100th Street River Access

Concept Plan
February 2022

This document is a project of the Great Cities Institute's
Great Cities, Great Rivers initiative.

Great Cities Institute

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Project Partners

National Park Service: RTCA Program
NeighborSpace
Calumet Collaborative
Active Transportation Alliance

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Introduction

The 100th Street Calumet River Site Concept Plan represents a collaborative effort by project partners to facilitate the development of a community recreation site along the Calumet River from approximately 96th Street to 100th Street. While community efforts to activate the site date back to the early 2000s, the location was identified by community members during the South Chicago Commercial Avenue Revitalization planning process of 2016. The site was seen as an opportunity for restoration of the riverbank habitat, provision of a trail, and a public viewing area for river activity.

For more information on South Chicago’s Commercial Avenue Revitalization plan please visit the Great Cities Institute website at: greatcities.uic.edu/uic-neighborhoods-initiative/participatory-planning/calumet-region/commercial-avenue-corridor-plan/.

The 100th Street Calumet River Project is part of a broader effort by community members and project partners to create public amenities (parks, trails, etc.) that benefit the residents as well as create destination points that will attract visitors to the community and in the process generate additional business activities.

UIC Great Cities Institute and the National Park Service’s Rivers, Trails, and Conservation Assistance program are continuing work with NeighborSpace, Calumet Collaborative, and Active Transportation Alliance in a community participatory planning process that is dedicated to developing community stewardship of the Calumet River site.

For the past two years the project team has engaged in conversations with the current owners of the site, reinforcing further community interest in the potential recreational area. This site concept plan does not contain any recommendations. Instead the document presents an analysis of existing conditions of the site, including the site’s development history, environmental, industrial, and transportation conditions. In addition, it provides the results of outreach and engagement.

Community and property owner feedback is fundamental in identifying the potential for the 100th Street Calumet River Site. As such, comments include input on the northern entrance, habitat restoration, preferred landscape types, desired amenities and features, recreation activities, potential trail types, and the southern entrance.

Additional information is provided in appendices: Appendix A has a community-developed rendering. Appendix B has community demographics and commercial data for the 60617 and 60633 zip codes. It also has industrial data focusing on the areas adjacent to the Calumet River from the mouth of the river at the north to 106th Street at the south. Appendix C has event flyers and informational handouts used as part of the community outreach process. Appendix D is a transportation assessment completed by Active Transportation Alliance. Appendix E is the Phase I Environmental Site Assessment Report completed by GSG Consultants, Inc.

It is the hope of GCI and the project team that this 100th Street River Access Concept Plan can be used to continue expanding outreach to the community and site ownership, as well as actualizing the capacity of community stewards to manage the site. The primary objective is to have the project team transition to a support role, allowing community stewards to lead the implementation of the project. The next step for the project team will be the facilitation of a community stewardship governance plan.

Executive Summary

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100th Street River Access Site in Surrounding Context

Bike Lanes and Recreational Areas

100th Street River Access Site in Surrounding Context

Commercial Areas

Introduction
100th Street River Access Site in Surrounding Context

Regional View

Detail Map of the 100th Street River Access Site

Potential Northern Access

Potential Southern Access

96th Street

ComEd Substation

100th Street

NRG Energy

People's Gas

Calumet Energy

Serbian Woods

98th Street

Potential

Access

Chicago Skyway

Calumet River

Commercial Avenue

Avenue L

100th Street River Access
The 100th Street Calumet River site historically has served as the location of a collection of utility production and distribution operations. Roughly stretching from 96th Street at the north to 100th Street at the south, most of the site was subdivided and partially developed by at least 1938 by the main utility businesses that own the properties to this day. The site is divided in half at 98th Street with People’s Gas controlling the northern section and Commonwealth Edison (ComEd) controlling the section to the south.

Initial development of the People’s Gas property was focused on the western portion of the site. Operations of People’s Gas also included a property adjacent to this river site just to the northwest. People’s Gas also owned and developed a whole block (105th to 106th Street, and Baltimore to Houston Avenue). By 1938, both sites housed a gas holder (or gasometer), a large container for storing natural gas. By 1959, the gas holder on the site to the west was demolished. The gas holder on the river site was demolished by 1983 to be replaced by more modern propane and butane storage.

Currently, the ComEd property is divided into multiple parcels, although ComEd initially had full control. Development started south along the river. By 1929, a coal power plant was built along with several rail spur most likely used to provide raw materials for powering the plant. The plant was connected to the river by an intake/discharge channel and a crib house for pumping river water for the coal firing process. Most of the rail spur on the site were removed and the site was redeveloped into electric transfer infrastructure by 1970. The coal power plant was removed sometime before 1983 and the infrastructure was slow to develop up until 1991.

Today the site is divided into three parcels: the area along the river is owned by NRG Energy (most of the infrastructure on the parcel has been razed since 2008), the southwest parcel is owned by ComEd and the northwest parcel is controlled by ComEd parent company the Exelon Corporation. The river’s edge, largely the area of the proposed public access site, has also gone through a remediation, but a Phase II Environmental Site Assessment is recommended before further development.

The north end of the site is marked by the Chicago Skyway (US Interstate 90) which opened in April of 1958. Before the development of the expressway the site and area north to the Norfolk Southern rail line was occupied by industrial businesses. First developed by John Mohr & Sons Boiler Works as early as 1897, the property was used to produce boilers and other steel products until around 1987. The property was later used for steel recycling, most recently by Sims Metal & Recycling Company. The property is still owned by Sims Metal but most of the operations and storage has ceased.

History of the Site Usage

Existing Conditions
Environmental Site Conditions

As part of an initial site evaluation, the project team commissioned a Phase I Environmental Site Assessment (ESA) completed by GSG Consultants, Inc.

The Purpose of this Phase I ESA is to identify, to the extent feasible, pursuant to the ASTM E1527-13, Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CREC), and De Minimis Conditions identified at the Site except for the following:

- Suspect Presence of Impacted Subsurface: Impacted subsurface materials may be present at the Site due to the heavy industrial uses of the Site and adjacent properties including “Commonwealth Edison Co”, “Exelon Generation”, “NRG Energy”, “People’s Gas”, a metal recycling facility, and the numerous railroad tracks, spurs, Aboveground Storage Tanks (ASTs) and Underground Storage Tanks (USTs) associated with these properties.

Controlled Recognized Environmental Conditions (CREC):

- An NFR Letter, dated June 29, 2017, was issued with Institutional Controls for the central portion of the Site and for the adjacent property to the west of the Site (3200 E. 98th Street, People’s Gas).

Additionally, the following Business Environmental Risks are associated with the property:

- Presence of Wetlands: Based on National Wetland Inventory Maps, wetlands appear to be present on eastern, northeastern, and southeastern portions of the Site.

For additional information, please see Appendix E.

Industrial Conditions

Building off of the work from the Calumet River Communities Planning Framework published in 2019, a further business analysis was conducted to help identify surrounding businesses that were of concern for their potential to produce negative environmental impact, particularly pollution.

Focused on business between the mouth of the Calumet River and 106th Street, the analysis includes the following data:

- Inflow/Outflow of Workers
- Where workers live by Zip Code (Those employed in businesses surrounding the river)
- Where residents go to work (By Zip Code)
- Business Summary
- Business Type
- Number of Workers
- Total Sales for 2019
- City of Chicago Industrial Corridor Data

For more information see Appendix B and for more detail on the Calumet River Communities Planning Framework please visit the GCI website at greatcities.uic.edu.

Transportation Conditions

Active Transportation Alliance conducted a transportation assessment of existing bike and pedestrian infrastructure around the site as well as providing a list of short-term and long-term recommendations.

The assessment focused on:

- Existing and Planned Bike Lanes
- Existing and Planned Divvy Stations
- Average Daily Traffic
- Average Daily Truck Volume
- Car Crashes
- Pedestrian Crashes
- Cyclist Crashes
- 100th Street Bridge Existing Conditions

For more information see Appendix D.
Community Engagement

Outreach for this project began in the Spring of 2020, but COVID-19 and social justice protests delayed and slowed the outreach process. To start the community conversation about the project, GCI developed an interactive online community conversation. This online conversation contained detailed information about the project, and gave readers the opportunity to engage in a dialogue focused on the site. The main focus was to poll community interest in gaining access to the site and to determine what activities/amenities local residents would like to see.

To help disseminate information about the online community conversation and the project, the project team reached community partners by word of mouth. The project team also paired this outreach effort with Facebook, as a platform for sharing information in community pre-COVID-19 and even more so after.

As conditions stabilized, the project team utilized virtual community meetings and flier outreach to support the online conversation. The project team held two Zoom events in October and November of 2020. GCI also placed flyers throughout the neighborhood with information on the project and the online community conversation including at community libraries and local businesses. GCI also worked with the Southeast Youth Alliance to organize two community asset planning meetings, one in November 2020 and the second in January 2021. The focus of the January asset planning meeting was to get input from local schools on the Southeast Side.

The project team conducted more in-depth community outreach efforts to support the online discussion during Spring of 2021. This included the distribution of an informative project flyer with a link and QR code to the online conversation, in both Spanish front and English back. In April and July, GCI participated in two South Chicago health fairs sponsored by Centro Comunitario Juan Diego, at which GCI conducted conversations with community members and distributed flyers. Also in April, GCI flyered community libraries and local businesses in South Deering, South Chicago, and East Side. In June, GCI supported by the 10th Ward aldermanic office flyered every building in Veterans Park and Slag Valley. These flyers were in the form of door hangers with a link and QR code to the online community conversation. The door hangers were also in Spanish and English.

In late Summer of 2021, the project team created a short community one page poll to complement the online community conversation. This poll was used in direct community outreach at the Hegewisch Fest in August and the September Veterans Park Improvement Association meeting.

GCI collaborated with regional and local media, and community organizations to publicize the project. South Side Weekly published an information Op-ed article in May 2021. GCI also was interviewed by local media groups The Hegewisch Times, and ONT Media. The project was also featured in multiple community organization bulletins/newsletters throughout the project area, including Veterans Park Improvement Association, The Southeast Chicago Historical Society, and the 10th Ward News Bulletin.

For additional information, please see Appendix C.
Calumet Energy

Calumet River

NRG Energy

ComEd

Potential Viewing Platform

Proposed Trail Route
Ownership Feedback

The site is largely controlled by three owners north to south, Skyway Concession Company LLC (Lessee)/Chicago Department of Transportation CDOT (Owner), People’s Gas, and NRG Energy.

- The project team has met with The Skyway Concession Company LLC to discuss the project on several occasions. The Skyway Concession Company LLC approves of the project but defers any implementation conversation to CDOT, the owners of the Chicago Skyway right-of-way.
- The project team has had multiple meetings with the People’s Gas and their parent company WEC Energy Group team related to the project. People’s Gas is in support of the project and is working with the project team to help realize the implementation of the project.
- The project team has spoken to NRG Energy’s real-estate department, and is working with local representatives to further the conversation. NRG Energy acquired the property after inheriting all of Midwest Generation’s assets. Most of the NRG parcel’s infrastructure has been demolished and according to NRG Energy the site is for sale.

Community Feedback

The following section includes site features and specific site location community comments, starting with general community feedback about the potential 100th Street Calumet River site. Images are used to highlight the site location as well as show examples of possible features identified by the community. There are three renderings that show the potential of an activated site. The following quotes are community comments collected from an online community conversation, Facebook, and in person polls and conversations.

74% of respondents expressed an intent to walk or bike to the site.

I think we need to focus most on restoring native plants and riparian trees in the low-impact category. These are some of the best things we can do to mitigate the effects of climate change on this area as well as restore ecosystems.
-Hayden Harris, Resident

I think it is a great idea to use this as a chance to educate the community on the environmental racism issues we are currently facing and just the ongoing pollution in general as well as how they can get involved to make help make a change.
-Silvia Rodríguez, Resident
North Entrance

Community residents expressed support for a potential northern entrance at 96th Street, particularly those in the adjoining neighborhood for whom this access point would be most convenient. The northern access to the site could be via a shared bike/vehicle 96th Street under a rail viaduct and then a trail alongside and beneath the Chicago Skyway.

“North Entrance”

I think the rail underpass could be cleaner and have lights installed.
- Jizella, Resident

This is a perfect spot for local artwork and lighting. I would def nitely use this entrance.
- Maria Hernandez, Resident

A concern would be the safety of residents in the evening hours. In the interest of safety should access points be closed at a specific time in the evenings and reopened in the mornings?
- Sophie, Resident

Habitat Restoration

Comments strongly supported the restoration of the natural environment as a key priority for any activities on the site. Residents would like to see the river bank naturalized with native plantings and preservation of habitat for the local wildlife.

“I’d like to see the habitat restored for human usage. The contaminated water creates a hazard for locals who fish and people who occasionally swim there.”
- Joaquin Eckes, Resident

“I would like to see some bee keeping/bee hives.”
- Ashley Fleming, Resident

“I would like to see a bird feeder for the birds to eat.”
- Yicela Rodriguez, Resident

“Amphibians are the species most rapidly in extinction due to habitat destruction so that should be near the top of the list.”
- Crystal Vance Guerra, Resident

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Preferred Landscape Types

A natural landscape was the preferred choice for transformation of the site into an accessible space for the community. Residents prefer for most of the site to remain native plantings with only some smaller areas for community gardening or maintained lawn for picnics and recreation activities.

I think we need to focus most on restoring native plants and riparian trees in the low-impact category. These are some of the best things we can do to mitigate the effects of climate change on this area as well as restore ecosystems.

-Hayden Harris, Resident

The installation of a community garden can, hopefully, act as a way to teach residents to better respect the area. Depending on what is grown, it can even act as a mini produce market of sorts.

-Brandon N., Resident

I would love to go there and see and smell the flowers because it reminds me of the time that one of my cousins used to collect flowers and she used to make her personal perfumes and I also love flowers.

-Maria Roa, Resident

I would like to have more forest and natural places because there is not enough in the East Side area besides Eggers Grove.

-Diego Servin, Resident

Desired Amenities & Features

Residents expressed a desire for many different amenities and features for the river access site. Areas for seating, food/beverage and other small vendors, public art, historical markers, educational signage, and lighting are just a few of the things that locals would like to see incorporated on the site. Accessibility for everyone was also identified as being important for this location.

Any type of built in seating that can be incorporated into the landscape would be great.

-Maria Hernandez, Resident

Opportunities for vending would be extremely helpful in making the area inviting/welcoming and an asset that his close to home in a community where street vending is a way of life for many good hearted, hard working people.

-Jasmine Perez, Resident

A locally commissioned artist should be utilized here; as others have stated, something/someone with relevant history to the region, art reflective of the cultures in SEside, etc.

-Breanna, Resident

If there was an exercise station more people would want to go over and workout and make friends.

-Jasmine Perez, Resident

It should be ADA accessible. Well lit. Historical areas should be recognized and duly noted.

-Wayne Garritano, Resident

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Recreational Activities

Residents would like to be able to do a variety of recreational activities on the site, particularly those that are unique to a riverfront site that do not currently exist elsewhere in the neighborhood, such as shoreline fishing and kayaking. There was also a strong desire for a multi-use trail for running, jogging, and bicycling.

Create more clear running/jogging pathways/trails with reflective strips for night jogging.
-Edith Diaz, Resident

It would be great to have a kayak launch. Eastside residents presently go to the launch in Robertsdale Wolf Lake Indiana side.
-Cari, Resident

All of [the activities]! But if I am being realistic my top three: Kayak launch, River edge fishing and bicycling activities.
-Diana Martinez, Resident

I like the idea of a friendly park that includes all family and pets. The addition of a playground with swings or even just a sandbox. This park should be accessible to people of all age from toddlers to elders.
-Octavio, Resident

It would be great to have a kayak launch. Eastside residents presently go to the launch in Robertsdale Wolf Lake Indiana side.
-Cari, Resident

I believe a gravel road would be better use due to those who ride bikes or skate and want to skip through the park.
-Bria, Resident

Potential Trail Types

There was a universal desire for some type of trail along the riverfront. The goal is a more permanent trail with a multi-use surface for running, jogging, and bicycling.

Beginning with a mulch trail and eventually build a multi-use trail. I can definitely see people hiking and biking.
-Maria Hernandez, Resident

Being able to go on a multi-use trail would be the best way to use less energy and it would be more healthy.
-Brianna Alcala, Resident

I believe a gravel road would be better use due to those who ride bikes or skate and want to skip through the park.
-Bria, Resident
South Entrance

The Southern Entrance would be the most visible connection to the riverfront site from 100th Street. The opportunity exists to create an accessible entrance with a gentle grading that can be utilized by residents of all ages and abilities to access the river with, an identifier to let passersby know that this is a publically-accessible site.

Bikes would be the main point of transportation, but also creating a welcoming walking environment. Currently, pedestrians are forced to navigate around traffic to access the site.

-Victor Torres, Resident

The sidewalk heading west over the bridge and west after the bridge would have to be widened and repaired.

-Wayne Garritano, Resident

These sidewalk conditions do not create an environment welcoming to walking pedestrians. Any work moving forward should improve upon these conditions.

-Victor Torres, Resident

100th Street River Access Site Concept
### Population of 60617 and 60633 Zip Codes by Age Range and Sex

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<th>Female #</th>
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<tr>
<td>Total</td>
<td>44,552</td>
<td>51,690</td>
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Source: U.S. Census Bureau, 2014-2019 American Community Survey 5-Year Estimates

### Education Levels of 60617 and 60633 Zip Codes for Population 25 Years and Over

- Less Than High School: 19.1% (11,723)
- High School Graduate or GED: 32.9% (20,244)
- Some college: 31.1% (19,130)
- Bachelor’s degree: 11.2% (6497)
- Graduate or Professional Degree: 5.7% (3463)

Source: U.S. Census Bureau, 2014-2019 American Community Survey 5-Year Estimates

### Housing Tenure of 60617 and 60633 Zip Codes

- Total Housing Units: 39,832
- Occupied: 84.1% (33,512)
- Vacant: 15.9% (6,320)
- Owner Occupied: 48.0% (19,116)
- Renter Occupied: 36.1% (14,396)
- Vacant for Rent: 1.1% (421)
- Vacant for Sale: 0.8% (303)
- Other Vacant: 14.0% (5,596)

Source: U.S. Census Bureau, 2014-2019 American Community Survey 5-Year Estimates
### Inflow/Outflow Report (All Jobs)

**Selection Area Labor Market Size (All Jobs)**

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Source: U.S. Census Bureau, OnTheMap Application

**Total All Jobs**

<table>
<thead>
<tr>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,379</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

### Job Counts by Zip Codes

**Where Workers are Employed (All Jobs)**

<table>
<thead>
<tr>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>60617</td>
<td>73</td>
</tr>
<tr>
<td>60603</td>
<td>245</td>
</tr>
<tr>
<td>60602</td>
<td>234</td>
</tr>
<tr>
<td>60611</td>
<td>165</td>
</tr>
<tr>
<td>60606</td>
<td>141</td>
</tr>
<tr>
<td>60601</td>
<td>132</td>
</tr>
<tr>
<td>60654</td>
<td>102</td>
</tr>
<tr>
<td>60628</td>
<td>83</td>
</tr>
<tr>
<td>60633</td>
<td>81</td>
</tr>
</tbody>
</table>

**All Other Locations**

<table>
<thead>
<tr>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,484</td>
<td>68.0%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, OnTheMap Application

**Job Counts by Zip Codes**

**Where Workers Live (All Jobs)**

<table>
<thead>
<tr>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>60617</td>
<td>482</td>
</tr>
<tr>
<td>60638</td>
<td>57</td>
</tr>
<tr>
<td>60633</td>
<td>56</td>
</tr>
<tr>
<td>60629</td>
<td>53</td>
</tr>
<tr>
<td>60620</td>
<td>52</td>
</tr>
<tr>
<td>60628</td>
<td>52</td>
</tr>
<tr>
<td>46394</td>
<td>44</td>
</tr>
<tr>
<td>60411</td>
<td>40</td>
</tr>
<tr>
<td>60409</td>
<td>39</td>
</tr>
<tr>
<td>46324</td>
<td>37</td>
</tr>
</tbody>
</table>

**All Other Locations**

<table>
<thead>
<tr>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,465</td>
<td>61.6%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, OnTheMap Application
## Appendix B

### Business Summary

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Number of Establishments</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>1</td>
<td>5.5%</td>
</tr>
<tr>
<td>Mining</td>
<td>5</td>
<td>1.5%</td>
</tr>
<tr>
<td>Construction</td>
<td>10</td>
<td>3.0%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>3</td>
<td>0.9%</td>
</tr>
<tr>
<td>Trade</td>
<td>10</td>
<td>3.0%</td>
</tr>
<tr>
<td>Health &amp; Personal Care</td>
<td>3</td>
<td>0.9%</td>
</tr>
<tr>
<td>Finance, Insurance &amp; Real Estate</td>
<td>2</td>
<td>0.6%</td>
</tr>
<tr>
<td>Professional, Scientific &amp; Technical Services</td>
<td>5</td>
<td>1.5%</td>
</tr>
<tr>
<td>Utilities</td>
<td>3</td>
<td>0.9%</td>
</tr>
<tr>
<td>Transportation &amp; Warehousing</td>
<td>2</td>
<td>0.6%</td>
</tr>
<tr>
<td>Information</td>
<td>3</td>
<td>0.9%</td>
</tr>
<tr>
<td>Leisure</td>
<td>1</td>
<td>0.3%</td>
</tr>
<tr>
<td>Wholesale/Distribution</td>
<td>2</td>
<td>0.6%</td>
</tr>
<tr>
<td>Government</td>
<td>2</td>
<td>0.6%</td>
</tr>
<tr>
<td>Other Services</td>
<td>5</td>
<td>1.5%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Data for All Businesses in Area

<table>
<thead>
<tr>
<th>Sector</th>
<th>Total Establishments</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>135</td>
<td>1,555</td>
</tr>
</tbody>
</table>

November 06, 2023

---

### 100th Street River Access

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Number of Establishments</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>1</td>
<td>5.5%</td>
</tr>
<tr>
<td>Mining</td>
<td>5</td>
<td>1.5%</td>
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<td>10</td>
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<td>10</td>
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<td>2</td>
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<td>Professional, Scientific &amp; Technical Services</td>
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<td>0.9%</td>
</tr>
<tr>
<td>Leisure</td>
<td>1</td>
<td>0.3%</td>
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<td>0.6%</td>
</tr>
<tr>
<td>Government</td>
<td>2</td>
<td>0.6%</td>
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<td>1.5%</td>
</tr>
<tr>
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<td></td>
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</tr>
</tbody>
</table>

November 06, 2023

---

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<th>Business Name</th>
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November 06, 2023

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</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

November 06, 2023
Businesses on the Calumet River

East Bank
Illinois International Port District (Iroquois Landing)
Address: 9331 S Killette Avenue
Business Type: International Port
Number of Employees: 7
Sales: $590,000

North American Stevedoring Company
Address: 9301 S Killette Avenue
Business Type: Steel: Metals and Minerals, Except Petroleum
Number of Employees: 50
Sales: $1,058,400

Metal Management Midwest Incorporated
Address: 9331 S Killette Avenue
Business Type: Ferrous metal scrap and waste; Miscellaneous Durable Goods
Number of Employees: 25
Sales: $7,352,900

Luhr Yard
Address: 9320 S Killette Avenue
Business Type: Salvage Yard
Number of Employees: N/A
Sales: N/A

Great Lakes Towing Company
Address: 3455 E 95th Street
Business Type: Tugboat Services: Water Transportation Services
Number of Employees: N/A
Sales: N/A

Crowley’s Yacht Yard LLC
Address: 3454 E 87th Street
Business Type: Boats, Fiberglass; building and repairing: Ship and boat Building Repairs
Number of Employees: 13
Sales: $1,560,000

Kirdna Lake Towing LP
Address: 9864 N Avenue N
Business Type: Tugboat Services: Water Transportation Services
Number of Employees: 11
Sales: $1,614,765

Skyway Yacht Works
Address: 9664 N Avenue N
Business Type: Boat Trailers: Miscellaneous Transportation Equipment
Number of Employees: N/A
Sales: N/A

Morton Salt Incorporated
Address: 3450 E 100th Street
Business Type: Salts, Industrial Chemicals and Allied Products
Number of Employees: N/A
Sales: N/A

Mota Bros & Pete’s Auto Repair
Address: 3441 E 100th Street
Business Type: Repair Services, nec: Miscellaneous repair shops
Number of Employees: N/A
Sales: N/A

Sims Metal Management or Metal Management Midwest Inc
Address: 3200 E 96th Street
Business Type: Metal scrap and waste materials: Miscellaneous durable goods
Number of Employees: N/A
Sales: N/A

People’s Gas Light and Coke Company
Address: 3141 E 95th Street
Business Type: Cement: Natural gas distribution: Gas production and distribution
Number of Employees: N/A
Sales: $373,000

Kalbi Terminals Company
Address: 3259 E 100th Street
Business Type: Ferries Operating across rivers or within harbors: Water transportation of passengers
Number of Employees: 26
Sales: $1,300,000

Skyway Cement Company
Address: 3120 E 103rd Street
Business Type: Cement: Masonry cement: cement hydraulic
Number of Employees: 26
Sales: $1,300,000

ELG Metals Incorporated
Address: 3259 S Calumet Access Road
Business Type: Cement: Stainless steel Blast Furnace and Basic Steel Products
Number of Employees: 42
Sales: $5,460,000

Beelman Truck Company
Address: 3020 E 104th Street
Business Type: Cement: Local trucking with storage: Trucking and Courier Services, Ex. Air
Number of Employees: 50
Sales: $4,045,400

West Bank
United States Steel Corporation
Address: 3601 E 87th Street
Business Type: Household goods and furniture Storage: Public Warehouse Storage
Number of Employees: 1
Sales: $2,071,700

Paklot Corporation
Address: 9164 S Lake Shore Drive
Business Type: Packing and labeling services: Miscellaneous Business Services
Number of Employees: 50
Sales: $7,351,695

Compass Minerals International Incorporated
Address: 9261 S Killette Avenue
Business Type: Salts, Industrial Chemicals and Allied Products
Number of Employees: 13
Sales: $3,261,400

Likener Chemical Company
Address: 3212 E 89th Street
Business Type: Cement: Masonry cement: cement hydraulic
Number of Employees: N/A
Sales: N/A

Calumet Chemicals and Allied Products
Address: 3259 E 95th Street
Business Type: Cement: Local trucking with storage: Trucking and Courier Services, Ex. Air
Number of Employees: 50
Sales: $4,045,400

100th Street River Access

Kindra Lake Towing LP
Address: 9864 N Avenue N
Business Type: Tugboat Services: Water Transportation Services
Number of Employees: 11
Sales: $1,614,765

Skyway Yacht Works
Address: 9664 N Avenue N
Business Type: Boat Trailers: Miscellaneous Transportation Equipment
Number of Employees: N/A
Sales: N/A

Morton Salt Incorporated
Address: 3450 E 100th Street
Business Type: Salts, Industrial Chemicals and Allied Products
Number of Employees: N/A
Sales: N/A

Mota Bros & Pete’s Auto Repair
Address: 3441 E 100th Street
Business Type: Repair Services, nec: Miscellaneous repair shops
Number of Employees: N/A
Sales: N/A

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Sales: N/A

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Number of Employees: N/A
Sales: $373,000

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Sales: $1,300,000

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Number of Employees: 50
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100th Street River Access

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Address: 9864 N Avenue N
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Number of Employees: N/A
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Sales: $373,000

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Number of Employees: 42
Sales: $5,460,000

Beelman Truck Company
Address: 3020 E 104th Street
Business Type: Cement: Local trucking with storage: Trucking and Courier Services, Ex. Air
Number of Employees: 50
Sales: $4,045,400

100th Street River Access
Mt. Carmel Stabilization Group Incorporated  
Address: 10443 S Muskegon Avenue  
Business Type: Cement: Church, temple, and shrine: Religious Organizations  
Number of Employees: 1  
Sales: $17,700

Calumet River Fleeting Chicago Drydock (TPG Chicago Dry Dock)  
Address: 3025 E 104th Street  
Business Type: Cement: Marinas: Water Transportation Services  
Number of Employees: 26  
Sales: $2,058,400

Arro Corporation  
Address: 10459 S Muskegon Avenue  
Business Type: Cement: Heavy construction equipment rental: Miscellaneous equipment rental & leasing  
Number of Employees: 8  
Sales: $2,000,000

Beemsterboer Incorporated  
Address: 10459 S Muskegon Avenue  
Business Type: Cement: Groceries, general line: Groceries and related products  
Number of Employees: 4  
Sales: $500,000

Source: 2019 NETS (National Establishment Time Series) Database
City of Chicago Calumet Industrial Corridor Data Snapshot

Source: City of Chicago, Department of Planning and Development
### Employment by Manufacturing Industry: Top 10

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Jobs</th>
<th>Median Wage</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assemblers and Fabricators, All Other, Including Team Assemblers</td>
<td>2,380</td>
<td>$20,120</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Laborers and Freight, Stock, and Material movers, Hand</td>
<td>590</td>
<td>$20,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Supervisors of Production and Operating Workers</td>
<td>220</td>
<td>$30,300</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Production Workers, All Other</td>
<td>220</td>
<td>$11,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Machinists</td>
<td>170</td>
<td>$33,120</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Inspectors, Testers, Sorters, Samplers, and Weighers</td>
<td>150</td>
<td>$33,120</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Multiple Machine Tool Setters, Operators, and Tenders, Metal and Plastic</td>
<td>150</td>
<td>$31,510</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Cutting, Peeling, and Planing Machine Setters, Operators, and Tenders, Metal and Plastic</td>
<td>120</td>
<td>$34,210</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Plastics Molding Machine Operators and Tenders</td>
<td>50</td>
<td>$25,510</td>
<td>High school diploma or equivalent</td>
</tr>
</tbody>
</table>

### Employment by Manufacturing Industry: Top 10

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Jobs</th>
<th>Median Wage</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle Mfg</td>
<td>3,780</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Textile Mfg</td>
<td>2,290</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Metal Processing &amp; Shaping</td>
<td>700</td>
<td>$21,950</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Wood Mfg</td>
<td>160</td>
<td>$24,550</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Motor Vehicle Parts Mfg</td>
<td>120</td>
<td>$32,200</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Other Machinery Mfg</td>
<td>50</td>
<td>$25,510</td>
<td>High school diploma or equivalent</td>
</tr>
</tbody>
</table>

### Employment by Sector: Top 10

<table>
<thead>
<tr>
<th>Sector</th>
<th>Jobs</th>
<th>Median Wage</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods Producing</td>
<td>2,380</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Wholesale and Retail Trade</td>
<td>2,290</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>700</td>
<td>$21,950</td>
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</tr>
<tr>
<td>Construction</td>
<td>160</td>
<td>$24,550</td>
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</tr>
<tr>
<td>Educational Services</td>
<td>120</td>
<td>$32,200</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>50</td>
<td>$25,510</td>
<td>High school diploma or equivalent</td>
</tr>
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</table>

### Employment by Sector: Top 10

<table>
<thead>
<tr>
<th>Sector</th>
<th>Jobs</th>
<th>Median Wage</th>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods Producing</td>
<td>2,380</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Wholesale and Retail Trade</td>
<td>2,290</td>
<td>$19,000</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>700</td>
<td>$21,950</td>
<td>High school diploma or equivalent</td>
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<tr>
<td>Construction</td>
<td>160</td>
<td>$24,550</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Educational Services</td>
<td>120</td>
<td>$32,200</td>
<td>High school diploma or equivalent</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>50</td>
<td>$25,510</td>
<td>High school diploma or equivalent</td>
</tr>
</tbody>
</table>
Handouts and Event Flyers

100th Street River Access

Project partners are working to facilitate the development of a public access site along the Calaveras River from approximately 100th Street to 100th Street. Initially the location was identified by community activists who saw the site as an opportunity for the restoration of the natural watercourse and the public enjoyment of the wetlands and wildlife that call the Calaveras River home. For this reason, the site was considered part of a greater network of transportation and recreation improvements, now on the wish list for streets.

UC Great Cities Institute (GCI) and the National Park Service’s Rivers, Trails, and Conservation Assistance (PTCA) program are working with Calaveras Collaborative, NeighborSpace, and active transport groups to mobilize the community in a particular way using a process that is dedicated to engaging Bay Area communities so that they benefit the surrounding communities and the environment.

Project Timeline
- May 2008: Community partners and PTCA develop the 100th Street River Access Project
- Fall 2008: Creating online surveys and market study
- Winter 2009: Community members participate in the study
- Spring 2009: PTCA presents market study
- Spring 2009: GCI presents findings
- Fall 2009: GCI presents findings to Calaveras Collaborative, NeighborSpace, and wider public audience

We want to hear from you!

Join the 100th Street River Access interactive online discussion

How could you use this site?

Join the online conversation:
go.uic.edu/100thstreet

Project partners are working to facilitate the development of a public access site along the Calaveras River from approximately 100th Street to 100th Street. Initially the location was identified by community activists who saw the site as an opportunity for the restoration of the natural watercourse and a public space for the enjoyment of the wildlife and for recreation. The site also has the potential to be the first major public access point along the main branch of the Calaveras River. If completed, the site would become part of a greater network of transportation and recreation infrastructure on the Southeast Side.

UCG Street, Chula Vista Civic Center, and the National Park Service’s Rivers, Trails, and Conservation Assistance (PTCA) program are working with Calaveras Collaborative, NeighborSpace, and Active Transportation Alliance to mobilize the community in a particular way using a process that is dedicated to engaging Bay Area communities so that they benefit the surrounding communities and the environment.

The first phase of this project involves completing a Phase I Environmental Assessment to identify any potential environmental and cultural concerns at the site and moving forward with site selection.

Why the 100th Street river access?

UCG Street was once the site of a large urban development that included office buildings, retail stores, and residential apartments. The area has been largely abandoned since the 1970s and is now a patchwork of vacant lots and overgrown vegetation. The site is located on the eastern edge of the city and is situated between two major highways, I-5 and SR-70.

The online document is designed to encourage an online community conversation, facilitated by the Great Cities Institute (GCI). We encourage you to participate in this process to help make that dream become a reality.

The online document is designed to allow an online community conversation, facilitated by the Great Cities Institute (GCI). We encourage you to participate in this process to help make that dream become a reality.
Great Cities Institute
UCI
October 28, 2020

The 100th Street site at the Calumet River is being envisioned by your neighbors as a potential space for recreation and natural habitat restoration. Share your ideas and get involved!

Join us for one of two Zoom workshops.
Sign-up at the links below.

Wednesday, October 28th, 11:30am to 1pm
https://uc.zoom.us/j/72587018000?pwd=Uz04Q2FwWj50dXpTaHAvYmQxUU50dC09

Thursday, November 12th, 7pm to 8:30pm
https://uc.zoom.us/j/76701886496?pwd=T3NfUV92U3NzT2RlckV2Q0d6UjB4Zz09

For more information on this project, and to provide your input anytime 24/7, visit the interactive document at go.uic.edu/100thstreet.

Access the site en Calle 100º Acceso

Join the online conversation:
go.uic.edu/100thStreet

¿Usted como utilizaría este sitio?

How would you use this site?

We want to hear from you!

Great Cities Institute
UCI
November 9, 2020

Join us for our second Zoom workshop this Thursday, November 12th, from 7pm to 8:30pm!

The 100th Street site at the Calumet River is being envisioned by your neighbors as a potential space for recreation and natural habitat restoration. Share your ideas and get involved!

Register at the link below:
https://uc.zoom.us/j/32169609476?pwd=T1JUeHlrbTFYbGxLd2NnR1NheU9OZz09

We want to hear from you!

Join the 100th Street River Access interactive online discussion.

Unácase a la conversación en línea:
go.uic.edu/100thStreet
100th Street River Access Site - Transportation Assessment

The 100th Street River Access Site is located on the public access point along the Guadalupe River between 100th Street and 100th Street Sites. This assessment was conducted to identify transportation access issues and to develop a plan for improving transportation access to the site.

The assessment included an evaluation of the current transportation access to the site, identification of potential improvements, and development of recommendations for improving transportation access.

The assessment identified several key findings:

1. Limited transportation access to the site, with limited parking and access roads.
2. A lack of coordination between transportation modes, such as public transit and private vehicles.
3. A need for improved pedestrian access.
4. Potential for improved bicycle access.

Recommendations for improving transportation access to the 100th Street River Access Site include:

1. Constructing additional parking areas.
2. Improving pedestrian and bicycle access.
3. Developing a comprehensive transportation plan.
4. Enhancing coordination between different transportation modes.

These recommendations are intended to improve transportation access to the site and make it more accessible to the public.

Source: 100th Street River Access Site - Transportation Assessment
Appendix D

100th Street River Access

Average Daily Traffic Volume (ADTV)

Average daily traffic volumes from 2019 include 100th Street and Terminal Avenue with over 2,500 daily trips.

High truck volumes in the area occur when on-road and off-road facilities are saturated for pedestrians and cyclists. High truck volumes can be mitigated by placing barriers or other traffic controls along major roads. Traffic calming may be necessary to manage traffic volumes along Terminal Avenue and 100th Street. Barriers can be used to manage traffic volumes along 100th Street and Terminal Avenue.

On 100th Street, there were four fatal crashes. Two fatal crashes happened on the 100th Street bridge. The other fatal crashes happened on both ends of the 100th Street bridge. All crashes resulted in serious injuries or fatalities. The number of fatalities in these crashes is lower than the national average of 18 fatalities per year. Improvement in 100th Street traffic volume levels can be achieved by reducing the speed limit to 20 miles per hour. The low number of pedestrian fatalities can be attributed to improved road surface textures and reduced vehicle speeds.

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100th Street River Access

South of 25th Street, both Commercial Avenue and 100th Street have three lanes with traffic lights. Two crashes with serious injuries happened at the intersection of Commercial Avenue and 100th Street. These crashes resulted in serious injuries. Two crashes with serious injuries happened on Commercial Avenue and 100th Street. Two crashes with serious injuries happened on Commercial Avenue. Improvement at the intersection of 100th Street and Commercial Avenue, 100th Street and Terminal Avenue, and 100th Street and 100th Street are necessary to improve traffic flow and safety.
54th Street Bridge

54th Street Bridge sidewalk conditions grinding worst.

Source: Jack Bosma, NYC Center City Planning

100th Street Bridge

100th Street Bridge sidewalk conditions grinding worst.

Source: Jack Bosma, NYC Center City Planning

The 10th ward office collaborated with the Chicago Department of Transportation (CDOT) to begin improving the 100th Street Bridge and add a sidewalk on the east side of the bridge to increase proximity on the east access to the River Access.

Sidewalk conditions from potential southern railway right of 100th Street:

- Sidewalk is uneven and cracked
- Sidewalk is not well-maintained
- Sidewalk is unsafe for pedestrians

The CDOT and the City of Chicago are working on improving the sidewalks and streets in the area to increase safety and accessibility.

Appendix D

116th Street Bridge

116th Street Bridge sidewalk conditions grinding worst.

Source: Jack Bosma, NYC Center City Planning

100th Street Bridge grinding worst.

Source: Jack Bosma, NYC Center City Planning

Requirements

- Improve pedestrian and bicycle access to the River Access
- Improve the safety and accessibility of the River Access

The City of Chicago is working on improving the sidewalks and streets in the area to increase safety and accessibility.

100th Street Bridge

The sidewalk and barrier improvements on 100th Street are critical to improving conditions and safety.

Sidewalk conditions on the south side of 100th Street are not in good condition.

The sidewalk has cracks and is not well-maintained.

The 100th Street Bridge sidewalk is the worst in the area.

The sidewalk on the east side of the bridge is the worst.

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**Phase 1 Environmental Site Assessment**

**EXECUTIVE SUMMARY**

The **Executive Summary** of the **Phase 1 Environmental Site Assessment Report** (ESAs) is prepared for a **Public Environmental Site Assessment (PESA)** in the **100th Street River Access** area. The ESA was performed in accordance with the requirements of the **U.S. Environmental Protection Agency** (EPA) and the **Illinois Environmental Protection Agency (IEPA)**, as well as other applicable federal, state, and local regulations.

The purpose of the ESA is to identify and prioritize potential environmental concerns. This ESA addresses the potential for the release of pollutants to the environment and the risks associated with those releases. The report includes an evaluation of the site's environmental history and the potential for contamination.

**Phase 1 Environmental Site Assessment**

To request additional information on this appendix, please email gcities@uic.edu.

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**Appendix E**

**100th Street River Access**

To request additional information on this appendix, please email gcities@uic.edu.
EXECUTIVE SUMMARY

The property located at 100th Street River Access (the Applicant) is located within the 100th Street River Access District (the District). The property is located on the north side of 100th Street between River Drive and 100th Street. The property is located in the City of Chicago, Cook County, Illinois. The property is the location of a 100th Street River Access District comprehensive plan. The District is proposing to amend its comprehensive plan to allow for the development of the property.

The property is a 100th Street River Access (the Property) located on the north side of 100th Street between River Drive and 100th Street. The property is located in the City of Chicago, Cook County, Illinois. The property is the location of a 100th Street River Access District comprehensive plan.

1.0 INTRODUCTION

1.1 PROJECT SCOPE

The property located at 100th Street River Access District (the Property) is located within the 100th Street River Access District (the District). The property is located on the north side of 100th Street between River Drive and 100th Street. The property is located in the City of Chicago, Cook County, Illinois. The property is the location of a 100th Street River Access District comprehensive plan.

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1.2 PROJECT DESCRIPTION

The property located at 100th Street River Access District (the Property) is located within the 100th Street River Access District (the District). The property is located on the north side of 100th Street between River Drive and 100th Street. The property is located in the City of Chicago, Cook County, Illinois. The property is the location of a 100th Street River Access District comprehensive plan.

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Appendix E

ATM access. The 100th Street River Access (the Property) is located within the 100th Street River Access District (the District). The property is located on the north side of 100th Street between River Drive and 100th Street. The property is located in the City of Chicago, Cook County, Illinois. The property is the location of a 100th Street River Access District comprehensive plan.
2.2 PROPERTY OVERVIEW

2.2.1 PROPERTY LOCATION AND LAND USE

The Site is approximately 100 feet wide and 1000 feet long on the south side of 100th Street, between Main and 101st Streets, and the north side of the Little Calumet River, on the west side of Little Calumet River Boulevard, in the Village of Chicago, Cook County, Illinois. The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014.

2.2.2 INVENTORY PROPERTY LOCATION AND LAND USE

Based on the final disposition of the east and north adjacent properties, it is anticipated that the Site will be part of the 100th Street River Access General Plan, which is currently under review by the Village of Chicago. The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014.

2.2.3 PHYSICAL STATUS

The Site consists of 10 acres of land, located on the south side of 100th Street, between Main and 101st Streets, and the north side of the Little Calumet River, on the west side of Little Calumet River Boulevard, in the Village of Chicago, Cook County, Illinois. The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014.

2.2.4 TERMS OF TRANSFER

The Site is available for sale to the highest and best use consistent with the zoning and land use regulations in effect at the time of sale. The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014.

2.2.5 ENVIRONMENTAL

The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014. The Site is located in the 101st Street / Piedmont Industrial Park Subarea of the South Chicago Industrial Park General Plan adopted by the Village of Chicago on December 4, 2014.
60 REGULATORY REVIEW

6.3.1 DEP

6.3.1 DEP

6.3.1 DEP

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