

CALUMET AREA LAND USE PLAN & DESIGN GUIDELINES

WORKING GROUP MEETING #5

DEPARTMENT OF PLANNING AND DEVELOPMENT
COMMISSIONER CIERE BOATRIGHT

April 8, 2025

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Welcome!

Agenda, Introductions, Plan Timeline

Agenda

1. Welcome
[5 Minutes]

1.1 Agenda
1.2 Working Group #4 Recap
1.3 Engagement Calendar
1.5 Today's Goals

2. CDOT Presentation
[20 Minutes]

2.1 Presentation on CDOT and IDOT projects

3. Understanding Opportunity Areas
[45 minutes]

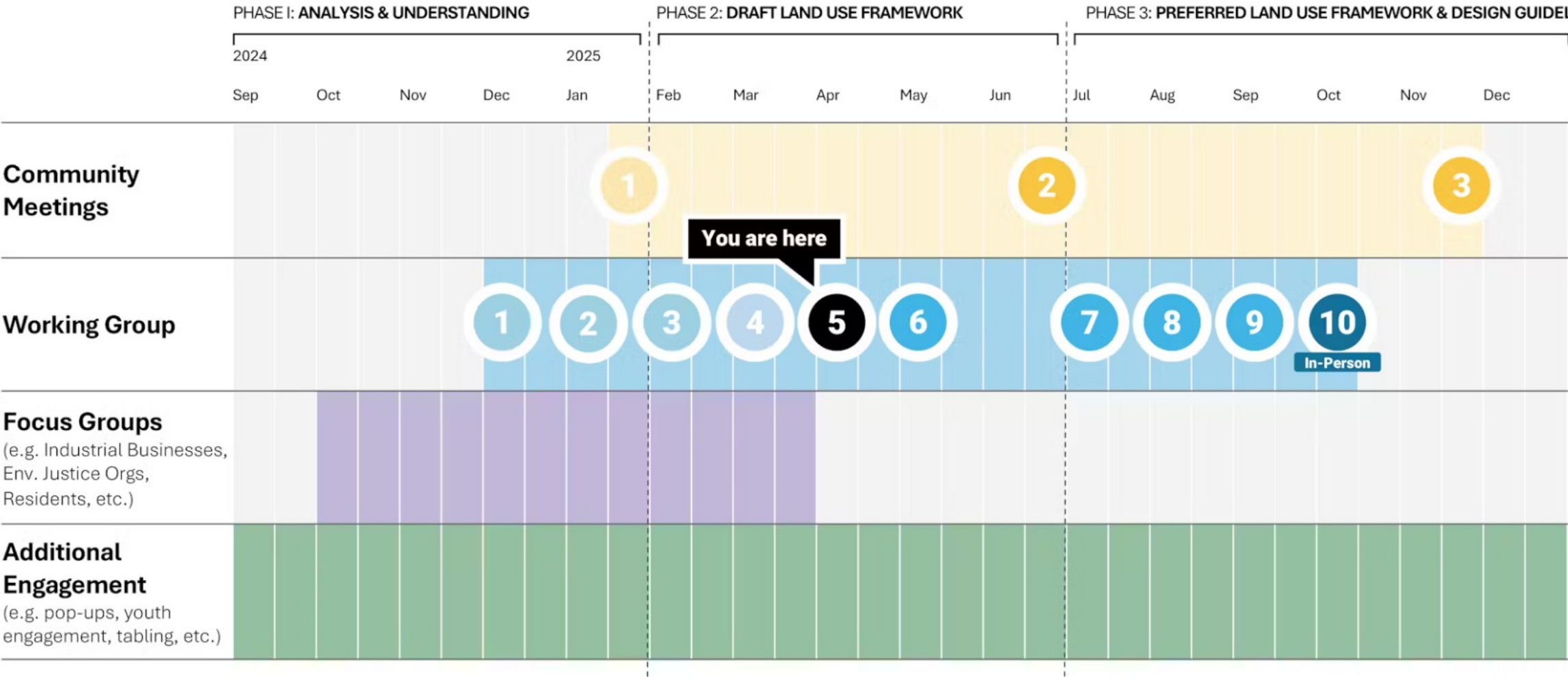
3.1 What are opportunity areas?
3.2 How are opportunity areas selected?
3.3 Deep Dive: Specific Opportunity Areas
3.4 Large Group Discussion
3.5 Feedback on opportunity areas

4. Next Steps
[15 Minutes]

5.1 Survey: Opportunity Areas

Engagement Schedule

Phase 2: Draft Land Use Framework



Working Group

Anticipated Meeting Topics (Working Group Meetings 2-6)

Working Group #2	Working Group #3	Working Group #4	Working Group #5	Working Group #6
<p>Recap WG #1 / Goals Planning Topics Overview Draft Objectives</p>	<p>Economy & Workforce</p>	<p>Nature & Ecology</p>	<p>Transportation & Infrastructure</p> <p>Opportunity Areas</p>	<p>Health & Community</p> <p>Land Use Framework</p>

Working Group #4 Recap

Open Space

Goals:

1. Discuss quantity and access-related challenges to open space in the study boundary.
2. Discuss considerations in open space expansion within the study boundary
3. Discuss where and how open space can increase within the study boundary

Calumet Open Space Network 2002 Existing

~520 Acres

Existing open space !

2002 Existing Open Spaces

Golf Course
1. Harborside International Golf Course
Natural Area
2. Powderhorn Prairie and Marsh
3. SEPA Station #1 Natural Area
Other
4. Thomas O'Brien Lock

Open Space Access Existing Bike Routes



Off-road Trail
Burnham Greenway



Poor access to path
at Stony



Edge Condition #1 Open Space and Vacant Land Use

Perception and safety

Perceptions of neglect or insecurity can be improved by temporary activations / uses

Environmental considerations

Erosion, invasive species, and uncontrolled runoff require ecological buffers, native plantings, and sustainable stormwater management

Future development integration

Long-term uses for vacant land will need to be compatible with adjacent open spaces. Guidelines for setbacks, connectivity, and urban design can help

Public access and connectivity

Permeable edges with pathways, view corridors, and interim public uses enhances accessibility and community benefits.



River Ecology Governance Task Force

1. Discuss potential opportunity sites for Calumet River access.
2. Discuss the considerations for river access at potential sites.
3. Begin to discuss potential programming for the sites.

Opportunity Site #7 Hegewisch Marsh / CID Landfill

Address: 13000 S Torrence, 13124 S Calumet River

Ownership: Cook County (stormwater), NICTD (rail ROW), Chicago Park (CID landfill), USACE

Current use: Open space (stormwater), former

Why this site?:

- Previously identified in Framework Plan,
- Access from 130th
- Existing open space
- Bridge / lock view

Challenges / considerations:

- Security for adjacent
- Limited vehicle access



Opportunity Site #4 SEPA / Auto Warehousing Lot

Address: 12534 S Calumet River, 2500 E 130th St

Ownership: MWRD (SEPA), private (Auto Warehousing)

Current use: Open space (SEPA), vehicle storage (Auto Warehousing)

Why this site?:

- Previously identified in Framework Plan
- Existing open space
- Existing trail infrastructure
- Good potential for
- Bridge views

Challenges / considerations:

- Security for adjacent
- Can access be improved



Opportunity Site #3 Former Wisconsin Steel Site

Address: 10802 S Calumet River

Ownership: Private

Current use: Vacant

Why this site?:

- Significant river frontage
- Currently used as informal open space
- Accessible from 106th St

Challenges / considerations:

- Surrounding industrial uses (views, odors, etc.)
- What is the appropriate future use of the rest of the site?



Goals for Today

1. Project updates from CDOT
2. Get feedback on Opportunity Areas (*potential future uses, additional areas to focus on, etc.*)

Aerial photo of Industrial Corridor

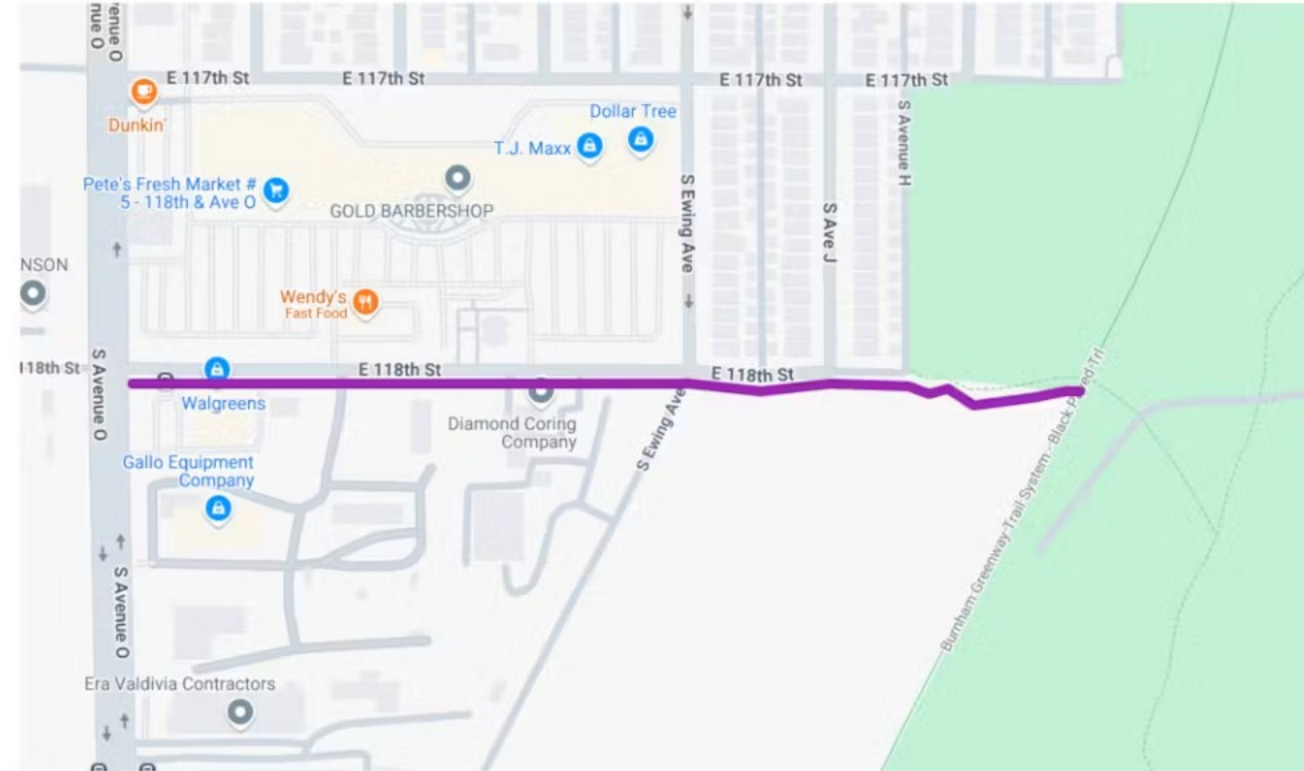
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Presentation from Chicago Department of Transportation (CDOT)

CDOT Complete Streets Program

118th Street Connection to Burnham Greenway

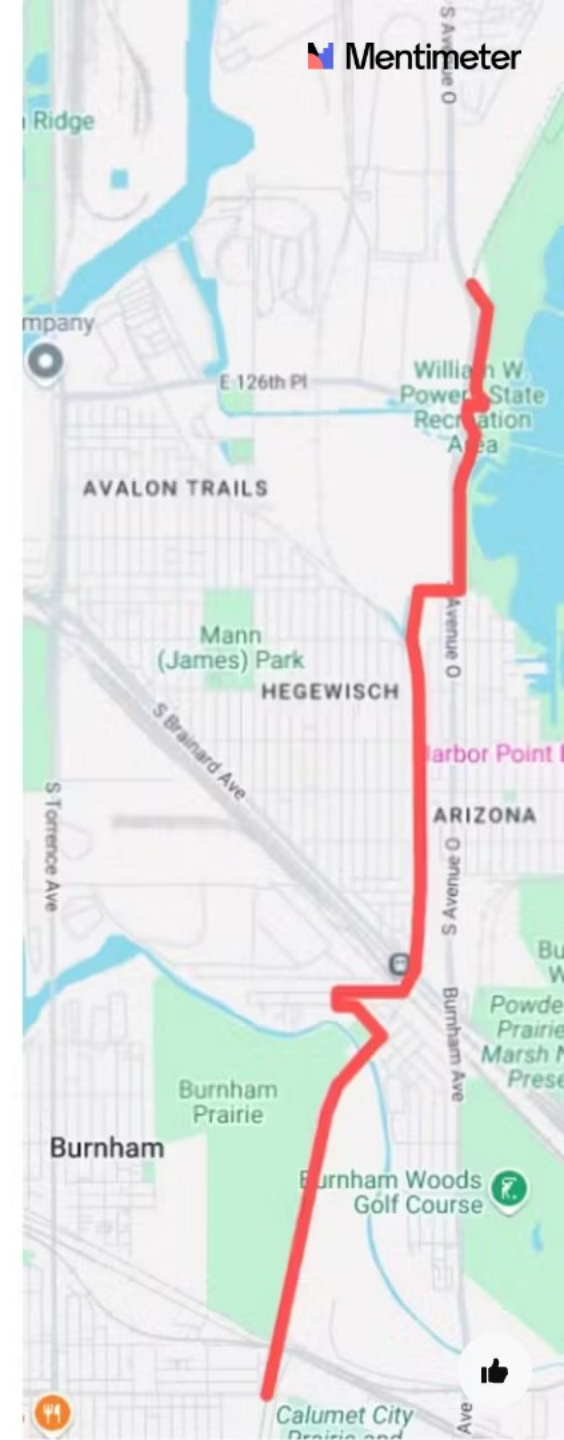
- Design of two-way protected bike lanes on 118th St and an off-street multi-use trail connection (Burnham Connector) between Ave O and existing Burnham Greenway Trail
- Additional improvements:
 - Sidewalk replacement
 - ADA ramps
 - Drainage improvements
- Construction: Summer/Fall 2026



CDOT Complete Streets Program

Burnham Greenway Extension

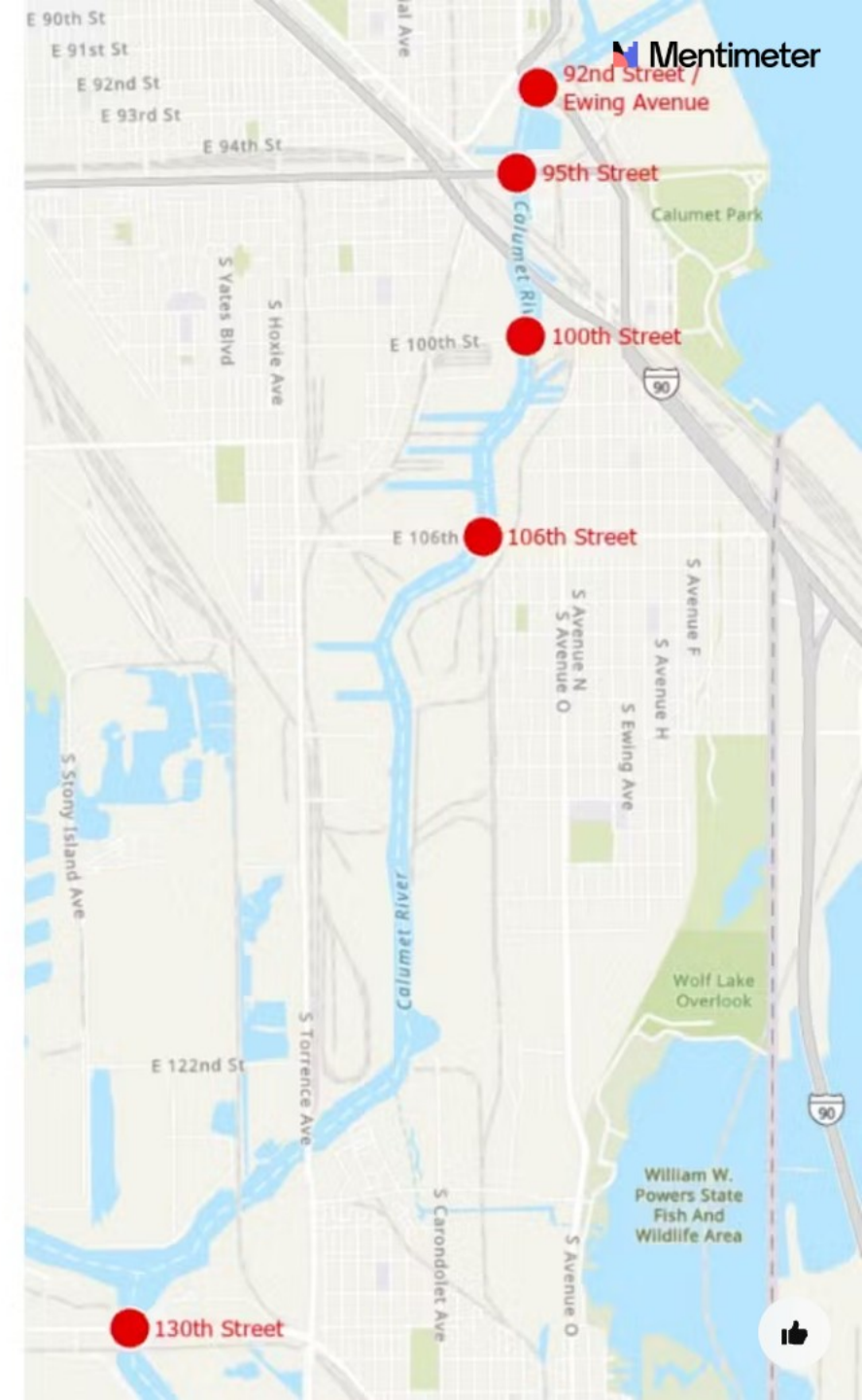
- Extend existing Burnham Greenway Trail to fill in a missing three-mile gap
- This will create a 10-mile uninterrupted trail
- Construction: 2027



CDOT Bridge Improvement Program

Five Calumet River Projects

- 92nd Street / Ewing bridge (2025)
- 95th Street bridge (2026)
- 100th Street bridge (2027)
- 106th Street bridge (2028)
- 130th Street bridge (2025)



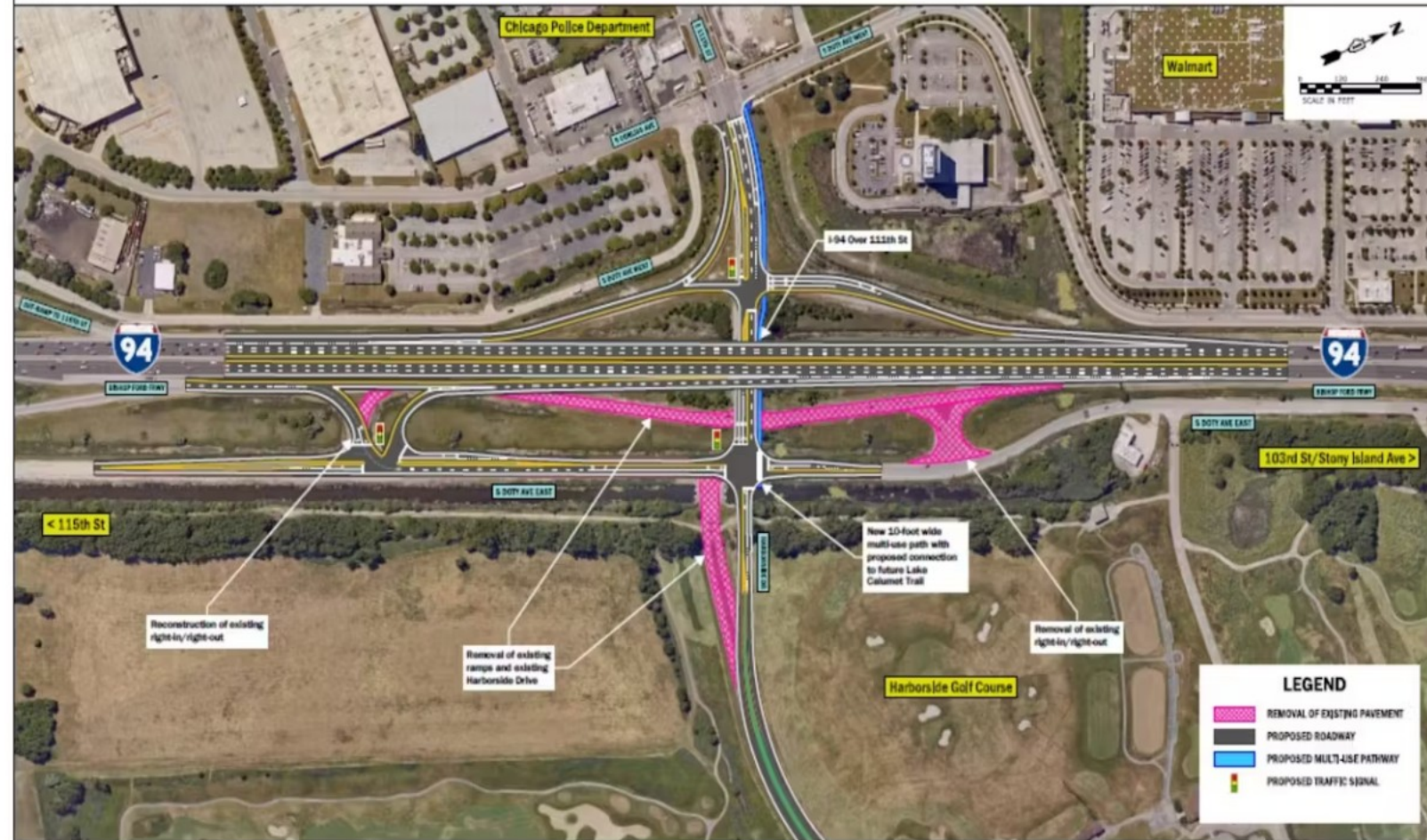
CDOT / IDOT Roadway Improvements

111th / Bishop Ford interchange

The preferred alternative appears to have the most positive attributes from CDOT's perspective:

- No grade change for trail
- Minimizes trail intersections with streets/ramps (two, both signalized)
- Eliminates trail conflicts with NB on ramp traffic
- Directly integrates Doty East into the local street network

I-94 @ 111TH STREET INTERCHANGE



ALTERNATE 4: TIGHT DIAMOND WEST SIDE, COLLECTOR/DISTRIBUTOR EAST SIDE,
I-94 OVER 111TH STREET

Cook County Improvements

Burnham Avenue Rail Crossing

- Phase I study for the grade separation of South Shore, CSX and NS railroads
- Improvements to Brainerd and Burnham Avenue intersection
- Phase I expected completion Summer 2025



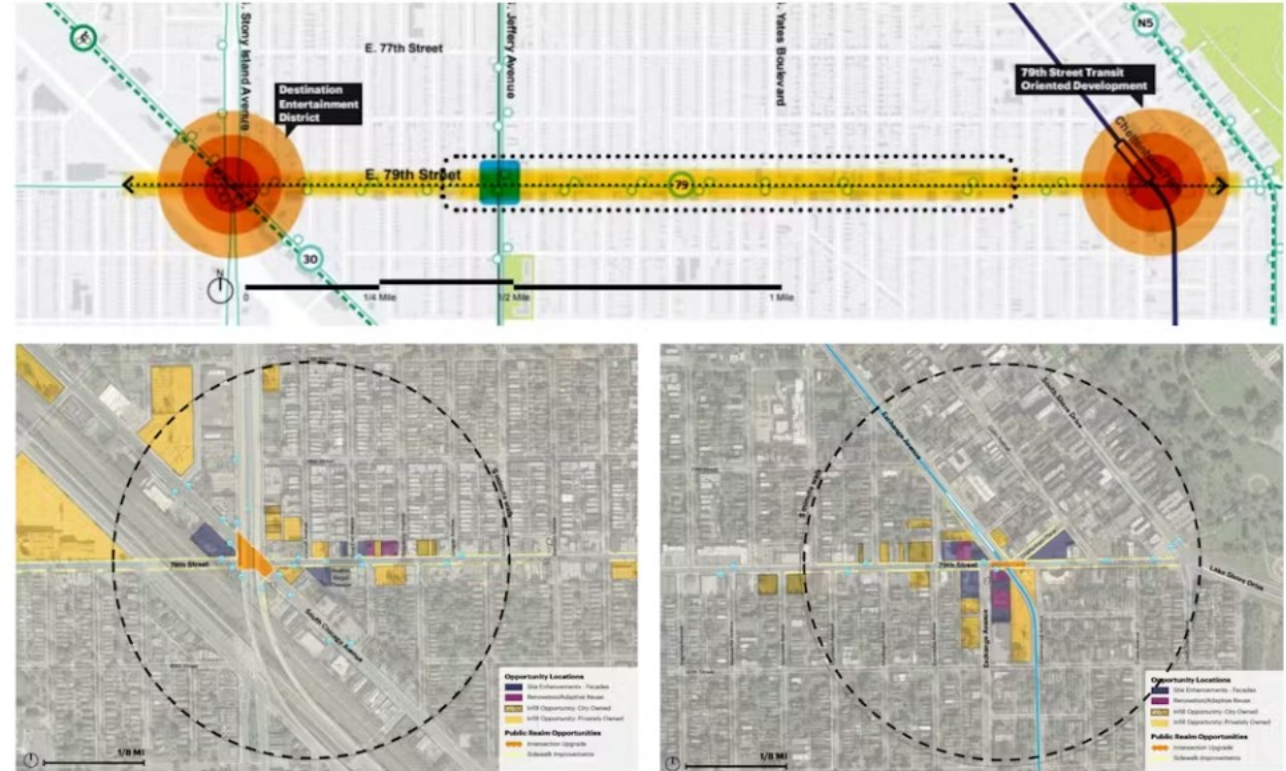
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Opportunity Areas

What are opportunity areas?

Opportunity areas are properties and clusters of properties that have the potential to change within the next 10-20 years. By identifying appropriate uses in these key locations, these “catalytic” sites can help to shape land uses in surrounding parts of the corridor as well.

Today’s conversation will focus on opportunity areas based on a **vacant property** analysis and excludes sites for which community plans have already been established. Additional areas that are not currently vacant may also be considered as the planning process continues.

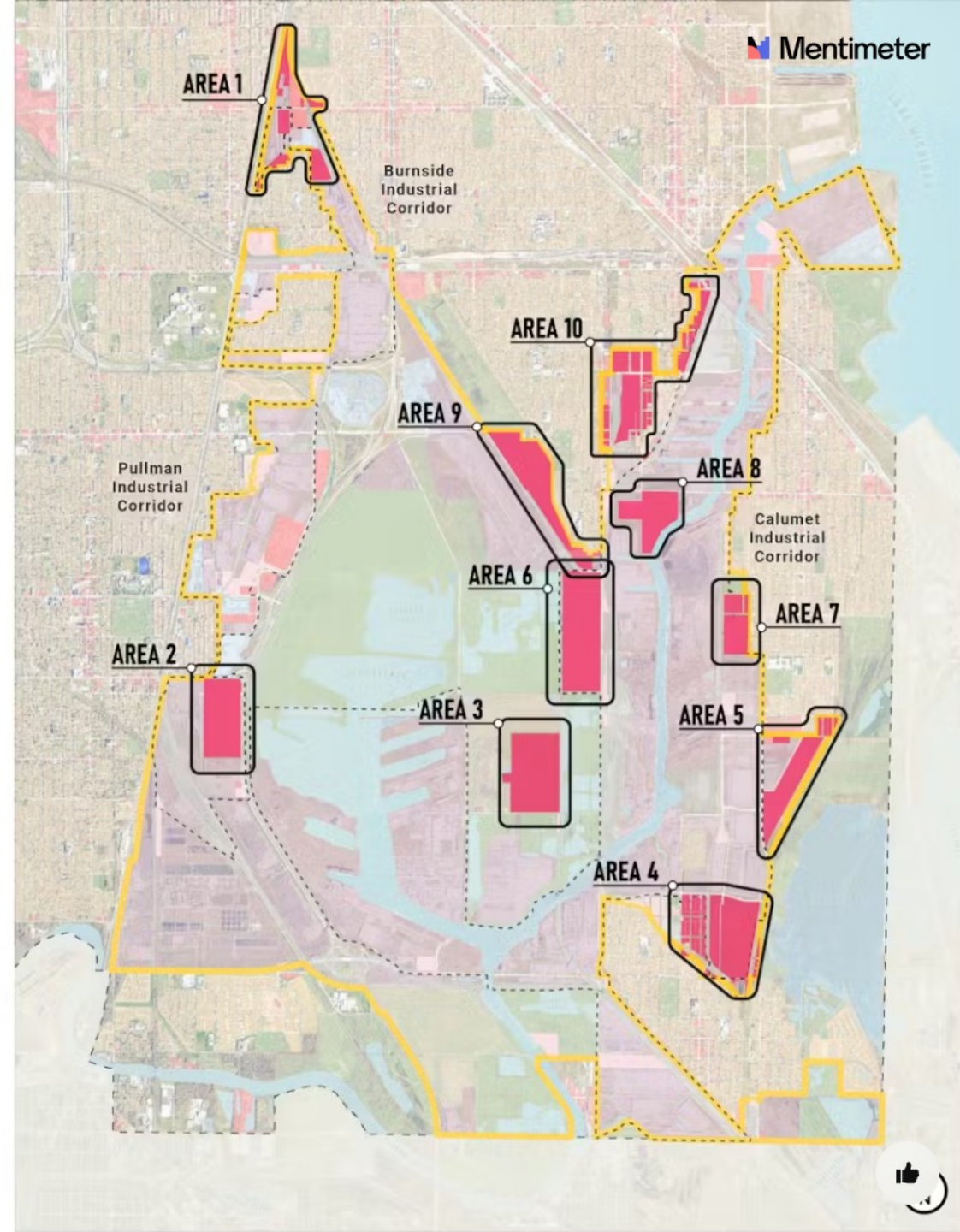
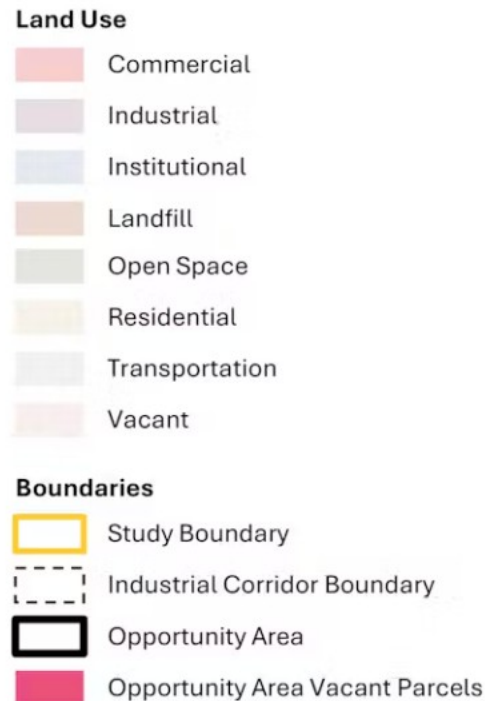


Opportunity Area Example – South Shore Corridor Plan (2020)

How are opportunity areas selected?

Considerations include:

1. Is the property vacant?
2. Are there more than approximately 15 acres of contiguous vacant land?
3. What does ownership look like?
4. What are the edge conditions / surrounding uses?
5. Is this an area of interest for the community?



3

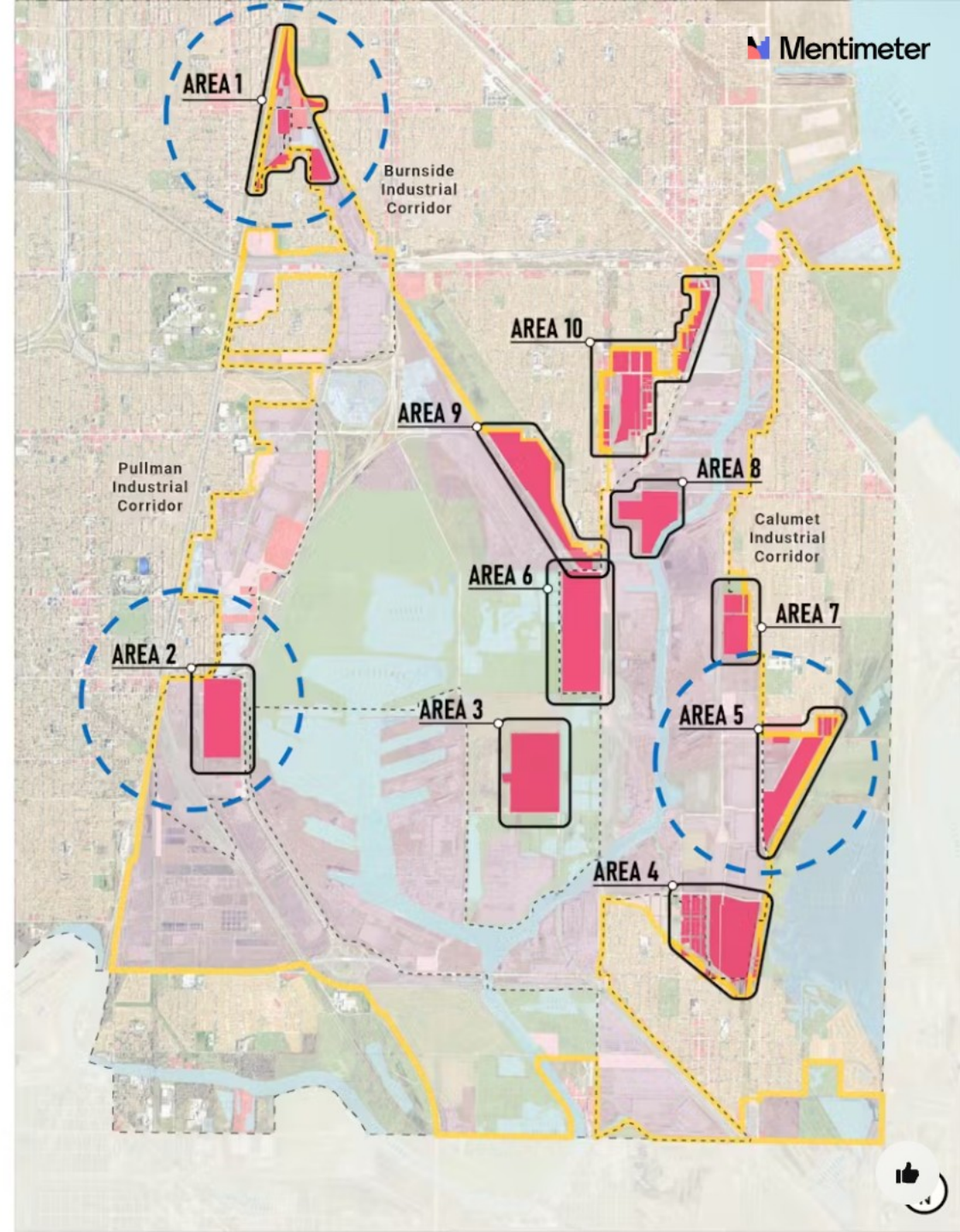
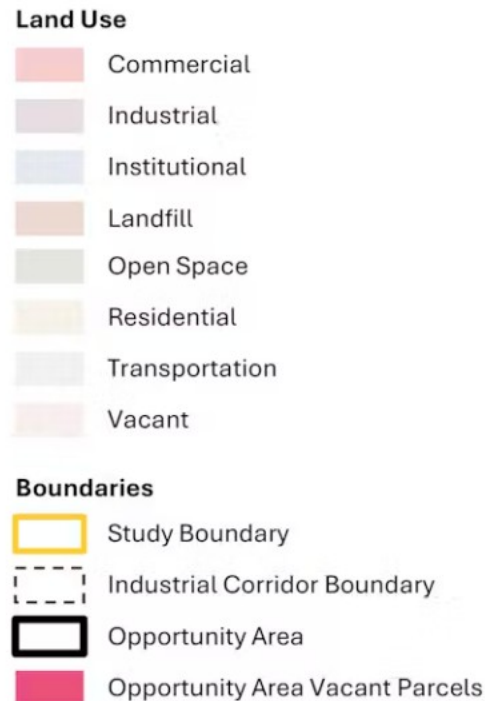
Deep Dive Opportunity Areas

Opportunity Areas – Today's Focus

Today we will focus on one Opportunity Area in each Industrial Corridor:

- Burnside – Area 1
- Pullman – Area 2
- Calumet – Area 5

We will be sharing an online survey that allows for feedback on all Opportunity Areas tomorrow.



Opportunity Area 1





Overview

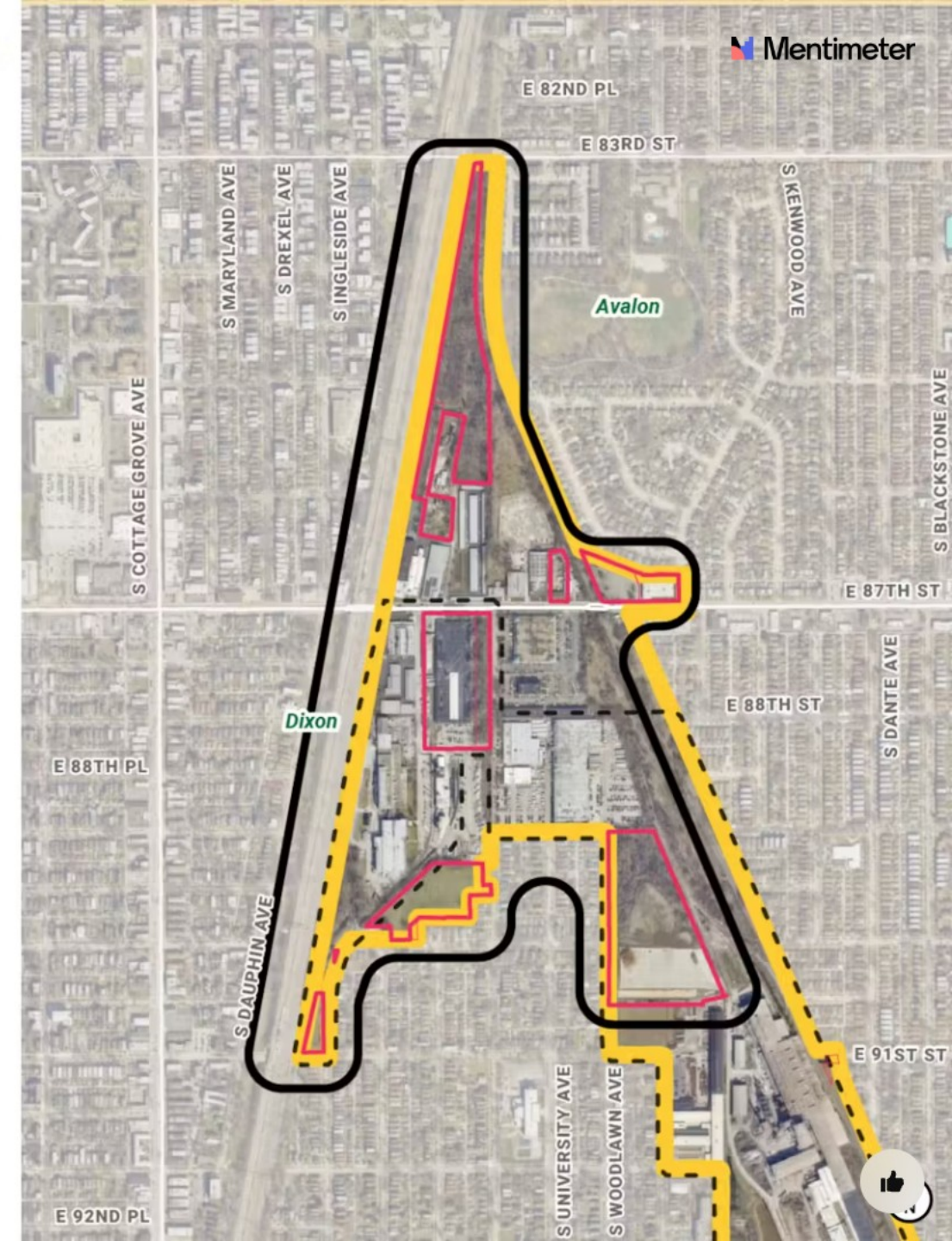
Description: Non-contiguous vacant parcels and vacant buildings along 87th 90th, Drexel, and Woodlawn

Industrial Corridor: Burnside

Acreage: 35.1 vacant acres

Boundaries

-  Study Boundary
-  Industrial Corridor Boundary
-  Opportunity Area
-  Opportunity Area Vacant Parcels



Opportunity Area 1

Land Use and Amenities

Surrounding Land Uses:

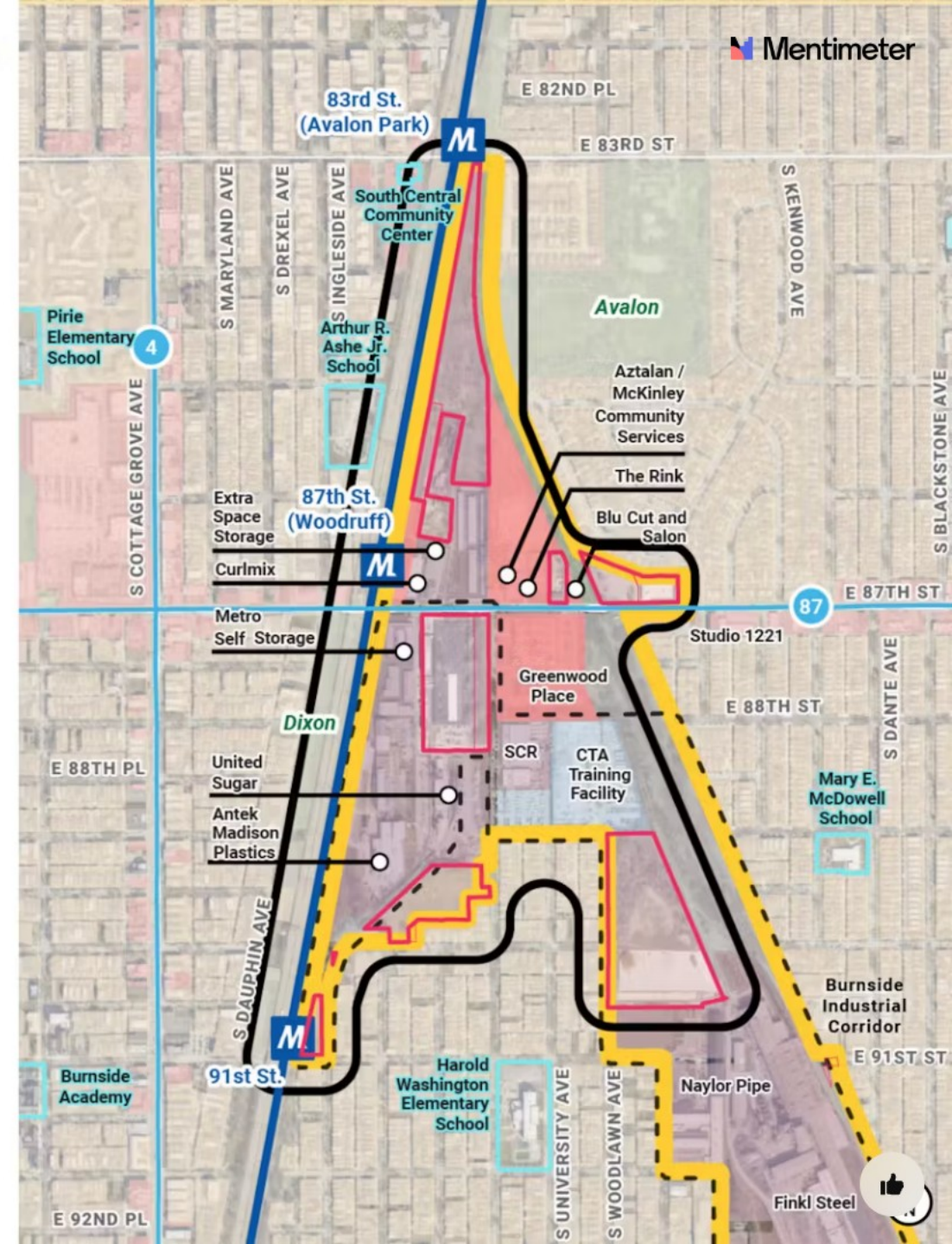
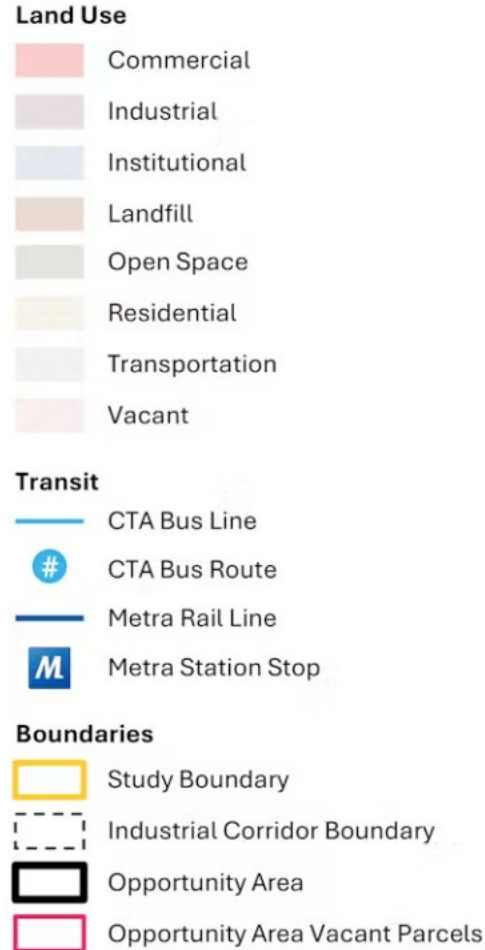
- Heavy Industrial uses
- Light Industrial uses
- Commercial offices
- Parks and Open Space
- Healthcare facilities

Nearby Amenities:

- The Rink
- Daycare
- Youth programs
- Metra Electric stations
- CTA 87 Bus

Edge Condition Considerations:

- South Woodlawn Ave (SE corner) adjacent to residential
- No freight access
- Remainder of sites within industrial zones are on 87th Street



Opportunity Area 1

Zoning

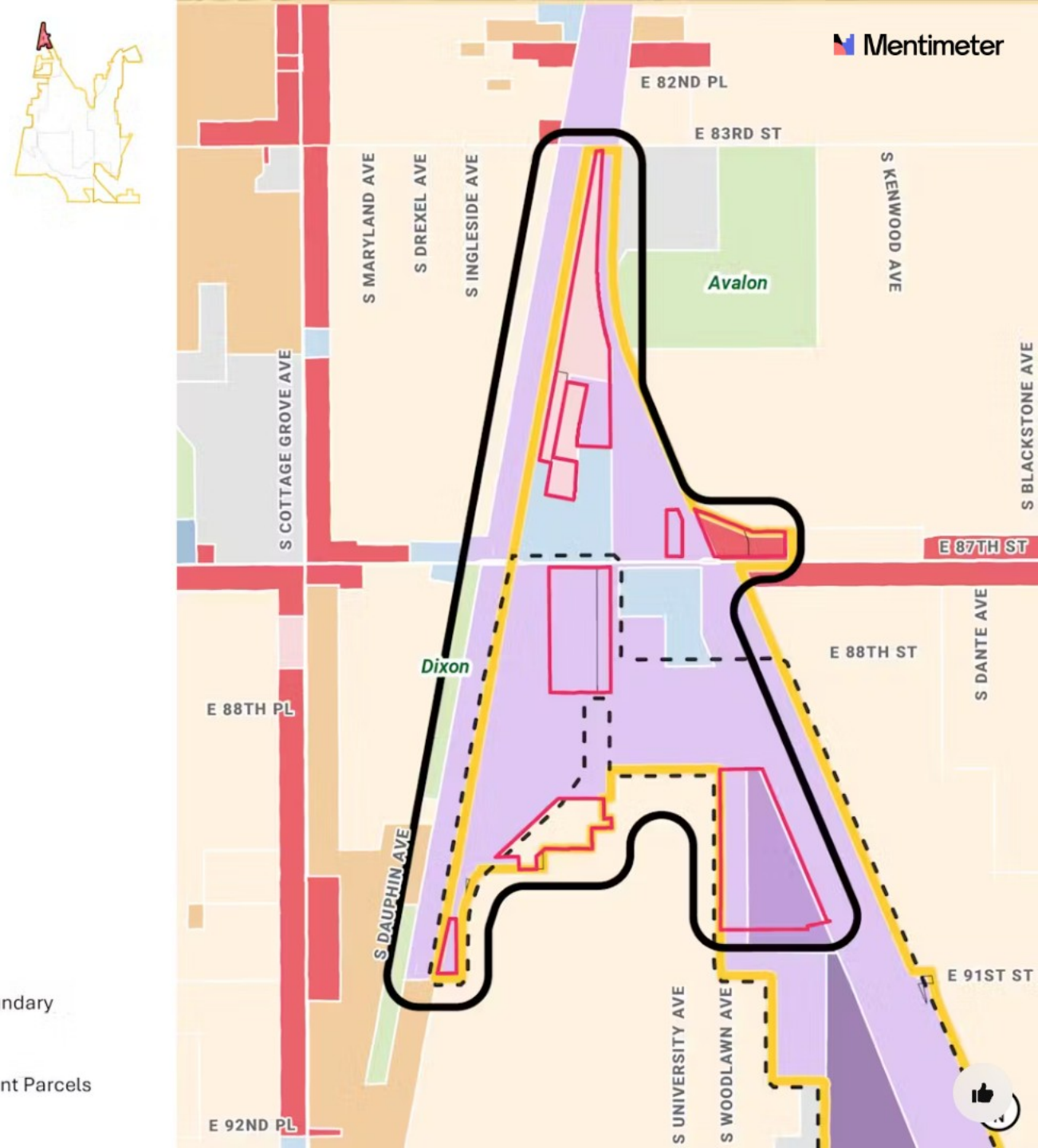
Opp. Area Vacant Parcels: RS, B1, B3, M1, M2

Surrounding Zoning: RS, B1, C1, M1, M3

	RS – Residential Single-Unit
	RT – Residential Two-Flat, Townhouse
	RM – Residential Multi-Unit
	B1 – Neighborhood Shopping
	B2 – Neighborhood Mixed-Use
	B3 – Community Shopping
	C1 – Neighborhood Commercial
	C2 – Motor Vehicle-Related Commercial
	C3 – Commercial, Manufacturing, and Employment
	M1 – Limited Manufacturing / Business Park
	M2 – Light Industry
	M3 – Heavy Industry
	PMD – Planned Manufacturing District
	POS – Parks and Open Space
	T – Transportation
	PD – Planned Development

Boundaries

	Study Boundary
	Industrial Corridor Boundary
	Opportunity Area
	Opportunity Area Vacant Parcels



Opportunity Area 1

Ownership

Property Ownership:

- 100% private (multiple owners)

Ownership

- Private
- City-owned
- Other tax-exempt agency
- Railroad
- Unknown

Boundaries

- Study Boundary
- Industrial Corridor Boundary
- Opportunity Area
- Opportunity Area Vacant Parcels



Opportunity Area 2





Overview

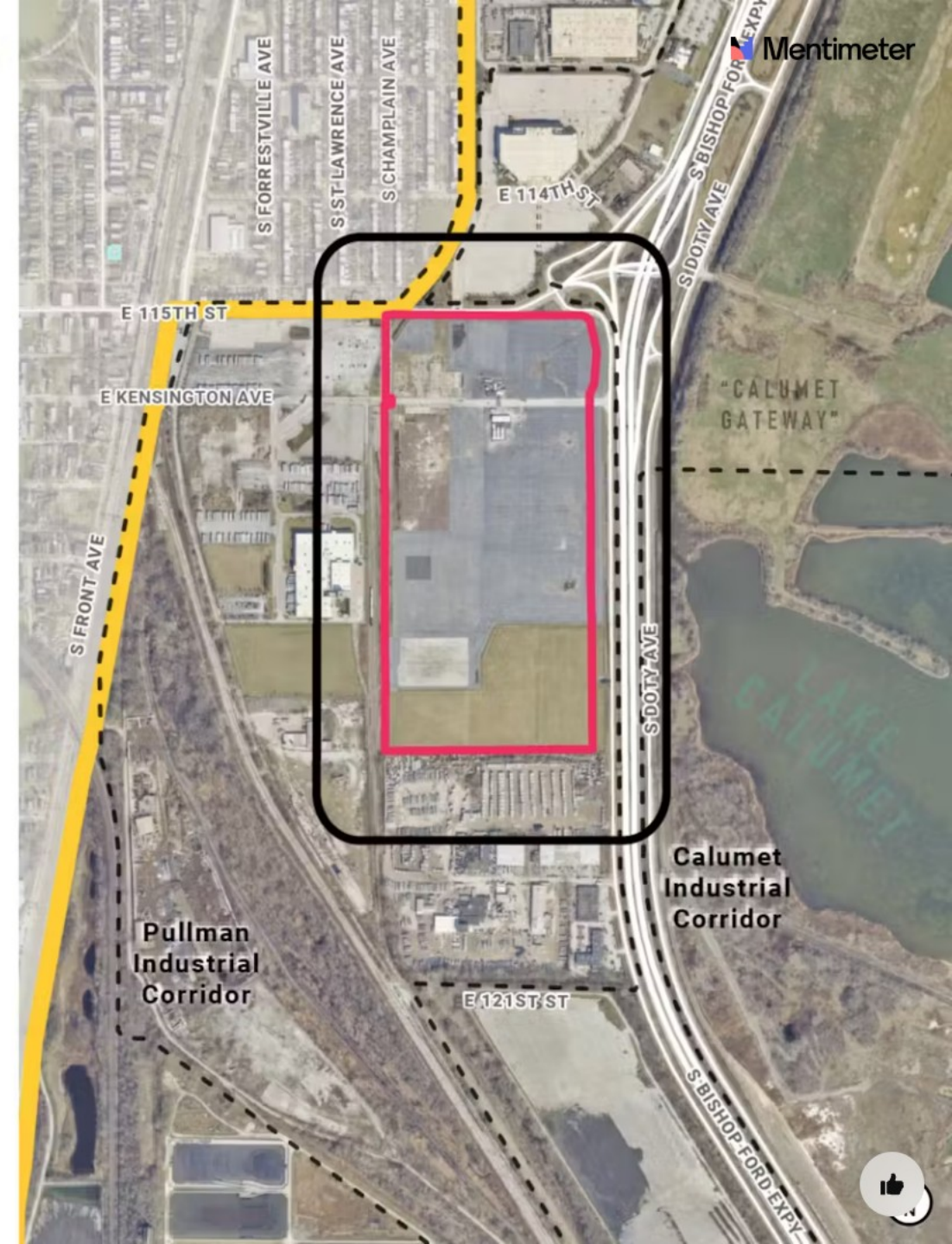
Description: Sherwin-Williams remediation site

Industrial Corridor: Pullman

Acreage: 71.5 vacant acres

Boundaries

-  Study Boundary
-  Industrial Corridor Boundary
-  Opportunity Area
-  Opportunity Area Vacant Parcels



Opportunity Area 2

Land Use and Amenities

Surrounding Land Uses:

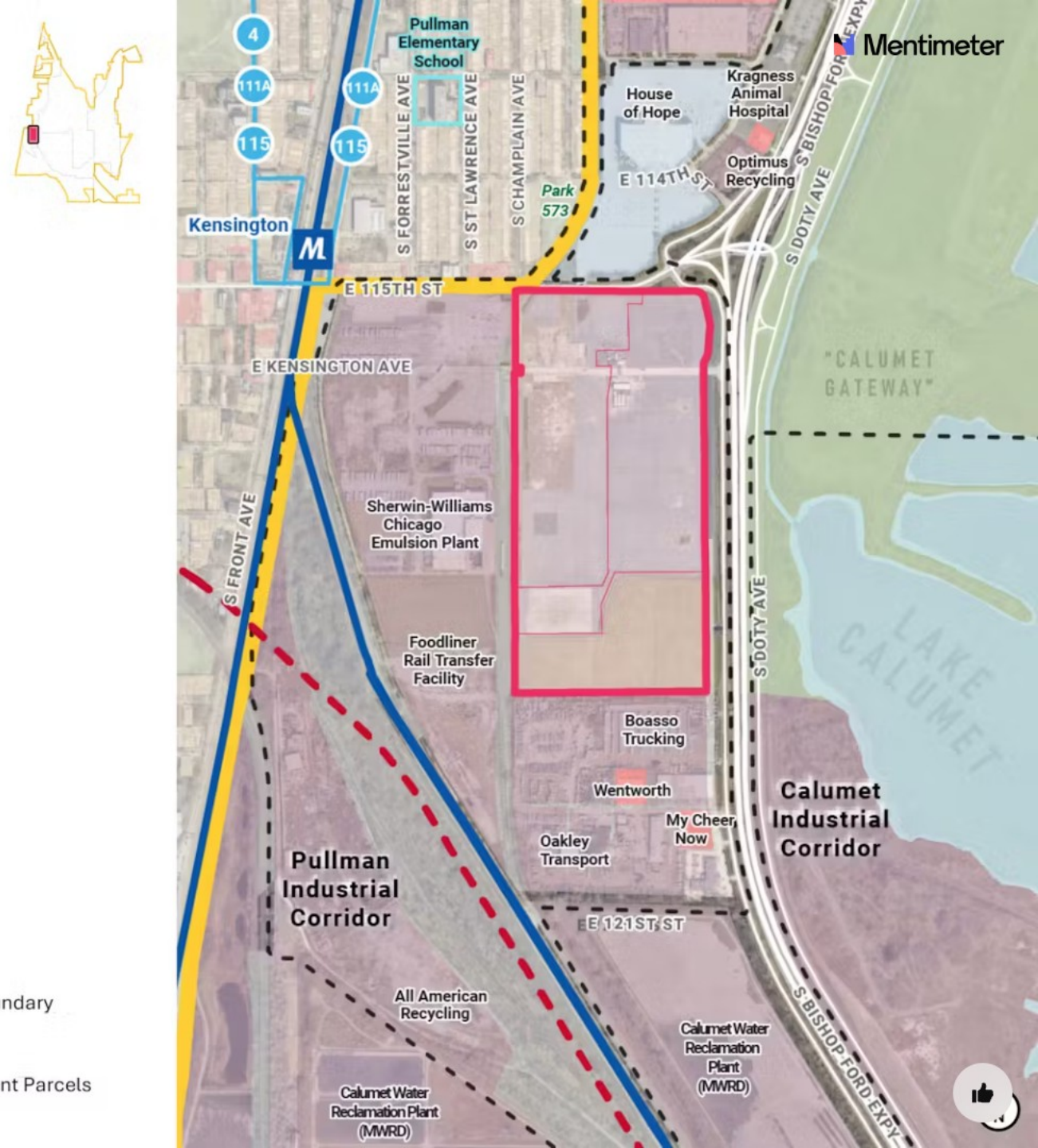
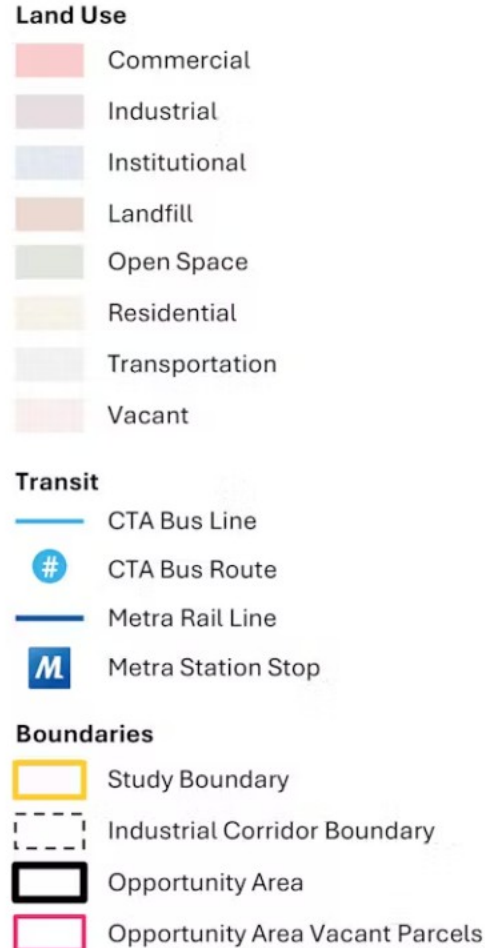
- Heavy Industrial uses
- Light industrial uses
- Multi-family homes
- Transportation infrastructure
- Recreation

Nearby Amenities:

- Single and multi-family homes
- Community gardens
- House of Hope Church
- Pullman Commercial Corridor
- Metra Electric station
- Several CTA Buses

Edge Condition Considerations:

- Entirely bound by existing active industrial and interstate



Opportunity Area 2

Zoning

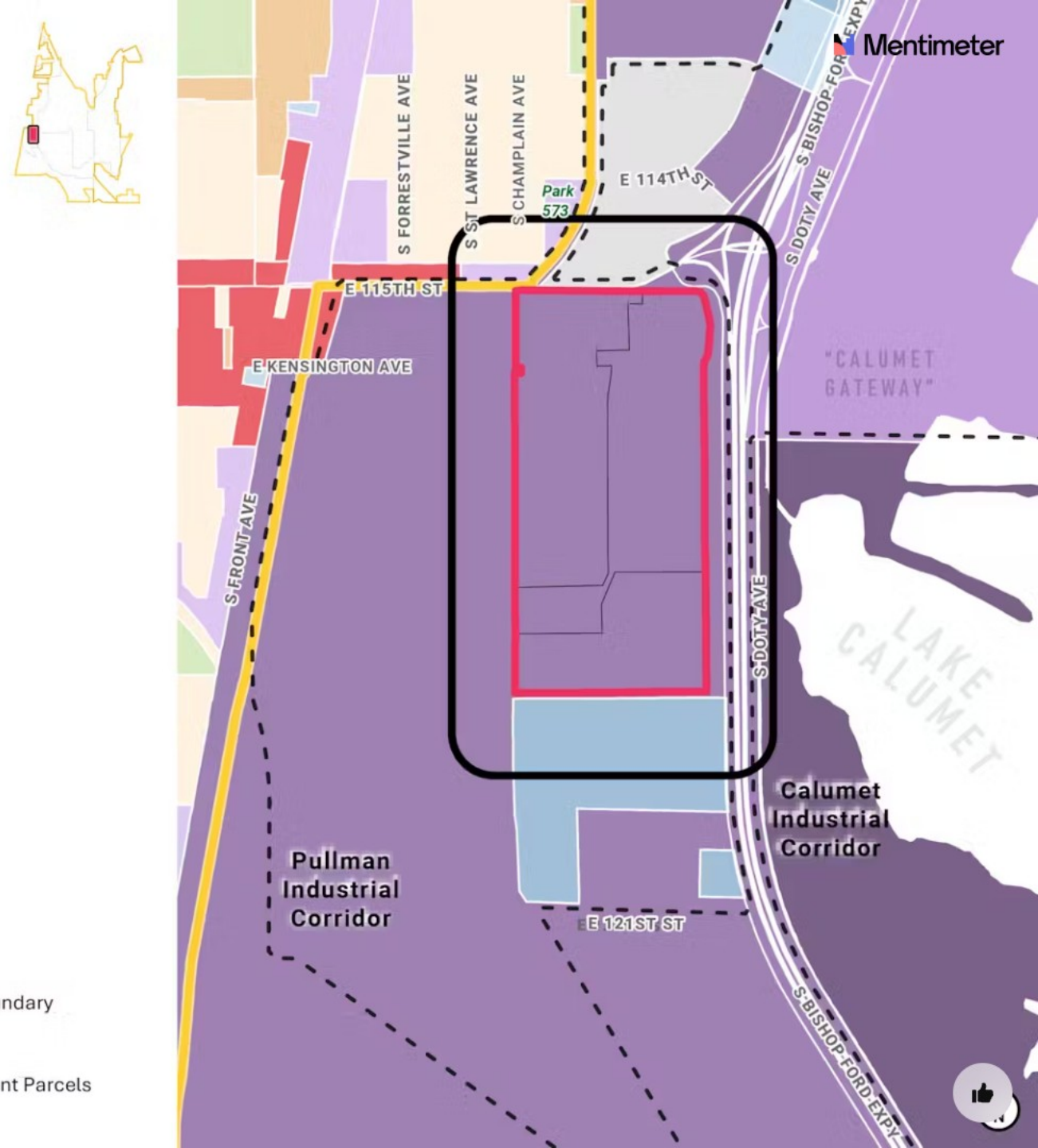
Opp. Area Vacant Parcels: M3

Surrounding Zoning: C2, M1, M3, PMD 6, PD 877

	RS – Residential Single-Unit
	RT – Residential Two-Flat, Townhouse
	RM – Residential Multi-Unit
	B1 – Neighborhood Shopping
	B2 – Neighborhood Mixed-Use
	B3 – Community Shopping
	C1 – Neighborhood Commercial
	C2 – Motor Vehicle-Related Commercial
	C3 – Commercial, Manufacturing, and Employment
	M1 – Limited Manufacturing / Business Park
	M2 – Light Industry
	M3 – Heavy Industry
	PMD – Planned Manufacturing District
	POS – Parks and Open Space
	T – Transportation
	PD – Planned Development

Boundaries

	Study Boundary
	Industrial Corridor Boundary
	Opportunity Area
	Opportunity Area Vacant Parcels



Opportunity Area 2

Ownership

Property Ownership:

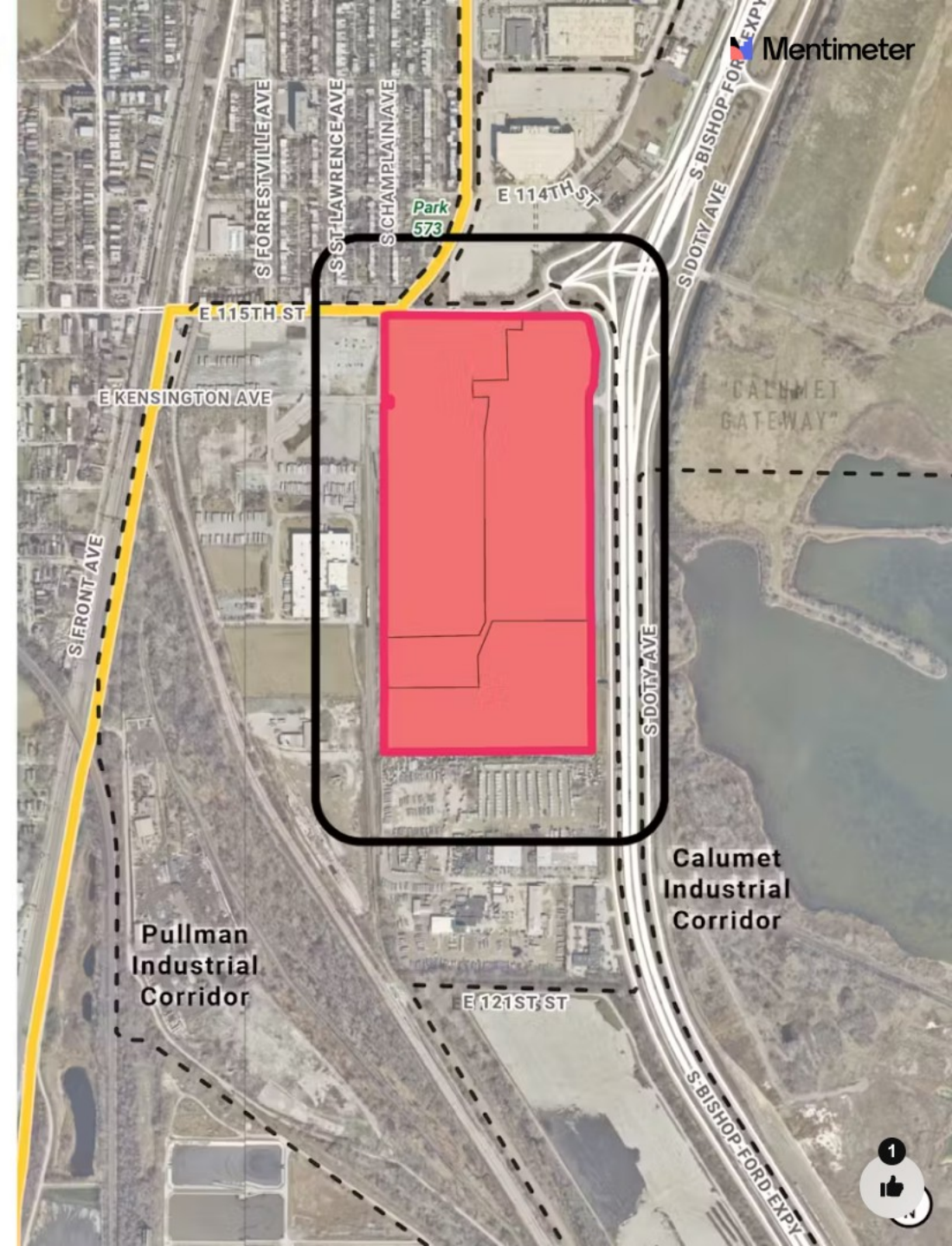
- 100% private (Sherwin-Williams)

Ownership

- Private
- City-owned
- Other tax-exempt agency
- Railroad
- Unknown

Boundaries

- Study Boundary
- Industrial Corridor Boundary
- Opportunity Area
- Opportunity Area Vacant Parcels



Opportunity Area 5





Overview

Description: Vacant parcels between Ewing / Avenue O and Burnham Greenway

Industrial Corridor: Calumet

Acreage: 57.61 acres of vacant land

Boundaries

-  Study Boundary
-  Industrial Corridor Boundary
-  Opportunity Area
-  Opportunity Area Vacant Parcels



Opportunity Area 5

Land Use and Amenities

Surrounding Land Uses:

- Light industrial uses
- Single-family homes
- Multi-family homes
- Transportation infrastructure
- Recreation

Nearby Amenities:

- Wolf Lake / William Powers
- Eggers Grove
- George Washington High School
- George Washington Elem. School
- Rowan Park
- CTA 30 Bus

Edge Condition Considerations:

- Residential adjacencies along S Avenue J
- Rail buffer on east edge along William W. Powers State Rec. Area

Land Use

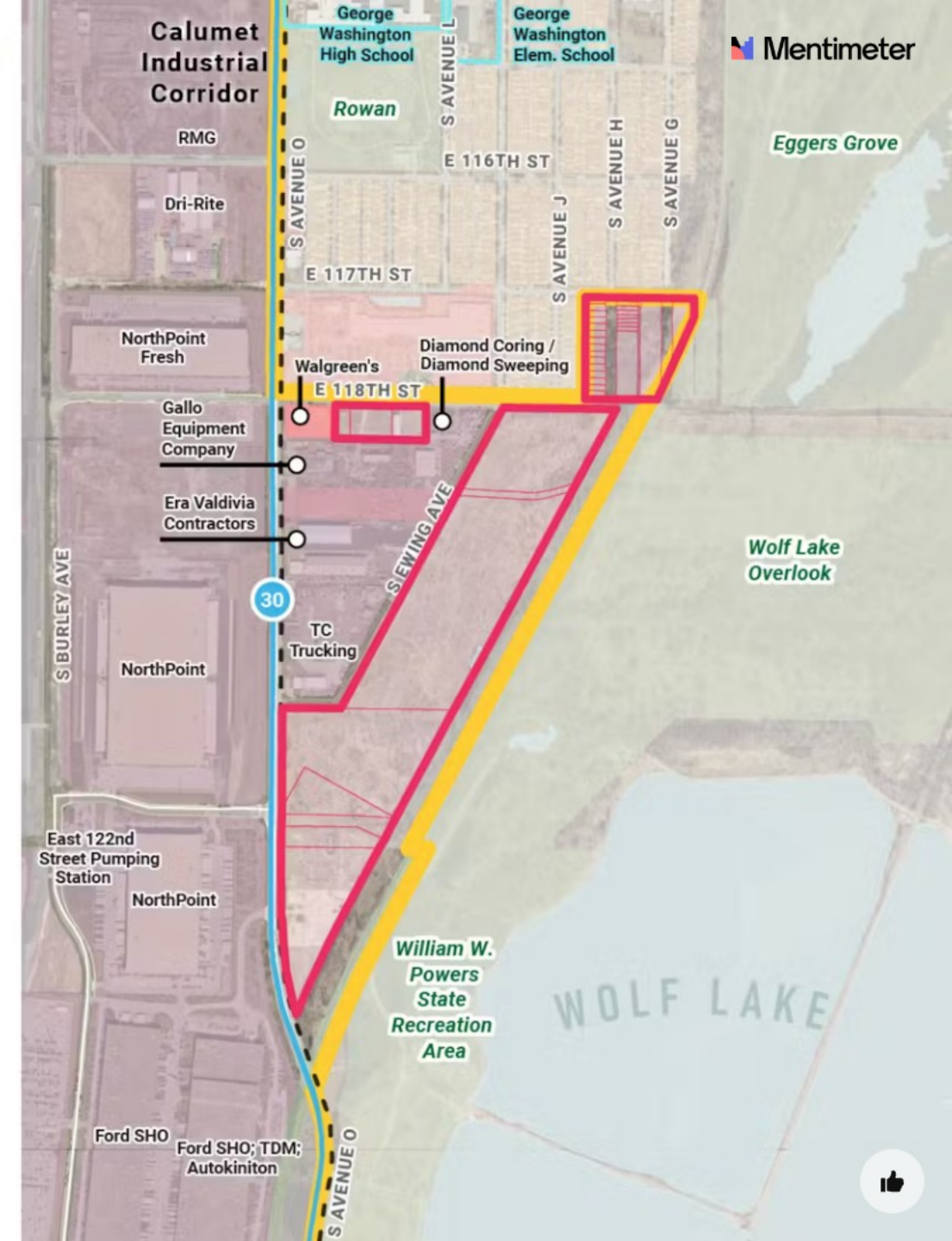
- Commercial
- Industrial
- Institutional
- Landfill
- Open Space
- Residential
- Transportation
- Vacant

Transit

- CTA Bus Line
- CTA Bus Route
- Metra Rail Line
- Metra Station Stop

Boundaries

- Study Boundary
- Industrial Corridor Boundary
- Opportunity Area
- Opportunity Area Vacant Parcels



Opportunity Area 5

Zoning

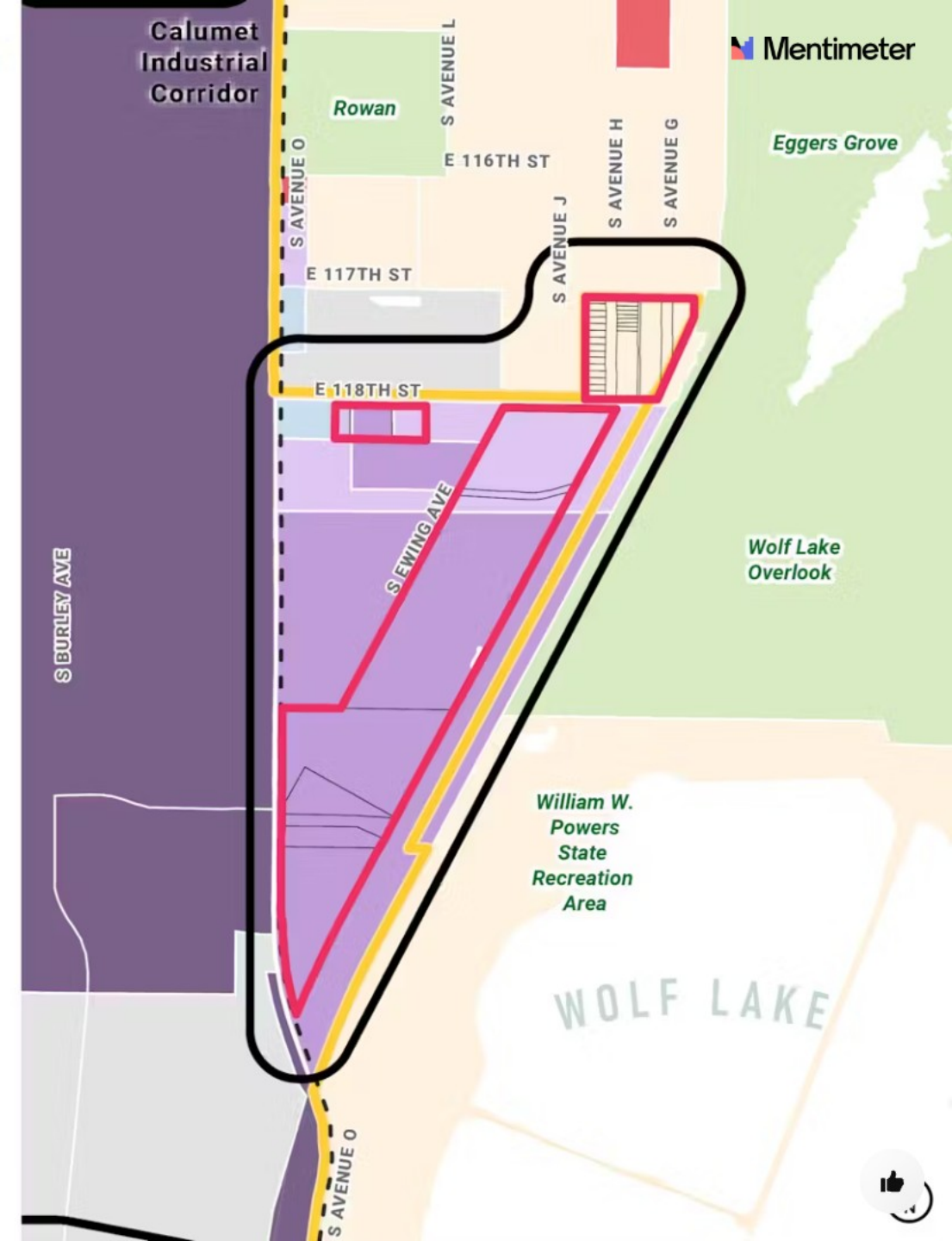
Opp. Area Vacant Parcels: M1, M2, RS

Surrounding Zoning: RS, B3, C1, M1, M2, PMD 6, POS, PD 248, PD 804

- RS – Residential Single-Unit
- RT – Residential Two-Flat, Townhouse
- RM – Residential Multi-Unit
- B1 – Neighborhood Shopping
- B2 – Neighborhood Mixed-Use
- B3 – Community Shopping
- C1 – Neighborhood Commercial
- C2 – Motor Vehicle-Related Commercial
- C3 – Commercial, Manufacturing, and Employment
- M1 – Limited Manufacturing / Business Park
- M2 – Light Industry
- M3 – Heavy Industry
- PMD – Planned Manufacturing District
- POS – Parks and Open Space
- T - Transportation
- PD – Planned Development

Boundaries

- Study Boundary
- Industrial Corridor Boundary
- Opportunity Area
- Opportunity Area Vacant Parcels



Opportunity Area 5

Ownership

Property Ownership:

- 89.5% private (multiple owners)
- 6.5% unknown
- 3.9% City-owned

Ownership

- Private
- City-owned
- Other tax-exempt agency
- Railroad
- Unknown

Boundaries

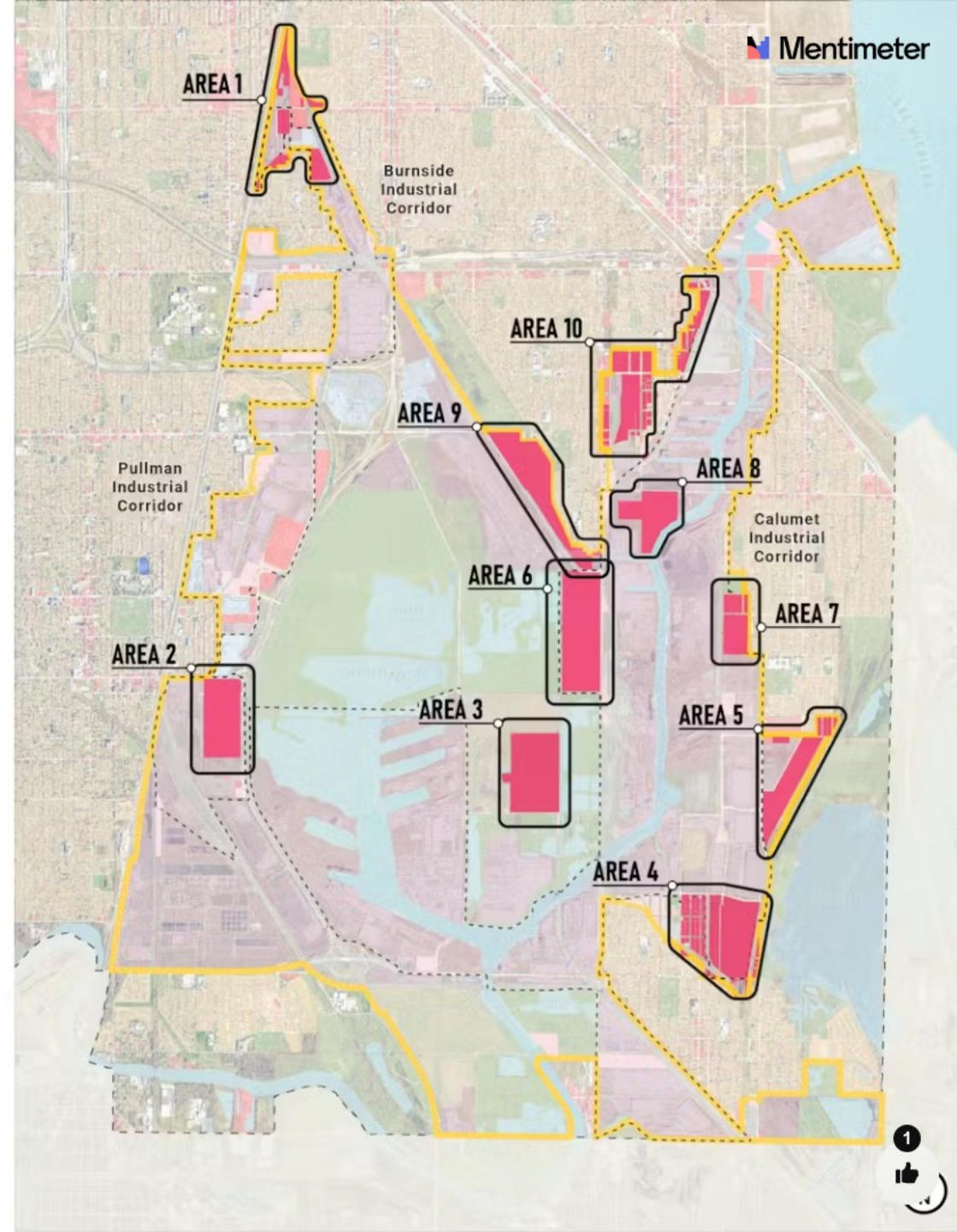
- Study Boundary
- Industrial Corridor Boundary
- Opportunity Area
- Opportunity Area Vacant Parcels



Feedback on Opportunity Areas

Using Mentimeter

1. Where else might there be opportunity areas in the study boundary? Please explain why.
 1. Note: (These do not have to be vacant properties but areas of interest to you/your organization)
2. What are other criteria to consider when selecting opportunity areas?
3. Is there any other feedback you have on opportunity areas?



4

Next Steps

Working Group

Upcoming Discussion Topics

Working Group #2

Recap WG #1 / Goals
Planning Topics
Overview
Draft Objectives

Working Group #3

Economy & Workforce

Working Group #4

Nature & Ecology

Working Group #5

Transportation &
Infrastructure

Opportunity Areas

Working Group #6

Health & Community

Draft Land Use
Framework

Post-work: Survey

Opportunity Areas

An online survey will be sent out to the working group to provide input on all opportunity areas.

The survey will stay open for two weeks.

Calumet Area Land Use Plan Opportunity Areas Survey

The purpose of this survey is to provide insight and feedback on to the opportunity areas for the Calumet Area Land Use Plan.

Opportunity Area #1: Land Use and Amenities



Next Steps

Working Group Meeting #6

Tuesday, May 13 | 6:00 – 7:30pm | Zoom

Topic: Health & Community + Land Use Framework Discussion

Public Meeting #2 End of June

Questions, Comments, Concerns?

Dhara Shah – dhara@musecommunitydesign.com

Appendix A Mentimeter Results

Opportunity Area

Opportunity Area 1: What types of land uses would be appropriate in this area and why?

logistics

warehousing

Retail

Manufacturing

workforce development

Light manufacturing, retail,
healthcare, park, residential.
Not logistics.

business incubator

Commercial

Opportunity Area

Opportunity Area 1: What types of land uses would be appropriate in this area and why?

housing - near transit

Grocery store

Industrial; Healthcare;
TDL

park land and other
youth services

Keep landscape buffers as buffers, the triangles at the furthest north esp. Other sites along roadways can be redeveloped. Sites at the southeast seems to be very close to residential, so res. maybe

Park. There aren't enough green spaces, and support the health if the residents

Health care and
residential

Park, two flats with like 3 bedrooms

Opportunity Area

Opportunity Area 1: What types of land uses would be appropriate in this area and why?

industrial and commercial because that fits with what is there now

Can be a node of residential to benefit from the Metra stations plus maybe light industrial

Noting that a majority of these sites were former industrial sites, id hesitate to convert them to parks unless heavy remediation was done

commercial along 87th near the metra stop

Grocery Store, they are lacking in this area, particularly around 87th and cottage grove

Retail along 87th

Retail

If market needs support: residential, community commercial, light industrial. Seems lots residential surrounding so workforce available.

Opportunity Area

Opportunity Area 1: What types of land uses would be appropriate in this area and why?

Commercial closer to 87th Street

Continuing the retail strength between 87th and Cottage Grove to Stony Island

housing near the metra

Landscape buffers can serve as stormwater infrastructure to reduce flooding in the area. Wooded areas the furthest north.

Food incubator similar to The Hatchery

Good TOD potential for the site near the Metra Woodruff. Cottage grove #4 is nearby and also a frequent route.

Opportunity Area

Opportunity Area 1: What types of land uses should be avoided in this area and why?

Heavy dirty industry

Heavy industry

Heavy manufacturing
(petrochemicals)

other than sw no
residential

heavy industry as each
node is located near
residential areas

Recreational parks and
housing

Industrial along 87th.

Residential because of
the proximity to
industrial land uses

Opportunity Area

Opportunity Area 1: What types of land uses should be avoided in this area and why?

Industrial and/or
manufacturing

childcare facility,
especially ones with
outdoor play space

Uses that might impact the
surrounding residential areas,
since this area is surrounded by
residential communities and
parks on all sides.

no noisy or air polluting
uses

Heavy industry, no more
pollution is needed here

anything that contributes to
additional negative air,
water, or soil impacts

Retail in north node seems
unrealistic. Very limited
market and foot traffic

No industrial along
residential on the east
and north

Opportunity Area

Opportunity Area 1: What types of land uses should be avoided in this area and why?

Avoid Industrial as this area seems to have a good amount of transportation connections, a nearby park, and community amenities

no warehouses near residential because of the size of the building and the truck traffic

Past Industrial land use may need remediation and conflicting use with existing industry

Green space unless remediated. Perhaps better to do Greenstreets. No heavy industrial with pollutants.

Avoid putting residential right adjacent to some of the heavier industrial uses w/o a buffer

Excessive Truck use should be avoided also

Logistics, heavy polluting industry

Heavy industry Any usage that does not require remediation since this was an industrial area should be avoided. Any business should agree to remediation and work with community

Opportunity Area

Opportunity Area 1: What types of land uses should be avoided in this area and why?

no inudstrial near the
park on 87th

Religious facilities

Opportunity Area

Opportunity Area 1: What is most important to consider when making land-use decisions here?

public transit access as
positive for residential

Remediation needs
Access to public transit

Community buy-in is crucial.
Open and frequent
communication with
community

Surrounding land uses
including what's adjacent to
the opportunity area

Permanent job creation
and new private
investments.

whatever is relative to a
needs based assessment
according to the community
members

access to public transit

Cumulative impacts

Opportunity Area

Opportunity Area 1: What is most important to consider when making land-use decisions here?

Health, proximity to public transit, not wanting to over burden one community with too much pollution

How it will affect the residents. Pros and cons. Financially, health, community,

Good paying job opportunities which means some industry.

Depending on its potential as a healthcare/commercial corridor, the AADT of pedestrians, bus riders, cars, and 87th St Metra passengers

impact on livelihood, such as access to spaces, local hires for light industries, impact of pollutants from industries near by already

Adjacent land uses

Including the community members in the area so they can say what they need

What impacts removing existing landscape buffers might have, it seems like some of the open parcels are serving as space between residential and industry. need to create setbacks with future plans.

Opportunity Area

Opportunity Area 1: What is most important to consider when making land-use decisions here?

Community benefits

take advantage of
embankments as protection
to adjacent residential

Use adjacency and
understanding the
operations on the ground
with industrial

Sense of community.

How much open space is
available

proximity to existing residential
and potential traffic or air
quality impacts if considering
industry that would require high
truck traffic

Seems like this is the site out of
all of them that is most
surrounded by residential uses
and has probably the best
current transit connections

where is transit located

Opportunity Area

Opportunity Area 1: What is most important to consider when making land-use decisions here?

are the streets sized for trucks

Rail friendly industries over truck reliant

Uses that support walkability and connectivity between surrounding community areas and to the transit station.

Proximity to homes and a school; public health. Providing jobs and building community wealth

Opportunity Area

Opportunity Area 2: What types of land uses would be appropriate in this area and why?

light industry and
transportation and
logistics

light industry

logistics or industrial

Manufacturing and TDL.
Compatible to Sherwin
Williams' current operations

Other than storage or light
industrial/transportation
facilities, I can't see strong use
of this site given the amount of
remediation required

An active green space

Use mix similar to the north
of 111th street, mix of job
creating creative industries.
Gotham Greens / Method,
etc.

"green" industry like
method/Gotham Greens
type would be awesome

Opportunity Area

Opportunity Area 2: What types of land uses would be appropriate in this area and why?

Heavy industries south of Kensington and light industry or commercial north of Kensington

mixed-use retail and residential if remediated

Forestry to buffer the e-way
Open space to give some breathing room
Remediation planting + solar farm if there's enough space

industry/ manufacturing

Greenspace

Logistics, workforce development training site (construction, logistics)

Transportation proximity to Interstate 94 and light Industrial because of adjacent existing land uses

I'd say residential, but being so close to the highway, Biosolids and pain factory make me nervous to suggest that use

Opportunity Area

Opportunity Area 2: What types of land uses would be appropriate in this area and why?

Once remediated, an open space area like a botanical garden

Clean Industrial. Highway access ideal to minimize impact to neighborhoods.

commercial and light industry

maybe residential in the north

Light industrial, mixed use with some residential at the north.

Would support green industry too like method soap plant

Industrial is the only realistic use.

if close to the future pathway across Lake Calumet, what kind of community entry "hub", connecting end point or feature could this be?

Opportunity Area

Opportunity Area 2: What types of land uses should be avoided in this area and why?

Dirty industry as a whole.
We might be zoned for it but
we don't need it here.

smell/air issues could be a
real concern considering
surrounding area

Residential. No one
would buy there.

Anything open space or
residential

Residential due to the
proximity of the interstate
and industrial land uses

Heavy industrial uses

residential, since there is
already industrial uses in the
area and isn't near public
transportation

Residential anywhere
except towards the north
nearish the current
residential

Opportunity Area

Opportunity Area 2: What types of land uses should be avoided in this area and why?

The adjacent land uses of this site are nearly all industrial. I don't think we should build residential units on a site surrounded by these heavy polluting uses.

Residential - proximity to highway and industry is not it

Manufacturing/industrial land use compatible to other industrial uses and site has access to rail and expressway

Residential, there is hardly any ecosystem/ land use around to build homes

Anything with lots of emissions - it's already so bad right here and that school needs to be protected!! Any industrial use that doesn't have lots of jobs/doesn't build local wealth

Seems fairly isolated, with highways and rail surrounding, so not a great location for residential use.

Residential, commercial.

Schools, parks, homes, recreation. To much contamination in the air, water, and soil

Opportunity Area

Opportunity Area 2: What types of land uses should be avoided in this area and why?

Heavy industry, why add to what is there already especially if they are remediating the land

No auto oriented uses. Even being next to a highway, there's no need for gas stations or auto shops here when we can grow other businesses here

Opportunity Area

Opportunity Area 2: What is most important to consider when making land-use decisions here?

compatible adjacencies

Community needs
always

Proximity to the
interstate and
surrounding industries

Doesn't seem to have
friendly or good access for
those not in vehicles

Accessibility to public
transit

the noise and pollution
from highway traffic

the north end should be
buffering/appropriate for
proximity to residential

Proximity to away Climate
change Moving to clean
industry for the future

Opportunity Area

Opportunity Area 2: What is most important to consider when making land-use decisions here?

surrounding land uses,
noise (highway) and air
(adjacent land use)

Compatibility, existing
transportation assets and
potential job creation and
retent

Train and highway access
vs historic district to north
and water area to east

Cumulative impacts, uses that
provide good jobs or involve
local ownership/wealth
building, development that's
compatible with nearby homes

Effects on community
health

The increase of commercial
businesses along Doty down to
115th demands a consideration
of how this space will interact
(or even complement) with
these developments

Need for remediation

Its a very large site, so could be
attractive to a large employer,
but what infrastructure would
be needed for that type of
facility, to make sure it was
beneficial without burdening
surrounding res.

Opportunity Area

Opportunity Area 2: What is most important to consider when making land-use decisions here?

The effect on
community

Seems to have good
existing transportation
infrastructure

adjacency to lake calumet -
keeping pollution from
reaching the lake

Opportunity Area

Opportunity Area 5: What types of land uses would be appropriate in this area and why?

Open space

Use as buffer between Wolf Lake and the Commerce Park west of Avenue O

Commercial immediately south of 118th. Open land use north of 118th far east open land use expansion south along the Burnham Greenway

open spaces accessible for residents, inc possibly connecting bike trails

Residential north of 118th, commercial / small business along 118th, buffers and green infrastructure on wetlands / open sites. At least, buffers along the trail.

residential and open space/recreation

Extend naturalized area from Wolf Lake. Absolutely nothing that requires trucks - the residential neighborhood that surrounds this building s already too burdened with truck traffic

Residential on East side adjacent to Burnham Greenway, expanded commercial on south side 118th, light industrial on Ave O

Opportunity Area

Opportunity Area 5: What types of land uses would be appropriate in this area and why?

Seems best as an addition to the Forest Preserves to act as a passive open space buffer.

expansion/connection of Eggers Grove to Wolf Lake could be really amazing

If remediation is not needed, expand the wetland

Recreational open space

Park space, natural area. It would make that part of the trail even nicer!!

Commercial and green space - would love to see those existing uses in this area expanded on

warehousing on big parcel

Wetland expansion to prevent flooding in the residential area adjacent to the northern vacant space

Opportunity Area

Opportunity Area 5: What types of land uses would be appropriate in this area and why?

Small businesses that can leverage the trail and recreational proximity

protect the wetlands

maybe some additional outdoor recreation opportunities in that openspace ie. more trails, other cool outdoor features that the area doesn't have

Small portion on north could extend residential. Also some open space

Housing

Housing

Opportunity Area

Opportunity Area 5: What types of land uses should be avoided in this area and why?

All types of industrial

Warehousing - low wages and adds truck traffic

heavy industry

Uses that would negatively impact trail, forest preserves, or residents.

Heavy and light industries

access mainly from south north from 118th to larger site

Manufacturing

Industrial/warehousing/distribution

Opportunity Area

Opportunity Area 5: What types of land uses should be avoided in this area and why?

being so close to existing residential and water/good nature areas, heavy industry should be avoided, or really any industry

No Retail, housing or industry, it should be nature driven

Any use that has large areas of pavement.

industrial and warehousing

Residential to preserve the natural wetlands of the area

industrial corridor is zoned right across ave o on the other side, so please no more industry that may further impact the community

Opportunity Area

Opportunity Area 5: What is most important to consider when making land-use decisions here?

Most definitely
community since it is
near residential areas

job density without
compromising public
health

How it will benefit the
community

it is next to an important
wildlife area

keep higher intensity
uses to south and
access from Avenue O

Preservation of the
wetlands at the far east of
the opportunity area

High density residential plus
good quality natural areas
to the east

road access is limited

Opportunity Area

Opportunity Area 5: What is most important to consider when making land-use decisions here?

An opportunity to create a buffer between recreational, residential and industry

Public health, proximity to wolf lake and the land's value to manage stormwater

Stormwater needs. Area is flat and has adjacent parks storing water

Open space and trail connectivity. Buffers / role of green infrastructure in protecting community health. Water quality related to area waterways including Wolf Lake.

Avoid adding truck traffic to Avenue O

wolf lake and eggert's grove

community health, addressing the needs in the area, maintaining wildlife and surrounding nature

Any industrial use needs to provide lots of jobs but not add truck traffic or other pollution

Opportunity Area

Opportunity Area 5: What is most important to consider when making land-use decisions here?

Community needs of course, but rerouting and/or keeping truck traffic further away from residents

Wildlife habitat / restoration

limited visibility - wont be good for commercial use

Bike connectivity / recreational safety

Keeping the trail pleasant

Opportunity Area Selection

Where else might there be opportunity areas in the study boundary? Please explain why.

the area near
Hegewisch marsh

103rd eastside of
Torrance

heron pond/deadstick

Southeast corner, Burnham
woods area, the future
could be more active green
spaces here

Any areas closer to the
red line extension

East of Torrence along the river.
Old rail property that people
use for fishing and open land.
Currently used as dumping site
as well.

Getting naturalized buffers
along river edges and
commercial buffers on streets
(eg Torrence) would be great.
Adding sidewalks and trails
along those areas would also
be greatt

Area across from Senior
center in hegewisch

Opportunity Area Selection

What are other criteria to consider when selecting opportunity areas?

How contaminated are the sites?

Needs assessment of gaps experienced in any particular community.

How was the land used

Near rail, barge, shipping and highway access

expanding and connecting existing resources ie. people to jobs, natural areas to homes,

Nature elements and how these are helping prevent flooding (like wetlands) are important to think about

No more trucks!

Historic landmarks/areas; contamination; previous land use; can existing/abandoned areas be used for opportunities, rather than building on green areas?

Opportunity Area Selection

What are other criteria to consider when selecting opportunity areas?

If it is public property or
if it has delinquent
private ownership

Costs, risks, vs. benefits

potential impacts to
surrounding areas -
traffic, pollution, etc

Transportation options
besides driving

Getting more good jobs in
our community while making
things safer for health and
walking

Opportunity Area Selection

Do you have any other feedback on opportunity areas?

Is there potential for un/underused areas in/around Lake Calumet?

It should be an opportunity for the community not industry.

Some of the sites are large, and each edge might have a different approach based on the edge context. Might have different answers and the next scale of detail....

connecting spaces is so critical. so many areas are close on the map, but FAR for a person in terms of barriers

