

IIPD Port Master Plan Maps

The Port Master Plan highlights the need for IIPD:

- To facilitate the efficient transfer of cargo between water and other modes of transportation as an economic driver for the region and a means for increasing utilization of currently underutilized port property.
- To support public access to the lake's northern hammerhead for recreational use as it is no-longer viable for water-based cargo and is better suited as a center for recreation, entertainment, and hospitality.
- And to be a good steward to the natural environment and the surrounding community. Habitat restoration, enhanced public access, alternative energy, and modernization of existing facilities for greater energy efficiency all support this strategy.

Port User Types: Industrial

Iroquois Landing and Lake Calumet provide valuable transfer points for water-bourn cargo. Providing infrastructure capable of capturing economic demand and integrating it with rail and trucking will help IIPD grow their existing industrial tenants, attract new tenant investment, and make the region a more desirable destination for industry.

Facilities

- Sheds/Covered Storage
- Elevators
- Tank Farms
- Laydown Areas
- Manufacturing
- Warehousing
- Flex Industrial

Greatest Strategic Alignment

Least Strategic Alignment

Water + Rail + Road

Water + Road

Road + Rail

Road

Cargo

- Bulk Materials
- Breakbulk
- Liquid Bulk
- Containers

- Bulk Materials
- Breakbulk

- Bulk Materials
- Liquid Bulk

- Public Services
- Large Cargo
- Specialized Services

Port User Types: Non-Industrial

Non-industrial uses will largely be collocated along the northern portions of Lake Calumet. This will support continued naturalization of the area while opening opportunities for the community and visitors to experience the lake and its surroundings.

Locating these uses to the north will help separate industrial uses and traffic from affecting the public's experience and help industrial port users utilize the southern portion of the lake safely, efficiently, and effectively.

Greatest Intervention Required

Least Intervention Required

Entertainment + Hospitality

Boat House
Destination Entertainment
Hotel
Small Outdoor Venue
RV Park

Low Impact Recreation

Park space
Playgrounds
Environmental Learning
Multi-use Paths and Trails
Natural Areas
Treatment Wetland

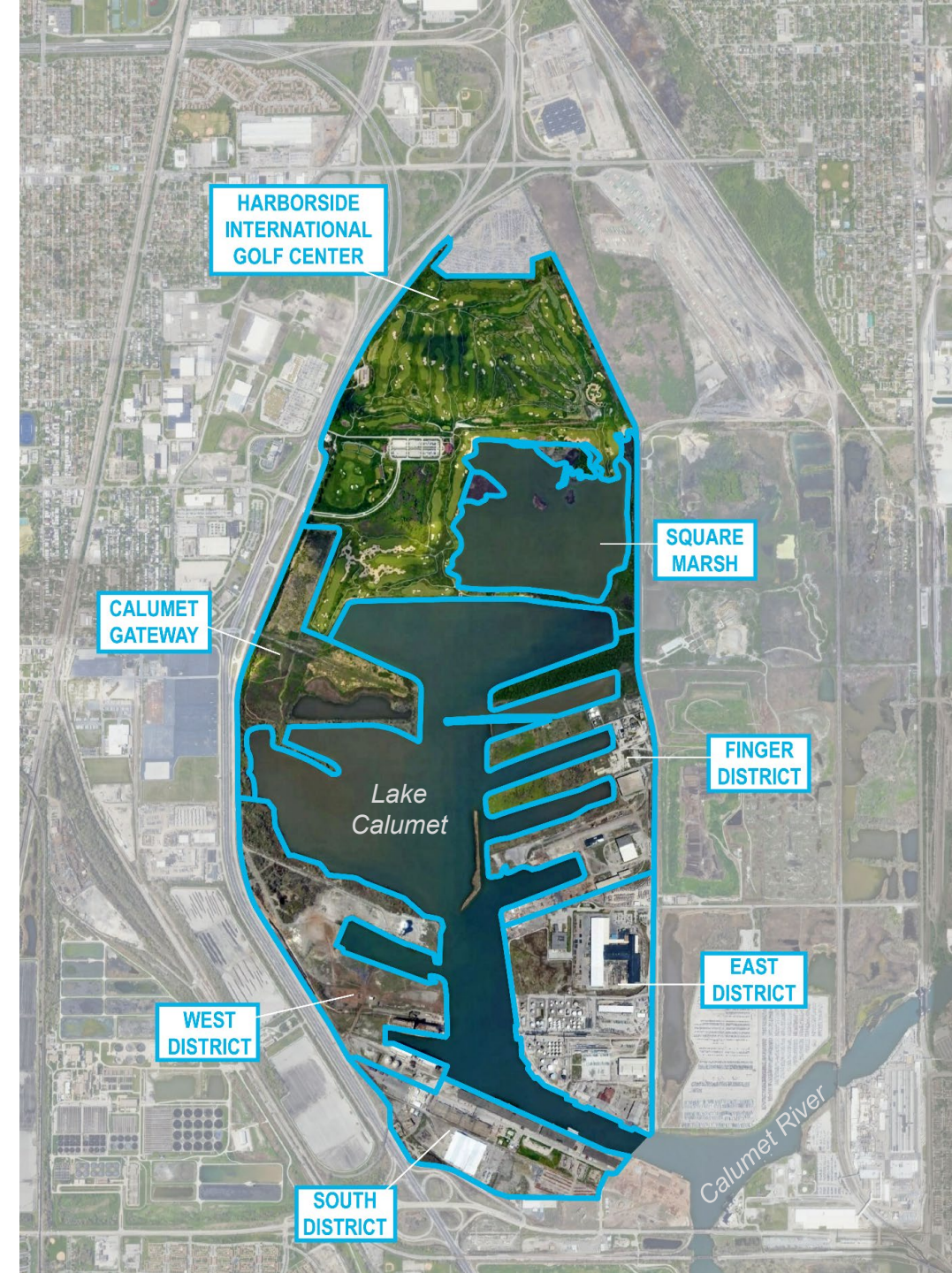
Naturalizing

Areas left for natural growth as a visual buffer or due to low desirability of land for higher economic use

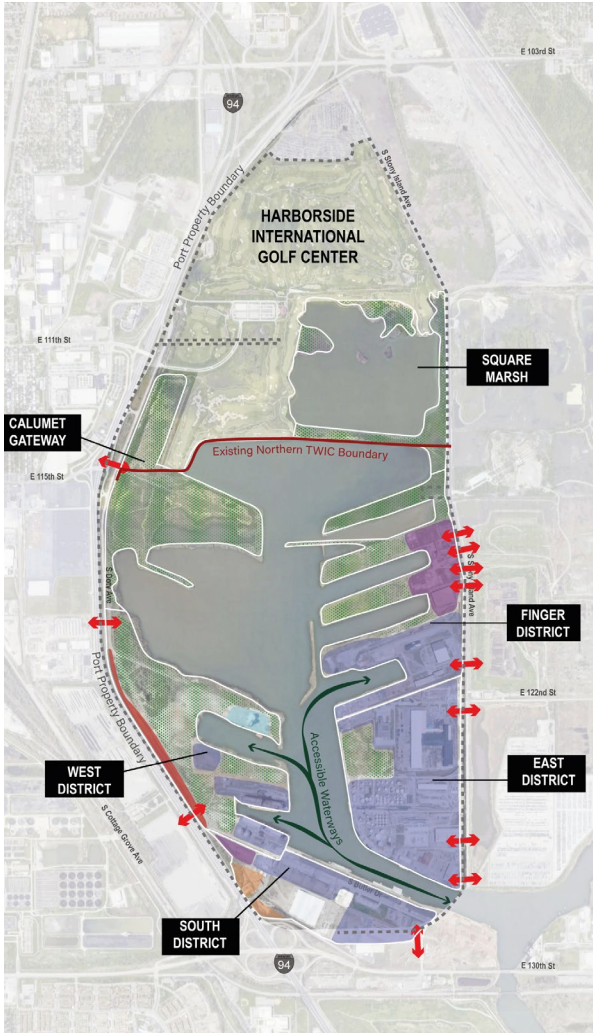
Lake Calumet

This plan looks to improve the intensity of use by industrial users, the surrounding community, and natural habitat around and on Lake Calumet. To do so, a few key site-wide considerations should be made:

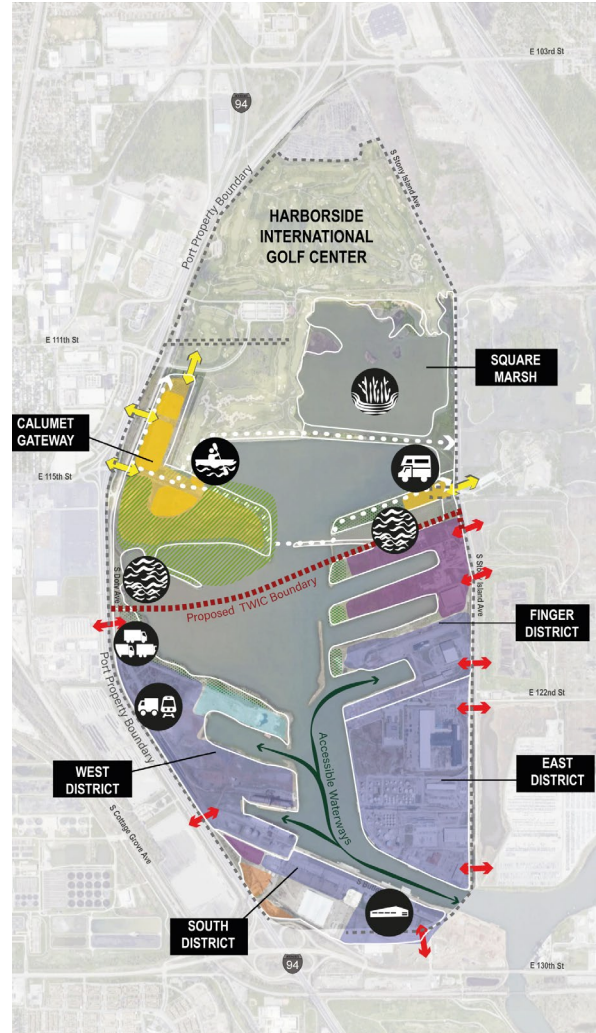
- The TWIC Boundary should be moved south of the Calumet Gateway district, enabling public access to the district. Further study to determine an exact relocation is recommended.
- Current initiatives exploring multi-use path connectivity between Pullman and Big Marsh should be supported.
- Personal non-motorized watercraft can be utilized within the Calumet Hammerhead.
- Most ship and barge activity should remain in navigable waters south of Gull Island.
- Treatment wetland interventions should be made to better accommodate incoming water from the northwest and northeast.



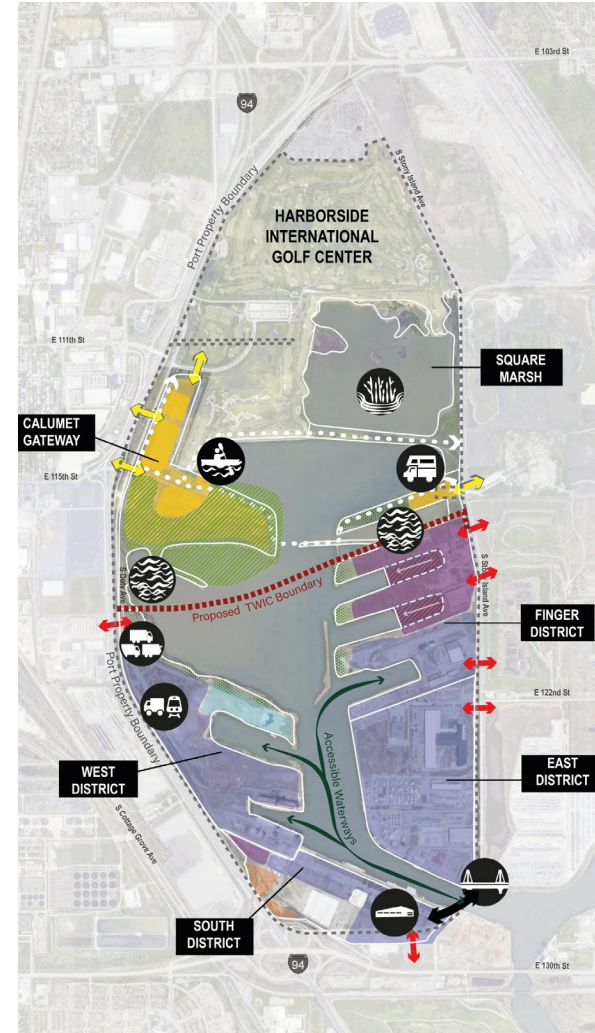
Lake Calumet



Existing Use



Mid-Term Future



Long-Term Future

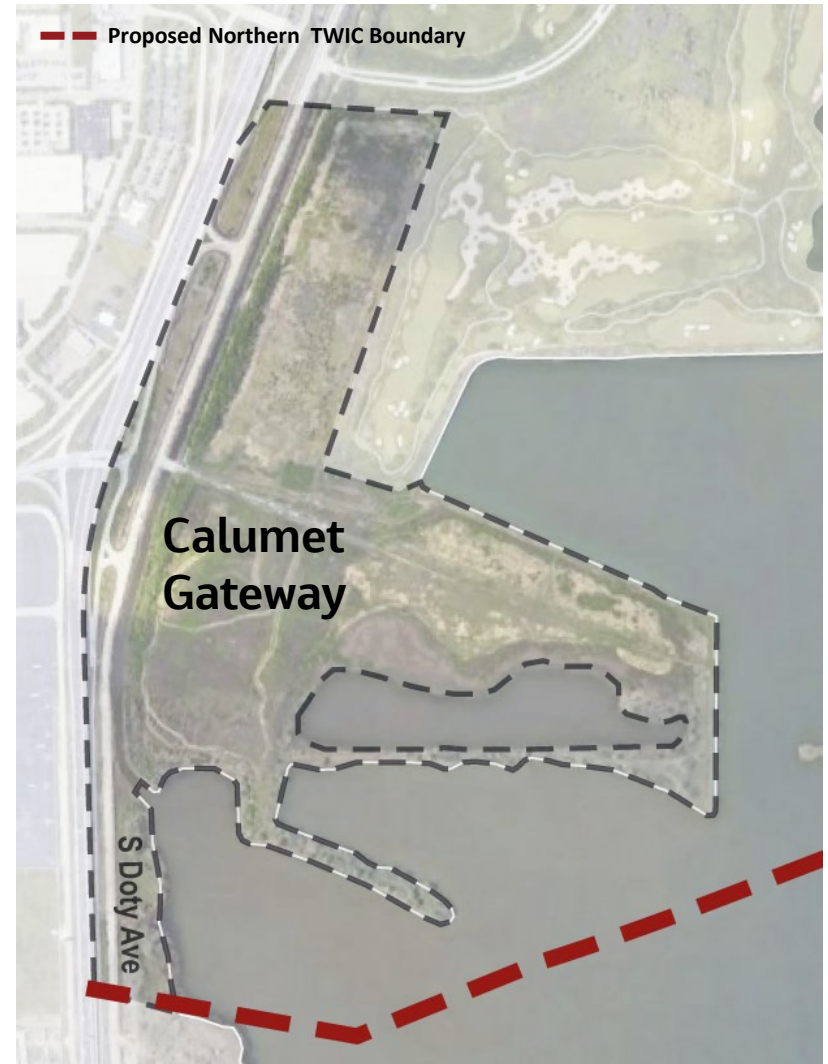
- Water / Rail / Road
- Water / Road
- Road / Rail
- Road
- Rail
- Entertainment + Hospitality
- Low Impact Recreation
- Naturalizing
- Proposed Multi-Use Trail
- Industrial Entry
- Public Entry
- Truck Parking / Staging
- Treatment Wetland
- RV Park
- Bridge
- Sheds / Covered Storage
- Hemi-Marsh Remediation
- Multi-Modal Facility
- Boat House

Calumet Gateway

+/- 112 acres

Calumet Gateway is to serve as a connection between the community and Lake Calumet enabling the north hammerhead to be a center of recreation.

- Relocate TWIC and fences to allow public access to Calumet Gateway District.
- Support implementation of multi-use paths connecting Pullman and Big Marsh.
- Integrating low-impact recreation, entertainment, and hospitality to create a destination for surrounding communities.
- Ensure district's uses are accessible to the local community.
- Maximize shared parking and other accessory uses that could be shared among users to minimize development impacts
- Within development areas, maximize permeable surfaces with natural plant assemblages to pretreat run-off before discharging into sewer systems and ultimately Lake Calumet















Calumet Gateway

+/- 112 acres



KEY

-  Naturalizing
-  Existing Fences
-  Industrial Entry
-  Existing Roads
-  Existing Railway Tracks






-  Recreation, Entertainment + Hospitality
-  Low Impact Recreation
-  Proposed Multi-Use Trail
-  Proposed Access
-  Treatment Wetland
-  Boat House
-  Public Entry

Calumet Gateway

+/- 112 acres



KEY

-  Naturalizing
-  Existing Fences
-  Industrial Entry
-  Existing Roads
-  Existing Railway Tracks

-  Recreation, Entertainment + Hospitality
-  Low Impact Recreation
-  Proposed Access
-  Treatment Wetland
-  Boat House
-  Public Entry
-  Proposed Multi-Use Trail

West District

+/- 160 acres

The West District provides access for water, rail, and truck-based cargo, but is currently underutilized. In the future, this district should capitalize on its access and location to drive more transfer of bulk, break-bulk, and containerized goods.

- Focus on greater utilization of land. Elevating usefulness of existing water, rail, and road access by supporting intermodal transportation of bulk, breakbulk and containerized goods.
- Keep visuals from the Interstate in mind as the Port serves as a gateway to Chicago. Art walls on the elevators desirable.
- Higher utilization of existing railyard or expansion into an intermodal facility may require gate traffic in southwest of district to be rerouted to a more substantial north gate with truck parking and staging facilities.
- Removal of the ghost ship will open more opportunities for the North Elevators.

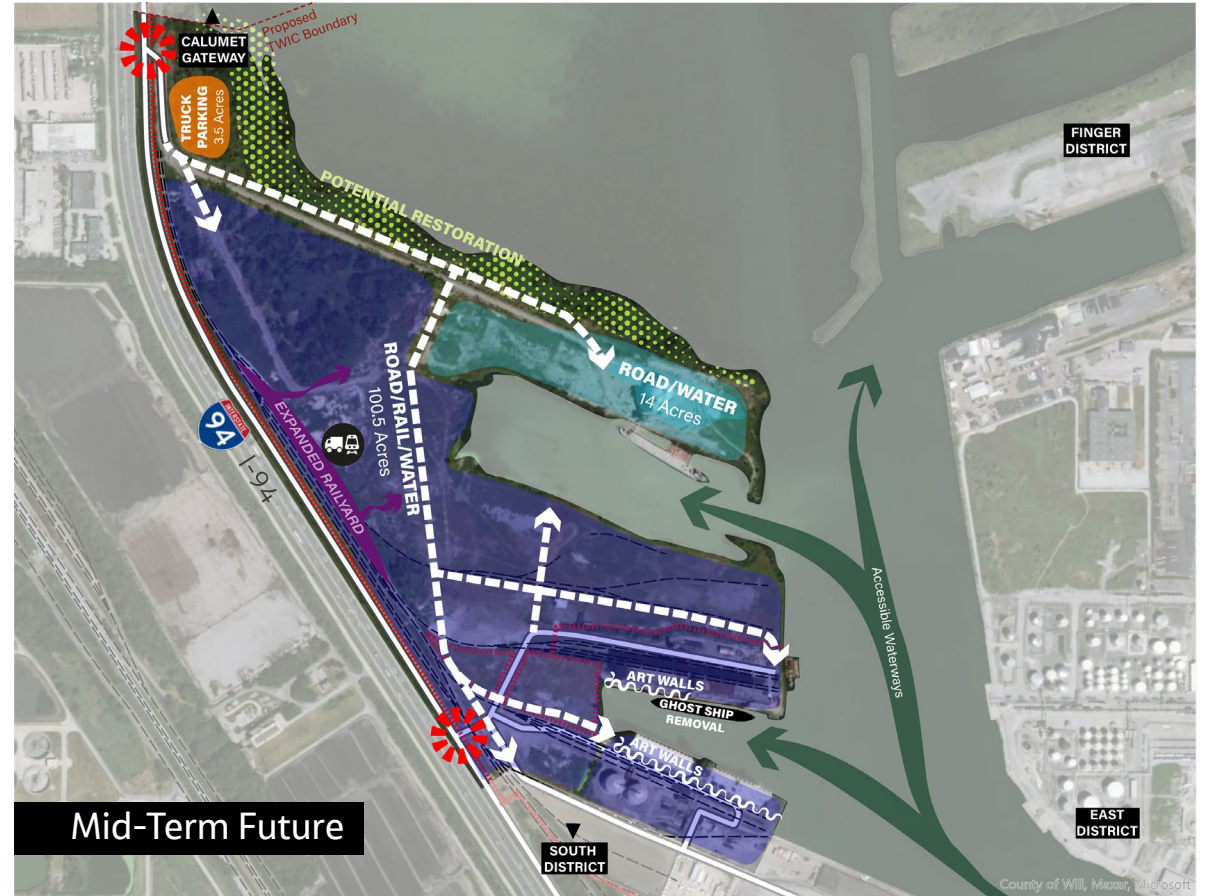


West District

+/- 160 acres



Existing Use



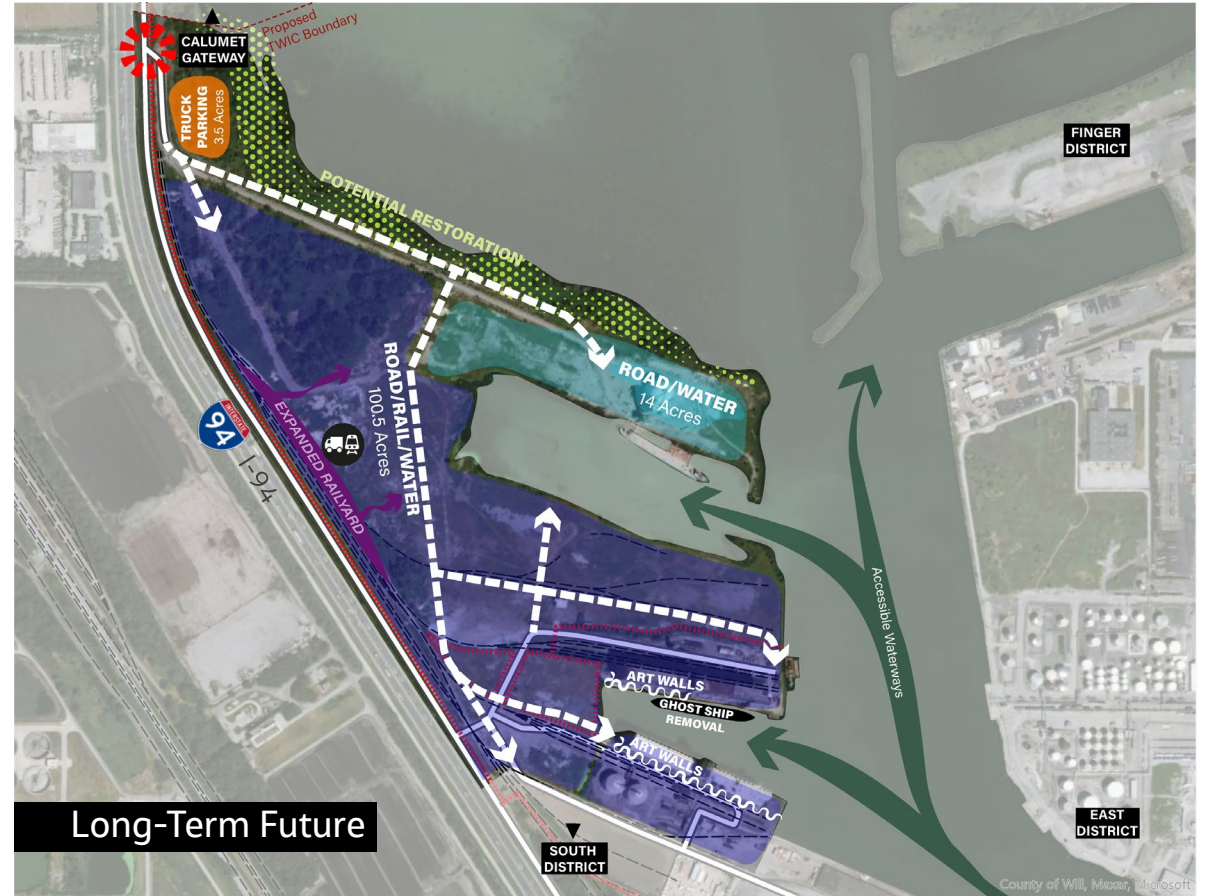
Mid-Term Future

KEY













- Existing Roads
- Existing Railway Tracks
- Existing Fences
- Industrial Entry
- Road / Rail / Water
- Road / Water
- Rail
- Naturalizing
- Truck Parking / Staging
- Potential Restoration
- Proposed Access
- Multi-Modal Facility

West District

+/- 160 acres



KEY

-  Existing Roads
-  Existing Railway Tracks
-  Existing Fences
-  Industrial Entry
-  Road / Rail / Water
-  Road / Water
-  Rail
-  Naturalizing
-  Truck Parking / Staging
-  Potential Restoration
-  Proposed Access
-  Multi-Modal Facility

South District

+/- 109 acres

1/3

The South District should serve as the front door to the Port at Lake Calumet. Enhanced entry facilities, renovation of sheds, and addition of new sheds will improve this district's value proposition.

- Invest in modernization of existing sheds to promote greater safety and efficiency within those facilities.
- As demand for covered storage seems strong, support the construction of new modern sheds as the market demands.
- Improve Port's perception with community by covering or shielding view of outdoor laydown areas north of 130th Street.
- Land acquisitions may be required to southeast of district to improve port entry facilities and, in the long-term, support a vehicle bridge connecting Stony Island Ave to 130th Street.

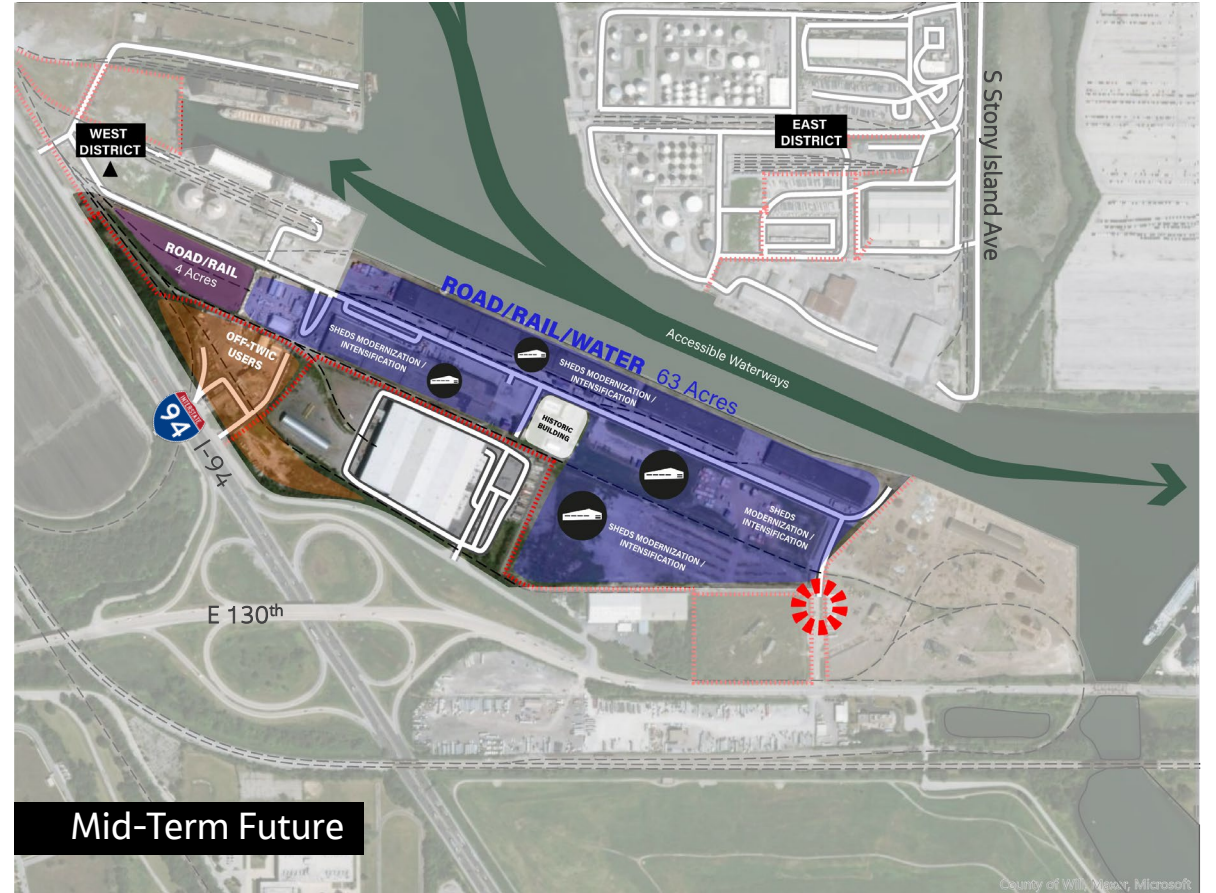


South District

+/- 109 acres



Existing Use



Mid-Term Future

KEY

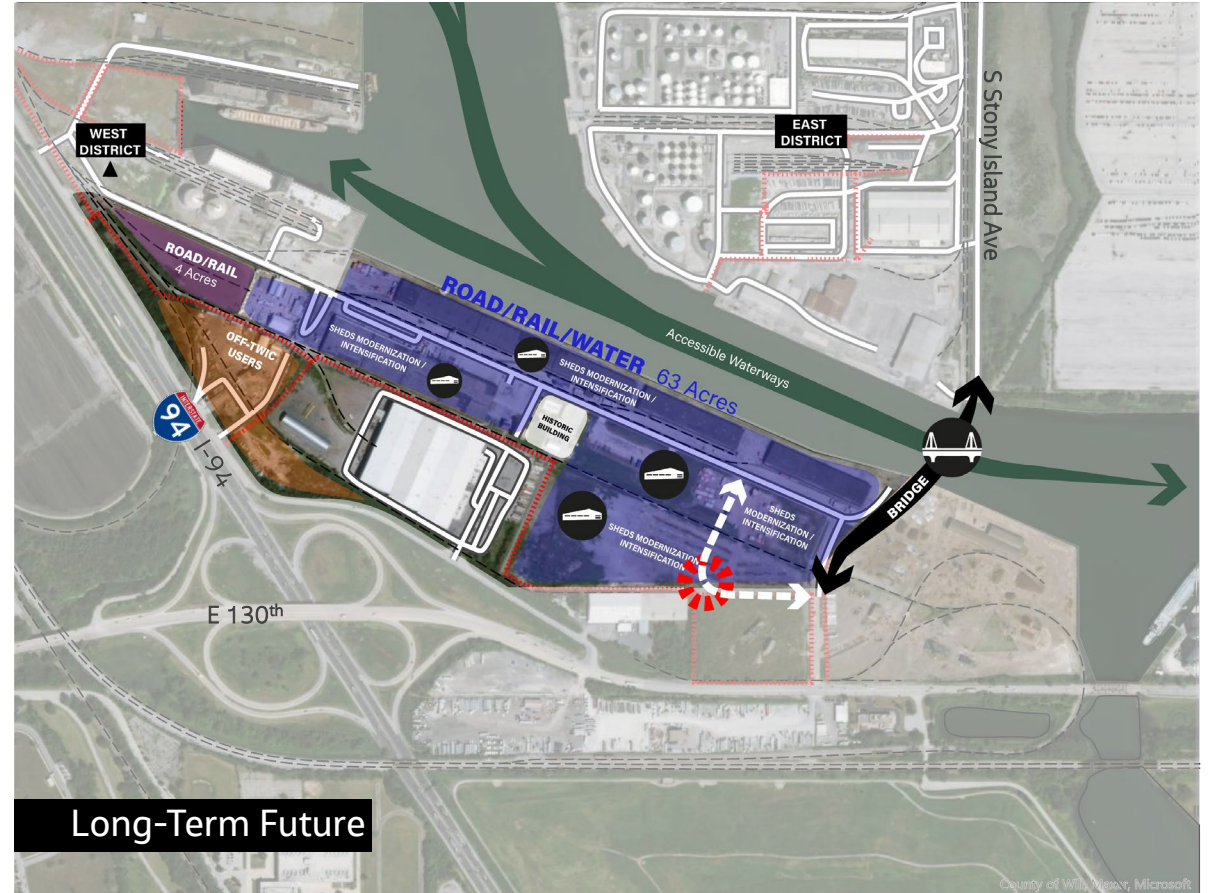
- Road / Rail / Water
- Road / Rail
- Off-TWIC Users
- Historic Building

- Existing Roads
- Existing Railway Tracks
- Existing Fences
- Industrial Entry

- Sheds / Covered Storage

South District

+/- 109 acres



KEY

- Road / Rail / Water
- Road / Rail
- Off-TWIC Users
- Historic Building

- Existing Roads
- Existing Railway Tracks
- Existing Fences
- Industrial Entry

- Sheds / Covered Storage
- Bridge
- Proposed Access

East District

+/- 179 acres

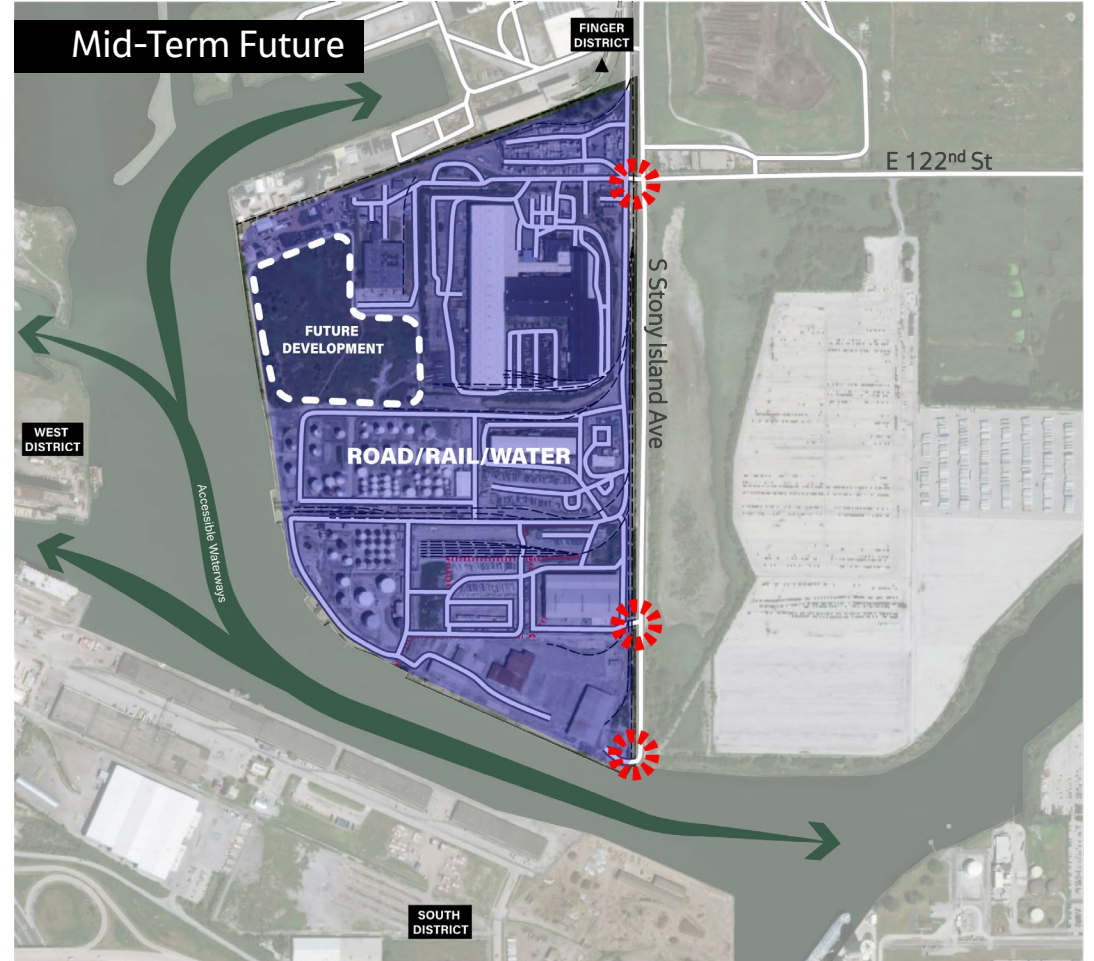
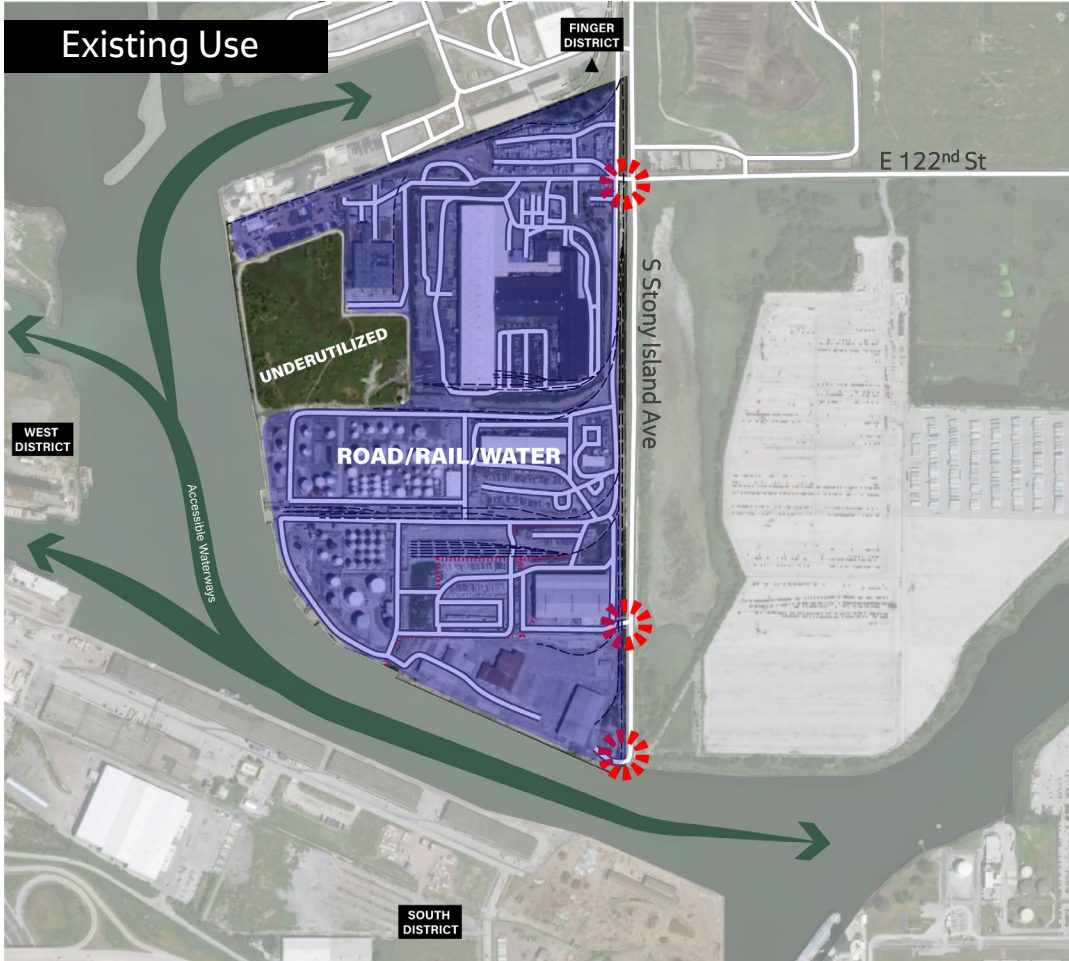
The East District is largely utilized today by Kinder Morgan and their tenants.

- Support continued operations and growth by port users within the district.
- In the long term, a new bridge may require consolidation or relocation of entry gates in the district.
- For all district, explore renegotiation of existing land leases and digitize and map results of negotiations.



East District


+/- 179 acres




KEY

 Road / Rail / Water

 Existing Roads

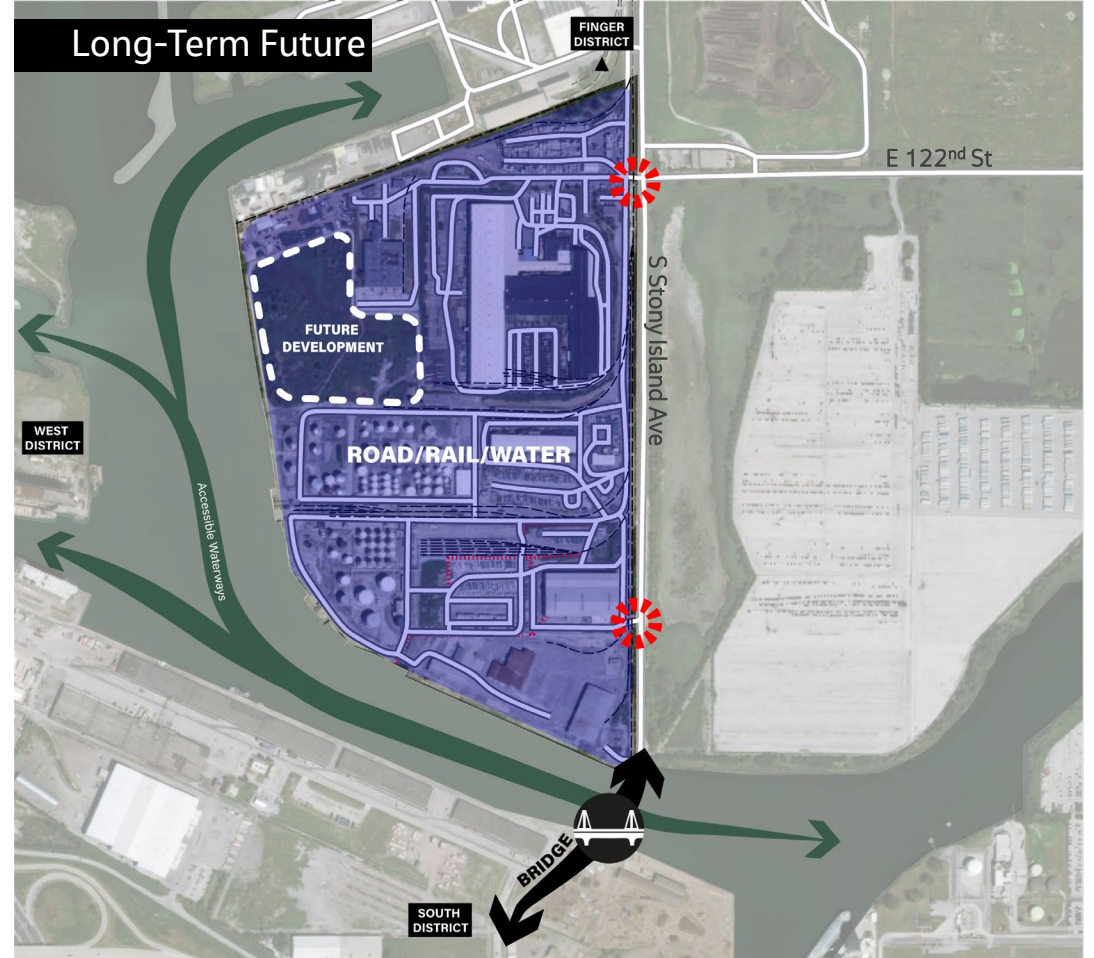
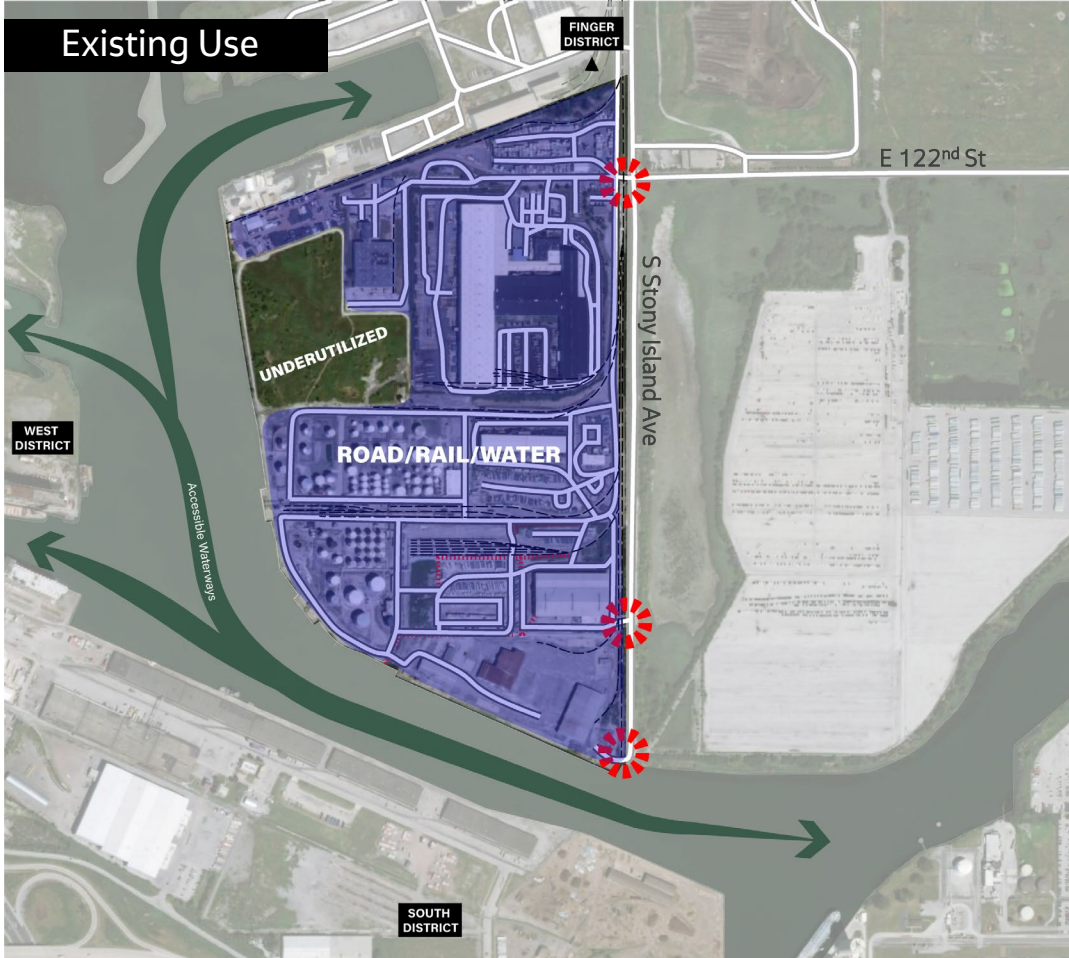
 Existing Railway Tracks

 Existing Fences

 Industrial Entry

East District

+/- 179 acres



KEY

Road / Rail / Water

Existing Roads

Existing Railway Tracks

Existing Fences

Industrial Entry

Bridge

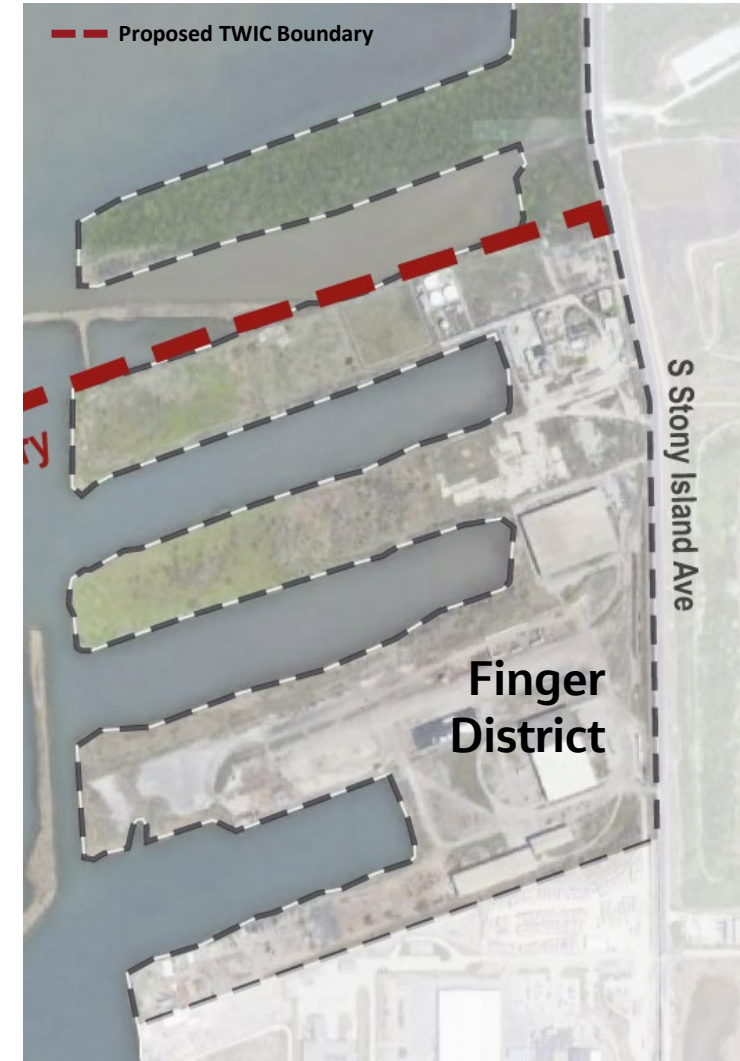
Finger District

+/- 161 acres

1/3

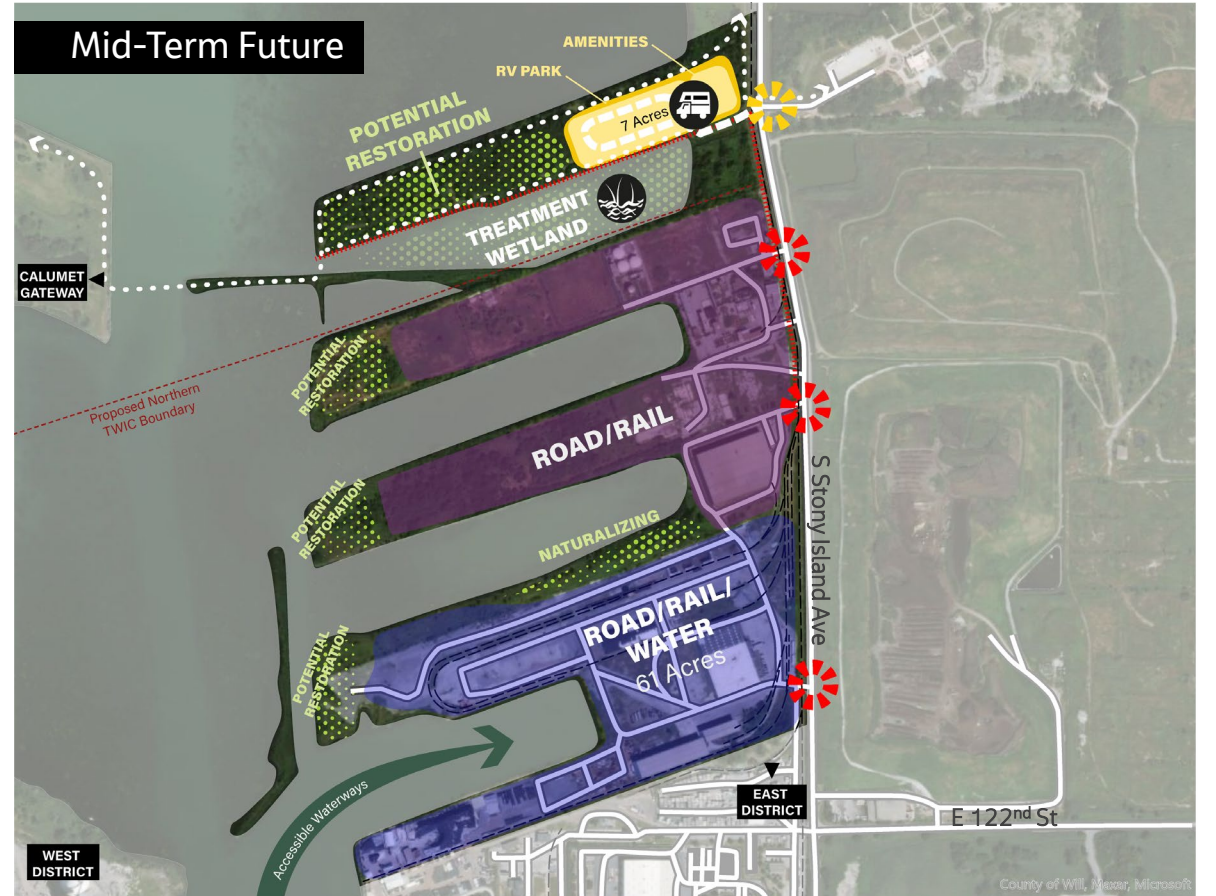
The Finger District's site geometry is difficult for potential port users and the waterways to the three northern fingers are no longer navigable. Increasing the developable land area or providing greater access will be critical to this zone's industrial success.

- Relocation of the TWIC south of the northern finger will enable public accessibility.
- Utilize northern finger for RV park and camping supporting users of Big Marsh, multi-use recreation paths, and low-impact recreation such as birding.
- Create a treatment wetland to capture sediment and enhance water quality or water entering site.
- Consolidation of entry gates
- Support partial infill of existing fingers as waters to them are no longer navigable by ship or barge. This will open an opportunity for large (20+ acre) users to utilize this eastern portion of the port.



Finger District

+/- 161 acres



KEY

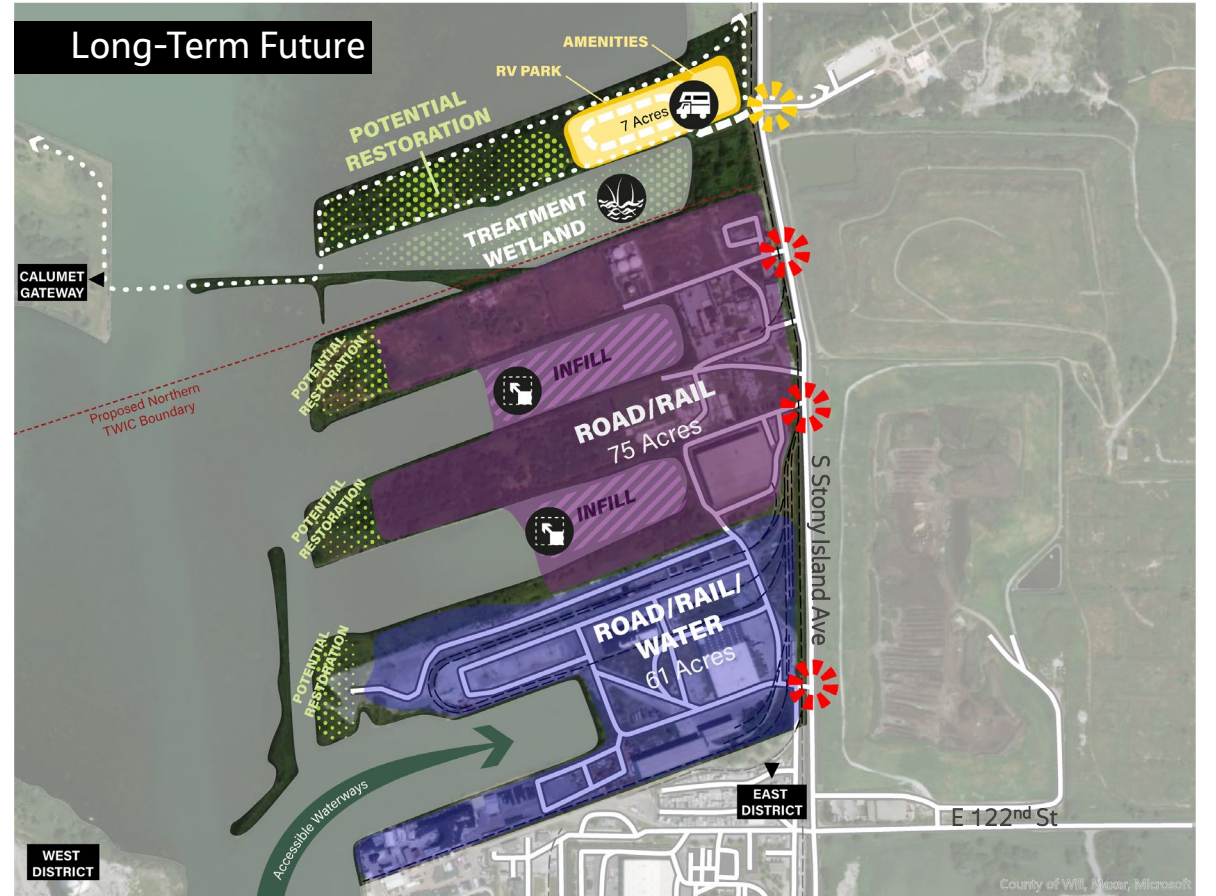
- Road / Rail / Water
- Road / Rail
- Naturalizing
- Industrial Entry

- Existing Roads
- Existing Railway Tracks
- Fences

- Proposed Access
- Proposed Multi-Use Trail
- Public Entry
- RV Park
- Treatment Wetland

Finger District

+/- 161 acres



KEY

- Road / Rail / Water
- Road / Rail
- Naturalizing
- Industrial Entry

- Existing Roads
- Existing Railway Tracks
- Fences

- Proposed Access
- Proposed Multi-Use Trail
- Public Entry

- RV Park
- Treatment Wetland
- Land Expansion

Iroquois Landing

+/- 186 acres

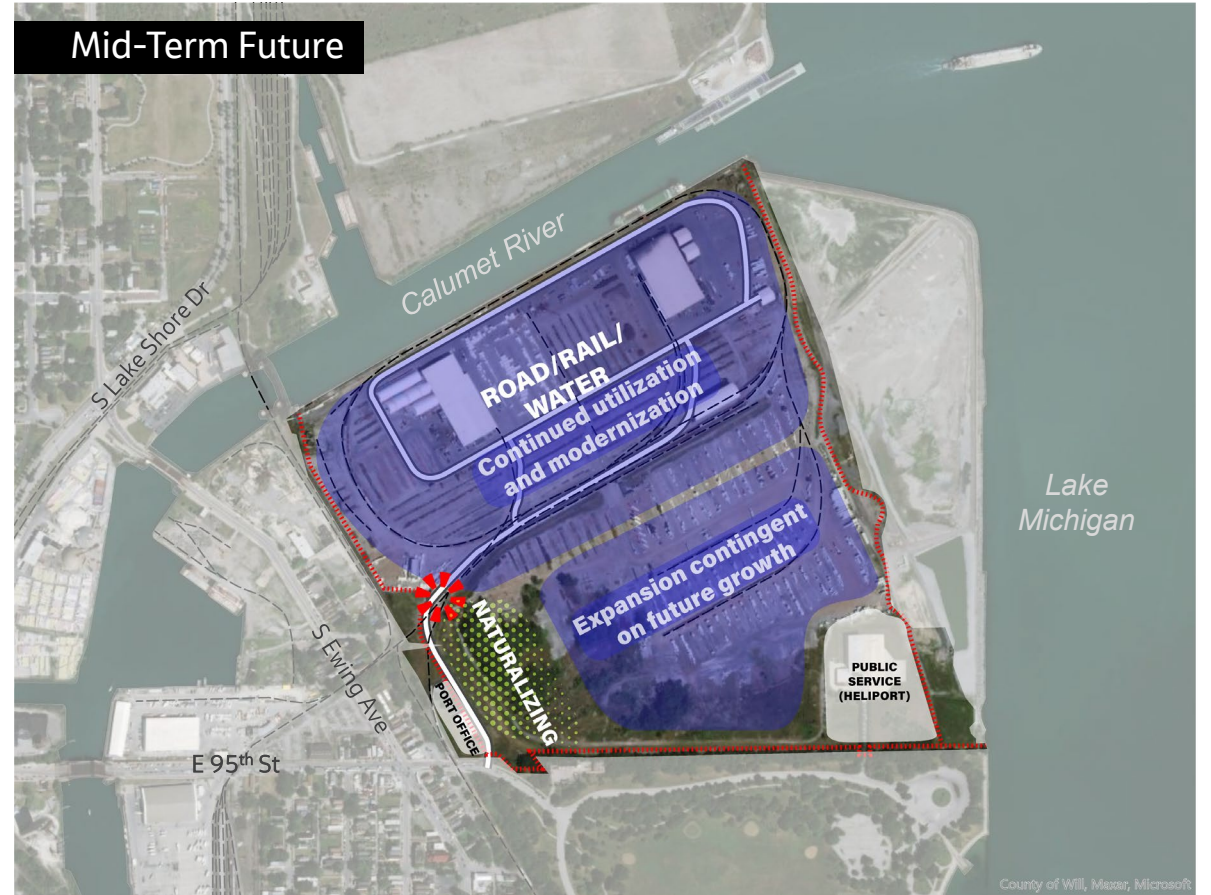
Iroquois Landing's excellent access to Lake Michigan makes it an ideal location to dock larger ships. Rehabilitation of the dock wall will dramatically increase the capacity and efficiency port users (NASCO) within this district.

- Rehabilitate and enhance dock wall infrastructure to support modern demands.
- As capacity increases at dock wall due to repairs and modernization, consider additional enhancements supporting efficient transfer and storage of cargo.










Iroquois Landing

+/- 186 acres



KEY








-  Road / Rail / Water
-  Naturalizing
-  Public Services
-  Industrial Entry
-  Existing Roads
-  Existing Railway Tracks
-  Existing Fences

Iroquois Landing

+/- 186 acres



KEY

-  Road / Rail / Water
-  Naturalizing
-  Public Services
-  Industrial Entry
-  Existing Roads
-  Existing Railway Tracks
-  Existing Fences