

Executive Summary

The Marquette Plan : The Lakeshore Reinvestment Strategy

january 2005

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INTRODUCTION

Along the south shore of Lake Michigan, just east of the Illinois-Indiana state line, lies an unparalleled challenge - and opportunity. Along Indiana's lakeshore is an opportunity for the rebirth of a region looking for a way back to a livable lakefront. The Marquette Plan, a collaboration between the lakeshore communities of East Chicago, Gary, Hammond, Portage and Whiting, Indiana Department of Natural Resources (IDNR) and the office of Congressman Pete Visclosky, is focused on creating a catalyst for such a rebirth through reinvestment along a twenty-one mile segment of Indiana's Lake Michigan shoreline.

At the heart of this effort is a green ribbon of connected dune and swale landscapes, river corridors, lakes, beaches, reclaimed industrial canals and a range of diverse habitat that provides the natural counterpart to the industrialized brownfield setting that has dominated for the past century. It connects local parks, state parks and lands within the Indiana Dunes National Lakeshore with the over 250,000 residents within the sixty square mile study area and the millions that visit and travel through it each year, including thousands of resident and migratory species of birds, fish and other wildlife. And connecting it all are miles and miles of trails, including nature trails, bike trails, boardwalks, riverwalks and water trails, many of which follow Native American routes and glacial landscapes established long ago.

This is much more than a traditional trail-focused greenway plan, however, but rather a comprehensive land use vision intended to create a lasting legacy that is community-based, action-oriented and geared to achieving tangible quality of life improvements along the Lake Michigan shoreline and beyond. The Plan recognizes that the environs must be addressed before any trails are built to ensure long-term sustainability. Issues of incompatible land uses, air and water quality, over-designed physical infrastructure that severs habitat and community fabric and countless other barriers must be addressed. It's a plan about balance - between nature and industry, between public access and privacy, between old jobs and new economies, between redevelopment and restoration and between heritage and a new way of life. If parks are the "lungs of the city" as many have indicated then the Marquette Plan represents the veins bringing a healthier, more prosperous way of life to the heart of each community.



Map of Project Area

The plan capitalizes on green space linkages, improved infrastructure and resulting community enhancements to lay a framework for reinvestment in a changing landscape of massive, once thriving industrial entities and the communities impacted by their decline. The plan establishes a series of achievable short-term demonstration projects for each community guided by a compelling long-term vision intended to charge and unite the many stakeholders in the region. And to ensure immediate action, short-term initiatives will become legislation, guided by the Congressman, to bring funding and key political support.

In summary, the Marquette Plan aims to:

- *Recognize Lake Michigan as the most important asset in our own survival - from drinking water to climate to property value;*
- *Increase public shoreline access from approximately 33 percent today to over 75 percent in the future and provide generous minimum setbacks for new development to ensure this access;*
- *Establish physical, social and economic connections, including a continuous trail network linking people to the lake, features along it and to each other;*
- *Change perceptions of the lakefront and the lakefront communities as a destination and a place that attracts new residents and new investment;*
- *Recognize a changing economy in the region and capitalize on new opportunities such as technologies associated with the remediation and re-use of industrial brownfield properties that could result in a campus of new employers with this focus, referred to as "Remediopolis" in this study;*
- *Leverage available resources, including political resources that span city, county and state boundaries to broaden the pool of funds and support needed to achieve the vision;*
- *Continue and expand the partnerships that are necessary to achieve the vision, including an effective management and funding structure to ensure*



View of Lake Michigan from Aquatorium at Marquette Park in Miller

long-term success and preservation of the vision;

- Plant the seed so the plan becomes a rallying cry for change and the process lives on.

Key Achievements of the plan include over ten miles of reclaimed, publicly accessible lakeshore with up to 2,500 acres of voluntarily reclaimed land for parks and open space and nearly one hundred miles of land and water based trails that connect to miles of the Indiana Dunes National Lakeshore to the east and Chicago's twenty-three-mile green ribbon of parks to the west. The plan achieves approximately 1,500 acres of reclaimed industrial brownfields and underutilized lands for economic development including tax based diversification to ease the burden on area homeowners and new job creation in existing and new employment fields. Finally, the resulting air and water quality, buffers between incompatible uses, reconnected communities and renewed interaction with the lake will achieve an elevated value of life for the everyday resident, employee or visitor of the region.

In the end, the Marquette Plan is about reinvesting in the lakeshore and the future envisioned in the Plan illustrates key, catalytic actions that are critical in this effort. In a region that is losing population, losing jobs and losing its identity in the process we haven't lost sight of our greatest resource - Lake Michigan. It is our drinking water, our climate, our economy, our scenery...our lifeline. Because of the vision and collaboration of leaders like Congressman Visclosky, IDNR and the cities of East Chicago, Gary, Hammond, Portage and Whiting, as well as the passionate residents and stakeholders that have never given up hope, we have chosen to reclaim it, cherish it, nurse it and its tributaries back to health and ride it back to prosperity. Chicago has a motto for their lakefront... "Forever Open and Clear". For Northwest Indiana it's a Livable Lakefront.

PROCESS

In the late 1980's the Mayors of the cities of East Chicago, Gary, Hammond, Portage, Whiting and Michigan City set up the Lake Michigan Marina Development Commission with the goal of recapturing some of our valuable shoreline for public access, recreation and boating uses.

This commission was the predecessor of the Shoreline Development Commission that was created and will soon be funded as the primary tool to advance this plan. Three of the five communities successfully constructed or expanded public marinas and increased access to the Lake's resources through the Marina Development Commission and a general shift began as acres upon acres were reclaimed for public use along the Indiana shoreline.

This philosophical shift culminated in 1985 with Congressman Visclosky's visionary "Marquette Plan" that raised the bar for what a twenty-first century Indiana lakeshore should be, including setting a goal of seventy-five percent public lakeshore access, minimum setbacks and standards for new lakefront developments, rail consolidation and impact zones to establish the highest and best uses for the lakefront. The quality of life envisioned in Congressman Visclosky's bold vision would tap our most valuable resource, Lake Michigan, as our greatest opportunity to overcome our greatest challenge in redefining the region. Quality of life and economic prosperity must once again come from its water. The Congressman recognized that reclaiming our lakeshore is a task that may take many years to achieve, but project-by-project, link-by-link, jewel-by-jewel it will be achieved and the Marquette Plan is a framework to direct the process.

This plan is the result of over twenty-years of thought and discussion, culminating with an eight-month public planning process that began with a Memorandum of Understanding between the cities of East Chicago, Gary, Hammond, Portage and Whiting to act as one voice in decision-making and fundraising. It is also the product of years of tireless efforts by the Congressman to bring industry, regulatory agencies and countless special interest groups to the table for open dialog about re-use of unneeded industrial property to benefit everyone in the region. A Working Group, comprised of representatives from each city, appointed by their Mayors, along with representatives from Indiana Department of Natural Resources and

Congressman Pete Visclosky's office was established to select a planning consultant team, direct the project and provide leadership to the planning team.

The process included:

- Extensive field analysis and review of available background data to gain a thorough understanding of the study area;
- Five public visioning meetings, geographically distributed throughout the 21-mile study area for maximum representation;
- One public review meeting at the draft plan and alternatives stage;
- One public presentation at the final draft plan stage;
- The input of over 80 stakeholder groups interviewed in one-on-one or focus group format during the process and hundreds of citizens that attended public workshops in each of the five cities whose comments were recorded in meeting notes, letters, e-mails, faxes, phone messages and comment cards from public meetings;
- Stakeholder follow-up including a work session between major industries and regulatory agencies responsible for environmental quality and potential remediation; and
- The creation of a project clearing house at Purdue University-Calumet that will include a project website and archives of project background and public input data.



Field analysis visit by Planning Team - BP lakefront parcels



Public visioning meeting at Ora L. Wildermuth Library - Miller



Stakeholder group interviews at Gary/Chicago Airport

VISION & PRINCIPLES

In order to establish a framework for the more detailed maps and recommendations included in this study, the following vision statement and guiding principles were developed and reviewed with the general public at the first public meetings. They were intended to be broad yet address the key issues facing the region. Upon their acceptance, they were used to guide the more detailed planning and were used as a litmus test when determining the effectiveness of the specific recommendations in this plan. They should also be used to ensure that the spirit and intent of this plan is preserved as it is implemented over time.

The Vision

Create a Livable Lakefront

- Live, Work, Play & Stay
- Environmental, Economic & Social Sustainability
- Mixed Uses/New Uses
- Think & Act Strategically: Be Pro-active

The Principles

1. Showcase Our Heritage

- Industrial
- Natural
- Community & People
- Tourism

2. Redefine the Edges

- Increased Recreation, Circulation & Population
- An Accessible Lakefront (Public/Multi-Modal)
- Mixed Use (Including New Job/Investment Centers)

3. Bridge the Gaps

- Span Physical, Political & Trust Gaps
- Create National Lakeshore Communities
- Leverage Existing Assets/Resources/Initiatives
- Overcome Regulatory Hurdles
- Blur the Edges

4. Preserve, Protect & Enhance Environmental Systems

- Lake Michigan Frontage, Stream & River Corridors
- Dune & Swale Complexes
- Remnant Natural Areas on Industrial Lands
- Watersheds & Viewsheds

5. Protect & Cherish Our Drinking Water

- Recognize the value of Lake Michigan as the region's drinking water source

6. Formulate an Effective Management & Funding Strategy

- Inter-Governmental Cooperation
- Direct Lakefront Revenues to Lakefront Improvements
- Adopt Development Standards in Cities' Ordinances
- Public-Private Partnerships

FRAMEWORK PLAN OVERVIEW

Based on the direction that was supported by public input and validated by the Working Group, Mayors and stakeholders, the planning team developed a land use "Framework Plan" that builds upon the vision statement and principles and guides more detailed design and decision making that will follow this study. It literally provides the framework for the Marquette Plan's realization.

In order to illustrate specific recommendations more clearly, the Framework Plan was separated into a series of layers that illustrate key project systems. They include:

1. *Industry and Infrastructure Framework*
2. *Motorized Transportation Framework*
3. *Greenways Framework*
4. *Multi-Use Trails Framework*
5. *Community Investment Framework*

Each framework illustrates recommendations specific to that system (i.e. new park areas in the Greenway Framework) both graphically and through a series of written recommendations. When combined, they represent the Composite Framework, the first map in this section.

COMPOSITE FRAMEWORK

This map illustrates the composite land use strategy envisioned for the Marquette Plan study area. It illustrates the desired mix of existing and refined land uses and a set of general recommendations that represents the long terms vision for the lakeshore communities.

1. INDUSTRY AND INFRASTRUCTURE FRAMEWORK

This framework illustrates potential land use changes to existing industrial properties that are intended to improve the viability of the lakefront for industry and the general public. It highlights lands suitable to be reclaimed for alternative uses such as parks or mixed-use developments to diversify the tax base and those that could be consolidated to improve the function of existing business and improve their integration into their surroundings.



Re-use opportunity at (Former) ISG plant in East Chicago (photo credit: Kay Nelson)

Finally, it identifies public and private infrastructure such as industrial water purification plants that could be consolidated, shared and relocated off the lakefront to a more suitable location for all interests.

The end goal of this framework was to cluster compatible uses together to maximize operational efficiencies (i.e. consolidated petroleum "tank bank" near BP Amoco facilities to create a consolidate oil-related industry campus), minimize conflicts between incompatible uses (i.e. residential next to heavy industry) and to determine the highest and best use for Northwest Indiana's most important resource - its lakefront.

2. MOTORIZED TRANSPORTATION FRAMEWORK

This framework outlines a series of roadway and rail recommendations intended to improve connections to the lakefront, between and within the lakefront communities and to regional destinations, from streetscape enhancements to spur economic development in "main street" areas such as the Miller section of Gary to enhancements to major highways like I-90 and I-65 intended to improve aesthetics and community access to them. They include a renewed look at large-scale infrastructure that was designed to serve a past need, such as sections of Cline Avenue that could be re-routed and set at a more appropriate height to still provide the safe and efficient grade separated commerce traffic it does today while better serving industry and integrating into the surrounding community.

This framework recommends the designation of a "Scenic Byway" along U.S. 12



Elevated section of Cline Avenue over Indiana Harbor Ship Canal

in an attempt to establish and preserve high quality aesthetics, views and settings while tapping potential funding sources to achieve this agenda. Finally, this framework includes rail-related recommendations including the consolidation of redundant rail lines where possible, mass transit expansion and station enhancements to allow bike riders to use transit and to foster economic or "Transit Oriented Development" (TOD) around existing South Shore commuter rail stations.

3. GREENWAYS FRAMEWORK

Northwest Indiana is blessed by a host of wonderful natural resources, including Lake Michigan, the Grand and Little Calumet Rivers and a diversity of landscapes associated with these water features. It is also home to an historic regional landscape tied to the formation of the Great Lakes and glacier activity including the lake-plain that was primarily vegetated dry sandy ridges alternating with marshy swales and inter-dunal ponds (Dune and Swale) prior to human European development. Human development in the project area has greatly altered the landscape as well as the natural processes such as fire, surface water flow, and hydrology but the remaining natural areas include globally rare ecosystems such as Dune and Swale and Oak Savanna. As one travels east, towards the Indiana Dunes National Lakeshore, the park and open space system has been structured to protect and capitalize on this "green infrastructure" that provides area residents with the restorative spaces necessary for a healthy mind, body and spirit. This is not always the case further west but positive examples and opportunities do exist. These natural spaces also provide an excellent complement to the "built" environment of



Lakefront Sanctuary on the Hammond lakefront

industry, transportation and mature community centers.

The greenway framework capitalizes on this green infrastructure to create a ribbon of landscapes and cultural features that are indicative of the region and intended to be places for people to visit, recreate and celebrate the magnificent lakeshore setting. From pristine natural settings to industrial heritage campuses to reclaimed industrial properties projecting nearly one mile into Lake Michigan, the greenway connects people to their environment, to their past and to each other in a one-of-a-kind setting of natural and working waterfront heritage. Finally, it provides the setting for the extensive trail network outlined in the multi-use trails framework and focuses on open public access to every lakefront treasure, be it a reclaimed industrial peninsula or a public bird sanctuary where future ecologists are born through class trips and family outings.

4. MULTI-USE TRAILS FRAMEWORK

The multi-use trails framework consolidates a myriad of trails that are either in existence today or on the drawing boards of state, county and/or local entities onto a single map. These are paired with new connections based on this plan's proposed land use patterns to create a single comprehensive trail network. This plan is not intended to show the exact location or alignment of trails but rather key corridor connections to augment the greenway network envisioned in this plan. It includes nearly one hundred miles of trails, including nature trails, bike trails, boardwalks, riverwalks, water trails and unimproved trails along existing public beach right of ways. These trails will link greenspaces



Multi-use trail in National Lakeshore (West Unit)

together and link communities to the lakefront and to each other. They will also link to the regional land and water trail networks in the region, including Illinois' extensive water trail network that utilizes the lakeshore, creeks and rivers.

Despite this extensive trail yield, it's important to note that this is more than a traditional trail-focused greenway plan and one must recognize that the environs must be addressed before any trails are built to ensure long-term sustainability. Yes, trails will be a key component but they must be part of a larger corridor that includes places of unmatched beauty and an awe-inspiring working waterfront, and vibrant neighborhoods from end to end. They must be trails that are safe, trails that connect existing and new destinations and trails that are destinations upon themselves.

5. COMMUNITY INVESTMENT FRAMEWORK

Each of the lakefront communities in the study area is fortunate to have a solid stock of residential neighborhoods, commercial centers, streetscapes, transit stations and numerous architectural treasures that anchor the community. While it is true that the decline of the local economy and some unsympathetic infrastructure projects have taken their toll on portions of each community, the existing urban fabric that remains provides a solid foundation for the type of reinvestment needed for future prosperity.

The intent of this framework is to illustrate the potential community reinvestment benefits associated with the Marquette Plan's land use strategies.



Neighborhood in Whiting

Approximately 1,500 reclaimed acres could be made available for redevelopment that could include new and reconnected neighborhoods, rejuvenated commercial districts, new parks and opportunities for new mixed-use development to bring the types of amenities that anchor viable communities. This in turn could broaden the local tax base to provide needed tax relief for area residents and an improved environment by providing separation and buffers between incompatible uses such as homes and heavy industry. The sub area plans included in this study for lakefront redevelopment areas in Hammond, Whiting and Gary and canal/river development areas in East Chicago and Portage illustrate the potential community yield associated with this plan.

Finally, this plan recognizes the South Shore commuter rail stations in each city as potential economic catalysts for the community, through the growing national practice of Transit Oriented Development (TOD). This is particularly compelling in the Miller section of Gary at Lake Street and in Portage where a proposed marina community development is adjacent to an existing South Shore Station and a proposed riverwalk that would connect residents to the lakeshore at the confluence of Burns Waterway and Lake Michigan on sixty acres of recently reclaimed public open space.



Legend

	Major Roadway		Expanded Airport Boundary
	Scenic Byway Designation & Related Improvements to Existing Roads		Water Body
	New Scenic Byway		Proposed Open Space
	Elevated Road Removal		Existing Open Space
	Rail Corridor		Consolidated Industrial Use
	Water Trail/Features		Relocate Infrastructure
	Shipping Access		Heritage Campus
	South Shore Station		Community (Existing)
	New Bridge		Redevelopment Area
	Multi-Use Trail (Existing)		Transit Oriented Development
	Multi-Use Trail (Proposed)		Lakefront Learning Campus
	Un-improved Trail in Public R.O.W		Main Street Development
			Boat Marina

Notes:
 1. This map illustrates general location and routing of potential improvements and is not intended to show the exact alignment or size of improvements.
 2. This map has been prepared with the data as was made available by various sources (including the Cities of E. Chicago, Gary, Hammond, Portage, Whiting and Indiana Dept. of Natural Resources).

General Policy Recommendations

1. Industry & Infrastructure

- Retain but relocate when possible, viable industrial uses along the waterfront to new locations to maximize waterfront utilization and business vitality.
- Develop a strategic voluntary property revitalization process.
- Return underutilized industrial and public infrastructure properties to both public and private use without causing job loss.
- Relocate non-essential infrastructure off the lakefront and strive for fewer, shared facilities where possible.
- Upgrade utility infrastructure to improve water quality including elimination of combined sewer overflows (CSOs) by separating sanitary and storm sewers.
- Promote renewable energy alternatives.
- Promote research and development in areas related to non-native species control, re-vegetation of brownfield properties, bioremediation and specialized restoration techniques in contaminated habitats.
- Form a regulatory team focussed on NW Indiana from the local/state and federal agencies that oversee the study area for expeditious handling of the land transfer process.
- Achieve balance between public access and homeland security requirements along industrial and infrastructure properties.

2. Motorized Transportation

- Consider methods to reduce transportation related physical barriers to lakeshore access and views.

- Promote T.O.D.'s at existing commuter rail stations.
- Establish U.S. 12 as a scenic/historic by-way.
- Promote federal, state, regional and local cooperation for the implementation of Marquette Plan transportation initiatives.
- Provide numerous, safe pedestrian and vehicular access points across the railroad tracks for better public access to the lakefront.
- Maintain and expand bus and rail services to better link neighborhoods, downtown areas and the region with the lakefront.
- Maintain domestic and international commercial shipping on the lakefront in controlled locations.
- Enhance and maintain existing north-south physical waterfront connections, while creating many new north-south connections.
- Reduce any negative visual impacts of major interstate highways adjacent to neighborhoods and lakefront.
- Promote rail consolidation as it is critical to transportation and development projects proposed within the corridor.

3. Greenways

- Recapture 75% or more of the shoreline for free public access.
- Recognize that Lake Michigan and the associated environs, such as the dune and swale and river systems, are great regional resources deserving protection, enhancement and sustenance.
- Protect and maintain all quality natural areas in the study area which are critical to the preservation and enhancement of the existing environmental systems.
- Acquire and enhance additional natural areas to form connections

- and corridors of biodiversity.
- Provide buffers around natural areas to help protect them from degradation.
- Focus regional natural resource damage settlement funds in the study area to help expand and form connections between existing protected natural areas.
- Promote the use of Best Management Practices (BMP's) in the region for stormwater treatment.
- Promote the use of Integrated Pest Management (IPM) in the study area to reduce inputs of fertilizers and pesticides.
- Encourage balanced recreation, interpretation and educational opportunities related to natural systems and resource conservation in the Marquette Plan Study area. Strive to balance human use and natural system protection.
- Encourage demonstration projects using BMP's, wastewater treatment wetlands, etc.
- Expand and maximize public opportunities to "reach the water" along public promenades, overlooks, beaches, marinas and breakwaters.
- Construct public amenities at waterfront attractions throughout the district including: restrooms, water fountains, bike racks, picnicking facilities and playground equipment.
- Develop shoreline edge treatment program for wave attenuation and habitat enhancement.
- Enhance and expand opportunities for shoreline fishing.
- Improve waterfront environment to create a biodiversity corridor.
- Implement marina design standards for visual enhancement and

- public access along the waterfront while maintaining dock security.
- Honor regulations already in place when considering improvements in or around conservation easements, nature preserves and other regulated natural areas.

4. Multi-Use Trails

- Create, enhance and maintain 21 miles of continuous trail along the shoreline and develop the various community supported trail systems; including waterways and greenway systems.
- Create a diverse trail network with varying materials, sizes and character incorporating trailheads, viewing areas, interpretive areas and activity nodes along the entire network.
- Create an extensive water trail system that links to Illinois water trail network.
- Integrate trail linkages into all new and renovated roadway related infrastructure projects.
- Encourage off-street trails (including conversion of abandoned rail/road corridors for trails) with enhanced environs wherever possible to support the existing/proposed on street trail network.
- Connect trails in the study area to the regional system of trails.

5. Community Investment

- Diversify the tax base by attracting a mix of uses to relieve the tax burden faced by communities in the study area.
- Require a setback of 200 feet (minimum) from the shoreline for any

Composite Framework

- new structures or facilities, not integral to public access or use.
- Establish sensitive development guidelines for land suitable for redevelopment that is sensitive to specific lakefront settings.
- Encourage the development of open space and public places within new and existing lakefront neighborhoods.
- Provide safe and convenient public access to proposed and existing park space.
- Capture under-utilized land for positive development and open space opportunities.
- Maximize land values by outlining appropriate density patterns for new lakefront and neighborhood development.
- Capitalize on Transit Oriented Development (T.O.D) opportunities for new lakefront and neighborhood development.
- Incorporate mixed-use development, such as ground floor commercial, with residential/office uses, when new development fronts commercial vehicular corridors.
- Encourage ancillary environmental enhancements such as green buildings, recycling, energy efficiency, pollution reducing infrastructure improvements, etc.
- Build cooperative partnerships with municipalities, schools, governmental entities, environmental groups and schools/colleges to foster environmental education and preservation/restoration.
- Encourage local Universities to integrate the unique ecosystems and natural features of the study area into science curriculum.

Legend

	Major Roadway		Expanded Airport Boundary
	Elevated Road Removal		Water Body
	Rail Corridor		Consolidated Industrial Use
	Shipping Access		Relocate Infrastructure & Re-use property
	New Bridge		Re-use of Industrial property

0 0.4 0.8 1.2 Miles
0 625 1250 2500 Feet
North

Notes:
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Industry & Infrastructure Framework

Recommendations

Privately Owned Opportunities

- 1. State Line Energy**
 - Investigate feasibility of relocation/removal of facility.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace and/or mixed-use development.
- 2. BP Lakefront Parcels including Water Purification Facility**
 - Investigate feasibility of relocation/removal of water purification facility.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace, and light commercial (except at water purification facility).
 - Create connection to (former) ISG beach to expand Whiting Park.
- 3. Ispat Inland (Including Former ISG)**
 - Investigate opportunities for consolidation of active infrastructure.
 - Determine feasibility of reuse of available parcels.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses,

- 4. Tank Farm Bank Consolidation**
 - Investigate opportunities for consolidation of active infrastructure to improve efficiency and to free under-utilized parcels for re-use.
 - Determine feasibility of reuse of available parcels.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace, commercial, museums, and residential.
- 5. U.S. Steel - Gary Works**
 - Investigate opportunities for consolidation of active infrastructure.
 - Determine feasibility of reuse of available parcels and public access easements to lakefront parcels.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace, commercial, museums, and residential, research & development, and light industrial.
- 6. U.S. Steel - Midwest & Port of Indiana**
 - Investigate opportunities for consolidation of active infrastructure.
 - Determine feasibility of reuse of available parcels.

- 7. Northwest Indiana Casino Facilities**
 - Cooperatively work with current casino owners to maximize public access and use of recreational opportunities in or around existing facilities.
 - Recognize and support the potential re-use opportunities at each location should gaming operations discontinue in northwest Indiana.
 - Explore "off-lake" locations such as the Indiana Harbor Ship Canal for future casino facilities should they be developed and/or relocation and consolidation of existing casino facilities.
- 8. Rail Consolidation**
 - Consolidate rail lines where possible to free under-utilized parcels for re-use.

- 9. Hammond Water Works Facility**
 - Investigate long-term capital investment into current facility and feasibility of relocation of facility.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace, commercial and residential.
- 10. Consolidated Shipping Terminal**
 - Consolidate all shipping related activities in a single location to improve efficiency and to free under-utilized parcels for re-use.
- 11. East Chicago Water Works**
 - Investigate long-term capital investment into current facility and feasibility of relocation of facility.
 - Based on feasibility investigation implement "Voluntary Property Revitalization Process."
 - Acceptable re-uses could include recreation related uses, greenspace, commercial and residential.
- 12. Gary Airport Expansion**
 - Coordinate concepts of the Marquette Plan into the Gary Airport Master Plan to maximize public use, and environmental restoration goals.

- #### Voluntary Property Revitalization Process
- A critical element of the Marquette Plan's implementation will be the redevelopment of key parcels highlighted for a land use change in the plan, based on the process outlined below:
- Step 1** Establish voluntary partnership with property owners sharing the Marquette Plan goals. If a "Go", proceed to Step 2.
 - Step 2** Weigh Environmental Assessment vs. Planning Goals
 - Determine Environmental Assessment costs.
 - Establish financing plan (possibly including private, public, and tax increment financing components).
 - Evaluate financial & non-financial (jobs, quality of life, etc.) return on investment.
 If a "Go", proceed to Step 3.
 - Step 3** Real Estate Transaction (purchase, donation or easement). If a "Go", proceed to Step 4.
 - Step 4** Project Implementation.



Legend

	Major Roadway		Expanded Airport Boundary
	Scenic Byway Designation & Related Improvements to Existing Roads		Water Body
	New Scenic Byway		Transit Oriented Development
	Elevated Road Removal		Lakefront Learning Campus
	Rail Corridor		Main Street Development
	Water Trail/Features		Boat Marina
	Shipping Access		
	South Shore Station		
	New Bridge		

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Recommendations

1. Hammond/Whiting/East Chicago/Gary Rail Consolidation

- Coordinate rail consolidation concepts with the respective jurisdictions and the Rail Consortium for advancement of the Marquette Plan objectives and project opportunities.
- Environmental assessments of the rail corridors will be necessary prior to reuse for recreational purposes.

2. Whiting Park Access Improvements

- Provide improved pedestrian and vehicular access to the park via Front Street, Schrage Avenue, and 119th Street.
- Develop Front Street access with a thematic, gateway concepts including landscape, signage and buffers.
- Connect Lake George Trail to Whihala Beach Trail by way of Standard Diamonds Park, Front Street and Whiting Park.
- Create improved vehicular/trail shoreline access to the east utilizing rail consolidation or relocation.

3. New (Former) ISG/Ispat Inland Access Bridge

- Provide access to both (former) ISG and/or Ispat Inland facilities via a new bridge structure and ramps on Riley Road north of Dickey Road and evaluate the options for the reuse or removal of the current ISG bridge.
- Coordinate discussions between impacted industries, state agencies, and local jurisdictions to form an implementation plan.
- Conduct INDOT related studies including financing options.

4. N/S Cline Avenue Corridor and Greenway Study

- Expand the INDOT scope of work for the proposed Cline Avenue Environmental study to incorporate concepts of the Marquette Plan.
- Consider greenway and trail concepts within the corridor as future improvements.
- Consider modifications to the existing Cline Avenue access to Ispat Inland, Pastrick Marina, Casino and Jeorse Park.

5. E/W Cline Avenue Grade Separation or Relocation Alternatives Study

- Evaluate concepts to minimize the negative impacts of the E/W portion of Cline Avenue which acts as a barrier between much of the existing residential area and the lakeshore.
- Conduct a study to determine the feasibility of realigning and lowering the elevation of the the E/W section of Cline Avenue from its current elevation and alignment for community development benefits.
- Conduct a cost/benefit analysis for rehabilitation vs. relocation of the structure.

6. Indiana Toll Road (I-90) and Cline Avenue Airport Interchange

- Conduct Environmental study for reconfiguration of the Cline Avenue Toll Road Interchange for direct access to the airport.

7. Gary Airport Expansion Master Plan and U.S. 12 Relocation

- Integrate Marquette environmental and transportation projects into the Gary Airport Master Plan guidelines.
- Coordinate with the Airport Authority for the relocation of U.S. 12 to the north along the shoreline.
- Incorporate U.S. 12 relocation as part of the proposed scenic byway part of the Marquette Plan.

8. Tennessee Street Access Improvements to USS East Development

- Coordinate with USS and the City of Gary for access improvements along the Tennessee Street Corridor to the proposed USS East End Development.
- Conduct required studies and designs for development of a gateway streetscape plan for the improved access.

9. I-65 Access Ramps to USS East Development Area

- Potential exists to access the USS East End Development from a location near I-65 and U.S. 20.
- Coordinate with USS, The City of Gary, and INDOT for development of a conceptual access plan.
- Perform required environmental studies and designs following INDOT procedures.

10. Lake Street/ Marquette Park Streetscape Project

- Expansion of the Lake Street streetscape north to Marquette Park provides the opportunity to create a gateway to the lakeshore.
- Develop a master plan, streetscape design and construction plan to tie the downtown Miller area to the lakeshore.

11. County Line Road Shoreline Access Improvements

- Potential exists for enhanced access to the lakeshore at Lake/Porter County Line Road.
- Develop concept plans for access and parking improvements at this location.
- Conduct required environmental studies, land acquisition and designs for development of this location.

12. Portage Lakeshore Park Access Project

- Prepare a park master plan and vehicular/trail access plan to the proposed facility.
- Coordinate with private sector, local, state and federal partners for access safety, berming, and landscaping improvements.
- Conduct environmental, planning and design concepts for waterfront access.
- Develop long-range vision for improving access and connectivity between Portage north and south of I-94.

13. U.S. 12 Scenic/Heritage Byway Study

- Coordinate with the local jurisdictions, regional planning, INDOT and federal agencies for the promotion of conversion of U.S. 12 to a designated scenic/heritage by-way.
- Conduct feasibility analysis, environmental studies and design for enhanced streetscape improvements.
- Promote inclusion of trails, landscaping, scenic overlooks and improved lake access into corridor.

14. Transit/Tourism Oriented Development (TOD) South Shore Stations

- Integrate rail/bus service modifications to improve public access throughout the lakeshore communities.
- Link various modes of transportation with NICTD transit facilities at Hammond, East Chicago, Gary, Miller, and Ogden Dunes Stations.
- Prepare Transit/Tourism Oriented Development Plans at each station location which integrate principals developed by the Marquette Plan.
- Promote rail transit infrastructure improvements that facilitate carrying of bikes throughout system.

South Shore Expansion

- Connect existing rail transit with proposed South Shore expansions in the region.

Motorized Transportation Framework

Legend

	Scenic Byway Designation & Related Improvements to Existing Roads		Water Body
	New Scenic Byway		Proposed Open Space
	Water Trail/Features		Existing Open Space
	Multi-Use Trail (Existing)		Boat Marina
	Multi-Use Trail (Proposed)		Label (Typical)
	Un-improved Trail in Public R.O.W		

Scale: 0 1/4 1/2 1 Mile / 0 625 1250 2500 Feet

Notes:
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2. This map has been prepared with the data as was made available by various sources (including the Cities of E.Chicago, Gary, Hammond, Portage, Whiting and Indiana Dept. of Natural Resources).



Recommendations

1. Lakefront Sanctuary

- Create a Master Plan balancing need for public use & conservation.
- Implement proposed long term plan for vegetation enhancement & public interpretive trail system, per existing conservation easement.
- Create buffer between sanctuary and any development towards the south. Any new development should consult with environmental experts to minimize adverse impacts on the sanctuary.
- Connect with existing/proposed trails in the vicinity at controlled points.

2. Wolf Lake

- Investigate water connectivity to Illinois portion, Lake Michigan and Indiana Harbor Ship Canal for water based recreation trails.
- Coordinate with Illinois to formulate a common lake management policy.
- Create additional hiking/biking trails around Wolf Lake to connect with local and regional trail system.

3. George Lake

- Evaluate options for enhancing George Lake woods and the north basin of George Lake for use by migratory birds.
- Create additional hiking/biking trails around George Lake to connect with local trail system.
- Utilize Hammond Education Center for public education programs

on George Lake ecology.

4. Whihala Beach, Whiting Park & (Former) ISG beachfront

- Reclaim BP water purification plant land for park use.
- Improve the promenade along the Whiting Park shoreline.
- Develop a Master Plan for recreation and natural area management for the area.
- Consider enhancement of Whiting Park woods for use by migratory birds.

5. Indiana Harbor Ship Canal

- Expedite federal efforts for clean up of canal.
- Create green corridors for public recreational access along canal.
- Encourage use of native & diversity of vegetation for green corridors along canal.
- Green corridors should be designed to promote movement and support of native species.

6. Jeorse Park

- Eliminate controlled access into Jeorse Park. Provide expanded parking for public recreational users.
- Provide public access (including boat ramps for Lake Michigan usage) at Pastrick Marina.
- Acquire open space along east and north shorelines of Ispat Inland

for public use. Improve shoreline for additional fish and birdbreeding habitat and recreational access. Soften shoreline with native vegetation.

7. Lakeshore Ecological Park

- Protect, connect and enhance all remaining Dune & Swale systems in the vicinity of the Gary/Chicago Airport. Develop a Master Plan to manage this area.
- Secure long term funding source for management, protection and enhancement of the Lakeshore Ecological Park.
- Coordinate management of this area for educational, recreational and connectivity usages.
- Improve free public access to the Lakeshore Ecological Park.
- Address the issue of threatening non-native species immediately.
- Encourage connection west to Wolf Lake and east to the National Lakeshore for bio-diversity purposes.
- Balance the need for preservation with recreational/interpretation public access to showcase the Dune & Swale heritage.
- Coordinate with Federal Aviation Administration (FAA) to direct, where feasible, Gary/Chicago Airport expansion related mitigation resources into the expansion of this natural area.
- Connect high quality natural areas to the Lake Michigan shoreline with a green space, which incorporates recreational activity areas.
- Coordinate efforts with Lake Calumet Open Space Plan for regional connectivity of ecological and hydrological systems.
- Repopulate with federally endangered Karner Blue Butterfly.

8. Grand Calumet River

- Preserve riparian corridor along entire length of the river for wildlife habitat and recreational benefits.
- Enhance and manage riparian corridor with native vegetation.
- Provide recreational and interpretive opportunities along green corridor.
- Build upon previous Grand Calumet River studies for green corridor enhancement.
- Investigate long term feasibility of reconnecting Grand Calumet River to Lake Michigan at Marquette Park and long-term sustainability if changes in water sources/levels occur.
- Investigate hydrological and environmental impacts of connecting Grand Calumet River with the U.S. Steel Ship Canal.

9. U.S. Steel (Gary Works)

- Encourage public recreational access along lakefront.
- Create green corridors for public recreational access along east side of Ship Canal.

10. National Lakeshore

- Connect East & West units of the National Lakeshore.
- Re-focus National Lakeshore priorities to include a greater emphasis on natural systems restoration, endangered species protection and enhancement, water quality improvements and non-native species management.
- Improve habitat & management of native species indicators such

Greenways Framework

as Karner Blue butterfly.
- Improve public access to National Lakeshore property west of Lake Street in Miller.
- Incorporate interpretive trails west of lake street.

11. Burns Waterway

- Preserve riparian corridor along entire length of the river for wildlife habitat and recreational benefits.
- Provide North South connectivity for communities to the south with the Lakefront through green corridor along Burns Waterway.
- Provide water and land trails along Burns Waterway.

12. New Portage City Park & Beach

- Develop Master Plan that balances restoration, preservation and public use.
- Connect this property with Portage Marina by a multi-use riverwalk system.

13. Salt Creek

- Develop green corridor along Salt Creek from headwaters to Lake Michigan, which incorporates wildlife habitat, recreational fishing access and multi-use trails.
- Investigate methods to improve water quality impediments caused by combined sewer outfalls and non-point runoff.
- Develop watershed management plan for Salt Creek to address ecological, water quality and recreational issues.



Recommendations

1. Hammond Lakefront Trail

- Extend Hammond Lakefront trail to Illinois border and coordinate design and construction of trail on a bi-state level.
- Develop a development master plan for the area that includes provisions of connector trail.
- Determine appropriate funding for the project, ie. local public, private, public private, federal/state/local match.
- Conduct environmental studies, designs and construction documents.
- Coordinate with local/regional/state parties for advancement of rail consolidation concepts.
- Utilize trail as buffer between lakefront sanctuary and any new development to the south.

2. Implementation of Wolf Lake Trails Projects

- Support and assist in the implementation of the proposed Wolf Lake Trail system and integrate the project with access enhancements to the Hammond shoreline and By-State Connector Trail.

3. Calumet Avenue Lakefront Access Improvements

- Conduct a study and develop design and construction documents for a grade-separated pedestrian/biking structure within the Calumet Avenue Corridor to the shoreline trail system.
- Enhance the Calumet Avenue Corridor between U.S. 41 and the Marina as a linear park with landscaping and trail improvements.

4. Whihala Beach - Whiting Park Boardwalk

- Prepare a boardwalk design concepts for the connection of the Hammond trail system thru Whihala Beach and Whiting Park.
- Integrate Marquette Plan concepts into the design of the improved Whiting Park shoreline, allowing improved public access.
- Connect the proposed boardwalk system to planned improvements to Front Street and Lake George Trail.

5. Former ISG Beach Access Trail

- Develop new trail system from Whiting Park east along railroad corridor to the proposed ISG Beach area.
- Consolidate or relocate at least one freight rail line to develop trail and conduct environmental assessment, design and construction documents.
- Promote cooperation between railroads, ISG and the local jurisdictions regarding land acquisition and property transfers.

6. Indiana Harbor Ship Canal Riverwalk

- Long-term project designated to recover, reuse and redevelop properties adjacent to the Indiana Harbor Ship Canal.
- Conduct environmental studies, land transactions, public/private agreements, site demolition, environmental clean-up and infrastructure construction that are required for this project.
- Envision a greenway and trail system as an integral component of this major investment.
- The canal project is anticipated to include trail connections

between ISG Beach and Ispat Inland shoreline access project.

7. Ispat Inland Shoreline & Jeorse Park Access Trail

- Coordinate public/private efforts for re-use of former industrial areas that have potential for recreational benefits along the shoreline.
- Develop a re-use master plan for the eastern shoreline of the Ispat Inland shoreline to include:
 - . The relocation of the current truck route,
 - . Design of road and trail access along the shoreline,
 - . Creation of a landscaped buffer zone between the active facility and the new greenway.
- Implement a plan for relocation of the current casino employees parking lot and reuse of this area for public lakeshore access.

8. Implementation of Gary Greenlink Trails within Marquette Plan Project Area

- Implement the recommended Gary Greenlink projects, with prioritization of those project that are critical links to the shoreline trail system.

9. Implementation of Grand Calumet and Burns Waterway River Trail Systems

- Support the implementation of the recommended Burns Waterway and Grand Calumet River projects, with prioritization of

those project that are critical links to the shoreline access.

- Avoid destruction of natural areas when planning for the trail systems.
- Investigate the feasibility of linking downtown Portage to the lakefront by means of an extension of a river trail.

10. Miller/Ogden Dunes Beach Un-improved Trails

- Maintain and improve free public access along the un-improved trail system existing along the beach and dune areas.

11. Portage Yacht Club/Burns Waterway Riverwalk

- Develop a recreational master plan for park, greenways, riverwalks and marina expansion along the Burns Waterway and Little Calumet River water corridor.
- Provide trail/riverwalk connections between the Portage Yacht Club, Portage Marina and proposed Portage shoreline park.

12. U.S. Steel (Midwest) Beach Access

- Coordinate between the local jurisdiction and the private industry for access improvements to recreational opportunities at the USS-Midwest beach property.
- Consideration of safety, security, and infrastructure improvements needs should be addressed.

Multi-Use Trails Framework

13. Port of Indiana Public Access Improvements

- Facilitate a program to continue allowing access to the Port of Indiana public access sites.
- Develop a safe, secure, landscaped greenway link to the public access point for pedestrians and bikers.

14. National Lakeshore East/West Unit Trail Connector (U.S. 12)

- Coordinate efforts between the National Park Service and local jurisdictions for the development of a trail system to connect the East and West units of the National Lakeshore. Explore the feasibility of one of the following options as the connector:
 - . Trail along U.S-12
 - . Trail along Little Calumet River
 - . Trail along existing utility corridors
- Connect the National Lakeshore Units to Lake Michigan by means of the Burns Waterway Riverwalk.



Legend

	Major Roadway		Water Body
	Scenic Byway Designation & Related Improvements to Existing Roads		Proposed Open Space
	New Scenic Byway		Existing Open Space
	Elevated Road Removal		Relocate Infrastructure
	Rail Corridor		Heritage Campus
	South Shore Station		Community (Existing)
	New Bridge		Redevelopment Area
	Multi-Use Trail (Existing)		Transit Oriented Development
	Multi-Use Trail (Proposed)		Lakefront Learning Campus
	Un-improved Trail in Public R.O.W		Main Street Development
			Boat Marina

Notes:
 1. This map illustrates general location and routing of potential improvements and is not intended to show the exact alignment or size of improvements.
 2. This map has been prepared with the data as was made available by various sources (including the Cities of E.Chicago, Gary, Hammond, Portage, Whiting and Indiana Dept. of Natural Resources).

Recommendations

1. Hammond Lakefront

- Relocate State Line Energy and create opportunities for adaptive re-use and/or mixed use development at the property while maintaining a 200 ft. (min.) setback from the shoreline for free public access.
- Create opportunities for mixed-use development at the parking lot behind the lakefront sanctuary in accordance with the sensitive development guidelines that should be developed for land suitable for redevelopment that is sensitive to specific lakefront settings.
- Implement a Greenway link to Illinois and Wolf lake.
- Consider rail consolidation wherever possible.

2. Whiting Lakefront

- Consider rail consolidation wherever possible.
- Create opportunities for mixed-use development between existing Whiting park and consolidated rail lines and opportunities for waterfront-related development in underutilized industrial parcels..
- Implement a greenway link to (former) ISG beach front park and Whiting park.

3. Heritage Campus

- Provide a park setting and buffer for the historic Marktown neighborhood from surrounding industrial uses.
- Convert the inactive Ispat Inland steel plant and structures into an Industrial Heritage Museum.

- Enhance Dickey road as the Heritage Campus link.
- Link campus to new parkland at former ISG beach.

4. East Canalway Neighborhood

- Create opportunities for mixed-use redevelopment of under-utilized industrial properties.
- Link new neighborhood to scenic byway.
- Complete greenway along the shipping canal and connect to this neighborhood.
- Link to community west of the shipping canal.

5. West Gary Lakefront

- Create opportunities for mixed-use redevelopment of under-utilized industrial properties.
- Link new development to scenic byway.
- Implement a 200' minimum setback when creating new development from the Lake Michigan shoreline.
- Provide continuous free public access along lakefront.

6. Downtown Gary - Broadway/Tennessee

- Enhance Broadway & Tennessee streets as gateways to Lake Michigan and the new Downtown Gary lakefront development.
- Provide Downtown link to the proposed Grand Calumet Riverwalk.
- Redevelop Union station as a transit node and create opportunities for transit oriented development.

- Enhance the scenic byway passing through Downtown.

7. Downtown Gary Lakefront

- Encourage mixed-use development at existing industrial site.
- Complete greenway along shipping canal.
- Provide continuous and free public access and maintain a 200 ft. minimum setback from Lake Michigan to the new development.
- Provide opportunities for water related recreation/development along shipping canal and Lake Michigan.
- Provide link to the proposed Grand Calumet Riverwalk.
- Investigate extension of I-65 to new development.

8. Gary Lake Street

- Implement streetscape improvements from South Shore station to Lake Michigan.
- Promote transit and tourism - oriented development.
- Promote linkage to the National Lakeshore.
- Create a Lakefront Learning Campus at the end of Lake st., capitalizing on the existing learning facility there.

9. Portage Lakefront

- Promote transit and waterfront oriented mixed-use development.
- Provide link to Burns Waterway Riverwalk.
- Promote linkage to the National Lakeshore.
- Integrate with scenic byway.

Community Investment Framework

Principles for successful transit-oriented development (T.O.D)

These principles should serve as guidelines for communities, designers, and developers when implementing T.O.D projects around South Shore stations in the study area.

A. Think Development When Thinking about Transit

Real estate opportunities should always take priority over low-cost transit solutions.

B. Get the Parking Right

Too much parking makes the area less pedestrian friendly and wastes space. Too little parking can undermine the economic viability of projects built to take advantage of transit.

C. Build a Place, Not a Project

A major new transit station in a community should bring more than the trains. It presents an opportunity not only for "a project at the station," but for a full-fledged transit-centered community, with all the attendant economic and cultural benefits.

D. Make Retail Development Market Driven, Not Transit Driven

Transit access can strengthen the retail market, but the market must be viable without the transit component.

E. Mix Uses, but Not Necessarily in the Same Place

A transit corridor that offers an advantageous mix of uses can be used to integrate a number of separate activity nodes, particularly when the various uses are close together, easily accessible, and support each other.

F. Encourage Every Price Point to Live around Transit

People from every part of the economic spectrum ride transit, people from every part of the economic spectrum like to live near transit, therefore, a mix of housing is most suitable in the community.

G. Engage Corporate Attention

Corporations can play an influential role in stimulating development around transit as companies continue to focus on transit access for workers.

H. Apply the Power of Partnerships

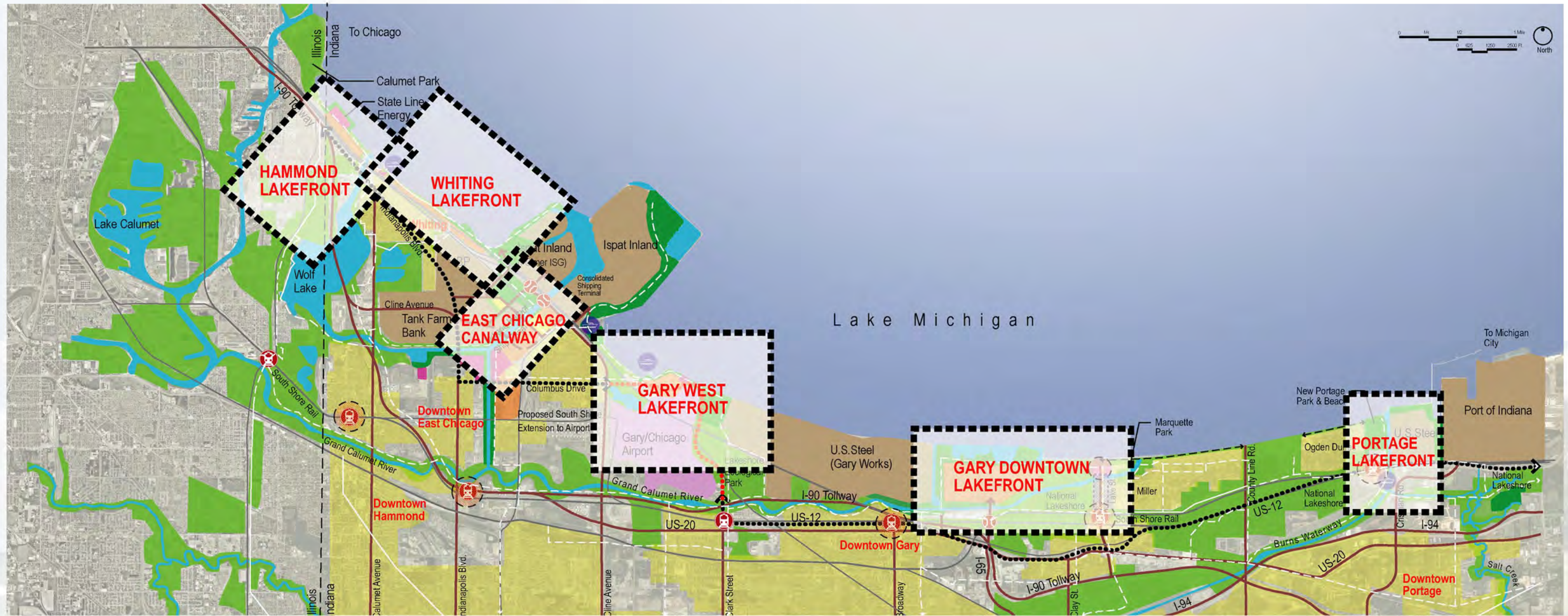
In addition to encouraging and supporting private development, transit agencies, local governments, or both may take a more active role, through partnerships with the development community.

(Courtesy: Urban Land Institute report titled "Ten Principles for Successful Development Around Transit" by Robert Dunphy/Deborah Myerson/Michael Pawlukiewicz.)

SUB-AREA PLANS

While many of the recommendations in this study are of a large scale, system-wide nature such as an east-to-west trail or connected waterway system, six key areas exist where more detailed planning occurred. These "sub-areas" are located in each of the five cities and illustrate exciting long and near term projects that are critical to achieving the Marquette Plan's vision. The following sub-area plans are included in this section:

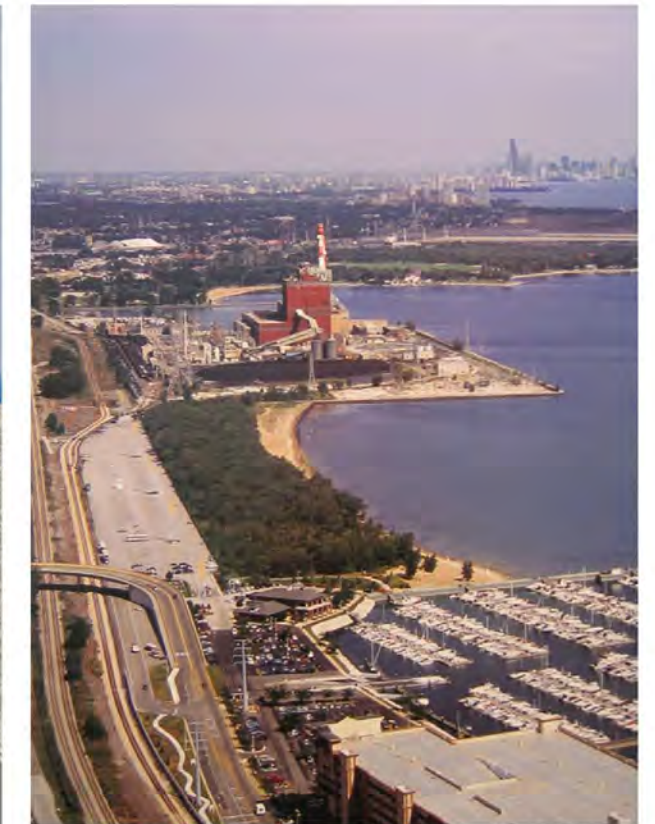
1. Hammond Lakefront
2. Whiting Lakefront
3. East Chicago Canalway
4. Gary West Lakefront
5. Gary Downtown Lakefront
6. Portage Lakefront



HAMMOND LAKEFRONT

The primary focus for projects in the Hammond Lakefront sub-area is making connections. Trail connections, potential water connections, local connections and bi-state connections. It also focuses on achieving the highest and best use for lakefront properties currently used for infrastructure that may be better suited elsewhere. Highlights include:

- A trail link from Hammond Marina to Calumet Park in Chicago that could provide a continuous trail from the north side of Chicago to East Chicago and beyond with proposed connections in Whiting, East Chicago, Gary and Portage;
- Potential redevelopment of a large, underutilized casino parking lot if development standards can be created to ensure that an adjacent bird sanctuary can be buffered and protected from light and noise pollution and other detrimental impacts to wildlife (it should be noted that this development could be a way to fund and build the aforementioned trail to Calumet Park as a part of a comprehensive development package);
- Potential redevelopment of the State Line Energy plant with potential adaptive re-use of select structures and continuous public access along the water's edge with generous setbacks for new structures;
- Potential restoration of an historic water linkage between Wolf Lake and Lake Michigan if deemed physically, economically and environmental feasible and desirable; and
- North-south trail and greenspace linkages connecting Wolf Lake and neighborhoods to the south to Lake Michigan and the connected system of parks and trails envisioned in this study.



Aerial view looking at Hammond Marina & Lakefront Sanctuary



State Line Energy

Proposed Plan



Parking lot behind Lakefront Sanctuary



Location for Hammond trail connection to Illinois



Aerial view looking south towards Wolf Lake and Hammond Marina

WHITING LAKEFRONT

Whiting is fortunate to have established and protected Whiting Park - a wonderful waterfront park with direct access to the lake, attractive park structures and a variety of trails and special features. This sub-area focuses on improving this park and providing connections to the east and west as part of the larger greenway network. Highlights include:

- A new lakefront promenade that would replace the unsightly rubble that is currently used for wave protection and obscures public views of the water;
- Additional lakefront parkland east of Whiting Park by reclaiming industrial land at the site of a BP water purification plant that is proposed to be relocated adjacent to inland facilities in the near future;
- A relocated rail spur that would allow continuous park road and trail access from Whiting Park to the new public beach and parkland at the former ISG plant (now Ispat Inland Steel);
- A continuous greenway that could connect East Chicago to Chicago with proposed trail connections in Hammond;
- An expanded commercial district that links Whiting's existing "Main Street" commercial district to the lakefront.



Beach at (former) ISG plant (photo credit: Kay Nelson)



Proposed Plan



Rail lines between BP and Lake Michigan shoreline



Existing promenade and parking at Whiting Park



Aerial view of Whiting Park and Whihala Beach (photo credit: Kay Nelson)

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- A continuous greenway that could connect East Chicago to Chicago with proposed trail connections in Hammond;
- An expanded commercial district that links Whiting's existing "Main Street" commercial district to the lakefront.



Beach at (former) ISG plant (photo credit: Kay Nelson)



Proposed Plan



Rail lines between BP and Lake Michigan shoreline



Existing promenade and parking at Whiting Park



Aerial view of Whiting Park and Whihala Beach (photo credit: Kay Nelson)

EAST CHICAGO CANALWAY

The East Chicago Canalway sub-area demonstrates how one or two strategic actions can lead to massive quality of life improvements. Two key moves - the consolidation of refinery storage tanks and a re-routed Cline Avenue to provide improved industrial access - trigger potential land uses changes that could result in new neighborhoods, strengthened industry, new lakefront parkland and a reclaimed industrial ship canal with public greenspace, trails and mixed-use development. Highlights of this sub-area include:

- A "Heritage Campus" that integrates the historic Marktown neighborhood into a setting of new parkland, adaptive re-use of a World War-I era steel mill into an Industrial Heritage Museum that celebrates the area's working past, and a memorial in a park setting that pays homage to workers who lost their lives constructing Cline Avenue and creates an improved environment for lakefront residents;
- A new "Canalway" neighborhood along a reclaimed Indiana Harbor Ship Canal, including new linear greenspaces and trails, mixed-use developments to broaden the tax base and new residential areas to populate the lakefront;
- A re-aligned and improved Cline Avenue, lowered but still providing grade-separated, direct access for lakefront industry and destinations such as Gary-Chicago Airport while utilizing new urban design standards to better fit into improved community surroundings created by its relocation; and
- New public beach and lakefront parkland, voluntarily divested from existing industry due to aforementioned Cline Avenue changes, that could connect to adjacent Whiting Park and ultimately Chicago's lakefront with other recommendations included in this study.



Aerial view of Indiana Harbor Ship Canal (photo credit: Kay Nelson)



Aerial view of Ispat Inland- Plant 2 (photo credit: Kay Nelson)



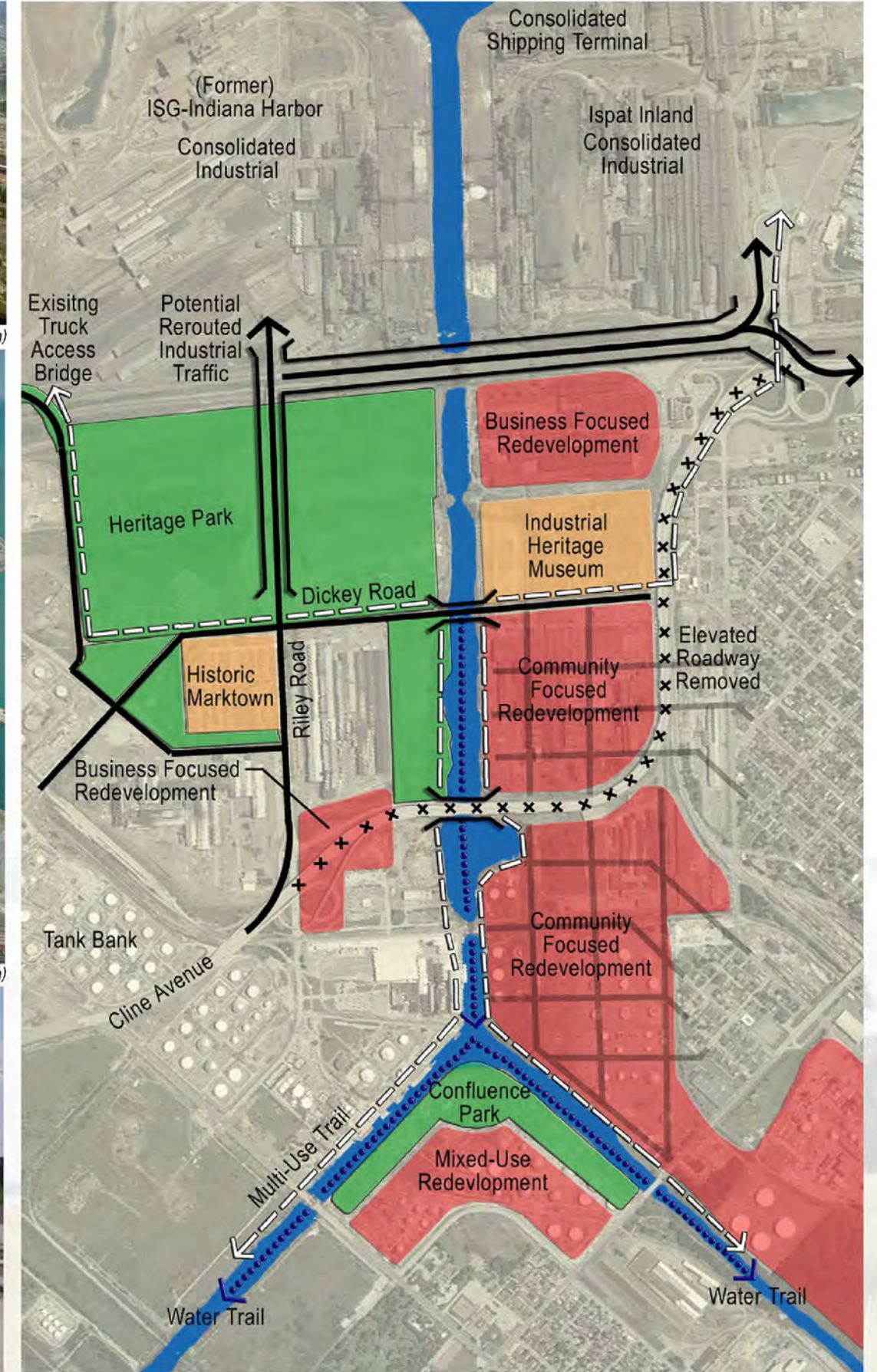
World War -I era Ispat Inland plant (photo credit: Kay Nelson)



Historic Marktown



Truck access on eastern edge of Ispat Inland Plant 2



Proposed Plan

GARY WEST LAKEFRONT

The focus for this sub area is the reclamation of lakefront lands currently occupied by industrial uses such as Mitchell Generating Plant and U.S.Steel. Working collaboratively with these industrial users and the Gary/Chicago Airport, the goal is to create mixed-use development that capitalizes on the lakefront setting and diversifies Gary's tax base. Plans for Gary's west lakefront include:

- Closing and removal of the Mitchell Generating Plant near Buffington Harbor and preparing the site for re-use;
- Redevelopment of this site as part of a larger mixed use development and potential Gary-Chicago Airport expansion while providing 200' minimum setbacks from the lakefront to all new structures for public use;
- Creating new public access and recreation opportunities along the shoreline and new green space on former U.S. Steel property that will provide a connection between the Lakeshore Ecological Park and Lake Michigan.



Beach at Jeorse Park



Trump Casino at Buffington Harbor



Proposed Plan



Aerial view of U.S. Steel - west section (photo credit: Kay Nelson)



Aerial view of Gary/Chicago Airport (photo credit: Gary/Chicago Airport)

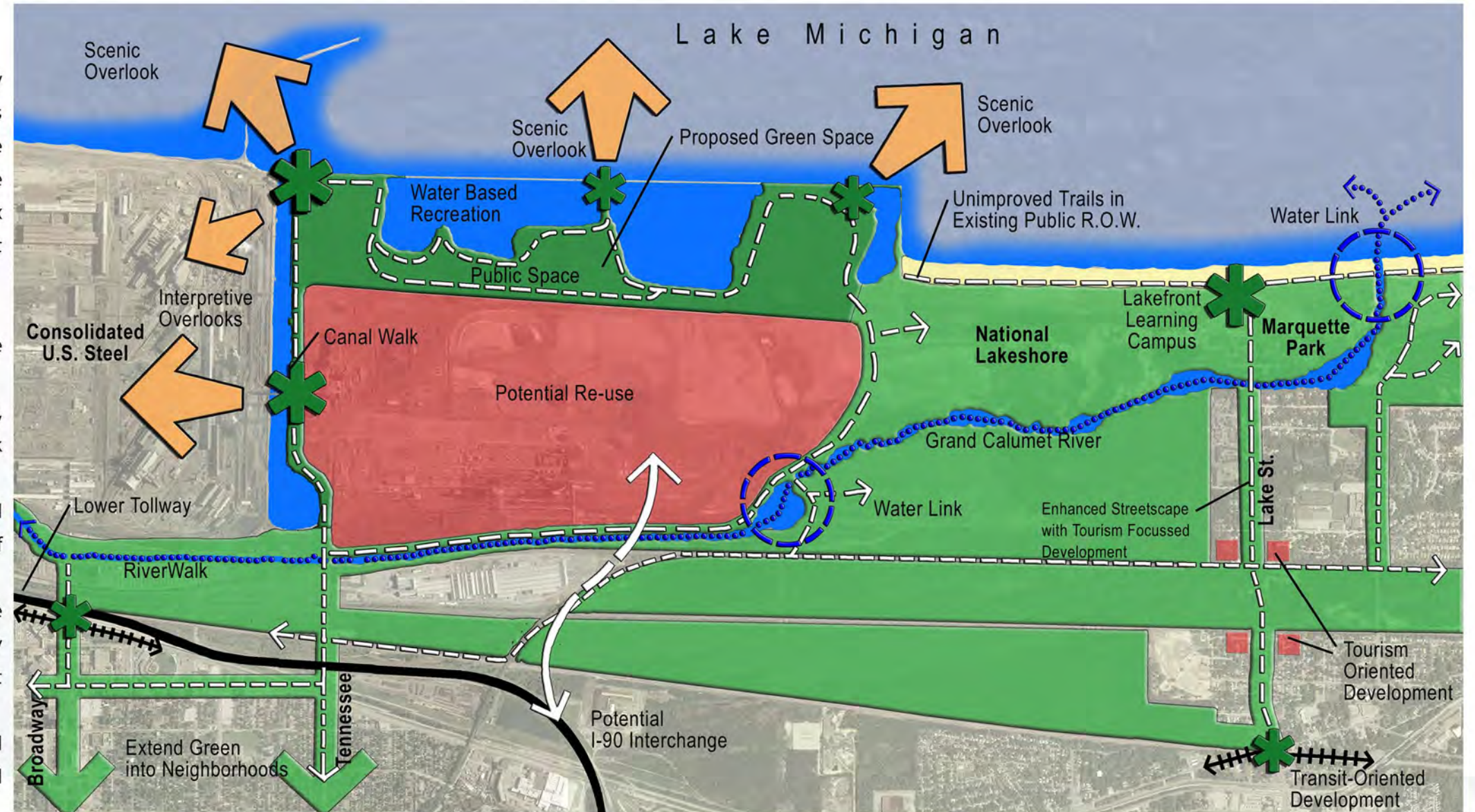


Gary West Lakefront Beach

GARY DOWNTOWN LAKEFRONT

The focus for this sub area is the reclamation of lakefront lands currently controlled by U.S. Steel in their massive Gary Works plant that dominates miles of Gary's lakefront. Working collaboratively with U.S. Steel, the goal is to create linkages from downtown Gary to the lake and to create mixed-use development that capitalize on the lakefront setting and diversifies Gary's tax base to give much needed tax relief to area residents hit hard by recent property tax adjustments. Plans for Gary's lakefront include:

- A more compact, effective Gary Works plant that is a viable employer in the short and long term;
- Reclaimed industrial land east of the existing U.S. Steel shipping canal, allowing a continuation of Tennessee Street to the lakefront, a new I-90/65 link and mixed use development to the east;
- A restored Grand Calumet River with riverwalk connections downtown and restored, historic water connections to Lake Michigan in Marquette Park if deemed physically, economically and environmental feasible and desirable;
- Extensive new public access and recreation opportunities along the shoreline including 200' minimum setbacks in new developments to the west and nearly ¼ mile setbacks for new waterfront recreation areas east of the ship canal that link to the Indiana Dunes National Lakeshore;
- A rejuvenated Lake Street in Miller that capitalizes on tourism-oriented and transit-oriented developments due to proximity to the National Lakeshore and South Shore stations, respectively;
- An improved Lake Street Beach in Miller with upgraded public facilities and integration with an adjacent school to create a "Lakefront Learning Campus" with indoor and outdoor educational attractions focusing on the lakefront environment; and
- An extensive trail network as envisioned in the Gary Greenlink project.



Proposed Plan



Downtown Gary looking towards U.S. Steel (Gary Works)



Broadway street in Downtown Gary



Lagoons at Marquette Park - Miller



Lake street in Miller

PORTAGE LAKEFRONT

The catalyst for this sub area is a reclaimed sixty-acre lakefront parcel of land slated to be co-developed between the City of Portage and National Park Service as new lakefront parkland adjacent to lands within the Indiana Dunes National Lakeshore. Coupled with its location along the Burns Waterway, proximity to a South Shore commuter rail station, a public marina slated for expansion and a proposed waterfront/marina development, the opportunity exists for a coordinated development that could include the following:

- A new sixty-acre lakefront park with public facilities and vehicular access to the adjacent Indiana Dunes National Lakeshore;
- A new public riverwalk along Burns Waterway linking the lakefront park to Portage Marina, Lefty's Coho Landing development and the existing South Shore station;
- A long-desired trail linkage between the east and west units of the national lakeshore;
- A model for transit-oriented development and water/marina oriented development at Lefty's Coho Landing if properly executed;
- Park and public access improvements at Portage Yacht Club with potential water trail links on the Little Calumet River; and
- The long-term opportunity for a canal link between the lakefront properties and downtown Portage.



Burns Waterway with bridge over US-12 in the background



Portage Beach



Historic Crisman Road Bridge over Little Calumet River



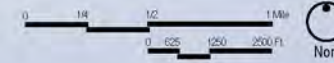
Portage Marina



Portage Beach property



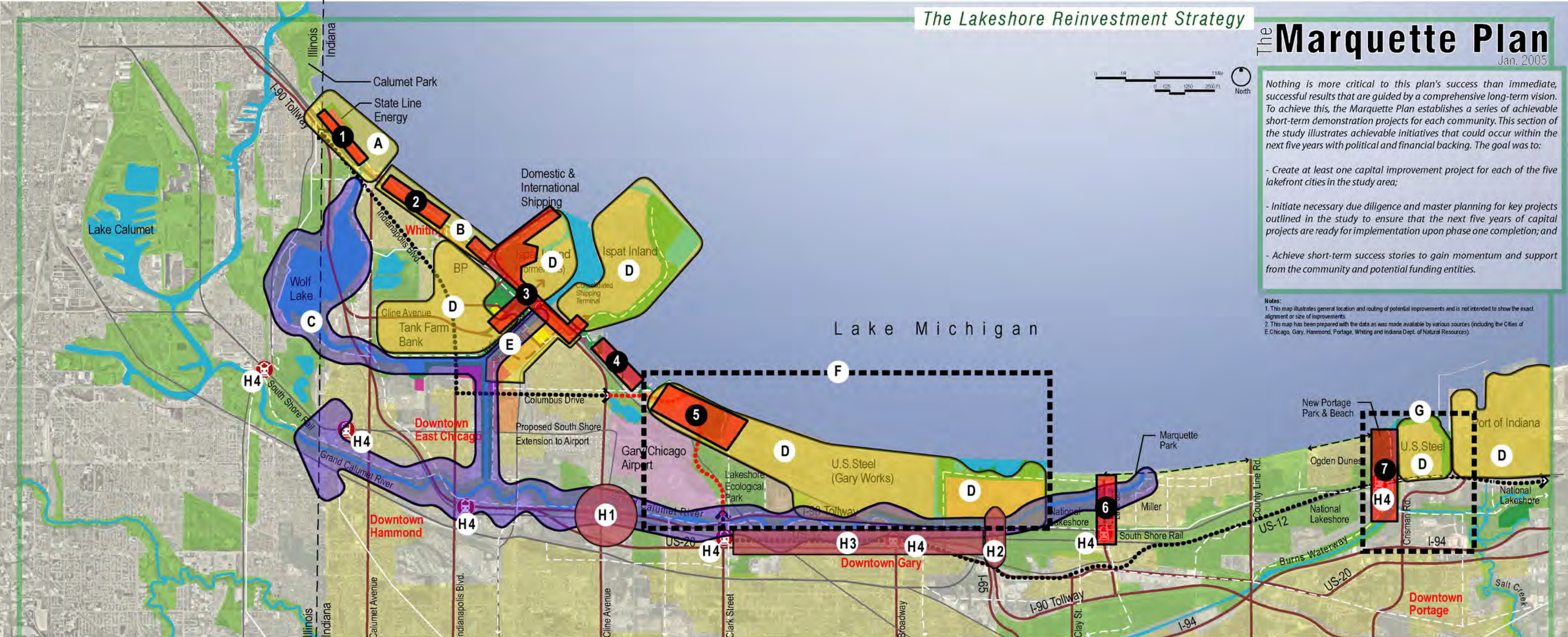
Proposed Plan



Nothing is more critical to this plan's success than immediate, successful results that are guided by a comprehensive long-term vision. To achieve this, the Marquette Plan establishes a series of achievable short-term demonstration projects for each community. This section of the study illustrates achievable initiatives that could occur within the next five years with political and financial backing. The goal was to:

- Create at least one capital improvement project for each of the five lakefront cities in the study area;
- Initiate necessary due diligence and master planning for key projects outlined in the study to ensure that the next five years of capital projects are ready for implementation upon phase one completion; and
- Achieve short-term success stories to gain momentum and support from the community and potential funding entities.

Notes:
 1. This map illustrates general location and routing of potential improvements and is not intended to show the exact alignment or size of improvements.
 2. This map has been prepared with the data as was made available by various sources (including the Cities of E. Chicago, Gary, Hammond, Portage, Whiting and Indiana Dept. of Natural Resources).



Short-Term Projects

Catalytic Projects

- 1. Hammond Lakefront Trail**
 - Construct new multi-use trail from Hammond Marina to Illinois-Indiana border along the edge of an existing, underutilized casino parking lot and through Port Authority-owned corridor along railroad track. Provide buffer between trail and adjacent lakefront bird sanctuary. Coordinate with City of Chicago to extend trail into Calumet Park.
 - Provide new north-south trail bridge at Calumet Avenue to provide more direct access to the lakefront from the south.
 - Construct two trail bridges over active railroad tracks for user safety.
- 2. Whiting and Whihala Park Renovation**
 - Construct new lakefront promenade in Whiting Park to replace existing unsightly rubble revetments.
 - Improve public amenities at Whihala County Park, including trails, landscaping and support facilities.
- 3. Industrial Bridge and Beachfront Park**
 - Construct new vehicular bridge that connects Cline Avenue to Ispat Inland and former ISG Steel properties to the north.
 - Assess feasibility of re-using existing ISG bridge for public lakefront access.
 - Develop new public parkland on land transferred from former ISG including an existing beach and lakefront frontage.

- 4. Jeorse Park Improvements**
 - Relocate casino employee parking to alternative lot to improve public access to existing park.
 - Improve public amenities at Jeorse Park, including trails, landscaping and support facilities.
 - Link park to Gary casino at Buffington Harbor.
- 5. West Gary Lakefront**
 - Close and remove Mitchell Generating Plant from lakefront and prepare the site for re-use.
 - Redevelop lakefront parcels north of Gary-Chicago Airport, providing 200' minimum setbacks from all new structures for public use.
- 6. Miller Lake Street**
 - Extend enhanced streetscape improvements to Lake Street beach.
 - Renovate Lake Street beach, including upgrading support amenities.
 - Complete all proposed multi-use trails per Gary Greenlink study.
- 7. Portage Lakefront**
 - Remove existing water purification facility and associated infrastructure and prepare site for re-use.
 - Construct new lakefront park on reclaimed sixty-acre parcel.
 - Construct new riverwalk along Burns Waterway connecting new lakefront park with Portage Marina and proposed marina

community development at Lefty's Coho Landing.
 - Upgrade or replace existing vehicular bridge over Burns Waterway to improve aesthetics and separate truck and park traffic.
 - Construct trail connecting east and west units of the Indiana Dunes National Lakeshore.

Planning Initiatives

- A. Hammond Lakefront**
 - Prepare master plan and development guidelines that integrates Hammond Marina, the lakefront bird sanctuary, redevelopment of the underutilized casino surface parking lot and redevelopment of the State Line Energy property into a cohesive lakefront district.
- B. Whiting/East Chicago Lakefront**
 - Explore feasibility of relocating existing BP water purification facilities to a consolidated site south of railroad tracks.
 - Prepare master plan and development guidelines that integrates Whihala Park, Whiting Park, reclaimed BP water purification property, ISG beachfront and Marktown "Heritage Park".
- C. Connected Water Feasibility Study**
 - Explore feasibility of creating a connected water system that includes Wolf Lake, Indiana Harbor Ship Canal, George Lake, Grand Calumet River, and Lake Michigan. Study should examine potential positive and negative functional and environmental effects of such a connection to determine if such connections are appropriate.

D. Industrial Infrastructure Consolidation
 - Develop long-range master plans for each major lakefront industry to explore ways to improve viability while voluntarily divesting of unneeded lands that could be re-used for public benefit. This would include, but not be limited to Port of Indiana Burns Harbor, U.S. Steel Burns Harbor, U.S. Steel Gary Works, Ispat Inland Steel (including former ISG properties) and BP/related petroleum-related industries;
 - Coordinate with EPA, IDEM and other appropriate public entities to develop remediation action plans to expedite the re-use of divested parcels as they become available.

E. Canalway Master Plan
 - Explore the feasibility of realigning elevated sections of Cline Avenue to connect with proposed new industrial access bridges to Ispat Inland Steel and former ISG property. This effort should study the impacts of lowering the roadway to a more suitable height that maintains grade separation over active railroad tracks while fitting better into the surrounding community and demolishing unneeded sections east of the shipping canal to create additional community development areas.
 - Prepare a community master plan for the proposed Canalway neighborhood to determine the most appropriate land use mix for existing and reclaimed parcels and to calculate potential economic benefits, including tax revenue and job creation.

F. Develop Gary Lakefront Master Plan.

- Integrate west & east lakefront development areas.

- G. Develop Portage - Northside Master Plan.**
- H. The following transportation-related studies are proposed to occur in the short term:**
 H1 - Improved I-90 Interchange at Gary-Chicago Airport
 H2 - Extend I-65 to U.S. Steel Works property
 H3 - Lower sections of I-90 toll road
 H4 - Platform improvements at South Shore stations for bike compatibility.

Non - site specific Initiatives
Study rail consolidation possibilities throughout the corridor. Complete all proposed multi-use trails in the waterfront district. Tax Impact Study
 - Evaluate existing tax base in the project area.
 - Assess potential increase in tax base resulting from the Marquette Plan.
Formulate a management structure plan to implement the recommendations of the Marquette Plan. Update the Marquette Plan every 5 years. Extend the Marquette Plan to the Michigan border.

MANAGEMENT & IMPLEMENTATION

The Marquette Plan illustrates a changing landscape where more compact yet viable industries coexist with public parks, mixed-use neighborhoods and business-oriented developments. With this said, a process will need to be established to manage this change - be it the needed land transactions such as sales or conservation easements or the clean-up of divested industrial properties for re-use as parks or other public-focused uses. This same need exists to raise and manage the funds that will be needed for this land use transformation. While this plan makes the assumption that new and existing parks and trails will be owned and managed by the same local, county, state and federal entities that do this today, it is not inconceivable that some form of regional management or coordination would be needed to ensure success and consistent standards. A number of models were reviewed from around the region and country including:

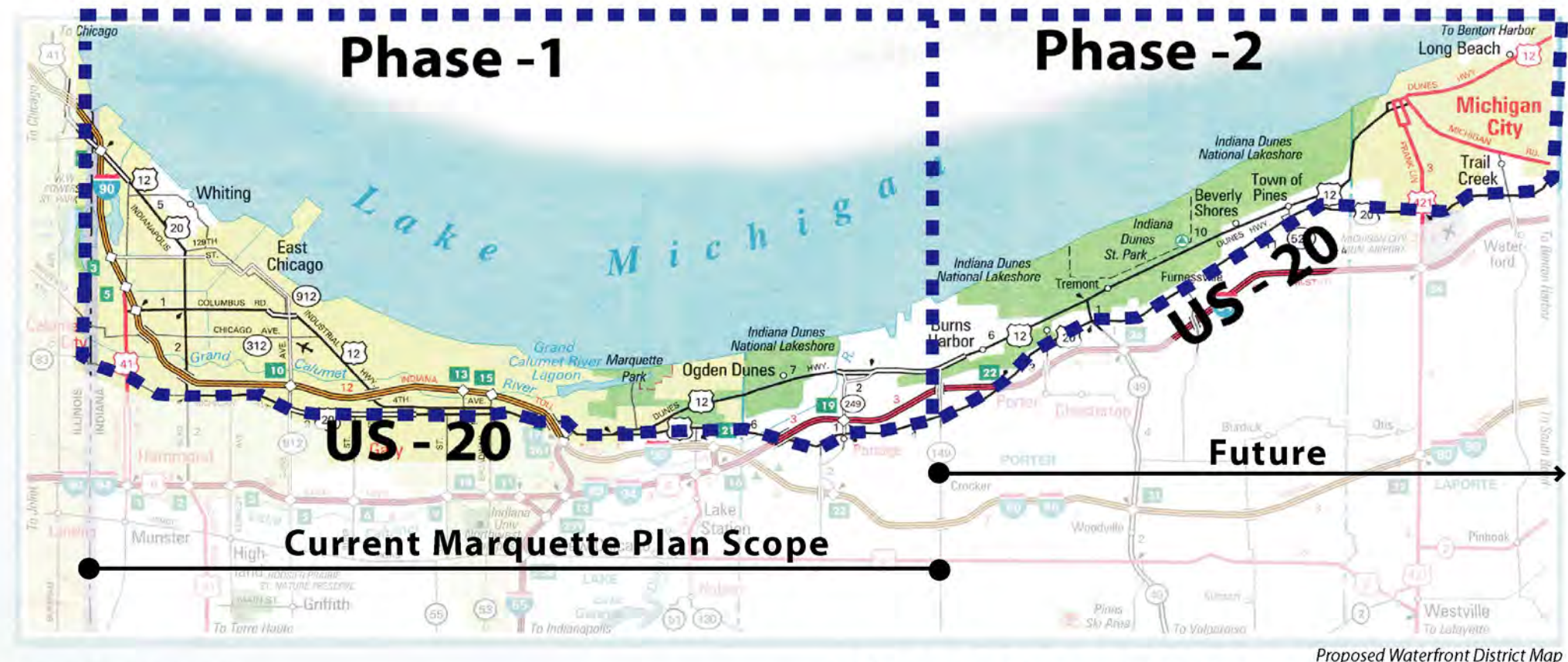
- Expand the existing Indiana Dunes National Lakeshore boundaries;
- Expand existing I&M Canal heritage corridor or create new one;
- A single unit of state or regional government, such as the existing Shoreline Development Commission;
- A private nonprofit organization such as Chattanooga's RiverCity Company or St. Paul's Riverfront Corporation; and
- Mixed public and private ownership and management with coordination by state or local government entity, such as Shoreline Development Commission (examples include Chicago River, Hudson River, Cleveland Waterfront, St. Louis' Confluence Greenway and San Francisco Bay Trail).

Based on this review and the specific opportunities and constraints associated with this plan, following outlines the preferred approach to management and implementation of the Marquette Plan.

ONGOING MANAGEMENT STRUCTURE

Why is one necessary?

An ongoing entity needs to continue leading the planning process through implementation and establish a consistent "Waterfront District" for the entire Indiana lakeshore (see graphics).



What is the right entity?

One option is the Shoreline Development Commission (SDC), which was authorized in 2001 and will be funded this year.

What makes the SDC the right entity?

Consists of many major Marquette Plan stakeholders, and can evolve to include others, including an elected or appointed "champion" to lead the effort. It is designed to coordinate regional redevelopment, receive grants and appropriations, and administer a shoreline environmental trust fund.

What will be the SDC's specific roles?

- Providing ongoing leadership and coordination.
- Allowing for continued public engagement and information.
- Evolving to include appropriate Marquette Plan stakeholders.
- Modifying its scope to allow implementation of Marquette Plan recommendations.
- Seeking additional funding mechanisms.
- Reviewing projects for appropriateness.
- Acquiring & holding voluntary property transfers .
- Prioritizing projects for funding.

KEY PARCELS REDEVELOPMENT ALTERNATIVES

A critical element of the Marquette Plan's implementation will be the redevelopment of key parcels highlighted for a land use change in the plan. The following two options illustrate how this may occur:

Option 1: Some owners of key parcels will have the desire and means to redevelop their properties, and will do so under the ongoing coordination of the SDC.

Option 2: Some owners of key parcels will be unable to conduct this redevelopment, and may wish to voluntarily transfer their properties to the SDC or another entity capable of doing so.

When a land transaction occurs as outlined in option 2, it may involve one of the following:

1. Donation or sale of easements.
2. State or local development regulations.
 - Local zoning or lakefront/waterway protection ordinances.
 - State waterfront development permit requirements.

3. Donation or Purchase of Fee Simple Title from willing sellers.
4. Donation of land as part of redevelopment projects.
5. Third-Party non-profit to negotiate or acquire properties while grant process pending.
6. Donation or Purchase of Less Than Fee Interests from willing sellers.
 - Railroad Rights-of-Way.
 - Riparian Rights .

Regardless of the mechanism, the voluntary revitalization process will occur as outlined below.

VOLUNTARY PROPERTY REVITALIZATION PROCESS

Step 1 Establish voluntary partnership with property owners sharing the Marquette Plan goals.
If a "Go", proceed to Step 2.

Step 2 Weigh Environmental Assessment vs. Planning Goals
- Determine Environmental Assessment costs.
- Establish financing plan (possibly including private, public, and tax increment financing components).
- Evaluate financial & non-financial (jobs, quality of life, etc.) return on Investment.
If a "Go", proceed to Step 3.

Step 3 Real Estate Transaction (purchase, donation or easement).
If a "Go", proceed to Step 4.

Step 4 Project Implementation.

FUNDING SOURCES

Where will the money come from to address industry concerns, public concerns and pay for short-term recommendations of the plan? There are a variety of potential options depending on the type of cost, including:

Federal Funding Sources

1. National Park Service , Interior Appropriations
2. Coastal and Estuarine Land Conservation Program earmarks directly to state/local governments through Commerce Appropriations bill.

3. Transportation earmarks directly to state/local governments through Transportation Appropriations bill.
4. Economic Development Initiative (EDI) earmarks directly to state/local governments through VA/HUD Independent Agencies Appropriations bill.
5. U.S. Army Corps of Engineers.
6. U.S. EPA prosecution money.
7. USDA Forest Service grants.

State Department of Natural Resources grants

1. Coastal Program grants
 - 50/50 matching reimbursement assistance to government agencies and not-for-profit corporations.
 - \$100,000 maximum grant awarded.
2. Recreational Trails Program (RTP) grants
 - 80% matching reimbursement assistance to government agencies and not-for-profit corporations with 5-year park and recreation master plans.
 - \$150,000 maximum grant awarded.
3. Land and water Conservation Fund (LWCF) grants
 - 50% matching reimbursement assistance to park and recreation boards with approved park & rec master plans
 - \$200,000 maximum grant awarded.
4. Hometown Indiana Grant Program
 - 50% matching reimbursement assistance to municipal corporations with approved park and rec master plan or comprehensive plan
 - \$200,000 maximum grant awarded.

Indiana DOT trail grants

1. Surface Transportation Program (STP) trail grants (application through NIRPC).
2. Congestion Mitigation Air Quality (CMAQ) grants.

Local Funding Sources

1. Tax sources, bond issues, Community Development Funds, Farmers Home Administration Loans, or force account contributions.
2. Donated value of land, cash, labor, equipment and materials.
3. Impact fees for open space acquisition.
4. Donation of land or case to mitigate encroachment into lake shore setback.
5. Tax increment financing for open space acquisition in conjunction with and to enhance adjoining development projects.

Private Funding Sources

1. Charitable Foundations
2. Corporations
3. Individual giving campaigns
4. Development criteria (i.e. private developer builds public park or trail as part of development)

Public - Private Partnerships

NEXT STEPS

The following actions are important to keep the Marquette Plan's momentum going upon completion of this study:

- Gain endorsements of the community including key involved public, private and institutional stakeholders;
- Submit plan for adoption by all appropriate entities;
- Develop cost estimates for short-term projects to aid appropriation process;
- Begin discussions on activating and funding the Shoreline Development Commission;
- Develop an aggressive marketing and awareness campaign to inspire use and involvement in the lakefront;
- Partner with private, public, and non-profit entities to set realizable standards for sustainable waterfront development;
- Pursue funding from public and private sources to implement plan improvements;
- Extend the Plan to the Michigan border to create a unified Waterfront District.
- Unite forces and resources with other initiatives working toward a common vision; and
- Stay involved!

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Reclaiming Indiana's magnificent lakefront for all to enjoy.

