indiana. The site is publically owned, with one building managed by a not for profit.

The district does not meet all of the public access criteria, specifically in regard to Location. The district is located within the coastal zone, however it is distanced away from Lake Michigan and its significance to the development of coastal history is not as apparent as other resources. The district does meet the criteria in that two of the buildings on the site (Nurses Homes and Superintendents Home) are listed on the National Register of Historic Places. The site is also accessible by major highway (US 30, US 231) and paved pedestrian/bike trails (Erie-Lackawanna).

PUBLIC ACCESS RECOMMENDATION

Public Access to the former Lake County Tuberculosis Sanatorium can take the form of improvement to interpretation of the site as well as improved access for pedestrian and bicycle access. The site includes a fair amount of green space which could accommodate increased public access via connection to the surrounding trails and existing paths.

- Access to Public Beach
- Boat Access to Lake Michigan
- Fish and Hunting Access
- Access State Park
- Access to National Park
- Access to Natural Areas

- Bike Paths
- Highways
- Public Transportation
- Trails

THE HENRY C. OSTERMANN MONUMENT

Dyer, IN

The Ideal Section Marker and Henry C. Ostermann Monument is located along US Highway 30 in Dyer. The marker and monument were placed along the original section of the historic Lincoln Highway to recognize the history of the Lincoln Highway in Indiana

The Lincoln Highway was the country's first established highway that provided travelers a route from New York to California. Construction of the Indiana Lincoln Highway began in 1913 and would eventually bring travelers through northern Indiana. In order to improve the drivability of roads the Lincoln Highway Association promoted the concept of "Ideal Sections" to encourage local developers to improve the roads and its building standards. The Ideal Section was constructed in Dyer in 1921 along 1.3 miles ending near the Illinois border. To acknowledge the Dyer Ideal Section, a marker was placed on the site following its completion. In 1929 The Ostermann Monument was placed directly behind the Ideal Section Marker in memory of Lincoln Highway official Henry C. Ostermann. The monument and bench was designed by noted landscape architect Jens Jensen. Jensen designed the monument and bench of out of sandstone with an arched center to hold a plaque and flanking terraced steps. By the mid-20th century, the first Ideal Section marker had been destroyed, though its original plaques salvaged. In response a local chapter of the Daughters of the American Revolution placed a new stone marker that incorporated the original Ideal Section plaques and a third plaque commemorating the original Sauk Trail that would eventually become the Lincoln Highway.





THE HENRY C. OSTERMANN MONUMENT

The Ideal Section Marker and Hency C. Ostermann Monument site serves as an example of public access to a singular site. The site is located in Dyer, Indiana and is maintained by various not-for-profit groups in cooperation with the Town of Dyer.

The site meets the least amount of criteria, but serves as a model for improvement of access to sites encroached by the expansion of highways and sprawl. However as it is located prominently near a major highway (US 30) the potential for visibility and increased access is extremely high.

PUBLIC ACCESS RECOMMENDATION

Public Access to the Ideal Section Marker and Henry C. Ostermann Monument can take the form of improvement to interpretation as well as improve pedestrian access to the site. Access to the site can be encouraged by the placement of interpretive signage in nearby areas that can better accommodate vehicular and pedestrian traffic. Signage could be located closer to the site with the additional of sidewalks or a walking path that leads to the site.

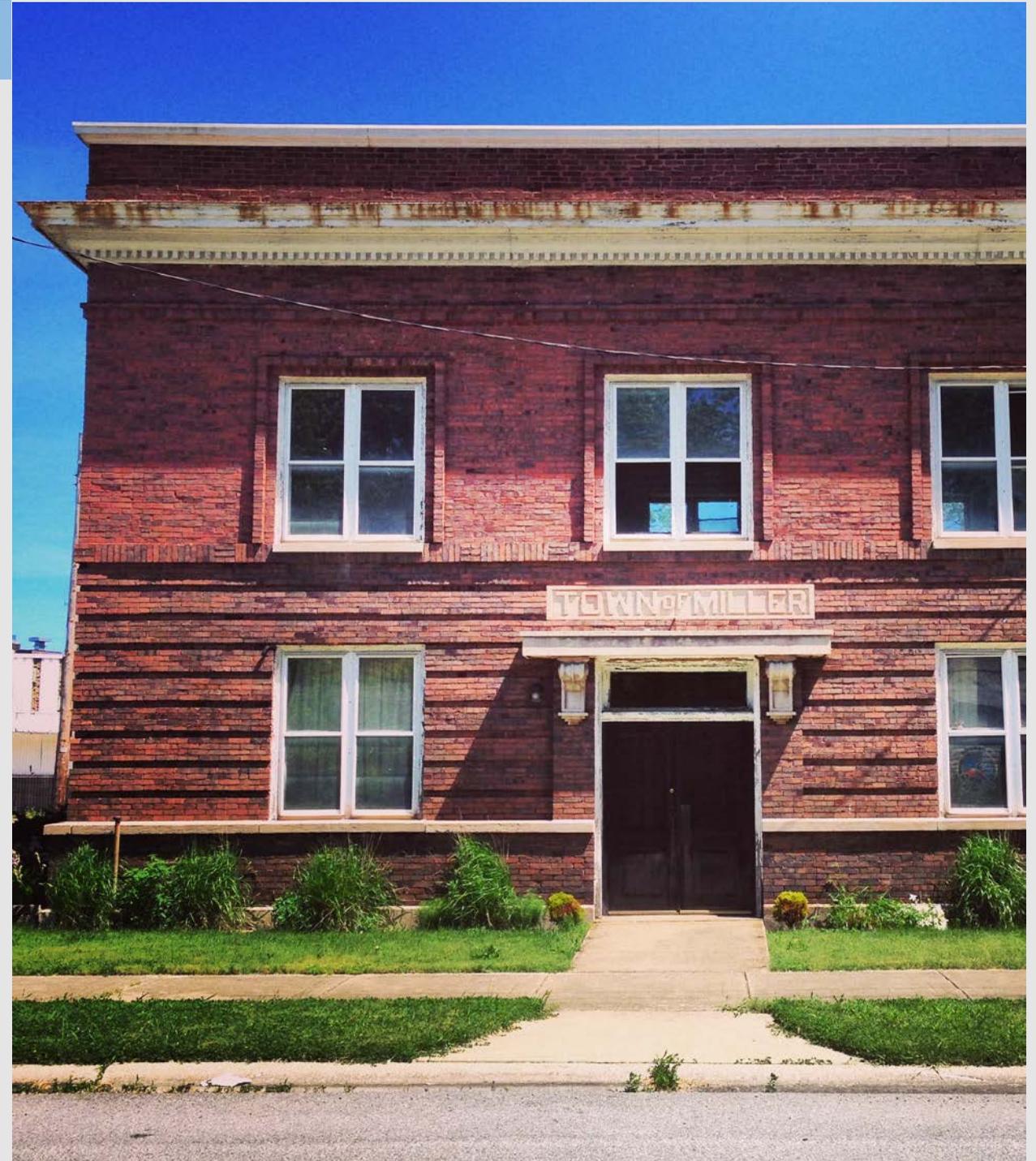
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MILLER TOWN HALL

Gary, IN

The Miller Town Hall is located on a triangular lot formed by the intersection of Miller Avenue, Old Hobart Road, and Grant Boulevard in Gary. The brick two-story neoclassical structure was constructed in 1911. Miller town hall was listed in the National Register of Historic Places in 1978. The town hall was built to serve the Town of Miller during the early 20th century before the community's annexation by Gary in the 1920s. In addition to serving as a town hall, the building was also used for dances, socials, and a meeting place for civic and community organizations and the town board. After annexation the town hall was converted into Gary Fire Station #7 and remained so until 1975. The now vacant building is significant as one of the oldest brick structures in Miller and representative of the areas settlement and organization as a town.





MILLER TOWN HALL

The Miller Town Hall serves as an example of public access to a singular historic resource as well as potential for rehabilitation. The town hall is located in the Miller section of Gary, Indiana. Uniquely the building meets most of the criteria for public access as well as the criteria identified in the program document as an **Area of Particular Concern**. The building is located in Miller which is identified as an early coastal community. The town hall stands as one of the remaining resources which predate the community's annexation by Gary in the early 20th century. Its **Location** puts it less than 1.5 miles from Lake Michigan, .5 miles from the Indiana Dunes National Lakeshore and 1 mile from Marquette Park. The building is **Accessible** from public transportation (Southshore Line, GPTC) and major highways (I-65, US 20). The building is surrounded by paved (Marquette Greenway) and unpaved trails as well as recommended bike routes providing connection to adjacent natural areas (Miller Woods, Calumet Prairie).

The Miller Town Hall is listed on the **National Register of Historic Places** and the building is publically owned which allows it to be eligible for coastal grant funding.

PUBLIC ACCESS RECOMMENDATION

Public Access to the Miller Town Hall can take the form of improvement and rehabilitation of the building. The building is currently vacant and in deteriorating condition (Conditions Assessment provides more for detail). However its location and proximately to other resources and public access sites makes it ideal for use as a trail head or interpretive center. Public ownership of the building will allow the building to be stabilized possibly with the use of coastal grant funding or state Historic Preservation Funds.

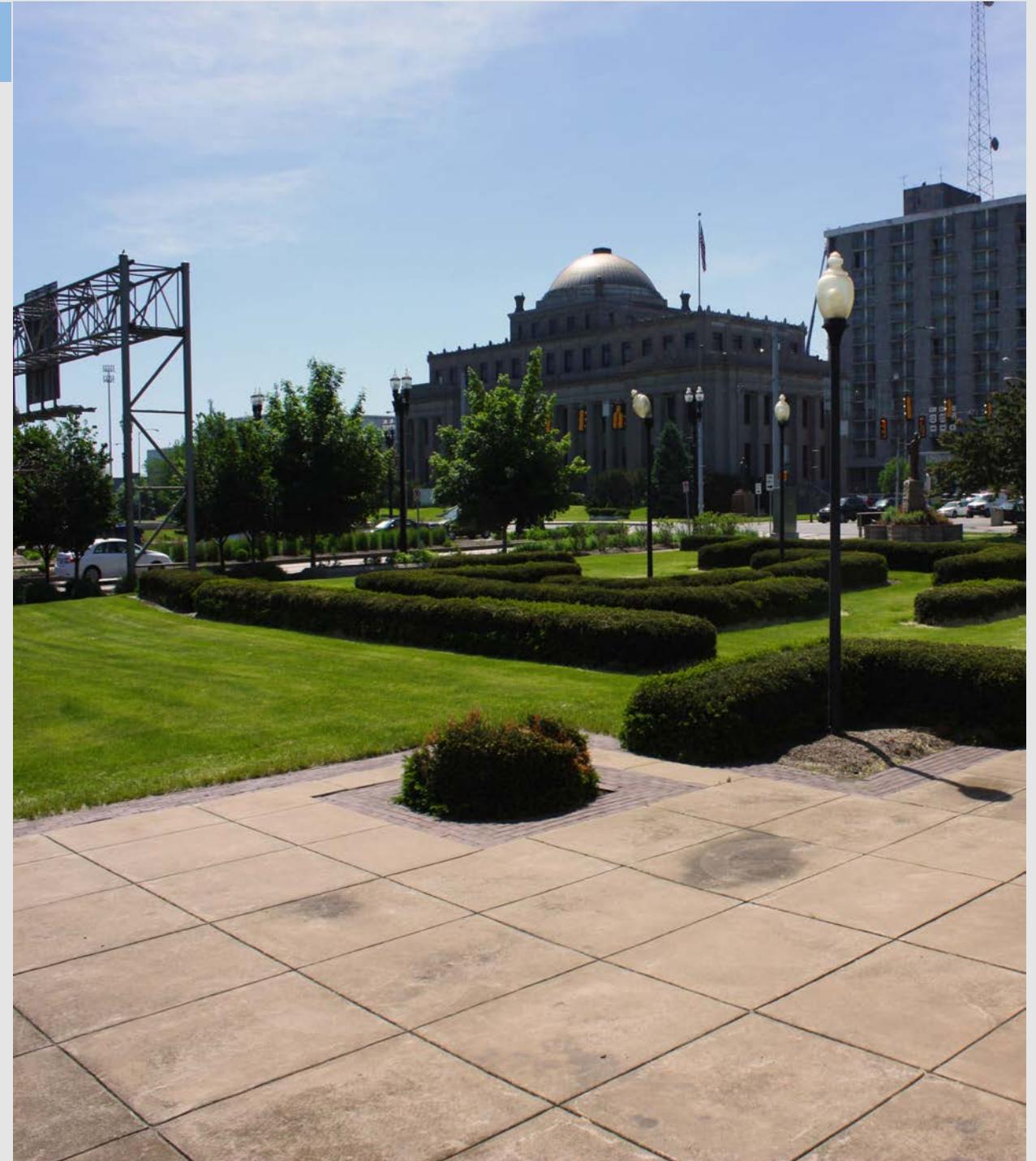
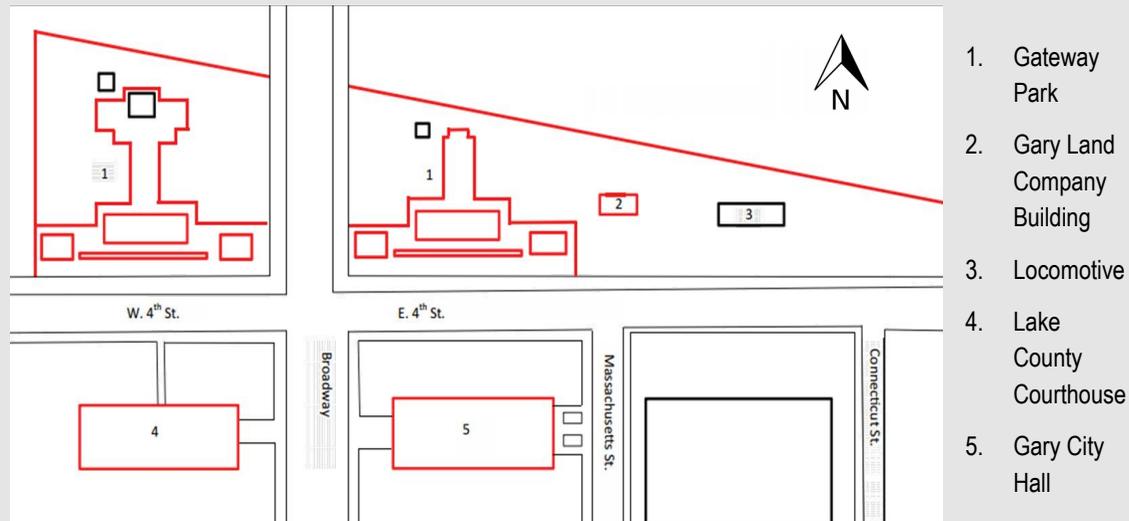
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- Trails

GATEWAY PARK

Gary, IN

Gateway Park is located, along 4th Avenue and flanks Broadway on its east and west sides directly across the street from the Lake County Superior Courthouse (c. 1920) and Gary City Hall (1927). In the 1920s, architects George W. and Phillip Maher were commissioned by the Gary Commercial Club to design an entryway and transportation improvement plan for the city. The developed plan called for the creation of what is now Gateway Park, Gary City Hall and the Lake County Superior Courthouse. This plan also called for Gateway Park to feature landscaping, walkways and fountains. While all of Maher's plans were not constructed, Gateway Park still displays elements of the original design, including new features that have been added over time. These features include a band shell, statue and the 1906 Gary Land Company Building.





Gateway Park serves as an example of public access to a historic site, within in a historic district, and the potential for rehabilitation. The park is located in downtown Gary at the entrance to the downtown historic district. The park meets a fair amount criteria for public access as well as Area of Particular Concern. The criteria is met mostly though it's **Location**, which provides Access to public transportation (Southshore, GPTC) as well as vehicular access via major highways (Indiana Toll Road). Its location allows multiple forms of transportation to public beaches, the state park and national park.

Gateway Park, in itself, is a historic site designed for public use. The parks features include walkways, fountains and areas to gather. Surrounding sidewalks allow easy access to other areas of downtown Gary (City Hall, Courthouse and Broadway).

PUBLIC ACCESS RECOMMENDATION

Public Access to Gateway Park can take the form of rehabilitation to the site. The park shows signs of deterioration in its masonry. Repair and rehabilitation of the site along with improvement of the landscape will encourage greater use of the resources. Increased use will allow greater public exposure to the park and surrounding historic district. The connection of the site to other public access areas can be encouraged with signage and information regarding nearby transportation options.

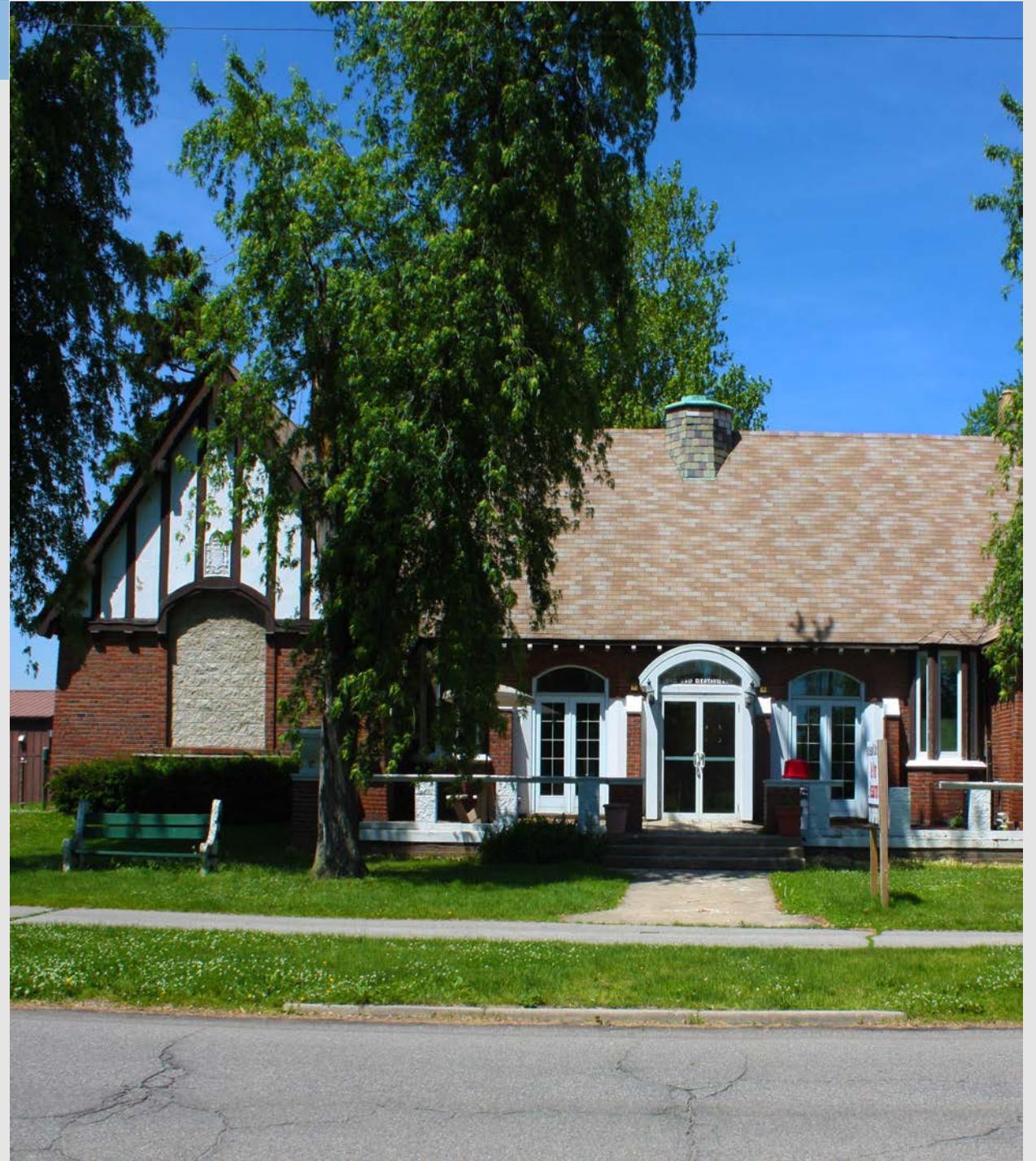
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- Trails

GLEASON PARK CLUBHOUSE

Gary, IN

The Gleason Park Clubhouse is located at 3400 Jefferson Street in Gary, Indiana, directly west of the Indiana University Northwest campus. In the 1920s, as the Glen Park area started to develop into one of Gary's most desirable neighborhoods, the city sought to develop a recreational area to serve the growing community. Gleason Park (Riverside Park) was created on acres of former swampland along the Little Calumet River. The Clubhouse was designed by architect George W. Maher who, along with his son, is credited with the design of other prominent Gary landmarks such as Gateway Park and the Marquette Pavilion. The clubhouse is Tudor Revival style and was completed in 1926. The park was renamed Gleason Park in honor of William P. Gleason, longtime Gary park board president. The park is noted for its landscape which is separated into three sections divided by winding roads. Two of these sections became a golf course, and is considered to be one of the first municipal golf courses for African Americans in the country.





GLEASON PARK CLUBHOUSE

Gleason Park Clubhouse serves as an example of public access to a singular historic resources as well as potential for rehabilitation. The clubhouse is located in the Glen Park neighborhood of Gary, Indiana adjacent to Indiana University Northwest. The **Location, Ownership and Accessibility** of the clubhouse are the primary criteria that are met. The clubhouse is publically owned and accessible from major highways (I-94, Broadway) as well as public transportation (GPTC).

PUBLIC ACCESS RECOMMENDATION

Public Access to the Gleason Park Clubhouse can take the form of rehabilitation of the building. The building is showing signs of deterioration, though is actively used by the public. As the surrounding golf course is a popular recreation attraction repair and improvement to the clubhouse could provide greater public accommodations as well as space for interpretation of the site and surrounding historic areas.

- Access to Public Beach
- Boat Access to Lake Michigan
- Fish and Hunting Access
- Access State Park
- Access to National Park
- Access to Natural Areas

- Bike Paths
- Highways
- Public Transportation
- Trails

WICKER PARK

Highland, IN

Wicker Memorial Park is located at the intersection of Ridge Road and Indianapolis Boulevard in Highland. The 336 acre park was created through the efforts of local businessmen who acquired several Dutch farms as well as woodland areas during the early 20th century. The park was dedicated in 1927, to the “doughboys” of World War I by President Calvin Coolidge. Two of the parks original French Eclectic buildings remain today, most notably the 1920s clubhouse and concession building. Other features of the park include golf course, trails, and tennis courts.





Wicker Park serves as an example of public access to a singular historic site. The site is located in Highland, Indiana. The site meets the least amount of criteria, but serves as a model for improvement of access to sites encroached by the expansion of highways and sprawl. However as it is publically owned and located prominently near major highways (US 41 and Ridge Road) the potential for visibility and increased access is extremely high.

The park, in itself, is a historic site designed for public use. Its original features include a clubhouse, golf course and trails. Because of its design public access activities are limited to the boundaries of the park. However nearby trails (Erie-Lackawanna) and bike paths allow access to the park as well as adjoining Hammond, Indiana and the Little Calumet River (Little Calumet River Trail).

PUBLIC ACCESS RECOMMENDATION

Public Access to Wicker Park can take the form of expansion of the trail system through the park. There is trail access from the north into the park, however improve connection from the south could open up increased access. Additionally continued maintenance and rehabilitation of the parks historic buildings and features will allow the park to further serve the public.

- Access to Public Beach
- Boat Access to Lake Michigan
- Fish and Hunting Access
- Access State Park
- Access to National Park
- Access to Natural Areas

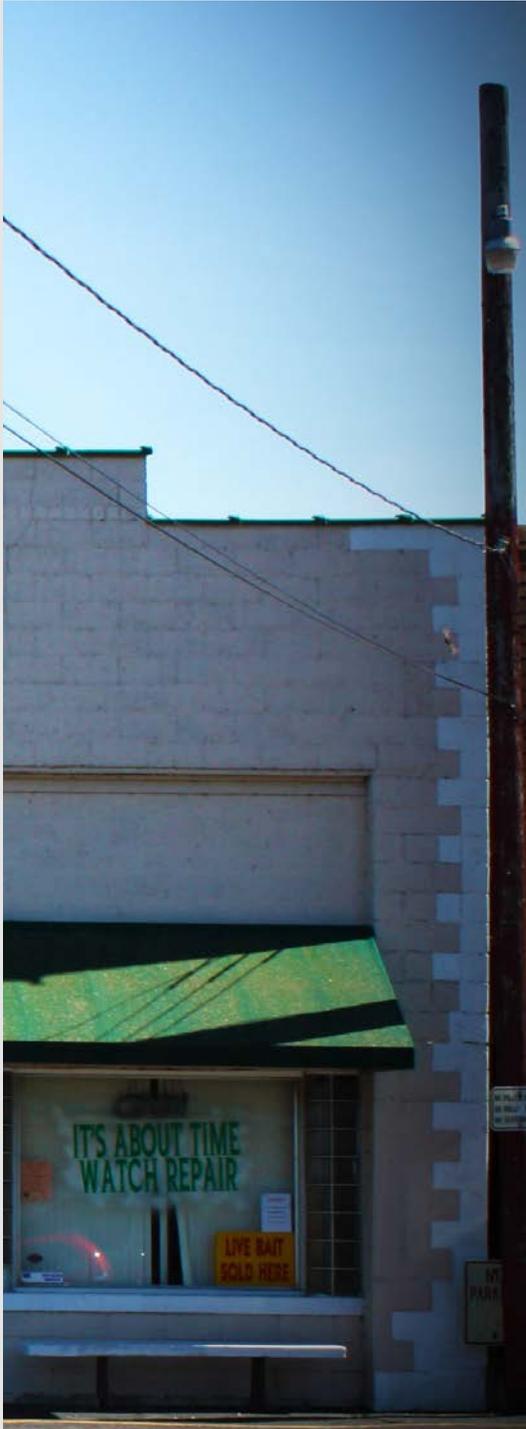
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HOBART STREET CAR BARNS

Hobart, IN

The Hobart Street Car Barn is located adjacent to the 3rd Street Bridge in downtown Hobart. With the expansion and growth of the railroad system in the late 19th century, the interurban system developed in the region allowing city and towns to be connected via a new mode of transportation. In Hobart this development was assisted by the grandsons of Hobart's founder, George Earle, who provided the right way for the track and donated the land west of the bridge for the streetcar barn. This Vernacular building was built circa 1912 when Gary, Hobart & Eastern constructed the streetcar line which travels from 3rd and Main Street to Gary. The building was constructed to hold up to four streetcars and provide office and living space for employees. Hobart's streetcar service continued until 1938 when it converted to a bus service that ended in the 1970s.





HOBART STREET CAR BARN

The Hobart Street Car barns serve as an example of historic sites supporting public access to adjacent historic districts and natural areas. The buildings meet the criteria due to its Location and close proximity to trail and recreation access. The building is not publically owned, so any use of the property would require acquisition by a public entity. However if acquired, the building provides a point of access to Lake George and its walking and bike paths as well as the larger Oak Savannah Trail.

PUBLIC ACCESS RECOMMENDATION

Public Access to the Hobart Street Car Barns can take the form of acquisition for public use in conjunction with Lake George recreation activities. The use of Lake George and the attached Deep River has expanded to include fishing, boating and kayaking. Utilization of adjacent historic resources can provide a location for recreation supply storage, staff, rental shops and informational displays.

Access to Public Beach	<input type="checkbox"/>
Boat Access to Lake Michigan	<input type="checkbox"/>
Fish and Hunting Access	<input checked="" type="checkbox"/>
Access State Park	<input type="checkbox"/>
Access to National Park	<input type="checkbox"/>
Access to Natural Areas	<input checked="" type="checkbox"/>

Bike Paths	<input checked="" type="checkbox"/>
Highways	<input type="checkbox"/>
Public Transportation	<input type="checkbox"/>
Trails	<input checked="" type="checkbox"/>

LONG BEACH PUMPING STATION

Long Beach, IN

Long Beach, Indiana, is set along the shores of Lake Michigan in a unique setting and has a wide variety of different architecture. Long Beach was originally established in the 1920's when it was predominately a summer getaway. The pumping station in Long Beach, Indiana is located on the 2400 block of Lakeshore Drive and St. Lawrence Avenue.

Pumping stations are the main source for pumping, filtering and distributing water. The Long Beach station most likely was used to pump water from Lake Michigan to the community during the early 20th century. The station was designed in the popular Spanish Revival style of the early 20th century. The style was commonly found throughout Lake Michigan communities during the 1920s/1930s. The building is no longer used as a pumping station and remains vacant.





LONG BEACH PUMPING STATION

The Long Beach Pumping Station serves as an example of historic sites supporting public access to adjacent natural areas. The building meets a majority of the criteria as well as Areas of Particular Concerns identified in the program document. The pumping station is located along Lake Michigan, adjacent to a public beach and surrounding natural areas. The building is publically owned and though without a use, is well maintained.

PUBLIC ACCESS RECOMMENDATION

Public Access and the Long Beach Pumping Station can take the form of rehabilitation of the building into a public access point for the beach. Access to the beach is located adjacent to the pumping station as well as a small amount of parking. The opening of the building to serve as an information center, trail head or beach lookout would allow increased utilization of the building. The building is in suitable condition therefore making rehabilitation minimal, however depending on the end use suitable planning is needed identify how to adaptively reuse the building.

- Access to Public Beach
- Boat Access to Lake Michigan
- Fish and Hunting Access
- Access State Park
- Access to National Park
- Access to Natural Areas

- Bike Paths
- Highways
- Public Transportation
- Trails

WASHINGTON PARK

Michigan City, IN

Washington Park is located along the shore of Lake Michigan in Michigan City. The development of the park began in 1891, with Mayor Martin Krueger who sought to create a lakefront park. Up until this point, the park area was home to the city's lumber industry which had declined and left the yards and shanties abandoned. Washington Park would continue to grow into the 1930s, with the construction of additional structures and buildings. Many of its most significant structures can be credited to New Deal programs such as the Civil Conservation Corps (CCC) and Works Progress Administration (WPA) where workers were employed to renovate that park from 1930-1937. These workers built walls, buildings at the Washington Park Zoo, the Observation Tower, stone garden, sitting benches, tennis courts and picnic areas.

Washington Park also contains other significant buildings, while not directly related to recreation, are significant to the region's coastal history. The sites include: the Franklin Street draw bridge, the 1939 Art Deco Naval Armory, the 1893 Civil War Monument, the 1858 Michigan City Lighthouse, the World War I Monument and the 1904 Lighthouse and Pier.





WASHINGTON PARK

Washington Park serves as an example of public access to a historic site. The park is located in Michigan City, Indiana adjacent to Lake Michigan. The site meets all of the public access criteria as well as a majority of Areas of Particular Concern identified in the program document. The park's **Location** makes it ideal for improvement of public access as it provides access to the beach, Lake Michigan and its natural areas. The park was designed for public use which includes interior trails, walking and bike paths. The park is **Accessible** via both major highway (US 12) and public transportation (Southshore and MC Transit). The park is publically owned and listed on the National Register of Historic Places.

PUBLIC ACCESS RECOMMENDATION

Public Access to Washington Park can take the form of rehabilitation of its historic buildings and structures as well as improved access within the park to various resources. Signature historic structures such as the WPA era Stone Garden are in disrepair and can be restoring with the use of coastal funding. Original walking paths remain throughout the park, though sections have been covered and removed. Restoration and connection of these paths would allow improved public access to the parks interior features as well as additional access points to surrounding resources.

Access to Public Beach	<input checked="" type="checkbox"/>
Boat Access to Lake Michigan	<input checked="" type="checkbox"/>
Fish and Hunting Access	<input checked="" type="checkbox"/>
Access State Park	<input type="checkbox"/>
Access to National Park	<input type="checkbox"/>
Access to Natural Areas	<input checked="" type="checkbox"/>

Bike Paths	<input checked="" type="checkbox"/>
Highways	<input checked="" type="checkbox"/>
Public Transportation	<input checked="" type="checkbox"/>
Trails	<input checked="" type="checkbox"/>

HENRY SCHRAGE HOUSE

Whiting, IN

The Henry Schrage House is located in Whiting, Indiana. Built in 1905, the Free Classic style house originally belonged to the founding father of the city. The Schrage family emigrated from Germany in 1854 when Henry Schrage was 10 years old. Upon settling in Indiana, his family purchased 50 acres of land between Wolf Lake, Lake George, and Lake Michigan. This land would eventually be sold to Standard Oil and become much of what is Whiting in 1903. Following service in the Civil War Schrage came back to Whiting where he opened Whiting's first store to provide goods to early settlers. Henry Schrage served many roles in Whiting including creating the first post office and servicing as postmaster. Schrage is mostly known for creating the First Bank of Whiting, the city's first financial institution.





HENRY SCHRAGE HOUSE

The Henry Schrage House serves as an example of a historic site supporting public access to adjacent historic districts and natural areas. The site meets a minimal amount of the criteria due to its location within a historic downtown center. However its' **Location** allows it to compliment historic downtown Whiting as well as nearby Lakefront Park. The building is **Accessible** via Whiting's typical street grid layout as well as proximity to trails (Whiting Lakefront Trail) which provides pedestrian and non-motorized transportation to the lakefront. The building is publically owned and maintained, though currently vacant.

PUBLIC ACCESS RECOMMENDATION

Public Access and the Henry Schrage House can take the form of rehabilitation of a historic building in support of public access to an adjacent historic district and natural area. The building location makes it ideal for use as a trail head as well as a location for interpretation of the history of Whiting and the surrounding Lake Michigan coastal line.

Access to Public Beach	<input checked="" type="checkbox"/>
Boat Access to Lake Michigan	<input checked="" type="checkbox"/>
Fish and Hunting Access	<input type="checkbox"/>
Access State Park	<input type="checkbox"/>
Access to National Park	<input type="checkbox"/>
Access to Natural Areas	<input checked="" type="checkbox"/>

Bike Paths	<input checked="" type="checkbox"/>
Highways	<input type="checkbox"/>
Public Transportation	<input type="checkbox"/>
Trails	<input checked="" type="checkbox"/>



CONDITIONS ASSESSMENT

When identifying public access potential for historic and cultural sites, the methodology of significance, location and ownership was applied. However it is necessary to also look at the physical condition of the resources in order to determine the feasibility of rehabilitation. A conditions assessment of each public access site was conducted in order to identify noticeable exterior building conditions and structural deficiencies. Special attention was paid to each building's masonry, cladding materials, roof, windows and foundation. The condition of each property is rated as Good, Fair or Poor.

GOOD A property having little to no visible issues. The property appears to be intact, structurally sound, in use and receiving routine maintenance.

Hobart Street Car Barn

Long Beach Pumping Station

Henry C. Schrage House

Ostermann Monument

Gleason Park Clubhouse

Wicker Park

FAIR A property being in need of repair or rehabilitation. The property appears to show early deterioration of exterior building materials and architectural features. The building is structurally sound and either vacant or occupied

Lake County Fairground

Lake County Tuberculosis Sanatorium

Washington Park

Gateway Park

POOR A property in poor condition is defined as suffering from a large amount of exterior deterioration. The property is suffering from extensive loss of building materials and architectural features. The property is vacant or underutilized and in need of major rehabilitation.

Miller Town Hall

LAKE COUNTY FAIRGROUNDS

FAIR CONDITION

The overall condition of the Lake County Fairground is observed as fair. The assessment looked at the remaining historic buildings and structures at the fairground as identified in the IHSSI.

The 4H or Animal Buildings masonry is in need of repair to correct the loss of mortar and spalling of brick. Windows are in a deteriorated condition with cracked glass and rotted sills. Roofs do not show signs of disrepair, though eaves have peeling paint. Vegetation has grown on parts of the facades.

The Fine Arts Building masonry is in need of repair to correct the loss of mortar and spalling of brick. The masonry also shows efflorescence, primarily on the north façade. The steel windows show signs of rust, cracked mutins, broken glass and vegetation growth. The roof does not show signs of disrepair and the clay tiles appear to be in good condition.

Lake County Sheriff's Building is a frame building with wood clapboard siding. The buildings exterior wood is in need of repair and replacement. There is evidence of missing wood and a crumbling foundation on the west and south facades, respectively.

The Industrial Building's masonry does not show signs of disrepair. Limestone pediments above the entryways need to be cleaned, but are not damaged. Windows show mild cracking on the sills, but do not have broken panes or mutins. The foundation on the northwest side of the building shows evidence of bowing due to settlement or moisture issues. The roof does not show signs of disrepair.

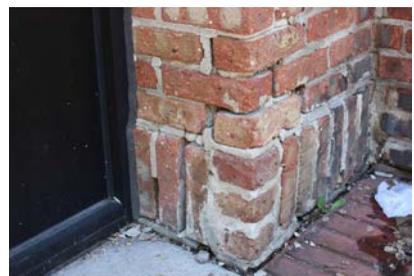
Due to recent rehabilitation, the Grandstand does not display any conditions issues.

The wood structure of the Milroy Covered Bridge shows signs of disrepair. Exterior clapboard on the west elevation is missing and in need of replacement. Damage to the interior wood decking is evident and needs repair. The roof does not show signs of disrepair .



LAKE COUNTY TUBERCULOSIS HOSPITAL SANITORIUM SITE FAIR CONDITION

The overall condition of the Sanatorium site is fair. The assessment looked at the remaining historic structures on the site as identified in the IHSSI. The former Superintendent's Residence is currently occupied. The building does not display any conditions issues. Masonry, roof, and windows are not in disrepair. The former Tuberculosis Hospital is currently in use. The building does not display any conditions issues. Masonry, roof, and windows are not in disrepair. The former Nurse's Home is vacant. The building masonry is in need of repair as there is evidence of mortar loss. The majority of the windows have been restored to their original design. The roof was recently replaced and does not show signs of disrepair, though eaves along the west façade are damaged. The buildings main entrance is in a deteriorated state which includes crumbling steps and vegetation growth.



WICKER PARK GOOD CONDITION

Wicker Park is maintained and accessible to pedestrian and vehicular traffic. The landscaping appears to be maintained and does not show signs of vegetation overgrowth. The roof and windows of the Clubhouse and Concession Building do not show signs of disrepair. However both buildings display small masonry issues. These issues include the need for tuck-pointing of the clubhouse chimney and inadequate water removal along the south façade causing damage to the Concession Building. Additionally the Concession building's foundation shows signs of cracking due to settlement issues.

HENRY C. OSTERMANN MONUMENT

GOOD CONDITION

The masonry of the monument and marker do not show signs of disrepair. The masonry has recently been repaired on both structures and plaques removed for restoration. The terraced steps are overgrown by sediment and vegetation.



MILLER TOWN HALL

POOR CONDITION

The masonry of the building is in need of repair to correct loss of mortar on all façades. The largest example of this is found on the east façade, where the parapet wall has begun to collapse. The roof is not visible to assess condition; however eaves are rusted and severely deteriorated. Windows are in various states of disrepair and show evidence of peeling paint, rotted wood and broken glass.



GATEWAY PARK FAIR CONDITION

The park is maintained and accessible to pedestrian traffic. The landscaping appears to be maintained and sidewalks do not show signs of major cracking and damage. The brick masonry along the fountain areas show signs of age and beginning to collapse. Additionally the fountains do not appear to be in working order and require cleaning. Stairs on the east and west side of the park are also in need of cleaning and repair of masonry. The park does not show evidence of adequate lighting.



GLEASON PARK CLUBHOUSE GOOD CONDITION

Gleason Park is maintained and accessible to pedestrian and vehicular traffic. The landscaping is maintained and the golf course is open to the public. The roof appears to be good condition other than the plaster on the half timbering is failing on the gable roof. Plaster is cracking and chipping, paint on the plaster is also peeling away. Wooden brackets underneath the eaves of the roof are rotting and have failing paint. The brackets need to be replaced and painted. The buildings displays small masonry issues. These issues include the need for tuck-pointing Masonry and mortar. The foundation is cracking due to settlement issues or moisture infiltration. The porch railing has broken and needs to be fixed.

WASHINGTON PARK FAIR CONDITION

Washington Park is maintained and accessible to vehicular and pedestrian traffic. The original structures in the park show evidence of age and are in various states of use. The WPA stone garden does not appear to be functioning and is need of cleaning and repair to allow the removal of stagnant water. Stone benches surrounding the garden show evidence of recent pair, though broken pieces are still visible. Original walkways are still visible throughout the park, though they do not all connect and are partially covered with sediment and vegetation. Additionally original light poles and fixtures still align the walkways, though some are broken and inoperable. WPA constructed benches are found throughout the park; while some have been repaired and reconstructed the remainder show signs of deterioration. Signature buildings of the park appear to be in use and are well maintained. These include: the Lighthouse and Pier, Naval Armory, Washington Park Zoo and Old Lighthouse Museum.



HOBART STREET CAR BARN GOOD CONDITION

The masonry of the building shows signs of disrepair, primarily on the east façade where mortar has started to crack between the CMs (concrete masonry units). The building has a flat roof so the condition is not visible; however windows and doors do not appear to be in need of repair. The foundation of the south façade shows slight cracking mostly due to settlement issues.





THE HENRY SCHRAGE HOUSE GOOD CONDITION

The property is currently being rehabilitated and is in good condition. The roof of the house is in excellent condition. There is no masonry damage, except it could use a cleaning. All windows are excellent condition, although one window on north façade was broken during the site visit, due to theft or to an illegal tenant. The wood work on the porch roof on the south façade has failing paint and rotting wood.

LONG BEACH PUMPING STATION GOOD CONDITION

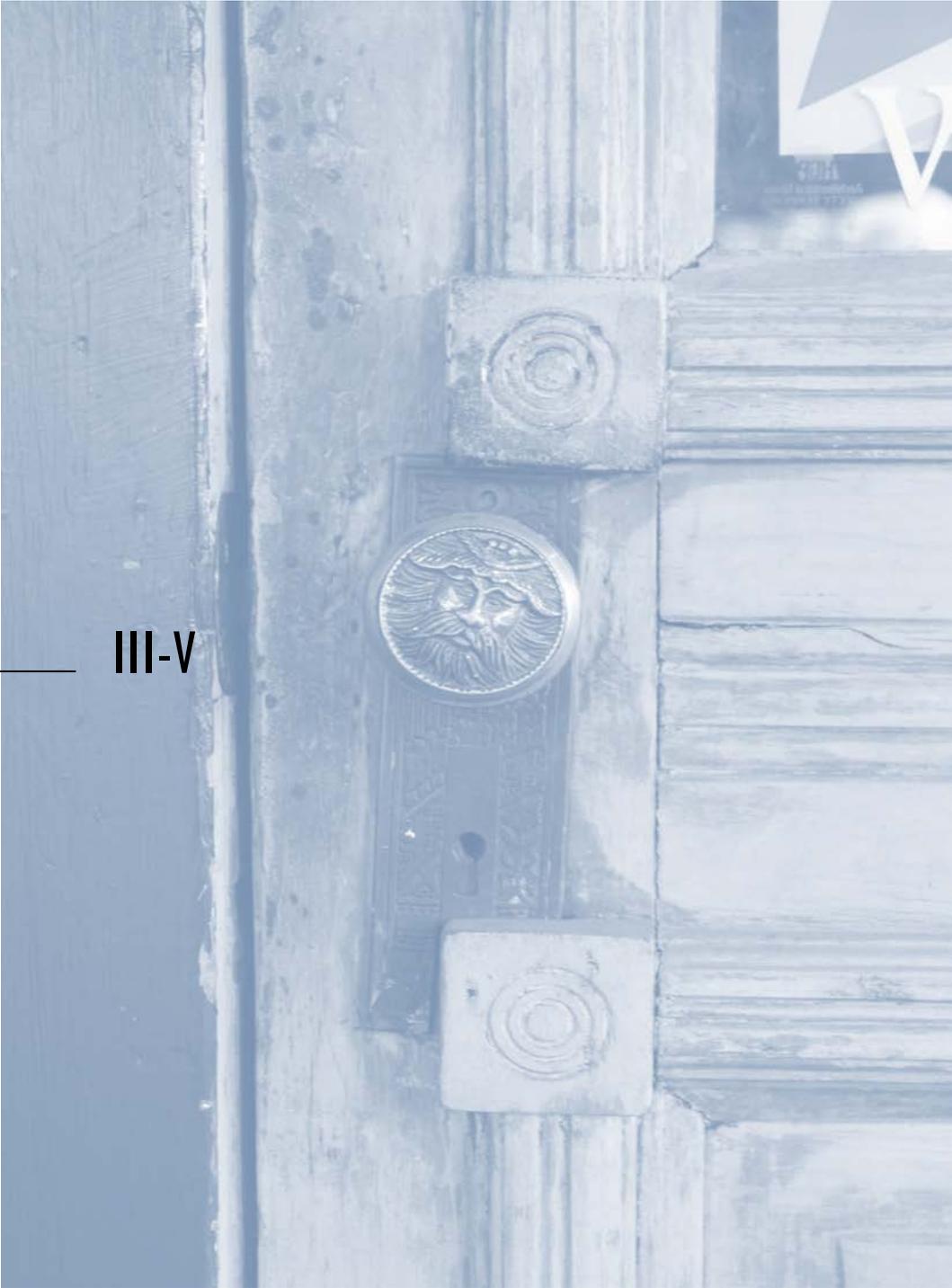
The pump house is vacant and not in use. The building does not display any major conditions issues. Masonry, roof, and windows are not in disrepair.



APPENDIX

Federal, State and Local Agency Resources _____ **III-V**

Sources & References _____ **VI**



Federal, State and Local Agency Resources

<p>Indiana Department of Natural Resources Lake Michigan Coastal Program</p>	<p>402 W. Washington St., Room W267 Indianapolis, IN 46204 (317) 233-0132</p>	<p>State Agency</p>
<p>Indiana Department of Natural Resources Division of Historic Preservation and Archeology</p>	<p>402 W. Washington St., Room W274 Indianapolis, IN 46204 (317) 233-1646</p>	<p>State Agency</p>
<p>Indiana Department of Natural Resources Division of Natural Preserves</p>	<p>http://www.in.gov/dnr/naturepreserve/</p>	<p>State Agency</p>
<p>Indiana Department of Natural Resources Division of Fish and Wildlife</p>	<p>402 W. Washington St. RM W273 Indianapolis, IN 46204 dfw@dnr.in.gov</p>	<p>State Agency</p>
<p>Indiana Historical Bureau</p>	<p>140 North Senate Avenue, Room 130 Indianapolis, Indiana 46204-2296 (317)232-2535 IHB@history.IN.gov</p>	<p>State Agency</p>
<p>Indiana Arts Commission</p>	<p>100 North Senate Avenue, Room N505 Indianapolis, IN 46204 (317) 232-1268 indianaartscommission@iac.in.gov</p>	<p>State Agency</p>
<p>Indiana Office of Tourism Development</p>	<p>One North Capitol, Suite 600 Indianapolis, IN 46204-2288 VisitIN@VisitIndiana.com (800) 677-9800</p>	<p>State Agency</p>

Federal, State and Local Agency Resources

<p>Indiana Department of Environmental Management</p>	<p>Indiana Government Center North 100 North Senate Avenue Indianapolis, IN 46204 (317) 232-8603 http://www.in.gov/idem/index.htm</p>	<p>State Agency</p>
<p>National Oceanic and Atmospheric Administration</p>	<p>1401 Constitution Avenue, NW Room 5128 Washington, DC 20230 http://www.noaa.gov</p>	<p>Federal</p>
<p>U.S. Department of the Interior National Park Service (NPS)</p>	<p>1849 C Street NW Washington, DC 20240 (202) 208-6843 www.nps.gov</p>	<p>Federal</p>
<p>Northwestern Indiana Regional Planning Commission (NIRPC)</p>	<p>6100 Southport Road Portage, IN 46368 (219) 763-6060 www.nirpc.org</p>	<p>Regional Agency</p>
<p>Northwest Indiana Regional Development Authority (RDA)</p>	<p>9800 Connecticut Drive Crown Point, IN 46307 (219) 644-3500</p>	<p>Regional Agency</p>
<p>Indiana Landmarks Northwest Field Office</p>	<p>541 S. Lake Street Gary, IN 46403 (219) 947-2657 www.indianalandmarks.org</p>	<p>Not-for-Profit</p>
<p>Alliance for the Great Lakes</p>	<p>150 N. Michigan Ave., Suite 700 Chicago, IL 60601 (312) 939-0838</p>	<p>Not-for-Profit</p>

Federal, State and Local Agency Resources

Save the Dunes	444 Barker Road Michigan City, IN 46360 (219) 879-3564 www.savedunes.org	Not-for-Profit
Indiana Dunes Tourism	1215 N State Road 49 Porter, Indiana 46304 (219) 926-2255 www.indianadunes.com	Not-for-Profit
Southshore Convention and Visitors Authority	7770 Corinne Drive Hammond, IN 46323 (219) 989-7979	Not-for-Profit
LaPorte County Convention & Visitors Bureau	Marquette Mall 4073 S Franklin St Michigan City, IN 46360 (219)872-5055	Not-for-Profit

Sources & References

BOOKS, DOCUMENT, REPORTS

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Sergio Mendoza: Images of America: Hobart
Kenneth J. Schoon: Calumet Beginnings
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Indiana Historic Sites and Structures Inventory, Porter County
Indiana Historic Sites and Structures Inventory, LaPorte County
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The Marquette Plan, 2015
Northwest Indiana Regional Greenways & Blueways Map, NIRPC

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http://www.waymarking.com/waymarks/WMD5CT_H_C_Ostermann_Ideal_Section_Sauk_Trail_Memorial_Dyer_IN
Gary - "America's Magic Industrial City" - <http://www.chameyer.net/maher.html>
Indiana Department of Natural Resources, Lake Michigan Coastal Program - <http://www.in.gov/dnr/6034.htm>
Indiana Department of Natural Resources - <http://www.in.gov/dnr/>
Indiana Department of Natural Resources, Division of Historic Preservation and Archeology <http://www.in.gov/dnr/historic/>
Northwest Indiana Regional Planning Commission - www.nirpc.org
National Park Service - www.nps.gov
Indiana Department of Natural Resources, State Historic Architectural and Archeological Research Database - <https://secure.in.gov/apps/dnr/shaard/welcome.html>
Indiana Department of Natural Resources, State Historic Architectural and Archeological Research Database GIS Access - <https://dnrmmaps.dnr.in.gov/apps/shaardgis/>

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2015