The Lakeshore Industrial Heritage Corridor

Reclaiming Lake Michigan's Southern Shoreline

Prepared by the ULI Chicago Infrastructure Committee

October 2009

National Context:
ULI/Curtis Regional Infrastructure Project

- Goal: Enhance ULI's leadership in infrastructure investment
- Develop models with tools and processes that can be replicated
- Involve private, public and non-profit sectors
- Advance technical innovation
- Move from advocacy to implementation

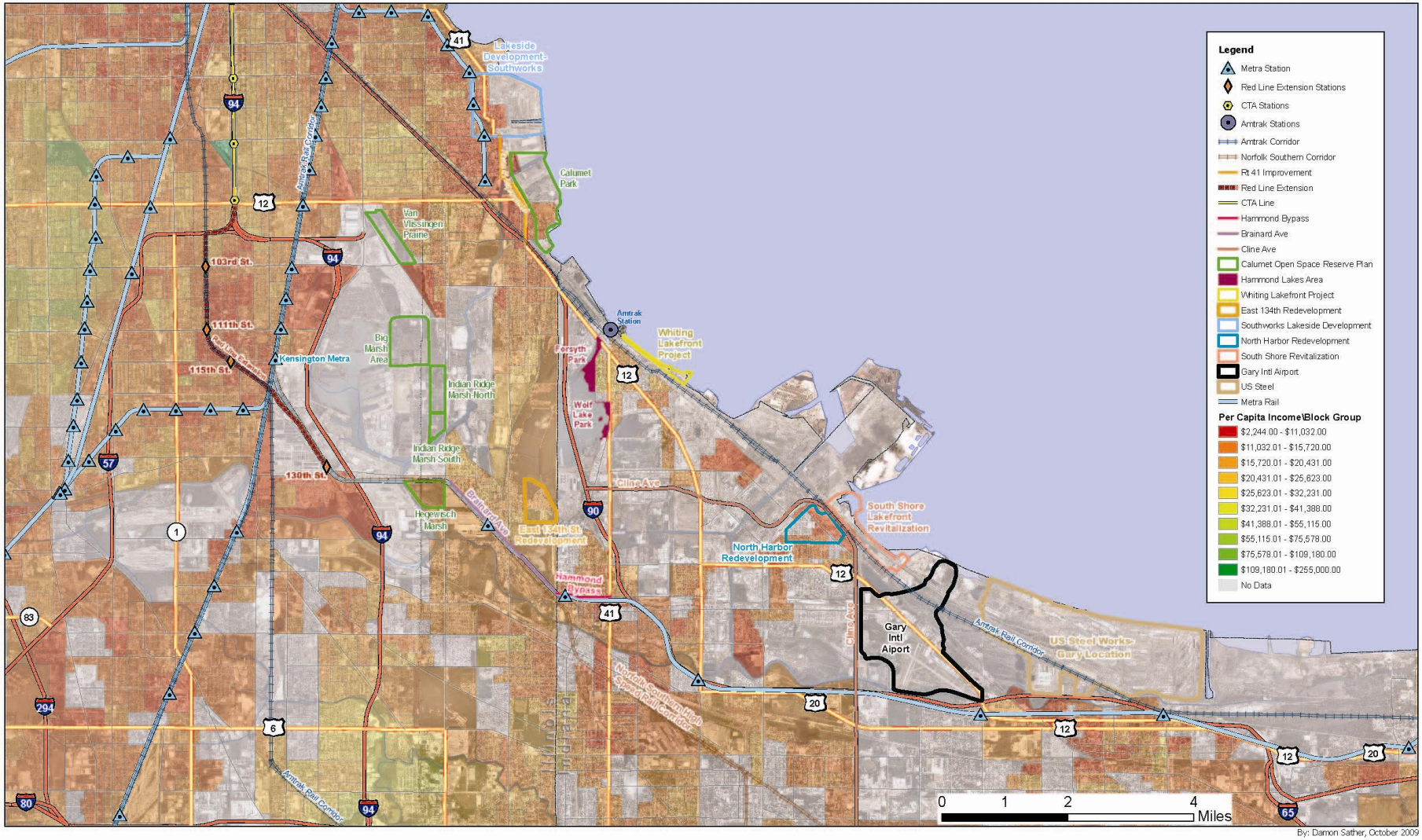
Regional Context:
ULI Chicago Curtis District Council

- Takes broad, holistic view of infrastructure to include:
  - transportation
  - water, sewer and storm water
  - parks, trails and open space
  - energy-related infrastructure
- One of four ULI District Councils selected to participate
- Involves 45 members on two subcommittees

Urban Land Institute Lakefront Project Locations/Income Levels Around Project Locations

Metropolitan Planning Council

Source: 2000 US Census, Block Groups



By: Damon Sather, October 2009

Committee Process

- Twelve months of deliberation
- Monthly committee and subcommittee meetings
- Two-day workshop
- Assistance of three summer interns
- Whitepaper case statement

Next step: build relationships with "champions"

- Photo from workshop or meeting goes here?

Regional Impact of Lakeshore Industrial Corridor

- Create vibrant mixed-use corridor with industrial, transportation, commercial, residential and recreational uses
- Fully integrate into the Chicago metropolitan area
- Reclaim position as major regional and national asset

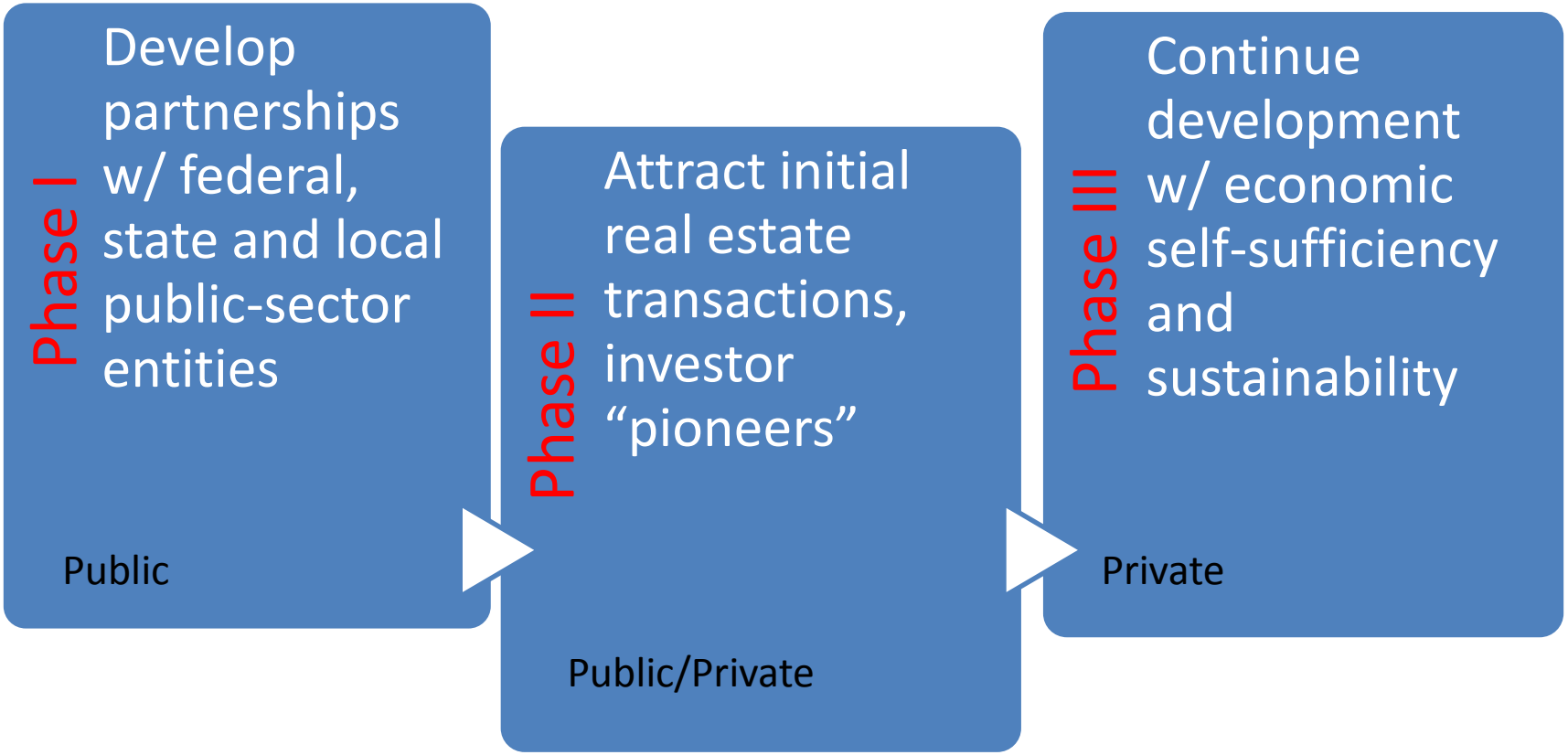
Elements of Model

- Repurpose underutilized or abandoned urban property
- Reclaim natural beauty and access to premier ecosystem
- Involve multiple local jurisdictions in two states
- Leverage existing economic, planning, and green development initiatives
- Make applicable to other disinvested waterfront communities

Aligned with *Marquette Plan* for Livable Lakefront

- Increase public access to shoreline
- Establish physical, social and economic connections
- Change perceptions
- Leverage resources
- Expand partnerships and ensure long-term management and funding structures

Redevelopment Process



Criteria for Review of Planned Projects

- Economic Benefits
- Synergistic Opportunity
- Sustainability
- Political and financial support
- Costs

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Priority Projects

»Transportation

- **Catalytic**
- **Green Infrastructure**

Transportation:
CTA Redline Extension

Extend Red Line to 130th from current terminus at 95th Street

Add stations at 103rd, 111th and 115th Streets

Economic Benefits	• Reduce commute times • Enhance job opportunities
Opportunities	• Serve new retail center at 115th & Michigan • Accommodate residents of renovated Altgeld Gardens • Connect to South Shore Line & NW Indiana
Sustainability	• Improved Mass Transit • Dedicated access lanes • *Park and Ride* lots
Support	• New Starts funding • CTA top priority • High public support
Cost Estimate	• $1.1 billion for capital costs • $24.1 million annual operations

Population by Race		
White	825	2.23%
Black	35003	94.69%
Native American - Eskimo	55	0.15%
Asian	18	0.05%
Hawaiian - Pacific Islander	9	0.02%
Other	712	1.93%
Multi-Racial	342	0.93%
Total	36964	
Hispanic Population		
Hispanic	1498	4.05%
Total Population	36964	

Square Miles	2.67
Population Density	13859
Median Age	33

Transportation: Arterial Connecting Road Improvements

Proposal 1: South Brainard from 130th/Torrence to State Line Road; Hammond By-pass & Torrence Ave. Grade Separation

Proposal 2: Route 41 from USX site to Indianapolis Blvd. w/ a connection onto the Skyway

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Economic Benefits	•Accommodates growth •Job retention
Opportunities	• Serves Gary Airport • Stimulates Lake Calumet area • Links USX and Indiana lakefront developments • Builds on recent and planned road improvements
Sustainability	• Reduces congestion • Leverages existing infrastructure • Provides grade separated crossings for rail lines
Support	• Brainard proposal last link in series of area road improvements • Grade separation at 130th Torrence funded - $50m
Cost Estimate	TBD

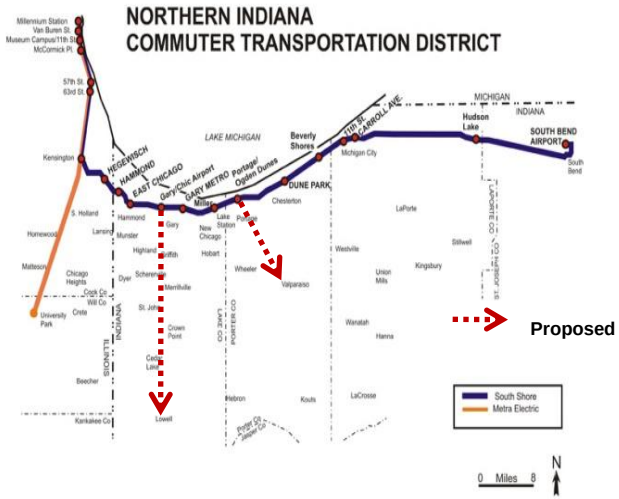
Population by Race	Brainard Ave.		Hammond By-pass		Route 41	
White	8974	78.65%	5519	70.26%	7126	34.04%
Black	267	2.34%	336	4.28%	4869	23.26%
Native American - Eskimo	69	0.60%	65	0.83%	169	0.81%
Asian	42	0.37%	39	0.50%	37	0.18%
Hawaiian - Pacific Islander	1	0.01%	10	0.13%	20	0.10%
Other	1564	13.71%	1584	20.17%	8022	38.31%
Multi-Racial	493	4.32%	302	3.84%	694	3.31%
Total	11410		7855		20937	
Hispanic Population						
Hispanic	3251	28.49%	3090	39.34%	14111	67.40%
Total Population	11410		7855		20937	
Square Miles		1.82		1.12		1.25
Population Density		6256		7020		16750
Median Age		38		34		30

Transportation: South Shore Expansions

Enhance capacity at 115th & Kensington interchange

Connect to new 130th Street station

Extend rail service to Lake County (Lowell, IN) & Porter County (Valparaiso, IN), 2009-2016



Economic Benefits	• Encourages investment, transit-oriented development • Rail connects residents to jobs in Chicago's Central Area, bringing $1.8 billion to the area by 2030 • Produces 26,500 construction jobs • Reduces times for personal travel and rail freight; boosts productivity by reducing transit time and uncertainty
Opportunities	• Expands job choices over a larger geographic area • Kensington Station is adjacent to Sherwin Williams, a superfund site
Sustainability	• Reduces congestion and vehicle miles traveled • Lowers emissions and enhances vehicular safely • Pre-empts urban sprawl • Complies with National Transportation Objectives Act
Support	• November 2009 referendum for income tax support • Lowell extension expects to be revived • Porter County option under study • RDA would provide $150 million; federal support anticipated for about half the costs
Cost Estimate	$1 billion for line extensions

Population by Race		
White	1664	18.99%
Black	5851	66.78%
Native American - Eskimo	28	0.32%
Asian	18	0.21%
Hawaiian - Pacific Islander	1	0.01%
Other	984	11.23%
Multi-Racial	215	2.45%
Total	8761	

Hispanic Population		
Hispanic	2023	23.09%
Total Population	8761	

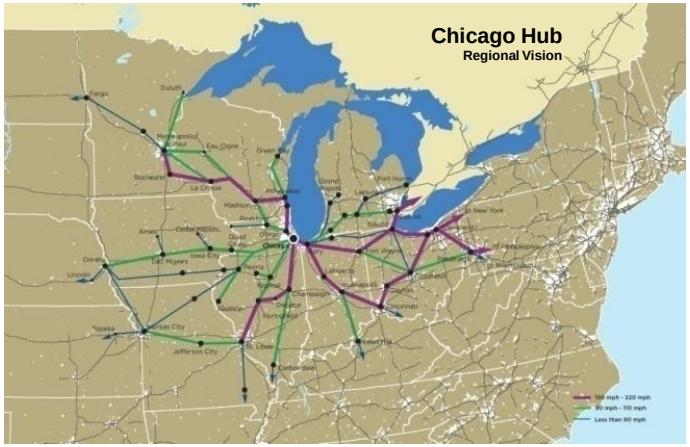
Square Miles	0.62
Population Density	14078
Median Age	30

Transportation:
High Speed Rail Corridors

Chicago will be the High Speed Rail Hub of the Midwest

Chicago-Detroit line would use existing Amtrak ROW

Chicago-East Coast line to use Norfolk Southern tracks, traveling through Fort Wayne and Indianapolis to points east



Economic Benefits	• Critical piece of federal proposal with $8 billion in stimulus funds • Creates many construction and permanent jobs • Supports Transit-Oriented Development
Opportunities	• Detroit line may stop at Gary airport • Provides alternative transportation mode
Sustainability	• Reduces travel time to Detroit to four hours • Reduces vehicle miles traveled • Uses existing rail lines
Support	• Illinois and Michigan coordinating application for stimulus funds • Illinois committed $400 million
Cost Estimate	• $250 million for next phase of Detroit line • Fort Wayne costs under study

Transportation: Gary Chicago International Airport

Improve airfield, aircraft facilities and passenger terminal

Phase I -- 2007-10 (in progress)
Extend runway
Phase II – 2010-15
Improve airfield and aircraft facilities
Phase III – 2016-26
New passenger terminal and parking

Economic Benefits	• Add 86,000 jobs in Lake and Porter Counties by 2040 • Grow population by 200,000 over three decades • Significant return on investment • Attracts synergistic businesses • Boosts visitor spending
Opportunities	• Uses workforce in an area that is losing jobs • Improves air travel access for NW Indiana • Could tie to Chicago-Detroit high speed rail • Supports planned industrial / business park
Sustainability	• Addresses National Transportation Objectives • Leverages existing infrastructure • Encourages remediation of nearby contaminated land
Support	• Wide support from elected officials and stakeholders • RDA is providing $20 million in tollway lease funds • FAA is providing nearly $60 million • Business plan is being prepared by consultant
Cost Estimate	• Phase I -- $118 million • Phase II -- $11 million • Phase III -- $512 million

Population by Race		
White	581	16.62%
Black	2475	70.80%
Native American - Eskimo	4	0.11%
Asian	0	0.00%
Hawaiian - Pacific Islander	0	0.00%
Other	357	10.21%
Multi-Racial	79	2.26%
Total	3496	

Hispanic Population		
Hispanic	897	25.66%
Total Population	3496	

Square Miles	1.36
Population Density	2577
Median Age	38

Transportation:
Cline Avenue Repurposing

Return portions of Cline Avenue to grade to reconnect the lakefront to the regional community.

Provides access for adjacent catalytic projects.

Economic Benefits	• Connects lakefront and adjacent communities • Enables catalytic projects
Opportunities	• Stimulates lakefront development to give East Chicago new image
Sustainability	• Removes dysfunctional structure • Recycling obsolete rail and road infrastructure • Converting brownfield to new uses
Support	• Preliminary engineering studies by Indiana DOT
Cost Estimate	TBD

Population by Race		
White	9991	51.39%
Black	6111	31.43%
Native American - Eskimo	100	0.51%
Asian	80	0.41%
Hawaiian - Pacific Islander	4	0.02%
Other	2732	14.05%
Multi-Racial	424	2.18%
Total	19442	
Hispanic Population		
Hispanic	6338	32.60%
Total Population	19442	

Square Miles	4.91
Population Density	3960
Median Age	35

Priority Projects

- **Transportation**

  »Catalytic

- **Green Infrastructure**

Catalytic: Lakeside Development at USX Site

Redevelopment of 575-acre lakefront site. Former US Steel Southworks once employed 20,000 workers.

Plans include for-sale and rental housing, retail and commercial uses.

Economic Benefits	• Establish new By-State Heritage Corridor Neighborhood for 15,000 • Leverages locational assets, including Metra commuter service , US Route 41 and lakefront • Creates construction and permanent jobs
Opportunities	• Expands housing opportunities for households with diverse incomes • Provides retail for underserved South Side neighborhoods • Stimulates reinvestment in Chicago and Northwest Indiana
Sustainability	• Brownfield Reclamation • Innovative stormwater management system • Over half the site reserved for greenspace • Will obtain LEED Certification • Provides public access to transit and public lakefront
Support	• Planning included extensive public participation • Local officials remain committed • Public approval process underway
Cost Estimate	• $1 Billion

Population by Race		
White	4567	14.13%
Black	21287	65.85%
Native American - Eskimo	146	0.45%
Asian	46	0.14%
Hawaiian - Pacific Islander	31	0.10%
Other	5422	16.77%
Multi-Racial	829	2.56%
Total	32328	

Hispanic Population		
Hispanic	9805	30.33%
Total Population	32328	

Square Miles	1.61
Population Density	19988
Median Age	29

Catalytic: East 134th Redevelopment, Chicago

120 + acre development to include 953 single-family homes, townhouses, and flats

Includes 40 acres of open space

To be developed in six phases, with completion slated for 2020

Economic Benefits	• Creates new-housing choices for Far South Side • Incremental property taxes will pay for public investments in Hegewisch community
Opportunities	• Provides housing for households with mix of incomes; 40% of units targeted to those between $25,000 and $75,000 • Leverages investments in Hammond and Wolf Lake Park & Trail projects
Sustainability	• LEED Certification • Preserves significant open space • Replaces existing mobile home park with energy-efficient housing
Support	• TIF redevelopment plan approved • $26.5 million from City of Chicago through TIF • $5 million upfront for initial phase
Cost Estimate	• $287 million

Population by Race		
White	4283	82.84%
Black	54	1.04%
Native American - Eskimo	41	0.79%
Asian	16	0.31%
Hawaiian - Pacific Islander	8	0.15%
Other	559	10.81%
Multi-Racial	209	4.04%
Total	5170	

Hispanic Population		
Hispanic	1244	24.06%
Total Population	5170	

Square Miles	0.83
Population Density	6252
Median Age	40

Catalytic: Whiting Lakefront

Improve Whiting Park and Whihala Beach as elements of Marquette Plan

Initial phase underway

Economic Benefits	• Enhances public access to lakefront • Creates new-housing choices for Whiting residents • Tie to downtown Whiting
Opportunities	• Retain BP employees • Complements redevelopment of Front Street, leveraging private dollars • Provides venue for regional recreational and cultural activities
Sustainability	• Uses existing infrastructure • Connects to bike paths • Adds green space to lakefront
Support	• RDA provided $2.6 million • BP committed private funding • Political support throughout region
Cost Estimate	• $4.9 million, with $1.4 million requested from federal sources and $590,000 from City of Whiting

Population by Race		
White	4567	14.13%
Black	21287	65.85%
Native American - Eskimo	146	0.45%
Asian	46	0.14%
Hawaiian - Pacific Islander	31	0.10%
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Total Population	32328	

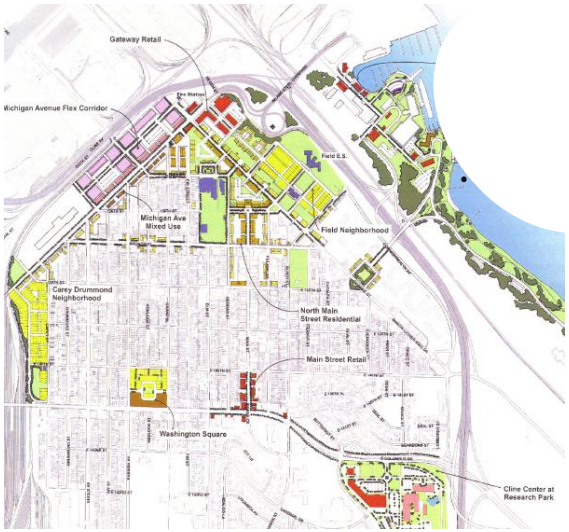
Square Miles	1.61
Population Density	19988
Median Age	29

Catalytic: North Harbor Redevelopment Initiative

Redevelop North Harbor neighborhood in East Chicago, focusing on Main and Broadway corridors

Plans call for 827 new residential units (with initial phase under construction) and 450,000 square feet of commercial and retail space

Initial beach and marina improvements underway



Economic Benefits	• Catalyst for continued economic development • Enhances quality of life for East Chicago residents
Opportunities	• Capitalizes on Callahan Park, Nunez Park and Roberto Clemente Center • Consolidates and expands existing retail
Sustainability	• Connects lakefront amenities to neighborhood • Higher densities around community retail promote walkability • Master plan includes 11.5 acres of open space
Support	• Mayor has been champion of project • Community Builders and Hispanic Housing Development Corporation fully engaged • Received $1.9 million HUD Neighborhood Stabilization grant • $2.5 million in Callahan and Nunez Parks • $5 million in streetscape and sewer system improvements
Cost Estimate	• $300 million

Population by Race		
White	3936	28.38%
Black	6250	45.07%
Native American - Eskimo	61	0.44%
Asian	29	0.43%
Hawaiian - Pacific Islander	5	0.04%
Other	3284	23.68%
Multi-Racial	302	2.18%
Total	13867	

Hispanic Population		
Hispanic	6778	48.88%
Total Population	13867	

Square Miles	1.24
Population Density	11195
Median Age	35

Catalytic: South Shore Lakefront Revitalization

Lake Michigan shoreline improvements between East Chicago marina and Buffington Harbor / Indiana Harbor in Gary

THE SHORES ON BROADWAY

Economic Benefits	• Expands housing choices in East Chicago • Adds Marina-based mixed-use complex in Gary • Strengthens beach asset for communities • Creates gateway to Lake Michigan
Opportunities	• Bookended by Ameristar Casino in East Chicago and Majestic Star Casino in Gary • Shares lakefront with Gary airport • Ties to Cline Avenue improvements
Sustainability	• Reduces congestion for rail and vehicular traffic • Consolidates utilities • Demolition of obsolete water filtration plant would free up nearly seven acres of lakefront • LEED Certification
Support	• Inter-jurisdictional partnership in place • RDA has funded initial improvements and committed $3.9 million
Cost Estimate	Costs TBD

Population by Race		
White	891	16.08%
Black	3747	67.64%
Native American - Eskimo	21	0.38%
Asian	6	0.11%
Hawaiian - Pacific Islander	1	0.02%
Other	772	13.94%
Multi-Racial	102	1.84%
Total	5540	

Hispanic Population		
Hispanic	1610	29.06%
Total Population	5540	

Square Miles	0.55
Population Density	9983
Median Age	35

Priority Projects

Transportation

Catalytic

»Green Infrastructure

Green Infrastructure: Calumet Open Space Reserve Plan

3,900 acres of wetlands, prairie, trails, and recreation areas

Photo goes here

Economic Benefits	• Provides open space and recreational opportunities for businesses and residents in a declining area • Tie into $50 million of trail and park improvements around Hammond Lakes area projects
Opportunities	• Increase visitation from bikers and eco-tourists • Facilitate workers who walk or bike to work
Sustainability	• Ties to bike paths linking Chicago to Calumet • Connects to Indiana bike trails, which connect to Michigan trails • Addresses contamination issues
Support	• *Calumet Area Land Use Plan* provides blueprint • City of Chicago has acquired 610 acres • Cooperative effort of City of Chicago, State, Forest Preserve, Park Districts, IDNR, and others
Cost Estimate	• TBD

Green Infrastructure: Hammond Lakes Area Project

Develop park infrastructure, enhance lakefront and connect to regional bike trails at Wolf Lake Memorial and Forsyth Parks in Hammond

Economic Benefits	Enhances appeal of Hammond Creates permanent jobs Contributes to quality of life
Opportunities	• Regional recreational opportunities • Amphitheater for entertainment and events • Provides amenities for catalytic residential projects
Sustainability	• Remediates and reuses former industrial properties • Consistent with National Transportation Objectives Act of 2009 • Restores plant and animal habitats
Support	• RDA committed $31.4 million over three years • City of Hammond committed $22.8 million
Cost Estimate	• $54.3 million

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Population by Race		
White	6227	91.40%
Black	18	0.26%
Native American - Eskimo	8	0.12%
Asian	17	0.25%
Hawaiian - Pacific Islander	1	0.01%
Other	400	5.87%
Multi-Racial	142	2.08%
Total	6813	

Hispanic Population		
Hispanic	1074	15.76%
Total Population	6813	

Square Miles	1.60
Population Density	4268
Median Age	43

Sustainable Communities Partnership

Joint commitment of HUD, DOT and EPA

- Enhance integrated planning and investment
- Provide a vision for sustainable growth
- Redevelop underutilized sites
- Re-establish physical and economic links between Corridor

Priority List of Projects

Transportation Projects

- **CTA Red Line Extension**
- **Arterial Connecting Roads**
- **South Shore Expansions**
- **High Speed Rail Corridors**
- **Gary Chicago International Airport**
- **Cline Avenue Repurposing**

Catalytic Projects

- **Lakeside Development / Southworks**
- **East 134th Street Redevelopment**
- **Whiting Lakefront Project**
- **North Harbor Redevelopment Initiative**
- **South Shore Lakefront Revitalization**

Green Infrastructure / Open Space / Parks

- **Calumet Open Space Reserve Plan**
- **Hammond Lakes Area Project**