



100th Street River Access

Concept Plan 2023 Update



**Great Cities
Institute**

January 2023

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

Great Cities Institute

Teresa Córdova, Ph.D., *Director*

Project Manager

Jack Rocha, *Community Development Planner*

Staff

Tim Imeokparia, Ph.D., AICP, *Associate Director*

Becky Darling, *Research Assistant*

Project Partners

National Park Service: RTCA Program

NeighborSpace

Calumet Collaborative

Active Transportation Alliance

Graphic Design & Editing

Jackson Morsey, *Principal & Founder, urbagraphics*

Acknowledgments

This document was partially funded by a grant from the Chicago Community Trust *Our Great Rivers* grant program.

Table of Contents

1 Introduction

7 Existing Conditions

11 Public Engagement

17 Site Plan Concept

27 Appendices



Cover images and this page:
Photos by Matthew Kaplan from the October 22, 2022 site visit.



Photo from the June 9, 2022 site visit.

Executive Summary

The 100th Street Calumet River Site Concept Plan represents a collaborative effort by project partners, including UIC Great Cities Institute (GCI), the National Park Service's Rivers, Trails, and Conservation Assistance program, NeighborSpace, Calumet Collaborative, and Active Transportation Alliance, to facilitate the development of a community recreation site along the Calumet River from approximately 96th Street to 100th Street. Community efforts to activate the site date back to the early 2000s and the location was more recently identified as an desired area for restoration of the riverbank habitat, provision of a trail, and a public viewing area for river activity by community members during the South Chicago Commercial Avenue Revitalization planning process of 2016.

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 of the area as well as create destination points that will attract visitors to the community and generate additional business activities. To achieve these aims, the project partners are collaborating to facilitate a community participatory planning process that is dedicated to developing community stewardship of the Calumet River site.

For the past three years the project team has engaged in conversations with the current owners of the site to negotiate the activation of the site for public access. While reinforcing further community interest in the potential recreational area.

This site concept plan 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 of 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.

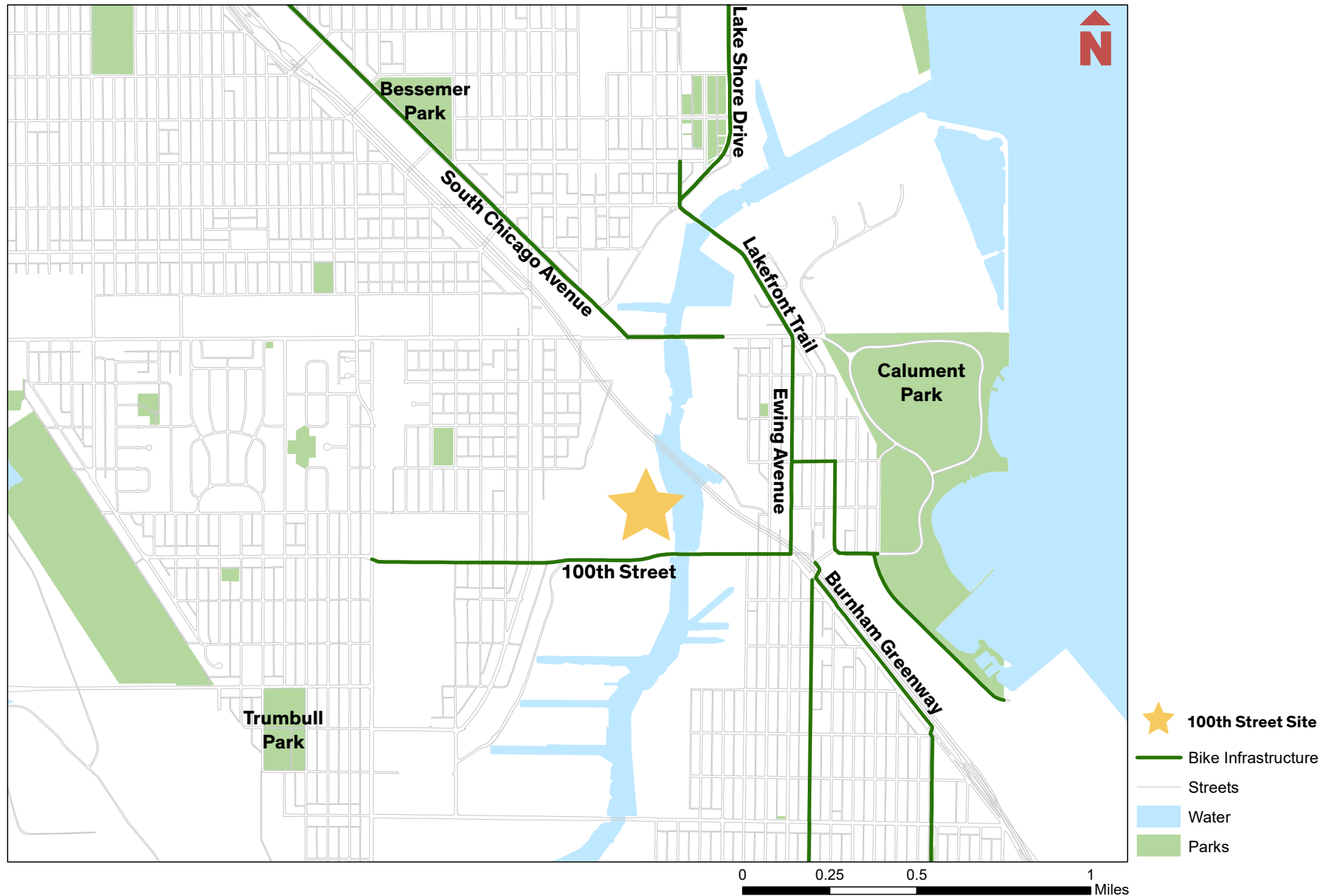
Introduction

Additional information is provided in appendices: Appendix A contains a parcel map of the 100th Street river access site. Appendix B contains Chicago 80-Acre lot maps and details of a 1921 city dock ordinance. Appendix C contains renderings of the site. Appendix D contains community demographics and commercial data for the 60617 and 60633 zip codes and industrial data focusing on the areas adjacent to the site along the Calumet River from the mouth of the river at the north to 106th Street at the south. Appendix E contains event flyers and informational handouts used as part of the community outreach process. Appendix F contains a transportation assessment completed by Active Transportation Alliance. Appendix G contains 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 actualiz 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. Moving forward the project team will continue to work with community stakeholders and People's Gas focused on the north entrance.

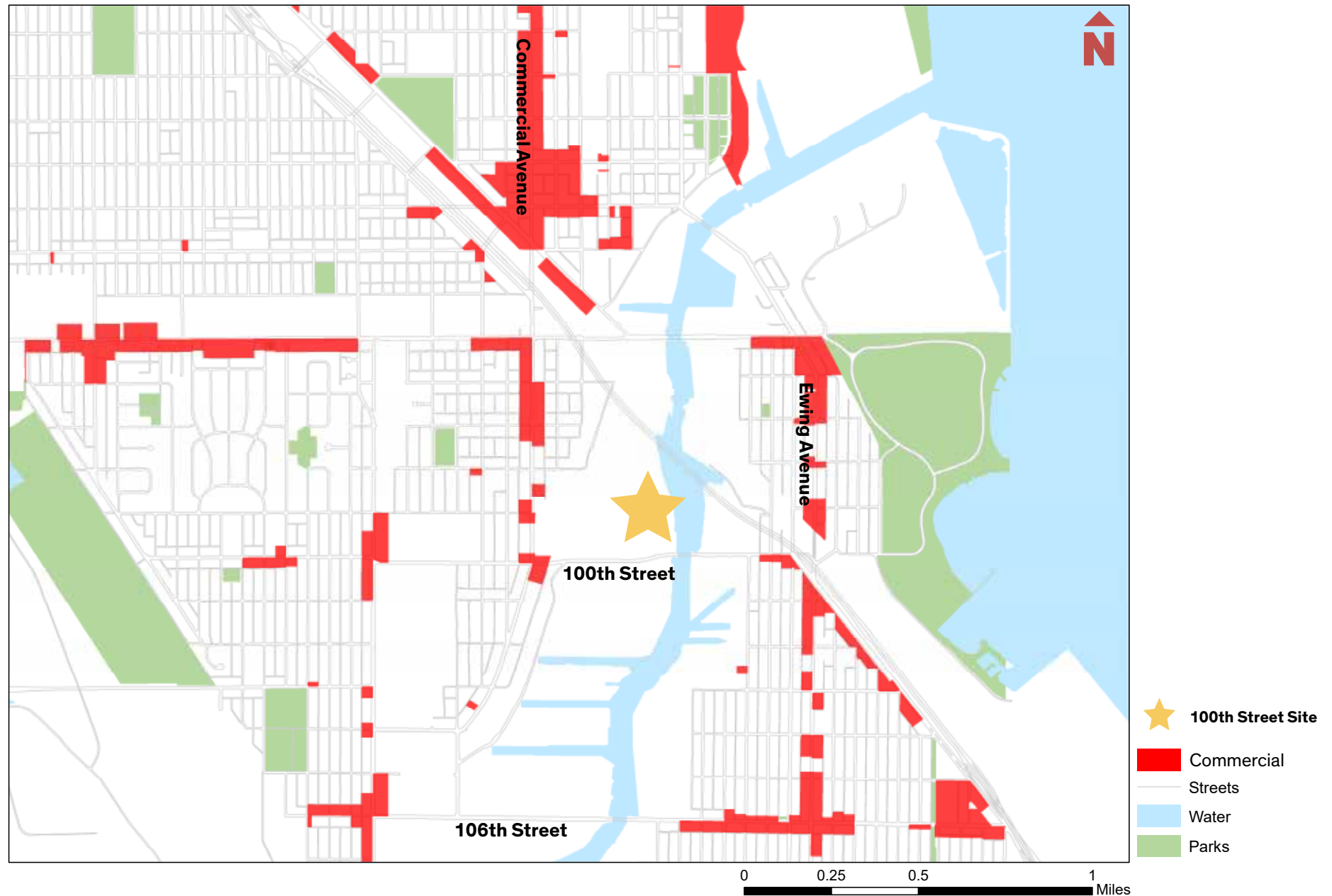
100th Street River Access Site in Surrounding Context

Bike Lanes and Recreational Areas



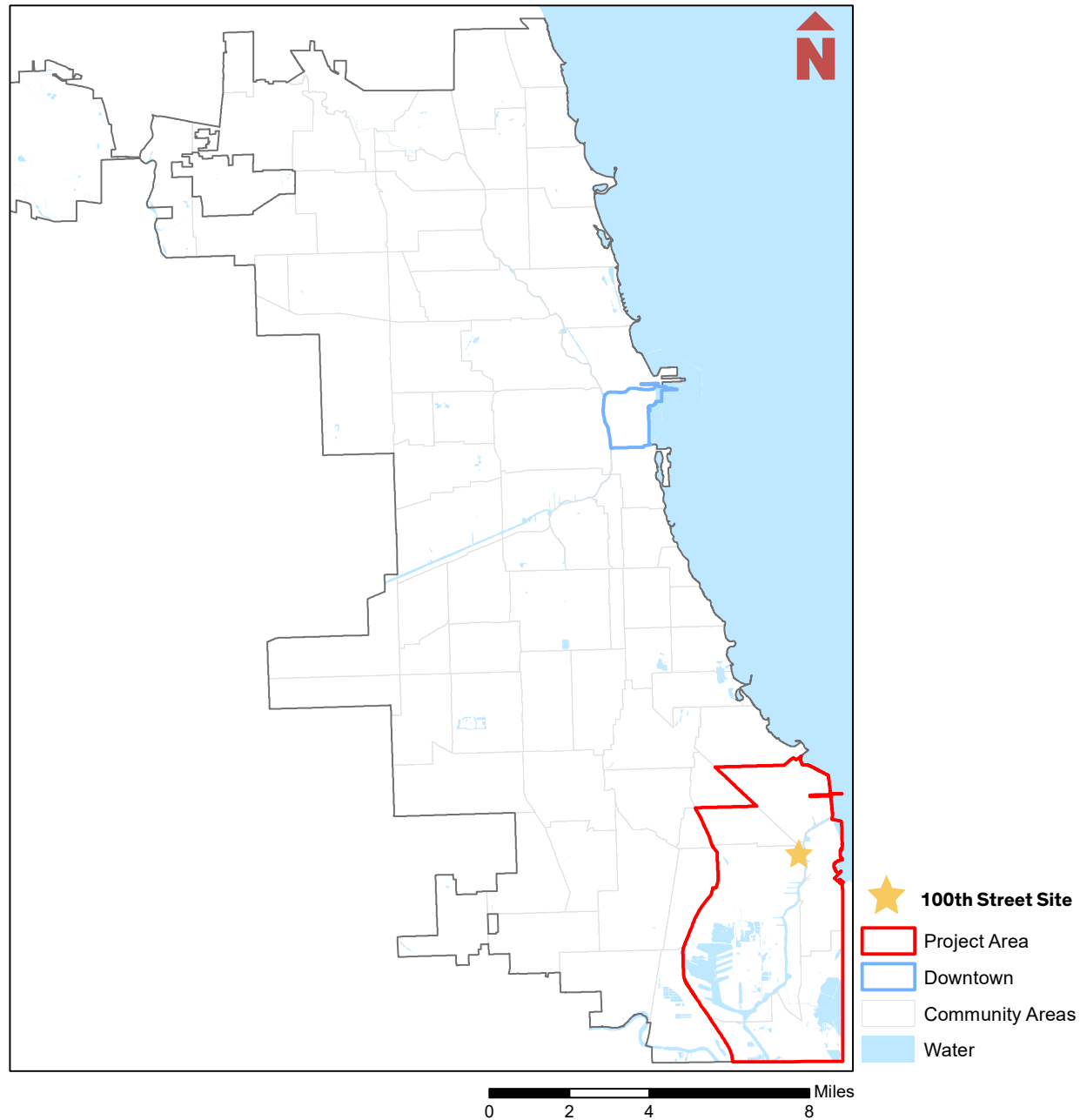
100th Street River Access Site in Surrounding Context

Commercial Areas

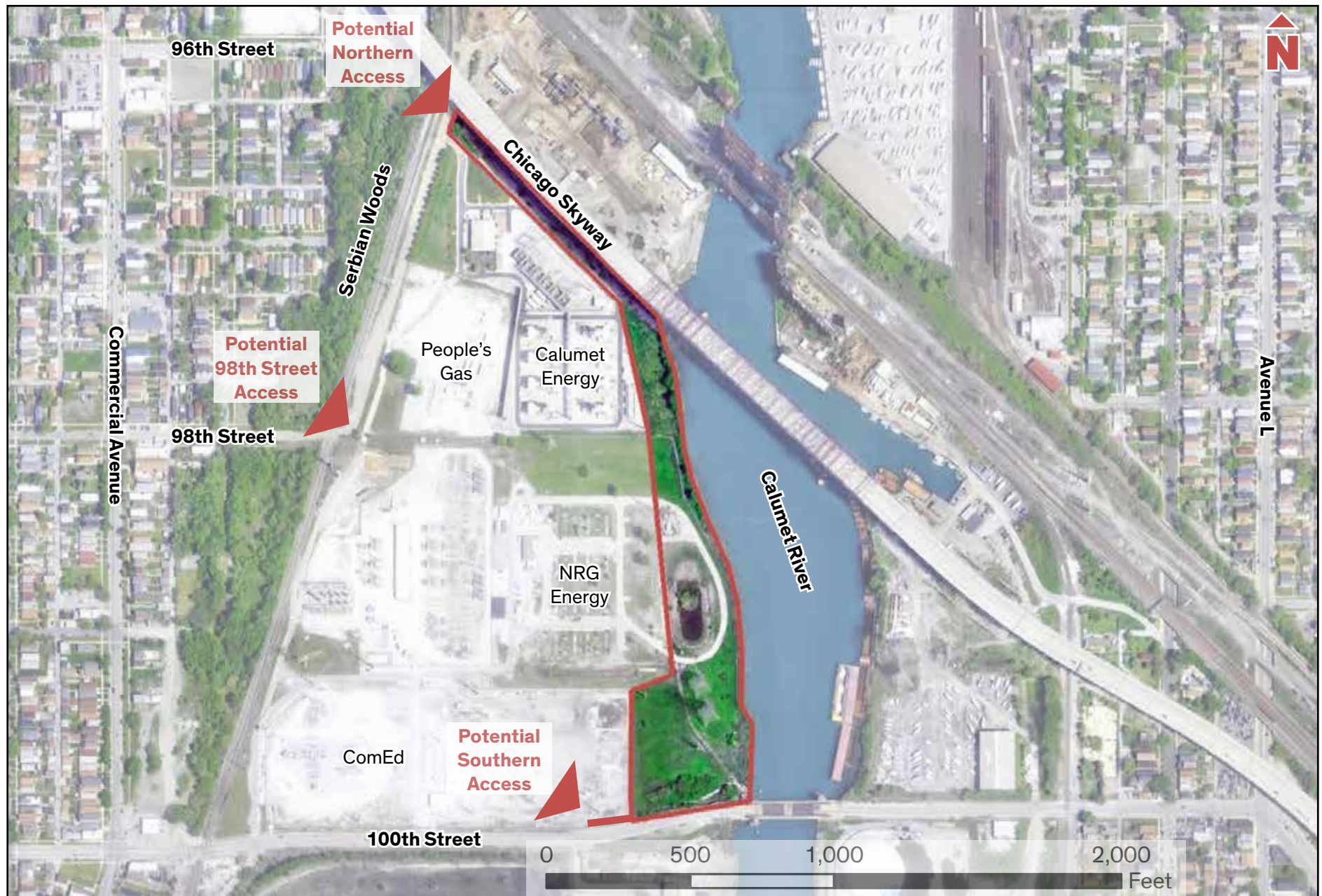


100th Street River Access Site in Surrounding Context

Regional View



Detail Map of the 100th Street River Access Site





Looking Northeast from 100th Street.



Looking down on the site from the 100th Street bridge.

History of the Site Usage

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 to 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. The following information comes from observations from Sanborn maps and historic aerial images.

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 (95th to 96th 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. This area to the west as well as the area south of the Chicago Skyway from 96th Street and the rail viaduct to the river is still owned by People's Gas. The gas holder on the river site was demolished by 1983 to be replaced by more modern propane and butane storages. Today, the People's Gas section is divided into two parcels. The People's Gas parcel surrounds a larger parcel in the middle controlled by an energy collective known as Calumet Energy. The main infrastructure of Calumet Energy is a peaker power plant which includes eight peaker turbines. The People's Gas parcel has three main parts: the western portion is the location of the People's Gas infrastructure, the eastern portion is undeveloped land along the river, and the third portion is a thin strip of land connecting the other two portions along the southern border of the parcel.

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 spurs, 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 spurs 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.

Existing Conditions

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 the ComEd parent company, the Exelon Corporation.

The river's edge from 98th to about 100th Street is a separate parcel and is largely the area of the proposed public access site. This river's edge parcel has been owned by the City of Chicago since 1921. This area seems to have gone through a remediation process, but a Phase II Environmental Site Assessment is recommended before further development (See Appendix G).

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 northern site and area north to the Norfolk Southern rail line was occupied by industrial businesses and was 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 site is still owned by Sims Metal but as of November 2022 operation and storage has ceased. The parcels to the south of the Skyway from 96th Street and the rail viaduct, to the River was and is owned by People's Gas.

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) in connection with the property. The Phase I ESA investigation included reviewing readily available site-historic information, regulatory environmental databases, and Freedom of Information Act responses from local, state, and federal government agencies; performing a site and vicinity reconnaissance; and preparing a report summarizing the findings and conclusions of the site assessment.

Key findings of the Phase I ESA:

There were no known or suspect Recognized Environmental Conditions (RECs), Historic Recognized Environmental Conditions (HRECs), Controlled Recognized Environmental Conditions (CRECs), or De Minimis Conditions identified at the Site except for the following:

Recognized Environmental Conditions (RECs):

- *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 (CRECs):

- *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 G.



Looking North from the
100th Street Bridge

Industrial and Business 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 D and for more detail on the Calumet River Communities Planning Framework please visit the GCI website at greatcities.uic.edu.



100th Street
sidewalk conditions.

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 F.



Potential 100th Street entrance
with sidewalk and bike lane conditions



Outdoor booth at Hegewisch Fest

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 facilitated an interactive online community conversation. This online conversation was informed by detailed information about the project, and gave readers the opportunity to engage in a dialogue focused on the site. The main focus was to assess 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 and Facebook.

As COVID-19 conditions stabilized, the project team utilized virtual community meetings and flier outreach to publicize 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 in both Spanish and English with a link and QR code to the online conversation. In April and July of 2021, GCI participated in two South Chicago health fairs sponsored by Centro Comunitario Juan Diego, at which GCI had conversations with community members and distributed flyers. Also in April of 2021, GCI flyered community libraries and local businesses in South Deering, South Chicago, and East Side. In June of 2021, GCI and 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 in Spanish and English.

Public Engagement

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

Throughout 2022, the project team met with and partnered with the Veterans Park Improvement Association, SSA #5, Friends of Big Marsh, Southeast Youth Alliance, Bridges//Puentes, and Southeast Environmental Task Force. Outreach included attending community events and meetings to share the findings and progress to date. Active Transportation Alliance and Southeast Youth Alliance co-organized a bike ride from Vet's Park to the East Side Memorial Plaza with a final destination of Big Marsh Park as part of the Big Marsh Bike Convergence.

The project team went out multiple times in Summer and Fall of 2022 to houses around the site to share information and invitations to two community site events in partnership with People's Gas. The first site event was June 9th and the second was October 22nd of 2022. These site events allowed community members to experience the site for the first time, and allowed the project team to better understand the scale and context of the project along with residents. Residents and other stakeholders were able to give feedback on potential issues and what they would like to see and be able to do on the site when the project is fully realized.

GCI has 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 and project partners were also interviewed by local media groups including The Hegewisch Times, ONT Media, and regional groups like Streetsblog Chicago. 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 from the aldermanic office.

For additional information, please see Appendix E.

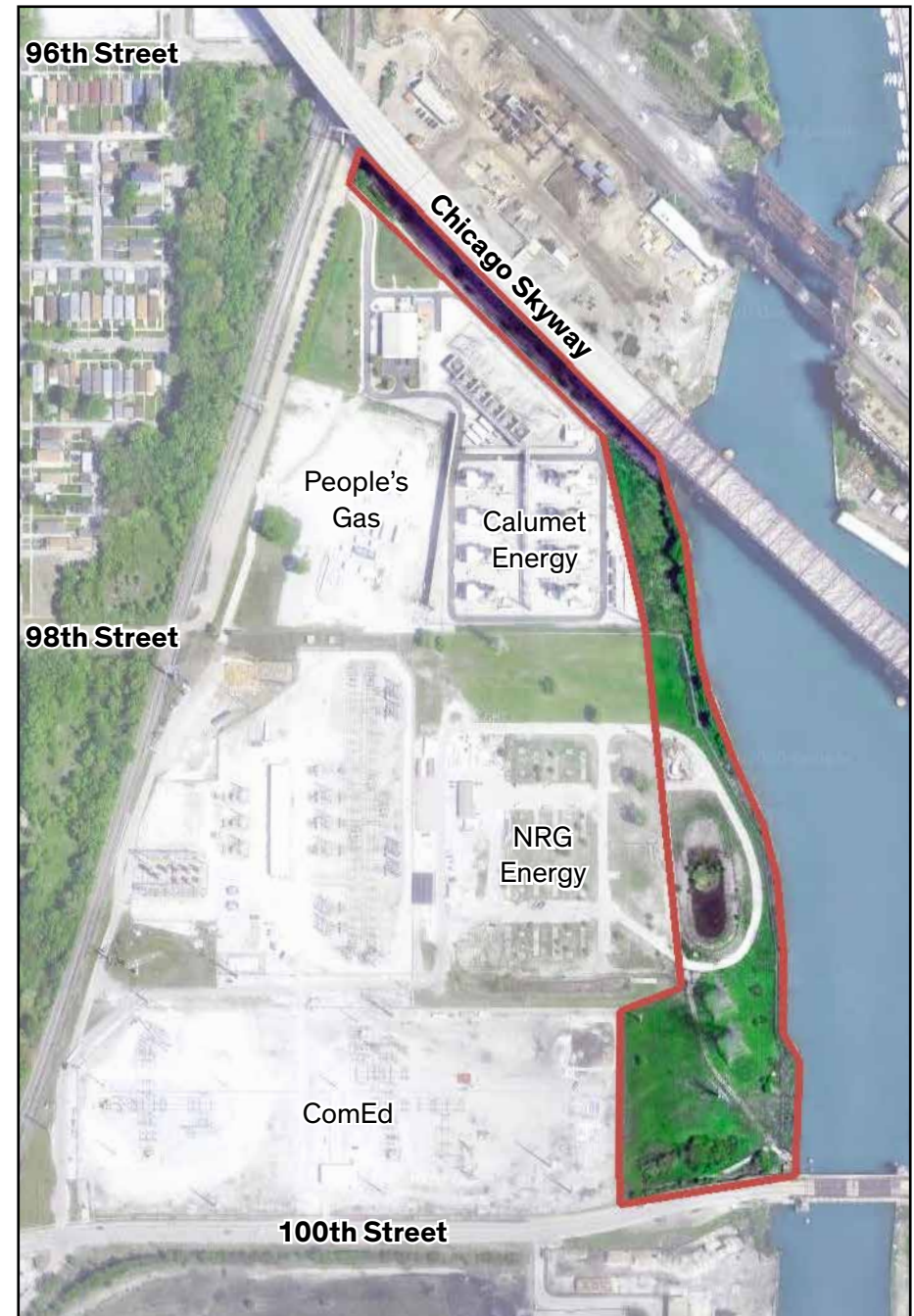
GCI drive-up booth at
the Juan Diego Health Fair



Ownership Feedback

The project area is largely controlled by four owners north to south, Skyway Concession Company LLC (Lessee)/People's Gas (Owner), People's Gas, Chicago Department of Planning and Development (DPD), 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 and People's Gas, 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. This past summer People's Gas hosted three site visits on their property expanding their support 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 a surplus property.
- The project team has been researching the river edge parcel that runs along the edge of the NRG Energy parcel starting from the People's Gas property on the north, and stretching south almost all of the way to 100th Street. This parcel is controlled by the City of Chicago.



Site map with owners and potential public access points highlighted.

Community Feedback

The following sections include 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.

I see myself, family and friends use this space as a local access point to one of our great rivers (walking/running trail, fishing, kayaking etc). Access to green space is not only great for physical health, but also mental health.

-Diana Martinez, Resident

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

A Celebration Destination would have multiple uses: concerts, art displays, story-telling, presentations on area history, teaching useful skills related to the river and its geography.

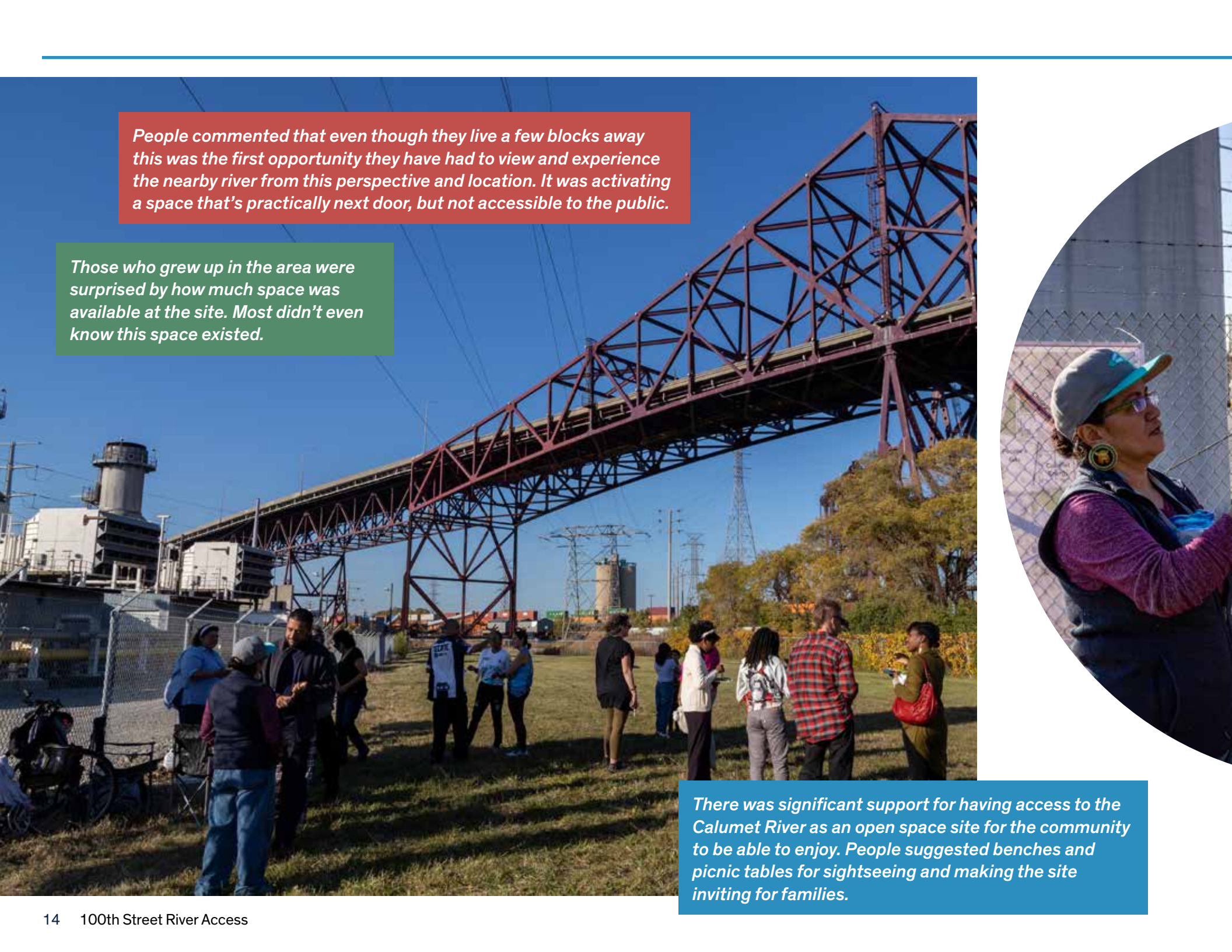
-Joann Podkul-Murphy, Resident

Most respondents are interested in a multi-use trail.

Respondents expressed concerns about transportation connections to the site.


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 Rodriguez, Resident



People commented that even though they live a few blocks away this was the first opportunity they have had to view and experience the nearby river from this perspective and location. It was activating a space that's practically next door, but not accessible to the public.

Those who grew up in the area were surprised by how much space was available at the site. Most didn't even know this space existed.



There was significant support for having access to the Calumet River as an open space site for the community to be able to enjoy. People suggested benches and picnic tables for sightseeing and making the site inviting for families.

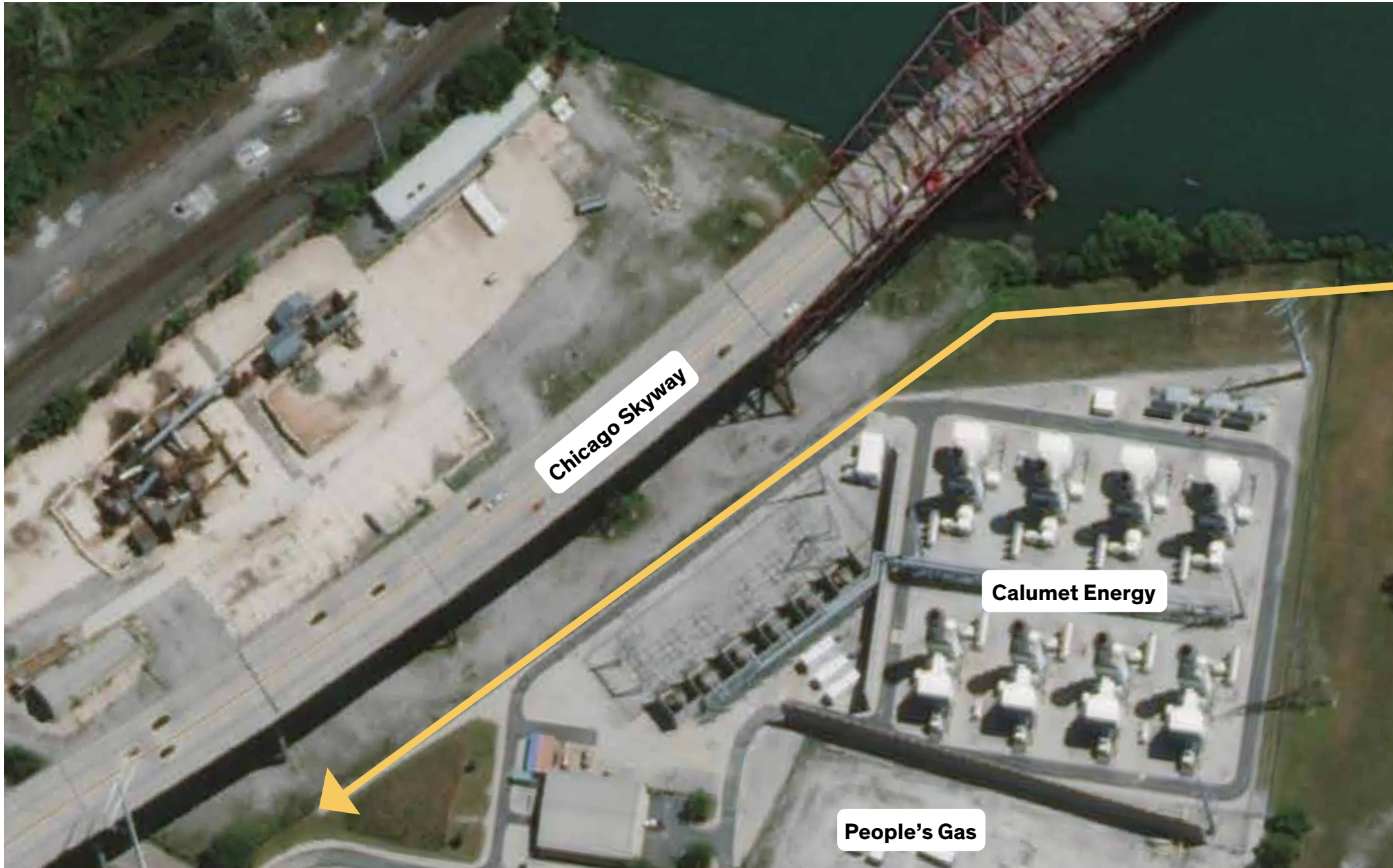
The entrance to the river site from 96th Street is blocked off by a gate. It feels hidden until walking closer to the Calumet River and realizing there is enough space for people to spread out and not feel crowded.

On October 22, 2022, the project partners were able to organize a site visit for community members in coordination with People's Gas to allow people to experience the site for the first time. Here are some observations from event organizers:

People of all ages found it exciting to stand by the Calumet River and be close to boats of different sizes as they passed by.


Access to view the Calumet River was blocked off by shrubs, but people saw it as an opportunity to envision what it could look like with access to the Calumet River.


Photos from the site visit with People's Gas on October 22, 2022 taken by photographer Matthew Kaplan.



Site Plan Concept

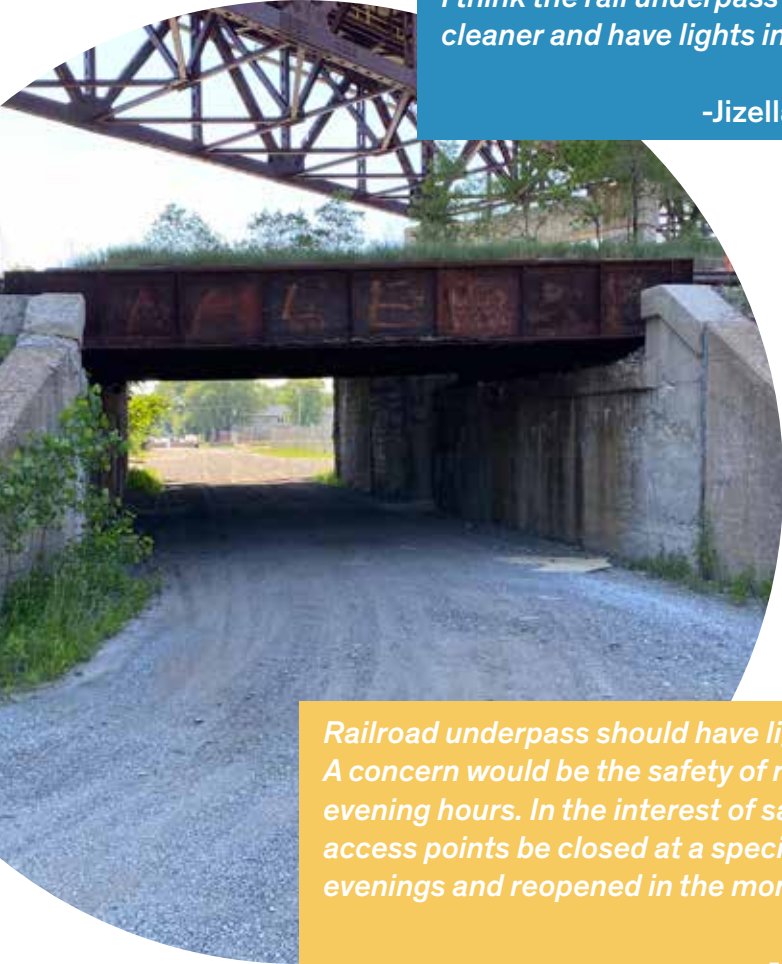


 Potential Viewing Platform

 Proposed Trail Route

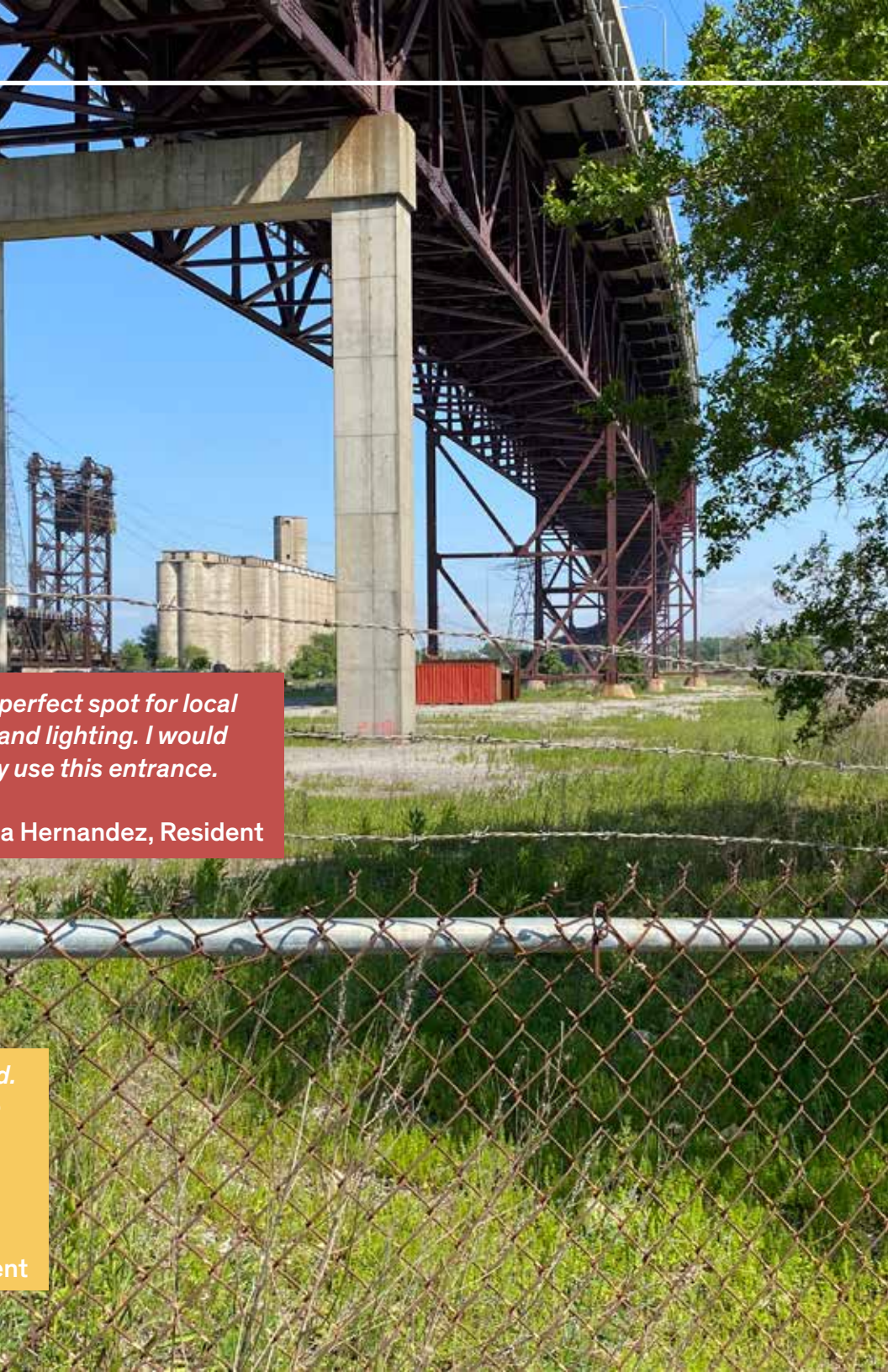
North Entrance

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.



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 definitely use this entrance.

-Maria Hernandez, Resident

Railroad underpass should have lighting installed. 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.

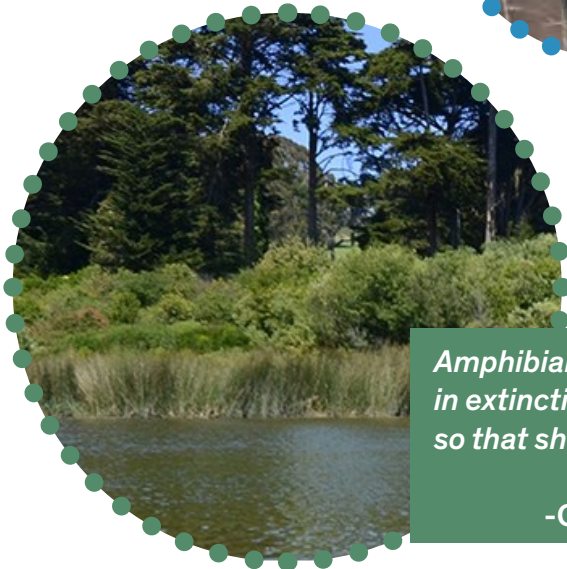
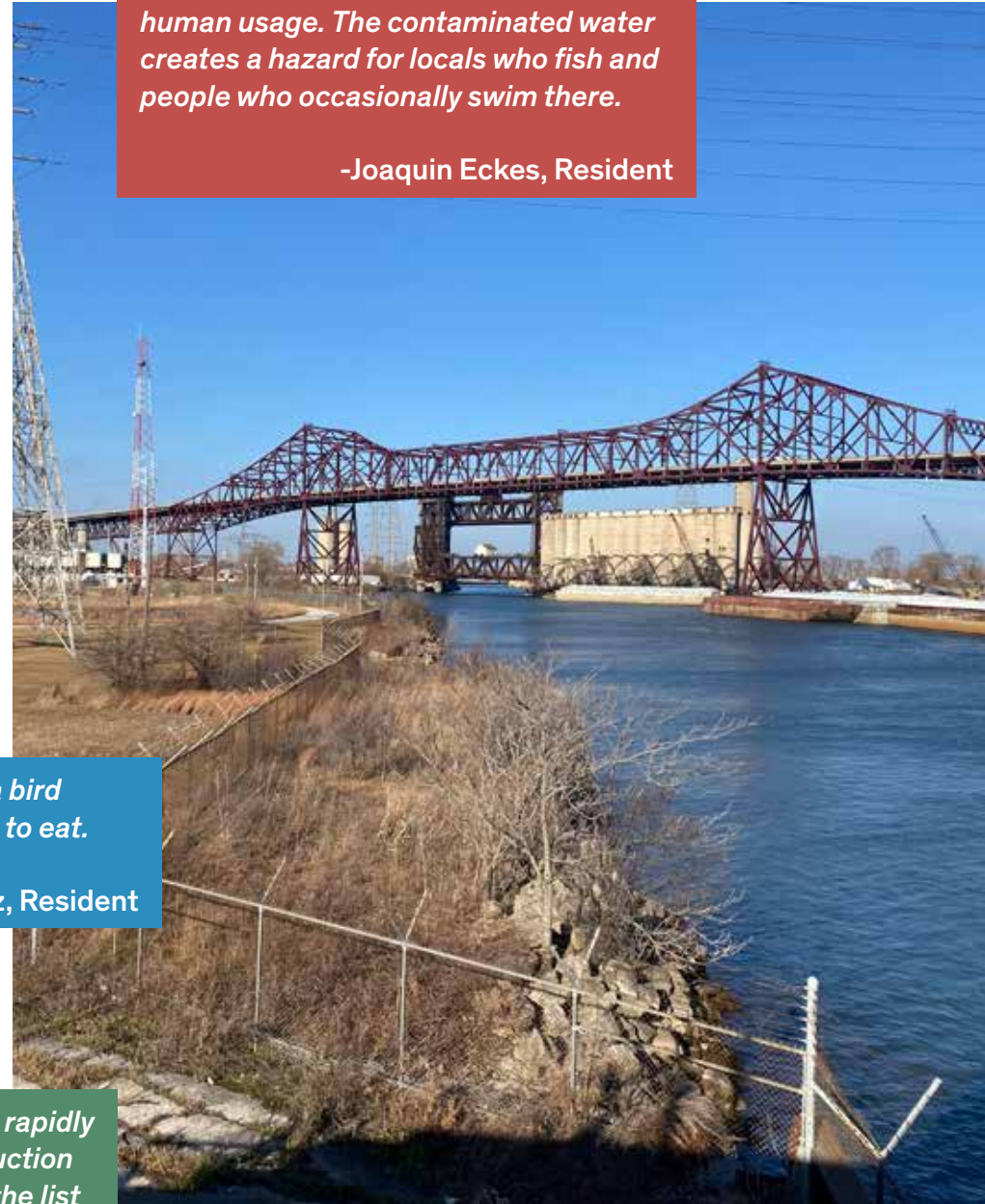
-Ashley Fleming, Resident

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



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.

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

-Wayne Garritano, Resident

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

-Maria Hernandez, Resident

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

-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 SAside, etc.

-Breanna, Resident

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

-Silvia Rodriquez, Resident



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.

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

-Diana Martinez, 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 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 off all age from toddlers to elders.

-Octavio, Resident



Create more clear running/ jogging pathways/ trails with reflective strips for night jogging.

-Edith Diaz, 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.

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



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

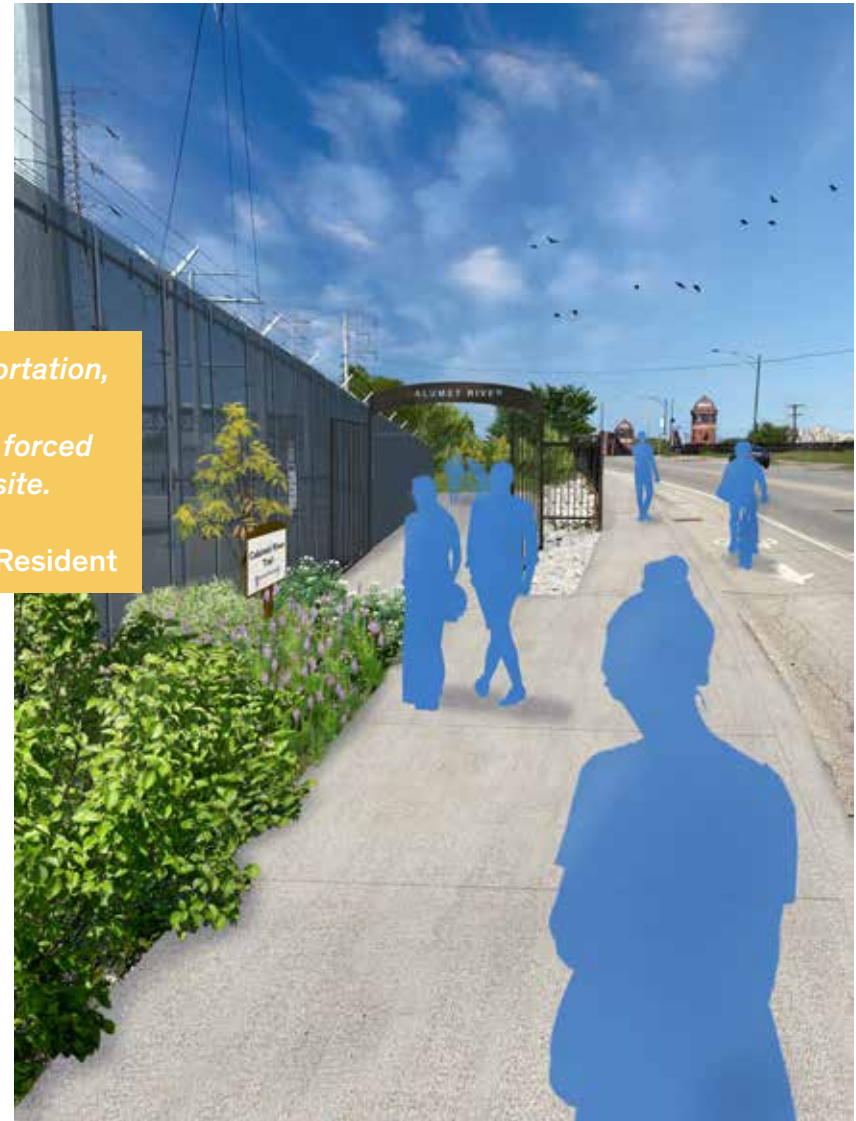


South Entrance

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.

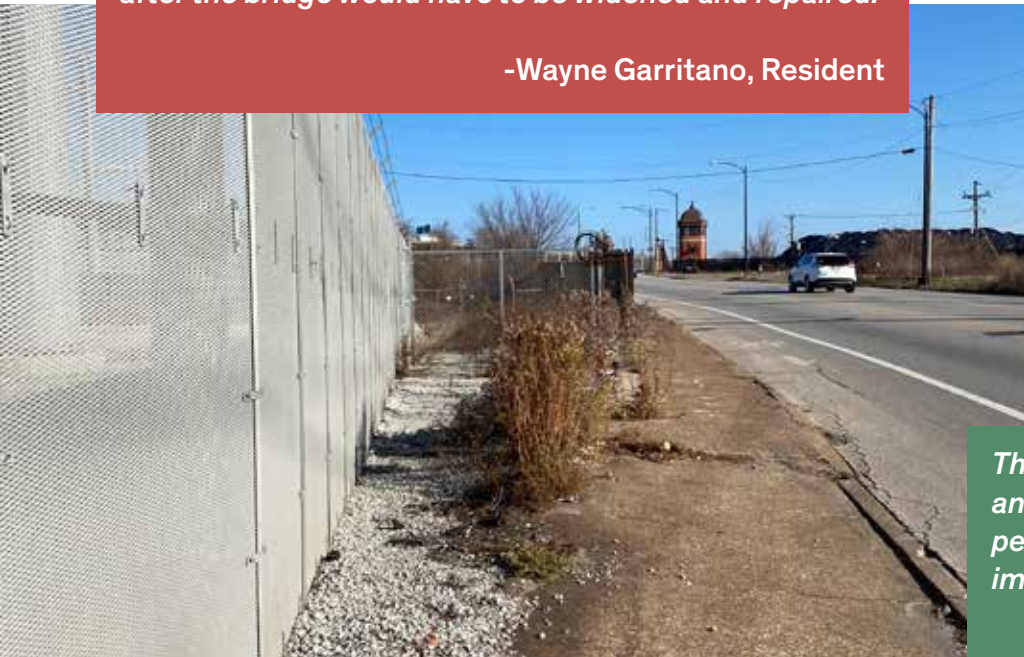
Bikes would be the main point of transportation, but also creating a welcoming walking environment. Currently, pedestrians are forced to navigate around traffic to access the site.

-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





Appendices

APPENDIX A

Detail/Parcel Map of the 100th Street River Access Site

APPENDIX B

Chicago 80-Acre Lot Map from City of Chicago

APPENDIX C

Community Renderings from Southeast Environmental Task Force

APPENDIX D

Demographics (Zip Codes Map)

- Population by Age and Sex

- Race and Ethnicity

- Educational Attainment

- Housing Tenure

Commercial Profile

- Disposable Income

- Tapestry Segmentation

- Business Surplus and Leakage

Surrounding Businesses Information (Census Tract Map)

- 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

Businesses on the Calumet River

City of Chicago Calumet Industrial Corridor Data from City of Chicago Department of Planning and Development

APPENDIX E

Handouts and Event Flyers

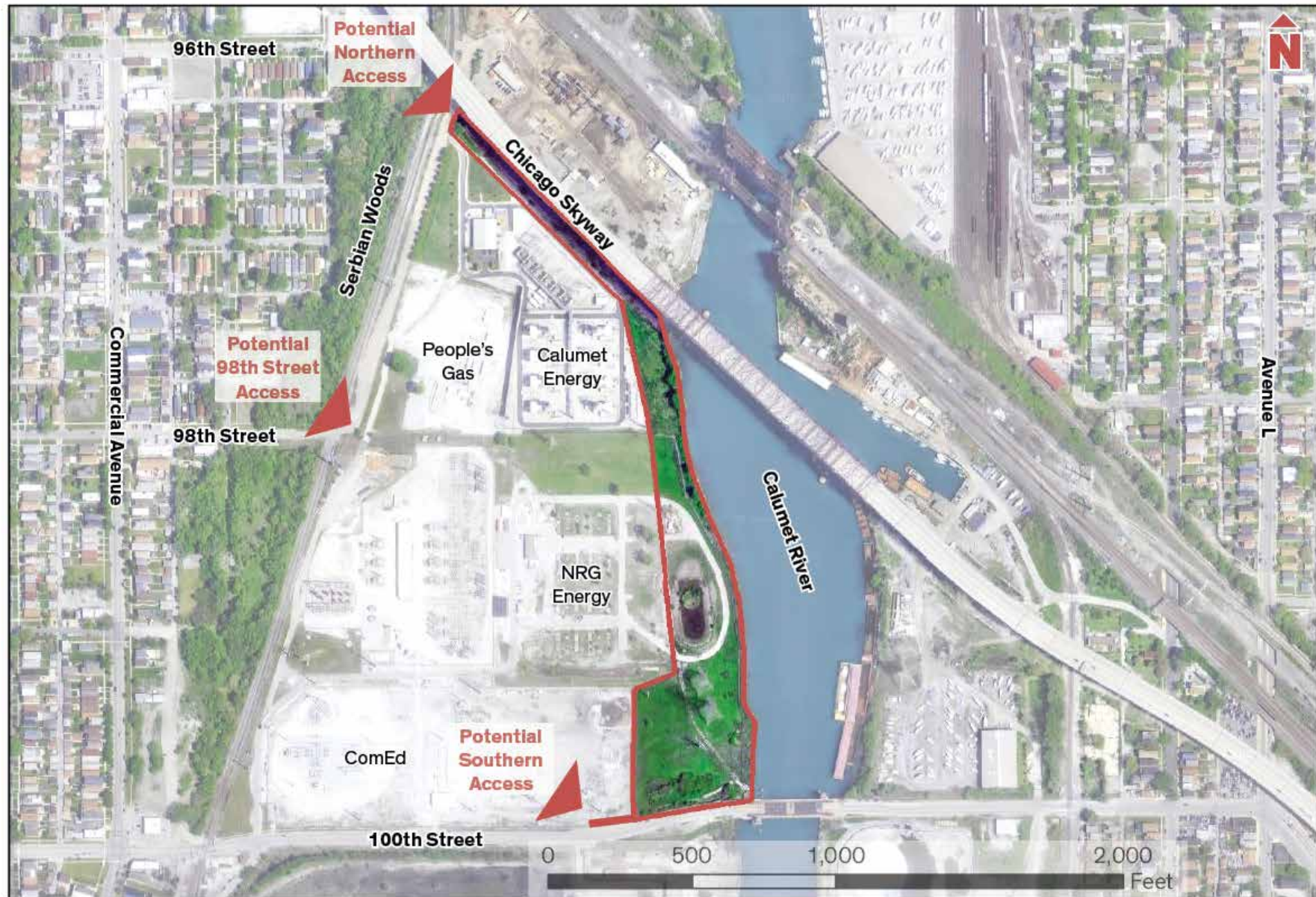
APPENDIX F

Transportation Assessment from Active Transportation Alliance

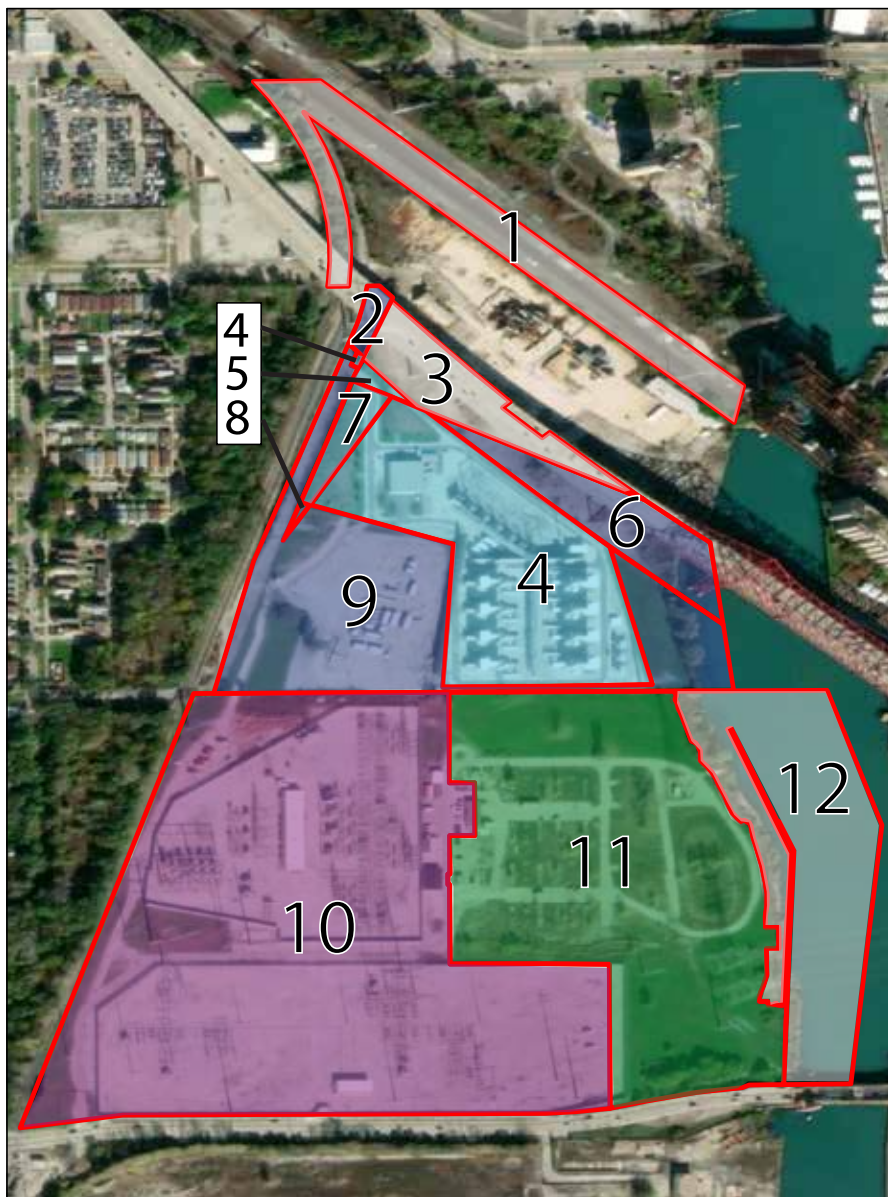
APPENDIX G

Phase I Environmental Site Assessment Summary from GSG Consultants, Inc.

Appendix A – Detail Map of the 100th Street River Access Site

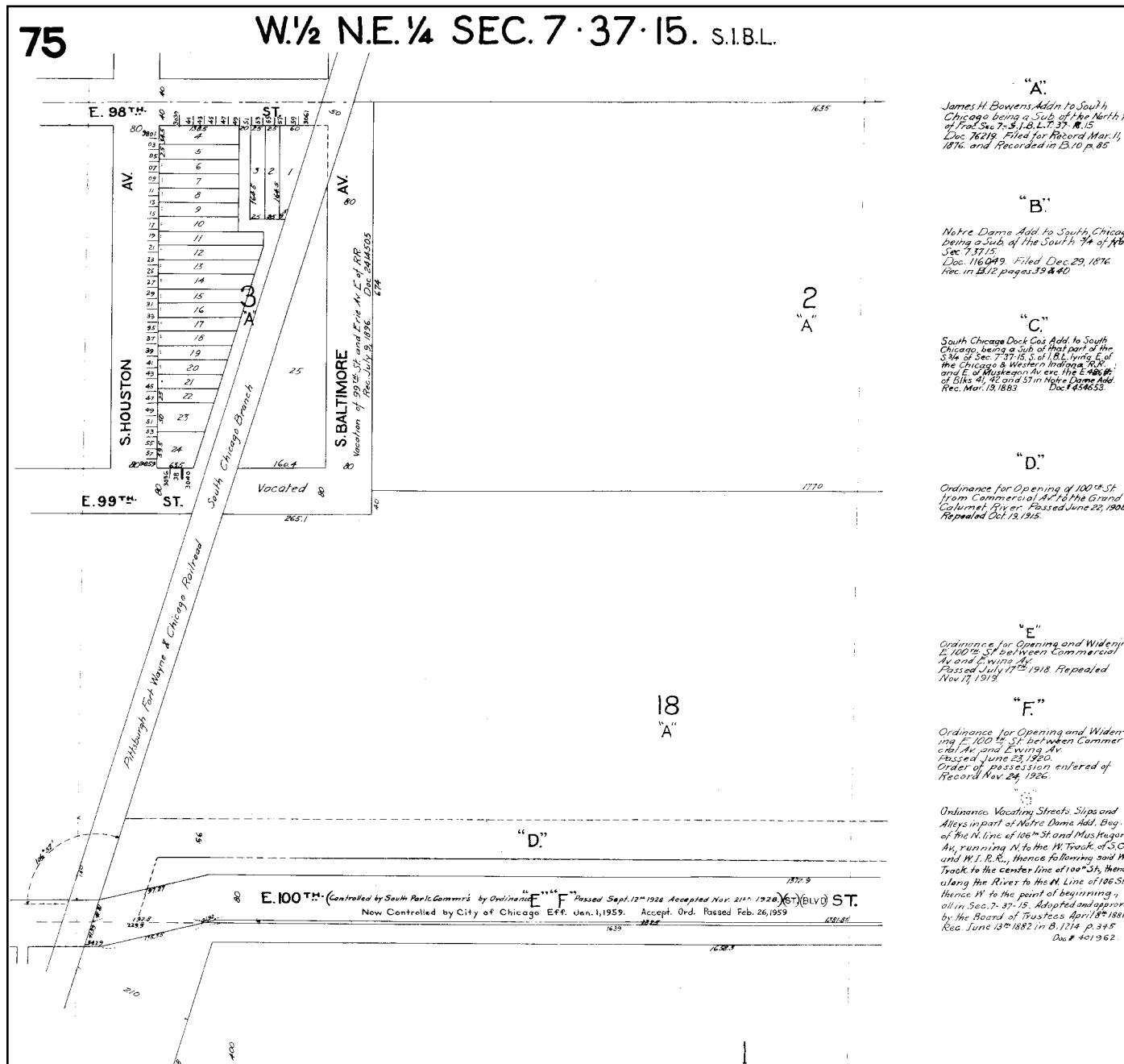


Appendix A – Parcel Map of the 100th Street River Access Site



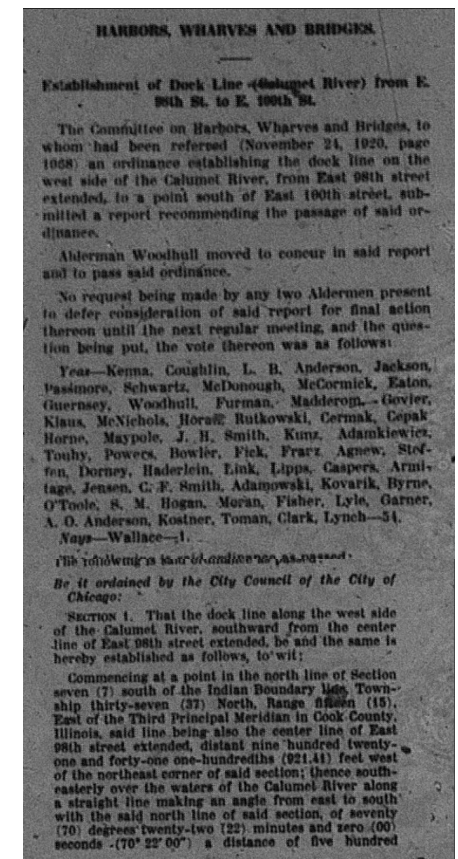
	Tax Pin	Property Address	Taxpayer
1	2606500006		
2	2606428042	3141 E 96th ST	Peoples Gas Tax Adm
3	2606428028		
4	2606428040	3141 E 96th ST	Constellation Energy Gen LLC
5	2606428038	3141 E 96th ST	Constellation Energy Gen LLC
6	2606428041	3141 E 96th ST	Peoples Gas Tax Adm
7	2606428039	3141 E 96th ST	Constellation Energy Gen LLC
8	2606428036	3141 E 96th ST	Peoples Gas Tax Adm
9	2606428037	3141 E 96th ST	Peoples Gas Tax Adm
10	2607200023	3200 E 100th ST	ComEd Prop Tax
11	2607200024	2300 E 100th St	Midwest Generation LLC
12	2607999001		

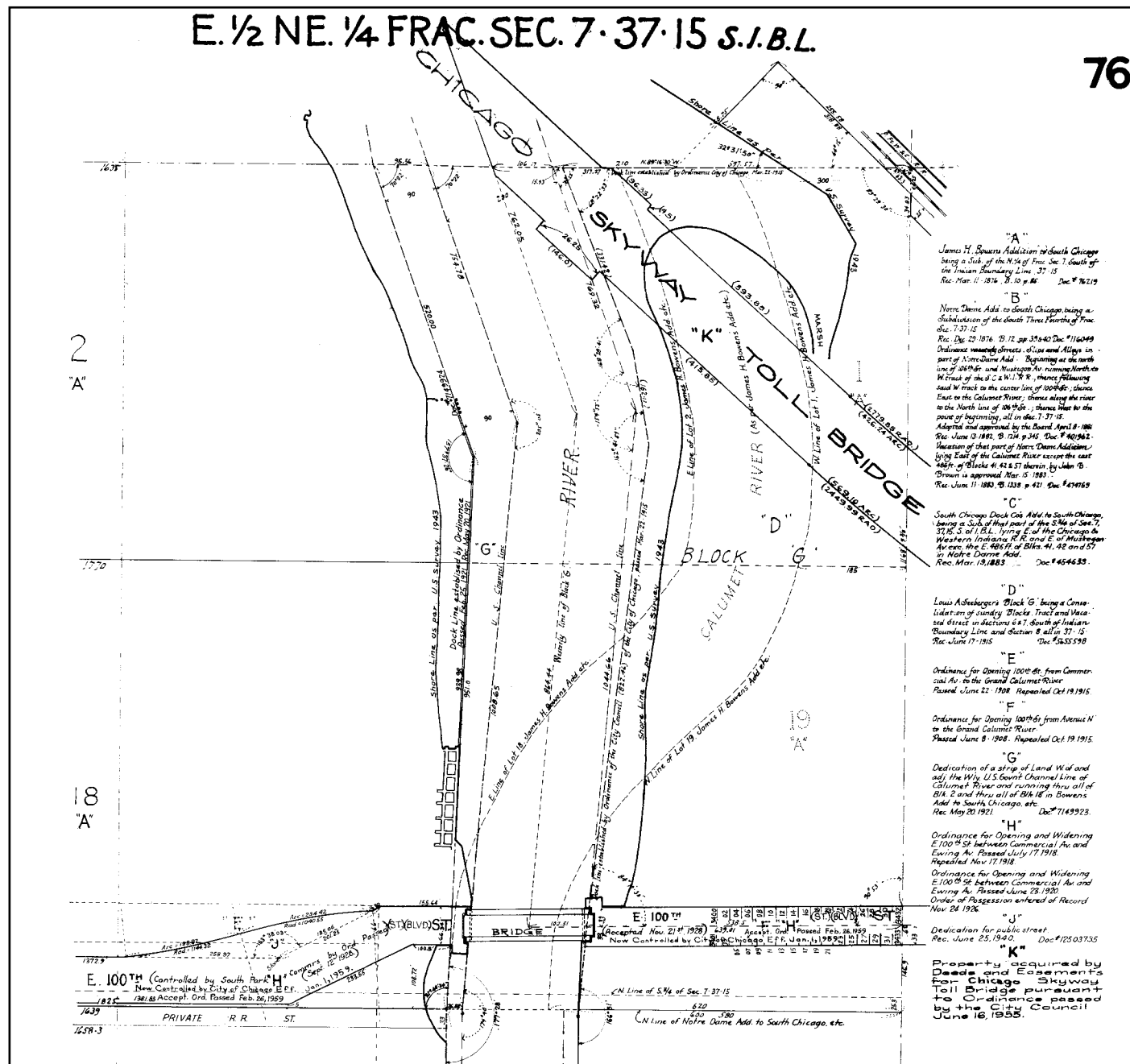
Appendix B – Chicago 80-Acre Lot Map - West Side of Site



These maps from the City of Chicago show the historic lot lines, river shore line, and contain notes on the ownership and subdivision of the land over the years.

The text is from the ordinance that established the dock line along the shore of the Calumet River.





Appendix C – Community Renderings

Renderings created by the Southeast Environmental Task Force in the early 2000s.





Rendering and site diagram created by the design firm SWA Group for community outreach.



CAPITOL TRAIL, VIRGINIA



LAKEVIEW LOW-LINE, CHICAGO



BUFFALO BAYOU PARK, HOUSTON



THE BENTWAY, TORONTO



CHICANO PARK, SAN DIEGO

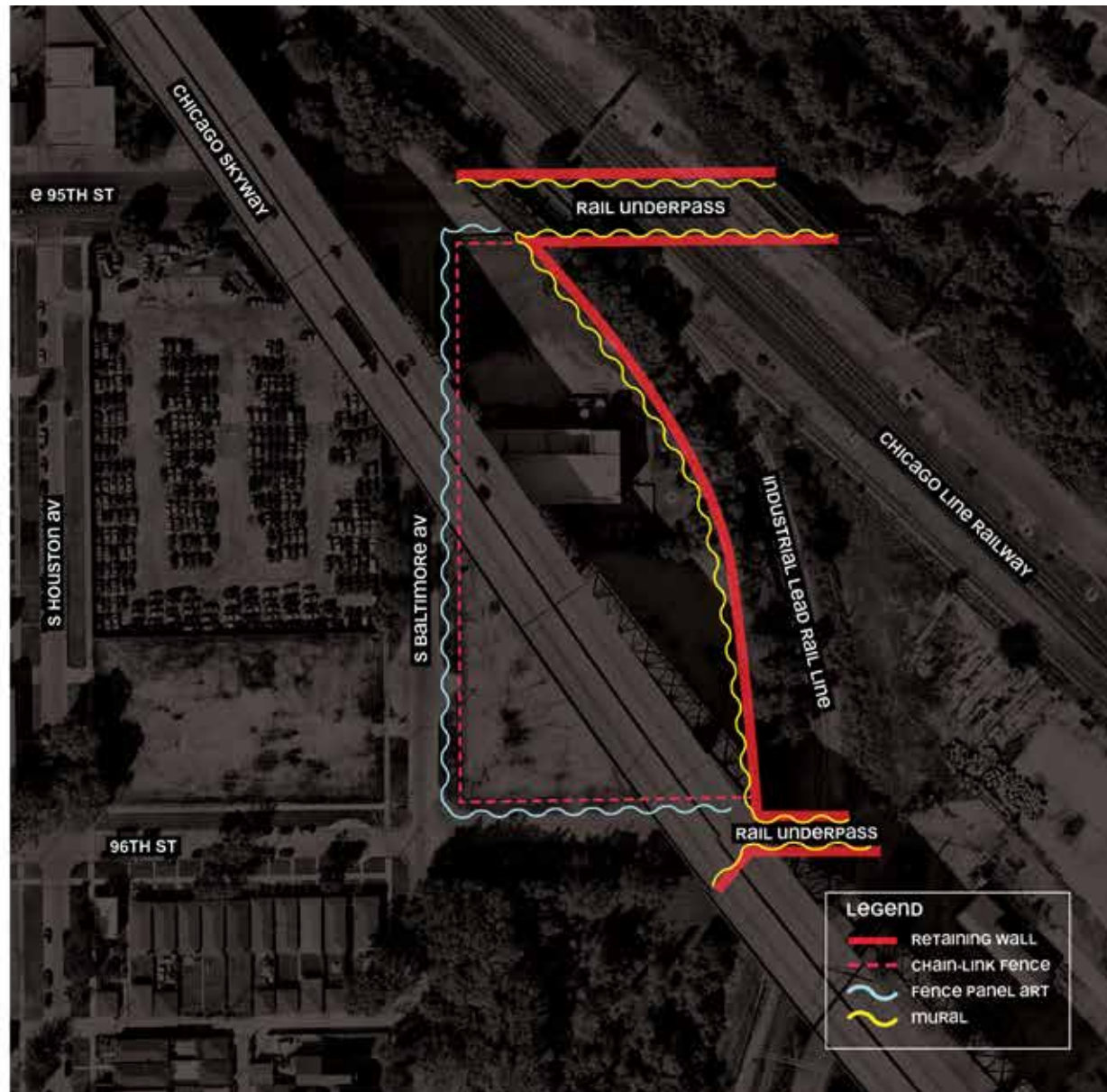


PING TOM MEMORIAL PARK, CHICAGO



Precedents for similar trails identified by the design firm SWA Group for community outreach.

ART OPPORTUNITY DIAGRAM

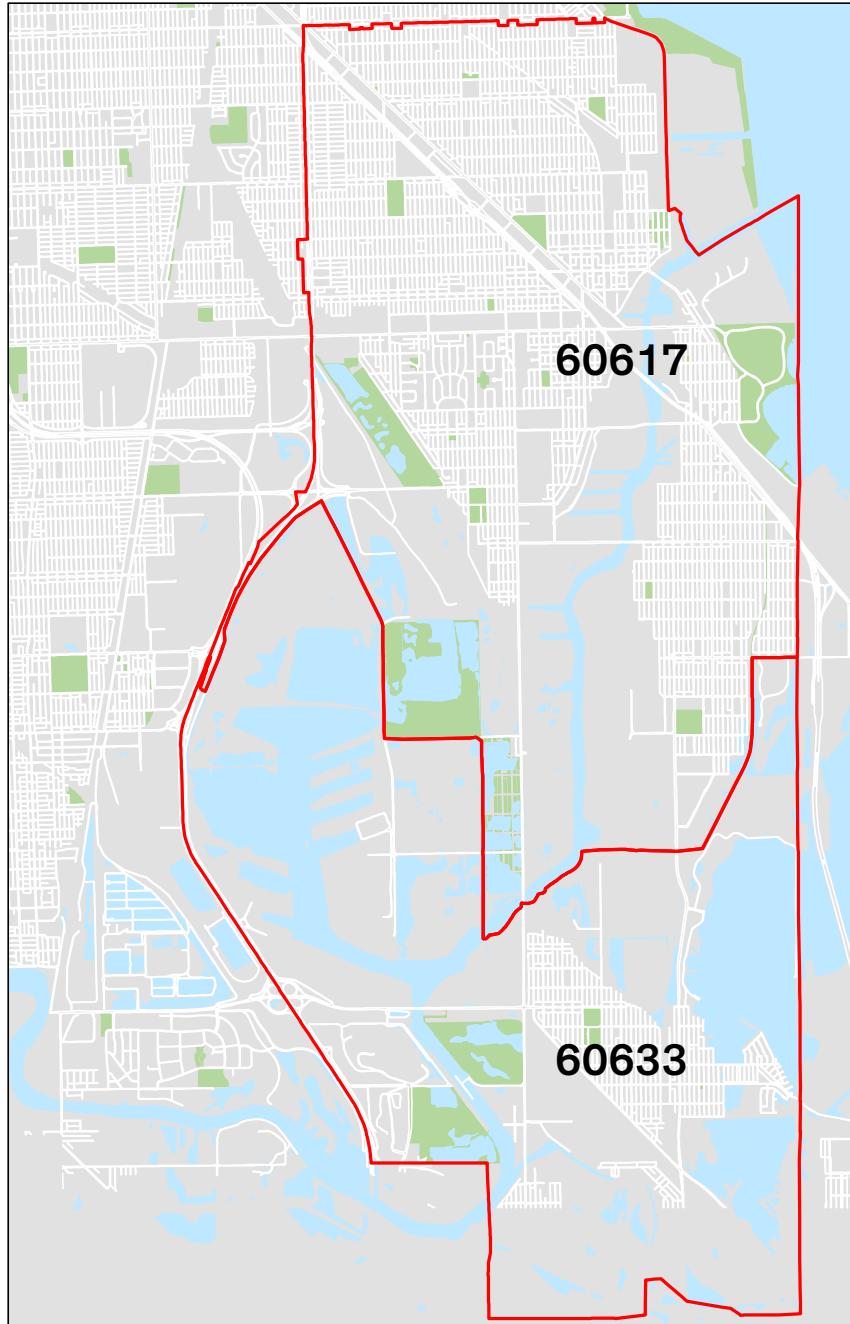


Concepts for public art opportunities created by the design firm SWA Group for community outreach.



Concept for the 96th Street access point created by the design firm SWA Group for community outreach.

Appendix D – Demographics



**Population of 60617 and 60633
Zip Codes by Age Range and Sex**

Male		Female	
Age	#	Age	#
0-4	3,077	0-4	3,005
5-9	3,120	5-9	3,156
10-14	3,695	10-14	3,867
15-17	2,381	15-19	2,643
18-24	4,767	20-24	5,074
25-34	5,507	25-29	6,296
35-44	5,132	35-39	6,238
45-54	5,955	45-49	6,310
55-64	5,257	55-59	6,095
65-74	3,057	65-69	4,333
75-84	2,064	75-79	3,327
85+	540	85+	1,346
Total	44,552		51,690

Total Population	96,242
-------------------------	---------------

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

**Population of 60617 and 60633
Zip Codes by Race and Ethnicity**

White, Not Hispanic or Latino	8,588	8.9%
Black, Not Hispanic or Latino	49,922	51.9%
Hispanic or Latino	37,086	38.5%
American Indian, Not Hispanic or Latino	57	0.1%
Asian, Not Hispanic or Latino	220	0.2%
Native Hawaiian and Other Pacific Islander Alone	7	0.0%
Some Other Race Alone	48	0.1%
Two or More Races	314	0.3%

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)	33,512	84.1%
Vacant - 15.9% (6,320)	6,320	15.9%
Owner Occupied - 48% (19,116)	19,116	48.0%
Renter Occupied - 36.1% (14,396)	14,396	36.1%
Vacant for Rent - 1.1% (421)	421	1.1%
Vacant for Sale - 0.8% (303)	303	0.8%
Other Vacant - 14.% (15,596)	5,596	14.0%

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**

Population 25 Years and Over	61,457	
Less Than High School - 19.1% (11,723)	11,723	19.1%
High School Graduate/GED - 32.9% (20,244)	20,244	32.9%
Some college - 31.1% (19,130)	19,130	31.1%
Bachelor's degree - 11.2% (6,897)	6,897	11.2%
Graduate or Professional Degree - 5.7% (3,463)	3,463	5.7%

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

Appendix D – Commercial Profile



Disposable Income Profile

Standard Geography: 60617, 60633

	Census 2010	2021	2026	2021-2026 Change	2021-2026 Annual Rate		
Population	97,278	92,799	90,748	-2,051	-0.45%		
Median Age	35.7	37.1	38.0	0.9	0.48%		
Households	33,733	32,498	31,811	-687	-0.43%		
Average Household Size	2.87	2.84	2.83	-0.01	-0.07%		
2021 Households by Disposable Income				Number	Percent		
Total				32,498	100.0%		
<\$15,000				6,675	20.5%		
\$15,000-\$24,999				4,496	13.8%		
\$25,000-\$34,999				4,500	13.8%		
\$35,000-\$49,999				5,004	15.4%		
\$50,000-\$74,999				6,111	18.8%		
\$75,000-\$99,999				2,851	8.8%		
\$100,000-\$149,999				2,258	6.9%		
\$150,000-\$199,999				328	1.0%		
\$200,000+				273	0.8%		
Median Disposable Income				\$36,256			
Average Disposable Income				\$47,250			
2021 Disposable Income by Age of Householder		Number of Households					
	<25	25-34	35-44	45-54	55-64	65-74	75+
Total	673	4,339	5,184	5,405	6,281	5,888	4,729
<\$15,000	209	899	764	892	1,345	1,337	1,230
\$15,000-\$24,999	147	580	527	494	779	750	1,220
\$25,000-\$34,999	85	574	529	473	591	1,423	825
\$35,000-\$49,999	63	744	1,008	915	1,026	668	580
\$50,000-\$74,999	124	862	1,201	1,202	1,256	982	482
\$75,000-\$99,999	32	383	698	677	622	300	139
\$100,000-\$149,999	9	251	320	631	543	317	187
\$150,000-\$199,999	2	31	85	50	71	53	37
\$200,000+	1	14	51	72	49	59	28
Median Disposable Income	\$23,030	\$36,691	\$45,432	\$48,434	\$40,009	\$30,033	\$23,921
Average Disposable Income	\$32,886	\$45,072	\$53,951	\$57,660	\$49,937	\$42,381	\$34,532

Data Note: Disposable Income is after-tax household income. Disposable income forecasts are based on the Current Population Survey, U.S. Census Bureau. Detail may not sum to totals due to rounding.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2021 and 2026.

November 08, 2021

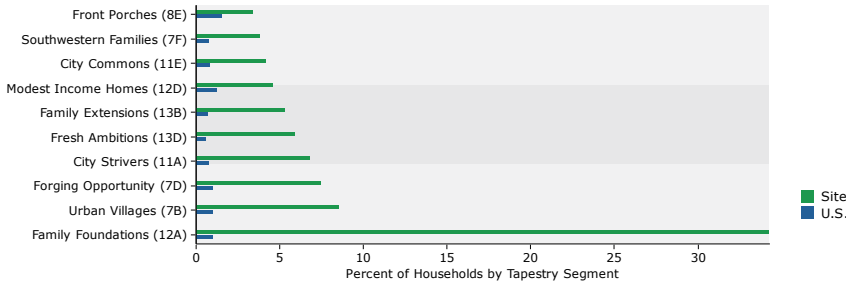


Tapestry Segmentation Area Profile

Standard Geography: 60617, 60633

Top Twenty Tapestry Segments					
Rank	Tapestry Segment	2021 Households		2021 U.S. Households	
		Percent	Cumulative Percent	Percent	Cumulative Percent
1	Family Foundations (12A)	34.3%	34.3%	1.0%	1.0%
2	Urban Villages (7B)	8.5%	42.8%	1.0%	2.0%
3	Forging Opportunity (7D)	7.5%	50.3%	1.0%	3.1%
4	City Strivers (11A)	6.8%	57.2%	0.7%	3.8%
5	Fresh Ambitions (13D)	5.9%	63.1%	0.6%	4.5%
	Subtotal	63.0%		4.3%	
6	Family Extensions (13B)	5.4%	68.5%	0.7%	5.2%
7	Modest Income Homes (12D)	4.6%	73.1%	1.3%	6.4%
8	City Commons (11E)	4.2%	77.3%	0.9%	7.3%
9	Southwestern Families (7F)	3.9%	81.2%	0.8%	8.1%
10	Front Porches (8E)	3.4%	84.6%	1.6%	9.7%
	Subtotal	21.5%		5.3%	
11	Comfortable Empty Nesters (5A)	2.8%	87.4%	2.4%	12.1%
12	Midlife Constants (5E)	2.7%	90.0%	2.5%	14.6%
13	Social Security Set (9F)	2.2%	92.2%	0.8%	15.4%
14	Salt of the Earth (6B)	1.9%	94.1%	2.9%	18.3%
15	Rustbelt Traditions (5D)	1.2%	95.3%	2.2%	20.4%
	Subtotal	10.8%		10.8%	
16	Hometown Heritage (8G)	1.1%	96.4%	1.2%	21.6%
17	Heartland Communities (6F)	1.1%	97.6%	2.3%	23.9%
18	Diverse Convergence (13A)	0.9%	98.4%	1.2%	25.1%
19	Traditional Living (12B)	0.9%	99.3%	1.9%	27.0%
20	Savvy Suburbanites (1D)	0.7%	100.0%	3.0%	30.0%
	Subtotal	4.7%		9.6%	
Total		100.0%		30.0%	334

Top Ten Tapestry Segments Site vs. U.S.



Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 08, 2021



Retail MarketPlace Profile

Standard Geography: 60617, 60633

Summary Demographics

2021 Population	92,799
2021 Households	32,498
2021 Median Disposable Income	\$36,256
2021 Per Capita Income	\$21,238

NOTE: This database is in mature status. While the data are presented in current year geography, all supply- and demand-related estimates remain vintage 2017.

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
2017 Industry Summary						
Total Retail Trade and Food & Drink	44-45,722	\$908,323,021	\$526,750,194	\$381,572,827	26.6	339
Total Retail Trade	44-45	\$818,922,185	\$462,064,349	\$356,857,836	27.9	206
Total Food & Drink	722	\$89,400,836	\$64,685,845	\$24,714,991	16.0	133
	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
2017 Industry Group						
Motor Vehicle & Parts Dealers	441	\$169,924,166	\$20,649,617	\$149,274,549	78.3	22
Automobile Dealers	4411	\$140,794,881	\$7,882,552	\$132,912,329	89.4	4
Other Motor Vehicle Dealers	4412	\$13,707,895	\$2,396,559	\$11,311,336	70.2	2
Auto Parts, Accessories, & Tire Stores	4413	\$15,421,391	\$10,370,506	\$5,050,885	19.6	16
Furniture & Home Furnishings Stores	442	\$26,630,129	\$8,441,901	\$18,188,228	51.9	9
Furniture Stores	4421	\$15,667,302	\$4,857,347	\$10,809,955	52.7	7
Home Furnishings Stores	4422	\$10,962,827	\$3,584,554	\$7,378,273	50.7	2
Electronics & Appliance Stores	443	\$30,853,032	\$640,818	\$30,212,214	95.9	2
Bldg Materials, Garden Equip. & Supply Stores	444	\$54,197,802	\$141,021,437	-\$86,823,635	-44.5	16
Bldg Material & Supplies Dealers	4441	\$49,133,610	\$140,565,392	-\$91,431,782	-48.2	15
Lawn & Garden Equip & Supply Stores	4442	\$5,064,192	\$456,045	\$4,608,147	83.5	1
Food & Beverage Stores	445	\$137,366,862	\$139,840,986	-\$2,474,124	-0.9	56
Grocery Stores	4451	\$121,037,865	\$130,508,223	-\$9,470,358	-3.8	41
Specialty Food Stores	4452	\$7,156,526	\$3,685,720	\$3,470,806	32.0	6
Beer, Wine & Liquor Stores	4453	\$9,172,471	\$5,647,043	\$3,525,428	23.8	8
Health & Personal Care Stores	446,4461	\$54,505,840	\$59,952,567	-\$5,446,727	-4.8	23
Gasoline Stations	447,4471	\$87,689,169	\$35,144,686	\$52,544,483	42.8	9
Clothing & Clothing Accessories Stores	448	\$43,792,584	\$18,982,552	\$24,810,032	39.5	29
Clothing Stores	4481	\$29,735,914	\$13,663,652	\$16,072,262	37.0	21
Shoe Stores	4482	\$6,420,894	\$4,893,504	\$1,527,390	13.5	6
Jewelry, Luggage & Leather Goods Stores	4483	\$7,635,775	\$425,396	\$7,210,379	89.4	2
Sporting Goods, Hobby, Book & Music Stores	451	\$21,249,307	\$5,382,866	\$15,866,441	59.6	6
Sporting Goods/Hobby/Musical Instr Stores	4511	\$17,549,780	\$4,968,368	\$12,581,412	55.9	5
Book, Periodical & Music Stores	4512	\$3,699,527	\$414,498	\$3,285,029	79.8	1
General Merchandise Stores	452	\$141,447,556	\$18,373,002	\$123,074,554	77.0	17
Department Stores Excluding Leased Depts.	4521	\$100,385,225	\$5,377,856	\$95,007,369	89.8	3
Other General Merchandise Stores	4529	\$41,062,330	\$12,995,146	\$28,067,184	51.9	14
Miscellaneous Store Retailers	453	\$29,301,705	\$4,456,298	\$24,845,407	73.6	16
Florists	4531	\$1,773,312	\$1,128,553	\$644,759	22.2	6
Office Supplies, Stationery & Gift Stores	4532	\$5,203,879	\$952,454	\$4,251,425	69.1	5
Used Merchandise Stores	4533	\$2,852,042	\$444,216	\$2,407,826	73.0	2
Other Miscellaneous Store Retailers	4539	\$19,472,473	\$1,931,075	\$17,541,398	82.0	3
Nonstore Retailers	454	\$21,964,031	\$9,177,618	\$12,786,413	41.1	2
Electronic Shopping & Mail-Order Houses	4541	\$17,459,610	\$9,177,618	\$8,281,992	31.1	2
Vending Machine Operators	4542	\$634,413	\$0	\$634,413	100.0	0
Direct Selling Establishments	4543	\$3,870,009	\$0	\$3,870,009	100.0	0
Food Services & Drinking Places	722	\$89,400,836	\$64,685,845	\$24,714,991	16.0	133
Special Food Services	7223	\$2,094,607	\$1,151,847	\$942,760	29.0	5
Drinking Places - Alcoholic Beverages	7224	\$2,882,618	\$3,954,389	-\$1,071,771	-15.7	15
Restaurants/Other Eating Places	7225	\$84,423,612	\$59,579,609	\$24,844,003	17.3	113

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement.

<http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Data Axle. Esri 2021 Updated Demographics. Esri 2017 Retail MarketPlace. ©2021 Esri. ©2017 Data Axle, Inc. All rights reserved.

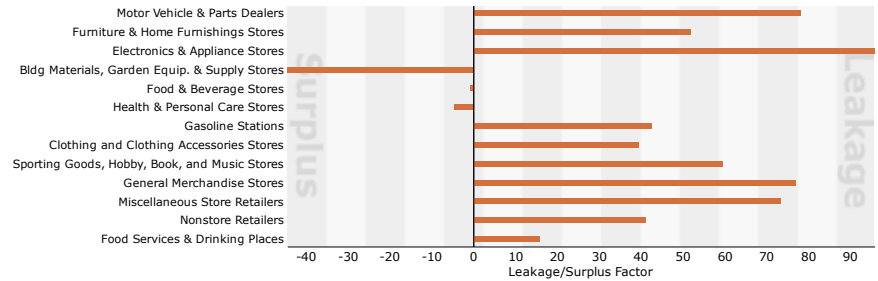
November 08, 2021



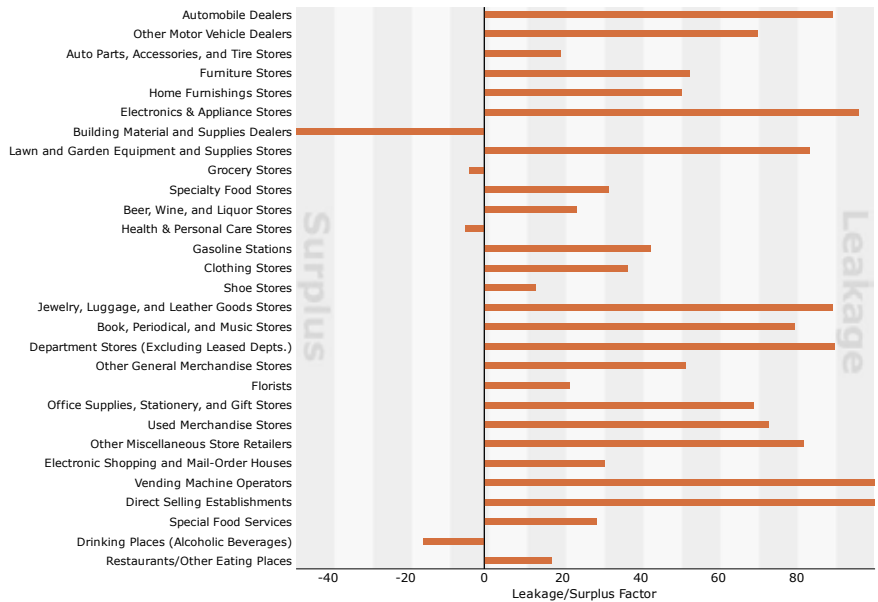
Retail MarketPlace Profile

Standard Geography: 60617, 60633

2017 Leakage/Surplus Factor by Industry Subsector



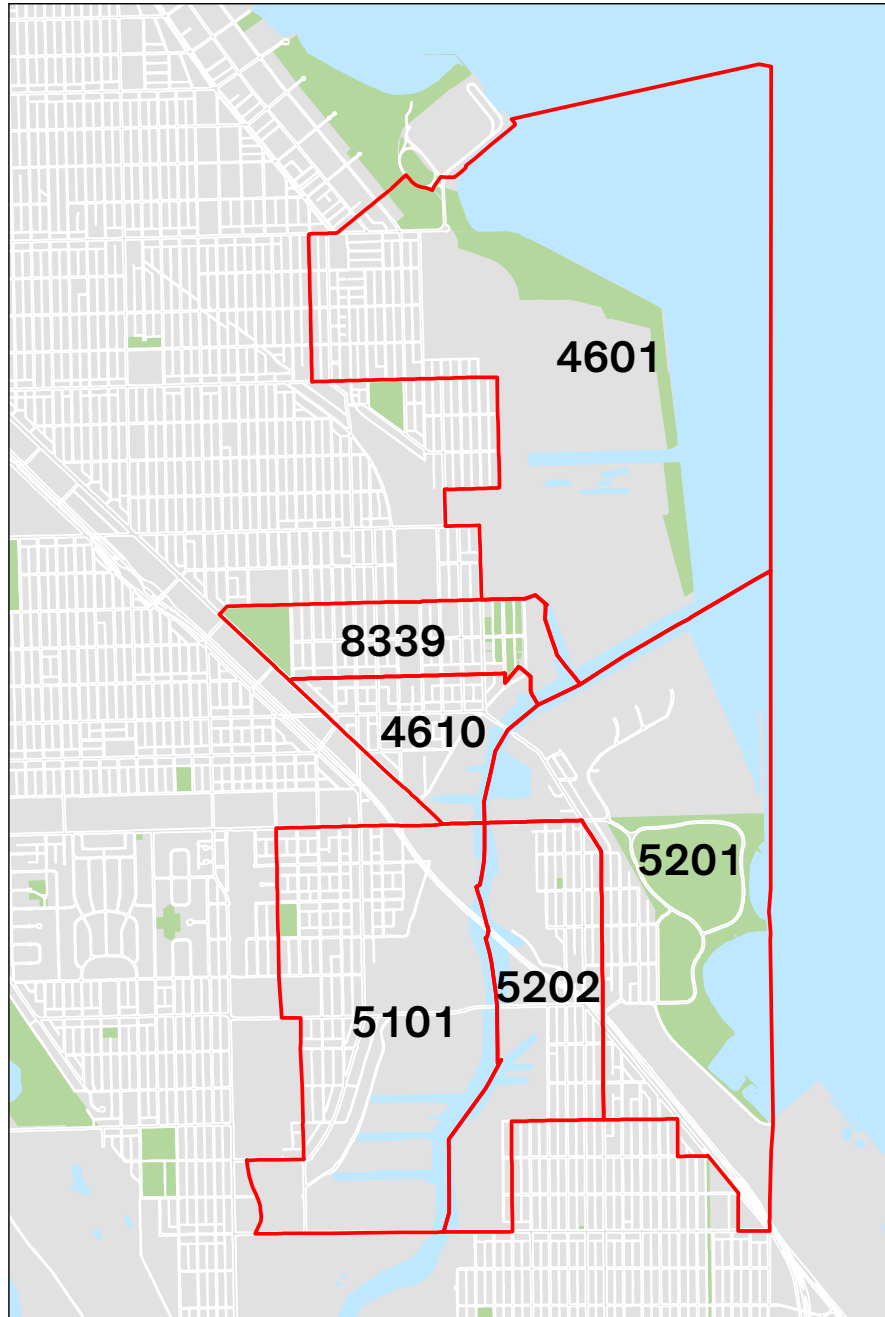
2017 Leakage/Surplus Factor by Industry Group



Source: Esri and Data Axle. Esri 2021 Updated Demographics. Esri 2017 Retail MarketPlace. ©2021 Esri. ©2017 Data Axle, Inc. All rights reserved.

November 08, 2021

Appendix D – Surrounding Businesses Information



Inflow/Outflow Report

Selection Area Labor Market Size (All Jobs)		
	2019	
	Count	Share
Employed in the Selection Area	2,379	100.0%
Living in the Selection Area	5,123	215.3%
Net Job Inflow (+) or Outflow (-)	-2,744	

In-Area Labor Force Efficiency (All Jobs)

	2019	
	Count	Share
Living in the Selection Area	5,123	100.0%
Living and Employed in the Selection Area	170	3.3%
Living in the Selection Area but Employed Outside	4,953	96.7%

In-Area Employment Efficiency (All Jobs)

	2019	
	Count	Share
Employed in the Selection Area	2,379	100.0%
Employed and Living in the Selection Area	170	7.1%
Employed in the Selection Area but Living Outside	2,209	92.9%

Source: U.S. Census Bureau, OnTheMap Application, 2019

Total All Jobs

	2019	
	Count	Share
Total All Jobs	2,379	100.00%

Job Counts by Zip Codes

Where Workers are Employed (All Jobs)		
	2019	
	Count	Share
60617	373	7.3%
60603	245	4.8%
60602	234	4.6%
60611	165	3.2%
60606	141	2.8%
60601	132	2.6%
60654	102	2.0%
60628	83	1.6%
60633	83	1.6%
60608	81	1.6%
All Other Locations	3,484	68.0%

Job Counts by Zip Codes

Where Workers Live (All Jobs)		
	2019	
	Count	Share
60617	484	20.3%
60438	57	2.4%
60633	56	2.4%
60629	53	2.2%
60620	52	2.2%
60628	52	2.2%
46394	44	1.8%
60411	40	1.7%
60409	39	1.6%
46324	37	1.6%
All Other Locations	1,465	61.6%



Business Summary

Standard Geography: 170314601.00, 170315201.00, 170318339.00, 170314610.00,

Data for all businesses in area

Total Businesses:	335
Total Employees:	2,955
Total Residential Population:	16,254
Employee/Residential Population Ratio (per 100 Residents)	18

by SIC Codes

	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture & Mining	1	0.3%	13	0.4%
Construction	18	5.4%	100	3.4%
Manufacturing	4	1.2%	12	0.4%
Transportation	14	4.2%	277	9.4%
Communication	2	0.6%	6	0.2%
Utility	0	0.0%	0	0.0%
Wholesale Trade	5	1.5%	24	0.8%
Retail Trade Summary	77	23.0%	451	15.3%
Home Improvement	1	0.3%	4	0.1%
General Merchandise Stores	5	1.5%	17	0.6%
Food Stores	14	4.2%	88	3.0%
Auto Dealers, Gas Stations, Auto Aftermarket	8	2.4%	29	1.0%
Apparel & Accessory Stores	8	2.4%	25	0.8%
Furniture & Home Furnishings	3	0.9%	14	0.5%
Eating & Drinking Places	27	8.1%	222	7.5%
Miscellaneous Retail	11	3.3%	52	1.8%
Finance, Insurance, Real Estate Summary	27	8.1%	257	8.7%
Banks, Savings & Lending Institutions	8	2.4%	161	5.4%
Securities Brokers	1	0.3%	3	0.1%
Insurance Carriers & Agents	8	2.4%	32	1.1%
Real Estate, Holding, Other Investment Offices	10	3.0%	61	2.1%
Services Summary	167	49.9%	1,751	59.3%
Hotels & Lodging	0	0.0%	0	0.0%
Automotive Services	21	6.3%	65	2.2%
Motion Pictures & Amusements	6	1.8%	63	2.1%
Health Services	21	6.3%	323	10.9%
Legal Services	4	1.2%	28	0.9%
Education Institutions & Libraries	16	4.8%	569	19.3%
Other Services	99	29.6%	703	23.8%
Government	4	1.2%	40	1.4%
Unclassified Establishments	16	4.8%	24	0.8%
Totals	335	100.0%	2,955	100.0%

Source: Copyright 2021 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2021.

Date Note: Data on the Business Summary report is calculated using **Esri's Data allocation method** which uses census block groups to allocate business summary data to custom areas.

November 08, 2021



Business Summary

Standard Geography: 170314601.00, 170315201.00, 170318339.00, 170314610.00,

by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	1	0.3%	13	0.4%
Mining	0	0.0%	0	0.0%
Utilities	0	0.0%	0	0.0%
Construction	19	5.7%	102	3.5%
Manufacturing	5	1.5%	17	0.6%
Wholesale Trade	5	1.5%	24	0.8%
Retail Trade	48	14.3%	216	7.3%
Motor Vehicle & Parts Dealers	7	2.1%	25	0.8%
Furniture & Home Furnishings Stores	3	0.9%	14	0.5%
Electronics & Appliance Stores	0	0.0%	0	0.0%
Bldg Material & Garden Equipment & Supplies Dealers	1	0.3%	4	0.1%
Food & Beverage Stores	15	4.5%	90	3.0%
Health & Personal Care Stores	1	0.3%	21	0.7%
Gasoline Stations	1	0.3%	4	0.1%
Clothing & Clothing Accessories Stores	9	2.7%	26	0.9%
Sport Goods, Hobby, Book, & Music Stores	2	0.6%	6	0.2%
General Merchandise Stores	5	1.5%	17	0.6%
Miscellaneous Store Retailers	4	1.2%	9	0.3%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	14	4.2%	252	8.5%
Information	5	1.5%	39	1.3%
Finance & Insurance	17	5.1%	196	6.6%
Central Bank/Credit Intermediation & Related Activities	7	2.1%	157	5.3%
Securities, Commodity Contracts & Other Financial	2	0.6%	7	0.2%
Insurance Carriers & Related Activities; Funds, Trusts &	8	2.4%	32	1.1%
Real Estate, Rental & Leasing	12	3.6%	50	1.7%
Professional, Scientific & Tech Services	22	6.6%	161	5.4%
Legal Services	4	1.2%	28	0.9%
Management of Companies & Enterprises	2	0.6%	21	0.7%
Administrative & Support & Waste Management & Remediation	6	1.8%	78	2.6%
Educational Services	18	5.4%	583	19.7%
Health Care & Social Assistance	39	11.6%	525	17.8%
Arts, Entertainment & Recreation	5	1.5%	101	3.4%
Accommodation & Food Services	28	8.4%	230	7.8%
Accommodation	0	0.0%	0	0.0%
Food Services & Drinking Places	28	8.4%	230	7.8%
Other Services (except Public Administration)	69	20.6%	283	9.6%
Automotive Repair & Maintenance	17	5.1%	56	1.9%
Public Administration	4	1.2%	40	1.4%
Unclassified Establishments	16	4.8%	24	0.8%
Total	335	100.0%	2,955	100.0%

Source: Copyright 2021 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2021.

Date Note: Data on the Business Summary report is calculated using **Esri's Data allocation method** which uses census block groups to allocate business summary data to custom areas.

November 08, 2021

Appendix D – Businesses on the Calumet River

East Bank

Illinois International Port District (Iroquois Landing)

Address: 9354 S Kreiter Avenue

Business Type: International Port

Number of Employees: 7

Sales: \$590,800

North American Stevedoring Company

Address: 9301 S Kreiter Avenue

Business Type: Steel: Metals and Minerals, Except Petroleum

Number of Employees: 50

Sales: \$2,058,400

Metal Management Midwest Incorporated

Address: 9331 S Ewing Avenue

Business Type: Ferrous Metal Scrap and Waste: Miscellaneous Durable Goods

Number of Employees: 25

Sales: \$7,352,900

Luhr Yard

Address: 9320 S Ewing Avenue

Business Type: Salvage Yard

Number of Employees: N/A

Sales: N/A

Great Lakes Towing Company

Address: 3455 E 94th Street

Business Type: Tugboat Services: Water Transportation Services

Number of Employees: N/A

Sales: N/A

Crowley's Yacht Yard LLC

Address: 3454 E 95th Street

Business Type: Boats, Fiberglass; Building and Repairing: Ship and Boat Building/Repairing

Number of Employees: 13

Sales: \$1,560,000

Kindra Lake Towing LP

Address: 9864 N Avenue N

Business Type: Tugboat Services: Water Transportation Services

Number of Employees: 11

Sales: \$1,614,766

Skyway Yacht Works

Address: 9864 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

S.H Bell Company

Address: 10218 S Avenue O

Business Type: Household Goods and Furniture Storage: Public Warehousing and Storage

Number of Employees: 20

Sales: \$1,300,000

Chicago Rail and Port LLC (Formally Carmeuse Lime Inc.)

Address: 3420 E 103rd Street

Business Type: N/A

Number of Employees: N/A

Sales: N/A

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

Paket 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: 9267 S Ewing Avenue

Business Type: Salts, Industrial: Chemical and Allied Products

Number of Employees: 13

Sales: \$3,261,400

Bulk Equipment Corporation

Address: 3210 E 95th Street

Business Type: N/A

Number of Employees: N/A

Sales: N/A

LafargeHolcim

Address: 3251 E 95th Street

Business Type: Cement: Lumber and Construction Materials

Number of Employees: 4

Sales: \$230,000

Calumet Fisheries

Address: 3259 E 95th Street

Business Type: Seafood Markets: Meat and Fish Markets

Number of Employees: 8

Sales: \$600,000

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: \$230,000

KCBX 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: 3020 E 103rd Street

Business Type: Cement: Masonry Cement: Cement Hydraulic

Number of Employees: 26

Sales: \$1,560,000

ELG Metals Incorporated

Address: 10321 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

Mt. Carmel Stabilization Group Incorporated

Address: 10443 S Muskegon Avenue

Business Type: Cement: Church, Temple, and Shrines: Religious Organizations

Number of Employees: 1

Sales: \$57,700

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

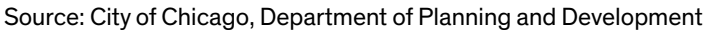
Business Type: Cement: Groceries, General Line: Groceries and Related Products

Number of Employees: 4

Sales: \$500,000

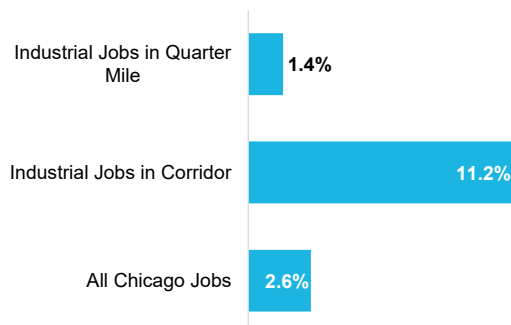
Source: 2019 NETS (National Establishment Time Series) Database

CALUMET INDUSTRIAL CORRIDOR

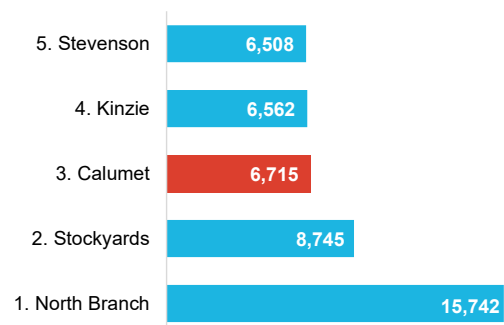


DATA SNAPSHOT: CALUMET INDUSTRIAL CORRIDOR

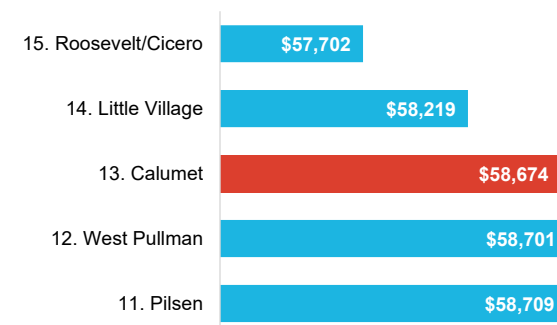
**Employment Growth
(2010-2017 CAGR)**



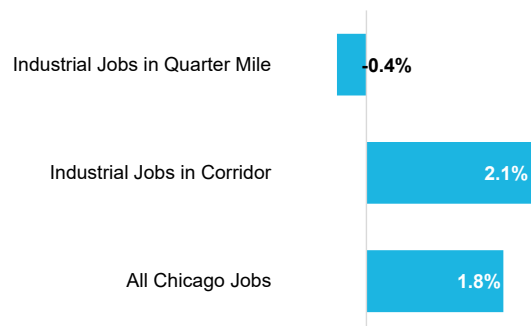
**Industrial Jobs 2017
(Job Count & Rank of 26)**



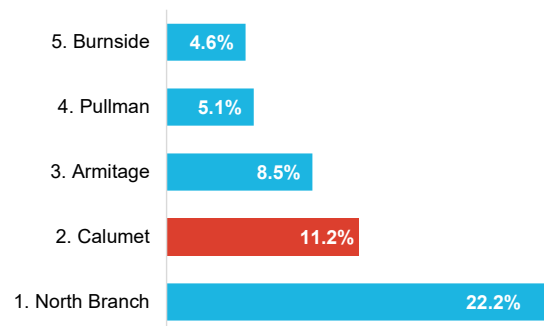
**Industrial Wage 2017
(Average Wage & Rank of 26)**



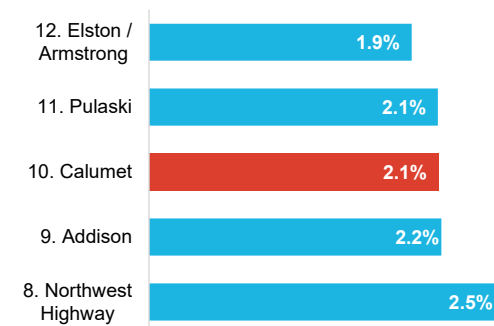
**Wage Growth
(2010-2017 CAGR)**



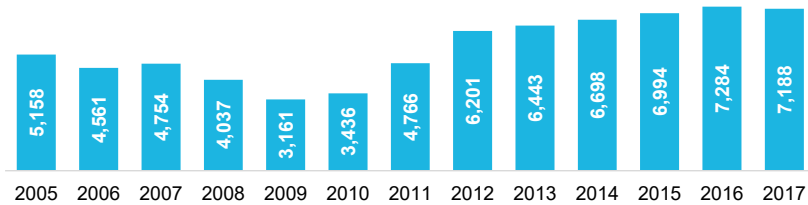
**Industrial Job CAGR 2010-2017
(CAGR & Rank of 26)**



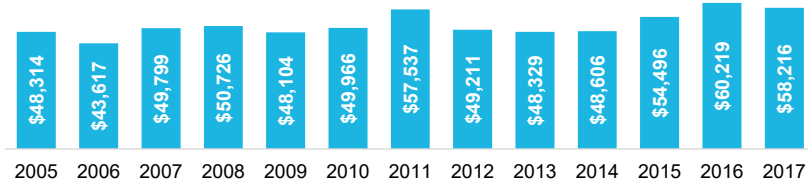
**Industrial Wage CAGR 2010-2017
(CAGR & Rank of 26)**



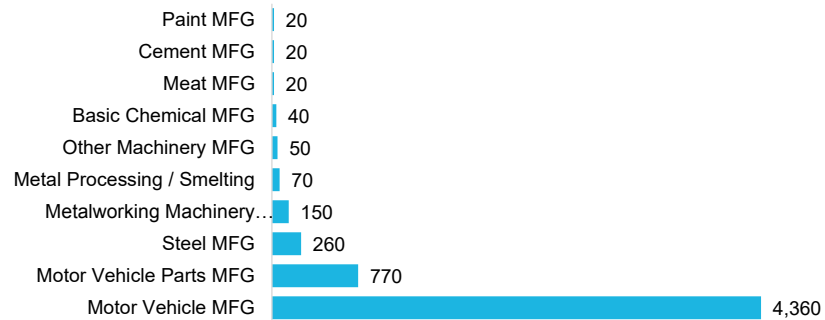
Corridor Employment Totals by Year



Corridor Average Wage by Year



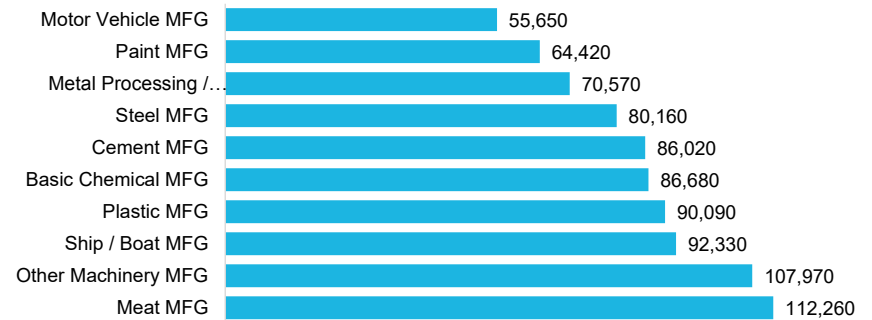
Employment by Manufacturing Industry: Top 10



Most Common Manufacturing Occupations in Corridor

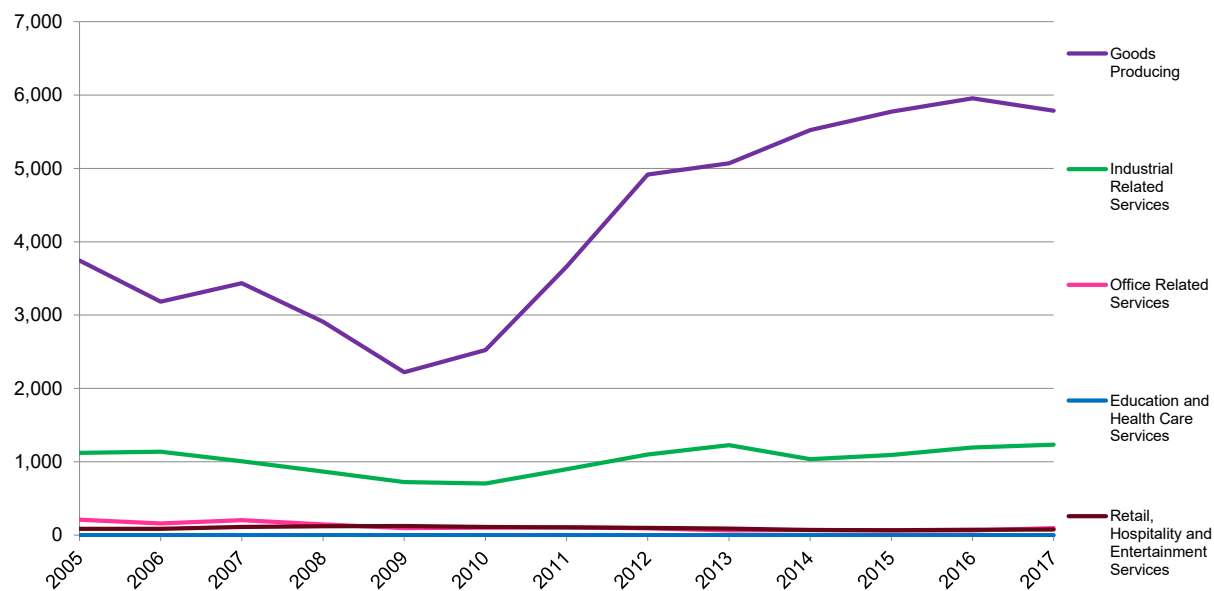
Occupation	Jobs	Median Wage	Education
Assemblers and Fabricators, All Other, Including Team Assemblers	2,350	\$29,130	High school diploma or equivalent
Laborers and Freight, Stock, and Material Movers, Hand	260	\$29,090	No formal educational credential
First-Line Supervisors of Production and Operating Workers	220	\$60,320	High school diploma or equivalent
Production Workers, All Other	220	\$31,660	High school diploma or equivalent
Machinists	210	\$38,400	High school diploma or equivalent
Inspectors, Testers, Sorters, Samplers, and Weighers	150	\$38,130	High school diploma or equivalent
Multiple Machine Tool Setters, Operators, and Tenders, Metal and Plastic	130	\$35,170	High school diploma or equivalent
Cutting, Punching, and Press Machine Setters, Operators, and Tenders, Metal and Plastic	120	\$34,210	High school diploma or equivalent
Electricians	110	\$87,730	High school diploma or equivalent
Industrial Machinery Mechanics	90	\$54,510	High school diploma or equivalent

Employment Wage by Manufacturing Industry: Top 10

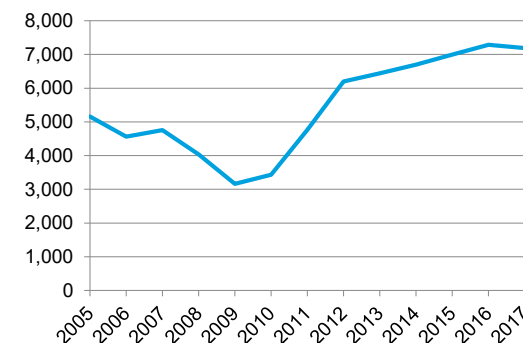


Employment by Sector: 2005 – 2017															
Sector	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Change	%Change
Goods Producing	3,744	3,182	3,435	2,908	2,221	2,522	3,660	4,915	5,071	5,523	5,775	5,954	5,786	2,042	54.6%
Industrial Related Services	1,122	1,137	1,006	866	723	704	897	1,097	1,225	1,036	1,091	1,195	1,233	111	9.9%
Office Related Services	208	157	203	144	94	101	107	91	61	69	61	63	95	-113	-54.4%
Education and Health Care Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Retail, Hospitality and Entertainment Services	85	85	109	119	123	109	103	98	87	70	67	71	75	-10	-11.4%
Total Employment	5,158	4,561	4,754	4,037	3,161	3,436	4,766	6,201	6,443	6,698	6,994	7,284	7,188	2,030	39.4%

Employment by Sector



Total Employment



Appendix E – Handouts and Event Flyers

Materials given out for community outreach and flyers for events where outreach was conducted.



100th Street Calumet River Site: Public Access

Project partners are working to facilitate the development of a public access site along the Calumet River from approximately 96th Street to 100th Street. Initially the location was identified by community members, who saw the site as an opportunity for a restoration of the natural riverbank habitat and a public viewing area of river activity and/or a trail. The site has the potential to be the first major public access point along the main branch of the Calumet River. If completed the site would become a part of a greater network of transportation and recreation infrastructure, see map on the back side for details.

UIC Great Cities Institute (GCI) and the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program are working with Calumet Collaborative, NeighborSpace, and Active Transportation Alliance to invite the community to a participatory planning process that is dedicated to developing community ownership of the Calumet River site and to create a public amenity that will benefit the surrounding communities and the environment.

Project Timeline

- **Spring 2020:** Coordination of community partners and outreach
- **Summer 2020:** Community site planning workshops
- **Fall 2020:** Planning team reviews data and develops design alternatives for the site
- **Spring 2021:** Community review of draft plans for the site
- **Summer 2021:** Begin outreach related to implementation using the finalized plan

Calumet River Communities Work

Related projects include

- South Chicago's Commercial Avenue Revitalization (2016)
- Calumet River Communities Planning Framework (2019)

Related implementation visualization work along with the UIC School of Architecture.

- The Underline
- Commercial Avenue North Gateway Park
- 8500 Block of Commercial Avenue
- East Side Memorial Plaza

Economic development

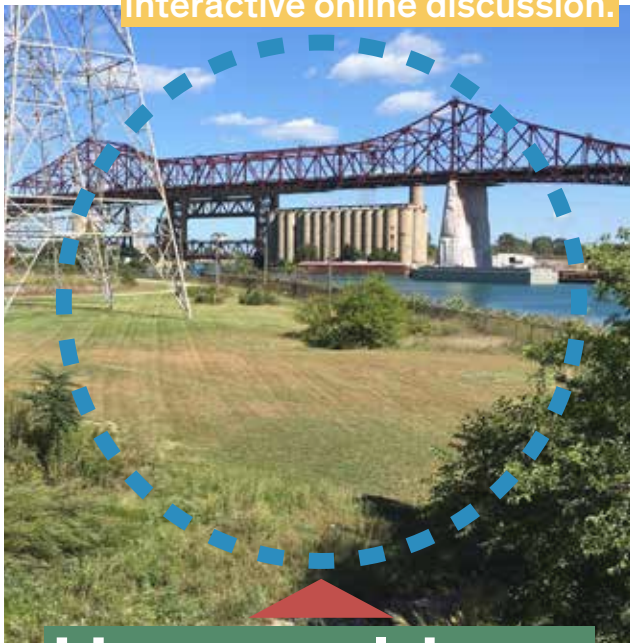
- Commercial Avenue Corridor
- Ewing Avenue Corridor
- 100th Street Bike Lane
- Burnham Greenway
- Chicago and Indiana Lakefront trails

The map on the reverse side identifies some of these projects as well as other public space assets.



**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](https://go.uic.edu/100thStreet)**



Project partners are working to facilitate the development of a public access site along the Calumet River from approximately 96th Street to 100th Street. Initially the location was identified by community members, who saw the site as an opportunity for a restoration of the natural riverbank habitat and a public viewing area of river activity and/or a trail. The site has the potential to be the first major public access point along the main branch of the Calumet River. If completed the site would become a part of a greater network of transportation and recreation infrastructure on the Southeast Side.

UIC Great Cities Institute (GCI) and the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program are working with Calumet Collaborative, NeighborSpace, and Active Transportation Alliance to invite the community to a participatory planning process that is dedicated to developing community ownership of the Calumet River site and to create a public amenity that will benefit the surrounding communities and the environment.

The first phase of this project includes completing a Phase I Environmental Assessment to identify any potential environmental or soil contamination issues at the site and surrounding context.

Why the 100th Street river location?

Local community organizers have been interested in river access at this 100th Street Calumet River site dating back as far as 20 years ago. These community residents imagined a site that could become a place that fellow community members could enjoy. We are now inviting you to participate in a 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 cannot meet you in person so we are using this online document as a way to get your feedback. Feel free to ask GCI questions but for the most part we will leave it to you, the community, to have a conversation about how you see this site being used in the future.

Project Timeline

- **Spring 2020** Coordination of community partners and outreach & Phase I Environmental Assessment of the site
- **Summer 2020** Community site planning workshops
- **Fall 2020** Planning team reviews data and develops design alternatives for the site
- **Spring 2021** Community review of draft plans for the site
- **Summer 2021** Begin outreach related to implementation using the finalized plan

Acceso al Río en la Calle 100° Encuesta



¿Usted cómo
utilizaría este sitio?

Nosotros queremos que repartes tus pensamientos, ideas, dudas, deseos, necesidades, conocimiento y visión de lo que podría llegar a ser el sitio de Acceso al Río en la Calle 100°.

100th Street River Access Survey



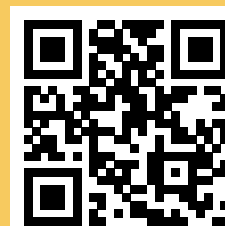
How would you
use this site?

We want you to share your thoughts, ideas, concerns, wants, needs, knowledge and vision for what a public 100th Street river access site could become.

Únete a la
conversación
en línea:
[go.uic.edu/
100thStreet](https://go.uic.edu/100thStreet)



Join the online
conversation:
[go.uic.edu/
100thStreet](https://go.uic.edu/100thStreet)



UIC Great Cities Institute
GCI October 20, 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://uic.zoom.us/j/7Zwpc-2tqz4iG9FzHlch3wrbyHQsaKUuPN2E>

Thursday, November 12th, 7pm to 8:30pm

<https://uic.zoom.us/j/7ZUlc-6urD4vGtzLls4HVecbG8RCpirG9gid>

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

We want to hear from you!

Join the 100th Street River Access interactive online discussion.



👍 5

9 Shares

👍 Like

💬 Comment

➦ Share

UIC Great Cities Institute
GCI 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://uic.zoom.us/j/7ZUlc-6urD4vGtzLls4HVecbG8RCpirG9gid>

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

We want to hear from you!

Join the 100th Street River Access interactive online discussion.



👍 1

1 Share

👍 Like

💬 Comment

➦ Share

2021 Events

LOCAL FOOD + LIVE MUSIC + ACTIVITIES + CRAFTERS MARKET

AUG. 28, 2021
At 13301 Baltimore

The poster features a central graphic of a vintage microphone surrounded by various flowers (yellow, white, pink, orange) and several colorful butterflies (yellow, red, blue, green, white) flying around it. The background is a bright blue sky with white clouds. The text is arranged around this central graphic.

HEGEWISCH BUSINESS ASSOCIATION
PRESENTS

HEGEWISCH fest

A HEGEWISCH TRADITION IS BACK AGAIN...
CELEBRATE WITH YOUR NEIGHBORS AND FRIENDS!

REMEMBER CASH ONLY!

SOUTHEAST YOUTH ALLIANCE & UIC GREAT CITIES
INSTITUTE INVITE YOU TO:


ASSET MAPPING FOR LOCAL CHANGE

Asset mapping provides information about the strengths and resources of a community and can help uncover solutions.

We are partnering with UIC Great Cities Institute to host a brief asset and power mapping event. We'll facilitate breakout groups where people create their own interactive asset map of the area using Google Maps.

THURSDAY, JANUARY 14,
6:30 - 7:30 PM

ZOOM REGISTRATION:
[HTTPS://TINYURL.COM/Y5HZGAFJ](https://tinyurl.com/y5hzgafj)

A photograph of a large, dark, industrial bridge structure, possibly a steel truss bridge, with a building visible in the background. The bridge is made of dark metal and has a complex lattice of beams and supports.

If you have any questions, comments or concerns, please email us at southeastyouthalliance@gmail.com

Centro Comunitario Juan Diego

SPRING INTO HEALTH

Join us for a **FREE EVENT**

Curbside Health Fair

April 20, 2021

8812 S. Commercial Ave.

West side of Street

Going Southbound

10AM – 12PM

Participating Agencies:

Mt. Sinai Health * 10th Ward Alderwoman's Office

Marcus C. Evans, Jr. State Representative - 33rd District

Meridian Health Plan * University of Illinois Cancer Center

Olive Harvey College * Chicago Family Health Center

Chicago Department of Public Health * Chicago Police Department 4th District

Access Community Health Network * Equal Hope

WellCare * UIC Greater City Institute

Free:

Breast Health Information

Free Mammogram Referrals

Community Resources

Free Giveaways

Free Raffles

For more information, please contact Centro Comunitario Juan Diego at 773 731-0109.

Centro Comunitario Juan Diego's

Mini Kids Health Fair

Free Event Full of Activities and Fun for
Children of all Ages and Their Parents



July 1, 2021

8800 Block of S. Exchange Ave.

(Virtual on Facebook-live simultaneously)

10:00 am – 1:00 pm

PlayStreet a FREE Summer Program

Sports * Games * Arts & Crafts * Healthy Snacks * Music * Raffles

Agency Representative will distribute service information.

UIC Community Engagement and Neighborhood Health Partnerships

PARTICIPATING AGENCIES:

PlayStreet * El Valor * The New Roseland Community Hospital
Olive Harvey College * WellCare *

For more information, please contact Carmen or Nora at 773 7310109.

2022 Events



NOW INDOORS!
@ TNT Restaurant

Commercial Ave Alfresco
Ribbon Cutting Ceremony

Saturday, May 21, 2022
12:00 pm - 2:00 pm

8929 S Commercial Ave
Ribbon Cutting at 1pm

Learn More



Art Gallery! | Live Art! | Music! | Food!

Logos: CHICAGO CHOOSE CHICAGO, COMMUNITY BUSINESS DISTRICT, CDOT, CHICAGO ALFRESCO



Commercial Ave Alfresco
Inaugural Event

Saturday, June 4, 2022
11:00 am - 3:00 pm

89th & Commercial

Learn More



Vendors! | Art! | Music! | Food!

Logos: CHICAGO CHOOSE CHICAGO, COMMUNITY BUSINESS DISTRICT, CDOT, CHICAGO ALFRESCO




100th Street River Access

Join UIC Great Cities Institute and its partners for a community site visit!

THURSDAY, JUNE 9th
6pm - 8pm

3200 E 98th St,
Chicago, IL 60617



UIC Great Cities Institute (GCI) and the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program, in partnership with Calumet Collaborative, NeighborSpace, and Active Transportation Alliance, would like to invite the community to a participatory planning process dedicated to developing community ownership of the Calumet River site. We seek to create a public amenity benefitting both the surrounding communities and the environment.

The site is along the Calumet River from approximately 96th Street to 100th Street. Community members have voiced interest in restoration of the natural riverbank habitat, a public viewing area of river activity, and/or a trail. The site has the potential to be the first major public access point along the main branch of the Calumet River.

LEARN MORE:

greatcities.uic.edu/100th-street/



**Great Cities
Institute**



**Calumet
COLLABORATIVE**



neighbor space
community-managed open space



BIKE CONVERGENCE



Save the Date
June 25th , 2022

An event where surrounding and partnering communities plan rideable routes to ride and converge at Big Marsh Park.

Bike **YOUR** Community

CHICAGO'S BIKE CONVERGENCE

SATURDAY 25 JUNE 2022

ANNUAL RIDE FOR
PEOPLE OF ALL AGES
AND ABILITIES

RIDE FROM YOUR
HOOD & ARRIVE AT
12PM FOR ACTIVITIES
BIG MARSH PARK
11559 S. STONY ISLAND




SCAN QR CODE TO REGISTER
& FIND MEET-UP LOCATIONS
CONTACT CHENTAL FOR
MORE INFO AT 608-618-6579
OR CHENTAL@BIGMARSH.ORG



100th Street River Access Community Open House



Join UIC Great Cities Institute and its partners for a community visit and site activation!

Free event, light meal provided

3200 E 98th St
October 22
3pm to 6pm



UIC Great Cities Institute

PRINCIPAL PARTNER


Calumet

UIC

NPS-RTCA
Rivers, Trails and Conservation Assistance Program

SOUTHEAST ENVIRONMENTAL TASK FORCE


**ALL ARE WELCOME!!
CHILDREN INCLUDED!!**



UIC Great Cities Institute and the National Park Service's Rivers, Trails, and Conservation Assistance program, in partnership with Active Transportation Alliance, Calumet Collaborative, and NeighborSpace, seek to establish a public amenity to benefit the surrounding community and the environment.


The site is along the Calumet River from approximately 96th Street to 100th Street. Community members have voiced interest in restoration of the natural riverbank habitat, a public viewing area of river activity, informal recreation space, and/or a trail.

Please note: for safety, wear closed toe shoes and long pants.



MEETING POINT

LEARN MORE:
greatcities.uic.edu/100th-street/



Appendix F – Transportation Assessment



100th Street River Access Site- Transportation Assessment

The UIC Great Cities Institute is working to create a public access point along the Calumet River between 96th and 100th Streets. Local community organizers have been interested in river access along the Calumet River site for many years and envision a recreational riverfront space for everyone to enjoy.

This transportation assessment addresses concerns and identifies connections to and from the 100th Street river access site that improves safety and comfortability for road users of all ages and abilities. The study area includes 95th Street to 106th Street and Torrence Avenue to Ewing Avenue.

The project proposes a potential northern access point at 96th Street and a potential southern access point at 100th Street. Improving connections to the 96th Street and 100th Street entrance points is critical for the Calumet River access site to be a destination for pedestrians, cyclists, public transit users, and drivers.

The mission of Active Transportation Alliance is to promote walking, biking and public transit to create healthy, sustainable, and equitable communities. The Active Transportation Alliance took a deep dive into assessing the existing conditions and planned infrastructure projects to highlight transportation concerns about accessibility and safety within the study area.

Existing and planned bike lane projects and Divvy stations are identified. Average traffic volumes and truck volume data from the 2019 Illinois Department of Transportation (IDOT) were mapped. Crash data from the Chicago Department of Transportation (CDOT) from May 1, 2017, to 2021 were mapped to identify locations of serious injuries and fatal crashes that were categorized into crashes involving other cars, pedestrians, and cyclists.

Accessibility and safety concerns on 100th Street highlight a lack of safe community connections. Speeding cars and trucks, poor quality sidewalks, and lack of bike lanes contribute to people feeling unsafe when traveling to and from the site. The conditions in the area contribute to the existing conflicts and there is a need to provide improved safety measures for pedestrians and bicyclists.

1

Existing and Planned Bike Lanes

The Southeast side of Chicago is known for having limited bicycle infrastructure. Many of the existing bike lanes do not connect to other bike lanes and the gaps create unsafe conditions for people of all ages and abilities to ride comfortably. People don't feel safe biking on the road next to speeding cars and large trucks.

South Chicago Avenue has a bike lane that connects to the 95th Street bike lane and the 95th Street bike lane connects to the Ewing Avenue bike lane. The 95th Street bike lane stretches east and makes visiting Calumet Park accessible. The 95th Street bike lane doesn't go west of South Chicago Avenue makes biking feel unsafe. There is a potential to connect bike lanes to Veterans Memorial Park that is between 95th Street and 100th Street.

100th Street has a bike lane from Torrence Avenue to Avenue L. There are no bike lane connections to the west of Torrence Avenue and that limits a safe route for people traveling from west of 100th Street to access the site.

Safer connections to recreational spaces like nearby parks and the Burnham Greenway Path are destinations people can access from the 100th Street river access site. 100th Street connects to the Burnham Greenway Path from 100th Street to Avenue O.

The 10th ward office has been working closely with CDOT on installing new bike infrastructure to build out a network in the far south side. Some of the new bike lanes are surrounding 100th Street and increase connectivity riding on continuous bike lanes.

CDOT's 2020 bike lane installations:

- Ewing Avenue from 106th Street to 100th Street
- 100th Street from Avenue J to Avenue G
- Avenue J from 100th Street to 98th Street
- 98th Street from Ewing Avenue to Avenue J
- Avenue G from 100th Street to Illinois-Indiana boundary

2

Chicago Department of Transportation Bikeway Network 2020 Plan



Source: CDOT

Existing and Planned Divvy Stations

Calumet Park was the only existing Divvy station nearby the project site before the Divvy expansion. The Divvy expansion on the Far South Side of Chicago has installed five new Divvy stations in proximity. Three new Divvy stations were installed along 100th Street. 100th Street and Oglesby Avenue is currently the closest Divvy station.

Divvy electric bikes do not have to be locked at docking stations and having more bikes available in the surrounding communities makes riding a Divvy bike more convenient. People who are taking public transit can ride a divvy bike to get to the site and explore the communities around.

An increase in Divvy bikes and bike lanes in the area can encourage more people to ride a bicycle to and from the 100th Street river access site.

Divvy's far South Side expansion:

- 100th Street and Oglesby Avenue
- 100th Street and Commercial Ave
- Ewing Avenue and Burnham Greenway Path
- 105th Street and Burnham Greenway Path
- 106th Street and Torrence Avenue

3

Divvy and Bikeways Far South Side Expansion



Source: CDOT and Divvy

Average Daily Traffic (2019)

Based on the Illinois Department of Transportation (IDOT) average daily traffic data from 2019, traffic within the study area is above 10,000 vehicles on 95th Street, 106th Street, Torrence Avenue, and Ewing Avenue.

While 100th Street has the least amount of average daily traffic at 8,000 vehicles, much busier roads like Torrence Avenue and Ewing Avenue are hotspots for crashes, which makes accessibility and safety a top concern for all road users on 100th Street at intersections. Pedestrians and cyclists are most vulnerable on the road and safety improvements can help improve safety, accessibility, and comfort when traveling to the potential entrance points on 96th Street and 100th Street.

100th Street has the lowest daily traffic and encouraging a more pedestrian and bike-friendly street experience can improve people's comfortability by taking 100th Street as the main route to access the 100th Street site safely.

Average daily traffic:

- 95th Street- 10,000 average daily traffic
- 100th Street- 8,000 average daily traffic
- 106th Street- 12,500 average daily traffic
- Torrence Avenue- 11,900 average daily traffic
- Ewing Avenue south of 95th street- 15,300 average daily traffic

4



Average Daily Truck Volume (2019)

Based on the IDOT average daily traffic data from 2019, daily truck volumes are highest on 106th Street and Torrence Avenue with over 1,000 daily trucks.

95th Street reports 370 to 550 daily trucks and 100th Street reports about 750 daily trucks. The potential entrance points are not on the routes with the highest truck volume. In order to access the site, people must encounter trucks passing by when crossing the street or biking on the road. Another concern from high truck volumes is the safety impacts when speeding with large vehicles.

High truck volumes in the area when accessing recreational spaces are safety concerns for pedestrians and cyclists. People prefer to walk and bike on streets where they feel safe. Walking along truck routes is not safe because of blind spots and speeding. Cycling on the road with trucks is an uncomfortable experience where many people do not feel safe and prefer avoiding riding on the street even if there is a bike lane.

5

Improving 100th Street can increase safety for all road users. Slower speeds can encourage more people to walk and bike on 100th Street. There is an existing bike lane on 100th Street that can be upgraded to make biking feel much safer.

Average daily truck volume:

- 95th Street- 370-550 average daily trucks
- 100th Street- 750 average daily trucks
- 106th Street- 1,200 average daily trucks
- Torrence Avenue- 2,425 average daily trucks
- Ewing Avenue- 310 average daily trucks



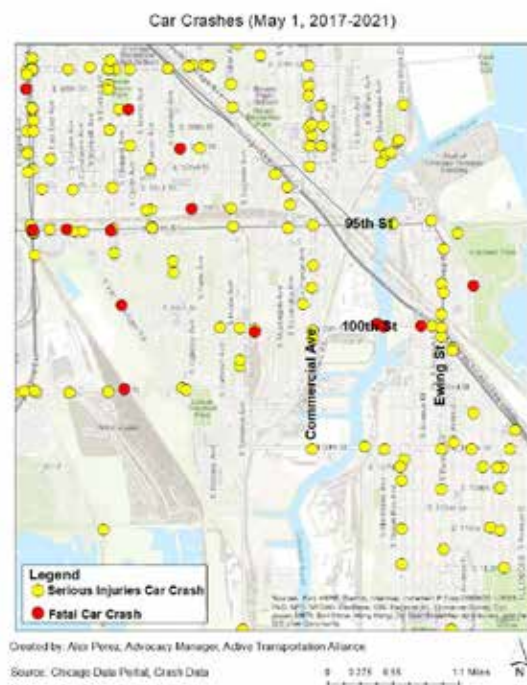
Car Crashes

Car crashes with serious injuries are concentrated at intersections. Serious injuries are concentrated along Commercial Street and Ewing Avenue. Five car crashes with serious injuries happened on 95th Street from Torrence Avenue to Ewing Avenue. Seven car crashes with serious injuries happened on Commercial Avenue from 95th Street to 106th Street.

6

On 100th Street, there were four fatal car crashes. Two fatal car crashes happened on the 100th Street bridge. The other two fatal crashes happened on both ends of the 100th Street bridge at 100th Street and Avenue M and 100th Street and Torrence Avenue.

Improvements to 100th Street are needed to prevent future car crashes that can lead to serious injuries or fatalities, especially impacting vulnerable road users like pedestrians and cyclists. The intersections at both 95th Street and 100th Street need to feel safe for people to comfortably travel to the Calumet River access site.



Pedestrian Crashes

There were not as many pedestrian crashes compared to car crashes or cyclist crashes. No fatalities were reported within the study area for pedestrian crashes and most of the crashes with serious injuries are concentrated along Commercial Avenue.

7

South of 95th Street, both Commercial Avenue and Ewing Avenue had three crashes with serious injuries. Two crashes with serious injuries happened at the intersection of 100th Street and Commercial Avenue. On the other side of 100th street, there was a crash with serious injuries at the intersection of Ewing street.

The low number of pedestrian crashes can be a result of people not feeling safe walking around the area.



Cyclist Crashes

No fatal cyclist crashes happened within the study area. Bike crashes with serious injuries are concentrated along Commercial Avenue. Two crashes happened at the intersections of Commercial Avenue and 95th Street and Commercial Avenue and 106th Street.

Like the low pedestrian crashes, there were low bike crash reports as a result of people not feeling safe biking around. Most crash types are concentrated at intersections and these intersections need to be improved for safer access when traveling to either of the potential entrance points. Drivers need to be aware of other road users when driving by an intersection.

8



100th Street Bridge

Sidewalk and bike lane improvements on 100th Street are critical to improving comfort and safety when traveling on 100th street and accessing the Calumet River site. The 100th Street sidewalks are not in quality conditions. The sidewalks have cracks and there is a missing sidewalk to access the 100th Street bridge. The 100th street bike lane is fading away and the conditions become more unsafe when speeding cars and trucks are driving closer. The bike lane on the bridge does not have protection such as guards that add conform when riding over a bridge.

From the 100th Street images below, the current conditions of the sidewalks on 100th Street are not safe for pedestrians. When traveling westbound before the 100th Street bridge, there is missing a sidewalk on one side and the existing sidewalk has grass growing over it. Sidewalk obstructions like a parked vehicle on the sidewalk add more challenges for pedestrians accessing the 100th Street bridge.

The 10th ward office collaborated with the Chicago Department of Transportation (CDOT) to begin repairing the 100th Street bridge and add a sidewalk on the northeast corner to improve pedestrian access on both sidewalks of the 100th street bridge.

Sidewalk conditions from potential southern entrance point at 100th Street:



Source: Jack Rocha, UIC Great Cities Institute

100th Street bridge sidewalk conditions looking west:



Source: Jack Rocha, UIC Great Cities Institute

100th Street bridge looking east:



Source: Jack Rocha, UIC Great Cities Institute

Recommendations

Improving streetscape conditions around the 100th Street river access site can increase the level of comfort and safety when traveling to the potential entrance points for road users of all ages and abilities. The existing road design is auto-centric and in need of pedestrian and bike-friendly improvements to have safe connections between the communities and traveling to and from the site.

The area around the 100th street bridge is designed for drivers to speed. The current condition prevents more recreational biking or frequent pedestrian traffic because of safety concerns. There is no physical protection for cyclists, and the sidewalks are in poor condition for pedestrians and people on wheelchairs. From the traffic count and crash data, 100th Street can be prioritized to include streetscape improvements to address the safety concerns.

The 10th ward office is working on three nearby proposed streetscape projects that will enhance pedestrian and cycling connections to and from the 100th Street access site. The Active Transportation Alliance will be assisting the 10th ward office with recommendations for pedestrian and bicycle infrastructure to be equitable and sustainable.

The Commercial Avenue project proposes a dedicated or raised bike lane and placemaking improvements on the sidewalks between 83rd Street and 93rd Street. The second project proposes connections between Eastside and Hegewisch either on Avenue O to install a 1.5-mile trail on the east sidewalk between 118th Street and 130th Street or create multiple access points between 113th Street and 118th Street directly connecting the Burnham Greenway Path to the neighborhood. The Burnham multimodal connector aims to improve public safety by

11

building a grade-separated pedestrian and bicyclist bridge above seven railroad tracks and an on-street bike route is proposed at Green Bay Avenue and 138th Place for safely connecting to the Burnham Greenway Path.

10th ward streetscape projects:

- Commercial Avenue between 83rd Street to 93rd Street
- Avenue O and/or Burnham Greenway connection between 118th and 130th Streets
- Burnham Multimodal Connector

Safe connections to nearby communities, parks, trails, and other destinations help encourage more people to walk and bike in the area. Having slower driving speeds and an increase in pedestrians and cyclists creates a higher level of safety and comfort for everyone on the road. The 100th Street access project is a great opportunity to create a new recreational open space in the community and build safe connections from the site to other destinations.

Short-term improvements

- Add high visibility crosswalks and pedestrian signals at 95th Street intersections at Commercial Avenue and Ewing Avenue
- Add high visibility crosswalks and pedestrian signals at 100th Street intersections at Torrence Avenue, Commercial Avenue, and Avenue L
- 100th Street sidewalk enhancements to include wider sidewalks
- Install steel grates on the 100th Street bridge bike lane
- If feasible, upgrade existing bike lanes to protected bike lanes on 100th Street or install raised bike lanes adjacent to the sidewalk

Long-term improvements

- Reduce the traffic speed on 100th Street
- Expand 100th street bike lane west of Torrence Avenue
- Upgrade paint-only bike lanes with physical barriers that separate traffic and bike lanes
- Build a connected bike lane network to connect the site and nearby communities

Active Transportation Alliance Project Team

Alex Perez, Advocacy Manager, alex@activetrans.org

Jim Merrell, Director of Advocacy, Jim@activetrans.org



12

Appendix G – Phase 1 Environmental Site Assessment Summary

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

**E. 96th- E. 100th Street Along the West Bank of the Calumet River
Chicago, Illinois, 60617**

Submitted to:

**Great Cities Institute
The University of Illinois at Chicago
412 S. Peoria Street
CUPPA Hall, Suite 400, MC 107
Chicago, IL 60607**

November 2020

GSG Project No.: 20-0198



PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

**E. 96th- E. 100th Street Along the West Bank of the Calumet River
Chicago, Illinois, 60617**

Submitted to:

**Great Cities Institute
The University of Illinois at Chicago
412 S. Peoria Street
CUPPA Hall, Suite 400, MC 107
Chicago, IL 60607**

Prepared By:

Jessica Vacala
Environmental Scientist

Date: November 2020

Reviewed By:

George Kougias, M.S., LPG
Senior Project Manager

Date: November 2020



EXECUTIVE SUMMARY

The University of Illinois at Chicago (UIC) Great Cities Institute (Client) retained GSG Consultants, Inc. (GSG) to perform a Phase I Environmental Site Assessment (ESA) for a twenty (20) foot wide area between the E. 96th Street and E.100th Street properties along the West Bank of the Calumet River (Site) in Chicago, Cook County, Illinois. GSG performed the Phase I ESA in accordance with the American Society for Testing and Materials (ASTM) Designate E1527-13, *Standard Practice for Environmental Site Assessments*. Any exceptions to, or deletions from, of this practice are described in Section 1.4 of this report.

The purpose of this Phase I ESA is to identify, to the extent feasible, pursuant to the ASTM E1527-13, Recognized Environmental Conditions (RECs) in connection with the property. The Phase I ESA investigation included reviewing readily available site-historic information, regulatory environmental databases, and Freedom of Information Act responses from local, state, and federal government agencies; performing a site and vicinity reconnaissance; and preparing a report summarizing the findings and conclusions of the site assessment.

The Site consists of an approximately 20-foot-wide parcel of land that is 2,330 feet in length immediately west of the Calumet River and is about 62,000 square feet in size. The observed area of the Site appears to be vegetated with seasonal plants and small trees. The Site is currently owned by the adjacent properties including Chicago Department of Transportation, People's Gas, Public Owner (MWRD), and NRG Energy. The general historic and present uses of the adjacent properties and through shared ownership of the Site are heavily industrial including electrical substations, metal recycling plant, and gas utility stations.

The properties immediately surrounding the Site consist of industrial properties to the north and south, by the Calumet River to the east, and utility companies (ComEd, Exelon Generation, NRG Energy, People's Gas) to the west.

According to the historical information reviewed, the Site was developed with railroad tracks along with a coal house and engine house belonging to "Fiske Bennet & Co., Calumet Elevators" on the northern half by 1897. By 1946 the south portion of the Site and western adjacent property was developed as "Commonwealth Edison Power Plant" including "Crib Ho" and intake and discharge channels connected to the Calumet River. By 1947 the northernmost portion of the Site was developed with small structures associated with railroad tracks that extended east over the Calumet River and immediately to the south was improved with railroad spurs and two small structures associated with the Sanitary District of Chicago. The central portion of the site was developed with multiple underground butane tanks part of the "People's Gas and Light Calumet Distribution Station" located at the southwest portion of the Site. By 1959 the 190/Chicago Skyway bridge was built



ES - 1

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

EXECUTIVE SUMMARY

extending from the northwest to the southeast across the central portion of the Site and over the Calumet River. By 1987 most structures on the west-northwest property/ Site were razed. Additionally, most structures on the Commonwealth Edison facility were razed, and the intake and discharge channels were eventually filled in.

The adjacent properties to the north, south (across E.100th Street), and west were developed with industrial/manufacturing properties such as "John Mohr & Sons Boiler Works" and "Leigh Valley Coal Company" since sometime prior to 1897. By 1946 the west adjacent property was developed as the "Commonwealth Edison Power Plant" numerous railroad tracks and spurs. Additionally, the west adjacent property was also developed with the "Standard Forging Co.". By 1947 the west adjacent property and portion of the Site was redeveloped as "People's Gas and Light Calumet Distribution Station". By 1987 most structures on the west-northwest property were razed with the exception of two (2) Fuel Oil tanks. Additionally, most structures on the "Commonwealth Edison" facility were razed.

According to the regulatory review and the questionnaire, the industrial uses of the properties that make up the Site and adjacent properties to the north, west, and south are considered Recognized Environmental Conditions.

There were no known or suspect **Recognized Environmental Conditions (RECs), Historic Recognized Environmental Conditions (HRECs), Controlled Recognized Environmental Conditions (CRECs), or De Minimis Conditions** identified at the Site except for the following:

Recognized Environmental Conditions (RECs):

- **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 (CRECs):

- 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:



ES - 2

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

EXECUTIVE SUMMARY

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



ES - 3

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ES-1
1.0 INTRODUCTION	1
1.1 PROJECT OVERVIEW	1
1.2 PROJECT DESCRIPTION	1
1.3 SCOPE OF WORK	1
1.4 LIMITATIONS AND EXCEPTIONS	2
2.0 PROPERTY OVERVIEW	4
2.1 PROPERTY LOCATION AND LAND USES	4
2.2 PHYSICAL SETTING	4
3.0 PROPERTY BACKGROUND/OPERATING HISTORY	7
3.1 REVIEW OF AERIAL PHOTOGRAPHS	7
3.2 REVIEW OF TOPOGRAPHIC MAPS	8
3.3 REVIEW OF SANBORN MAPS	9
3.4 REVIEW OF CITY DIRECTORIES	11
3.5 HISTORICAL CONCLUSIONS	11
4.0 REGULATORY REVIEW	13
4.1 REGULATORY DATABASE SEARCH AND SIGNIFICANT FINDINGS	13
4.2 FREEDOM OF INFORMATION ACT (FOIA) AND SIGNIFICANT FINDINGS	19
4.3 INTERVIEWS	22
4.4 REGULATORY REVIEW CONCLUSIONS	23
5.0 PROPERTY INSPECTION	24
5.1 PROPERTY RECONNAISSANCE	24
5.2 ADJACENT PROPERTIES RECONNAISSANCE	26
5.3 SUMMARY PROPERTY RECONNAISSANCE	27
6.0 CONCLUSIONS AND RECOMMENDATIONS	28
7.0 REFERENCES AND RECORDS OF COMMUNICATION	29

EXHIBITS

EXHIBIT 1	Site Location Map – 2012 USGS 7.5-Minute Lake Calumet Quadrangle Map
EXHIBIT 2	Site Layout Map
EXHIBIT 3	REC Map

APPENDICES

APPENDIX A	Aerial Photographs
APPENDIX B	Historical Topographic Maps
APPENDIX C	Sanborn Fire Insurance Maps
APPENDIX D	City Directory
APPENDIX E	Regulatory Database Information
APPENDIX F	FOIA Requests/Responses/Documents Reviewed
APPENDIX G	Environmental Questionnaire
APPENDIX H	Photographs
APPENDIX I	Vapor Encroachment Qualifications
APPENDIX J	Consultant Qualifications



TOC - 1

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

The University of Illinois at Chicago (UIC) Great Cities Institute (Client) retained GSG Consultants, Inc. (GSG) to perform a Phase I Environmental Site Assessment (ESA) for a twenty (20) foot wide area between the E. 96th Street and E.100th Street properties along the West Bank of the Calumet River (Site) in Chicago, Cook County, Illinois. The purpose of the Phase I ESA was to identify, to the extent feasible, if Recognized Environmental Conditions are present at the Site.

1.2 PROJECT DESCRIPTION

The Site is a twenty (20) foot wide area that is 2,330 feet in length (62,000 square feet area) between the E. 96th Street and E.100th Street properties along the West Bank of the Calumet River in Chicago, Cook County, Illinois, 60617. The address range of the properties include 3100-3200 E 96th Street through 3200 E 100th Street. The Site is located in Sections 6 and 7, Township 37 North, Range 15 East of the Third Principal Meridian in the Lake Calumet Quadrangle. The Parcel Index Numbers (PINs), provided by the Client, associated with the Site include 26-06-428-028-0000, 26-06-428-041-0000, 26-06-428-040-0000, and 26-07-200-024-0000.

Exhibit 1, Site Location Map, shows the Site on a USGS Map. **Exhibit 2**, Site Layout Map, shows the Site layout.

1.3 SCOPE OF WORK

The Phase I ESA was performed in accordance with the American Society for Testing and Materials (ASTM) Designate E1527-13, *Standard Practice for Environmental Site Assessments*, and included performing the following:

- Historic site use information review;
- Regulatory government agency records review;
- Regulatory database report and historical information provided by a third-party vendor;
- Site reconnaissance;
- Client provided documents, if available; and
- Report preparation

The purpose of this Phase I ESA is to identify, to the extent feasible pursuant to the ASTM E1527-13, Recognized Environmental Conditions (RECs) in connection with the property.



1.0 INTRODUCTION

ASTM defines **Recognized Environmental Conditions** (REC) as follows: "The presence or likely presence of any hazardous substances or petroleum products in, on or at a property: (1) due to a release to the environment; (2) under conditions that indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions."

Historical Recognized Environmental Conditions (HRECs), as "A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

Controlled Recognized Environmental Conditions (CRECs), as "A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (as evidenced by the issuance of a no further action letter or equivalent or meeting risk based criteria established by regulatory authority) with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

De Minimis Condition as "A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

Business Environmental Risk as "A risk which can have a material environmental or environmentally driven impact on the business associated with the current or planned use of a parcel of commercial real estate not necessarily limited to those environmental issues required to be investigated in this practice."

1.4 LIMITATIONS AND EXCEPTIONS

The findings and conclusions contained herein have been promulgated in accordance with generally accepted environmental methods. These environmental methods have been developed to provide the Client with information regarding apparent indications of existing or potential Recognized Environmental Conditions relating to the property and are limited to the conditions observed at the time of the site investigation. It should also be noted that this investigation is of limited scope. The scope will not provide sufficient information to eliminate the total risk of the on-site presence of Recognized Environmental Conditions. Significantly higher levels of exploratory efforts than those performed are required to accumulate sufficient information to approach that type of total risk reduction. The report is also limited to the information available at the time it was prepared. GSG



1.0 INTRODUCTION

believes that the information obtained from the record review and the interviews concerning the subject property is accurate and complete; however, GSG cannot and does not warrant or guarantee that the information provided by these sources is accurate or complete. The conclusions presented in the report are based solely on the services described herein, and not on scientific tasks or procedures beyond the scope of the agreed upon services or the time and budgeting restraints imposed by the client.

Some of the information provided in this report is based upon personal interviews and research of available documents. Records and maps held by appropriate government and private agencies. This report is subject to the limitations of historical documentation, availability and accuracy of pertinent records, and the personal recollection of those persons contacted.

The Client engaged GSG to perform this assessment in accordance with an agreement governing the nature, scope, and purpose of the work, as well as other matters critical to the engagement. All reports, both verbal and written are for the sole use of the Client. No party other than the Client may rely on the validity of this report without the express and written consent of GSG Consultants Inc.

The following exceptions were associated with the Phase I ESA report with respect to ASTM E1527-13 Standard:

- A chain-of-title investigation was not conducted by GSG. GSG requested information relative to deed restrictions and environmental liens and a title search from the Client. This information was not provided at the time of the issuance of this report.
- Actual site conditions may exist which were not identifiable based on site reconnaissance and site visit. The site visit may have been limited to these areas which were made assessable to the environmental professional and may also have been limited by weather conditions at the time of the site visit. **The Site was not available for an inspection at the time of the reconnaissance and observations were made from public areas.**
- GSG obtained environmental database information from Environmental Data Resources, Inc. (EDR), a commercial provider of that service. GSG provided EDR the property location and asked EDR to use this information as the center of its search radius. Accordingly, the search distances shown on the radius map may not be actual distances from the property.
- GSG did not consider the relationship of the purchase price of the property, if involved in a transaction, to the fair market value of the property, if the property was not affected by hazardous substances or petroleum products.



3

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

2.0 PROPERTY OVERVIEW

2.1 PROPERTY LOCATION AND LAND USES

2.1.1 PROPERTY LOCATION

The Site is approximately a twenty (20) foot wide area between the E. 96th Street and E.100th Street properties along the West Bank of the Calumet River in Chicago, Cook County, Illinois, 60617. The Site is located in Sections 6 and 7, Township 37 North, Range 15 East of the Third Principal Meridian in the Lake Calumet Quadrangle.

2.1.2 ADJACENT PROPERTY LOCATIONS AND LAND USES

GSG performed visual observations of the surrounding areas from vantage points available to the general public. The properties immediately surrounding the Site are as follows:

North	–	Industrial properties (Sims Metal Management Midwest);
East	–	Calumet River;
South	–	Industrial property/railyard; and
West	–	CDOT, Exelon Generation, NRG Energy, ComEd, People's Gas.

Based on the visual observations the west and south adjacent properties are considered Recognized Environmental Conditions to the Site.

2.1.3 UTILITIES

The following utility services are available for the Site:

- Natural Gas – People's Gas
- Potable Water – City of Chicago
- Storm and Sanitary Sewer – City of Chicago and Metropolitan Water Reclamation District of Greater Chicago (MWRDGC)
- Electricity – Commonwealth Edison (ComEd)

2.2 PHYSICAL SETTING

2.2.1 TOPOGRAPHY

The 2012 USGS 7.5-minute Lake Calumet Quadrangle shows the Site to be relatively flat. The Site vicinity, as estimated from USGS Topographic maps, has an elevation range of 587 to 600 feet above sea level.



4

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

2.0 PROPERTY OVERVIEW

2.2.2 GEOLOGY/HYDROGEOLOGY

GSG reviewed several published documents in an effort to determine the regional geological setting in the area of the project area; however, because of the variability of the suspect soil material, onsite investigation would be required to determine the specific soil composition at the Site. The bedrock in the Chicago area is overlain by glacial drift that was deposited by Pleistocene glaciers that repeatedly covered the area and by the various high-level states of Lake Michigan. The Pleistocene strata which underlies the study area, as inferred from the "Surficial Geology of the Chicago Region" (Willman and Lineback, ISGS, 1970), consists of the Carmi Member of Equality Formation. The Carmi Member of Equality Formation consists of "Largely quiet-water lake sediments; dominantly well bedded silt, locally laminated and containing thin beds of clay; local lenses of sand and sandy gravel along beaches."

Overlying the Pleistocene deposits are surficial soil deposits which according to the General Soil Map of DuPage and Part of Cook Counties, Illinois, (US Dept. of Agriculture, 1979), consist of Urban Land-Selma-Oakville association soils. These are "built-up areas and deep, level to undulating, well drained and poorly drained soils that have a loamy, silty or sandy subsoil; formed in glacial outwash and in glacial lake sediment"

According to the "Potential for Contamination of Shallow Aquifers in Illinois" (Richard C. Berg, John P. Kempton, ISGS, 1984), from the "Potential for Contamination of Shallow Aquifers from Land Burial of Municipal Waste (Plate 1)", the Site is located within the E rating area. The geologic materials in the E rating area consist of "uniform, relatively impermeable silty or clayey till at least 50 ft thick; no evidence of interbedded sand and gravel." The potential for contamination is "low". Based on the "Potential for Contamination of Shallow Aquifers by Surface and Near-Surface Waste Disposal (Plate 2)", the Site is located within the D2 rating area. The geologic materials in the D2 rating area consists of "uniform, relatively impermeable silty or clayey till at least 20 ft thick; no evidence of interbedded sand and gravel." The potential for contamination is "low".

According to the "Geologic Map of Illinois" (1:500,000; Kolata 2005) bedrock in the project area consists of Silurian dolomite. In the "Summary of the Geology of the Chicago Area" (Willman 1971) describes shallow groundwater in the Chicago area as being limited to sand and gravel horizons in unconsolidated soil and fractured bedrock aquifers. The unconsolidated materials in this area consist primarily of clay with isolated lenses of sand material and are not considered aquifers. In the Chicago area, bedrock aquifers are found within Silurian, Ordovician and Cambrian formations, which are greater than 50 feet bgs.

GSG reviewed published geologic information to develop an understanding of Site geology and anticipated groundwater flow direction. Groundwater flow can be locally impacted by utilities, wells, or other man-induced changes, but generally corresponds with surface topography. The Site vicinity, as estimated from USGS Topographic maps, has an elevation range of 587 to 600 feet



5

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

2.0 PROPERTY OVERVIEW

above sea level and is sloping to the east. Based on the topography of the region, shallow groundwater is inferred to flow in an easterly direction, towards the Calumet River.

2.2.3 SURFACE WATER BODIES

The Site is bound to the east by the Calumet River.

2.2.4 WETLANDS

According to the EDR Database search, The National Wetland Inventory does indicate the presence of a wetland within the Site limits. The Overview Map of the Environmental Data Resources Report, included in **Appendix E**, shows the Site in relation to wetlands included in the National Wetland Inventory.

2.2.5 FLOOD MAPS

According to the EDR Database search, The Federal Emergency Management Agency does indicate the presence of a 100-year floodplain within the Site limits. The Overview Map of the Environmental Data Resources Report, included in **Appendix E**, shows the Site in relation to the 100-year flood zone.

FEMA maps typically do not reflect potential local drainage problems or the ability of the local storm water management system to convey the surface water runoff created by storms or other occurrences.



6

Phase I ESA
E. 96th – E. 100th Street
Along the Calumet River
Chicago, IL 60617

4.0 REGULATORY REVIEW

4.2.4 OSFM

GSG submitted a FOIA request to the Office of State Fire Marshal (OSFM) on October 6, 2020 requesting agency information regarding the Site; no records were reported for the Site. However, the following information was found for the **northwestern adjacent property**:

3200 E.96th Street (Cozzi Metals) (Site and NW. Adjacent)

- One (1) 4,000-gallon Fuel Oil UST, one (1) 5,000-gallon Fuel Oil UST, one (1) 8,000-gallon Fuel Oil UST, and one (1) 12,000-gallon Fuel Oil UST all with removal date "7/31/86".
- Owned under Chicago Railway Equip., USTs removed when the property was Cozzi Metals.

GSG also performed an online search of the Office of State Fire Marshal (OSFM) UST database on October 6, 2020 and no additional records were found for the Site.

FOIA requests and responses are included as **Appendix F**.

4.3 INTERVIEWS

A Phase I ESA normally includes interviews with client/report user, current and past site owners/operators/occupants to help identify sources of potential environmental concern.

4.3.1 INTERVIEW WITH OWNER

Interviews with the owners were not reasonably ascertainable.

4.3.2 INTERVIEW WITH CLIENT/REPORT USER

GSG provided an environmental questionnaire to Mr. Jack Rocha, MUPP of The Great Cities Institute at UIC. Mr. Rocha reported that the Site is currently owned by Chicago Department of Transportation, People's Gas, Public Owner (MWRD), and NRG Energy. It is also noted that the project had shoreline development in the early 2000s.

Mr. Rocha noted he was aware of environmental concerns on the northernmost portion of the Site and north adjacent property for heavy metal contaminants and to the south adjacent property for airborne particulate. Additionally, Exelon, ComEd, and NRG Energy properties associated with the Site house electrical transformers.



4.0 REGULATORY REVIEW

4.3.3 INTERVIEW WITH KEY SITE MANAGER

GSG provided an environmental questionnaire which was completed by Mr. Jack Rocha. Information reported in the questionnaire is noted in Section 4.3.1.

4.3.4 INTERVIEW WITH PAST OWNERS, OPERATORS AND OCCUPANTS

Interviews with past site owners/operators/occupants were not reasonably ascertainable.

The Environmental Questionnaire is included as **Appendix G**.

4.4 REGULATORY REVIEW CONCLUSIONS

According to the regulatory review and the questionnaire, the industrial use of the properties including the presence of AST, USTs, Butane tanks, and railroad tracks that make up the Site and adjacent properties to the north, west, and south are considered Recognized Environmental Conditions. The presence of a section of the Site in the SRP with institutional controls is considered a Controlled REC.

Exhibit 3, REC Map, shows the RECs on the Site.





Great Cities Institute (MC 107), 412 South Peoria Street, Suite 400, Chicago, Illinois 60607-7067
Phone (312) 996-8700 • Fax (312) 996-8933 • greatcities.uic.edu • gcities@uic.edu