

EXECUTIVE SUMMARY



OFFERING SUMMARY

Sale Price:	\$775,000
Price/SF:	\$125.79
Building Size:	6,161 SF
Lot Size:	0.65 Acres
Zoning:	C-3
Taxes:	\$4,490.29
Units:	3

PROPERTY OVERVIEW

This is a well-built "COMPLETELY RENOVATED" building presently being utilized as an event center/distillery and 2 apartments. Only 1 block from the "New West Lake Train Station" that is under construction. The building is irregularly shaped and suitable for an event center, microbrewery, or other commercial uses. Some of the renovations features include new roof, HVAC systems, all LED lighting, shutters, plumbing system, 3 overhead doors, windows, concrete patio and more.

Main unit features 5,296 SF of open space/brewery area, bar, office, bathrooms, and exterior patio area. 13' clear, 3 drive in doors 2-10'x13', 12'x12' 480V.
 Apartment #1 is 631 SF and located on the northside of the building and features 1 bedroom, kitchenette/living room and private bath.
 Apartment #2 is 802 SF and located on the southside of the building and features 2 bedrooms, kitchenette/living room and private bath.

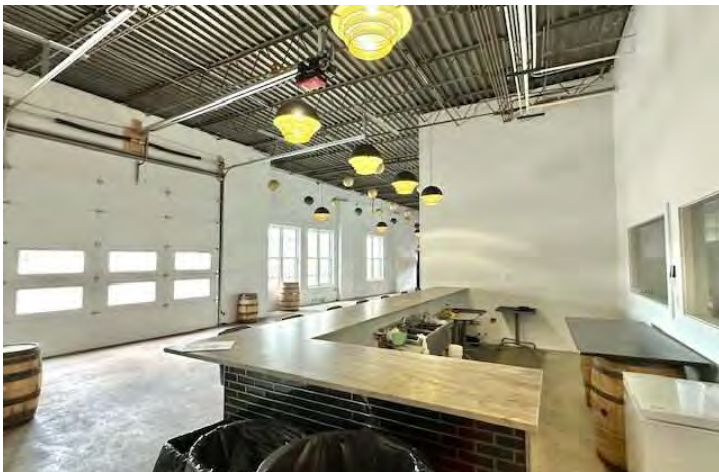
LOCATION OVERVIEW

Located in Hammond on Fayette Street between Russell Avenue and Oakley Avenue. 1/4 mile east of Indiana/Illinois State Line. 1/2 mile west of Calumet Avenue aka U.S. Highway 41, 1 1/2 mile north of 165th Street, 2 3/4 miles south of I-94, 3 miles west of Indiana Toll Road, only 23 miles south of Chicago and 8 miles North of U.S. Highway 30. 1 block to the Hammond Police Station, Strack and Van Til, Midwest Express Clinic, Wendy's, United States Post Office, Family Dollar, Hammond Central High School, Area Career Center, U.S. District Courthouse, Hammond City Hall and so much more.

For Information Contact: David Lasser, SIOR/CCIM 219.796.3935 dlasser@commercialin-sites.com

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RETAIL SECTION



For Information Contact:

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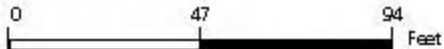
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APARTMENT PHOTOS



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RETAILER MAP





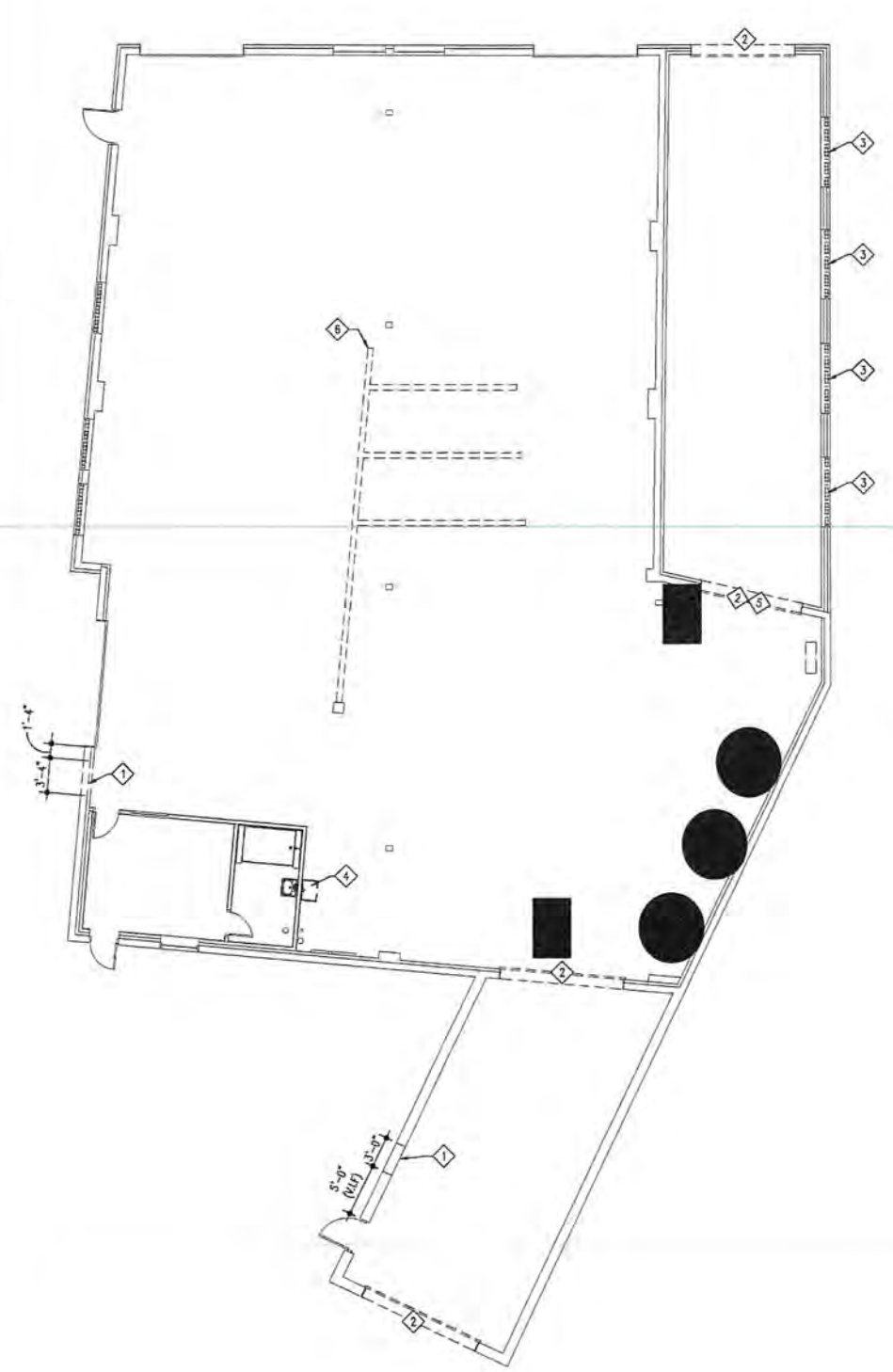
DATE
08-13-19

ADDITION & RENOVATIONS TO
18TH STREET BREWERY
474 FAYETTE ST.
HAMMOND, IN, 46320

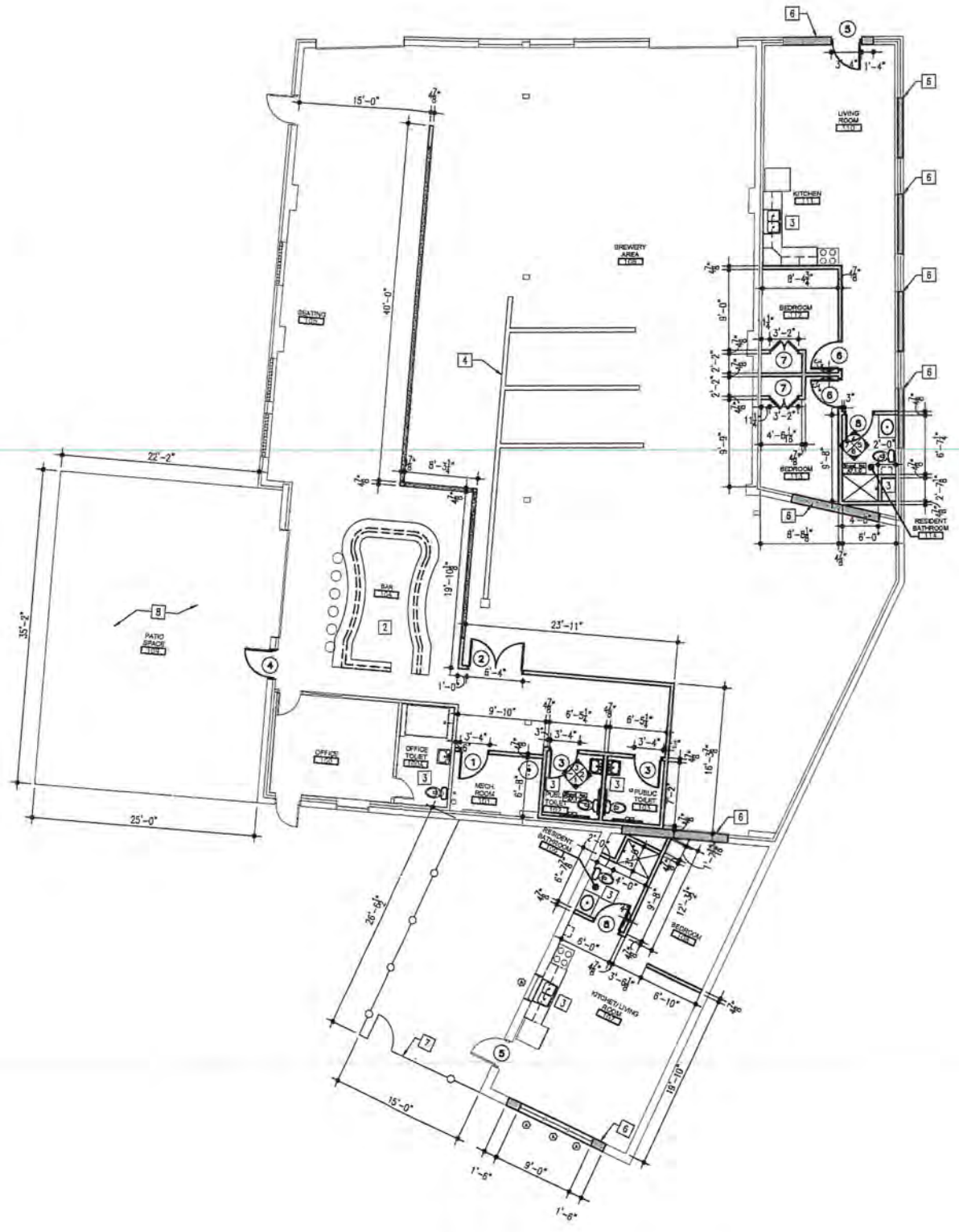
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1952

SHEET
A
1.1.0



FLOOR PLAN
NEW CONSTRUCTION
SCALE: 1/8"=1'-0"
NORTH



FLOOR PLAN
NEW CONSTRUCTION
SCALE: 1/8"=1'-0"
NORTH

DEMOLITION FLOOR PLAN GENERAL NOTES:

1. FIELD VERIFY ALL EXISTING DIMENSIONS & CONDITIONS PRIOR TO CONSTRUCTION.
2. ALL OF THE DEMOLITION FLOOR PLAN NOTES LISTED MAY NOT APPEAR ON EACH INDIVIDUAL NEW CONSTRUCTION PLAN.

DEMOLITION FLOOR PLAN KEYNOTES:

- 1 REMOVE EXISTING MASONRY WALL AT NEW OPENINGS & PROVIDE NEW W6X24 STEEL BEAM WITH 3/8" STEEL PLATE 1" NARROWER THAN THE EXISTING WALL WITH 8" BEARING EA END AT ALL NEW MASONRY OPENINGS FOR NEW DOOR & WINDOWS
- 2 REMOVE EXISTING GARAGE DOOR AND HARDWARE COMPLETE.
- 3 REMOVE EXISTING GLASS BLOCK WINDOWS AND HARDWARE COMPLETE.
- 4 REMOVE EXISTING PLUMBING FIXTURE.
- 5 REMOVE EXISTING WINDOWS AND HARDWARE FROM ABOVE GARAGE DOOR OPENING COMPLETE.
- 6 REMOVE AREA OF CONCRETE FLOOR FOR NEW TRENCH DRAINS & SANITATION LINES - REFER TO PLUMBING DRAWING FOR MORE DETAIL.

FLOOR PLAN GENERAL NOTES:

1. FIELD VERIFY ALL EXISTING DIMENSIONS & CONDITIONS PRIOR TO CONSTRUCTION.
2. PROVIDE BULLNOSE BLOCK AT ALL EXPOSED MASONRY CORNERS.
3. ALL OF THE FLOOR PLAN NEW CONSTRUCTION NOTES LISTED MAY NOT APPEAR ON EACH INDIVIDUAL NEW CONSTRUCTION PLAN.

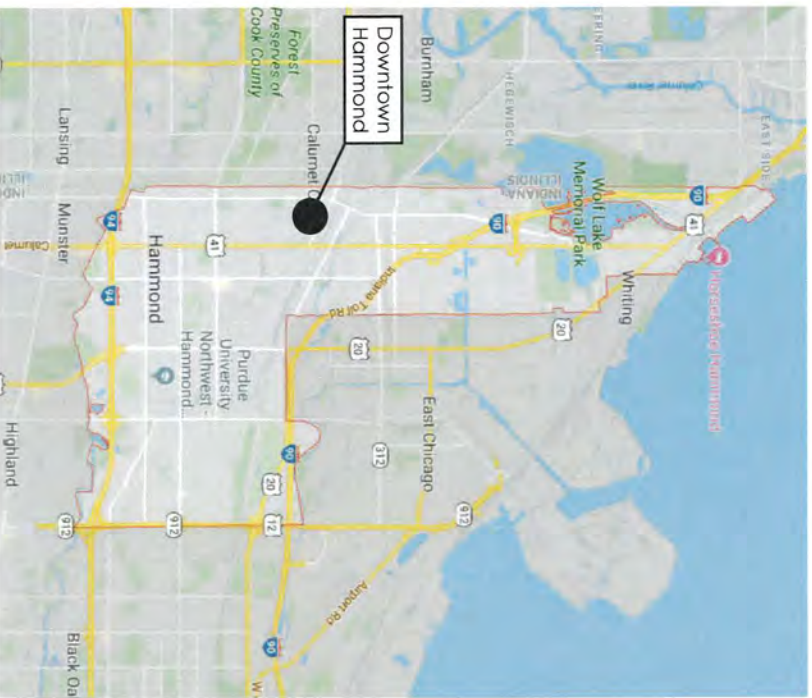
NEW CONSTRUCTION FLOOR PLAN KEYNOTES:

- 1 INSTALL NEW 3 5/8" 22GA. METAL STUDS @16" O.C. W/SOUND BATT INSULATION, 5/8" TYPE-X GYPSUM WALLBOARD ON EACH SIDE, STUD WALL, GYPSUM BD. & INSULATION UP TO CEILING
- 2 INSTALL BAR COUNTER TOP TO HEIGHT OF 42" W/ METAL STUD HALF WALL SUPPORT.
- 3 INSTALL NEW PLUMBING FIXTURE & ACCESSORIES - REFER TO PLUMBING PLAN.
- 4 INSTALL NEW TRENCH FLOOR DRAIN - REFER TO PLUMBING PLAN.
- 5 INSTALL NEW WINDOWS - SEE WINDOW SCHEDULE
- 6 INSTALL NEW MASONRY WALL TO FILL GARAGE DOOR OR WINDOW OPENING - MATCH EXISTING MASONRY WALLS.
- 7 INSTALL NEW WOOD PRIVACY FENCE W/ DOOR
- 8 INSTALL NEW PATIO 4" CONCRETE PAD.

B.2

DOWNTOWN HAMMOND

Focused along Hohman Avenue between Sibley and Douglas Streets, downtown Hammond includes numerous attractive historic buildings interspersed with a major hospital, federal courthouse, and active regional cycling greenways.



D.1

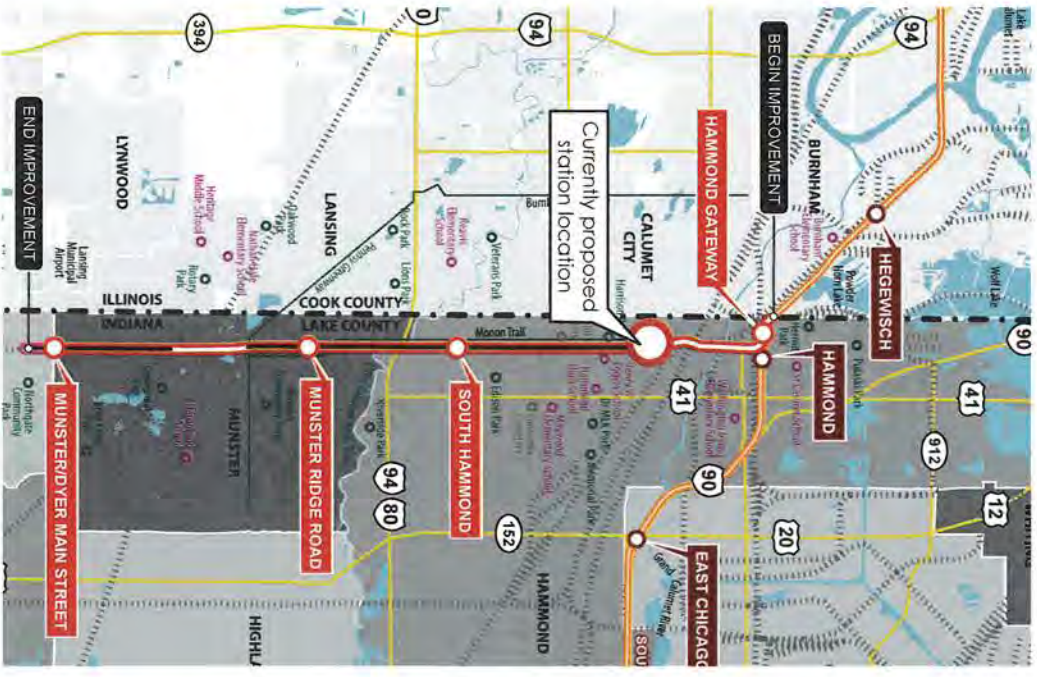
THE TRAIN

The West Lake Corridor Project will bring commuter train service to southern Hammond through to Dyer with convenient, one-seat, 40 minute service to/ from Chicago's Millennium Station with 12 trains per day during weekday peak periods (and another 12 trains daily to Hammond Gateway station off peak on weekdays). Initially, a station was planned for downtown Hammond but subsequent planning and design processes eliminated this prospect. However, the City has effectively advocated to reinstate this infill downtown stop as soon as the initial line is completed.

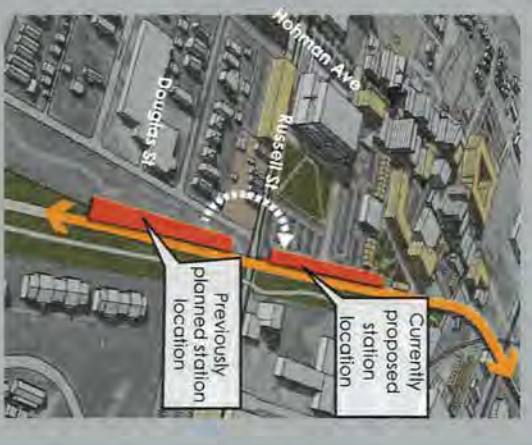
As ZVA's housing study demonstrates, the market supports an initial phase of downtown development and adaptive reuse based on current conditions (i.e. "before the train"). This first round of investment will establish meaningful developmental momentum, but the train station's arrival should cement downtown's upward trajectory and catalyze ongoing transformation for years to come.

As the planning process began the new train station was slated to be located south of Douglas Street, creating a long walk from the train to the heart of downtown. Happily, this process has led to a new solution that places the station between Douglas and Fayette Street, with a leadhouse terminating views down Russell Street, from which access to downtown can now be quick and pleasant.

The rail alignment and station grading require "snipping" Russell Street at the tracks and possibly regrading the Douglas crossing by several feet. The plan proposes an underpass beneath the tracks of Russell to restore this link, at least for pedestrians and bikes. More importantly, a new north-south street along the train tracks and the two-waying of Russell Street allow the downtown street network to provide access to and around the new train station.



A new train station with one-seat service to Chicago's loop will dramatically impact the desirability of downtown Hammond.



Revised as result of planning effort: Station Location.

Above: The train station was originally planned to reside just south of Douglas, too far from downtown's core. This planning process has precipitated relocating the platform north to align with Russell Street, amplifying the train's potential economic development impacts downtown through better walking proximity to activity centers and development sites.

Left: West Lake Corridor Project expansion plan with proposed Downtown Hammond station superimposed.

G.1

ILLUSTRATIVE PLAN

The plan's three phases combine to dramatically reshape downtown Hammond by adding a critical mass of revitalizing development and by filling in underutilized parcels throughout the urban fabric.

