



VILLAGE OF CALUMET PARK, IL

# COMPREHENSIVE PLAN

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Adopted  
December 10, 2020

GHA GEWALT HAMILTON  
ASSOCIATES, INC.

KLOA  
Planning, Landscaping, Urban, Agriculture, Inc.

RATIO

# Acknowledgments

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## Elected Officials

Ronald Denson, Village Mayor  
Omara Fonseca, Village Clerk

## Village Board of Trustees

Robert Turner  
Dorothy P. Wiggins  
Cynthia M. Potts  
Carl Hampton, Sr.  
Earl Duffin  
Norman V. Edwards, Sr.

## Village Department Heads

Mary R. Ryan, Village Administrator  
Gerard Corrigan, Chief of Police  
Jimmy Ross, Chief of Fire  
Teri Raney, Deputy Village Clerk  
Jonathan Shaw, Director of Parks & Recreation  
Marci Smith, Director of Public Works  
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Susan Stacy, Director of Cal Comm 9-1-1

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Archie Tolar, Library Trustee  
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## Consultant Team





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## **A Message from MAYOR RONALD DENSON**

Dear Residents,

On behalf of the elected officials, staff, contributors, and assistance of RATIO consultants, it is my pleasure to present the 2020-2030 Comprehensive Plan!

The Village last prepared a Comprehensive Plan in June of 1989. A lot has changed since that time. That being said, it is with utmost importance that the Village create a plan for the future outlining our vision and goals of the community.

Over the last 18 months, community workshops were held and contributors invested many hours of work to guide us with a plan through 2030.

A Comprehensive Plan is an important tool to guide future development of land to ensure a safe, pleasant, and economical environment for residential, commercial, industrial and public activities. Notwithstanding, the Village will continually review the plan to assure that it complies with current policies and practices, and recommend updates whenever necessary.

This plan expresses our community's vision for the future and outlines a plan of strategies to reach that vision. The impact on future generations—to engage the community in planning and zoning that will affect the future landscape of our Village.

We hope that the community and its partners will continue to work with us in preparing for the future of Village of Calumet Park and keeping us "The Place to Be"!

Best Regards,

A handwritten signature in dark ink, reading "Ronald Denson". The signature is written in a cursive, flowing style.

Mayor Ronald Denson



**Calumet Park At A Glance**

The Village of Calumet Park is located approximately 18 miles south of downtown Chicago in Cook County, Illinois. It is an established inner-ring suburb of Chicago with an area of approximately 3.1 square miles. The Village of Calumet Park is well positioned with convenient access to the City of Chicago and connections to the rest of the Chicago Region. I-57 passes through the Village, and South Halsted Street (US Highway 1) is located within proximity. The Metra Electric District serves the Village with one within and multiple stations located close to the Village. The Metra Rock Island District is also located just west of the Village. The orange circles represent various communities in the Chicagoland region.

The Village of Calumet Park is located approximately 18 miles south of downtown Chicago in Cook County, Illinois. It is an established inner-ring suburb of Chicago with an area of approximately 3.1 square miles. The Village of Calumet Park is well positioned with convenient access to the City of Chicago and connections to the rest of the Chicago Region. I-57 passes through the Village, and South Halsted Street (US Highway 1) is located within proximity. The Metra Electric District serves the Village with one within and multiple stations located close to the Village. The Metra Rock Island District is also located just west of the Village. The orange circles represent various communities in the Chicagoland region.





Source: Google Earth Pro

# INTRODUCTION





Source: Google Earth Pro

## The Calumet Park Comprehensive Plan

Much has happened in Calumet Park since the last comprehensive plan was adopted in 1989. Ashland Avenue and Obama Drive (127th Street) remains the Village's main intersection of commercial activities, with long-time and family-owned businesses. New businesses and streetscape improvements on Obama Drive bring growth and vibrancy into the community. As a leader in inter-jurisdictional cooperation, Calumet Park is proud to have opened the CalComm Regional 911 Call Center. This facility promotes stronger coordination among different communities and their police and fire forces. The vacant land adjacent to the Ashland Metra Station presents a prime opportunity for transit-oriented development. The community also has a robust local school district, which offers a wide variety of programs to improve residents and students' quality of life. The Village has suffered in the past from flooding issues, however, through their participation in planning efforts they have made great progress mitigating stormwater runoff and reducing flooding.

These changes and assets, with many yet more to come, present challenges and opportunities for Calumet Park as a community in the South Suburban region. The Calumet Park Comprehensive Plan creates a long-term vision and framework to better enable the Village and partnering agencies to cooperate and to address trends, needs, and opportunities in a holistic manner.

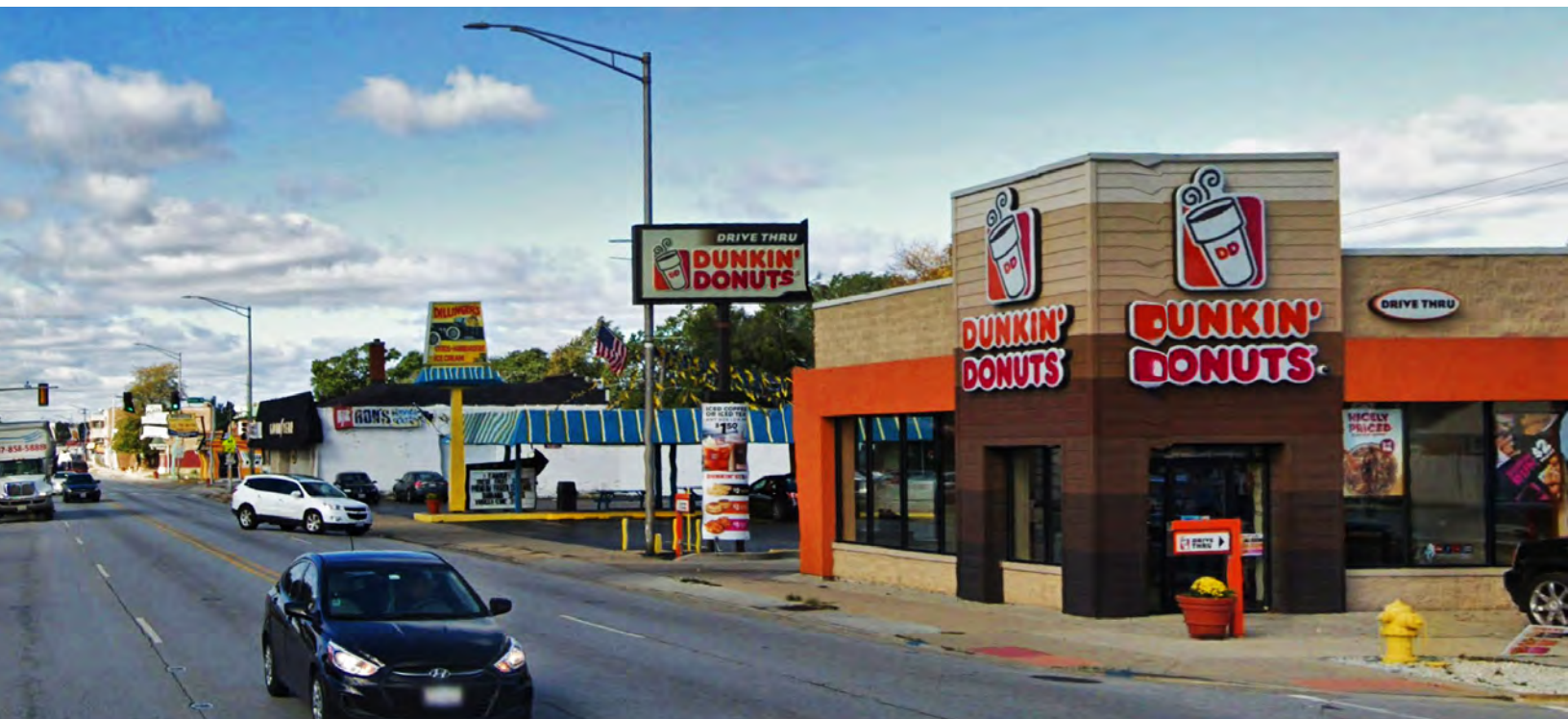
### Building on Past Planning

The Village's previous comprehensive plan was adopted in 1989. This established the Village's long-range planning efforts and identified opportunities for redevelopment and maintenance of Village services and infrastructure. The Village has successfully completed a number of recommendations from the 1989 Comprehensive Plan.

### Alignment with the Region's Comprehensive Plan ON TO 2050

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will and the federally designated Metropolitan Planning Organization (MPO) for metropolitan Chicago. On October 10, 2018, the region's comprehensive plan, ON TO 2050, was adopted. The principles of Inclusive Growth, Resilience, and Prioritized Investment inform all plan goals. ON TO 2050 guides transportation investments and frames regional





## What is a Comprehensive Plan?

The Comprehensive Plan for the Village of Calumet Park serves as the Village's official land use and development guide. It is a planning framework for the next 10 to 20 years. The Comprehensive Plan is the Village's roadmap, which details a long-term vision and a policy agenda for critical issues including land use, redevelopment, housing, economic development, infrastructure, transportation, parks and recreation, natural resources, and more. The Plan also represents a unified vision developed through the input of Village residents, businesses, staff, officials, and the consultant team. Ultimately, the Plan answers the question, "What should Calumet Park look like in 10-20 years and how do we get there?"

priorities on development, the environment, the economy, and other issues affecting quality of life. The Village of Calumet Park's Comprehensive Plan was developed in alignment with regional plan goals, and advances plan implementation.

### Local Technical Assistance Program

CMAP's Local Technical Assistance (LTA) program, in conjunction with the Regional Transportation Authority's Community Planning program, directs resources to communities pursuing planning work to advance the principles from CMAP's ON TO 2050 Regional Plan. The LTA program is funded by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Housing and Urban Development, Illinois Department of Transportation, Illinois Attorney General, Illinois Environmental Protection Agency, Illinois Department of Natural Resources, the Chicago Community Trust, and the Cook County Community Development Block Grant Disaster Recovery Program (CDBG-DR).



Source: Google Earth Pro

## Plan Structure

### Chapter 1: Introduction

What is the Calumet Park Comprehensive Plan and how it will be used? It is a foundation for decision-making to address opportunities and challenges the Village is and will be facing in the future. This chapter will also present recurring themes that emerged over the Comprehensive Plan's outreach process. These findings inform the Community Vision Statement.

### Chapter 2: Community Overview

The second chapter provides an overview of current trends in Calumet Park. It describes the community's character, history, and key findings of the demographics and socio-economic analysis from the Existing Conditions Report.

### Chapter 3: Quality of Life

Quality of Life in the Village of Calumet Park centers on the community's ability to be self-sustaining and serve its population in a healthy way. This chapter focuses on principles that aid the Village in achieving its health and wellness goals.

### Chapter 4: Community Identity

Calumet Park is a community of choice in the south suburbs and its identity is grounded in its people, history, and culture. The Community Identity chapter identifies goals and strategies to strengthen the Village's regional position.

### Chapter 5: Land Use & Development

This chapter will focus on creating consistent land use

patterns in the Village through informed choices and right-fit development patterns. The future land use plan supports the Village's priorities to create a thriving multi-modal connected community with distinct districts and defined areas of focus. Subarea planning in the Village is also included in this chapter.

### Chapter 6: Mobility

Creation of a multi-modal and connected community is at the heart of the Mobility Chapter. This chapter focuses on prioritizing pedestrian and bike paths throughout the Village and ensuring a safe and functional roadway system that can adapt to the changing needs of Calumet Park residents.

### Chapter 7: Environment

Environmental resiliency in Calumet Park incorporates best practices and strategies that support the Village's ability to mitigate storm and flood events. This chapter provides guidance on preventative means and immediate actions that can be taken to ensure the continued health and preservation of property in the community.

### Chapter 8: Parks and Open Space

This chapter summarizes the parks and open space opportunities in the Village including potential new parks and greater connectivity between existing parks. The health and wellness of Calumet Park residents is supported by well developed parks and open space.

### Chapter 9: Implementation

The Implementation chapter provides guidance on actions that the Village and its partners can take to ensure the goals of each chapter are realized.





## How to Use the Plan?

The Comprehensive Plan establishes policies that will guide physical development in the Village. These policies are vital in supporting the Village's staff, officials, and the Planning and Zoning Commission in their ability to review and evaluate future projects and developments. The Comprehensive Plan can serve as a marketing tool to highlight Calumet Park's unique assets and economic advantages within the Chicagoland region. It can also be used to support applications for grants and to demonstrate that future projects are within the Village's larger, holistic strategy rather than stand-alone efforts.

### Interpreting the Plan

Comprehensive plans are, by nature, primarily concerned with a community's physical development and the day-to-day decisions that influence future growth and development. Though it is important for the community to identify and assess current issues, the community must also consider the Comprehensive Plan's intent and goals in an effort to identify a desirable outcome for the community.

The Comprehensive Plan is intended to provide a framework for implementation of the community's collective vision for the future. The goals and strategies are deliberately meant to be future-focused. The action steps are intended to be incrementally implemented and guide the day-to-day decisions concerning specific and task-oriented activities. Interpreting the Comprehensive Plan in this way will enable the members of the Planning and Zoning Commission and Village Board to justify their approval, or denial, of any proposed development or redevelopment in or immediately surrounding the Village of Calumet Park. It will also empower the residents of Calumet Park to shape the future of their community and contribute to its continued growth and prosperity.

### Use the Plan Daily

Once adopted, the Comprehensive Plan serves as the Village's official guide to land use and development. It should be used on a daily-basis to inform everyday decision-making. The Village should provide briefings for all newly-appointed or elected officials and newly-hired staff, to ensure familiarity with the Plan in reviewing future projects and developments. The Comprehensive Plan should be made available and easily accessible to all Village staff, elected officials, boards, commissions, and members of the Calumet Park community.

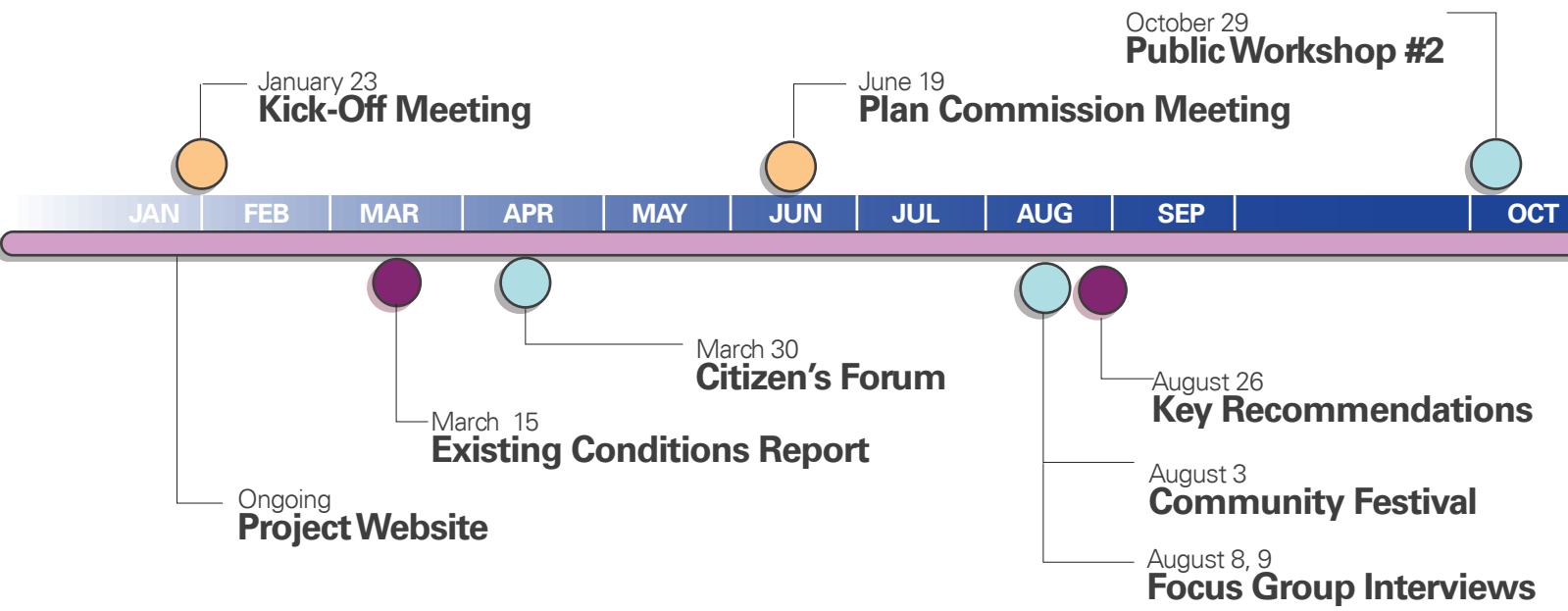
### Update the Plan Regularly

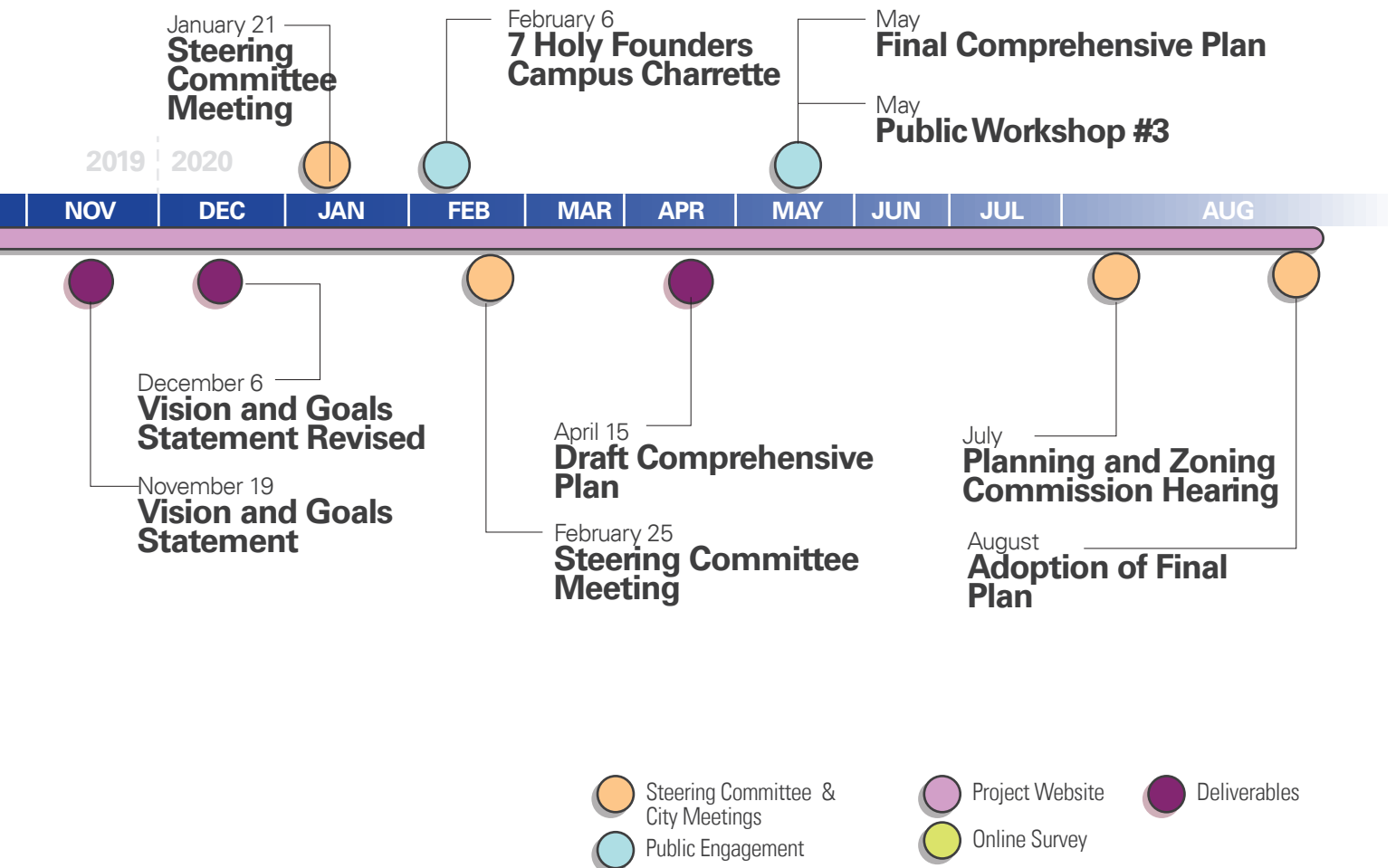
It is essential for the Comprehensive Plan to serve as a living document and be regularly updated to reflect the community's changing needs. The Village could undertake an annual review to update the Plan, in addition to performing more comprehensive reviews and updates to the Plan every three to five years. This would require coordination between Village departments and stakeholders. If changes or revisions are necessary during the review, the Village can adopt them as amendments to the Comprehensive Plan. If the Village does not have the capacity to update the Plan, then the Village may consider releasing a Request for Proposal to solicit services from planning consultants.



# Project Schedule

To create the Village of Calumet Park’s Comprehensive Plan, the voices of the community added valuable insights and personal experience to the Plan. The public engagement process provided a variety of opportunities to participate in the creation of the planning process and succeeded in understanding the public’s needs, preferences, priorities, and vision for the Village.







Source: Google Earth Pro

## The Planning Process

The Comprehensive Plan Update was structured over five phases and took 18 months to complete. Each phase is built on the previous phase to create the Comprehensive Plan.

- **Phase 1 – Evaluate:** The first phase of the planning process included a kick-off meeting with Village leadership, staff, and the Steering Committee to discuss and review the Comprehensive Plan Update's overall direction. It also included a definition of the public engagement process. This phase also included data collection, analysis, and research that are synthesized into an Existing Conditions Report.
- **Phase 2 – Investigate:** In this phase, input and information was gathered from community residents through in-person meetings, workshops, and an online survey. This phase also involved gathering data from the Village, community, service providers, local agencies, and organizations. The data was analyzed to draft the Plan's Vision, Goals, and Strategies.
- **Phase 3 – Enhance:** In this phase, input gathered from the community outreach process was reviewed and synthesized with other available data to formulate plan recommendations. Key recommendations and a draft plan will be created for review.
- **Phase 4 – Empower:** This phase included the preparation of plans, recommendations, and policies that address future land use, housing, transportation,

infrastructure, natural resources, and economic development. This phase makes up the core of the Comprehensive Plan Update, reflecting the Village's collective vision.

- **Phase 5 – Integrate:** A final Comprehensive Plan Update was prepared for public review and comment. The draft was revised and presented to various Village's departments and bodies for additional revisions. The draft plan was then finalized and presented to the Village Board for adoption on December 10, 2020.





## Public Engagement

Engagement of Calumet Park's residents, elected and appointed officials, and development and business communities is at the heart of the comprehensive planning process. Community stakeholders who are invested in their community will promote the principles and policies of the Comprehensive Plan and support Village leadership in its implementation. During workshops and focus group interviews, the team found several key findings that informed selection of the themes for the Plan. Community priorities gathered from residents included:

- Preserving the Village's character but modernizing facilities and amenities.
- Maintenance of the strong culture of civic engagement
- Promotion of public art, entrepreneurship, and diversification of businesses
- Beautification along major corridors such as Obama Drive and throughout the community
- Creation of stronger local and regional trail and greenway systems
- Cultivation of multi-generational collaboration including after school and vocational programs
- Development of underutilized parcels and properties
- Creation of additional recreational, entertainment, and shopping destinations

Youth in Calumet Park expressed interest and commitment to their community. Many youths engaged in the process described the Village as a safe place and had a desire to continue to participate in its improvement. They desired additional teen activities and connection with other regional destinations, such as Marshfield Plaza and the Little Calumet River. Some youth expressed a desire for additional arts and culture-related activities such as dance studios or gaming facilities. These comments can help decision-makers prioritize resources and connect with residents' needs to fulfill the community's potential.

## Project Kick-off Meeting

The project began on January 23, 2019 with a Kick off Meeting with representatives from the Village, the selected Steering Committee, and the consultant team. The meeting established parameters for the project, refined the scope and schedule, and defined project communication protocols. The selected stormwater consultant, Hey and Associates, presented their findings and recommendations for ongoing stormwater mitigation work in three pilot areas of the Village.

## Steering Committee Meetings

Two Steering Committee meetings were held on 12.3.19 and 1.23.20 to determine the direction of the project.



In each meeting, decisions were made regarding the key recommendations for the project and goals for implementation. The Steering Committee provided guidance and confirmed policies included in the Plan.

## Focus Group Interviews

In-depth conversations with Calumet Park stakeholders to create a plan that addresses the challenges and opportunities in the Village informed the Plan were held on August 6 and 7, 2019. The diverse group of stakeholders represented a broad range of perspectives including:

- Residents and neighborhood organizations
- Faith-based organizations
- Business owners and major employers
- School districts, private schools, and higher education institutions
- Local economic development organizations
- Workforce development agencies
- Social service and housing agencies
- County and state level transportation agencies
- Village boards and commissions
- Village administration and staff

## Listening Sessions

In addition to Focus Group interviews, several listening sessions were conducted to better understand specific challenges and opportunities related to the Recreation

Center, multi-modal transportation and innovative stormwater mitigation. In conversations with Active Transportation Alliance, Hey and Associates, and the Parks and Recreation department, recommendations and coordination of key recommendations and policies were created to satisfy group goals. These listening sessions also supported coordination of long-term redevelopment strategies for the Parks and Recreation Annex and identified locations for potential new park space consistent with recommendations in the stormwater memo.

## Citizens Forum (3.30.19)

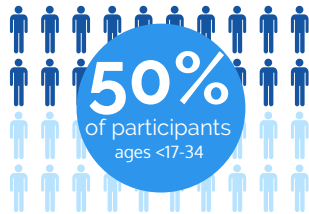
The Citizen's Forum is a community meeting held twice a year in the Village. The Forum showcases the wide variety of organizations and services available in the Village. During this Forum, over 20 residents completed a multi-question survey about their planning priorities. Emerging trends included:

- The Village has positive character attributes
- Quality of life amenities such as parks and transportation were rated highly
- Economic and community development was important to residents
- Most residents desired a new, full-service grocery store
- Many residents had lived in the Village over 15 years



# Village of Calumet Park Comprehensive Plan

## Public Engagement



### YOUTH HAVE A VOICE

Calumet Park residents who answered the survey represented a variety of age groups and had wide ranging experiences with the Village.



**106 total  
participants**

## KEY FINDINGS AND THEMES

### Positive Feelings about Community



Over 77% of respondents used positive words to describe Calumet Park

### Safety



Residents generally felt the Village was a safe place and is a key topic of interest.

### Economy



54% of respondents desire additional development and more options in commercial corridors

### Affordability



Housing affordability was rated highly as a benefit of the Village

### Comfort



39% of respondents like to meet friends and family in their homes. This illustrates a strong sense of community.

### Potential



Most respondents prioritize upkeep of residential and commercial properties as an impediment to improvement.

### Community Development



Development of quality of life related elements is a top priority of respondents.

### Parks



Parks and open space are important to residents and a key topic area of importance.



**We Love Calumet Park!**

A majority of respondents love a variety of characteristics and attributes of the Village. Residents participate in programming throughout the Village and would continue to frequent these locations as well as additional offerings.

## OTHER CHARACTERISTICS



92% work outside of the Village



50% use their own car for primary transportation



A majority of respondents want a grocery store



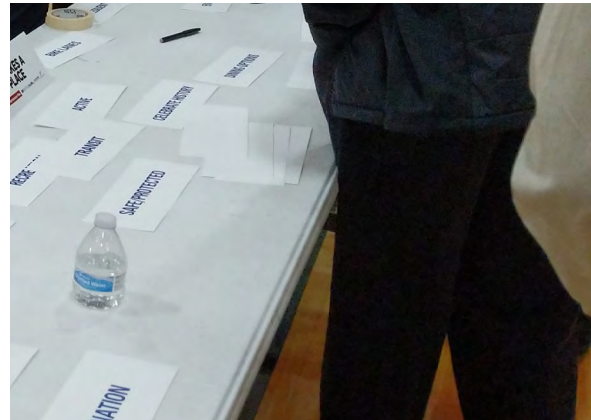
More retail is desired, second to grocery



Public space and gathering are important



Housing choice and vacancies are priorities



## Community Fest

The Community Fest on August 3, 2019 encouraged resident participation by featuring organizations, services, food, and entertainment. The Comprehensive Plan team conducted a survey to better understand resident preference and priorities. The majority of participants in the survey were youth under 18 years old. This unique voice provided input into the planning process. Key themes that emerged from the survey results were:

- Friends and family are important
- The Village is centrally located in the region
- Safety, parks and open space are priorities
- Most residents would like more community programming such as food and drink, arts, and a farmers market
- Additional businesses are desired with an emphasis on grocery stores
- Most residents meet each other at their own homes or over food
- Most residents work outside of the Village

## Public Workshop

The public workshop took place during a second Community Forum on October 9, 2019. Over 50 people participated in the workshop which included a presentation, a mapping exercise that included place-based considerations, visioning, and identifying

characteristics of what makes a great place. Key themes included:

- Modernize Calumet Park
- Keep the community safe
- Maintain the family-friendly environment
- Increase beautification along the commercial corridors
- Increase dining option, retail and entertainment options
- Improve the library with updated facilities and technology

## Survey

In addition to the public engagement events in which the survey was administered, the survey was also available at the Village Hall between events. Several community members completed the survey. Their results were consistent with the previous two events in which the survey was administered. The survey took place between August 3, 2019 and October 9, 2019.

## Website

The project website communicated the project progress, project schedule, meeting announcements and other pertinent information about the planning process. The website was updated regularly and served to extend public engagement throughout the planning process.





# COMMUNITY OVERVIEW





## Community Character

Welcome to Calumet Park! The Village of Calumet Park is a vibrant community in Chicago's South Suburban region. Most residences in Calumet Park are single-family detached houses. This land use and neighborhood framework is a defining characteristic of the Village. There are pockets of multi-family housing, which mostly consists of two- to three-story apartment buildings, located along the Village's commercial corridors. There are several opportunities for growth in the Village, in particular, the areas between 119th and 123rd. Utilizing best practices in green infrastructure, Complete Streets, design strategies, and site improvements is important to mitigate future events related to flooding and leverage the community's assets to encourage economic development.

The residents of Calumet Park are involved with the community and are a tight-knit group. Residents take pride in the family-friendly community and ability for seniors to continue to make their home in the Village. The Village has enjoyed relatively low levels of crime and a sense of safety for decades. Supported by a good school system and partnerships with local sports and arts institutions gives the next generation of Calumet Park residents a sense of belonging and space to grow in the community. Public and municipal services are well-distributed and service the entirety of the community through both in-person support as well as Village-wide conversations. These structures have built trust in the

Village and have resulted in many successful projects and grant applications to continue to enhance the social, economic and physical environment in the community.

Shopping and dining are centered around the Village's two major commercial corridors- Obama Drive (127th St) and Ashland Avenue. I-57 provides Village residents convenient vehicle access to Downtown Chicago and the regional expressway system, however it also divides the Village into east and west. The Village also has access to two Metra lines, the Metra Electric District and the Metra Rock Island District. The Ashland Avenue Metra Electric Station is located within the Village, and west Calumet Park residents are within a short distance from the Metra Electric Burr Oak station on 127th in the City of Blue Island. There are desirable opportunities for infill transit-oriented development adjacent to these stations.

Parks and open space provide much needed relief from the relatively dense housing and are treasured amenities in this family friendly community. Veterans Park, a portion of Centennial Park, and the field adjacent to the Recreation Center are public parks in the Village. The Cedar Park Cemetery has cultural and historic significance as a conservation area, but is largely disconnected from the rest of the Village.

Industrial uses are concentrated in two areas in the Village along the west side of I-57, and the area between Vermont Street and the Little Calumet River. These areas will likely to remain as they contribute to the Village's employment



## Community Principles

### Resilience

The Village's natural resource systems and infrastructure are adaptable and able to function during times of critical need. Social systems, natural resources, and infrastructure are improved to become more durable, making them recover quickly from short-term distress and long-term stress.

### Inclusive Growth

Calumet Park offers economic opportunities for all of its residents regardless of their background, age, or income. Doing so enables them to experience prolonged periods of prosperity and stability, with fewer and shorter periods of economic stagnation or decline.

### Prioritized Investment

It is critical to prioritize investments and management of public revenues to maximize benefits to the community. Calumet Park's ability to leverage mixed funding streams, including limited government resources, demonstrates the Village's ability to leverage opportunities where available.

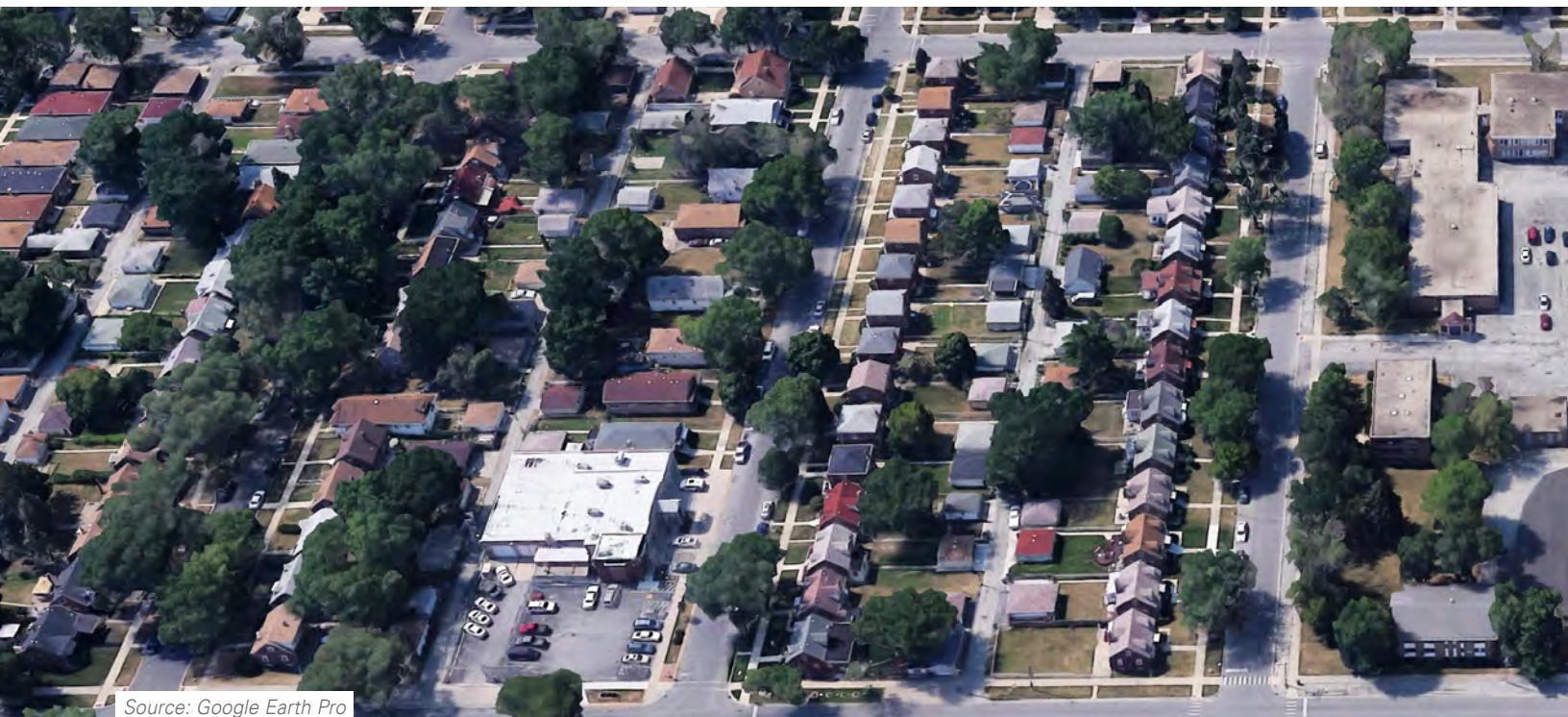
base and are generally well screened from adjacent residential neighborhoods.

The residents of Calumet Park are involved with the community and are a tight-knit group. Residents take pride in the family-friendly community and ability for seniors to continue to make their home in the Village. The Village has enjoyed relatively low levels of crime and a sense of safety for decades. Supported by a good school system and partnerships with local sports and arts institutions gives the next generation of Calumet Park residents a sense of belonging and space to grow in the community. Public and municipal services are well- distributed and service the entirety of the community. These systems have built trust in the Village and have resulted in many successful projects and grant applications that enhance the social, economic and physical environment in the community.

## The Future of Calumet Park is Bright

Calumet Park's assets and attributes provide opportunities for the Village to implement the goals and strategies of this Plan. Current opportunities include several grants that focus on improvement of the roadway system and creation of a true multi-modal environment. Assessing resources to mitigate flood events in the Village also enhances resident quality of life. The Village is committed to the creation of a future-focused community that embraces challenge with positivity and action.





Source: Google Earth Pro

## Community History

Calumet Park began as an expansion of the City of Blue Island but has evolved into its own community with a unique character. Originally calling their neighborhood Caswell, the community of approximately two- to three-hundred residents with various ethnicities incorporated as DeYoung in 1912. Polish immigrants soon gained control of the Village, changing the name to Burr Oak and then, finally to Calumet Park in 1925.

The population of Calumet Park reached approximately 1,600 in 1940. After World War II, the I-57 expressway was constructed and bisected Calumet Park. This divided the community into two, however, I-57 provided Calumet Park direct access to Chicago Loop. This contributed to a population boom and builders, seeing a new opportunity, constructed a significant number of new homes for the workforce. The community became close-knit as the population expanded, with many relatives and families living nearby and/or in the same home. By 1970, the Village's population reached 10,100, with 60 businesses, mostly located along the commercial corridors of Obama Drive (127th Street) and Ashland Avenue. Despite the growth, the Village of Calumet Park still relied on neighboring communities, such as Blue Island, for employment and shopping.

In 1949, St. Donatus, established a Roman Catholic mission and parish in Calumet Park to accommodate the predominately Irish and Polish Catholics in the area. 25 years later, the mission evolved into the Seven Holy Founders Church, becoming Calumet Park's most popular religious institution. It, along with the Calumet Park Recreation Association, gained broad support to build a public swimming pool and a small library in 1964. By 1980, a quarter of Calumet Park's population was aged 65 or older. In 1989, the Village adopted its Comprehensive Plan, creating a unified vision on how the Village should move forward.

Between the 1970s and 1990s, Calumet Park experienced a significant demographic change. African Americans became the Village's predominant population, accounting for about 72 percent of Calumet Park's total population by 1992. The demographic change resulted in racial conflict. A series of racially motivated incidents prompted the Village to review its public safety protocols and consequently led to positive changes. One of these changes was Buster Porch being elected as the first Black mayor of Calumet Park in 1996.





The Village of Calumet Park remains a strong and tight-knit community. In 2013, severe flooding resulted in damages to many areas of Calumet Park and in neighboring communities. Since then, the Village has undertaken planning efforts to build resiliency in the community. This includes a Planning Priorities Report with CMAP to identify priorities and near-term strategies the Village can implement to address pressing issues. That report This led to this document, an update to the Village's 1989 Comprehensive Plan. Additionally, the Village has been active in grant attraction in recent years. In 2018, the Village was awarded grant funding to complete design engineering for the reconstruction of Winchester Avenue between 124th and Obama Drive (127th St) to improve stormwater management. The Village continues to be vigilant with flood prevention and focused on improving resident quality of life.

## The First Obama Drive in the Country is in Calumet Park

In 2010, Mayor Joseph DuPar and the Village Board approved renaming 127th Street as Obama Drive. The renaming is intended to honor the 44th President of the United States. State Senator Emil Jones III read a proclamation of the Illinois Senate in honor of the Village's dedication. The Village's 127th Street became the first Obama Drive in the nation and the first road named after President Barack Obama in his home state of Illinois.

Source: <https://www.revolv.com/page/Calumet-Park,-Illinois>



Source: Google Maps Streetview



## The Future of Calumet Park

Critical to understanding the future of Calumet Park, is understanding past decisions, position in the region, existing perceptions of community, and current challenges and opportunities. While many of these analysis criteria were discussed in the Existing Conditions Report, the community overview identifies opportunities and challenges in the Village and supports the development of recommendations structured around the key themes for the Plan. The community overview includes significant milestones in Calumet Park's history and its impact on present-day planning. This community snapshot identifies issues and needs, and community character to be preserved and celebrated in the Comprehensive Plan. This section provides validation for key recommendations and policy solutions.

## A Healthy Economy

Throughout the outreach process, community members stressed the importance of a healthy economy in Calumet Park - especially as it relates to convenient retail, healthcare, and grocery. The Village's strategic location in the south suburbs, affordable housing, and location along the Metra Electric commuter line are invaluable for employees. Job creation that focus on entrepreneurship and partnerships improves results in positioning residents for jobs of the future. Improving Calumet Park's residents' sense of community is also critical in attracting more people to work and invest in the Village. Currently, most residents (approximately 90%) travel outside of the community for work. Support for and fostering of small and local businesses, especially along established commercial corridors, is a priority. Redevelopment of underutilized sites, such as Raceway Park Shopping Center, are catalysts for additional economic growth in Calumet Park.

## A Diverse & Equitable Community

Calumet Park's residents are committed to the community and most have lived in the Village their whole lives. Close knit blocks that celebrate residents' shared community legacy are an asset and unique characteristic of the Village. The Village offers a number of opportunities for engagement of youth, seniors and families. The values of the community are present in their prioritization of recreation, supporting social services, faith-based organizations and education. Additional housing options, especially near the Ashland Metra Electric station, will give residents greater choice, ability to age in place, and give the Village ability to continue to attract new residents.





## Sustainable Strategies

Calumet Park prioritizes the protection, conservation, and improvement of its natural environment to improve the quality of life in the Village. Sustainability includes community resilience and active mitigation of threats to property and quality of life. Community members use its parks regularly for recreation. Emphasis on connectivity between parks as well as multi-modal access to parks via trails is important to creating effective green systems network. The Little Calumet Riverfront is a unique natural resource in the community. Providing access or connection to this water body would be an amenity to the Village's residents. Community residents recognize that beautification contributes to a more resilient natural environment in Calumet Park, as well as improves the perception and identity of the Village.

## Community Mobility

The Village of Calumet Park works diligently with its transportation partners: Metra, Pace, CTA, and the Illinois Department of Transportation to improve mobility options for Calumet Park residents. Community members benefit from bus access and more frequent weekend service for Metra trains to transport them in and around the region. A continuous sidewalk network improves pedestrian mobility and accessibility and allows residents to experience the Village safely. Beautifying Calumet Park's major corridors promotes safer neighborhoods and encourages interaction and economic development activity. Improving connections between the Little Calumet riverfront and adjacent neighborhoods is a priority.

## Increased Organizational Capacity

Having the ability to implement key goals and strategies is of paramount importance for the Comprehensive Plan. This will require renewed collaboration and focused investment in addressing both today's challenges, as well as future challenges, in Calumet Park. Increasing the Village's organizational capacity by partnering with community agencies and organizations is critical to improving residents' quality of life. Identifying and pursuing funding opportunities is also an important method to bring the Plan's recommendations to fruition.



## Community Vision

The vision statement defines the guiding principles and aspirations of the Village that will evolve over time to support sustainable development, serve the community, and provide multimodal connectivity linking people to destinations and opportunities. The vision statement is reflective of the voices of the community and the future stakeholders envision. In addition, the vision statement seeks to provide guidance for creating partnerships and building consensus among the various resident constituencies and organizations to build capacity for the implementation of the Plan. The vision statement also advances the core principles of the comprehensive plan for the Chicago region - ON TO 2050 - inclusive growth, resilience, and prioritized investment. The vision statement provided below is intended to inspire decision-makers and public officials to achieve the goals and strategies for each key theme. The overall vision statement was created with input from Calumet Park residents during workshops, surveys, and focus group interviews.





## Vision Statement

**The Village of Calumet Park is a safe and vibrant community with a strong business sector and engaged citizens. Calumet Park’s diverse and updated housing stock enables residents to age-in-place while welcoming new residents to establish deep roots in the community. The Village leverages successful redevelopment opportunities and enhances its gateways to create a unique identity in the south suburbs and harness economic success. Residents have convenient access to goods, services, and a variety of dining options. The Village invests in state-of-the-art facilities that enhance public safety and education. Calumet Park residents enjoy access to a variety of park space, access for pedestrians, bikes, transit users, and drivers, and expanded leisure and recreation activities. Having a strong sense of pride in their community, residents proactively work with the Village and other organizations such as the school district and other institutional partnerships to make Calumet Park an attractive place to live and work.**

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3

## QUALITY OF LIFE



## We love Calumet Park!

It is critical to maintain a high-quality of life for Calumet Park residents so they can enjoy being involved with the community and have a strong sense of pride. Quality of life principles allow residents to stay in the community and facilitate their longevity. The Village of Calumet Park continues to attract families seeking affordable housing, good schools, and a safe place for their children to grow up. The Village's ability to adapt to the changing needs of its residents and maintain high-quality facilities will distinguish it from surrounding communities. Calumet Park is a community of choice in the Southland due to its central location and transportation accessibility. However, improvement of housing diversity, access to healthcare, and focus on the health and wellness of its residents can have a positive economic impact and is responsive to the demand of younger generations.

## Community Facilities

Community facilities in the Village of Calumet Park provide efficient delivery of public services and enhance the community as a desirable place to live and do business. These facilities include: public and private schools, municipal services, civic institutions, and religious facilities. In addition, charities and civic-minded businesses contribute to the quality of life and "social capital" of the Village. The Village's working relationships with service providers improve the overall level of service provided to Calumet Park residents and ensure their needs are addressed.

### Civic Facilities

In addition to schools, parks and open space, civic facilities provide important services to Calumet Park residents and enhance the community's overall quality of life. These facilities include: CalComm Regional 911 Call Center, Village Public Library, and the Village's Recreation Center. The Village should work to improve its municipal facilities, balanced with their impact on residential areas, and encourage the same for external civic organizations.

Civic facilities provide important services to the residents of Calumet Park and include: the Calumet Park Public Library, Village Hall, CalComm Regional 911 Call Center, numerous religious institutions, among others. The Village's commitment to its residents and delivery of





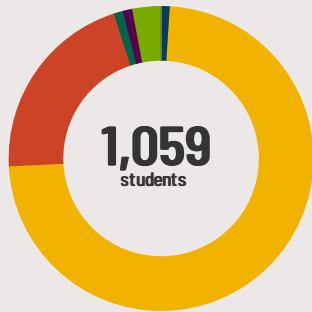
# Calumet Public SD 132

1440 W Vermont Ave Calumet Park, IL 60827 (708) 388-8920

Grades: PK - 8

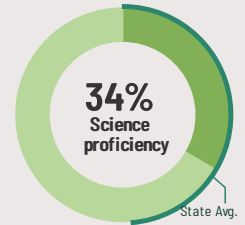
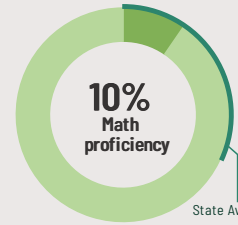
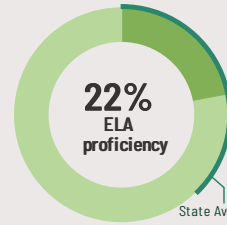
Superintendent: Dr.Elizabeth Reynolds

## Fast Facts



### Student Characteristics

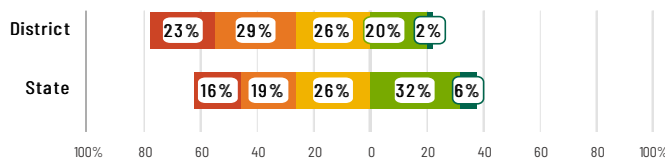
White	1%
Black	74%
Hispanic	21%
Asian	1%
American Indian	1%
Two or More Races	3%
Pacific Islander	0%
Low Income	64%
English Learners	11%
With IEPs	13%
With Disabilities	-
Homeless	1%



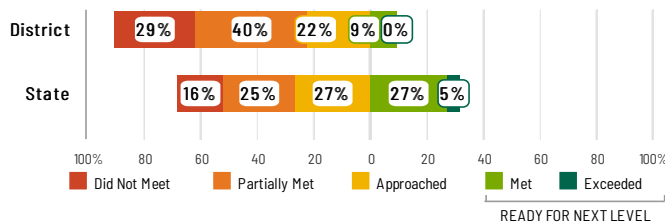
## Academic Success

All Illinois students in grades 3-8 take the IAR assessment each year. High school students take the SAT in English Language Arts and Math.

### English Language Arts



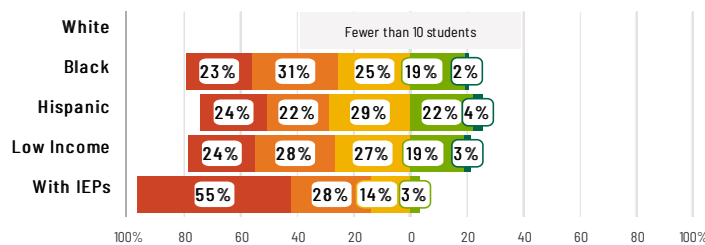
### Mathematics



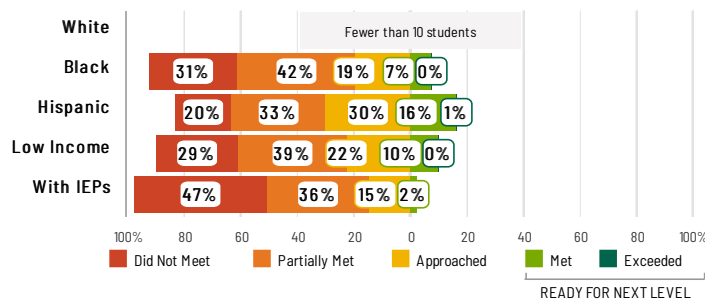
## Success by Student Group

This display shows IAR ELA & Math performance levels for each student group. No data is shown for groups with fewer than 10 students.

### English Language Arts



### Mathematics



## District Finance

Instructional Spending per Pupil includes only the activities directly dealing with the teaching of students or the interaction between teachers and students.

	2016	2017	2018
District	\$5,068	\$5,590	\$5,853
State	\$7,853	\$8,024	\$8,172

Operational Spending per Pupil includes all costs for overall operations in this district, including Instructional Spending, but excluding summer school, adult education, capital expenditures, and long-term debt payments.

	2016	2017	2018
District	\$10,926	\$11,551	\$12,371
State	\$12,973	\$13,337	\$13,764

## Student Attendance and Mobility

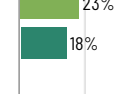
### Attendance Rate

Rate at which students are present at school, not including excused or unexcused absences



### Chronic Absenteeism

Percentage of students who miss 10% or more of school days per year either with or without a valid excuse



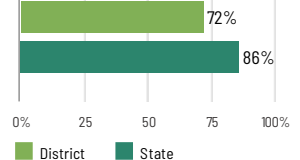
### Student Mobility

Percentage of students who transfer in or out of the school during the school year, not including graduates



### Teacher Retention

Percentage of full time teachers who return to the same school year to year





municipal services continues to be a priority. Collaboration between religious institutions and service organizations strengthens the Village as a whole. Youth sports leagues are an important means of bringing together children from the Village and surrounding municipalities. Sports teams and youth athletic programs are well-attended and well-organized through partnerships with the Recreation Center and private organizations. These programs promote “connectedness” among Calumet Park parents and their children.

## Religious and Other Institutions

There are numerous religious institutions within the Village of Calumet Park that play an important role in the daily lives of residents as well as act as social service providers. These institutions add to the overall sense of community and are considered an important component of the community in their ability to unify residents and communicate news, initiatives, events, and programs offered by the Village. During focus group interviews, residents expressed pride in the culture of faith-based service and contributions of this community to the Village. Redevelopment of the former 7 Holy Founders site will increase the Village’s ability to provide space and place for community education and recreation. The Calumet Park Church Alliance also plays an important role in the community and is made up of several faith based organizations.





## Health and Wellness

Calumet Park's most vulnerable populations including the homeless, veterans, and seniors benefit the most from a robust and integrated healthcare system. Calumet Park currently does not have a health center located within its boundaries. The closest hospital is over 30 minutes from the Village. Since the closing of Metro South, nearby healthcare facilities include:

- OSF Little Company of Mary (Evergreen Park)
- Advocate Christ Medical (Oak Lawn)
- Ingalls Memorial (Harvey)
- Palos Hospital (Palos)

In the past two years, Calumet Park has sent over 9,000 EMS runs outside of the community. Creation and maintenance of additional options is important to preventative care of Calumet Park residents. Access to these facilities by public transportation will allow a greater proportion of residents to actively participate in their healthcare, until a facility can be provided in the Village. Partnering with area transportation agencies to ensure routes and facilities are accessible and available will contribute to Calumet Park's overall health and mitigate challenges identified in the Cook County Health Assessment.

## Profile: Cook County Health Status Assessment

Cook County Department of Public Health provides public health insights and data and reports for:

- Behavioral health
- Chronic diseases
- Communicable diseases
- Emergency preparedness
- Environmental health
- Health equity
- Nursing services

## Assessment Reports

The CCDH Health Assessment Reports help municipalities understand the underlying health issues of their populations and empower them to make better decisions based on health data gathered annually. The report provides guidance and causes of health issues and can be effective in supporting decision making around health care provisions and services. There is a connection between place and health. Creating healthy physical environments promotes healthy living in Calumet Park.

source: [www.cookcountypublichealth.org](http://www.cookcountypublichealth.org)



## CalComm Regional 911 Call Center

CalComm Regional 911 Call Center was constructed to enhance the coordination of emergency services in the South Suburban Region. The Center is equipped with state-of-the-art emergency communications services and utilizes Next Generation 9-1-1 (NG9-1-1) technology. A major difference between present 9-1-1 and NG9-1-1 technology is that the latter enables multiple venues for the public to make emergency calls. They can make voice, text, or video emergency calls from any communications devices through the Internet. This technology also enables emergency calls originating from various types of personal safety devices, medical alert systems, and sensors. The NG9-1-1's infrastructure allows nimble integration of multiple 9-1-1 services, improving regional coordination of emergency services.



## Village Hall Relocation

The existing Village Hall's facilities are considered antiquated, and it is likely that relocation would improve the efficiency of service delivery and coordination amongst Village departments. To begin the process of relocating Village Hall, an assessment of the existing facilities would need to be conducted. A plan can then be created to determine how to meet the needs of each department in the future in a modern facility.

Additionally, relocation of facilities would present an opportunity for redevelopment/reuse of the existing Village Hall. A study on reuse options for the vacated Village Hall would also benefit the Village.





## Village Public Library

Calumet Park's Public Library is an important asset in the community and serves the community in a multi-faceted way with lending, cultural programs, and community gatherings.

Looking ahead, the library has opportunities to relocate and modernize at other locations in the Village and enhance its versatility as both a library and a multi-purpose community facility. A subarea plan will propose several of these options for the Village's public library.

## Profile: Library / School Partnerships & Service

The existing Village Public Library currently faces challenges regarding its continued sustainable function. Partnering with local school districts can be an effective method to increase the library's capacity to serve Calumet Park's residents. Below is an example of a partnership between a public library and a public school in Pryor, Oklahoma.

**"Pryor Public Library** collaborates with the local high school to support their technology needs. Shreffler, who teaches the high school computer classes and acts as Pryor Public Library's technology consultant, explained that when the current librarian wanted to spend money to hire a full-time IT staff member, he stepped in and offered his students' services instead. "I have students that are available about every hour, and we train them to help," Shreffler said. "And it's a good thing for us and it's not a lot of trouble." Shreffler and his students visit the library several times a week to perform a variety of maintenance chores on the computers, including replacing malfunctioning computer components, installing software and troubleshooting occasional connectivity problems. Because most of the computers are more than four years old, having a regular maintenance team has been especially useful in keeping Pryor Public Library's machines functional."

Source: <http://www.techsoupforlibraries.org/planning-for-success/communication-and-partnerships/tools/ten-examples-of-successful-library-collabo>



Source: Google Earth Pro

## Recreation Center

The Village's Recreation Center is the only public and indoor facility in the Village and hosts many community events at various scales. The Recreation Center is also an important source of employment for Calumet Park's youth. It offers year-round job opportunities for youth, which is an effective method to prepare them for their future and promote productive use of their time outside of school. It also serves as inspiration for the Village to explore increasing employment for youth in its other departments.

For all the wonderful things that the Village's Recreation Center is to its community, there is still need. Based on conversations with project stakeholders, the Center lacks multi-purpose spaces and its gymnasium space is not flexible. For example, the Center does not have the necessary equipment to partition its gymnasium space. This results in a small-scale dance class occupying the entire gymnasium space, whereas having partitioning equipment could enable this space to concurrently host multiple events.

Additionally, having acquired the former Seven Holy Founders property, the Village has the opportunity to repurpose this space for a multi-faceted parks and recreational use for the community. While considering options for this site, the Village is referring to the property with the working title of Village Annex. This opportunity is a necessary and welcomed challenge for the Village to complete in the future.





## Education & School Districts

Education in Calumet Park is provided by public institutions. There are no private schools in the Village. The school districts serving Calumet Park contribute positively to Calumet Park residents' quality of life and are key factors in Calumet Park's desirability as a community to live in and raise a family. The Village should continue to support the operations and improvement of these facilities, balancing their impact on surrounding areas, and foster cooperation with citizen groups and social organizations to maintain high-quality education and school facilities.

### Calumet Public School District 132




Public School District #132 provides education for Calumet Park's students in three schools - Burr Oak Academy, Burr Oak Elementary, and Calumet Middle School. Primary education, the operation and improvement of existing facilities, and cooperation amongst schools to maintain high-quality opportunities for Calumet Park youth, area top priorities for the Village's continued success. The school district is planning and seeking resources to expand its already robust set of after-school programs. It is also working to strengthen parents' engagement with the Village and the school district, as this is an important component to improve students' education. This is also help enhances students' sense of community, which may

encourage them to move back and invest in Calumet Park as they grow older.

### Community High School District 218

District 218 is the designated district to serve the high school education needs of Village residents. After graduating from Calumet Middle School, students typically attend Harold L. Richards High School or Alan B. Shepard High School. Both schools are located outside of Calumet Park. In 1988, a new busing policy adopted by the district board changed the designated high schools for Calumet Park students. Students no longer were included in enrollment at nearby Dwight D. Eisenhower High School in neighboring City of Blue Island, and were instead enrolled in Richards High School in Oak Lawn and Shepard High School in Palos Heights.

### Legend

-  Calumet Park  
Municipal Boundary  
 Metra Station  
 Government

- Public Safety
- Education
- Religious Institution
- Parks / Open Space



## Community Facilities & Parks

- |   |  |    |  |
|---|--|----|--|
| 1 | Veterans Park                                    | 7  | Calumet Park Public Library                                      |
| 2 | 911 Cal Comm Center                              | 8  | Calumet Township<br>Community Center                             |
| 3 | Fire Department                                  | 9  | St. Isidore Catholic School                                      |
| 4 | Burr Oak Elementary School &<br>Burr Oak Academy | 10 | Father Sylvester Fields  |
| 5 | Parks & Recreation Center                        | 11 | Calumet Middle School &<br>Calumet Public School<br>District 132 |
| 6 | Village Hall and Police<br>Department            |    |  |





## Profile: Retail Health Clinics

Retail clinics offer convenient, low-cost basic primary care treatment, screening and diagnostic services in a variety of settings. Increasingly, these clinics are an integral part of the U.S. health care system. Many retail clinics are adapting their offerings to provide basic chronic care management services and forming partnerships with area health systems in efforts to become better integrated with other community providers. Some retailers are leveraging other assets within their stores, including pharmacies and healthy foods, to create a package of enhanced services for customers and payers. A few retailers have gone a step beyond and are exploiting the enormous foot traffic they generate to offer additional services not traditionally found in their stores, including enrollment assistance and access to public nutrition programs.

Increasingly, retailers are bundling clinic services with pharmacy, nutrition, lifestyle and obesity management programs to deliver more comprehensive offerings.

The business case for providing those services can be compelling, especially when they are aligned with incentives from payers. Finally, the astonishing foot traffic that these retailers generate can serve as a platform for offering services not traditionally delivered in retail setting, such as enrollment assistance for public or private coverage, nutrition and housing support. Retail clinics have demonstrated that their value proposition in a Culture of Health is convenient, low-cost, transparent, and accessible routine primary care. To the extent they are able to coordinate care with health system partners, their value will be further enhanced.

## Creating a Culture of Health

1. Good health flourishes across geographic, demographic and social sectors.
2. Attaining the best health possible is valued by our entire society.
3. Individuals and families have the means and the opportunity to make choices that lead to the healthiest lives possible.
4. Business, government, individuals, and organizations work together to foster healthy communities and lifestyles.
5. Everyone has access to affordable, quality health care because it is essential to maintain, or reclaim, health.
6. No one is excluded.
7. Health care is efficient and equitable.
8. The economy is less burdened by excessive and unwarranted health care spending.
9. The health of the population guides public and private decision-making.
10. Americans understand that we are all in this together.



Source: *The Value Proposition of Retail Clinics*. April 2015. Robert Wood Johnson Foundation

# Goals & Strategies

## Goal 1

**Promote aging-in-place to meet the current and future needs of seniors.**

Calumet Park has enjoyed a multi-generational residents who have continuously invested in the community for decades. Celebration of this history is critical to maintaining the Village's stability as well as accommodating its most vulnerable residents. Providing accessible routes and approaching the public realm from a universal design perspective, will keep aging residents comfortable and active in the Village for years to come.

### Strategy 1

**Provide additional activities for seniors in partnership with senior housing providers and the Recreation Center.**

**Action 1.1:** Conduct outreach to seniors in the community to increase their social networks and community building.

**Action 1.2:** Engage youth organizations to volunteer in senior facilities and encourage multi-generational exchange.

### Strategy 2

**Conduct a housing demand study to determine senior housing need.**

**Action 2.1:** Assess existing housing in the Village and assess the zoning code for full allowance of housing options for seniors as permitted uses.

**Action 2.2:** Understand opportunities for renovation or rehabilitation of existing structures to accommodate senior needs.

**Action 2.3:** Raise awareness of existing home rehabilitation and energy efficiency programs for seniors.

## Goal 2

**Ensure access to a variety of healthy food options throughout the community.**

Residents of Calumet Park desire a variety of food options that are consistent with the prioritization of health and wellness. While the Village has several restaurants along both Obama Drive and Ashland, there is an opportunity to increase the number of alternatives to fast-casual dining and provide more diverse dining experiences.

### Strategy 1

**Determine the best fit for new grocery options and develop an attraction strategy.**

**Action 1.1:** Conduct a retail demand analysis to confirm type and size of potential businesses that the Village can realistically attract

**Action 1.2:** Identify ideal site locations for new food and beverage business options for rapid response to inquiries.

### Strategy 2

**Advertise the Village's farmer's market and invite local vendors to increase availability of healthy food choices.**

**Action 2.1:** Ensure materials included in the Village's Welcome Neighbor program advertise the location and time of the farmer's market.

**Action 2.2:** Locate the farmer's market at a well-recognized public place in the Village. This may include: Village's Recreation Center, a public park, Raceway Center, or one of the Village's schools. Determine necessary accommodations to ensure its sustainability and longevity including identification of local farmers, access to grounds, etc.

**Action 2.3:** Advertise the farmer's market through social media platforms and confirm that local and state databases, including Illinois Department of Agriculture, recognize the farmer's market.



## Goal 3

**Strengthen relationships with healthcare providers and seek new partnerships to improve access to healthcare.**

There are currently no hospitals or health care facilities located in Calumet Park. The closest emergency rooms and trauma centers are located approximately 20 minutes away from the Village. In the past two years, the Village had over 9,000 EMS runs to adjacent communities, resulting in the Village's ambulance being out of town for a total of two months of time each year. In order to better service the Village's population, maintain the comfort and safety of a growing demographic of seniors, and remain regionally competitive, attraction of a healthcare facility should be considered for location within the Village limits.

### Strategy 1

**Conduct a needs assessment to better understand healthcare options in the community.**

**Action 1.1:** Understand the immediate and future health care needs of residents.

**Action 1.2:** Determine potential space needs of a healthcare facility in the Village.

**Action 1.3:** Communicate the location and types of healthcare services available for residents.

### Strategy 2

**Cultivate relationships with healthcare institutions to support the location of a facility in the Village.**

**Action 2.1:** Prioritize senior and youth health care by securing a medical satellite facility.

**Action 2.2:** Partner with healthcare facilities that may be looking to relocate to the Village or increase their capacity in the south suburbs.

**Action 2.3:** Work with healthcare-focused organizations to serve Calumet Park's population.

**Action 2.4:** Seek funding to attract and maintain healthcare services in the Village in partnership with local healthcare providers and regional affiliates.

## Goal 4

### **Prioritize youth development as a pathway to the future.**

Effectively engaging youth and encouraging greater connection to their community will provide lasting benefits. Augmenting the strengths of the Village's Recreation Center with additional programming and facilities will better prepare Village youth for the future. SD132 and CHSP 218 are sought after school districts in the south suburbs with high performing schools and robust co-curricular, fine and performing arts, and sports programming. High-quality schools are an important decision making element for families considering moving into the community. The ability to leverage these competitive advantages could create success for the Village in increasing its population. Having a clear career or higher educational pathways helps youth respond to changing skills and educational requirements of employers increases the Village's ability to be regionally competitive.

### **Strategy 1**

#### **Create a youth leadership group to be a liaison between teens and Village leadership.**

**Action 1.1:** Prioritize teen connection to the community and belonging with a focus on restorative justice.

**Action 1.2:** Establish peer to peer mentoring and education programs for teens in the Village.

**Action 1.3:** Support students understanding of how to actively participate in Village initiatives and decision-making and have a role in shaping their community.

**Action 1.4:** Offer opportunities for students to intern within Village departments.

### **Strategy 2**

#### **Create spaces for youth engagement and development in the Village.**

**Action 2.1:** Increase STEM, performance, and core academic programming in partnership with the schools and Parks and Recreation Department.

**Action 2.2:** Seek partnerships with organizations and agencies focused on increasing youth pursuit of higher education.

**Action 2.3:** Engage area college leadership in meetings to better understand needs and opportunities to ensure Village youth are college-ready.

**Action 2.4:** Support greater and longer after-school programming through partnership and raising funds for the Recreation Center, so it can partition its main gymnasium space , and development of the Village Annex.

### **Strategy 3**

#### **Encourage Community High School District 218 to create career paths in emerging industries (such as Green Industries) through the integration of workforce training programs in high schools.**

**Action 3.1:** Introduce local employers to CHSD 218 to facilitate the creation of internship opportunities that are critical to preparing teens for the future.

**Action 3.2:** Offer use of meeting spaces in the Village to assist with local engagement between schools and families to promote college readiness.



## Goal 5

**Improve community facilities that support education, provide resources, and protect the safety of Village residents.**

Calumet Park is known for its high quality schools and community safety. The Recreation Center provides programming all year for youth in the community and is able to facilitate a variety of sports, civic events, and special performances. However, community facilities in the Village are few and opportunities exist for the addition of a greater diversity of activities to accommodate residents of all ages. Providing additional community facilities that respond to the changing needs of residents in the future will maintain the Village's reputation as a thriving and vibrant community.

### Strategy 1

**Foster a community of learning by improving the library facilities and building organizational capacity.**

**Action 1.1:** The Library Board should engage in ongoing training to ensure members are prepared for optimal performance of the library facility for the community.

**Action 1.2:** Perform a utilization study and needs assessment, by committee created in-house or hiring a consultant, to determine the community's vision for library resources.

**Action 1.3:** Review opportunities for a new or renovated library that is able to function as a modern resource for the community.

### Strategy 2

**Work with SD132 to better understand opportunities and challenges with facility locations.**

**Action 2.1:** Ensure all students have safe routes to school by pursuing Safe Routes to School funding through the State of Illinois.

**Action 2.2:** Continue to improve existing facilities to respond to the changing needs of students, future contributors to the workforce, and recreational amenities through the maintenance of existing partnerships for co-curricular and after school programming.

**Action 2.3:** Evaluate space needs and utilization annually.

### Strategy 3

**Implement new emergency systems technology to support more effective delivery of public safety and service.**

**Action 3.1:** Strengthen and raise awareness around CAPS program including publicizing community-wide public safety events such as the annual Community Fest.

**Action 3.2:** Explore ways to coordinate services with surrounding communities to share costs and improve service effectiveness such as involvement with the fire and police chief consortium and mutual aid agreements.

**Action 3.3:** Coordinate with public safety providers to understand industry specific technology that can help accomplish the goal of improving effective service provision.

**Action 3.4:** Become more involved with existing organizations such as the South Suburban Mayors and Managers Association.

## **Strategy 4**

**Prepare for the future of the Village by encouraging supportive social services for all members of the community.**

**Action 4.1:** Facilitate efficacy of working parents with the creation of a new daycare and include identification of an ideal location and operator for the facility.

**Action 4.2:** Utilize resources of the Calumet Park Church Alliance to communicate faith-based institution events and initiatives.

**Action 4.3:** Perform an analysis of the Village Annex to understand opportunities to update the existing Recreation Center and facilitate the changing needs of the community.





# COMMUNITY IDENTITY



## We are Calumet Park!

The identity of Calumet Park is defined by its people, history, and culture. For these aspects to fulfill their potential, establishing programs and activities that advance the spirit of unity, support, and cooperation within the community are important. Having an understanding of what makes the Village unique and differentiates it from its peers will build momentum that fuels plan implementation. This distinct identity is shaped by the Village's desirable location, robust transportation system, affordable residential accommodations, and balance of mixed uses at key nodes and activity centers. The competitive advantages of the Village establish its ability to adapt and capitalize on future opportunities. The Village should continue to define its brand and communicate its character with a comprehensive system of brand-defining elements.







## Gateways, Wayfinding, and Signage

The points where residents and visitors enter the Village are considered gateway areas. The appearance and character of these areas are important in shaping the overall perception of the Village. Gateway signage can be placed near entry points, along corridors such as Ashland Ave or Obama Drive (127th St) or at specific destinations. The Village's current gateway signage can be improved to reflect its unique identity and brand within the region. The design of gateway elements varies with consideration for transportation mode choice, available space, and vehicular speed. The goal of the gateways is to enhance community identity. Gateway signage at the borders of the Village's municipal boundaries and along major roadways should be prioritized first for implementation. The Village can construct secondary gateways around important destinations to further distinguish these areas from others in the Village. Gateways should have a consistent design that communicates the Village's authentic character.

A coordinated network of wayfinding and interpretive signage should be created throughout the Village. Wayfinding signs communicate pertinent information directing pedestrians, bicyclists and motorists to local institutions, parking locations, and the Metra stations. Well placed signage will assist visitors and residents in finding priority locations such as the Recreation Center,

commercial areas, and community amenities. In addition, connectivity to regional trail systems, such as the Major Taylor Trail and area parks, should be included in directional signage. For cyclists, signage directing them to trail heads and bike routes throughout the Village would increase bicycle safety and reduce the amount of bike traffic in areas where traffic conflicts are possible. Directing residents and visitors to available lots and structures would help alleviate congestion on streets and would enhance the shopper experience by moving people more quickly to their destinations. Wayfinding signage communicates parking entry locations to reduce driver confusion with moving from the street into a lot.

Locations of signage should be spaced appropriately along major arterials and secondary streets to ensure travelers are able understand their location and desired destinations.



# GATEWAY & WAYFINDING





## Community Branding

A branding strategy for the community should be developed and coordinated with the Village's existing brand standards. Gateway signage for each business corridor or district should announce arrival into the Village. Located at major intersections, gateway signage is the first impression of the Village for visitors. Its design and location identifies Calumet Park as distinct from its peers and communicates its boundaries to visitors and residents. As Calumet Park defines its identity in the region, gateway signs help reinforce its importance and position in the Southland.

Gateway features may vary in scale or function, and can take the form of public art, a signature building, or decorative streetscape enhancements such as lighting and landscaping along the roadway, at intersections, in medians, or in roundabouts. Gateway features may be a singular element, repeated at every gateway, each individual gateway may be unique.

Good branding will make Calumet Park stand out from its peers. Clearly communicating the Village's distinctive qualities is a goal of the branding exercise. Communicating the Village's vision and unique character is important. This defined identity builds a powerful brand and establishes a long-term strategy that outlines the tools and methods to define and promote the Village.

Creating strategies that have a substantial impact on awareness can be leveraged by forging partnerships with the many entities and individuals that have a stake in Calumet Park's success. Steps to achieve an effective branding strategy include:

- Identify elements that can reinforce the Village's brand.
- Create a communications strategy that residents can engage with. Embrace those that already love the area and recruit them to help spread the word.
- Create collateral materials that illustrate the brand.
- Form partnerships with organizations that can support the Village's brand.
- Protect the uniformity of the brand by providing specific guidelines regarding its usage.
- Creation of branding tools such as a message map and style guide help this effort.



## Profile: Gateways and Wayfinding

The design and location of gateway and wayfinding elements should reflect the unique aspects of Calumet Park and inform and guide motorists and pedestrians to the numerous attractions throughout the community.

### Gateways

Gateway features can delineate and announce one's arrival into a region, city, neighborhood, or unique public place. Community gateways not only shape one's first impression, but also reflect and strengthen the unique features and values of the community. The use of welcome signs is probably one of the most common ways to identify a community gateway. There are many innovative ways to create signs so that they can serve as public art and be reflective of the area. Landscape treatments along a roadway, located at intersections, or within medians or roundabouts can be used to designate special areas of arrival. Landscaping may also be used to enhance and frame views, as well as screen unsightly or unwanted areas.

### Wayfinding Considerations

Wayfinding includes all of the ways in which people orient themselves and navigate through space. One effective method of doing this is by implementing a wayfinding system. Wayfinding best practices include:

- Provide a minimum amount of information on a sign.
- Simplify mapping on the sign.
- Present information logically.
- Use fonts and graphic elements that are easy to read. Bold colors and simple text are encouraged.
- Place the sign so the view of the sign is not obstructed by other elements.
- Be sure that signs have font sizes and information that are appropriate to the mounting height.
- Locate signs ahead of where turns need to be made.

- The overall system must be cohesive.

### Maintenance

When any signage is installed, maintenance is a factor. Design of the sign and surrounding landscape should take into account fiscal constraints and staff's ability to maintain the signage. Maintenance should be included as a line item in the Village's budget.

## Profile: Temporary Art Installations

Pilot art installation programs enhance the public realm, create interim uses for vacant lots and underutilized space, and transform urban space into art. Temporary installations may include parklets and plazas, window clings in vacant storefronts, public sculpture, or community-led and built gardens. The act of improvising and proactively reinvigorating the public realm, is also known as a Pop-up or Tactical Urbanism. These installations are intended to be place-based and neighborhood specific. Temporary art installations are relatively low-budget and are not generally capital intensive. They are opportunities for community members to participate in the improvement of their neighborhood. Based on the character of the Village, events and programs can be created in coordination with property and business owners to ensure they gain greater exposure from the events. Opportunities for these urban interventions include:

- Window decals/window clings
- Temporary stages
- Urban gardens
- Parklets/Plazas
- Food Trucks
- Music
- Art Walk
- Temporary art installations



## Small Business Attraction

Calumet Park has a burgeoning entrepreneurial culture to support future business growth including homegrown businesses like Livewire Construction. In focus group interviews with a variety of resident groups, dining and social service were noted as a developing cluster. The Village is supportive in enabling their businesses to grow. STEM jobs and technology were noted by youth as professions of interest. This is another opportunity for the Village to support the next generation of residents in cultivating a robust economic development climate in the Village.

Multiple local and regional resources exist to support new business owners and small business owners. Resources range from SBDCs, SBA, and other economic development organizations focused on business creation and retention.

Entrepreneurship is fundamental to how the Village grows its economy and should be considered a valuable resource in the community. Entrepreneurism also is an important opportunity, given Calumet Park's modest cost of living, good schools, and close proximity to transportation and downtown Chicago. Supporting both start-ups, through the current network of resources, and emerging 'stage 2,' high growth entrepreneurs, with the need for investors and capital, can make strong contributions to the Village's revenue and employment growth.

## Profile: Maker's Spaces

A maker's space is a collaborative work space inside a school, library or separate public/private facility for creating, learning, exploring and sharing. These spaces are open to kids, adults, and entrepreneurs and have a variety of equipment including 3D printers, laser cutters, CNC machines, soldering irons and even sewing machines. A maker's space isn't required to include all of these machines or even any of them to be considered a maker's space. Cardboard, Legos or art supplies are also customary tools in maker's spaces.

These spaces help to prepare those interested in acquiring skills in the fields of science, technology, engineering and math (STEM). They provide hands on learning, help with critical thinking skills and even boost self-confidence. Some of the skills that are learned in a maker's space include: electronics, 3D printing, 3D modeling, coding, robotics and even woodworking. Maker's spaces also foster entrepreneurship and are used as incubators and accelerators for business startups.

1www.makersspaces.com





## Profile: Innovation Districts

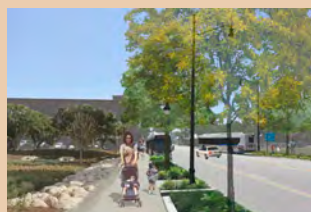
A new complementary urban model that cities are embracing is called an “innovation districts”. These districts are geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are physically compact, transit-accessible, and offer mixed-use housing, office, and retail. Innovation districts connect economic development, place making and social networking.

Creative institutions, firms, and workers crave proximity so that ideas and knowledge can be transferred more quickly and seamlessly. The “open innovation” economy rewards collaboration, transforming how buildings and entire districts are designed. Diverse population demands more and better choices of where to live, work and play, fueling demand for more walkable areas where housing, jobs and amenities intermix. Characteristics of innovation districts are:

- Led by an eclectic group of institutions and leaders
- Reflect distinctive typologies and levels of formal planning.
- Emerge near anchor institutions in the downtowns and midtowns
- Provide a strong foundation for the creation and expansion of firms and jobs by helping companies, entrepreneurs, universities, researchers and investors to co-invent and co-produce new discoveries for the market.

Innovation districts offer the prospect of expanding employment and educational opportunities for disadvantaged populations and create new ways to gain skills and create jobs.

<https://www.brookings.edu/essay/rise-of-innovation-districts/>



*Surface 51 Innovation Center  
Champaign, IL*



*Jefferson Innovation Center  
Playa Vista, CA*



*Innovation District  
Eugene, OR*



*Lowe Mill Arts Center  
Eugene, OR*

# Goals & Strategies

## Goal 1

**Create a unique brand and identity for the Village that authentically represents its character.**

Calumet Park's location adjacent to the City of Chicago creates unique challenges and opportunities for the Village. For the Village to be successful, it must differentiate itself. Its positive attributes – community pride, stable housing environment, multi-modal transportation system, and safety – create resilience through future change. Enhancing these attributes will communicate that the Village is committed to investment in the public realm and welcomes emerging development along the Village's corridors.

### Strategy 1

**Identify design elements and resources that can reinforce the Village's brand.**

Branding of the Village will differentiate it in the region and will highlight its unique attributes. This branding campaign communicates Calumet Park's assets and creates a common language among stakeholders. The Village brand can be used in a variety of ways create a positive perception of the community and unify organizations and agencies with Village goals.

**Action 1.1:** Create a communications strategy that residents can engage with to embrace what they love about the area and encourage them to help spread the word.

**Action 1.2:** Identify partnerships and organizations that can support the Village's brand and help ensure its success.

**Action 1.3:** Create a style guide to protect the uniformity of the brand by providing specific guidelines regarding its usage. The brand messaging communicates the Village's core values. Messaging that prioritizes the attraction of young families is desirable.

**Action 1.4:** Celebrate the cultural history of the Village by utilizing existing and new communications methods to share information on Calumet Park's landmarks and areas of historic significance, for example: Cedar Park Cemetery and Little Calumet River.

### Strategy 2

**Support branding with gateway and environmental communication signage.**

Critical to creating an authentic identity for the Village is establishing an environmental communications signage program. Identification of primary gateways and supportive directional, educational, and informational signage supports wayfinding for residents and visitors to the Village. Expressing the Village's brand in its signage differentiates the Village from adjacent municipalities and encourages passersby to interact with the Village's offerings.

**Action 2.1:** Create gateways at the intersections of Obama Drive (127th) and Wood St, and three locations on Ashland Ave at Vermont St, 129th St, and at 123rd St, to identify the entry points into the Village. This system of gateways marks primary access points into the Village. Gateway signage should be cohesive and include elements that differentiate the Village from its peers.

**Action 2.2:** Provide directional signage to the area's bike trail systems including the Major Taylor Trail, Cal-Sag Trail, and destinations such as the Metra Electric station and the Recreation Center. Encourage a sense of discovery for those on bike or pedestrians by placing signage along well-traveled routes that are accessible and well-lit. Make directional and educational signage viewable and legible for pedestrians and bikes by considering sign placement, scale, and lighting.



### **Strategy 3**

**Create a marketing campaign that communicates Calumet Park's competitive advantage.**

**Action 3.1:** Work with area brokers and real estate professionals to create a campaign to promote the Village's housing opportunities and community assets.

**Action 3.2:** Determine best fit housing typologies to showcase and promote a model home tour, parade of homes, or dream home walk through the Village.

## Goal 2

### **Reinforce residents' strong sense of pride in their community through community involvement.**

The implementation of the Comprehensive Plan starts with resident engagement and succeeds because of their investments. Community involvement is a critical element in gaining momentum around not only accomplishing goals in the Plan but fostering accountability and awareness of the Village's assets and opportunities. Calumet Park's residents have pride in their community and can create supportive structures to ensure action is taken on community priorities.

### **Strategy 1**

#### **Create formal community action networks that can act as leaders and champions for the community.**

The involvement of community members builds the capacity of the community implement the Comprehensive Plan's goals and strategies. Creating opportunities for stakeholder engagement for a wide variety of groups fosters ownership and accountability for the improvement of the Village. Calumet Park has a number of community leaders who are passionate about the maintenance of the high-quality attributes of the Village. Leveraging this social capital ensures success in the future.

**Action 1.1:** Increase awareness of community-wide issues, building consensus around addressing challenges and promoting positive action.

**Action 1.2:** Ensure Village communication methods that reduce barriers to engagement of all Village residents.

**Action 1.3:** Increase resident involvement hosting Village-sponsored events that have a specific focus on improving the engagement of residents.

### **Strategy 2**

#### **Create more opportunities for collaboration with existing community organizations.**

Collaboration between organizations fosters the effective utilization of resources in the community. Understanding the mutual efforts of the organizations and agencies in the Village creates additional opportunities for their growth.

**Action 2.1:** Partner with other organizations that serve the Calumet Park community to determine the best fit for their organization to participate in Comprehensive Plan implementation.

**Action 2.2:** Create new or revised multi-generational programs and learning opportunities that will ensure the longevity of Village programs.

### **Strategy 3**

#### **Strengthen Calumet Park's existing block clubs.**

**Action 3.1:** Identify and elevate community members that are well-connected in the community.

**Action 3.2:** Join national block club networks to give support to local initiatives.

**Action 3.3:** Partner with the Village leadership and public safety to ensure community-wide strategies are implemented.



**Strategy 4**

**Empower residents to create an environment of inclusion and belonging in the community through the promotion of the Village’s Welcome New Neighbor program.**

**Action 4.1:** Review current materials for new residents and ensure that they establish expectations for involvement in the community and share resources available for all community members. Partner with local realtors, multi-family apartment’s property owners, and the Village’s Parks & Recreation Department to distribute these materials to new residents by mail, social media platforms, and in-person in community-wide events.

**Action 4.2:** Work with the Building Department to ensure nuisance rules are enforced.

**Strategy 5**

**Encourage businesses to be a partner in maintaining community stability and beautification.**

**Action 5.1:** Create a business improvement district along the major corridors in the community including 127th and Ashland Avenue.

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# LAND USE & DEVELOPMENT



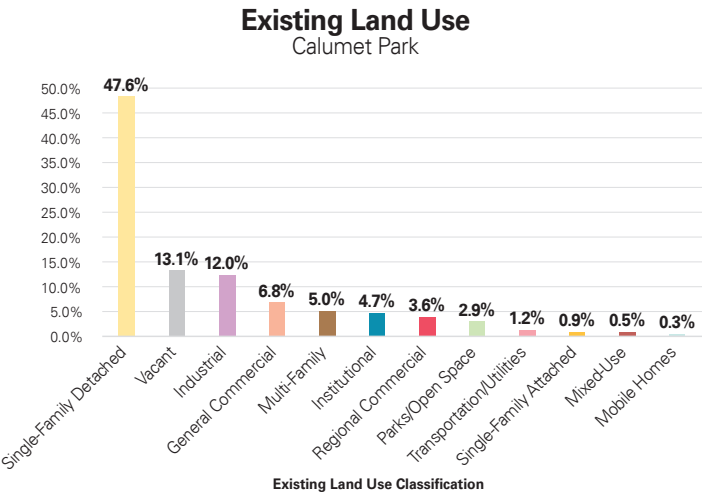


# Introduction

The Land Use and Development chapter recognizes how land use patterns significantly shape Calumet Park’s physical character. Additionally, local community facilities play an important role in Calumet Park residents’ quality of life. Calumet Park has been making progress in planning and enhancing its facilities to better serve its residents. This chapter will provide recommendations to organize future land uses in Calumet Park and provide goals and recommendations to enhance the quality of life in Calumet Park.

# Current Land Use

A review of existing land uses in Calumet Park shows that the community is predominately residential, followed by industrial. Residential land uses, which includes single-family detached, single-family attached, multi-family, and mobile homes, consist of approximately 53.8 percent of Calumet Park’s total area. Industrial land use takes up about 12% of the Village’s total area, concentrated along the Little Calumet River and west of I-57. Commercial land uses are the third most predominant land use in Calumet Park, and they are most located along the Village’s main corridors, which are Ashland Avenue and Obama Drive (127th St).



### Legend

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PULLMAN  
(CHICAGO)

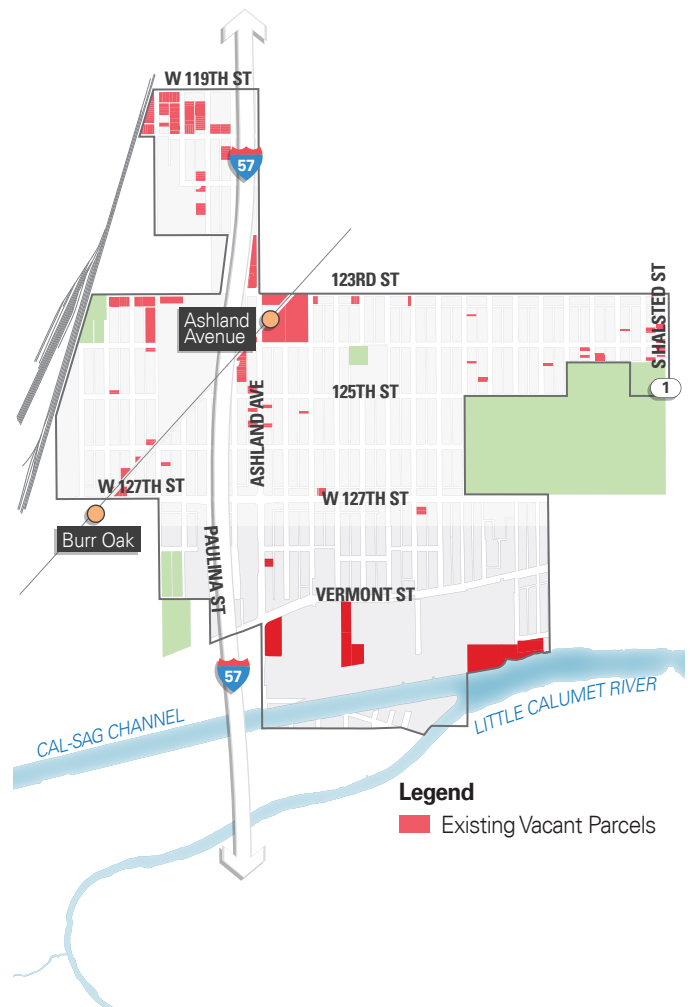






## Vacant & Developable Land

Vacant land constitutes about 13% of the Village's total land area. Given the Village of Calumet Park is land-locked, most vacant parcels within the Village already have access to utility lines. The exceptions would be vacant areas in naturally wooded areas, and they are likely to remain natural open spaces in the future. The most significant redevelopment opportunity on vacant land is the former trailer park abutting Ashland Ave Metra Electric Station. This site can accommodate transit-oriented development to improve the Village's diversity of housing stock. Vacant storefronts along the Ashland Avenue and Obama Drive (127th St) can either accommodate more contemporary uses or transition to new redevelopment more aligned with this plan.





## Future Land Use Plan

The Land Use Plan is intended to assist Village staff, residents, business owners, appointed and elected officials in making decisions related to land use and development. This chapter is a general guide for land use planning and development within Calumet Park and not a rigid development plan. The future land use designations assist the Village in understanding opportunities for future redevelopment. The Land Use Plan assigns a desired future use for each parcel within the Village of Calumet Park. Desired development is illustrated where the future land use differs from the existing. Development and redevelopment are intended to be incremental and implementation of land use recommendations may not occur during the life of the Comprehensive Plan.

## Flexibility

The Land Use Plan is a general guide for the growth and development of Calumet Park that informs decision-making. It is not a fixed set of requirements. As such, the Land Use Plan remains flexible enough to allow creative approaches to land use development that are consistent with the vision for the Village and included in the Comprehensive Plan.

## Cooperation & Coordination

Land use planning and development occurring adjacent to and outside of Calumet Park should be coordinated with the jurisdictions of neighboring communities as appropriate. To ensure a smooth transition of different land uses and to preserve the character of existing neighborhoods, it is important for the Village to coordinate its land use planning and development with that of adjacent communities. The Village should identify key planning efforts that can work with other communities to achieve larger regional goals, including those of regional and sub-regional bodies, such as CMAP, Cook County, and SSMMA.



### Legend

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PULLMAN  
(CHICAGO)





# Land Use Designations

## Residential Land Use

Residential land uses are the backbone of the Calumet Park community. They are the Village's predominant land use and play a large role in establishing the Village's identity and character. The following are the issues and opportunities related to residential land uses:

### Issues and Opportunities

- **Aging Housing Stock:** A significant portion of existing single-family detached houses in Calumet Park are older than 50 years old. Though most these homes remain viable, housing preferences are changing, especially among younger adults and families. It is important for the Village to establish a regulatory framework that would promote a variety of housing types and options, set expectations and standards on property maintenance, and assist and enable property owners in rehabilitating their homes to better accommodate the senior population and promote aging-in-place.
- **Aging-In-Place:** Calumet Park has an aging population, and about 64 percent Calumet Park's senior population live in owner-occupied housing. It is critical to ensure the Village's senior population can age-in-place within the Village. There are actions the Village can take to enable property owners, developers, and other relevant stakeholders to retrofit existing and/or construct new homes that can better accommodate multiple generations. Refer to the Aging-In-Place profile for further details.
- **Green Alley:** Several residential areas have experienced issues related to flooding. The Village should explore opportunities for the creation of "green" alleys or partially paved alleys that are able to manage stormwater as well as improve rear yards' aesthetics.
- **Property Upkeep:** Consistent property upkeep is a crucial element in maintaining and improving the quality of life in Calumet Park. Opportunities exist for the Village to increase its capacity for property inspection and the creation and maintenance of a Village-wide database of property owners and renters.
- **Decorating Vacant/Underutilized Properties:** Vacant properties can pose issues for the quality of life and character of Calumet Park. Public art and temporary art installations can play a role in decorating vacant properties. This can be an effective mechanism to increase community involvement and negate the potential negative visual impacts vacant properties impose to their surrounding area.
- **Attracting Younger Families:** Attracting younger families is a viable way to bring growth and vibrancy into a community. The Village boasts having access to quality school districts, which is one of the most important factors families use when selecting a community to move in. Given most of the Village's housing stock was built in the 1970s, it is critical for the Village to be able to offer prospective households a variety of housing types to buy or rent. The former trailer park site by the Ashland Ave Metra Electric station presents a redevelopment opportunity for transit-oriented development, potentially increasing the types of housing the Village can offer.



### **Single-Family Detached Residential**

This consists of single-family detached homes on subdivided lots. This is currently the predominant land use and building type within the Village of Calumet Park. Lot sizes and housing characteristics vary across different areas of the Village.

### **Single-Family Attached Residential**

This land use consists of townhomes and duplexes. The units are horizontally connected but have separate entrances from the public street and sidewalks. Future transit-oriented developments by the Ashland Metra Station can consider incorporating single-family attached housing. This land use can also be instrumental in functioning as a transition between residential and non-residential uses.

### **Multi-Family Residential**

Multi-family residential structures contain multiple housing units and are usually stacked vertically and attached horizontally. Each unit has its own entrance on a common hallway. Multi-residential buildings include apartments, condominiums, and senior housing facilities. Future multi-residential buildings should be located along major roadways and in between commercial areas and residential areas.



### **Profile: Beautification through Neighborhood Groups**

Local neighborhood and block groups can play a significant role in beautifying residential neighborhoods. They can mow vacant lots, plant flowers and keep common public spaces maintained. They can sponsor decorative neighborhood signage and work with the Police Department to address public safety concerns and nuisances.

The Village can coordinate and work with existing neighborhood groups to implement local beautification projects. The Village could also assist in creating such groups in residential areas where they do not currently exist. Coordinating with neighborhood anchors, such as schools, religious institutions, and not-for-profit organizations, can help with neighborhood groups' long-term viability and funding.

### **Profile: Infill Development**

Effectively utilizing existing resources rather than expanding outward into “undeveloped” areas is commonly referred to as “redevelopment” or “infill development.” Given Calumet Park’s existing infrastructure and location, it is ideally located for infill development in the Chicago region. This is an effective tool as it utilizes existing infrastructure and revitalizes vacant or underutilized lots and structures within an urban/developed area.

Infill development would be applicable to larger sites such as the Ashland Ave TOD site, as well as vacant lots within residential blocks. Proposed development be reviewed to ensure that it fits in with the existing character of neighboring existing properties.



## Profile: Aging-In-Place

The US Census estimates that between 2005 and 2020:

- The population aged between 50 and 64 will increase by **21 percent**.
- The population aged 65 or older will increase by **33 percent**.
- The population aged under 50 will increase by only **4 percent**.

This can be attributed to the 72 million baby boomers in conjunction with profound increase in life expectancies. In Calumet Park, the senior citizen share of population in 2018 is about 16 percent and is projected to increase to 18 percent in 2023. This indicates that there would be significant increase in the population aged 65 and above in the coming years. These trends demonstrate that aging-in-place is becoming a more critical issue for the Village to address as its population ages. It is important

for the Village to allow innovative land uses to allow its elderly population to independently live in their homes and community safely and comfortably, regardless of their socio-economic background.

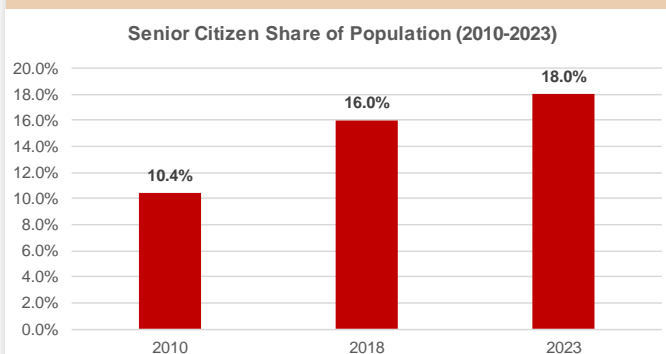
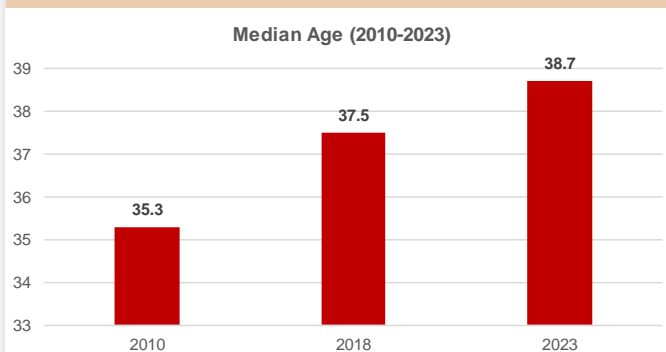
## In-Law Units

Also known as accessory dwelling units, in-law units are apartments that are an accessory to a primary residence. They have their own entrance, kitchen, bedroom, and living area. In-law units are typically situated above the garage of the primary residence attached as an addition or established as a separate structure in the primary residence's rear yard.

In-Law units could provide benefits to the community, homeowners, families, and elderly alike. Municipalities can gain additional tax revenues from in-law units due to improvements to the existing housing stock that increases the properties' **market and assessed value**. Also, this option helps municipalities increase their diversity of housing options at moderate pricing points. Having in-law units enables the elderly population to independently remain in their community and have continued access to nearby community amenities.

Currently, municipalities may have regulations pertaining to occupancies and whether rents may be charged. The Village of Calumet Park should evaluate its regulations and permitting process to see how it can accommodate in-law units in a fashion that they would contribute positively to the community's sense of place.

### Village of Calumet Park Age Distribution



Source: ACS

## Profile: Mid-Density Housing

Housing can generally be divided into single-family, two-family (duplex), and multi-family (three or more attached units). Multi-family housing may be part of a stand-alone complex or incorporated into mixed-use development above commercial businesses. Each of these housing types can be owner-occupied or rented. Rental housing may be market-rate or subsidized.

### Rental Housing

There is a growing demand in Calumet Park for quality market-rate rental housing such as apartments, townhouses, and duplexes. Such developments could be beneficial in increasing density and level of activity within targeted areas, such as around the Ashland Ave Metra Electric Station. It is critical for the Village to have proper channels of communications with rental landlords to ensure landlords do not neglect their rental properties.

The Village can develop an online clearinghouse of available rentals for those seeking to relocate to the Village. Developers across the country are building high-quality, innovative rental housing with amenities that are visually appealing and context-sensitive. The use of durable building materials, well-landscaped grounds, garages or screened parking, courtyards, and walking trails are just a few of the ways to create community-compatible developments, whether located in suburban neighborhoods or downtown.

The community has expressed a desire to have productive and innovative land uses in its residential areas. These land uses should serve the needs of current and future residents. Calumet Park's housing stock should include both rental and owner-occupied units reflecting the range of lifestyles and incomes within the community.





## Commercial Land Uses

Commercial land uses play a significant role in attracting businesses and creating vibrancy in the Calumet Park community. Commercial land uses are concentrated along Ashland Avenue and Obama Drive (127th St), which are the Village's main commercial corridors. The following are issues and opportunities pertaining to commercial land uses in Calumet Park:

- **Vacancies:** Some commercial developments along Ashland Avenue and Obama Drive (127th St) are currently vacant. Discussions with property owners can determine their redevelopment potential.
- **Building design:** The Village has a number of contemporary and visually appealing commercial developments, however, some older commercial buildings have dated architecture. It is crucial to continue the momentum of well-designed developments in Calumet Park, as this creates a positive image for the Village. Establishing a set of design guidelines for Ashland Avenue and Obama Drive (127th St) would be useful to communicate clear expectations and guidelines on the aesthetics and configuration of future developments. These guidelines should include such details as desired building setbacks, yard widths, building massing, materials, landscape, and signage.
- **Business diversity:** Based on the inventory reviewed in the existing conditions and conversations with project stakeholders, the majority of restaurants in Calumet Park are either fast food or 'take-out' restaurants. Calumet Park residents typically travel to other communities for sit-down restaurants or coffee shops. It is important for the Village to study its current business environment and residents' behavior to better understand how the Village can better attract a greater diversity of dining options into the Village.
- **Healthy food choices:** ALDI, a discount-grocery store, is located within the Village's Raceway Park Shopping Center. There has been a desire to have a national-chain and full-service grocery store in Calumet Park. There have been studies that explore how many people are needed to support a typical grocery store, which is around 45,000 square feet. The Village should conduct a study to examine if there is sufficient demand to support another grocery store in the Village.





## Mixed-Use

Mixed-use land use includes multiple land uses that coexist within on property. Ground-floor uses typically include retail, offices, restaurants, and services, whereas upper-floors are usually dedicated to residential and/or office. Existing mixed-use is mostly found in older building stock along Obama Drive (127th St) between Ashland Avenue and Cedar Park Cemetery. Pockets of mixed-use buildings are also found along Ashland Avenue and just west of the intersection of 123rd Street and South Halsted Street. The former mobile home park by the Ashland Ave Metra Electric Station is a prime redevelopment opportunity site for transit-oriented developments. Mixed-use development at this site could contribute to a greater diversity of housing options in the Village.

## Neighborhood Commercial

Neighborhood Commercial uses are intended to serve Calumet Park residents by providing them convenient access to day-to-day conveniences and shopping. The scale and intensity of development is relatively small and should not attract hazards, noise, truck traffic, and not allow late-hour operations. Multi-family apartment buildings and residential uses in mixed-use buildings are permitted in this land use designation. Neighborhood Commercial uses will be in areas that are currently zoned for C1 Neighborhood Commercial District.

## Corridor Commercial

Corridor Commercial includes general retail, restaurants, commercial services, and offices. These areas can be concentrated along the Village's commercial corridors, including Ashland Avenue and Obama Drive (127th St). They may also include individual small lots, shopping centers or strip malls that contain multiple tenants. Creative light commercial/industrial spaces, such as micro-breweries, can be accommodated in this land use too. This land use will be in areas that are currently zoned for C2 General Commercial District.

## Regional Commercial

Regional Commercial uses are larger in scale than general commercial uses and tend to serve a larger, regional customer base. They typically consist of larger footprint retail establishments. There is a regional commercial development at the southeast corner of Vermont Street and Ashland Avenue called Raceway Park Shopping Center. Ultra Foods has moved out from this complex, leaving a significant vacancy. This necessitates the Village to examine whether the site can support another full-service grocery store as well as alternative suitable uses. Regional Commercial will be in areas that are currently zoned for C3 Highway Commercial District.



## Industrial

The industrial land use generally includes smaller-scale manufacturing and warehousing operations. They can be found along the Little Calumet River and along the western side of I-57. Industrial uses are crucial in providing an employment base in Calumet Park and are likely to remain in the future. Such uses should be screened or buffered from adjacent residential land uses to minimize land use conflict.

## Institutional

Institutional uses include a broad range of public and semi-private facilities that define and contribute to Calumet Park's quality of life. These institutions can include schools, government buildings/facilities, and medical facilities. Semi-private facilities that serve specific populations include non-profit organizations and social service agencies. Semi-private facilities can be integrated into other land use categories as they are generally small in scale and serve their surrounding areas.

The following are issues and opportunities related to institutional uses:

- **Village Hall Relocation:** The Village is considering moving its Village Hall facilities to another location.. This consideration should include assessment and evaluation of the Village Hall's programs and necessary spaces. Additionally, the Village should examine whether it is feasible to reuse the existing Village Hall, should relocation of all functions be viable, or sell the land and building for private redevelopment. The latter option requires sensitivity to surrounding neighborhood's scale and character.
- **Calumet Park Public Library:** The existing public library's function in the community is important, however, to remain relevant, it will need to be responsive to the changing needs of the community. Many contemporary libraries in peer communities serve multiple functions and are used as multi-purpose community centers. The Village is working with the Library Board to study the feasibility of possibilities including building a new library, renovating the existing building, or including in a new multi-functional community facility. A modern facility would be conducive for the library to have multiple functions and be able to host community events.





## Parks / Open Space

This land use category consists of the Village-owned parks and open space. They accommodate both active and passive recreation and, like institutional uses, contribute to Calumet Park's quality of life. These spaces also include the Veteran's Park, Cedar Park Cemetery, and the Village's Parks and Recreation Department building and adjoining softball field. The following are issues and opportunities related to parks/open space uses:

- **Recreation Center Improvement:** The Center is an important asset to the community and hosts various events and activities for Calumet Park residents and students. The facility has a need for additional multi-purpose rooms and ability to partition its gymnasium space.
- **Village Annex:** The Village acquired the Seven Holy Founders property including the vacant school building at the northwest corner of 125th Street and Ada Street. The Village is exploring redevelopment of several properties on the site.
- **Veterans Park Improvement:** This park has existing playground and baseball facilities, as well as open space for general recreation. The parkland, however, has suffered from recurring flooding events that prohibit use by residents for extended periods of time and make ongoing park maintenance or improvement a challenge.

## Transportation/Utilities

This land use designation includes public transportation and utility facilities. They vary in physical scale and scale of operations, and they are necessary infrastructure components of Calumet Park. Examples of transportation/utility uses include Metra stations, the water tower, and power substations and lines. These uses are most likely to remain and continue to serve Calumet Park's residents long-term.





## The Future of Calumet Park

The Village desires to grow and develop in a sustainable way. For the Comprehensive Plan, a 10 to 20-year planning period is assumed. This period of time allows adequate time to implement new development projects, revise regulatory documents and policies as necessary, change land use patterns, improve transportation networks, and complete facility and infrastructure plans. It allows the Village time to formulate capital improvement funding plans and identify sources to implement the key planning projects that are important to long-term economic success and quality of life in the Village.

Previous chapters of the Comprehensive Plan focused on policy directives and recommendations. In this chapter, the Plan identifies the importance and role of project partners for the successful implementation of the Plan. By identifying the project, location, partners and performance metrics, the Plan provides the Village with a sound action plan to help turn the vision of the community's future into a reality.

Implementation of this plan requires that the Village prioritize goals, policies, and actions steps. The Village will also need to develop action specific implementation methods, including the consideration of alternatives for achieving a desired result. Calumet Park may need to develop more detailed plans or studies to properly implement the goals and strategies of this comprehensive planning effort.

## Connection to Regional Trends

CMAP's ON TO 2050 Plan provides guidance to the Chicago region's communities on how to realize their social, economic, and physical goals. Calumet Park has partnered with adjacent communities to enhance their ability to receive funding, implement planning projects, and further their planning goals. The future of Calumet Park includes improvement of roadway systems, mitigation of negative stormwater impacts, and infrastructure upgrades to support development and a growing population. Some of these multi-jurisdictional grant and partnership opportunities include:

- CDBG Grant Program for infrastructure and transportation improvements.
- RTA Access to Transit Grant Program
- Cook County Invest in Cook Grant Program
- STP Local and STP-Shared Grant Programs
- Collaboration with IDOT on right of way improvements on the Village's Commercial Corridors.

These projects focus on increasing transportation connectivity, prioritize bike and pedestrian access and safety, and create opportunities for development of underutilized areas in the Village. Calumet Park has been very successful in its efforts to secure funding for stormwater mitigation efforts. As the Village looks toward the future, a focus on improving transportation connectivity and accessibility will create value in the Village and contributes to a high quality of life.



## Preparing for a Vibrant Future

Calumet Park has established itself as a stable community within the larger Chicago metropolitan market. In the past few years, local housing pricing have remained fairly stable which allows the Village to become a “choice community” for families throughout the region.

### Bold Community and Economic Development Goals

With one METRA commuter railroad stop within the Village, downtown Chicago is an easy commute for residents. Calumet Park has an involved population, and very low rates of unemployment compared to the regional economy. The Village has consistently increased its resiliency compared with other suburban communities within Cook County.

Calumet Park is mostly built out, and the Village’s future economic goals should focus on increasing property values and sustaining business growth, diversity, and entrepreneurship. The community’s commercial corridors, Ashland Avenue and Obama Drive (127th St), are analyzed in the Plan for their viability. The Village can consider denser development within targeted areas in four subareas - Ashland TOD, Raceway Center, Village Annex, and the Obama Drive Business District- while focusing on attraction of desirable development along the main commercial corridors.

## Local Economy

The socio-economic conditions in Calumet Park have remained stable and consistent over time. However, the community has an aging population that will have an impact on this positive trajectory.

Employment in Calumet Park is focused on service, public-sector, and professional opportunities, located along commercial corridors or in the Village’s industrial areas. Most Calumet Park residents travel outside of the Village for employment. These employees primarily work in the public-sector and local government services jobs. In the future, the Village should consider diversification of its employment options, infill opportunities and connectivity of industrial/ manufacturing land uses in the Village to provide additional jobs for its residents.

The Obama Drive (127th) and Ashland Ave corridors represent a diversity of offerings and employment. These areas provide many business-to-business vendors as well as several retail service nodes at major intersections. Most manufacturing within the Village is along the Little Calumet River or in the area along Marshfield Ave between 119th and 124th. There is an opportunity to connect to the broader regional manufacturing/industrial community.





## Profile: Public Private Partnerships

The term “public-private partnership” (PPP) traditionally refers to projects that involve the use of public resources or financing capabilities to promote local private economic development. In those arrangements, the public entity typically provides some combination of tax incentives, public land or other assets, infrastructure investments or financing methods. The private entity makes capital investments, commits to providing jobs, contributes development expertise and assumes financial risk.

An example of smaller project types that are ripe for public-private partnerships include unlocking the value of land: Local and state governments have significant real estate holdings that are often underutilized. Particularly in areas with increasing density, these real estate holdings can be leveraged to replace aging public facilities and provide parking while at the same time generating increased tax revenues from multi-use projects. Developers are also often willing to donate private land if it speeds up the delivery of needed infrastructure.

There are several local, state, and federal financial tools that property and business owners can investigate for their applicability to their projects including TIF, Opportunity Zones, and others.

## Local Investment Strategies

Leveraging the opportunities within the small business eco-system of Calumet Park can support broader regional economic development goals.

1. Property redevelopment and repositioning of aging or functionally obsolescent structures can revitalize portions of the Village that have reduced activity in recent years.
2. In coordination with regional goals and multi-jurisdictional granting efforts, the underutilized area near Marshfield Ave could be a new Innovation District focused on incubating small manufacturing or industrial businesses.
3. Transitional uses, such as children’s entertainment, office space, or light industrial uses such as technology or craft food and beverage, should be considered for these areas.
4. The Village may choose to expand its facade improvement program or offer other incentives such as expedited permits or tax rebates to new businesses interested in locating within the Village.
5. Calumet Park should leverage its proximity to other employment centers, including the City of Chicago, and market its affordability and high quality of life.

The future of the Village can focus more on the benefits of living and working in the same area, reducing travel costs and increasing social benefits.





## National and Regional Housing Trends

According to the National Association of Realtors, sales of existing homes are expected to increase by about 1% in 2019 with slight increases in price. Home price appreciation is expected to increase about 3.1% in 2019 with a similar increase in 2020. The status of new housing construction in local markets is complex, despite increases in housing starts (in all housing types) in 2019. In many markets with population and employment growth, a housing shortage now exists. Affordability is also a concern in certain markets.

Other trends affecting the national housing outlook include interest rate risk, new housing types, and the 'missing middle' within the larger housing market—new homes at moderate price points, or smaller homes. The increase in multi-generational housing, prompted by aging Baby Boomers and changing family needs, continues to manifest in many ways. In higher cost markets, the increasing popularity of ADUs (Accessory Dwelling Units) enables young families who cannot afford homes to live near parents, who can then age in place. Rising construction and labor shortages continue to affect new construction. Increasing costs associated with materials, resulting from tariff uncertainties, and skilled labor availability. In Illinois (outside of the Chicago area), median sales prices are expected to increase from 1.2%-4.4% statewide, and the median home value is \$179,700.

## Profile: Rental Property Maintenance

A portion of Calumet Park's housing stock can be improved with increased landlord oversight and enhanced rental property maintenance. This applies to both multi-family complexes and single-family detached houses that were converted into rental units. High concentrations of rental properties that have not prioritized routine upkeep and maintenance deters new property owners from investing in the area and can adversely impact the area's property values. The Village should proactively work with property owners and the building department to ensure properties are compliant to Village codes and are well-maintained.

To improve rental properties, the Village should consider doing the following:

- Create, adopt, and maintain a rental maintenance standard for rental properties or vacant lots to ensure that poor property upkeep does not impact the surrounding properties. Fines for non-compliance to upkeep standards should be structured to encourage property owners to reach a resolution with the Village to achieve compliance. If a resolution is established, the fines can be refunded to the property owner through refunds or rebates for improvements for achieving compliance. Such structure would not make this program simply a revenue stream for the Village and a source of hardship for the property owner.
- Consider implementing a residential conversion program. This would finance the removal of non-conforming units and revert the property back with the lawful and conforming number of units. CDBG funds or a line-item in the annual budget are viable options to fund this program.



## Cultural Heritage

Cedar Park Cemetery is located on the eastern border of Calumet Park. While not actually incorporated into the Village, this important landmark has played a role in the community for decades. Much of the interior of the property is beautiful, graced with dozens of acres of green lawns that attract local wildlife and deer, to the natural stonework walls, structures and pathways of the property offer unique reprieve in the otherwise dense urban environment.

Main features of the property include sprawling green spaces, clustered trees and mature landscape design, shrubbery arrangements and floral beds are some of the most beautiful and eye-catching features of the property. The property has maintenance issues along the perimeter of the grounds, but much of the property has been well maintained, with a funeral home on the grounds that serves the needs of different religions, cultures and heritage of surrounding community and Chicago residents. Native wildlife, including ducks, deer, squirrels and others mingle in close proximity to humans, taking advantage of the peaceful, safe and protected property. Ponds, monuments and statues complete the historic grounds.

Obama Drive (127th St) in Calumet Park is the first corridor to be named after the former president. In 2010 the former Mayor of the Village renamed the corridor. This

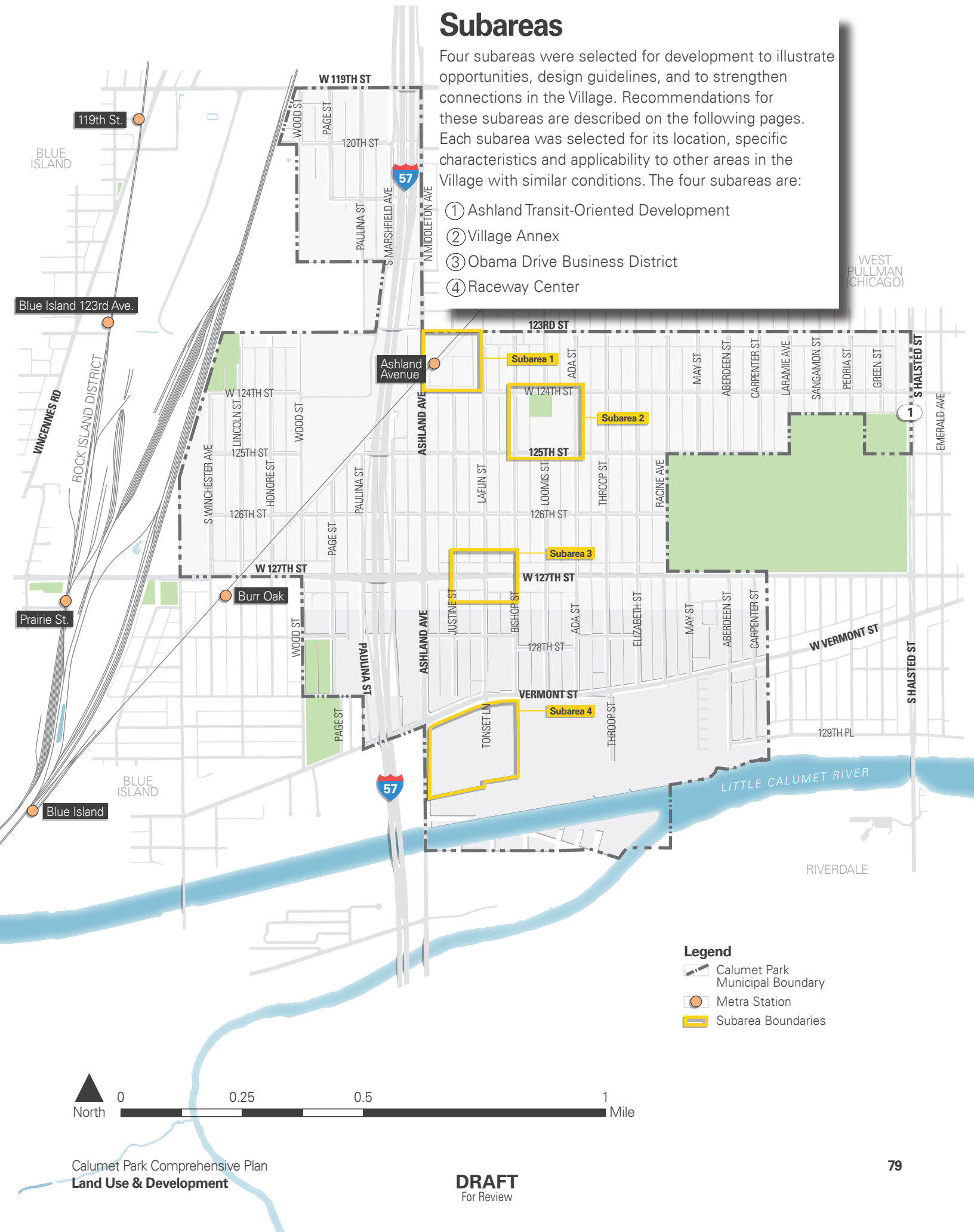
designation was important to the representation of the Village, which is over 85% African American. This corridor is an important gateway into the Village from the east and west.

# Subareas

Four subareas were selected for development to illustrate opportunities, design guidelines, and to strengthen connections in the Village. Recommendations for these subareas are described on the following pages. Each subarea was selected for its location, specific characteristics and applicability to other areas in the Village with similar conditions. The four subareas are:

- ① Ashland Transit-Oriented Development
- ② Village Annex
- ③ Obama Drive Business District
- ④ Raceway Center

WEST  
PULLMAN  
(CHICAGO)



## Legend

- Calumet Park Municipal Boundary
- Metra Station
- Subarea Boundaries





# Ashland TOD

**Available Land:** 6 acres

**Housing Type:** Mixed Use two-story

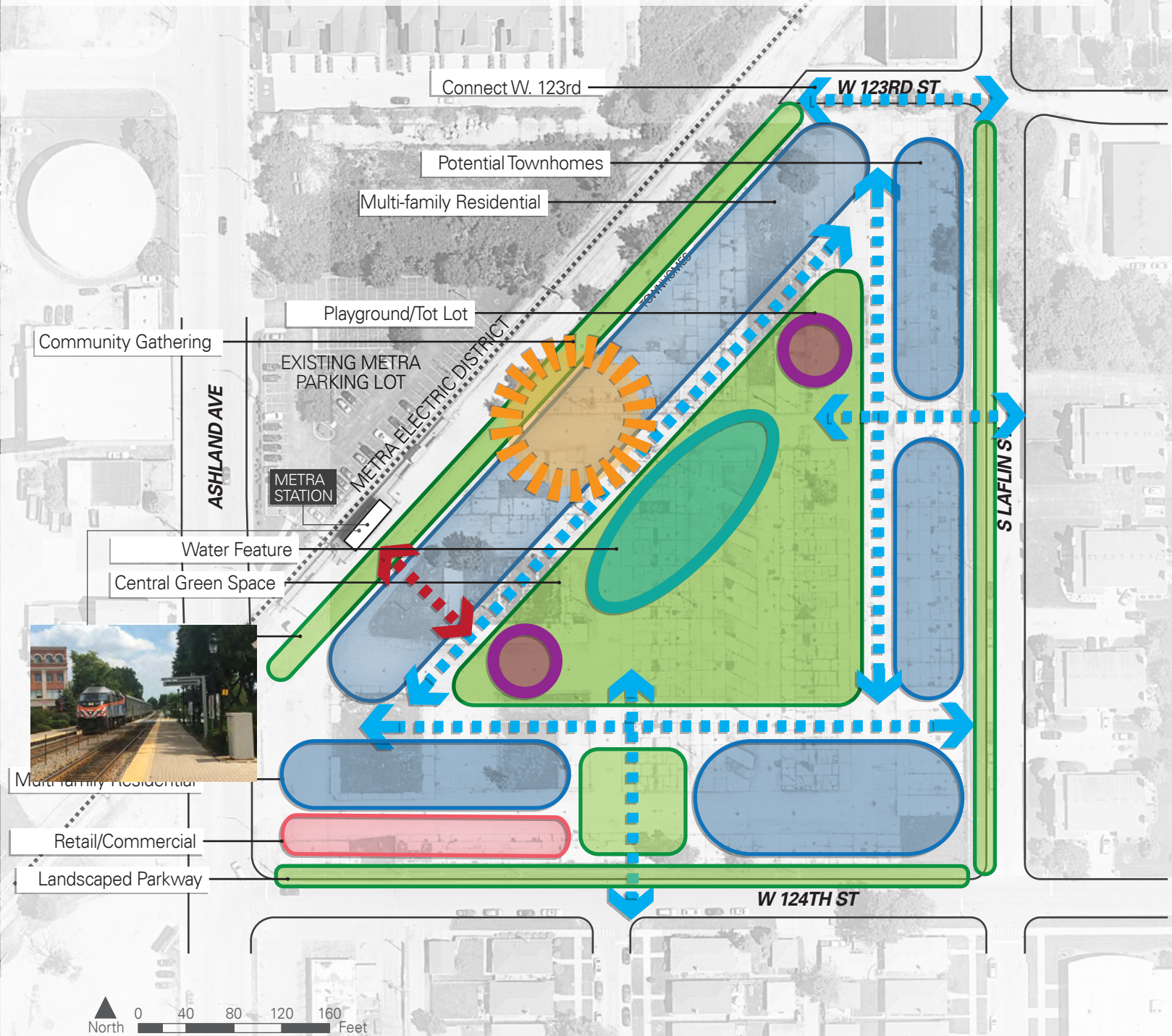
**Total SF:** 104,500 SF

**Residential Units @ 120 Unit:** Average unit is 750 SF

Rents provided at market rate of \$1.40/SF and 4% LIHTC affordable units at \$1.20/SF split 50/50. Also, as this project site is within a Qualified Opportunity

Zone, the project should be able to attract Qualified Opportunity Fund investment if developer is interested in additional equity support for their project.

**Commercial SF:** 3,000 SF; it would serve a primary market of METRA commuters and the immediate residential areas.







*Example of streetscape with planted parkway*



*Example of water feature*



*Example of rowhomes*



*Example of multifamily housing*



*Example of central green space programming*



*Example of playground/tot lot*



# Village Annex

A master plan and feasibility study for the project is critical in understanding a phased approach. It is a major piece of real estate that may be able to be re-purposed for a variety of youth and family support programming and services. The Master Plan would encompass the whole campus, and it would further prepare a conceptual programming plan based on research and community input. This would allow a design firm to prepare a full-fledged feasibility study to determine the

physical fit of the space for the programming needs, and how the buildings and campus would need to be modified and updated to serve these future youth and family service needs. Finally, a fundraising program should be prepared as well as an operating budget to determine how best to capitalize the necessary upgrades to the buildings and campus while also preparing a long-term financial plan for operational sustainability into the future.



North 0 20 40 60 80 Feet





## Village Annex

The Village of Calumet Park acquired the former 7 Holy Founders site in 2020. It is recommended that a master plan for the campus including buildings proposed for renovation or demolition be identified. A feasibility study would also support determinations on program and space requirements for new program elements. The following concepts for reuse as a community and banquet center are designed to frame further discussion within the community regarding the long-term redevelopment of this site as a major community asset. The Village Annex analysis considers this community center option, but also, suggests a second mixed-use scenario that combines intergenerational uses for recreation, community, and residential redevelopment.



## Redevelopment Scenario #1

In this scenario, the community center would likely be more financially viable if sponsorship partners and memberships could be developed with one or more nearby health and fitness facilities. Consideration for reciprocity with nearby facilities is also an option. The Kroc Center is the closest facility to Calumet Park. This facility provides a broad and diverse set of community recreational, educational, health, and event programming that would likely be in direct competition with any new community Recreation Center in Calumet Park. The immediate market is not large enough in population and household incomes to sustain two large independent community/recreation centers without significant long-term public subsidy by the Village of Calumet Park. Therefore, it is recommended that any full master plan and feasibility study of the site be completed with full consideration of how a potential partnership could be developed and sustained with the Kroc Community Center or other nearby/adjacent communities.

Available Land: ~6 acres Total Building SF = 16,200 SF

## Building and Grounds Use

The existing facility is generally at capacity and has robust programming throughout the year. The programming reflects the needs of the Calumet Park community and its residents. While there are other recreational facilities in adjacent communities, the Village Annex is uniquely positioned to enhance programming and increase its footprint.

The diagram on the following page illustrates Calumet Park's competitive advantage of the Village Annex in the region. It is important to understand the other facility's options in the immediate vicinity to support the proforma for the Village Annex.



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## Redevelopment Scenario #2

Repurpose buildings and site as a Neighborhood Intergenerational Youth/Community Center (west side of site) and Senior Residential Development (east side of site)

Available Land: ~6 acres Total Building SF = 54,800  
(34,800 SF Existing and 20,000 SF New)

Building and Grounds Use Type: The outdoor / indoor space could be transformed into intergenerational space for youth on the west side of the site.

**Area G:** Intergenerational space (youth and adults)

**Area F:** Passive courtyard

**Area C:** Senior residential apartments

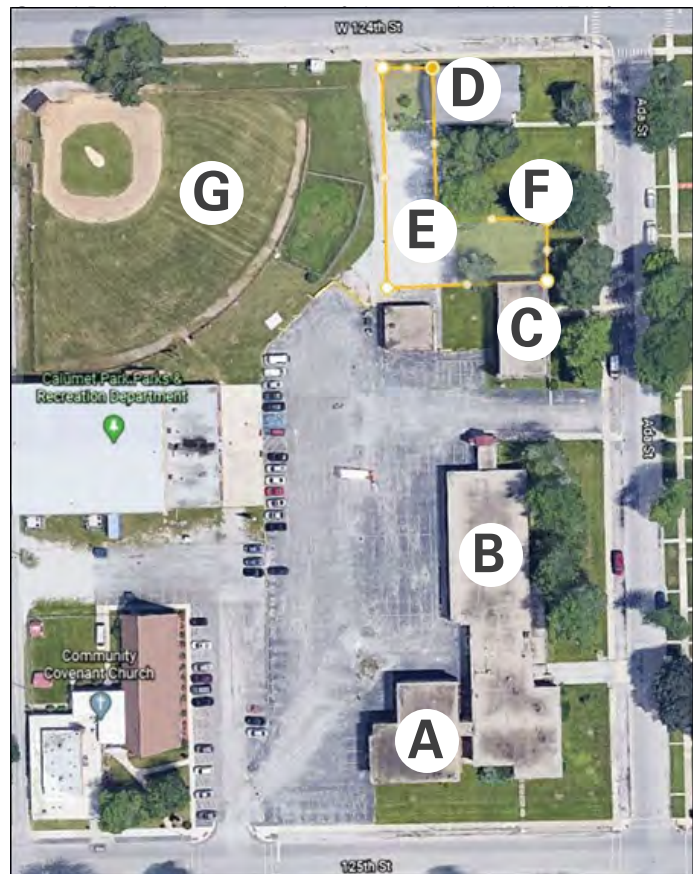
**Area E:** Existing building (54,800sf), estimated 20,000 SF new construction

### OPTION B:

Areas A, B, C, and D, or an estimated 34,800 SF would be renovated into senior apartments of approximately 600 SF each.

**Areas D and F:** Demolished.

The Financial Sources and Uses tables suggests using Senior 9% Low-Income Housing Tax Credits (LIHTC) and Qualified Opportunity Zone funding to build the financial stack for the renovation of the existing buildings "A, B,





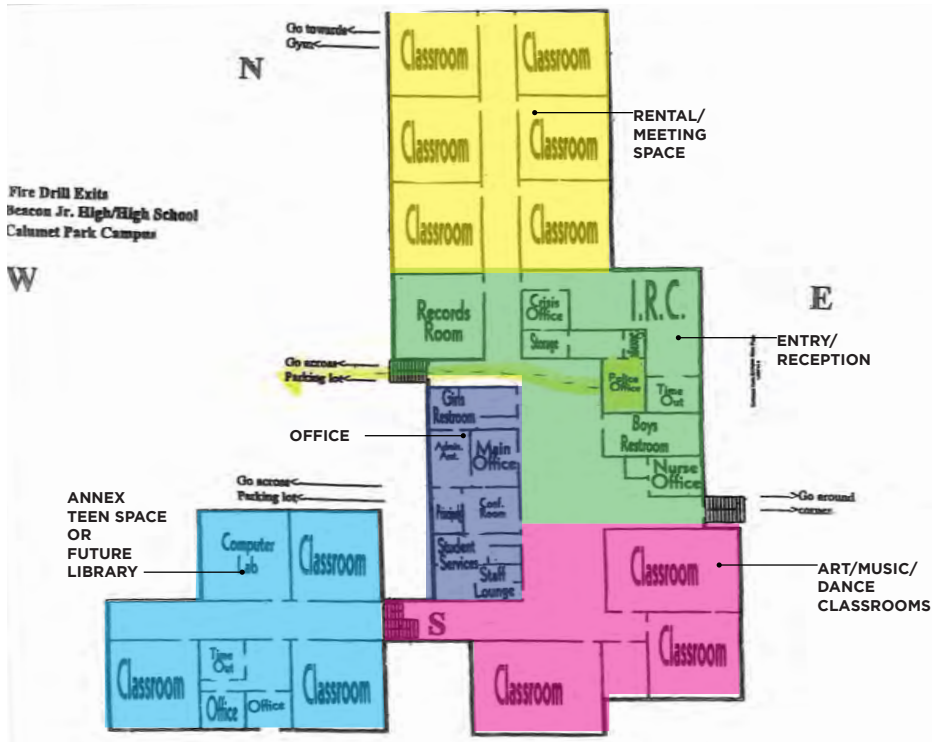


### Village Annex Integrated Generational Mixed-Use Redevelopment Concept #2

Total Project Development Costs	\$ 12,840,000	
Sources	\$ Amount	Pct. of Project
Construction Loan	\$ 3,301,200	26%
Developer Equity	\$ 1,400,000	11%
LIHTC 9% Senior	\$ 6,000,000	47%
Qualified Opportunity Fund	\$ 2,000,000	16%
Total Sources	\$ 12,840,000	

Uses	\$ Amount	Pct. of Project
Land	\$ 1	0%
Construction (Hard Costs)	\$ 10,700,000	83%
Non-Construction (Soft Costs)	\$ 2,140,000	17%
Total Uses	\$ 12,840,001	

# Parks and Recreation Annex Building A - Proposed Program



## Proposed Building Program

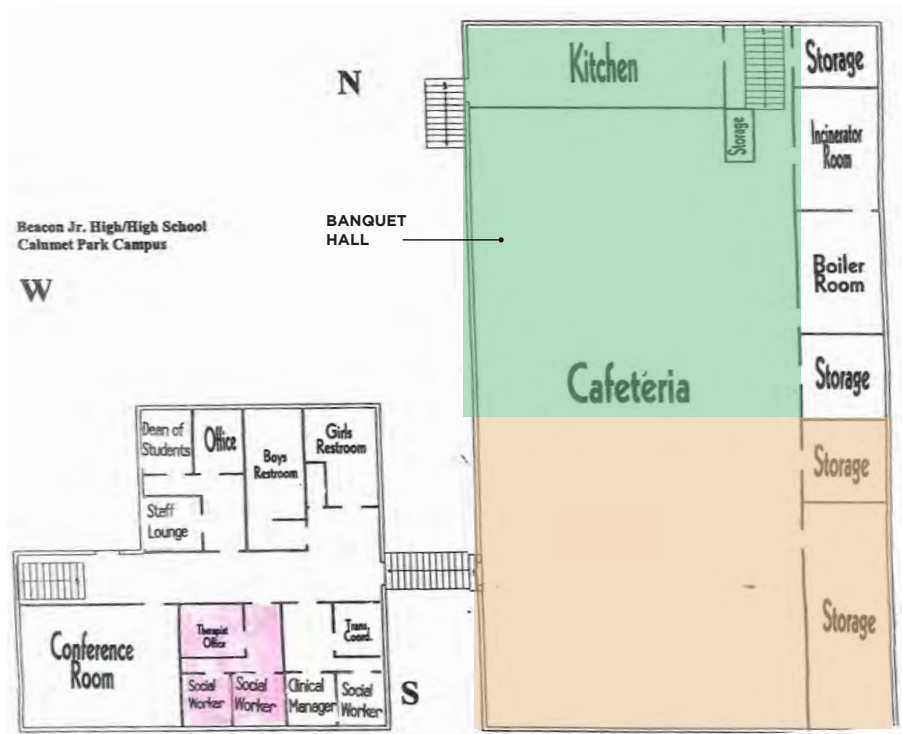
Area: +/- 16,000sf

### First Floor

- Rental/meeting
- Studios
- Performing arts
- Offices

### Annex

- Teen spaces
- Future library space



## Proposed Building Program

Area: +/- 10,000sf

### Basement

- Banquet hall
- Recreation Area
- Storage

### Annex

- Offices



## Phase 1 (year 1-3)

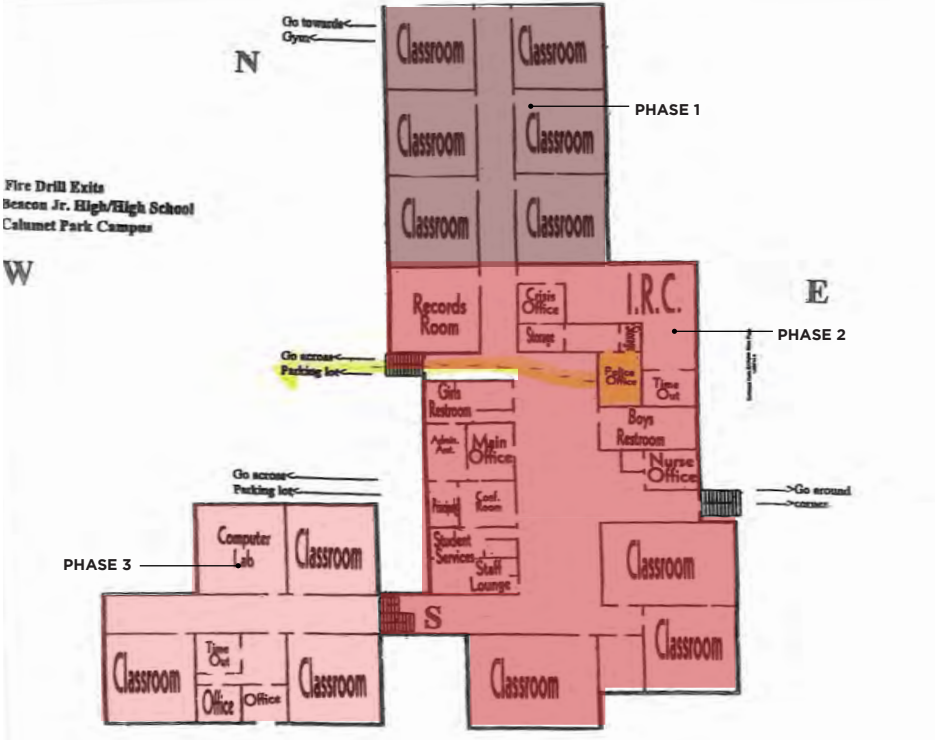
- Rental spaces
- Entry/reception
- Basement

## Phase 2 (year 3-5)

- Performing arts
- Fine arts

### Phase 3 (year 6)

- Annex
- Future library space



# Obama Drive Business District

The Obama Drive Business District provides new commercial dimensions to the Ashland Ave. commercial corridor between Obama Drive (127th St.) and Ashland Ave. TOD as many of the properties are currently under-used. The proximity to I-57 interchange at Obama Drive (127th St.) allow immediate access to transportation for deliveries. The Qualified Opportunity Funds could acquire and improve these underused properties for

new small businesses needing space for custom manufacturing and art/craft production. Small business expansion and start-ups could be assisted with underwriting from Community Development Finance Institutions (CDFIs) who may provide better terms for business capital needs than traditional lenders are able to given their lending requirements.





# Raceway Center Redevelopment

**Developmental Goal:** Re-purpose the north end of Raceway Park Shopping Center as a mixed-use project to strengthen existing retail and potentially attract a health clinic.

**Available Land:** 5 acres

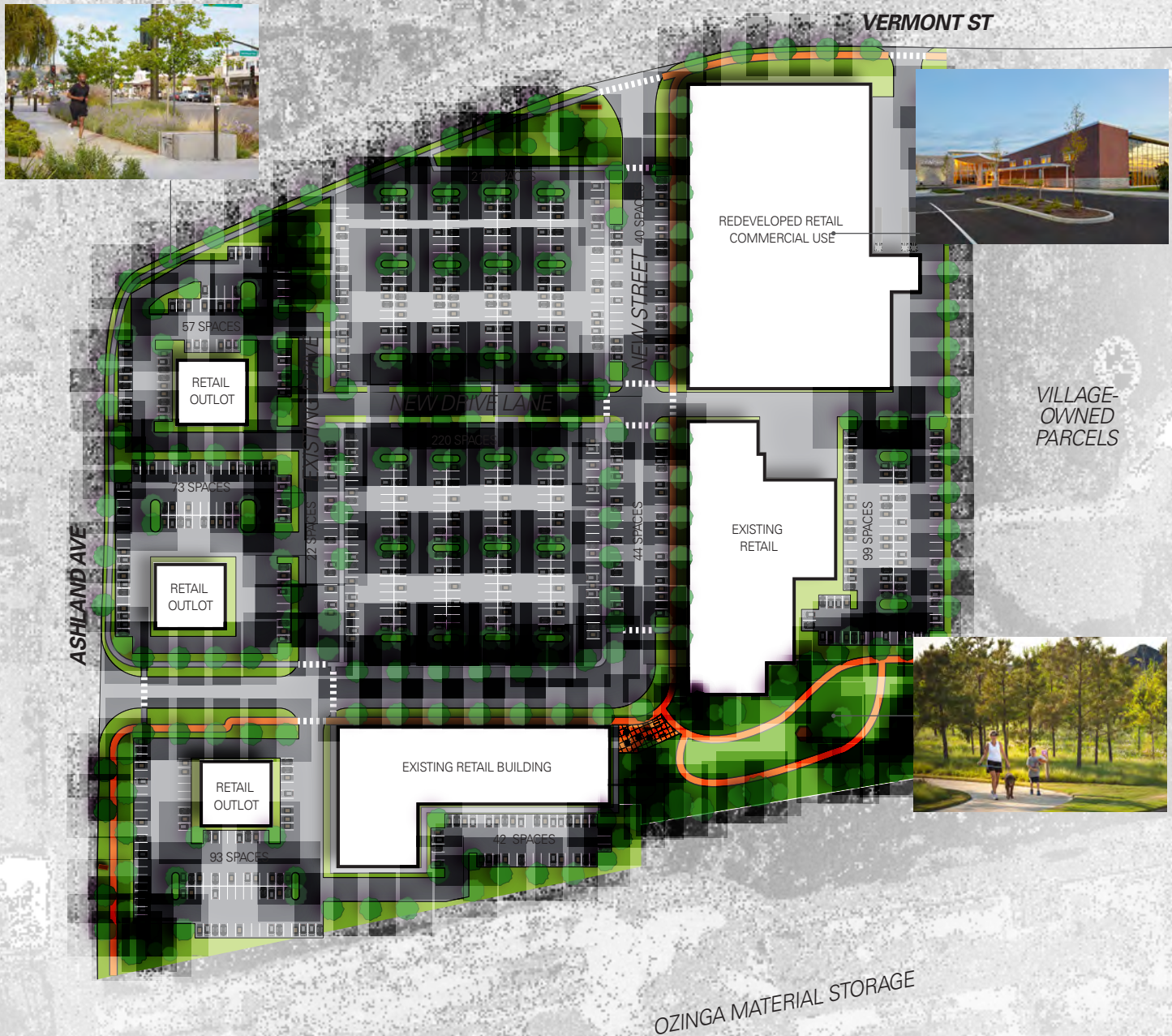
**Housing Type:** Mixed Use three-story

**Total SF:** 130,000 SF

**Residential Units @ 140 Unit:** Average unit SF is 750 SF

Rents provided at market rate of \$1.40/SF and 4% LIHTC affordable units at \$1.20/SF split 50/50

**Commercial SF:** Health Care clinic may be feasible given there are no current health care options within the immediate 2-mile area. A 3,000 SF health care clinic would fit with existing commercial uses and the proposed residential reuse of the north area of the Raceway Center. Based the below ESRI Business Analyst retail gap analysis for the 2-mile market area from the project site, it would be unlikely to attract at this time a small urban grocery



North 0 20 40 80 120 Feet

# Goals & Strategies

## Goal 1

### **Maintain housing affordability in the Village.**

In discussing the positive attributes of the Village with community members, housing affordability was mentioned frequently. The Village's median household income is average for the region while housing prices are competitively priced and property taxes are lower than its neighbors. This gives the Village a potential advantage in attracting new residents. There is also an opportunity for the construction of new homes to add a variety of types and price points in the Village.

## Strategy 1

### **Assist income-burdened households.**

**Action 1.1:** Connect with and utilize existing affordable housing maintenance programs.

**Action 1.2:** Support aging-in-place by amending the zoning code to permit accessory dwellings, such as granny flats.

## Strategy 2

### **Continue to enforce property maintenance standards and support rehabilitation of the Village's existing housing stock.**

**Action 2.1:** Identify delinquent landlords and remove inadequate or unsafe housing.

**Action 2.2:** Encourage improvement of aging housing structures through the establishment of residential rehabilitation program coordinator.

**Action 2.3:** Educate property owners about the Village's existing programs to support housing rehabilitation.

## Strategy 3

### **Develop new and responsive types of housing that allow residents to remain in the Village through all phases of life.**

**Action 3.1:** Leverage economic development tools to incentivize construction of desired housing types.

**Action 3.2:** Incorporate the Village's housing affordability into the Village's marketing campaign.

**Action 3.3:** Emphasize that the Village's housing options are attractive and can retain families and professionals in the Village long-term.

**Action 3.4:** Attract developers with experience and desire to produce a variety of market-rate housing types that respond to the changing needs of singles, families, and seniors.

**Action 3.5:** Review and adjust the Village's regulatory framework to allow responsive housing.



## Goal 2

### **Ensure responsive housing types to accommodate existing and new residents in the Village.**

A variety of housing types benefits Calumet Park by allowing existing residents to move into housing that accommodates their lifestyles they change. This is also important in maintaining a stable population in the Village over time. The future of the Village will depend on its ability to continue to respond to resident's changing needs for housing.

### **Strategy 1**

#### **Conduct a housing demand analysis to determine unit counts and housing needs.**

**Action 1.1:** Understand type and quantity of housing need, in addition to deficit and surplus of housing units for Calumet Park's households at various income levels for rental and for-sale housing, to prepare for future need.

**Action 1.2:** Understand area housing costs and locations within the Village that offer residential development opportunities.

### **Strategy 2**

#### **Prioritize infill housing, housing near transit and rehabilitation of existing structures.**

**Action 2.1:** Prepare for development in opportunity areas such as the Ashland Metra Electric station, major commercial corridors such as Obama Drive (127th St), and where there are synergies with other businesses or open spaces, such as the redevelopment of the Raceway Park Shopping Center. Preparation includes: engaging with local and regional developers to better understand their needs and market demand, acquiring properties if needed, and conducting site-specific market analysis for subject sites.

**Action 2.2:** Establish a utility service plan to examine whether the Village's existing infrastructure can accommodate new developments.

### **Strategy 3**

#### **Remove aging and deteriorating structures with a focus on smaller homes.**

**Action 3.1:** In residential areas where vacant homes exist, prioritize rehabilitation where possible.

**Action 3.2:** Remove underutilized or no longer viable building types and replace them with modern uses and spaces.

**Action 3.3:** Update the Village's database on property ownership and vacant buildings on an annual basis with support from an external consultant and Fire Department assessments.

### **Strategy 4**

#### **Attract residential developers interested in providing a variety of housing types in the Village.**

**Action 4.1:** Create a marketing brochure to share with developers highlighting the competitive advantage of working in the Village.

**Action 4.2:** Authorize the use of Tax Incremental Financing (TIF) funds as a financial incentive for future redevelopments within the Village's current TIF Districts, including the Ashland Transit-Oriented District Site.

**Action 4.3:** Host a developers summit, where developers and realtors can directly collaborate with Village's decision-makers to better understand local needs and facilitate desired (re)development in the Village.

**Action 4.4:** Inventory all financial incentives currently offered by the Village to attract development, review their past performance for long term benefits and costs, and adjust incentive policies as needed.

## **Strategy 5**

**Prioritize location of land uses that generate taxes for the Village along commercial corridors and in highly visible areas of the community, including mixed-use development that includes affordable housing options.**

**Action 5.1:** Consider adding density in areas that have higher traffic counts or are near transportation options.

**Action 5.2:** Pursue rehabilitation and renovation programs available through state and local organizations, including non-profit organizations, to complement efforts to acquire properties and engage contractors to rehabilitate them.



## Goal 3

### **Attract innovation, research, and advanced manufacturing uses into the Village's existing industrial areas.**

The Village's existing industrial areas have the capacity to transition into innovation districts that focus on emerging industries, including innovation, research, advanced manufacturing, and green jobs. Accommodating these uses will position Calumet Park well to attract economic development drivers in to the community.

#### **Strategy 1**

**Understand the space needs of innovation industries, modern manufacturing, and clean industrial companies.**

**Action 1.1:** Create a marketing package that features manufacturing and industrial property offerings in the Village.

**Action 1.2:** Work with partners to create an inventory of business types that may be interested in locating or relocating into the Village.

#### **Strategy 2**

**Attract additional large employers to Calumet Park's manufacturing and industrial land uses.**

**Action 2.1:** Work with relevant economic development agencies/organizations, including Southland Development Authority, Calumet Area Industrial Commission, and Cook County Bureau of Economic Development, to identify existing businesses seeking space to expand their operations or new operators moving into the region seeking to locate in a regionally competitive community.

**Action 2.2:** Leverage Calumet Park's transportation, space, and quality of life amenities to attract additional manufacturing and industrial businesses to the community.

#### **Strategy 3**

**Promote makers spaces, co-working, and entrepreneurs to locate their businesses in manufacturing/industrial and flexible land use designations.**

**Action 3.1:** Create a unique brand with signage for innovation districts in the Village.

**Action 3.2:** Engage with local and regional networks of entrepreneurs to understand small business owners' needs and opportunities.

## Goal 4

### **Increase Equalized Assessed Value (EAV) by redeveloping vacant and underutilized real estate.**

The ability of the Village to maintain fiscal responsibility stems from annual increases in EAV. The Village should encourage population growth and investment in the Village, strategic location of new development and prioritization of renovation or rehabilitation of existing structures. Demonstrated implementation and development success can create momentum and attract additional opportunities for the Village. Key locations that could provide significant new EAV to the Village and increase the residential population are: the Ashland TOD site, the Village Annex site, the Obama Drive Business District, and the Raceway Park Center.

#### **Strategy 1**

##### **Prepare for redevelopment to ensure that development proposals are not delayed.**

**Action 1.1:** Review the zoning code to ensure it aligns with the Comprehensive Plan's goals and Strategies.

**Action 1.2:** Review the Village's permitting process and explore ways to streamline it.

#### **Strategy 2**

##### **Promote diverse housing types and options within and around the Ashland TOD site.**

**Action 2.1:** Coordinate redevelopment strategies and homeowner attraction with other regional developments and employment centers such as the Blue Cross Blue Shield data center facility.

**Action 2.2:** Work with developers to create a central public gathering space within the Ashland TOD site to support social events and active and temporary uses in the community.

**Action 2.3:** Rezone the Ashland TOD site from C2 – General Commercial to R2 – Low-Rise Multi-Family Residential to allow residential and other uses that can increase the Village's diversity of housing types.

#### **Strategy 3**

##### **Support infill development and reuse of existing buildings at the Raceway Park Center.**

**Action 3.1:** Implement landscaping improvements to complement the Village's existing gateway signage on Ashland Avenue, which welcomes drivers into Calumet Park coming from the south.

**Action 3.2:** Market the existing buildings and associated sites for infill mixed-use development to create a streetwall along Ashland Ave. with access from Vermont St.

**Action 3.3:** Rezone the Raceway Shopping Center from C2 – General Commercial into a combination of R2 – Multi-Family Residential, C2 – General Commercial, and OS – Open Space to promote a town center style development that accommodates commercial and residential uses, as well as a trailhead and new park.

**Action 3.4:** Engage with peer municipalities to discuss and understand best practices for building reuse and infill.

## **Strategy 4**

**Prioritize placemaking in economic development to give the Village a more defined identity and stimulate economic investment.**

**Action 4.1:** Create an enhanced pedestrian and bike path along Throop St. to link south and north Calumet Park together from Vermont St. on the south to 124th St. on the north. The existing public library site could be enhanced as a destination with a civic plaza, and would give the Village a center for public gatherings, both formal and informal, along Obama Drive (127th St). The Throop St. Trail or “Obama Trail” would link the development near Vermont St., schools, businesses along Obama Blvd., and the Ashland Ave. TOD on the north end.

**Action 4.2:** Develop the Village-owned parcels east of the Raceway Park Shopping Center into an open space amenity that links to the Village-wide trail system.

**Action 4.3:** Spur business investment by leveraging the new trail and encourage improvement of business and residential properties near the trail. Link the new Obama Trail to Village parks on the north end and to the regional Cal-Sag Trail on the south end.



## Goal 5

**Attract new and support existing businesses that positively contribute to the Village's tax base and physical character.**

Diversification of the Village's tax base will provide a solid foundation for growth in the future. Assessing opportunities for new housing, reuse of industrial space and improvement of connections throughout the Village will increase property values for residents. Critical to this goal is defining businesses and housing types that will succeed in Calumet Park and are the right fit for development.

### Strategy 1

**Provide support for existing businesses to improve or maintain their properties.**

**Action 1.1:** Share existing programs available to businesses with property managers, owners, and those interested in opening a business in the Village. These programs may include Enterprise Zone incentives, permit expediting, or maintenance compliance in partnership with the Village.

**Action 1.2:** Consider a façade improvement program or special assessment to ensure businesses have resources to maintain their properties.

**Action 1.3:** Incentivize business owners to maintain their properties by providing grant opportunities for maintenance or improvement of existing structures.

**Action 1.4:** Enforce existing building codes related to appearance, health, safety and welfare of the public.

### Strategy 2

**Focus economic development strategies on industrial properties near 119th St. west of I-57, the Ashland Ave. Business Corridor, and Obama Drive (127th St.) (Main St. of Calumet Park).**

**Action 2.1:** Help connect businesses with available loan funds to leverage private financial investment in business and real estate redevelopment projects.

**Action 2.2:** Promote Village's inclusion in an Opportunity Zone to attract investments in the area north of Obama Drive (127th St.). Opportunity Fund investments would support industrial development and expansion near 119th St., as well as Ashland Ave. TOD.

## Goal 6

### **Relocate Village's government functions into a new facility.**

The redevelopment of the existing Village Hall presents an opportunity for the Village to relocate its government functions in modern facilities that can promote efficiencies in its operations. Evaluation of the CalComm Regional 911 Call Center as the new home for most of the Village's government functions and the redeveloped Village Hall should be assessed. Connectivity and wayfinding between the Village's buildings will be critical in creating links between governmental and public safety functions.

### **Strategy 1**

**Explore ways to make Village functions more efficient, improve provision of services, and integrate the use of emerging public safety technologies.**

**Action 1.1:** Conduct a space needs analysis to determine the required program to efficiently house administrative, civic, and public safety functions in one building.

**Action 1.2:** Create a strategic plan to transition services and offices which includes reuse of the existing Village Hall.

### **Strategy 2**

**Create civic and recreational connections with wayfinding signage and public space identification.**

**Action 2.1:** Identify locations in the Village that promote and direct residents and visitors to important destinations including Village Hall, CalComm Regional 911 Call Center, the Recreation Center, and local parks.

**Action 2.2:** Relocate public safety and Village functions to the same facility to economize resources and provide residents one address for public safety and Village service provisions.

**Action 2.3:** Ensure residents are able to access the shared facility by multiple means of transportation including continuous sidewalk networks..

## Goal 7

### **Create a consistent identity for new construction and redevelopment in the Village.**

Design guidelines provide guidance for new construction and create a consistent architectural vocabulary in the Village. The creation of these guidelines will allow Village decision makers a framework to evaluate development proposals. Design guidelines empower Village decision makers to create a high-quality physical environment while setting expectations about the values of the community.

### **Strategy 1**

#### **Create design standards to regulate the physical environment and create consistent identity in areas of the Village's most visible areas.**

**Action 1.1:** Create design guidelines for form-based codes for the Village's existing commercial corridors. This will require the Village to identify desired architectural and site design's characteristics, materials, and forms of new construction.

### **Strategy 2**

#### **Orient developers to the aesthetic and expectations of quality construction from the Village with any development proposal.**

**Action 2.1:** Organize a developer summit to educate and socialize the expectations of the Village with those interested in doing business.

**Action 2.2:** Create user-friendly guidance materials that clarify the Village's development review processes and requirements.

**Action 2.3:** Promote early conversations with contractors and developers to ensure that design standards are met in the Village.





Source: CMAP

# MOBILITY



## Introduction

A balanced, efficient, and well-connected transportation system provides access to goods, services and community resources, and supports land use development through a variety of modes. The transportation system in Calumet Park is comprised of an integrated network of roadways, public transit services, and pedestrian infrastructure. These facilities and services support mobility throughout the Village and connections to the larger region. In the future, the Village shall endeavor to maintain the system to the highest quality while enhancing mobility and connectivity through greater diversification of automobile alternatives.

This chapter describes strategic improvements to the transportation system to reduce congestion and calm traffic in the Village's commercial corridors, enhance the Village's public transit assets to increase ridership and maintain service levels, develop a network of bikeways for local travel and access to the nearby regional trails, and improve pedestrian safety at major roadway crossings. Additional transportation recommendations are detailed in the subarea plans in this chapter.

## Roadway Network

Calumet Park is traversed by a network of roadways that accommodates traffic circulation throughout the Village, maintains efficient connections between local residential areas and commercial corridors, and provides direct access to the regional expressway system.

### Functional Classification

Roadways are classified in a hierarchical structure based on the function that they serve and the traffic-carrying capacity that they provide. Four functional classifications are used, including freeways, arterials, collectors, and local roads. Arterials and sometimes collectors are commonly subdivided into major and minor designations based on location, service function and design features. Each roadway classification serves as a collecting/distributing facility for the next higher classification.

### Freeways

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. The Village benefits from excellent access to the freeway system via Interstate 57 (I-57) which traverses the Village from north to south and is accessed from 119<sup>th</sup> Street and Obama Drive (127<sup>th</sup> St) via Marshfield Avenue, Ashland Avenue and Paulina Street.





Other nearby freeways include I-94 (Bishop Ford Freeway), accessed from 115th Street and 130th Street in the City of Chicago three miles to the east, and I-294 (Tri-State Tollway), accessed from Obama Drive (127th St) in the Village of Alsip 3.5 miles to the west.

## Major Arterials

Major arterials provide a high degree of mobility and function as the primary travel routes through urban areas connecting the freeway system with the local network of arterials, collectors and local roads. These higher-capacity roadways carry high volumes of traffic and require more stringent access controls and traffic signal spacing. There is one major arterial in Calumet Park, Obama Drive (127th St), which is a four-lane roadway that bisects the Village from east to west. The roadway is also a component of IDOT's Strategic Regional Arterial (SRA) system, which is a 1,500-mile network of the most important major arterials in the Chicagoland region.

## Minor Arterials

Minor arterials also provide a high degree of mobility but with lower operating speeds and less stringent access controls than major arterials. Minor arterials in Calumet Park include 119th Street, Halsted Street, and Ashland Avenue (south of Obama Drive- 127th St), all of which are four-lane roadways.

## Collectors

The collectors are generally two- to four-lane roadways that distribute traffic between the arterials and local roads, have limited continuity and lower operating speeds, and may allow parking in the curb lanes. Collectors in Calumet Park include Vermont Street, Ashland Avenue (north of Obama Drive - 127th St), 123rd Street (Marshfield Avenue-Ashland Avenue), 124th Street, and Marshfield Avenue (119th Street-123rd Street).

## Local Roads

All other roadways in the Village are classified as local roads and are generally two-lanes wide with parking permitted on one or both sides. These roadways connect with the arterials and collectors, provide direct access to private property, and carry low volumes of traffic at low speeds.

## Jurisdiction

The major roadways in Calumet Park (I-57, 119th Street, Obama Drive (127th St), Ashland Avenue, Halsted Street, Vermont Street) are controlled by the Illinois Department of Transportation (IDOT) and 10 of the 11 signalized intersections in the Village that are along these roadways are coordinated into an IDOT traffic signal system. The Village controls all of the other roadways in Calumet Park with the exception of Paulina Street and





Marshfield Avenue between Obama Drive (127th St) and Vermont Street which are under Cook County control. It is important that the Village maintain close coordination with these agencies to support future development, enhance multimodal connectivity, control access, and unify roadway character.

### **Truck Routes**

I-57 and Obama Drive(127th St) west of I-57, are IDOT-designated truck routes designed to support heavy commercial traffic and service commercial businesses in the area. Halsted Street, from the Little Calumet River south to I-80, is one of the 10 Priority Trucking Corridors in Cook County and a component of the Connecting Cook County Freight Plan due to the intermodal and industrial facilities served to the south of the Village.

## **Roadway Improvement Opportunities**

### **Traffic Calming**

The Village has endeavored to implement measures to calm traffic through its residential areas and around its public schools. Several residential blocks are oriented in a one-way direction, which reduces traffic conflicts, increases street parking opportunities, and provides for safer drop-off/pick-up zones around the schools. Several of the residential streets along the Village's municipal limits on 123rd Street also end in a cul-de-sac, which discourages non-local through traffic in the neighborhood. Stop sign controls are in place at every non-signalized intersection to assign the right-of-way to one direction of travel, with the signs offset every other block to allow for traffic progression while maintaining appropriate speeds. The Village should continue to monitor traffic flow through its residential areas and implement similar traffic calming measures when necessary.

### **Complete Streets**

A "Complete Street" is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists and pedestrians. IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires



the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed or widened. The Village has followed suit through the adoption of its own Complete Streets ordinance in March 2016 for application on the Village-controlled roadways in the future as they are resurfaced and reconstructed. Many of the transportation improvements included in the Comprehensive Plan will enable the Village to implement this new ordinance and, in doing so, improve mobility for Village residents.

## Roadway Modifications

In general, the roadway grid system within the Village adequately manages traffic flow, and with some specific modifications, the system can perform better while also accommodating the needs of pedestrians and bicyclists.

However, there are significant physical and natural barriers between the Village and its adjoining communities that limit the continuity of the roadway system, including I-57, the Iowa Interstate Railway and the Metra Rock Island District line to the west, the Little Calumet River and Cal-

## Major Roadways In Calumet Park

Functional Classification	Roadway	Jurisdiction	Annual Average Daily Traffic <sup>1</sup>
Freeways	I-57	IDOT	107,100-137,300
Major Arterials	127th Street (Obama Drive)	IDOT	18,600-27,300
Minor Arterials	119th Street	IDOT	20,400
	Ashland Avenue (S of 127th St)	IDOT	12,800-16,500
	Halsted Street (IL 1)	IDOT	18,000
	Ashland Avenue (N of 127th St)	IDOT	7,300
Collectors	Marshfield Avenue (119th St-123rd St)	Village	2,250
	Vermont Street	IDOT	8,400-12,400
	123rd Street (Marshfield Ave-Ashland Ave)	Village	2,950
	124th Street	Village	2,750
Local Roads	All other roadways	Village	n/a

<sup>1</sup> Source: Illinois Department of Transportation / n/a -- not available





Sag Channel to the south, the Metra Electric District line to the north, and Cedar Creek Cemetery to the east. Since the arterials are the primary roadways that penetrate these barriers, much of the traffic entering and exiting the Village is channeled onto these roadways at times causing congestion largely during the weekday rush hours.

The Village should regularly coordinate with IDOT to monitor traffic flow along the arterial roadways. Roadways experiencing spot locations of congestion, such as 119th Street and Obama Drive (127th St), can be improved through traffic signal timing adjustments and signal system coordination or through pocket turn lanes. Roadways with excess capacity, such as Ashland Avenue and Vermont Street, can be redesigned for a calmer multimodal travel environment.

The Village should also endeavor to maintain its own roadways to the highest standard to support its residents and business community and to enhance the viability of commercial and industrial redevelopment opportunities.

### **Obama Drive (127th St)**

Obama Drive (127th St) carries a high volume of traffic nearing the capacity of a four-lane roadway. To the west of Ashland Avenue, Obama Drive (127th St) can be challenging to walk along and cross, and as a result has experienced numerous crashes between vehicles and pedestrians or bicyclists. Improvement

of the corridor is a priority and will require regional coordination with IDOT and the City of Blue Island with grant funding pursued to expedite the work. Projects include the installation of median refuge islands, high-visibility crosswalks, ADA curb ramps, countdown pedestrian signals, and the relocation of obstructions in the pedestrian ways, as described in the Village's Draft Active Transportation Plan. To the east of Ashland Avenue there are numerous cross streets and driveways along Obama Drive (127th St) and the lack of a dedicated left-turn lane results in traffic congestion during the peak commuting periods. IDOT's SRA plan for Obama Drive (127th St) includes the widening of the roadway between Ashland Avenue and Halsted Street to provide a two-way center lane for left-turn movements with dedicated left-turn lanes at the signal-controlled intersections (i.e., Bishop Street, Throop Street, Halsted Street). The Village should work with IDOT on widening alternatives that target the signalized intersections while preserving the remaining parkway for streetscape and Complete Streets upgrades. The Village should also endeavor to consolidate curb cuts along Obama Drive (127th St) as redevelopment opportunities arise, similar to that achieved at Calumet Park Plaza, particularly between Marshfield Avenue and Racine Avenue.

### **119th Street**

119th Street to the west of I-57 gets congested during

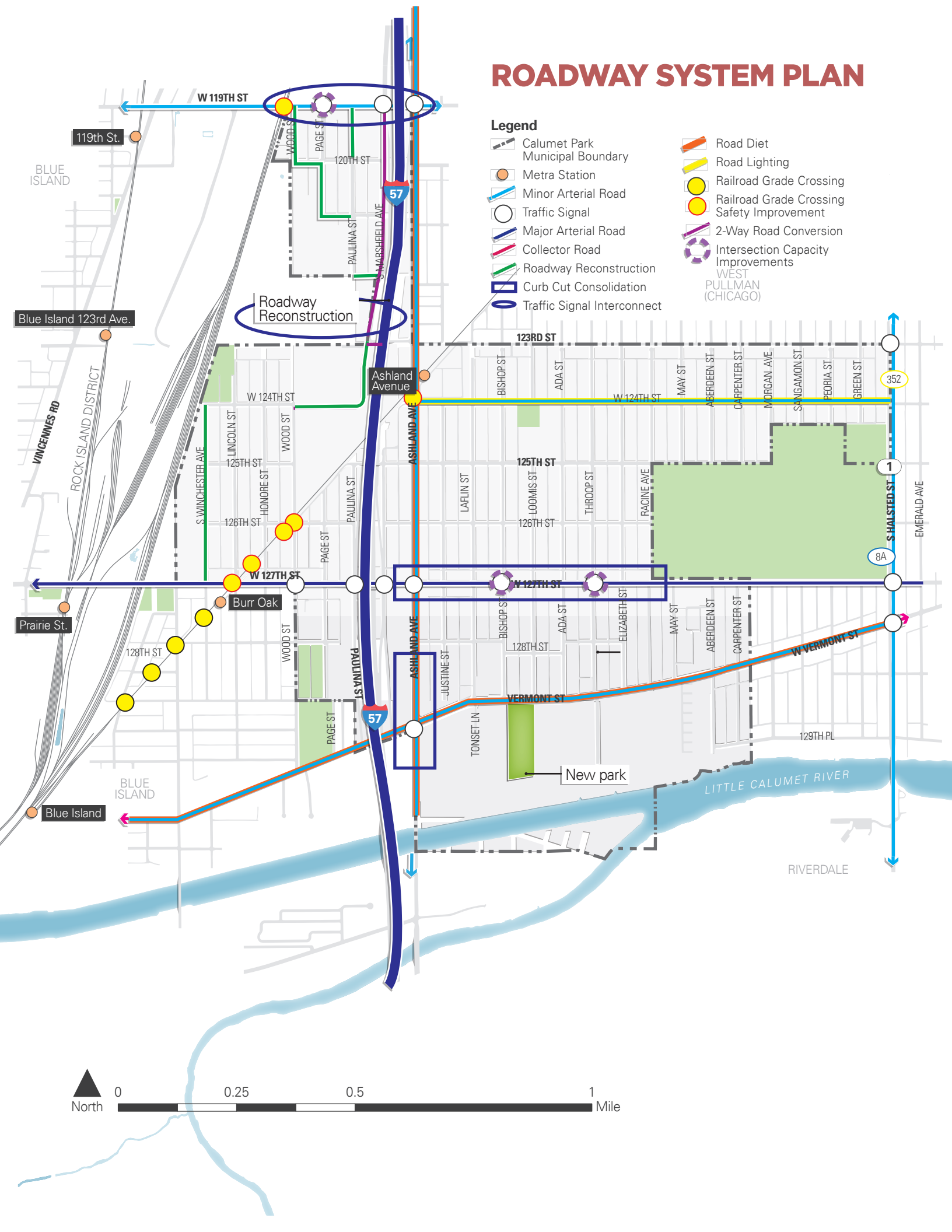


# ROADWAY SYSTEM PLAN

## Legend

- Calumet Park Municipal Boundary
- Metra Station
- Minor Arterial Road
- Traffic Signal
- Major Arterial Road
- Collector Road
- Roadway Reconstruction
- Curb Cut Consolidation
- Traffic Signal Interconnect
- Road Diet
- Road Lighting
- Railroad Grade Crossing
- Railroad Grade Crossing Safety Improvement
- 2-Way Road Conversion
- Intersection Capacity Improvements

WEST  
PULLMAN  
(CHICAGO)





peak times due to the success of Marshfield Plaza, short spacing of the three traffic signals between Ashland Avenue and Page Street, and more than 60 freight/commuter trains that cross 119<sup>th</sup> Street at-grade just west of Wood Street. Access to and from Page Street is also restricted to right-turn movements only despite the signalization of the intersection. Capacity improvements planned for the 119<sup>th</sup> Street/Page Street intersection as part of the Speedway gas station project will provide congestion relief in the corridor, and better access to Marshfield Plaza for Village residents, by reconstructing the intersection for full-movement on all approaches, adding a westbound left-turn lane and eastbound right-turn lane on 119<sup>th</sup> Street, widening the Page Street approach and reconfiguring the Marshfield Plaza approach to accommodate left-turn movements, installing crosswalks and pedestrian signals, and interconnecting the modified traffic signal with the rail crossing signals and the traffic signals on 119<sup>th</sup> Street at Marshfield Avenue and Ashland Avenue.

### **Ashland Avenue**

The volume of traffic on Ashland Avenue can be adequately handled by a three-lane roadway rather than the current four- to five-lane wide roadway. A narrower roadway would create a calmer traffic environment for motorists and pedestrians and safer access to the Ashland Avenue Metra Station, Cal Sag Trail, and

commercial businesses that line the roadway. The “right-sizing” of Ashland Avenue is also consistent with the recommendations in the South Suburban Mayors and Managers Association (SSMMA) South Council of Mayors Complete Streets and Trails Plan. The Village should work with IDOT and continue to pursue grant funding for the implementation of a road diet on Ashland Avenue, possibly in conjunction with IDOT’s programmed Cal Sag Channel bridge repair work.

### **Vermont Street**

The volume of traffic on Vermont Street can also be adequately handled by a three-lane roadway rather than the current four- to five-lane wide roadway. The “right-sizing” of Vermont Street, which is also consistent with the SSMMA Complete Streets and Trails Plan, would allow for a calmer traffic environment, safer pedestrian crossings, and implementation of bicycle facilities. The Village should work with IDOT and pursue grant funding for the implementation of a road diet on Vermont Street.

### **Winchester Avenue**

Winchester Avenue is the primary access road to the 15-acre industrial site that extends along the east side of the railway. An Invest in Cook grant awarded to the Village will fund preliminary and final engineering for the needed reconstruction of the roadway to support truck traffic, reduce flooding/runoff from the industrial site





into the adjoining neighborhood, incorporate Complete Streets policies, and maximizes opportunities for the redevelopment of the site.

### **Marshfield Avenue**

Marshfield Avenue is the only roadway connecting the north and south sides of the Village west of I-57. The one-way southbound orientation of the road between 119<sup>th</sup> Street and 123<sup>rd</sup> Street is limiting and requires traffic to cross back and forth over I-57 to travel within the west side of the community. The Village should evaluate the conversion of this segment of Marshfield Avenue to two-way operation to provide a continuous north-south roadway on the west side of the Village and a better connection between the Village's western residential neighborhood and commercial destinations along 119<sup>th</sup> Street.

### **124<sup>th</sup> Street**

IDOT's FY 2020-2025 Highway Improvement Program includes the installation of roadway lighting between Ashland Avenue and Halsted Street. In 2018, the Village was awarded RTA Access to Transit/CMAQ grant funding for sidewalk installation on 124<sup>th</sup> St adjacent the Ashland Avenue TOD site. In 2020, the Village was awarded RTA Access to Transit grant funding to install a bicycle facility on 124<sup>th</sup> St between Ashland Ave and Halsted St, as well as completion of the final sidewalk gap segment on

124<sup>th</sup> St. The Village should prioritize completion of these awarded projects to establish a complete 124<sup>th</sup> St.

### **Local Roadway Upgrades**

The following roadways should be rebuilt to Village standards to improve multimodal access to existing businesses and foster redevelopment opportunities:

- 120<sup>th</sup> Street – between Wood Street and Page Street
- 121<sup>st</sup> Street – between Page Street and Paulina Street
- 122<sup>nd</sup> Street – between Paulina Street and Marshfield Avenue
- 123<sup>rd</sup> - Halsted to Bishop
- 124<sup>th</sup> Street – between Wood Street and Marshfield Avenue
- 126<sup>th</sup>-Bishop
- Marshfield Avenue – between 123<sup>rd</sup> Street and 124<sup>th</sup> Street
- Page Street - between 120<sup>th</sup> Street and 121<sup>st</sup> Street
- Paulina Street – between 119<sup>th</sup> Street and 120<sup>th</sup> Street
- Wood Street - between 119<sup>th</sup> Street and 120<sup>th</sup> Street

### **I-57**

I-57 is currently carrying traffic volumes exceeding the capacity of a six-lane freeway. While capacity improvements to I-57 is a longer-term strategy recommended by CMAP for further study, IDOT has programmed more near-term improvements in its FY





2020-2025 Highway Improvement Program, including the resurfacing of the freeway and repairs to the Obama Drive (127th St) bridge.

## Public Transit

Calumet Park is supported by a robust public transportation network that provides residents, employees and visitors with a variety of options in accessing major destinations within the Village, nearby communities, and the City of Chicago. Transit services are provided by the following agencies.

### Metra Commuter Rail

Calumet Park is located along the Blue Island Branch of the Metra Electric District Line (ME), which traverses the Village from southwest to northeast and offers weekday and Saturday service between the City of Blue Island and the Millennium Station in downtown Chicago. There are two stations along the ME line that are convenient to Village residents. The Ashland Avenue station serves the

east side of the Village and is located within the Village on Ashland Avenue near 124th Street. The Burr Oak station serves the west side of the Village and is located in Blue Island just south of the Village limits on Obama Drive (127th St) at Winchester Avenue. Other nearby Metra stations within ¼-mile of the Village are the Racine and West Pullman stations in the City of Chicago along the ME line and the Blue Island/Vermont and 119th Street stations in the City of Blue Island along the Rock Island District Line (RID). The Village should collaborate with Metra, the City of Chicago and the City of Blue Island on the requirements necessary to initiate Sunday service on the ME line.

There are approximately 90 to 120 boardings and alightings at the Ashland Avenue and Burr Oak stations each weekday. The majority of riders (62-74%) arrive to the stations by car either by driving alone, carpooling or being dropped-off and picked-up. Many riders (26-37%) also walk to the stations.

**Metra Ridership and Commuter Parking Utilization**

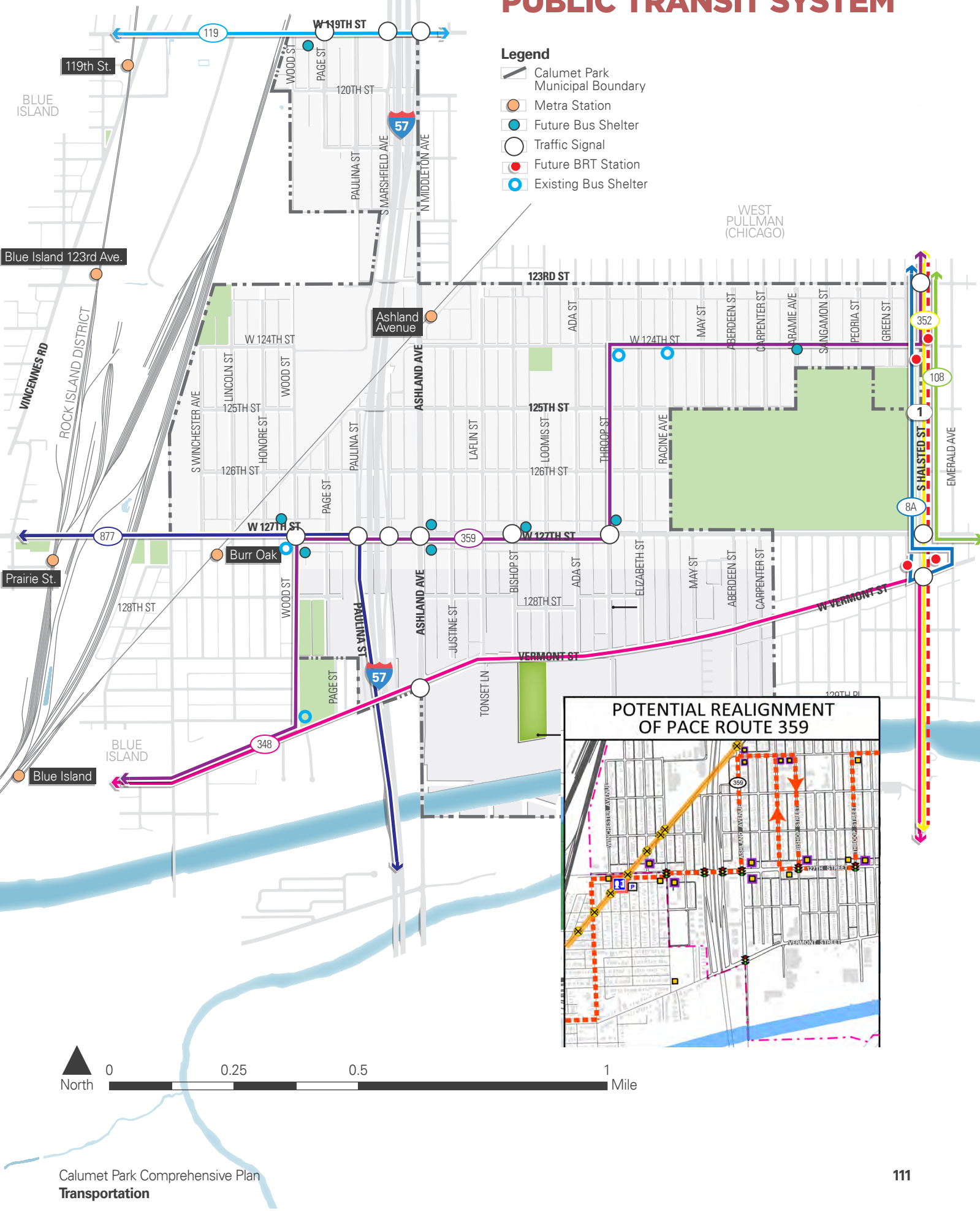
Metra Station	Weekday Boardings	Weekday Alightings	Parking Capacity	Parking Occupancy	Parking Utilization
Ashland Avenue	111	96	78	35	45%
Burr Oak	117	91	63	61	97%

*Source: Metra boarding/alighting counts (2016) and Metra parking counts (2018).*

# PUBLIC TRANSIT SYSTEM

## Legend

- Calumet Park Municipal Boundary
- Metra Station
- Future Bus Shelter
- Traffic Signal
- Future BRT Station
- Existing Bus Shelter







Metra provides 78 parking spaces for commuters (daily fee and monthly permit) at the Ashland Avenue station and approximately 45 percent are typically in use on weekdays leaving ample parking capacity for new riders. Conversely, the City of Blue Island provides 63 parking spaces for daily use at the Burr Oak station and approximately 97 percent are typically in use on weekdays. The Village should work with the City of Blue Island to identify sites for additional parking at the Burr Oak station either within Blue Island or Calumet Park to bolster Metra ridership and prevent parking impacts in the adjoining areas.

Both stations have elevated train platforms which are connected to the sidewalk by short stairways. The Village should work with Metra to upgrade both stations for ADA-compliant access to the platforms.

There are five railroad grade crossings in the Village, all located along the ME line, including on Ashland Avenue, Wood Street, 126th Street, Honore Street and Obama Drive (127th St). While all crossings have vehicular gates and automated flashing light signals, the Village should work with Metra to improve pedestrian safety at the crossings by installing pedestrian gates on sidewalks that cross the tracks. Pedestrian safety at the grade crossing on Obama Drive (127th St) can be further enhanced to improve access to the Burr Oak station by replacing the painted median on Obama Drive (127th St) with a raised pedestrian refuge island and installing high visibility crosswalks with curb ramps.

## Pace Suburban Bus

Pace suburban bus operates four fixed-routes through Calumet Park or along its municipal limits. The routes provide feeder service to the CTA rapid transit system (Red Line) and the Metra system (ME-University Park branch, ME-Blue Island branch, RID) including stops at the Burr Oak Metra Station. None of the Pace routes interface with the Ashland Avenue Metra Station. To enhance the potential of the TOD subarea around the station, the Village should work with Pace on route realignment and scheduling to encourage transit use and accommodate efficient modal changes at the Ashland Avenue station. The Public Transit System Plan shows a potential realignment of Route 359 to interface with the Ashland Avenue Metra Station.

- **Route 348 Harvey–Riverdale–Blue Island:** Operates along Vermont Street between Uptown Blue Island and the Pace Harvey Transportation Center with stops at South Suburban College in South Holland.
- **Route 352 Halsted:** Operates along Halsted Street between the CTA Red Line 95th/Dan Ryan Station in Chicago and Pace Chicago Heights Terminal with stops at the Pace Harvey Transportation Center and Prairie State College in Chicago Heights.
- **Route 359 Robbins/South Kedzie Avenue:** Operates along Halsted Street, 124th Street, Throop Street, Obama Drive (127th St), Wood Street and Vermont Street between the CTA Red Line 95th/Dan Ryan



## Bus Routes, Frequency and Hours of Operations

Route	Weekdays	Saturdays	Sundays
Pace Route 348	5:45 AM – 7:30 PM <i>13 EB trips, 14 WB trips</i>	5:45 AM – 7:03 PM <i>13 EB trips, 13 WB trips</i>	No Service
Pace Route 352	24 Hours <i>95 NB trip, 93 SB trip</i>	24 Hours <i>71 NB trip, 72 SB trip</i>	24 Hours <i>64 NB trip, 64 SB trip</i>
Pace Route 359	5:00 AM – 12:32 AM <i>24 NB trips, 24 SB trips</i>	5:31 AM – 12:57 AM <i>18 NB trips, 18 SB trips</i>	9:00 AM – 12:22 AM <i>14 NB trips, 13 SB trips</i>
Pace Route 877	5:32 AM - 8:41 AM 3:45 PM – 8:05 PM <i>4 NB-AM trips, 5 SB-PM trips</i>	No Service	No Service
CTA Route 8A	5:30 AM – 9:07 PM <i>57 NB trips, 57 SB trips</i>	5:35 AM – 9:09 PM <i>51 NB trips, 51 SB trips</i>	5:40 AM – 8:58 PM <i>40 NB trips, 40 SB trips</i>
CTA Route 108	5:30 AM – 9:21 AM 2:00 PM – 9:18 PM <i>38 NB trips, 35 SB trips</i>	No Service	No Service
CTA Route 111	4:30 AM – 11:39 PM <i>71 NB trips, 71 SB trips</i>	4:56 AM – 11:34 PM <i>60 NB trips, 61 SB trips</i>	5:36 AM – 11:37 PM <i>52 NB trips, 52 SB trips</i>
CTA Route 115	4:25 AM – 11:45 PM <i>71 NB trips, 72 SB trips</i>	4:42 AM – 11:25 PM <i>61 NB trips, 60 SB trips</i>	5:23 AM – 11:30 PM <i>59 NB trips, 59 SB trips</i>
CTA Route 119	4:02 AM – 1:25 AM <i>98 NB trips, 95 SB trips</i>	5:10 AM – 1:17 AM <i>72 NB trips, 70 SB trips</i>	5:00 AM – 1:00 AM <i>55 NB trips, 55 SB trips</i>

Source: Pace

## Annual Average Daily Bus Ridership

Route	Average Weekday Ridership	Average Saturday Ridership	Average Sunday Ridership
Pace Route 348	251	103	n/a
Pace Route 352	4,999	3,535	2,561
Pace Route 359	1,216	792	596
Pace Route 877	106	n/a	n/a
CTA Route 8A	2,754	1,966	1,383
CTA Route 108	1,139	n/a	n/a
CTA Route 111	3,229	1,809	1,320
CTA Route 115	2,926	1,645	1,336
CTA Route 119	4,756	3,080	2,479



Station in Chicago and the Homewood Metra Station with stops at Lydia Health Care Center in Robbins, Canterbury Shopping Center in Markham, Markham Courthouse, Homewood Amtrak Station, and Advocate South Suburban Hospital in Hazel Crest.

- **Route 877 Harvey–Downers Grove Limited:** Operates along Obama Drive (127th St) and I-57 providing weekday rush hour express service between the Pace Harvey Transportation Center and the Esplanade Corporate Park in Downers Grove with stops at the Burr Oak Metra Station, Yorktown Center in Lombard, and Oakbrook Center.

Pace is also the designated public rideshare administrator for Northeastern Illinois and the agency facilitates a free carpool and vanpool matching service through their website.

## CTA Bus

The Chicago Transit Authority (CTA) operates five fixed-routes along the periphery of Calumet Park which also provide feeder service to the CTA rapid transit system (Red Line) and the Metra system (ME-University Park branch, ME-Blue Island branch, RID, South Shore Line).

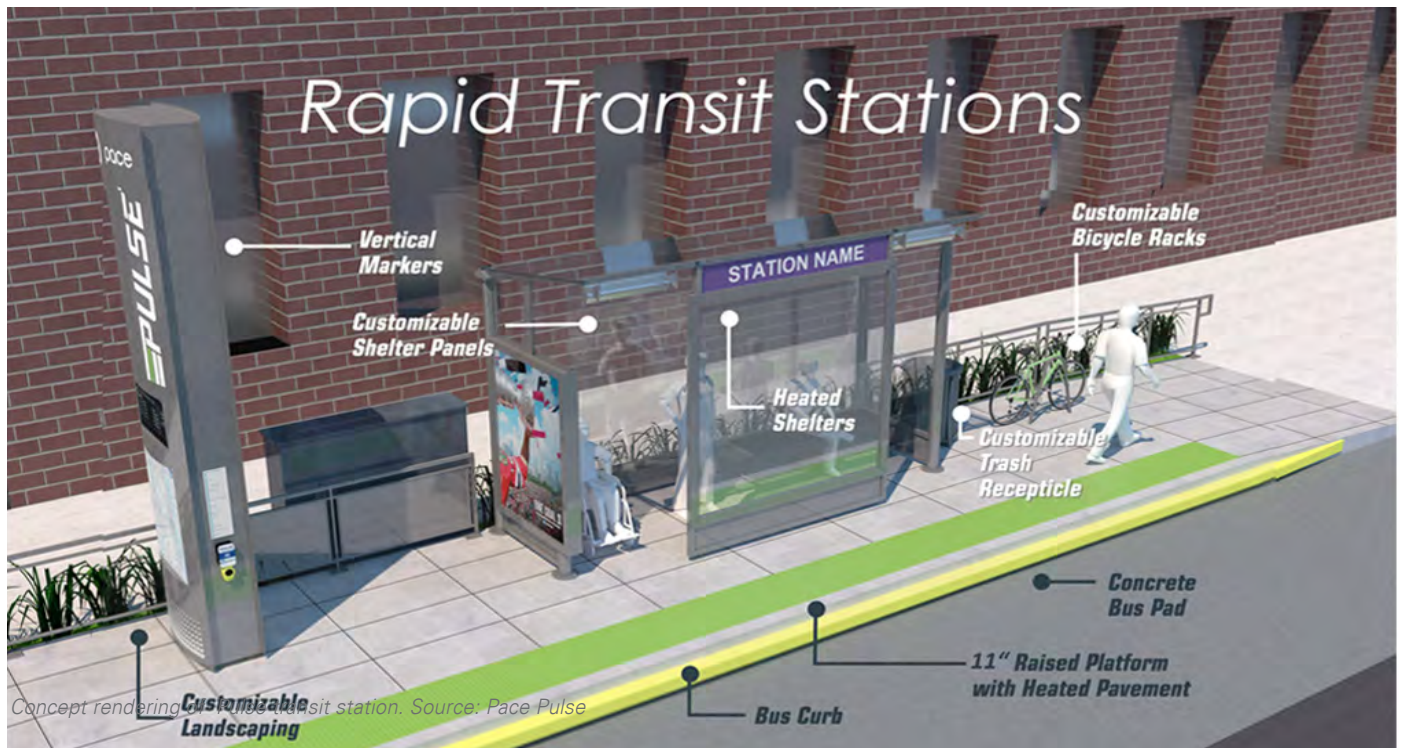
- **Route 8A South Halsted:** Operates along Halsted Street within the City of Chicago between the CTA Red Line 79th Station and Obama Drive (127th St)/Vermont Street with stops at the West Pullman and Gresham Metra stations and Simeon Career Academy

High School.

- **Route 108 Halsted-95th:** Operates along Halsted Street within the City of Chicago between the CTA Red Line 95th/Dan Ryan Station and Carver Military Academy with stop at the West Pullman Metra Station.
- **Route 111 111th/King Drive:** Operates along 119th Street within the City of Chicago between the CTA Red Line 95th/Dan Ryan Station and Marshfield Plaza.
- **Route 115 Pullman/115th:** Operates along 119th Street within the City of Chicago between the CTA Red Line 95th/Dan Ryan Station and Marshfield Plaza with stops at the Pullman Historic District, Corliss High School, Chicago State University, and the Kensington Metra Station.
- **Route 119 Michigan-119th:** Operates along 119th Street between Western Avenue in Blue Island and the CTA Red Line 95th/Dan Ryan Station in Chicago with stops at the 119th Street Metra Station, Roseland Hospital, and Harlan High School.

## Pace Route 352

Pace route 352 has one of the highest ridership Pace routes in the South Suburban region. Boardings and alightings within the Village of Calumet Park are highest on Pace Routes 352 and 359 and on CTA Route 119, and in particular at the intersection of 124th Street and Halsted Street, which is a transfer point between Pace Routes 352 and 359.



## Bus Stops

Several of the bus stops along Obama Drive (127th St, 124th Street, Throop Street and Wood Street) offer modern, weather-protected passenger shelter that provide ADA-compliant connections with the pedestrian system. Several other bus stops in the Village that are utilized on a daily basis are in need of these amenities. The Village should coordinate with Pace, the CTA and the City of Chicago to install shelters at these stops as well as upgrade the existing shelters with real-time technologies to improve the rider experience, encourage greater ridership, and preserve existing service frequency. The Village should also endeavor to extend the pedestrian system to all bus stops in the Village. Locations to be considered for new shelters include:

- Obama Drive (127th St) at Ashland Avenue – eastbound in front of Burger King
- Obama Drive (127th St) at Ashland Avenue – westbound in front of 1566 127th Street
- Obama Drive (127th St) at Bishop Street – westbound in front of Ron's Service Center
- Obama Drive (127th St) at Lincoln Street – westbound at northeast corner of intersection (east of railroad)
- Throop Street at Obama Drive (127th St) – northbound in front of Jordan Food Market
- Wood Street at Obama Drive (127th St) – northbound at southeast corner of intersection

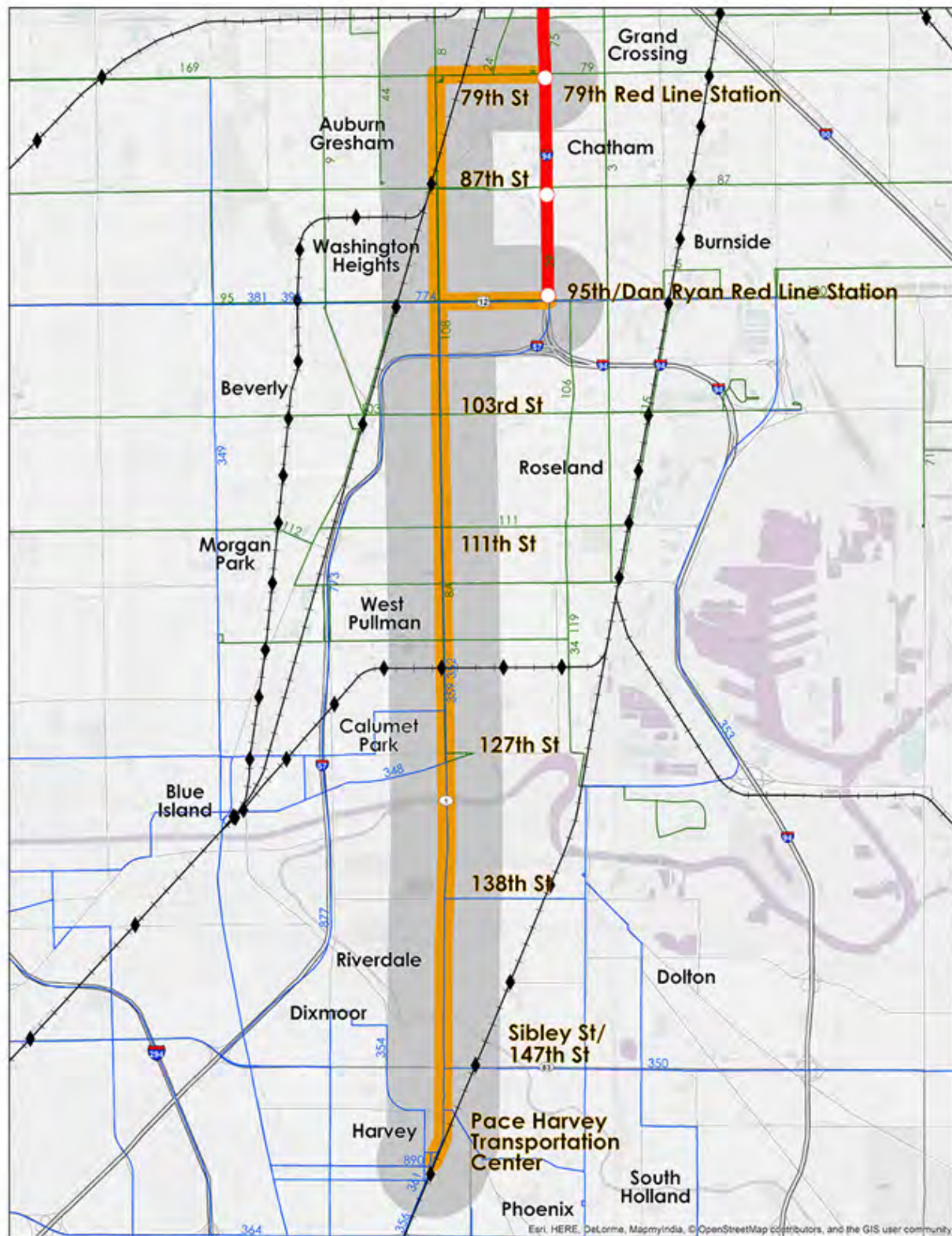
- Halsted Street at 124th Street – northbound at southeast corner of intersection
- Halsted Street at 124th Street – southbound at northeast corner of intersection
- 124th Street at Morgan Street – eastbound at southwest corner of intersection
- 119th Street at Page Street – eastbound at southwest corner of intersection

## Bus Rapid Transit

PULSE Arterial Bus Rapid Transit (BRT) is a newly launched service by Pace that features limited-stop express bus services operating on specific improved routes. The PULSE network consists of 7 near-term routes, 12 medium-term routes, and 16 long-term routes. The near-term routes are included as priority projects in CMAP's On To 2050 Plan and one of these routes will extend through Calumet Park while improving transit service along approximately 11 miles of South Halsted Street from the 79th Street CTA Red Line Station in Chicago to the Pace Harvey Transportation Center. While still in the planning stages, plans for the South Halsted Street route include PULSE stations at 123rd Street or 124th Street and Obama Center (127th St) or Vermont Street. The Village should monitor the progress of the PULSE network and work with Pace on advance planning for the South Halsted Street route.



# South Halsted Corridor Bus Enhancement Project



## Legend

- South Halsted Study Corridor
- Project Area (1/2 Mile Buffer)
- Metra Stations
- Metra Lines
- CTA Bus Routes
- Pace Bus Routes
- CTA Red Line Stations
- CTA Red Line



## Freight Rail

Calumet Park is surrounded by several freight-moving railroads. The CSX Railway operates the Barr Railroad Yard in Riverdale to the south of the Village. The Indiana Harbor Belt (IHB) Railway operates their Blue Island Yard in Riverdale to the south of the CSX yard. The Iowa Interstate Railway operates a yard in Blue Island beneath the Obama Drive (127th St) overpass and shares portions of its track with Metra's Rock Island District Line. While the railways do not currently service any industries in the Village and there are currently no spur tracks off of these freight lines within the Village, there is potential to provide a rail spur onto the 15-acre industrial site on Winchester Avenue to facilitate freight services and foster redevelopment. The Village should explore the feasibility of developing a rail spur with the Iowa Interstate Railway.

The only grade crossing of the freight rail lines is at the northwest corner of the Village on 119th Street. While vehicular safety improvements are in place (i.e., cantilevered automated flashing light signals, gates, advance rail crossing warning signs, pavement markings), this crossing has a history of vehicle- train collisions that have resulted in injuries and fatalities. The Village should work with the Illinois Commerce Commission (ICC), City of Chicago, CSX, Metra, and the Iowa Interstate Railway on measures to improve safety at this crossing. Potential measures include four-quadrant gates, median islands, a wayside horn system, and pedestrian gates across the sidewalks.







Source: KLOA

## Barge Services

Calumet Park is located on the north bank of the Little Calumet River and Calumet-Saganashkee (Cal-Sag) Channel, which are both integral parts of the national waterway system and are vital travel routes for commerce in the region. The Little Calumet River feeds into the Calumet River and Lake Michigan while the Cal-Sag Channel leads to the Des Plaines River. The Ozinga Corporation's Middle River Marine Terminal, located on the north bank of the Cal-Sag Channel to the east of Ashland Avenue, offers material handling and barge transport and towing services. The proximity of this facility to I-57 allows for the intermodal movement of dry materials in the region.

## Air Transportation

Chicago's Midway International Airport provides scheduled airline passenger services and is conveniently located 9 miles northwest of Calumet Park.

*Historic Calumet Park Junction. Source: industrialhistory.com*





## Sustainable Vehicles & First Mile/Last Mile Travel Options

While the Village benefits from several public transportation options, some of these services are beyond a comfortable walking distance or do not connect with desired destinations. As a result, Calumet Park is an auto-dominant community where 80 percent of residents drive alone to work daily and over 70 percent of households have two or more cars. There are alternatives that the Village can pursue to achieve environmental benefits for the community, decrease greenhouse gas emissions and dependence on fossil fuels, reduce parking demand, lower household automobile ownership rates and income devoted to transportation costs, and provide travel options to fill the “first-mile/last-mile” gap between public transit services and a traveler’s initial or final destination.

### Carsharing

Households with access to carsharing services such as ZipCar are likely to have lower automobile ownership rates and spend less of their disposable income on associated costs of ownership (i.e., insurance, fuel, maintenance, registration fees, etc.). Currently there are no carsharing services operating in Calumet Park. The Village should work with carsharing companies to establish business within the community and identify carshare vehicle storage locations.

### No-Emission Vehicles

There are currently no locations in Calumet Park that provide dedicated parking spaces for no-emission vehicles and electric vehicle charging stations, which offer air quality benefits for the community. To incentivize the use of these types of vehicles, the Village should solicit vendors to install electric vehicle charging stations at public facilities and work with the businesses community to dedicate parking spaces and install charging stations at private locations.

### Ridesharing Partnerships

Ridesharing services such as Uber and Lyft can supplement the public transit system by providing an alternative to using a personal vehicle for short trips to local destinations, such as the Metra station, library or Recreation Center. Some communities in the United States have partnered with a rideshare company to subsidize a portion of the cost for rides that begin and end within the community, which can reduce the need to construct additional public and/or commuter parking. The Village should consider this type of partnership to provide affordable alternatives to owning and operating a personal vehicle and closing gaps in the public transit system.

### Bikesharing

Bikesharing is a micro-mobility option that can fill the



“first-mile/last-mile” gap. It also offers riders that do not own a bicycle an opportunity to explore the Village, utilize the nearby regional trails, or run a quick errand. The City of Chicago’s bikeshare program (Divvy), which includes both pedal bikes and electric-assist bikes, currently has docking stations throughout Chicago and in the adjoining suburbs of Oak Park and Evanston and will soon have stations in the nearby Chicago communities of Morgan Park, Roseland, Washington Heights and Beverly. Bicycles can be rented from these stations for a short period of time at an hourly rate and returned back to any Divvy station. The Village could explore bringing this amenity into the community to offer a convenient bicycling option for residents, commuters and visitors. Ideal docking station locations are at the Ashland and Burr Oak Metra stations, the future Pace PULSE station on Halsted Street, Village Hall, the future Recreation Center, and Marshfield Plaza, among other locations.

## **Electric Shared Scooters**

Electric shared scooters (e-scooters) are another micro-mobility option and first- and last-mile solution that supports public transit. Users access or return the dockless scooters wherever it is legal to lock a bike in the public way and use a smartphone or other cash-based option to unlock and ride the devices for short periods of time at an hourly rate. E-scooter programs have been initiated in cities throughout the country, including the

City of Chicago which recently conducted a four-month e-scooter pilot program on the City’s West Side and is preparing to embark on a second pilot program.

## **Bicycle and Pedestrian System**

Bicycle and pedestrian mobility are important factors in promoting equitable accessibility within the Village and encouraging an active, healthy lifestyle. An inter-Village bicycle network is a high priority that holds tremendous potential with two major regional trails located just beyond the Village limits and a grid of low-volume, low-speed residential streets that are already comfortable for bicycling. The Village’s pedestrian system, while already extensive and located along one or both sides of most roadways, continues to be upgraded for walkability. Efforts to develop the bicycle network and install pedestrian infrastructure where gaps exist will contribute to the quality of life in Calumet Park, provide connections to the regional trails and local destinations, encourage alternatives to automobile transportation, and provide additional first-mile/last-mile options.

## **Regional Trails and Local Paths**

There are two regional bicycle trails near Calumet Park that provide long-distance recreation and off-street bicycle connections to nearby communities, forest preserves, and other regional trails.





The *Major Taylor Trail* is a 7.6-mile paved trail that extends from Dan Ryan Woods Forest Preserve at 83rd Street in Chicago to Whistler Woods Forest Preserve in Riverdale. It can be accessed from 123rd Street and 124th Street approximately ¼-mile east of the Village or from Obama Drive (127th St) approximately ½-mile east of the Village.

The *Cal-Sag Trail* is a shared path built almost entirely along the banks of the Cal-Sag Channel and Little Calumet River. The trail is Chicago Southland's longest trail and will ultimately extend just over 26 miles through 14 communities from the Village of Lemont east to the Village of Burnham. The trail also connects with five other regional multi-use trails, creating a trail system that stretches more than 100 miles. The trail's western segment, from IL 83 in Lemont to Cicero Avenue in Alsip, opened June 2015. The segment between Ashland Avenue and Halsted Street recently opened along the south side of the Cal-Sag Channel and north side of Joe Louis Golf Course. The trail segments between Cicero Avenue and Ashland Avenue, and between Halsted Street and the Burnham Greenway, are still being developed.

Calumet Township's *Centennial Park Path* is a local multi-use path that encircles Centennial park.

## New Trail Opportunities

New trail opportunities were identified in the Village's adopted Draft Active Transportation Plan or through

the Comprehensive Plan process. The Village should pursue these opportunities in collaboration with private landowners, Metra, MWRD, and the City of Chicago.

- **123rd Street Trail** – From Marshfield Avenue at 123rd Street around the periphery of Veterans Park to 124th Street.
- **Marshfield Ave Trail** – From Ashland Avenue at 124th Street to 125th Street just east of I-57.
- **Cal-Sag Trail Connector** – Short segment connecting Cal-Sag Trail to Broadway Street within the Fay's Point retirement community.
- **Page Street Trail** – Running parallel to east side of Metra tracks from 125th Street/Paulina Street to 126th Street/Wood Street.
- **MWRD Path** – Short path looping through MWRD site (if site is made available to the public) to riverfront overlook via 129th Place.
- **Riverfront Trail** – Running parallel to and just north of the Cal-Sag Channel from the future MWRD Path to Ashland Avenue. Potential trailhead at south terminus of Throop Street. The trail would extend between the Raceway Park shopping center and the Ozinga Middle River Marine Terminal and would require an easement through these private properties.
- **Major Taylor Trail Connector** – Conversion of sidewalk to a shared path along south side of Obama Drive (127th St) between Vermont Street and Major Taylor Trail.





## On-Street Bikeways

Many of the roadways in Calumet Park carry lower volumes of traffic at lower speeds and can safely accommodate on-street bicycle facilities. This is particularly relevant where there is limited off-street space for bicycle accommodations within the public right-of-way. On-street facilities can also bridge the gap between the regional trails and can be implemented quicker at a lower cost.

Several types of on-street bikeways are recommended in the Village's Draft Active Transportation or were identified through the Comprehensive Plan process. These facilities will ultimately establish a cohesive bicycle network that extends throughout the Village and connects with the schools, parks, civic facilities, religious institutions, commercial corridors and other major destinations. Recommended facility types include bike lanes, buffered bike lanes, cycle tracks, bike boulevards, and marked shared lanes, which were selected based on roadway width, average daily traffic volume, posted speed limits, and crash history. The plan also utilizes these facility types to provide a southerly connection to the Cal-Sag Trail, easterly connections to the Major Taylor Trail, and connections to the planned bicycle facilities in Blue Island and the City of Chicago.

The Village should pursue implementation of these facilities and collaborate, as needed, with IDOT, the City of Chicago, and the City of Blue Island. Grant funding should be pursued whenever possible to expedite implementation. A recent example is the RTA Access to

Transit Program grant that was awarded to the Village to be used, in part, to re-stripe 124<sup>th</sup> Street into a bike boulevard between Ashland Avenue and Halsted Street. The bikeways should be supplemented with appropriate regulatory, warning and guide signage. Key bikeway projects include:

- **Ashland Avenue** – Cycle track created in combination with a road diet extending from 120<sup>th</sup> Street to Broadway Street with connections to the Ashland Avenue Metra Station, Calumet Township Community Center, Cal-Sag Trail, and Raceway Park shopping center.
- **Vermont Street** – Bike lane or buffered bike lane created in combination with a road diet extending from Wood Street to Obama Drive (127<sup>th</sup> St) with connections to Centennial Park, Raceway Park shopping center, Calumet Middle School, future Halsted Street PULSE station, and Major Taylor Trail. Vermont Street is planned for bike lanes in Blue Island and identified as a bike route in Chicago's Streets for Cycling Plan.
- **121st Street** – Bike boulevard extending from Marshfield Avenue to Page Street created in combination with the two-way conversion of Marshfield Avenue.
- **124th Street** – Bike boulevard extending from Winchester Avenue to Marshfield Avenue and from Ashland Avenue to the Major Taylor Trail with connections to Veterans Park, Ashland Avenue Metra



Station, Burr Oak Academy, Recreation Center/Park, Police Department, and the future Halsted Street PULSE station. Created in combination with the reconstruction of 124<sup>th</sup> Street and Marshfield Avenue between Wood Street and 123<sup>rd</sup> Street. Segment between Ashland Avenue and Halsted Street will be funded by RTA Access to Transit Program grant.

- **123rd Street** – Marked shared lanes extending across I-57 bridge between Marshfield Avenue and Ashland Avenue with connections to Veterans Park and the Ashland Avenue Metra Station.
- **125th Street** – Bike boulevard or marked shared lanes extending across I-57 bridge from Paulina Street to Bishop Street with connections to CalComm Regional 911 Call Center, Burr Oak Elementary School, Recreation Center/Park and Village Annex.
- **126th Street** – Bike boulevard extending from Winchester Avenue to Wood Street and from Ashland Avenue to Throop Street with connections to the Calumet Township Community Center.
- **128th Street** – Bike boulevard extending between Laflin Street and Bishop Street with connections to Calumet Middle School.
- **Wood Street** – Bike lane or bike boulevard extending from 124<sup>th</sup> Street to Vermont Street with connections to Centennial Park and the Burr Oak Metra Station.
- **Bishop Street** – Bike boulevard extending from 124<sup>th</sup> Street to Vermont Street with connections to

Burr Oak Academy, Burr Oak Elementary School, Recreation Center/Park, and Calumet Middle School.

- **Throop Street** – Bike boulevard (Obama Trail) extending from 124<sup>th</sup> Street to the Riverfront Trail with connections to Village Hall.
- **Laflin Street** – Bike boulevard extending from 124<sup>th</sup> Street to 125<sup>th</sup> Street and from 128<sup>th</sup> Street to Vermont Street with connections to Burr Oak Elementary School, Burr Oak Academy and Calumet Middle School.
- **Ada Street** - Bike boulevard or marked shared lanes extending from 124<sup>th</sup> Street to 125<sup>th</sup> Street with connection to the Village Annex site.
- **Winchester Avenue** – Bike boulevard extending between 124<sup>th</sup> Street and 126<sup>th</sup> Street with connections to Veterans Park. Created in combination with the reconstruction of Winchester Avenue.
- **Marshfield Avenue** – Bike boulevard or cycle track extending from 121<sup>st</sup> Street to 124<sup>th</sup> Street created in combination with the two-way conversion of Marshfield Avenue between 120<sup>th</sup> Street and 123<sup>rd</sup> Street and the reconstruction of Marshfield Avenue between 123<sup>rd</sup> Street and 124<sup>th</sup> Street.
- **Page Street** – Bike boulevard extending from 119<sup>th</sup> Street to 121<sup>st</sup> Street with connections to Marshfield Plaza. Created in combination with the reconfiguration of the 119<sup>th</sup> Street/Page Street intersection and the reconstruction of Page Street.





*Potential Throop St Trailhead Location*

- **Aberdeen Street** – Bike boulevard extending from Vermont Street to the MWRD Path at 129th Place.

## Bicycle Parking

Bicycle parking is an essential component of the bicycle system. Providing a safe location for users to lock their bikes will encourage bicycle travel for short-distance trips and boost local commerce. Bicycle racks are currently located at Veterans Park, Burr Oak Elementary School, Raceway Park shopping center, and the Burr Oak Metra Station. The Village should continue to add bicycle parking infrastructure at other key destinations in the community. Recommended bicycle rack styles include the “inverted-U” and the “post and ring” which should both be anchored to the ground. The racks should be located in well-lit and visible locations within 50 feet of building entrances. The 2018 RTA Access to Transit Program grant awarded to the Village will fund a covered bicycle shelter at the Ashland Avenue Metra Electric Station. A similar shelter should be pursued for weather-protection over the existing wave-style rack at the Burr Oak Metra Station. Bike lockers can also be installed at the stations for added security. The Village should consider revising the zoning code to require minimum bicycle parking standards at new residential, commercial and industrial developments, including secured bicycle parking within new multi-family and mixed-use developments. Target areas for additional bicycle parking infrastructure are included on the bike plan map.



### Legend

- WEST  
PULLMAN  
(CHICAGO)

Connect to –  
Major Taylor Trail



## Recommended Intersection Safety Enhancements

Intersection	High-Visibility Crosswalks	ADA-Compliant Curb Ramps	Refuge Islands	Pedestrian Signals	Countdown Timers	Crosswalk Warning Signs	Pedestrian Gates with AFLS <sup>1</sup>
119 <sup>th</sup> St/Page St	X	X		X	X	X	
124 <sup>th</sup> St/Ashland Ave	X	X	X			X	
125 <sup>th</sup> St/Ashland Ave	X	X	X			X	
126 <sup>th</sup> St/Metra crossing							X
127 <sup>th</sup> St/Ashland Ave	X	X	X		X		X
127 <sup>th</sup> St/Lincoln St	X	X	X				
127 <sup>th</sup> St/Marshfield Ave	X	X	X	X	X		
127 <sup>th</sup> St/Paulina St	X	X	X	X	X	X	
127 <sup>th</sup> St/Winchester Ave	X	X	X			X	
127 <sup>th</sup> St/Wood St	X	X		X	X		
Vermont St/Ashland Ave	X	X			X		
Vermont St/Aberdeen St		X					
Wood St/Metra crossing							X

<sup>1</sup> Automated Flashing Light Signals

## Sidewalks

Calumet Park benefits from an extensive pedestrian system that spans most of the Village with sidewalks provided on one or both sides of the roadways. This ensures a high level of walkability and provides all residents with easy options to get around. Deteriorated sidewalks and gaps in the network limit accessibility and creates safety issues. The Village should continue to maintain and repair the pedestrian infrastructure as part of its annual Capital Improvement Program and pursue opportunities to close the gaps in the system, which may require collaboration with IDOT and private landowners.

Grant funding can also be used to achieve this goal such as the RTA Access to Transit Program grant that will also be used to construct approximately 2,050 linear feet of new and improved sidewalk on the east side of Ashland Avenue (123<sup>rd</sup> Street to CalComm 911 Regional Call Center) and both sides of 124<sup>th</sup> Street (Ashland Avenue to Laflin Street) and two new pedestrian crosswalks on 124<sup>th</sup> Street at Ashland Avenue and at Laflin Street. Other notable pedestrian system gaps to be closed in the future are identified on the illustrative plan.

## Intersection Safety

The Village's arterial roadways can be barriers to pedestrian travel due to the width of the roadway, high volumes of traffic, and traffic speeds. The signalized





intersections along these roadways are the safest locations for pedestrians to cross, and many have been upgraded with pedestrian enhancements including pedestrian signals, crosswalks, and curb ramps. Several signalized intersections in the Village are still in need of some of these enhancements, most notably along Obama Drive (127<sup>th</sup> St) and Ashland Avenue. The Village should address these needs through coordination with IDOT to ensure that all pedestrian crossings at these intersections feature high-visibility crosswalks, ADA-compliant curb ramps, and countdown timers on the pedestrian signals.

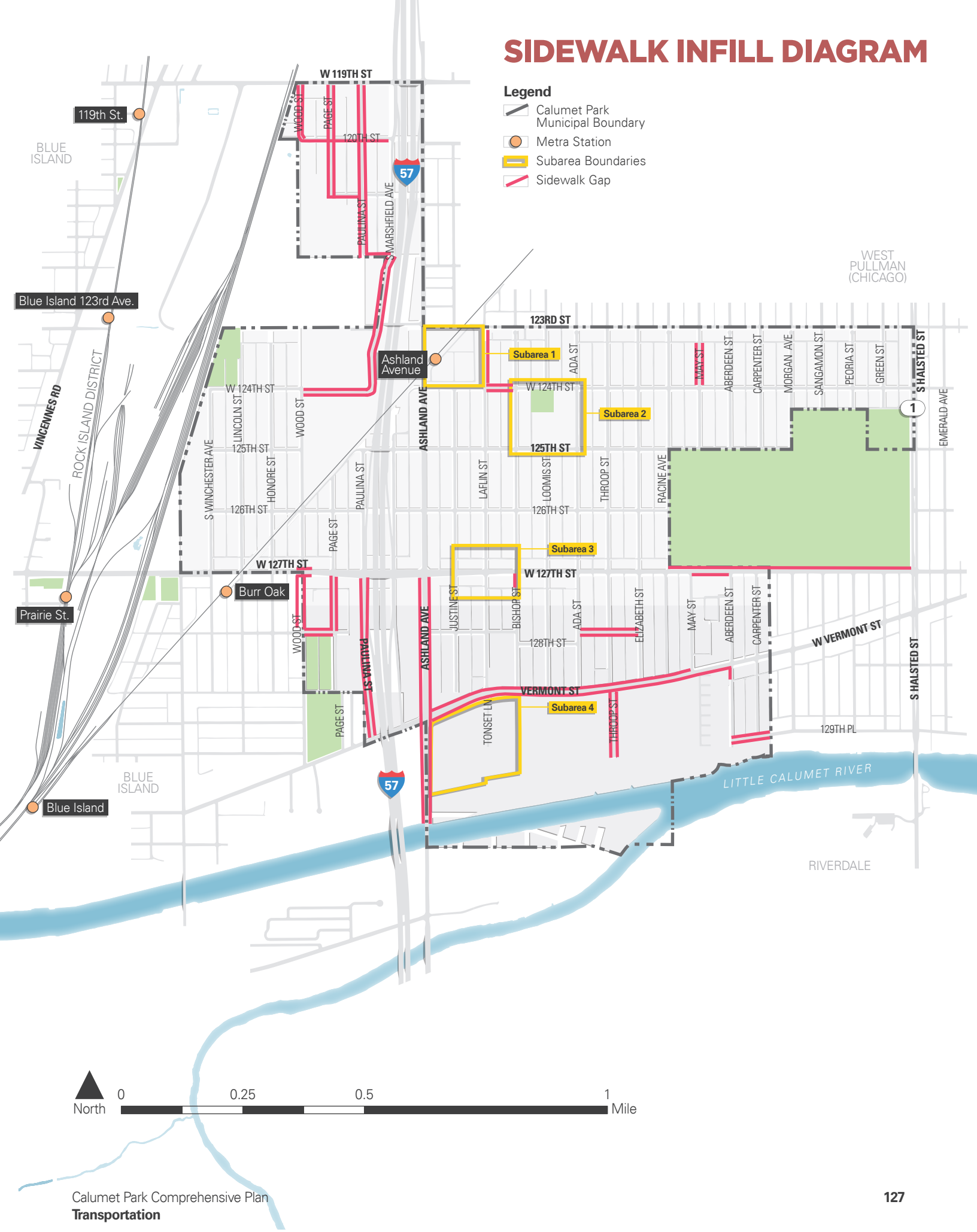
There are also several unsignalized intersections along the arterial roadways, or at grade-crossings of the Metra Electric Line, where pedestrians and bicyclists need to cross to reach key destinations in the Village. These intersections likely do not warrant traffic signal control and thus must be made safer through design features, railroad pedestrian gates with automated flashing light signals, and active or passive pedestrian crossing signage. The Village's Draft Active Transportation Plan details many of the recommended intersection safety enhancements.

The Village should also work with Calumet Public School District 132 to establish Safe Walking Routes to School plans to guide students to the safest locations to cross streets.

# SIDEWALK INFILL DIAGRAM

## Legend

-  Calumet Park Municipal Boundary
-  Metra Station
-  Subarea Boundaries
-  Sidewalk Gap





# Goals & Strategies

## Goal 1

**Create opportunities to travel by active transportation for daily commuting, errands and recreation.**

A very high proportion of residents drive alone to work each day which contributes to high levels of household automobile ownership, vehicle miles traveled, and household costs devoted to transportation. Developing a comprehensive active transportation network in the Village will provide safe opportunities for residents to walk or bike to work or public transit services, use these modes to take advantage of the region's parks and trail network, and promote an active and healthy lifestyle.

### Strategy 1

**Maintain the quality and continuity of pedestrian infrastructure.**

**Action 1.1:** Inventory and prioritize infrastructure improvements through creating a multi-year Capital Improvements Program (CIP), which should be coordinated with the Village's annual budget recommendations of the Comprehensive Plan and Pavement Management Plan.

**Action 1.2:** Replace deteriorated sidewalks as part of the annual Capital Improvement Program.

**Action 1.3:** Infill gaps in the pedestrian system of sidewalks throughout the Village. These may be in and around schools, parks, and major corridors.

**Action 1.4:** Inventory the Village's intersections on their safety and accessibility for all modes of transportation.

**Action 1.5:** Upgrade curb ramps compliant with American with Disabilities Act's (ADA) standards at all locations in the Village where upgrades have not already occurred.

### Strategy 2

**Develop and support a Village-wide network of bikeways that connects with local destinations including schools, parks, civic facilities, commercial corridors, and employment centers.**

**Action 2.1:** Implement the recommended bicycle facilities in the Village's Active Transportation Plan, including trails, marked shared lanes, cycle tracks, bike lanes, buffered bike lanes, and bike boulevards.

**Action 2.2:** Work with the Metropolitan Water

Reclamation District and other relevant partners to develop a bicycle connection to a future recreational amenity along the Little Calumet River.

**Action 2.3:** Install wayfinding signage along the bicycle system for guidance.

**Action 2.4:** Install bicycle racks at major bicycling destinations.

### Strategy 3

**Partner with the Illinois Department of Transportation (IDOT) and neighboring communities to develop safe bicycle connections between the Village's bikeway network and the nearby regional trails.**

**Action 3.1:** Collaborate with IDOT and the City of Chicago to develop bicycle facility connections to the Major Taylor Trail via Vermont Street, Obama Drive (127th St) and 124th Street.

**Action 3.2:** Collaborate with IDOT and the City of Blue Island to develop a bicycle facility that extends across the Ashland Avenue bridge and connects with the Cal-Sag Trail.

### Strategy 4

**Prioritize safety at the major intersections.**

**Action 4.1:** Install high-visibility crosswalk markings, ADA-compliant curb ramps with tactile pads, and pedestrian signals with countdown timers on all signalized intersection approaches connected to the pedestrian and bicycle system.

**Action 4.2:** Utilize high-visibility crosswalk markings and

active pedestrian/bicycle warning signs with flashing beacons at key unsignalized crossings of major roadways including Ashland Avenue and Halsted Street.

**Action 4.3:** Utilize curb extensions, corner radius reductions, and refuge islands to reduce pedestrian crossing distances.

## Strategy 5

### Maximize safety at railroad grade crossings.

**Action 5.1:** Work with the Illinois Commerce Commission (ICC), City of Chicago, CSX, Metra, and the Iowa Interstate Railway to install pedestrian gates, median islands, four-quadrant gates, and a wayside horn system at the 119th Street rail crossings.

**Action 5.2:** Work with Metra and IDOT to improve safety at the Obama Drive (127th St) rail crossing while improving access to the Burr Oak Metra Station via the use of refuge islands, high visibility crosswalks, ADA-compliant curb ramps, and pedestrian gates with audible and visual warning devices.

**Action 5.3:** Work with Metra to install pedestrian gates, rail crossing pavement markings, stop lines, and pedestrian scale lighting on Ashland Avenue, Honore Street, 126th Street, and Wood Street.

## Goal 2

### Capitalize on the Village's proximity to freight rail services.

The rail network in the region moves a substantial volume of freight and supports local commerce. By connecting into this resource, the Village can maximize the value of the 15-acre opportunity site on Winchester Avenue.

## Strategy 1

### Pursue feasibility of a spur track connection to the Iowa Interstate Railway to foster redevelopment opportunities for the 15-acre industrial site on Winchester Avenue.

**Action 1.1:** Work with the Village's engineer and rail company to determine opportunities to acquire necessary property.

**Action 1.2:** Conduct a cost estimate to construct a spur track that can facilitate freight into the Winchester site.

## Strategy 2

### Reconstruct roads in industrial areas of the Village to support truck traffic access to underutilized sites with intermodal potential.

**Action 2.1:** Perform an analysis on Winchester and Marshfield Avenues to better understand the process and cost to potentially reconstruct the roadway to accommodate truck traffic.

**Action 2.2:** Determine the connectivity of truck traffic so as to minimally impact residential development in and around the industrial area.

## Goal 3

### Pursue a calmer traffic environment through the Village.

The Village's arterial streets are wide, fast-moving roadways carrying relatively high volumes of traffic. Efforts to calm traffic flow without impacting efficient street operations will improve safety and comfort for motorists, public transit users, walkers and bikers.

#### Strategy 1

##### Implement Complete Streets policies to reprioritize excess road capacity.

**Action 1.1:** Collaborate with IDOT on a road diet for the over-designed segments of Ashland Ave and Vermont Street.

**Action 1.2:** Include landscaping enhancements as a component of the Complete Streets policies to ensure future roadway improvements are safe, efficient, visually appealing, and positively contribute to the Village's character. The existing landscaped median on Halsted Street is a good example to consider.

#### Strategy 2

##### Reduce congestion, crash potential and vehicular-pedestrian conflicts on arterial roadways.

**Action 2.1:** Coordinate with IDOT to implement strategic left-turn lane pockets along Obama Drive (127th St).

**Action 2.2:** Install corner radius reductions to reduce turning speeds at intersections.

**Action 2.3:** Consolidate curb cuts as properties redevelop.

**Action 2.4:** Interconnect traffic signals along 119th Street between Ashland Avenue and the railroad.

#### Strategy 3

##### Implement roadway reconfiguration and intersection improvements on Obama Drive (127th St) through the entire Village.

**Action 3.1:** Coordinate with IDOT, the City of Blue Island, and the City of Chicago on proposed/planned improvements on Obama Drive (127th St).

**Action 3.2:** Conduct a corridor and engineering study for Obama Drive (127th St) to better understand needs and opportunities.

**Action 3.3:** Incorporate proposed/planned improvements into the Village's multi-year CIP and pursue funding grants from IDOT and the federal government to facilitate implementation.



## Goal 4

### Fortify and expand public transit service in the Village.

Village residents and employees benefit from their proximity to multiple public transit services that traverse the Village. Increasing utilization of these services will preserve them and can lead to increased service frequency.

#### Strategy 1

##### Increase ridership at the Ashland and Burr Oak Metra stations and along the Pace and CTA bus routes.

**Action 1.1:** Pursue transit-oriented development opportunities in proximity to the Metra stations.

**Action 1.2:** Upgrade the Ashland Avenue and Burr Oak Metra stations for ADA accessibility.

**Action 1.3:** Install additional bus shelters, particularly along 119th Street, Obama Drive (127th St), and Vermont Street.

**Action 1.4:** Ensure all bus stops are ADA-accessible and connected to the pedestrian system, particularly along Vermont Street.

**Action 1.5:** Coordinate with the City of Blue Island to expand parking at the Burr Oak Metra station.

#### Strategy 2

##### Pursue more frequent service on the Metra Electric Line.

**Action 2.1:** Collaborate with Metra to offer more frequent stops at the Ashland Avenue station per day.

**Action 2.2:** Collaborate with Metra, the City of Chicago and the City of Blue Island on the requirements or thresholds necessary to initiate Metra service on Sundays.

#### Strategy 3

##### Elevate the Ashland Avenue Metra Electric Station into a local transportation hub.

**Action 3.1:** Modernize the station and install ADA-accessible platforms.

**Action 3.2:** Work with Pace on route realignment for Metra feeder service.

**Action 3.3:** Install alternative travel options for “last-mile” connections to final destinations.

**Action 3.4:** Install a bulletin board in the Metra Station that inform commuters of local taxi companies and rideshare options to request services.

**Action 3.5:** Create a drop-off area by the Ashland Ave Metra Electric Station that is dedicated to taxis and ride-share vehicles.

## Goal 5

### Promote sustainable travel alternatives.

While the Village is proximate to several public transit lines, some are beyond a comfortable walking distance and others do not interface together at the Ashland Avenue Metra Electric station. Further, communities with high levels of household automobile ownership and vehicle miles traveled suffer from air quality and environmental effects. Exploring sustainable travel alternatives can both improve air quality and close the “last-mile” gap to more distant or disconnected public transit opportunities.

### Strategy 1

#### Fill the “last-mile” gap between public transit services and final destinations.

**Action 1.1:** Establish a partnership with ridesharing companies for trips that begin and end within the Village.

**Action 1.2:** Partner with a micro-mobility company to initiate an electric scooter sharing service.

**Action 1.3:** Coordinate with the City of Chicago to expand the Divvy bike-share program into the Village and establish docking station locations, including the Ashland Avenue and Burr Oak Metra stations, future Pace PULSE station on Halsted Street, Village Hall, Village Annex, and Marshfield Plaza.

### Strategy 2

#### Encourage no-emission vehicle ownership for air-quality benefits and to reduce reliance on fossil fuels.

**Action 2.1:** Solicit vendors to install electric vehicle charging stations at public facilities in the Village.

**Action 2.2:** Partner with local businesses and commercial property owners to install on-site electric vehicle charging stations.

### Strategy 3

#### Pursue a carshare service company to reduce vehicle ownership needs and parking requirements.

**Action 3.1:** Solicit carshare vendors and dedicate parking stalls at public facilities for carshare staging such as Village Hall, and the Ashland Avenue Metra Station.





Source: Google Earth Pro

# ENVIRONMENT





Little Calumet River at Ashland Ave. Source: Village of Calumet Park

## Introduction

A majority of Calumet Park was constructed prior to the implementation of stormwater management ordinances and relies on a combined sanitary and stormwater sewer system to capture and convey stormwater runoff. With few locations that can capture the stormwater and limited pipe capacity in the existing sewers, the Village experiences flooding in its streets, on public and private lots, and backups into basements. In the face of increased and more severe weather events, enhancing community resiliency has become a priority for the Village to help prevent flooding, reduce non-point source pollution, and contribute to the overall quality of life for community members.

## Community Resilience

The Rockefeller Foundation's *100 Resilient Cities* initiative defines urban resilience as "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience." For the Village of Calumet Park, these "acute shocks" can include extreme temperatures, drought, heavy rainstorms and flooding. The Village's established infrastructure was developed to help mitigate the impacts of these types of events, but as rainfall has increased and development has occurred, the aging systems are not equipped provide the level of protection once provided to the community.

The impacts from climate change have left communities struggling to adapt to a "new normal". Resilience planning can enable a community to develop measures to help minimize the "shocks" and allow for actions towards recovery in the face of these hazardous events. Often times, infrastructure improvements are implemented as a reaction to mitigate the devastating impacts of a past event in an isolated area. By taking a comprehensive look at resilience in the community as a whole, the Village can plan and prioritize more strategic and cost-effective approaches that provide area wide benefits.

Resiliency planning does not always lead to the construction of grey infrastructure as the ultimate solution. It can include a combination of structural and non-structural components, including green infrastructure,



Veterans Park. Source: Google Earth

updating zoning, development standards, property acquisition, incentive programs, integration of stormwater management into capital improvement projects, and other plans or policies.

MWRD and CNT have extensive suites of scalable stormwater management best practices and green infrastructure elements available for the Village to incorporate into their resiliency planning efforts. These practices focus on capturing and infiltrating stormwater runoff to both prevent flooding and decrease pollutants tributary to the waterways. Best management practices can vary in size, cost, effectiveness, and maintenance requirements. They can include practices such as downspout disconnections, bioswales, rain gardens, wetland restoration, riparian corridor enhancement, native plantings, permeable pavers, green roofs, enhancement of the urban tree canopy, and the reduction of chemical and pesticide use in the community. These practices can be implemented by themselves, or incorporated into an existing grey infrastructure network to provide additional capacity and water quality benefits.

While resiliency planning is discussed in the context of this plan, it should be interwoven into all planning and development process within the community. Resilience planning is not only about disaster preparedness and extreme events, but can include looking at the community's longer-term societal vulnerabilities in response to these events, such as crime, barriers to

education, unemployment and homelessness. It is a stakeholder driven process that establishes a common vision and delegates responsibility that should be continuing outside of the context of this plan.

## Regional Resiliency Planning Efforts

Calumet Park is part of the larger Chicago-land community and region, and just as the impacts of climate change do not start at the borders, neither do the actions and partnerships necessary to address them. The Village of Calumet Park is located in a region with innovative leaders ready to collaborate to improve the Chicagoland region's resiliency planning efforts. One such example is CMAP and the recently updated ON TO 2050 Plan.

CMAP continues to support the Village in their resiliency planning efforts and provided support for the development of this comprehensive plan.

The Greenest Region Compact (GRC) is a conglomeration of over 70 communities with the goal to enhance quality of life for residents, protection and stewardship of the environment, and sustainable economic vitality within ten sustainability categories: climate, economic development, energy, land, leadership, mobility, municipal operations, sustainable communities, water, and waste & recycling. Leveraging the resources available through the GRC, as an individual community and through the South Suburban Mayors and Managers Association, can provide the Village





Centennial Park. Source: Google Earth

with a number of tools to help assess the Village's current initiatives, select suitable goals and actions, and tailor strategies to advance a sustainability agenda.

The definition of sustainability within the context of this plan includes community resilience and active mitigation of threats to property and quality of life. Utilizing the resources through GRC, including the GRC Framework Tool, could help the Village move towards the creation of a sustainability plan or other risk-management tools that would ensure the Village is prepared to proactively address climate change, while incorporating the tools into ongoing Village planning and risk management operations. Some of the areas of focus could include:

## Energy

Per the recent EPA study, *Quantifying the Multiple Benefits of Energy Efficiency and Renewable Energy: A Guide for State and Local Government*, state and local energy efficiency and renewable energy investments can produce significant benefits, including lower fuel and electricity costs, increased grid reliability, better air quality and public health, and more job opportunities. These benefits are interconnected and touch on all aspects of improving the quality of life for the Village of Calumet Park residents. Strategies through the implementation of policy and community engagement can help to support these clean and renewable energy initiatives, helping the community realize these benefits. Surrounding communities have evaluated the public consumption of

energy for buildings and facilities for efficiency, advanced renewable energy through partnerships with organizations such as SolSmart, enacted policies that support clean energy, and engaged the community in clean energy practices.

## Water

The Chicago-land area is fortunate to have multiple water supply sources with both Lake Michigan and local aquifers, but as aquifer-based water supplies drop, demand continues to increase while evaporation from rising air temperatures increases and stresses the region's water resources. Water conservation can have a multitude of environmental, public health, and financial benefits. The implementation of conservation ordinances, updated building codes and retrofit incentive programs would work to bring efficiency to residential, commercial, industrial, and institutional users that draw from the water networks. Evaluation of the water system rate structure to determine if increasing water rates could potentially de-incentivizing users from consuming large amount of water could have system-wide impacts.

## Waste Management

Manufacturing products requires a significant amount of energy to extract, transport, and process raw materials, generating a significant volume of greenhouse gases. Recycling saves energy, as creating goods from recycled materials typically requires less energy than making





. Source: CMAP

goods from virgin materials. Waste reduction takes those energy reductions a step further, as reusing or minimizing material saves even more energy than recycling. When energy demand decreases, fewer fossil fuels are burned and less carbon dioxide is emitted to the atmosphere, resulting in an improvement to the environment and public health, as well as proving financial savings in the production of the energy to create these products.

The process of disposing of the materials also creates emissions from the vehicles used to transport them and once they have reached their destination, there are environmental impacts associated with the emissions from incinerators, methane emissions from landfills, and the ecology of the groundwater and soils near landfill facilities. Village wide recycling and waste reduction initiatives can encourage lower waste volumes. Ensuring proper material sorting can be the key to a successful recycling program. Working with the local waste management service providers on a strong public outreach campaign for residential, industrial, institutional, and commercial users will improve the overall program's utilization and reduction of waste. Food scrap composting offers a strong opportunity for reaching still higher landfill diversion rates and can be encouraged for individual and communitywide implementation.

### **Land Planning and Open Space**

Land planning is an important tool in resiliency planning efforts, as it can encourage strategic development

that upholds sustainability principles important to the Village. Chapter 8 of this plan provides more detail about the opportunities to utilize open spaces within the Village by reimagining them for multiple purposes, such as stormwater management to reduce flooding, green infrastructure to enhance water quality, and the enhancement of the urban tree canopy to reduce the urban heat island effect, provide habitat for wildlife, help to reduce flooding, and reduce air pollution.

While most of the land within the Village is developed, there are still opportunities to adopt policies, ordinances, and incentive programs that would promote the sustainability principles. An audit of the Village's building, zoning, and landscaping ordinances could identify opportunities to promote green infrastructure installation, enhance the urban forest canopy, encourage native landscape that have ecosystem benefits, and cultivate an overall conservation ethic within all aspects of development or redevelopment process. Incentive programs, similar to the Flood Control Assistance Program, could provide financial or other incentives to residents to retrofit or enhance their properties with green infrastructure or other sustainable practices. The Village can also promote existing programs to encourage sustainability principles, such as the MWRD's rain barrel program and the Village's RainReady resident guides to raingardens.



Image source: Village of Calumet Park

## Stormwater Resiliency Planning Efforts in the Village

In addition to the inclusion of the Village in larger regional planning efforts, such as CMAP's ON TO 2050 Plan, there have been numerous studies and plans related to stormwater and flood prevention specifically focusing on the Village of Calumet Park. Each of these plans address resiliency planning within the context of their efforts. Some of the key studies are as follows:

- The *CNT RainReady Calumet Park Corridor Plan*, which was developed in 2016 to provide a path that incorporated neighborhood beautification, commercial activity, job creation, recreation, and habitat conservation with flooding relief. It focused on goals to "Reorient, Repair, and Retrofit" for designated residential, business, industrial, and open land areas.
- The *Complete Streets Policy* was adopted in 2016 and promotes the implementation of green infrastructure and low impact development.
- The *MWRDGC Problem Area Concept Memo: West Calumet Park (#7)*, which focused on a residential neighborhood identified as Problem Area #7 in the *Stormwater Master Plan for the Little Calumet River / Cal-Sage Channel Drainage Area*. The study provided estimated capital costs for a number of alternatives that included

gray infrastructure, green infrastructure, property buyouts, and a combination of these alternatives to provide levels of protection for different rain events.

These studies and plans provide a wealth of information that ranges from very site detailed analysis to planning efforts on a regional scale. They provide strategies and implementation plans that address regional and local challenges identified in the context of their plans. In conjunction with the development of this master plan, the information and recommendations from these studies were consolidated into a series of memos. The *Stormwater Analysis Memorandum* (Hey and Associates) was developed to incorporate previous studies and other available data into a single planning level sewershed analysis that identified priority areas for mitigation within the Village. The *Plan Recommendations Memorandum* (Hey and Associates) was developed to outline goals and key recommendations pertaining to stormwater for incorporation into this master plan. The overall goal is to reduce and prevent flooding, reduce non-point source pollution, and provide co-benefits that contribute to a good quality of life for residents through eliminating (in order of importance); basement backups, structural overland flooding, yard flooding, street flooding, alley flooding, and parkway flooding. The key recommendations of the memo include:

1. Development of a Stormwater Management Plan and



## Examples of Green Infrastructure Strategies

*All images by:Gewalt Hamilton Associates*



*Examples of bioswale in Waukegan, Illinois*



*Examples of permeable pavers in Buffalo Grove, Illinois*



*Example of native vegetation in Bannockburn, Illinois*



*Example of natural swale in Waukegan, Illinois*





Example of green alley reconstruction. Source: tpl.org

- financing strategy;
2. Updating the policy and development standards to integrate stormwater solutions into decision making;
  3. Strengthen the Flood Control Assistance program to make it easy and affordable for residents to protect their homes from sewer backups;
  4. Strengthen the ongoing maintenance and monitoring program with GIS based asset management to aid in decision making for strategic, operational, and financial reasons; and
  5. The Capital Improvements program should integrate short- and long-term stormwater management goals into Village projects.

A brief summary of the key recommendations is below. Additional details of the goal, strategies, and implementation recommendations are contained in the *Plan Recommendations Memorandum* (Hey and Associates) in Appendix A.

### Stormwater Management Plan

Community resilience planning is dependent upon identifying the gap between the current and desired levels of protection. Stormwater planning is a preventative measure to help prepare the Village for hazardous events in a cost-effective manner. Through stormwater modeling of the existing systems and overland flow routes, areas of concern can be clearly identified, and the effectiveness of the individual and overall stormwater system components

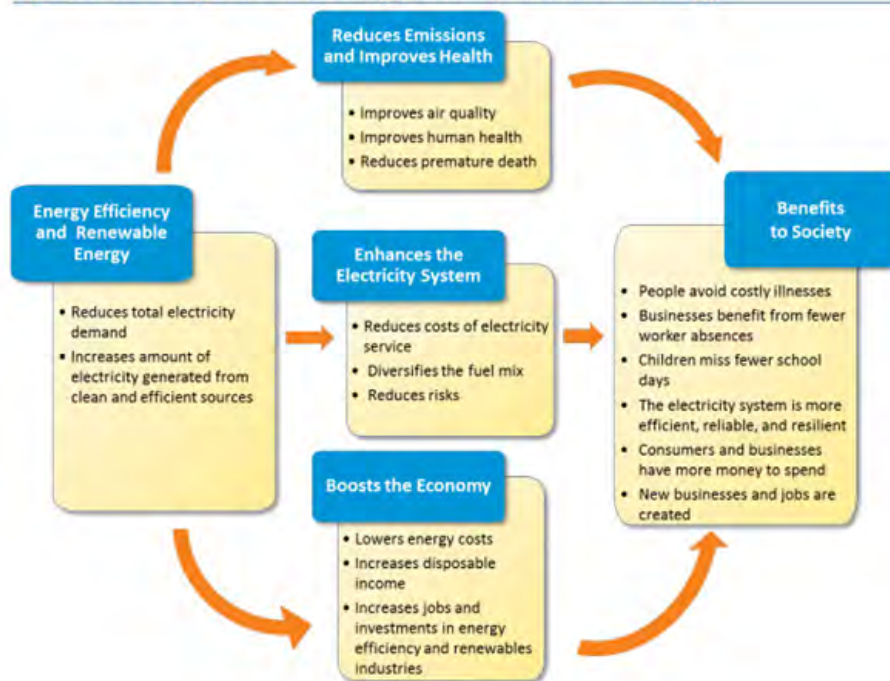
can be quantified. With this knowledge, flood risk areas can be prioritized, and resources targeted to propose impactful solutions. An analysis that quantifies the impact of new development and redevelopment parcels on the overall system can provide vital information to help the Village minimize the impacts of a changing landscape. The short- and long-term stormwater management goals, characterization of the existing assets and potential solutions, implementation costs, and evaluation of financing alternatives presented in this plan will inform the other processes of Recommendations 2 through 5.

### Regulation, Policies and Standards

The Metropolitan Water Reclamation District of Greater Chicago's Board of Commissioners (MWRD) adopted a Watershed Management Ordinance (WMO) in 2014 to regulate stormwater management for all communities in Cook County, which is intended to regulate erosion and sediment control, stormwater drainage and detention, occupation and use of floodplains, wetland and stream habitat protection, and water runoff quality. More recently, a May 2019 amendment to the WMO included new watershed specific release rates, incorporation of updated rainfall data, and updates to the redevelopment provisions relating to detention. The Village has adopted the WMO through MWRD.

The measures in the WMO are considered a minimum development standard in the County, and municipalities can develop additional requirements specific to meet

Figure I-2: The Multiple Benefits of Energy Efficiency and Renewable Energy



the needs of their community. Utilizing the information provided in the Stormwater Management Planning effort, additional regulations and processes can be developed to help minimize the impacts of new development. Also, incentives can be incorporated to promote resilient design that can protect sensitive areas and in some instances, reduce the extent of existing flooding problems in the Village.

With the impact of new development and redevelopment being quantified in the Stormwater Master Plan, it can guide policy decisions based on a desired level of protection for the community. Plan recommendations include the development of overall stormwater requirements for the Village based on modeling, reviewing opportunities for installation of detention and best management practices in all development (including single residential lots), and the implementation of processes and inspections developed to prevent basement flooding.

### Flood Control Assistance Program

The Village has implemented a Flood Control Assistance program, a cost-share program to help mitigate the installation costs of overhead sewers for homeowners. Plan recommendations include electronic accessibility of the applications, additional funding opportunities for residents, and the potential to provide residents with economy of scale benefits.

### Maintenance and Monitoring

The level of protection provided by the community's stormwater system relies on its ability to function as designed. Any decreased capacity in the system caused by maintenance issues could result in unexpected flooding and damage. The Plan recommendations include training of Village staff in the maintenance and monitoring of grey and green infrastructure elements. It also recommends a defined process for data management through a GIS database, as well as leveraging partnerships with groups and agencies that have similar programs with processes that can be used as models for the Village or can provide supplemental data to enhance the Village's program.





Example of green alley reconstruction. Source: google.com

## Integration of the Capital Improvements Program

Resiliency planning is most effective when integrated into all Village planning and development processes. Through the incorporation of the information provided in the Stormwater Management Plan, the Village can identify opportunities to strategically implement grey and green infrastructure into planned capital improvement projects. This proactive approach will provide an economy of scale, meet short and long-term goals in the Stormwater Management Plan, and contribute to the overall resiliency of the community. The Plan recommendations include incorporation of both green and grey infrastructure elements, as well as coordinating and partnering with other agencies for funding and implementation opportunities.

## Assessment and Mitigation of Alley and Sideyard Flooding

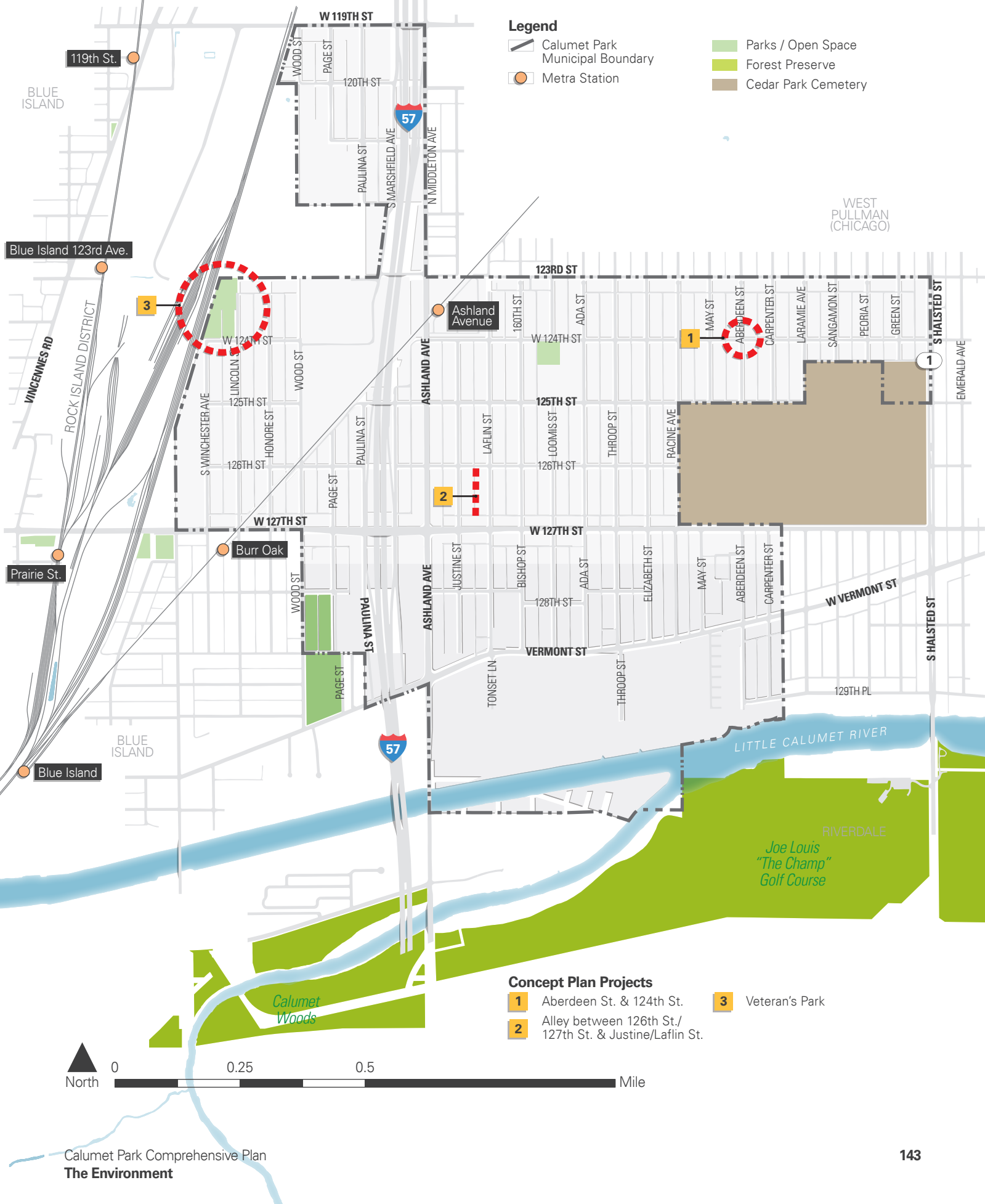
In addition to the key recommendations presented in the Plan Recommendations Memorandum (Hey and Associates), the community identified a need to address flooding in sideyards and alleys with lower-cost mitigation options. As part of the development of this comprehensive plan, a model project for alleys was developed using green infrastructure to alleviate flooding concerns. That model project is one of the tools available and provides a template for the improvements that could

be implemented in alleys throughout the Village, but it is understood that some areas may require additional analysis and measures beyond the template provided. To address this concern, the Plan Recommendations Memorandum (Recommendation #1) should be enhanced to include the comprehensive assessment of the drainage issues in alleys and sideyard residential areas, and present a suite of variable cost options that could mitigate the flooding issues based on a specified level of protection. This assessment should be integrated into the Capital Improvements Program (Recommendation #5) when planning for the reconstruction or repair of alleys throughout the Village. It is also recommended that the Flood Control Assistance Program (Recommendation #2) be evaluated to determine if there are cost sharing or grants available to residents that are requesting relief from sideyard flooding.



# PLAN RECOMMENDATIONS MEMORANDUM

## CONCEPT PLAN LOCATIONS





## Model Projects

Three concept plans were developed as part of the **Plan Recommendations Memorandum** (Hey and Associates) to serve as model projects and illustrate how stormwater projects can be incorporated into capital improvement projects. The proposed best management practices were selected to focus on stormwater detention to reduce the peak flows tributary to the storm sewer networks, which will help reduce overland flooding and basement backups. MAP Concept Plan Project Locations illustrates the concept project locations:

- **Intersection Concept at Aberdeen Street and 124th Street.** This project utilizes stormwater BMP practices to provide subsurface detention in the stone below the intersection and utilizes trees planted in cells that provide additional stormwater storage and infiltration potential. This concept can be implemented within improvements at Village owned intersections.
- **Alley Concept between Justine Street and Laflin Street and Obama Drive (127th St) and 126th Street.** This project takes an existing paved alley with flooding issues and little stormwater infrastructure and proposes permeable asphalt and underground detention. The Village has a well-defined alley system in the residential areas and could be implemented on a Village-wide basis to provide detention capacity.

- **Veterans Park.** This project incorporates underground detention sized for the park and its offsite tributary area and includes coordination with residents to direct surface runoff to the underground detention through downspout disconnections, regrading, inlet restriction, and curb cuts. While there are few parks and open space that can be utilized in the Village for this type of project, there are many redevelopment opportunities that could incorporate the best management practices and underground detention utilized in this concept plan.

Opportunities to incorporate the model projects should be identified in the Capital Improvement Plan, as well as when considering the review and approval of new development or redevelopment opportunities in the Village.

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# Goals & Strategies

## Goal 1

**Reduce and prevent flooding in Calumet Park, reduce non-point source pollution, and produce co-benefits that contribute to a good quality of life for residents.**

### Strategy 1

**Implement recommendations from previous reports and studies.**

**Action 1.1:** Implement the recommendations of the adopted Village's RainReady Calumet Park Corridor Plan in 2016 to provide a path that incorporated neighborhood beautification, commercial activity, job creation, recreation, and habitat conservation with flooding relief. It focused on goals to "Reorient, Repair, and Retrofit" for designated residential, business, industrial, and open land areas.

**Action 1.2:** Implement the Village's a Complete Streets policy, adopted in 2016, to include active transportation and green infrastructure in roadway investments.

**Action 1.3:** Implement the recommendations of the MWRDGC Problem Area Concept Memo: West Calumet Park (#7), which focused on a residential area identified as Problem Area #7 in the Stormwater Master Plan for the Little Calumet River / Cal-Sage Channel Drainage Area. The study provided estimated capital costs for a number of alternatives that included gray infrastructure, green infrastructure, property buyouts, and a combination of these alternatives to provide levels of protection for different rain events.

### Strategy 2

**Prioritize mitigation of stormwater events by using best practice strategies.**

A Stormwater Analysis Memorandum (Hey and Associates) was developed to incorporate the previous studies and other available data into a single planning level sewershed analysis that identified priority areas for mitigation within the Village. In addition, a Plan Recommendations Memorandum was developed for incorporation into this Comprehensive Plan. The key recommendations include:

**Action 2.1:** Develop of a Stormwater Management Plan and financing strategy

**Action 2.2:** Update the zoning code development standards to require stormwater solutions in new construction and include as a formal consideration criteria in application approval.

**Action 2.3:** Strengthen the Flood Control Assistance program to make it easy and affordable for residents to utilize the program to protect their homes from flooding and sewer backups.

**Action 2.4:** Strengthen the ongoing maintenance and monitoring program with GIS-based asset management to aid in decision making for strategic, operational, and financial reasons.

**Action 2.5:** Ensure the Village's multi-year Capital Improvement Plan integrates short- and long-term stormwater management goals into Village projects.

**Action 2.6:** Focus on the assessment of sideway and alley flooding and the development of low-cost solutions.

### **Strategy 3**

#### **Implement pilot projects to demonstrate effectiveness of key recommendations.**

The Plan Recommendations Memorandum (Hey and Associates) provides detailed goals and strategies to support the key recommendations listed above. Three concept plans were developed as part of the Plan Recommendations Memorandum to serve as pilot projects and illustrate how stormwater projects can be incorporated into transportation projects. Concept plan project locations illustrate the concept project locations

**Action 3.1:** Implement an Intersection Concept that promotes green infrastructure. This project would employ stormwater BMP practices to provide subsurface detention in the stone below the intersection and utilize BMP tree installations.

**Action 3.2:** Implement a Green Alley Concept. This project would transition an existing paved alley with flooding issues and little stormwater infrastructure and install permeable asphalt and underground detention.

**Action 3.3:** Implement a green infrastructure reconstruction of Veterans Park. This project could incorporate underground detention sized for the park and its off-site tributary area and coordination with residents to direct surface runoff to the underground detention through downspout disconnections, regrading, inlet restriction, and curb cuts.

## Goal 2

**Advance the core principles of CMAP's ONTO 2050 - the comprehensive plan for the Chicago region - inclusive Growth, Resilience, and Prioritized Investment.**

### Strategy 1

**Promote inclusive growth by improving the environmental conditions within the community.**

**Action 1.1:** Reduce non-point source pollution in the community through the construction of project that feature green infrastructure.

**Action 1.2:** Continue the Flood Control Assistance Program and explore financing options and grant opportunities to provide access for low income residents.

**Action 1.3:** Continue to develop active transportation infrastructure that increases public safety and enables more residents to reduce the number of trips requiring use of a motor vehicle.

### Strategy 2

**Incorporate resiliency planning into all planning and development processes**

**Action 2.1:** Develop a Stormwater Management Plan, based on modeling, that identifies short and long terms goals for the Village's existing stormwater system and future system improvements.

**Action 2.2:** Review the Village's zoning code and permitting processes to require resilient site design for redevelopment of parcels within the Village.

**Action 2.3:** Use the GRC Framework Tool to move towards the creation of a Sustainability Plan or other risk-management tools that would ensure the Village is prepared to proactively address climate change.

### Strategy 3

**Prioritized investment to prepare existing infrastructure to provide a level of protection for the community.**

**Action 3.1:** Create a multi-year Capital Improvement Plan (CIP) to be adopted by Village Board, with annual CIP update and approval thereafter.

**Action 3.2:** Include the Stormwater Management Plan's short- and long-term goals into projects proposed in the Capital Improvement Plan (CIP).

**Action 3.3:** Develop a maintenance and monitoring plan that utilizes trained Village staff in the maintenance and monitoring of grey and green infrastructure elements.

**Action 3.4:** Create and maintain a GIS database to aid in the maintenance and monitoring processes.

**Action 3.5:** Partner with other governments and organizations to identify funding opportunities and explore the co-sponsoring of capital projects and multi-jurisdictional plans.





Source: Google Earth Pro

# PARKS AND OPEN SPACE



## The Village Park System

Calumet Park has two official parks within its boundaries (Veterans Park and Father Sylvester Fields), plus a variety of open spaces connected to schools, the Recreation Center, a tot lot, and the Cedar Park Cemetery. Based on this inventory, only a small percentage of the population in the community is well-served by parks according to NRPA standards. There is an opportunity to increase park space in the community while preserving the existing robust urban tree canopy in the Village. Parks and open space are related to community resiliency. The Village has spent considerable effort in creating strategies to mitigate flooding and implement sustainable responses to stormwater management. The future of the Village is grounded in its ability to continue the momentum established and continue to create sustainable policies, programs and projects that can respond to existing issues and prepare for success in the future.

### The Village Recreation Center and Programming

The Village's Parks and Recreation Department works diligently to provide its residents with programming opportunities, while having very limited space and open land available. The Village's Recreation Center serves as the base for these programs and Village run community events. This space serves as host for summer camps and after school programs that focus on providing safe

and supervised activities for the youth of the Village year-round. The Recreation Center also provides a space for community members to hold meetings and group activities. The Parks and Recreation Department works with partners to provide access to off-site facilities and expand the program offerings. The relationships with the school districts and community organizations has been essential to the success of these programs and should be continued to support activities that cannot be provided on Village owned properties.

The programming provided by the Parks and Recreation Department has been limited by available space. It is essential to understand the gaps in service provided by the Parks and Recreation Department. A needs assessment of the Recreation Center, school district and other community partners is needed to inform potential shared-use agreements, scheduling, and outdoor recreational needs that can be accommodated in the future.

## Outdoor Recreational Spaces

There are two public open space areas within the Village utilized for recreation: Father Sylvester Fields and Veterans Park.


### Father Sylvester Fields




Father Sylvester Fields are located on the southwestern



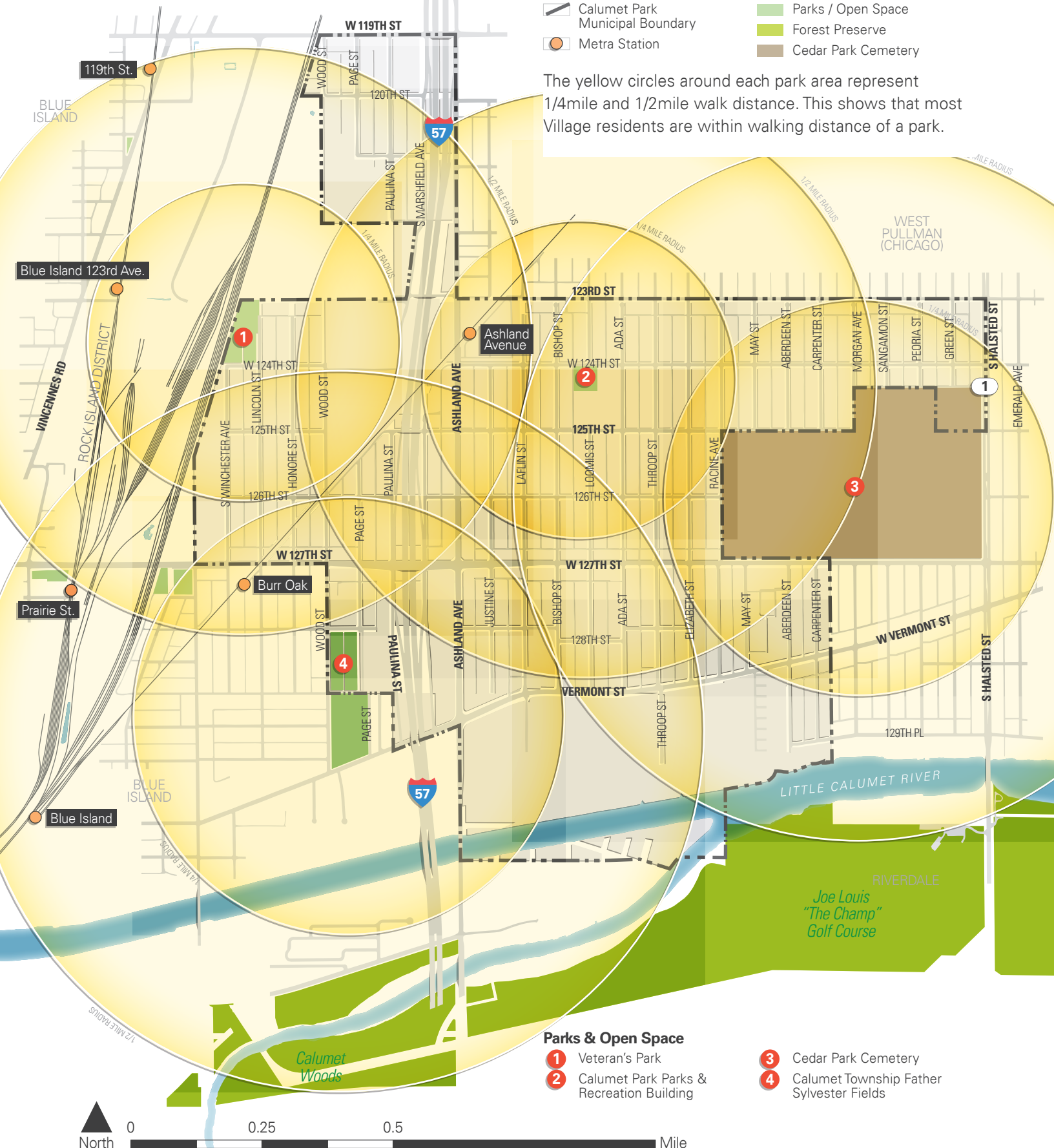
# PARKS & OPEN SPACE

## Legend

-  Calumet Park Municipal Boundary
-  Metra Station

-  Parks / Open Space
-  Forest Preserve
-  Cedar Park Cemetery

The yellow circles around each park area represent 1/4 mile and 1/2 mile walk distance. This shows that most Village residents are within walking distance of a park.







corner of the Village. The Fields are directly north of the City of Blue Island's Centennial Park. The Father Sylvester Fields, which are owned and maintained by Calumet Township, contains three ball diamonds. The Fields also contains a perimeter walking path, which directly connects to a trail that meanders through the amenities of Centennial Park, including ball diamonds, open play areas, a playground, and a picnic area with a shelter.

Veterans Park is located on the northwestern corner of the Village's boundaries. It is partially owned and maintained by the Village's Recreation Department, with another portion under the jurisdiction of the Blue Island Park District. The Village has been active in seeking out grant opportunities to redevelop Village park spaces, and recently obtained an Open Space Lands Acquisition and Development (OSLAD) grant of \$266,000 for work at the Veterans Park. The park will offer soccer, baseball, and a playground as a part of the redevelopment.

The Village has taken an active role in securing funding for the enhancement of existing parks. This should continue to be supported and local partnerships encouraged to provide the greatest opportunities of success.

## **Cedar Park Cemetery**

Cedar Park Cemetery is located partially within the Village and boasts over 90 acres of sprawling green spaces, mature trees, pathways, and local wildlife. Founded in

the early 20th century, the privately owned and operated cemetery provides a rich history that draws in tourists from near and far. As one of the larger parcels of open space within and adjacent to the Village, opportunities can be explored to enhance the ecology and biology of the park with the owners. Highlighting the historic and environmental attributes of the cemetery will not only provide economic benefits for the cemetery but enhance the overall environmental health of the open space and the surrounding communities.

## **Potential Park Expansion and Acquisition**

The Village has been active in managing blighted and abandoned properties to promote structural restoration, but not all properties are suited for this opportunity. For the parcels that will be able to achieve this goal, the Village should be proactive to seek opportunities to convert existing vacant parcels that are no longer functional into parks and open space.

The acquisition of parcels adjacent to the existing park sites could expand the footprint and offerings at those facilities. The Village is currently exploring the incorporation of vacant residential parcels to the east of Veterans Park into the current redevelopment plan. Opportunities could be explored in the future as vacant properties become available around Father Sylvester



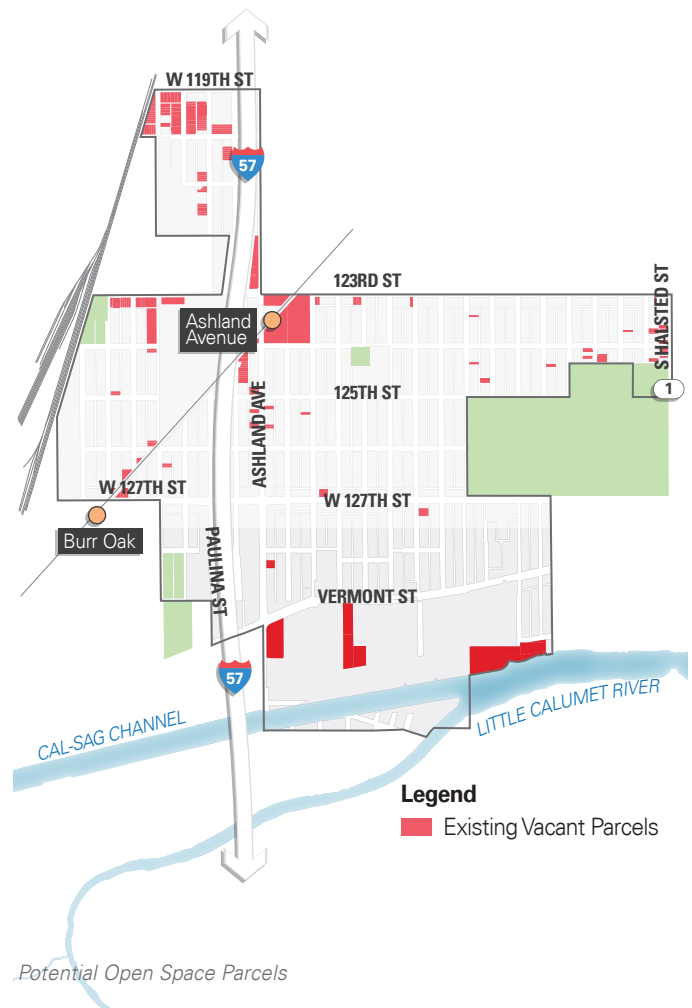
Little Calumet River. Source: Google Earth

Fields / Centennial Park or the Recreation Center.

Many of the vacant parcel opportunities are small and scattered throughout the existing residential areas. Recommendations from the Village's Rain Ready Plan included that the Village promote community greening projects such as tree planting, native plant installation, urban agriculture and other neighborhood beautification strategies on these vacant parcels. The plan identified programs and use rights that could incentivize residents and community groups to participate and improve these vacant properties.

Potential open space and park opportunities are available within the redevelopment of parcels as discussed in Section 5, including the Village Hall site, the vacant school building at the northwest corner of 125th Street and Ada Street, and the Seven Holy Founders property. These projects each deserve to have full-fledged master plans and feasibility studies completed to consider all aspects of the project and determine how park and recreational facilities fit into the overall goals for the community.

Larger clusters of vacant land provide opportunity for the creation of new parks and recreational opportunities. With limited large or clustered land plots available, the Village must evaluate each of these areas to determine if it is financially feasible for the Village to convert it to park land, including consideration of the cost of land acquisition and the lost economic opportunities of tax revenue.







Redevelopment opportunities of clustered vacant parcels are currently being explored in the Village, such as the Ashland Ave Metra Electric TOD conceptual plan identified in Section 6. As new commercial and residential development like this is proposed to the Village, consideration should be given to determine if those improvements could provide new park space within the development or provide enhancement to existing parks.

## Purposes Beyond Recreation

Parks and open space areas provide the Village with benefits that go beyond recreational programming. These spaces provide opportunities for community resiliency and sustainability by helping prevent flooding, restoring ecology, and enhancing the environment.



source: [setaskrorce.org](http://setaskrorce.org)

## Flood Relief Opportunities

As identified in Chapter 7, all Village funded projects should consider sewershed capacity and overland flooding when determining if additional detention/volume control is needed. To align with this recommendation, a pilot project at Veterans Park was identified as an opportunity to implement best management practices for stormwater management. The proposed concept plan incorporates underground detention sized for the park and its offsite tributary area, as well as creating permeable rubber play surfaces to promote infiltration. The effort included coordination with residents to direct surface runoff to the underground detention through downspout disconnections, regrading, inlet restriction, and curb cuts.

Since this is a pilot project, the guiding principles are meant to be considered and implemented in a similar manner at other sites. The Village should continue, with its surrounding community partners, to explore opportunities to provide additional detention / volume control as part of redevelopment projects.





source: Resilience.org

## Urban Agriculture

Locally sourced food provides a long list of benefits for a community. Urban agriculture can positively influence the local economy, support the demand for local healthy food options where traditional farming is not feasible, promote stewardship of common land, promote community involvement, and provide access to affordable healthy fresh produce. Community gardens, raised beds, and other edible landscapes can be constructed in areas that utilize vacant or blighted properties that are scattered throughout the Village. Providing green spaces instead of pervious surfaces helps to reduce stormwater runoff, and localized food production reduces the need to utilize the transportation infrastructure.

Identifying residents and neighborhood groups in the community to help organize the movement is key. These partners will help define spaces for urban agriculture, as well as either creating or helping to expand an existing local farmer's market. These types of programs are well supported in the Chicagoland region by multiple urban agricultural advocates and higher education institutions, such as the Advocates for Urban Agriculture and Chicago State University. These organizations provide a wealth of educational material and support needed to establish gardens and farming in the community, including technical support and funding opportunities.



## Urban Tree Canopy

While there is limited open space within the Village, it does boast a continuous tree canopy interwoven into the parkways, residential lots, Village owned properties and rights of way. Trees not only provide aesthetic benefits and increase property values within the Village, they also provide important environmental functions. The canopies provide shade that lowers air temperatures, reduce the urban heat island effect, provides habitat for wildlife, and reduces air pollution. In addition, urban tree canopies function as stormwater management systems that intercept precipitation before it reaches the pavement surfaces, before it can flow over the ground and collect pollutant particles that will drain to the sewers and waterways. Overall, they improve the environmental health and quality of life for a community.

There is a significant effort to enhance the urban tree canopy within the Chicago region. The Chicago Region Trees Initiative (CRTI) is a partnership for coordinated action on key issues facing trees. It is the largest such initiative in the country, with leading organizations and agencies from across the seven-county metropolitan region working together. They leverage funding, knowledge, skills, and expertise to build a healthier forest within communities such as Calumet Park.



## Park Space

Park space is defined by several different types of open space classifications. Based on the National Parks and Recreation Association (NRPA), four different types of parks are defined. In a community the size of Calumet Park, it is advised that open space requirements are adhered to for the enhancement of residents quality of life. Calumet Park has two different types of parks currently available in the community and several larger parks in adjacent communities. These parks are playfield/athletic field and playground.

## Recreational Space

Active and passive recreational spaces are differentiated from parks by their programming. Recreation spaces include both parks and areas for active and structured play. Generally, recreational spaces can be part of a park or a stand-alone element.

### Park Service Area & Population

Park Type	Neighborhood Park	Special Use Park
Size Requirement	5-10 acres	N/A
Quantity	3	1
Total Area (acres)	19.4	88
Total Service Area (acres)	1/4-1/2mi	Variable
# Residents within service area	19,400	88,000
Area: population ratio (ac/1000 residents)	1-2 acres / 1000 residents	3.4 acres / 1000 residents

*NRPA Parkland Classification and Standards*

### Active and Passive Recreation

Type of Recreation Area	Requirement	Recommended
<b>Active</b>		
Playground	1.25ac/1000persons	9.7ac
Playfield	1.25ac/1000persons	9.7ac
Total Active Area		19.4ac
<b>Passive</b>		
Minor Parks	2.5ac/1000persons	19.4ac
Major Parks	5.0ac/1000persons	38.8ac
Total Passive Area		58.2ac

*NRPA Parkland Classification and Standards*





## Playlots and Playgrounds

Playlots are small areas intended for preschool age children. They are generally small in scale and are normally provided in areas of high population density or as part of a large-scale housing development.

The neighborhood playground is an area which serves the needs of 5 to 12-year olds, but may also serve the entire neighborhood.

### Playlots

Requirement	Recommended
.3ac/1000persons	2.3ac

*NRPA Parkland Classification and Standards*

### Playgrounds

Requirement	Recommended
1.25ac/1000persons	9.7ac

*NRPA Parkland Classification and Standards*

## Playfield and Athletic Fields

The playfield provides for popular forms of recreation that require more space than would be available in the playground. The playfield is a multi-purpose area that provides activities and facilities for all age groups and serves as a recreational area for several neighborhoods. A portion of a playfield can be developed as an athletic field for organized team sports.

This specialized type of facility is intended primarily for organized games and sports which attract less than 10,000 spectators.

### Playfield

Requirement	Recommended
1.25ac/1000persons	9.7ac
Best Result	20-25ac

*NRPA Parkland Classification and Standards*

### Athletic Field/Stadium

Requirement	Recommended	Location	Service Area
10ac	10ac	High school	Neighborhood/ Community

*NRPA Parkland Classification and Standards*





## The Cal-Sag Channel / Little Calumet River

While the Village's southern border is comprised of the Cal-Sag Channel/Little Calumet River, there are no open spaces, trails, or roadways that allow direct access to the riverfront. Metropolitan Wastewater Reclamation District (MWRD) is the property owner of the majority of land adjacent to the waterways, of which much of the northern shoreline has been leased for an extended period to the Ozinga Corporation. The properties located to the north of the MWRD riverfront parcels are privately owned, with the exception of a parcel that is owned by the Village that has access from Vermont Street. While the Village's parcel is adjacent to the channel, the Ozinga leased property blocks any direct access to the shoreline.

### Profile

#### Urban Tree Canopy

Urban Tree Canopy (UTC) is defined as the layer of leaves, branches, and stems of trees that cover an area when viewed from above. It is useful in absorbing rainfall that would otherwise run off on a paved surface, picking up pollutants along the way, and be transported to the local storm drainage system. UTC provides many benefits to the Calumet Park community. This includes: reducing urban heat island effect, increasing property values and energy savings, reducing air pollution, and promoting aesthetic benefits. Enhancing UTC in a community, such as street tree planting, is a crucial first step in seeking improvements to green infrastructure.

A concentration of street trees can contribute to a greater concentration of UTC in Calumet Park. Street trees are often thought of as a liability to maintain. However, a Modesto, California study revealed that the asphalt on streets shaded by large canopy tree lasts longer than that on unshaded streets, reducing maintenance costs by sixty percent over thirty years.<sup>1</sup> The Village of Calumet Park should continue to evaluate new and future developments in the context of environmental sustainability. Future development should feature a greater concentration of street trees, landscaping, and green infrastructure tools.

<sup>1</sup> McPherson, E. Gregory, and Jules Muchnick. (2005). *Effects of Street Tree Shade on Asphalt Concrete Pavement Performance*. *Journal of Arboriculture*, 31(6), 303-310.

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# Goals & Strategies

## Goal 1

**Enhance and expand the Village's system of open space and parks while exploring multi-functional uses of the properties to provide recreation, flood prevention, and restore the ecology - specifically focusing on the new Village Annex and Obama Drive (127th St.) Business District.**

### Strategy 1

**Utilize the Plan Recommendations Memorandum Concept Projects as pilot projects that can be implemented at other parks.**

**Action 1.1:** Identify opportunities to expand capacity, facilities, and program offerings by collaborating with organizations that share a similar mission to implement the recommendations in the Memo.

**Action 1.2:** Continue to target grants and partnerships with foundations to leverage funds for park development.

### Strategy 2

**Consider programming existing parks with purposes beyond recreation.**

The Village of Calumet Park can utilize its open spaces to serve multiple purposes beyond recreation. The concept project at Veterans Park serves as a pilot for other parks and open space areas within the Village that can help to alleviate drainage issues.

**Action 2.1:** Consider urban agriculture uses for underutilized space, including vacant lots outside of existing parks.

**Action 2.2:** Work with partners to organize around the creation of a farmer's market at the Recreation Center and define space for urban agriculture on the west side of the Village.

**Action 2.3:** Partner with existing urban agriculture advocates and higher education institutions such as Chicago State University to support the establishment of gardens and farming in the community.

### Strategy 3

**Strengthen relationships between the Parks and Recreation Department and local schools.**

The Village's Parks and Recreation Department works diligently to provide its residents with programming opportunities while having very limited space and open land available. Relationships with the school district and community organizations should be continued to support programming that cannot be provided on Village-owned properties. The Village has been active in seeking out grant opportunities to redevelop Village park spaces, such as securing grants to improve the Veterans Park drainage issues. These activities should continue to be supported and local partnerships encouraged to obtain funding.

**Action 3.1:** Support shared use agreements with the school district and community organization facilities.

**Action 3.2:** Understand gaps in service provision by conducting a needs assessment of the Recreation Center and school district. This needs assessment will inform potential shared-use agreements, scheduling, and outdoor recreational needs that can be accommodated in the future.

### Strategy 4

**Establish the Cedar Park Cemetery as a destination to explore area history and enjoy nature.**

Cedar Park Cemetery is located partially within the Village and boasts over 90 acres of sprawling green spaces, mature trees, pathways, and local wildlife. As one of the larger parcels of open space within and adjacent to the Village, opportunities can be explored to continue the ecological efforts through local partnerships with local conservation organizations and volunteer groups.

**Action 4.1:** Review opportunities for enhancing the ecology and biology of the Cedar Park Cemetery through coordination with the facility owners and operators.

**Action 4.2:** Build a relationship with Cemetery ownership



and management entities to familiarize with community goals, identify partnership opportunities, and understand each other's plans and priorities.

**Action 4.3:** Work with the Calumet Park Historical Society to identify historic attributes of the Cemetery and support their role in amplifying the cultural history of Calumet Park.

**Action 4.4:** Promote the natural resource and cultural attributes of the Cemetery including its history and wildlife.

## Goal 2

**Provide connections and access to the Little Calumet River and Cal-Sag Channel.**

### Strategy 1

**Provide access to the Cal-Sag Channel and Little Calumet River and develop riverfront recreational amenities.**

While located adjacent to the Cal-Sag Channel / Little Calumet River, there are no open spaces, trails, or roadways that allow access to the riverfront. MWRD is the property owner of most of the land adjacent to the waterways. The properties located to the north of the MWRD riverfront parcels are privately owned with the exception of a parcel that is owned by the Village and has access from Vermont Street. This parcel could provide opportunity to provide access through trails or a roadway to the riverfront.

**Action 1.1:** Confirm property and parcel ownership, including easements and right of ways, along the northern riverfront of Little Calumet and Cal-Sag to establish full understanding of potential access opportunities.

**Action 1.2:** Determine intergovernmental partnership structure and develop agreements to allow public use and access to the Little Calumet River.

**Action 1.3:** Review opportunities for utilizing Village-owned parcels and public roadways to create safe routes to the waterfront.

**Action 1.4:** Prioritize public investment and improvement of the riverfront by identifying and connecting with appropriate funding sources that can support the creation of recreational amenities along the riverfront.

## **Strategy 2**

### **Connect the Cal-Sag Trail to Calumet Park on Ashland Avenue.**

The Cal-Sag Trail is planned to extend along the south side of the Little Calumet River, just outside of the Village's boundaries. At this time, the only connection to that trail from the Village is the existing sidewalk along the Ashland Avenue bridge, which is narrow and does not extend into the Village along the eastern side of Ashland Avenue.

**Action 2.1:** Facilitate accessibility and connected multi-modal transportation system that includes improvement to the Ashland Avenue bridge to accommodate pedestrians and bikes.

**Action 2.2:** Work with adjacent communities to share first costs on the improvement of infrastructure to facilitate a regionally connected trail system.

**Action 2.3:** Identify and apply for available grant funding to provide safe, active transportation access to the Cal-Sag Trail via Ashland Avenue.



Source: Village of Calumet Park

# IMPLEMENTATION





## Accountability & Ownership for the Plan

Preparatory steps can help the Village and its partners to organize for Plan implementation. Having a clear understanding of Comprehensive Plan goals critical to this process and to ensure positive plan results. The Implementation chapter has been created to support leaders and champions for the Comprehensive Plan in organizing for implementation of plan strategies. These steps are designed to assist Village officials in initiating the process, but more importantly, to gain support for implementation from community stakeholders. Over time, understanding and managing change in the Village will be necessary for successful implementation efforts.

The following strategies describe the comprehensive actions needed to organize the Village's stakeholders for successful implementation of the Plan's strategies. These strategies will communicate stakeholder and plan champion roles and responsibilities to capitalize on the Village's existing strengths. When combined with the Plan's land use, transportation, infrastructure, and economic development improvements, the vision for Calumet Park's future will become reality.

Preparatory steps for the Village to effectively implement the Comprehensive Plan include:

1. Organize internally to confirm roles for ongoing coordination of Plan implementation efforts, and establish methods for recurring check-ins on implementation progress.
2. Create a database of partner organizations and agencies that have common goals and relationship to the Comprehensive Plan. This list may include organizations that can be resources for each other as well as Village of Calumet Park leadership. These groups can also be identified in the Plan as those primarily accountable for particular strategies and actions.
3. Schedule meetings with those identified to better understand the Plan strategies and create an action plan with associated resources. These stakeholder meetings can be coordinated with existing groups as well as those interested in participating or organizing around implementation. For subarea planning areas, including businesses and business organizations can support additional capacity building in commercial corridors and identified redevelopment areas.
4. Review partner organizations' existing strategic plans for familiarity and consistency with the Comprehensive Plan goals. Those identified as primarily accountable for each Plan goal or strategy



should become familiar with existing plans and reports related to the goal. The ability to find synergies and collaborative Actions strengthens each group's ability to secure funding or other resources to bring their initiatives to fruition. In addition, partner organizations and agencies should utilize the Comprehensive Plan to support their independent goals.

5. In addition to reviewing past plans and reports, partner organizations should perform their own internal needs assessment to ensure internal sustainability through implementation. This process is recommended to focus on Comprehensive Plan implementation. Coordination with annual plan review or budget creation can be the best time to integrate Comprehensive Plan progress reviews.

The structure of Calumet Park's Comprehensive Plan is consistent with CMAP's ON TO 2050 framework. This framework provides consistency with regional goals and creates a shared language with regional governments. In addition, ON TO 2050 plan identified future-focused goals that are attainable in the Village. Calumet Park's specific goals apply the principles of the ON TO 2050 and inform its future. The need for broader investment and capacity by all entities and groups located in the Village is important to the Comprehensive Plan's implementation. The Village's future is reliant and co-dependent with the region's success improving its physical attributes—land uses, transportation, and appearance—will provide important visible evidence of positive change. Economic and environmental determinants will also reflect the community's values and ability to be flexible and adapt to a changing environment. To succeed, implementation needs organizational structures and leadership.

Project partners, leaders and champions, with a sense of ownership for Calumet Park's future, are needed to guide this Plan's implementation process. The Village alone, given limited staff and fiscal constraints, cannot implement the recommended changes identified in the Comprehensive Plan. The ability for the Village to activate its residents and stakeholders includes continuing the momentum started during the planning process, engagement with private sectors', and partnership with the Village's institutions. Only commitment, consistent participation, and hard work by all project partners will incrementally improve the Village over time.





Organizational capacity for the Village of Calumet Park is the local ability to coordinate and collaborate around shared interests. In most municipalities, these shared interests are either directly or indirectly social, economic, or physical interests. For all Village constituencies, sustaining and enhancing these interests will create consistency and continuity, recognizing that each land use is unique. It also means that a strong Village jointly benefits residential and commercial interests. Reaping these joint benefits will require focused actions and partnerships by a lead organization, or champion, serving as a Comprehensive Plan advocate.

Organizational capacity also means flexibility. Local responses to broader issues and challenges impact the Village as a whole. For the Village to be successful building organizational capacity, it must be grown locally. The capacity building strategies in this section are flexible, not necessarily sequential. The Village and its stakeholders should formulate new solutions that benefit the Village.

By building capacity, Calumet Park's stakeholders and the Village will recognize that this early (and very hard) work will yield successful long-term results.

The following strategies and actions describe the comprehensive efforts needed to organize the Village's stakeholders for successful implementation of the Plan. These strategies will communicate stakeholder and plan champion roles and responsibilities to capitalize on the Village's existing strengths. When combined with

the Plan's land use, transportation, infrastructure, and economic development improvements, the vision for Calumet Park's future will become reality.

The implementation matrix organizes the recommendations of the Calumet Park Comprehensive Plan into an easily referenced table. The matrix identifies the estimated timeline for completion and potential partners and organizations for the implementation of each key Action/Strategy. The estimated timelines are organized as follows:

Ongoing = The City should continue to do this

Short-term = 0-3 years

Medium-term = 4-8 years

Long-term = 9+ years

This chapter includes goals from each of the chapters in the Comprehensive Plan. The content of the goals may have applicability to more than one chapter. The goals should be viewed as a feedback loop in which the chapter topics are integrated to comprehensively understand the implications of implementation.



## Chapter 3: Quality of Life

### Goals and Strategies

#### Goal 1

Promote "aging-in-place" to meet the current and future needs of seniors.

##### Strategy 1

Provide additional activities for seniors in partnership with senior housing providers and the Recreation Center.

Actions	Timeline	Lead(s)	Partners
1.1 Conduct outreach to seniors in the community to increase their social networks and community building.	Short-term	Parks & Recreation, Public Safety	Calumet Township Senior Center, Calumet Park Church Alliance
1.2 Engage youth organizations to volunteer in senior facilities and encourage multi-generational exchange.	Medium-term	Parks & Recreation	Boys and Girls Club, School District 132 (SD132), Community High School District 218 (CHSD218)

##### Strategy 2

Conduct a housing demand study to determine senior housing need.

Actions	Timeline	Lead(s)	Partners
2.1 Assess existing housing in the Village and assess zoning code for full allowance of housing options for seniors as permitted uses.	Short-term	Administration	Building, Calumet Township Senior Center, Calumet Park Church Alliance, CMAP
2.2 Understand opportunities for home renovation or rehabilitation of existing structures to accommodate senior needs.	Medium-term	Building	Area developers
2.3 Raise awareness of existing home rehabilitation and energy efficiency programs for seniors.	Medium-term	Building	Center for Neighborhood Technology (CNT), State of Illinois

#### Goal 2

Ensure access to a variety of healthy food options throughout the community.

##### Strategy 1

Determine the best fit for new grocery options and develop an attraction strategy.

Actions	Timeline	Lead(s)	Partners
1.1 Conduct a retail demand analysis to confirm type and size of potential businesses that the Village can realistically attract.	Short-term	Administration	
1.2 Identify ideal site locations for new food and beverage business options for rapid response to inquiries.	Medium-term	Administration	
<ul style="list-style-type: none"> <li>Work with a retail economic development specialist contracted with the Village to create an attraction strategy for additional retail and commercial businesses including right fit for development.</li> <li>Pair this Goal with goals for establishing a farmer's market at the Recreation Center and urban farm opportunities on vacant properties throughout the Village, including the Village Annex campus.</li> </ul>			

Strategy 2				
Advertise the Village's Farmer's market and invite local vendors to increase availability of healthy food choices.				
Actions		Timeline	Lead(s)	Partners
2.1	Ensure materials included in the Village's Welcome Neighbor program advertise the location and time of the farmer's market.	Short-term	Parks & Recreation	
2.2	Locate the farmer's market at a well-recognized public place in the Village. This may include: Village's Recreation Center, a public park, Raceway Plaza, or one of Village's schools. Determine necessary accommodations to ensure its sustainability and longevity including identification of local farmers, access to grounds, etc.	Short-term	Parks & Recreation	Public Library, SD132, Raceway Plaza Management
2.3	Advertise the farmer's market through social media platforms and confirm that local and state databases (including Illinois Department of Agriculture) recognize the farmer's market.	Short-term	Parks & Recreation	State of Illinois

Goal 3				
Strengthen relationships with healthcare providers and seek new partnerships to improve access to healthcare.				
Strategy 1				
Conduct a needs assessment to better understand healthcare options in the community.				
Actions		Timeline	Lead(s)	Partners
1.1	Understand the immediate and future health care needs of residents.	Short-term	Administration	Public safety
1.2	Determine potential space needs of a healthcare facility in the Village	Medium-term	Administration	Public safety
1.3	Communicate the location and types of healthcare services available for residents.	Short-term	Administration	Public safety

Strategy 2				
Cultivate relationships with healthcare institutions to support the location of a facility in the Village.				
Actions		Timeline	Lead(s)	Partners
2.1	Prioritize senior and youth health care by securing a medical satellite facility.	Long-term	Administration	Public safety
2.2	Partner with healthcare facilities that may be looking to relocate to the Village or increase their capacity in the south suburbs.	Medium-term	Administration	Public safety
2.3	Work with healthcare-focused organizations to serve Calumet Park's population.	Short-term	Administration	Public safety
2.4	Seek funding to attract and maintain healthcare services in the Village in partnership with local healthcare providers and regional affiliates.	Long-term	Administration	Public safety

Goal 4				
Prioritize youth development as a pathway to the future.				
Strategy 1				
Create a youth leadership group to be a liaison between teens and Village leadership.				

Strategy 2			
Create spaces for youth engagement and development in the Village.			
Actions	Timeline	Lead(s)	Partners
2.1 Increase STEM, performance, and core academic programming in partnership with the schools and Parks and Recreation Department.	Medium-term	Parks & Recreation	SD132, CHSD218, Library Board, Nonprofit organizations
2.2 Seek partnerships with organizations and agencies focused on increasing youth pursuit of higher education.	Medium-term	Parks & Recreation	SD132, CHSD218, Library Board, Nonprofit organizations
2.3 Engage area college leadership in meetings to better understand needs and opportunities to ensure Village youth are college-ready.	Medium-term	Parks & Recreation	SD132, CHSD218, Library Board, Nonprofit organizations
2.4 Support greater and longer after-school programming through partnership and raising funds for the Recreation Center, so it can partition its main gymnasium space, and development of the Village Annex.	Medium-term	Parks & Recreation	Administration, Library Board, SD132, CHSD218, Nonprofit organizations

Strategy 3			
Encourage Community High School District 218 to create career paths in the emerging industries (such as Green Industries) through the integration of workforce training programs in high schools.			
Actions	Timeline	Lead(s)	Partners
3.1 Introduce local employers to CHSD 218 to facilitate the creation of internship opportunities that are critical to preparing teens for the future.	Medium-term	CHSD218	Parks & Recreation, Administration, Library Board, Local Employers
3.2 Offer use of meeting spaces in the Village to assist with local engagement between schools and families to promote college readiness.	Short-term	Parks & Recreation	CHSD218, Administration, Library Board, Higher Learning Institutions

Goal 5			
Improve community facilities that support education, provide resources, and protect the safety of Village residents.			
Strategy 1			
Foster a community of learning by improving the library facilities and building organizational capacity.			
Actions	Timeline	Lead(s)	Partners
1.1 The Library Board should engage in ongoing training to ensure members are prepared for optimal performance of the library facility for the community.	Short-term	Library Board	Administration, SD132, CHSD 218
1.2 Perform a utilization study and needs assessment, by committee created in-house or hiring a consultant, to determine the community's vision for library resources.	Medium-term	Library Board	Administration, SD132, CHSD 218
1.3 Review opportunities for a new or renovated library that is able to function as a modern resource for the community.	Medium-term	Library Board	Administration, SD132, CHSD 218

Strategy 2			
Work with SD132 to better understand opportunities and challenges with facility locations.			
Actions	Timeline	Lead(s)	Partners
2.1 Ensure all students have safe routes to school by pursuing Safe Routes to School funding through the State of Illinois.	Short-term	SD132	Administration, Public Safety, Public Works
2.2 Continue to improve existing facilities to respond to the changing needs of students, future contributors to the workforce, and recreational amenities through the maintenance of existing partnerships for co-curricular and after school programming.	Medium-term	SD132	Administration, Parks and Recreation, Local Employers
2.3 Evaluate space needs and utilization annually.	Short-term	SD132	Administration



Strategy 3			
Implement new emergency systems technology to support more effective delivery of public safety and service.			
Actions	Timeline	Lead(s)	Partners
<b>3.1</b> Strengthen and raise awareness around CAPS program including publicizing community-wide public safety events such as the annual Community Fest.	Short-term	Public Safety	CAPS, Administration, Parks and Recreation
<b>3.2</b> Explore ways to coordinate services with surrounding communities to share costs and improve service effectiveness such as involvement with the fire and police chief consortium and mutual aid agreements.	Medium-term	Public Safety	Public Works, Administration, CalComm Regional 911 Call Center
<b>3.3</b> Coordinate with public safety providers to understand industry specific technology that can help accomplish the goal of improving effective service provision.	Short-term	Public Safety	Public Works, Administration, CalComm Regional 911 Call Center
<b>3.4</b> Become more involved with existing organizations such as the South Suburban Mayors and Managers Association.	Short-term	Public Safety	Public Works, Administration, SSMMA

Strategy 4			
Prepare for the future of the Village by encouraging supportive social services for all members of the community.			
Actions	Timeline	Lead(s)	Partners
<b>4.1</b> Facilitate efficacy of working parents with the creation of a new daycare and include identification of an ideal location and operator for the facility.	Medium-term	Parks & Recreation	Administration
<b>4.2</b> Utilize resources of the Calumet Park Church Alliance to communicate faith-based institution events and initiatives.	Short-term	Parks & Recreation	Calumet Park Church Alliance, Administration
<b>4.3</b> Perform an analysis of the Village Annex to understand opportunities to update the existing Recreation Center and facilitate the changing needs of the community.	Medium-term	Parks & Recreation	Administration, Library Board, CRC, SD132, CHSD 218

## Chapter 4: Community Identity

### Goals and Strategies

#### Goal 1

Create a unique brand and identity for the Village that authentically represents its character.

#### Strategy 1

Identify design elements and resources that can reinforce the Village's brand.

Actions	Timeline	Lead(s)	Partners
1.1 Create a communications strategy that residents can engage with to embrace what they love about the area and encourage them to help spread the word.	Short-term	Administration	CRC, Parks & Recreation
1.2 Identify partnerships and organizations that can support the Village's brand and help ensure its success.	Short-term	Administration	SSMMA, Cook County, Metra, Calumet Stormwater Collaborative, Major Taylor Trail Keepers, Calumet Area Industrial Commission
1.3 Create a style guide to protect the uniformity of the brand by providing specific guidelines regarding its usage. The brand messaging communicates the Village's core values. Messaging that prioritizes the attraction of young families is desirable.	Medium-term	Administration	Village of Calumet Park
1.4 Celebrate the cultural history of the Village by utilizing existing and new communications methods to share information on Calumet Park's landmarks and areas of historic significance,	Medium-term	Administration	Calumet Park Historical Society
<ul style="list-style-type: none"> <li>Host focus groups to understand the values of community that can then be translated into a brand.</li> <li>Engage students to help design new signage or create art elements that can be installed throughout the Village.</li> </ul>			

#### Strategy 2

Support branding with gateway and environmental communication signage.

Actions	Timeline	Lead(s)	Partners
2.1 Create gateways at the intersections of 127th and Wood St, Vermont St and Ashland Ave, Ashland Ave and 129th St, and 123rd St and Ashland Ave to identify the entry points into the Village.	Long-term	Administration	IDOT
2.2 Provide directional signage to the area's bike trail systems including the Major Taylor Trail, Cal-Sag Trail, and destinations such as the Metra Electric station and Recreation Center.	Long-term	Administration	RTA, Metra, CDOT, Major Taylor Trail Keepers, Friends of the Cal Sag Trail

#### Strategy 3

Create a marketing campaign that communicates Calumet Park's competitive advantages.

Actions	Timeline	Lead(s)	Partners
3.1 Work with area brokers and real estate professionals to create a campaign to promote the Village's housing opportunities and community assets.	Medium-term	Administration	Building, area real estate brokers
3.2 Determine best fit housing typologies to showcase and promote a model home tour, parade of homes, or dream home walk through the Village.	Medium-term	Administration	Building, area real estate brokers, home owners

<b>Goal 2</b>			
Reinforce residents' strong sense of pride in their community through community involvement.			
<b>Strategy 1</b>			
Create formal community action networks that can act as leaders and champions for the community.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
1.1 Increase awareness of community-wide issues, building consensus around addressing challenges and promoting positive action.	Short-term	Administration	All departments, Block Clubs, Community Relations Commission
1.2 Ensure Village communication methods reduce barriers to engagement for all Village residents.	Short-term	Administration	All departments, Block Clubs, Community Relations Commission
1.3 Increase resident involvement by hosting Village-sponsored events that have a specific focus on improving the engagement of residents.	Short-term	Administration	Parks & Recreation, Calumet Park Church Alliance, Block Clubs, CRC
<b>Strategy 2</b>			
Create more opportunities for collaboration with existing community organizations.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
2.1 Partner with other organizations that serve the Calumet Park community to determine the best fit for their organization to participate in Plan implementation.	Short-term	Administration	Calumet Park Church Alliance, CRC, Block Clubs, Chamber of Commerce, Calumet Township Senior Service Center, Local Employers
2.2 Create new or revised multigenerational programs and learning opportunities that will ensure the longevity of Village programs.	Short-term	Parks & Recreation	Administration, Calumet Township Senior Center
<b>Strategy 3</b>			
Strengthen Calumet Park's existing block clubs.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
3.1 Identify and elevate community members that are well-connected in the community.	Medium-term	Administration	Calumet Park Church Alliance, CRC, Block Clubs, Chamber of Commerce, Calumet Township Senior Service Center, Local Employers
3.2 Join national block club networks to give support to local initiatives.	Medium-term	Block Clubs	Administration, CRC
3.3 Partner with the Village leadership and public safety to ensure community-wide strategies are implemented.	Short-term	Parks & Recreation	Administration, Calumet Township Senior Center, CRC
<b>Strategy 4</b>			
Empower residents to create an environment of inclusion and belonging in the community through the promotion of the Village's Welcome New Neighbor program.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
4.1 Review current materials for new residents and ensure that they establish expectations for involvement in the community and share resources available for all community members. Partner with local realtors, multi-family apartment's property owners, and the Village's Parks & Recreation Department to distribute these materials to new residents by mail, social media platforms, and in-person in community-wide events.	Medium-term	Administration	Calumet Park Church Alliance, CRC, Block Clubs, Chamber of Commerce, Calumet Township Senior Service Center, Local Employers
4.2 Work with the Building Department to ensure nuisance rules are enforced.	Short-term	Building	Administration, Public Safety, CRC



Strategy 5			
Encourage businesses to be a partner in maintaining community stability and beautification.			
Actions	Timeline	Lead(s)	Partners
5.1 Create a business improvement district along the major corridors in the community including 127th and Ashland Avenue.	Long-term	Administration	Chamber of Commerce

## Chapter 5: Land Use and Development

### Goals and Strategies

#### Goal 1

Maintain housing affordability in the Village.

#### Strategy 1

Assist income-burdened households.

Actions	Timeline	Lead(s)	Partners
1.1 Connect with and utilize existing affordable housing maintenance programs	Short-term	Building	Administration, IHDA, Housing Authority of Cook County, Land Banks
1.2 Support "aging-in-place" by amending the zoning code to permit accessory dwellings, aka granny flats..	Short-term	Building	Administration, Planning & Zoning Commission (PZC)

#### Strategy 2

Continue to enforce property maintenance standards and support rehabilitation of the Village's existing housing stock.

Actions	Timeline	Lead(s)	Partners
2.1 Identify delinquent landlords and remove inadequate or unsafe housing.	Short-term	Building	Administration, Public Safety
2.2 Encourage improvement of aging housing structures through the establishment of Village residential rehabilitation program coordinator.	Short-term	Building	Administration, Public Safety
2.3 Educate property owners about the City's existing programs to support housing rehabilitation.	Medium-term	Building	Administration, Public Safety

#### Strategy 3

Develop new and responsive types of housing that allow residents to remain in the Village through all phases of life.

Actions	Timeline	Lead(s)	Partners
3.1 Leverage economic development tools to incentivize construction of desired housing types.	Medium-term	Administration	Building, PZC
3.2 Incorporate the Village's housing affordability into the Village's marketing campaign.	Short-term	Administration	Building, PZC
3.3 Emphasize that the Village's housing options are attractive and can retain families and professionals in the Village long-term.	Short-term	Administration	Building, PZC
3.4 Attract developers with experience and desire to produce a variety of market-rate housing types that respond to the changing needs of singles, families, and seniors.	Long-term	Administration	Building, PZC
3.5 Review and adjust the Village regulatory framework to allow responsive housing types.	Medium-term	Building, PZC	Administration

<b>Goal 2</b>			
Ensure responsive housing types to accommodate existing and new residents in the Village.			
<b>Strategy 1</b>			
Conduct a housing demand analysis to determine unit counts and housing needs.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>1.1</b> Understand type and quantity of housing need, in addition to deficit and surplus of housing units for Calumet Park's households at various income levels for rental and for-sale housing, to prepare for future need.	Short-term	Administration	Building, PZC, Real estate agents, Developers
<b>1.2</b> Understand area housing costs and locations within the Village that offer residential development opportunities.	Short-term	Administration	Building, PZC, Real estate agents, Developers
<b>Strategy 2</b>			
Prioritize infill housing, housing near transit and rehabilitation of existing structures.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>2.1</b> Prepare for development in opportunity areas such as the Ashland Metra Electric station, major commercial corridors such as Obama Drive (127th St), and where there are synergies with other businesses or open spaces, such as the redevelopment of the Raceway Shopping Center. Preparation includes: engaging with local and regional developers to better understand their needs and market demand, acquiring properties if needed, and <del>conducting site-specific market analysis for subject sites</del> .	Medium-term	Administration	Building, PZC, Real estate agents, Developers
<b>2.2</b> Establish a utility service plan to examine whether the Village's existing infrastructure can accommodate new developments.	Short-term	Public Works, Building	Administration, PZC, Real estate agents, Developers
<b>Strategy 3</b>			
Remove aging and deteriorating structures with a focus on smaller homes.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>3.1</b> In residential areas where vacant homes exist, prioritize rehabilitation where possible.	Medium-term	Administration	Building, Public Works, Public Safety
<b>3.2</b> Remove underutilized or no longer viable building types and replace them with modern uses and spaces.	Long-term	Administration	Building, Public Works, Public Safety
<b>3.3</b> Update the Village's database on property ownership and vacant buildings on an annual basis with support from an external consultant and Fire Department assessments.	Short-term	Administration	Building, Public Works, Public Safety



Strategy 4			
Attract residential developers interested in providing a variety of housing types in the Village.			
Actions	Timeline	Lead(s)	Partners
4.1 Create a marketing brochure to share with developers highlighting the competitive advantage of working in the Village.	Short-term	Administration, Building	Village of Calumet Park
4.2 Authorize the use of Tax Incremental Financing (TIF) funds as a financial incentive for future redevelopments within the Village's current TIF Districts, including the Ashland Transit-Oriented Development Site.	Long-term	Administration	Building, PZC, Real estate agents, Developers
4.3 Host a developers summit, where developers and realtors can directly collaborate with Village's decision-makers to better understand local needs and facilitate desired (re)development in the Village.	Medium-term	Administration	Building, PZC, Real estate agents, Developers
4.4 Inventory all financial incentives currently offered by the Village to attract development, review their past performance for long-term benefits and costs, and adjust incentives policies as needed.	Short-term	Administration	Building, PZC

Strategy 5			
Prioritize location of land uses that generate taxes for the Village along commercial corridors and in highly visible areas of the community, including mixed-use development that includes affordable housing options.			
Actions	Timeline	Lead(s)	Partners
4.1 Consider adding density in areas that have higher traffic counts or are near transportation options.	Medium-term	Building, PZC	Administration, Chamber of Commerce
4.2 Pursue rehabilitation and renovation programs available through state and local organizations, including non-profit organizations, to complement efforts to acquire properties and engage contractors to rehabilitate.	Medium-term	Administration, Building	IHDA, Land Banks

Goal 3			
Attract innovation, research, and advanced manufacturing uses to the Village's existing industrial parks.			
Strategy 1			
Understand the space needs of innovation industries, modern manufacturing, and clean industrial areas.			
Actions	Timeline	Lead(s)	Partners
1.1 Create a marketing package that features manufacturing and industrial property offerings in the Village.	Short-term	Administration, Building	Chamber of Commerce, Business owners
1.2 Work with partners to create an inventory of business types that may be interested in locating or relocating into the Village.	Medium-term	Administration, Building	Chamber of Commerce, Business owners, Cook County, State of Illinois

Strategy 2			
Attract additional large employers to Calumet Park's manufacturing and industrial land use areas.			
Actions	Timeline	Lead(s)	Partners
2.1 Work with relevant economic development agencies/organizations, to identify existing businesses seeking space to expand their operations or new operators moving into the region seeking to locate in a regionally competitive community.	Medium-term	Administration	Southland Development Authority, Calumet Area Industrial Commission, and Cook County Bureau of Economic Development
2.2 Leverage Calumet Park's transportation, space, and quality of life amenities to attract additional manufacturing and industrial businesses to the community.	Short-term	Administration	Southland Development Authority, Calumet Area Industrial Commission, and Cook County Bureau of Economic Development

Strategy 3				
Promote makers spaces, co-working, and entrepreneurs to locate their businesses in manufacturing/industrial and flexible land use designations.				
Actions		Timeline	Lead(s)	Partners
3.1	Create a unique brand with signage for innovation districts in the Village.	Medium-term	Administration	Chamber of Commerce, Business owners, Public Works
3.2	Engage with local and regional networks of entrepreneurs to understand small business owners' needs and opportunities.	Medium-term	Administration	Village of Calumet Park, Chamber of Commerce, Business owners

Goal 4				
Increase Equalized Assessed Value (EAV) by redeveloping vacant and underutilized real estate.				
Strategy 1				
Prepare for redevelopment to ensure that development proposals are not delayed.				
Actions		Timeline	Lead(s)	Partners
1.1	Review the zoning code to ensure it align with the Comprehensive Plan's goals and strategies.	Short-term	Building, PZC	Administration
1.2	Review the Village's existing permitting process and explore ways to streamline it.	Medium-term	Building, PZC	Administration

Strategy 2				
Promote diverse housing types and options within and around the Ashland TOD site				
Actions		Timeline	Lead(s)	Partners
2.1	Coordinate redevelopment strategies and homeowner attraction with other regional developments and employment centers such as the Blue Cross Blue Shield data center facility.	Medium-term	Administration	Building, PZC
2.2	Work with developers to create a central public gathering space within the Ashland TOD site to support social events and active and temporary uses in the community.	Short-term	Administration	Building, PZC, Parks & Recreation
2.3	Rezone the Ashland TOD site from C2 – General Commercial to R2 – Low-Rise Multi-Family Residential to allow residential land uses that can increase the Village's diversity of housing types.	Short-term	Building, PZC	Administration

Strategy 3				
Support infill development and reuse of existing buildings at the Raceway Park Shopping Center.				
Actions		Timeline	Lead(s)	Partners
3.1	Implement landscaping improvements to complement the Village's existing gateway signage on Ashland Avenue, which welcomes drivers into Calumet Park coming from the south.	Medium-term	Administration, Public Works	IDOT, Property/Business Owners
3.2	Market the existing buildings and associated sites for infill mixed-use development that creates a streetwall along Ashland Ave. with access from Vermont St.	Medium-term	Administration	Property/Business Owners, Developers, Building, PZC
3.3	Rezone the Raceway Shopping Center from C2 – General Commercial into a combination of R2 – Multi-Family Residential, C2 – General Commercial, and OS – Open Space to promote a town center style development that accommodates commercial and residential uses, as well as a trailhead and new park.	Medium-term	Building, PZC	Administration
3.4	Engage with peer municipalities to discuss and understand best practices for building reuse and infill.	Long-term	Building, PZC	Administration, Peer Municipalities

Strategy 4			
Prioritize placemaking in economic development to give the Village a greater identity and stimulate economic investment.			
Actions	Timeline	Lead(s)	Partners
4.1 Create an enhanced pedestrian and bike path along Throop St. to link south and north Calumet Park together from Vermont St. on the south to 124th St. on the north. The existing public library site could be enhanced as a destination with a civic plaza, and would give the Village a center for public gatherings, both formal and informal, along Obama Drive. The Throop St. Trail or "Obama Trail" would link development near Vermont St., schools, businesses along Obama Drive (127th St), and the Ashland Ave. TOD on the north end.	Medium-term	Administration, Public Works	IDOT, Bike Advocacy Organizations, Friends of the Cal-Sag Trail
4.2 Develop the Village-owned parcels east of the Raceway Park Shopping Center into an open space amenity that links to the Village-wide trail system.	Medium-term	Administration, Public Works	IDOT, Bike Advocacy Organizations
4.3 Spur business investment by leveraging the new trail and encourage improvement of business and residential properties near the trail. Link the new Obama Trail to Village parks on the north end and to the regional Cal-Sag Trail on the south end.	Medium-term	Administration	IDOT, Bike Advocacy Organizations, Friends of the Cal-Sag Trail

Goal 5			
Attract new and support existing businesses that positively contribute to the Village's tax base and physical character.			
Strategy 1			
Provide support for existing businesses to improve or maintain their properties.			
Actions	Timeline	Lead(s)	Partners
1.1 Share existing programs available to businesses with property managers, owners, and those interested in opening a business in the Village. These programs may include Enterprise Zone incentives, permit expediting, or maintenance compliance in partnership with the Village	Medium-term	Building, Administration	Property/business owners, Chamber of Commerce, State of Illinois, Cook County
1.2 Consider a façade improvement program or special assessment to ensure businesses have resources to maintain their properties.	Short-term	Building, Administration	Property/business owners, Chamber of Commerce
1.3 Incentivize business owners to maintain their properties by providing grant opportunities for maintenance or improvement of existing structures.	Medium-term	Building, Administration	Business owners, Chamber of Commerce
1.4 Enforce existing codes related to appearance, health, safety and welfare of the public.	Short-term	Building, Public Safety	Administration

Strategy 2			
Focus economic development strategies on industrial properties near 119th St. west of I-57, the Ashland Ave. Business Corridor, and Obama Drive (127th St.).			
Actions	Timeline	Lead(s)	Partners
2.1 Help connect businesses with available loan funds to leverage private financial investment in business and real estate redevelopment projects.	Medium-term	Administration	Cook County, State of Illinois, Financial institutions
2.2 Promote Village's inclusion in Opportunity Zone to attract investments in the Opportunity Zone north of Obama Drive (127th St.). Opportunity Fund investment would support industrial development and expansion near 119th St., as well as Ashland Ave. TOD.	Short-term	Administration	Cook County, State of Illinois, Financial institutions, OZ Fund



<b>Goal 6</b>			
Relocate Village's government functions into a new facility.			
<b>Strategy 1</b>			
Explore ways to make village functions more efficient, improve provision of services, and integrate the use of emerging public safety technologies.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>1.1</b> Conduct a space needs analysis to determine the required program to efficiently house administrative, civic, and public safety functions in one building.	Short-term	Administration	All Departments
<b>1.2</b> Create a strategic plan to transition services and offices which includes reuse of the existing Village Hall.	Short-term	Administration	All Departments

<b>Strategy 2</b>			
Create civic and recreational connections with wayfinding signage and public space identification.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>2.1</b> Identify locations in the Village that promote and direct residents and visitors to important destinations including Village Hall, CalComm Regional 911 Call Center, the Recreation Center, and local parks.	Short-term	Public Works, Public Safety	Administration, Parks & Recreation
<b>2.2</b> Relocate public safety and Village functions to the same facility to economize resources and provide residents one address for public safety and Village service provisions.	Short-term	Administration	All Departments
<b>2.3</b> Ensure residents are able to access the shared facility by multiple means of transportation including continuous sidewalk networks.	Medium-term	Public Works, Public Safety	PACE, Metra, IDOT

<b>Goal 7</b>			
Create a consistent identity for new construction and redevelopment in the Village.			
<b>Strategy 1</b>			
Create design standards to regulate the physical environment and create consistent identity in areas of the Village's most visible areas.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>1.1</b> Create design guidelines for the Village's existing commercial corridors. This will require the Village to identify desired architectural and site design's characteristics, materials, and forms of new construction.	Medium-term	Building, PZC	Administration

<b>Strategy 2</b>			
Orient developers to the aesthetic and expectations of quality construction from the Village with any development proposal.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>2.1</b> Organize a developer summit to educate and socialize the expectations of the Village with those interested in doing business.	Medium-term	Administration	Building, Chamber of Commerce
<b>2.2</b> Create user-friendly guidance materials that clarify the Village's development review processes and requirements.	Medium-term	Building, PZC	Administration
<b>2.3</b> Promote early conversations with contractors and developers to ensure that design standards are met in the Village.	Short-term	Administration, Building	PZC, Chamber of Commerce

## Chapter 6: Mobility

### Goals and Strategies

#### Goal 1

Create opportunities to travel by active transportation for daily commuting, errands and recreation.

##### Strategy 1

Maintain the quality and continuity of pedestrian infrastructure.

Actions	Timeline	Lead(s)	Partners
1.1 Inventory and prioritize infrastructure improvements through creating a multi-year Capital Improvements Plan (CIP), which should be coordinated with the Village's annual budget and recommendations of the Comprehensive Plan and Pavement Management Plan.	Short-term	Administration, Public Works	SSMMA GIS Consortium
1.2 Replace deteriorated sidewalks as part of the annual Capital Improvement Plan.	Medium-term	Administration, Public Works	IDOT, Cook County
1.3 Infill gaps in the pedestrian system of sidewalks throughout the Village.	Medium-term	Administration, Public Works	IDOT, Cook County
1.4 Inventory the Village's intersections on their safety and accessibility for all modes of transportation.	Short-term	Administration, Public Works, Public Safety	IDOT, Cook County
1.5 Upgrade curb ramps compliant with American with Disabilities Act's (ADA) standards at all locations in the Village where upgrades have not already occurred.	Long-term	Administration, Public Works	IDOT, Cook County

##### Strategy 2

Develop and support a Village-wide network of bikeways that connects with local destinations including schools, parks, civic facilities, commercial corridors, and employment centers.

Actions	Timeline	Lead(s)	Partners
2.1 Implement the recommended bicycle facilities in the Village's Active Transportation Plan, including trails, marked shared lanes, cycle tracks, bike lanes, buffered bike lanes, and bike boulevards.	Short-term	Administration, Public Works	Public Safety, IDOT, Cook County, ATA
2.2 Work with the Metropolitan Water Reclamation District and other relevant partners to develop a bicycle connection to a future recreational amenity along the Little Calumet River.	Medium-term	Administration, Public Works	MWRD, Property/Business Owners
2.3 Install wayfinding signage along the bicycle system for guidance.	Medium-term	Administration, Public Works	IDOT
2.4 Install bicycle racks at major bicycling destinations.	Medium-term	Administration, Public Works	Parks & Recreation

##### Strategy 3

Partner with the Illinois Department of Transportation (IDOT) and neighboring communities to develop safe bicycle connections between the Village's bikeway network and the nearby regional trails.

Actions	Timeline	Lead(s)	Partners
3.1 Collaborate with IDOT and the City of Chicago to develop bicycle facility connections to the Major Taylor Trail via Vermont Street, 127th Street and 124th Street.	Short-term	Administration, Public Works	Public Safety, IDOT, City of Chicago
3.2 Collaborate with IDOT and the City of Blue Island to develop a bicycle facility that extends across the Ashland Avenue bridge and connects with the Cal-Sag Trail.	Medium-term	Administration, Public Works	Public Safety, IDOT, City of Blue Island, SSMMA, Southwest Council of Governments

Strategy 4			
<b>Prioritize safety at the major intersections.</b>			
Actions	Timeline	Lead(s)	Partners
<b>4.1</b> Install high-visibility crosswalk markings, ADA-compliant curb ramps with tactile pads, and pedestrian signals with countdown timers on all signalized intersection approaches connected to the pedestrian and bicycle system.	Medium-term	Administration, Public Works	Public Safety, IDOT
<b>4.2</b> Utilize high-visibility crosswalk markings and active pedestrian/bicycle warning signs with flashing beacons at key unsignalized crossings of major roadways including Ashland Avenue and Halsted Street.	Medium-term	Administration, Public Works	Public Safety, IDOT, City of Chicago
<b>4.3</b> Utilize curb extensions, corner radius reductions, and refuge islands to reduce pedestrian crossing distances.	Long-term	Administration, Public Works	Public Safety, IDOT, Neighboring municipalities

Strategy 5			
<b>Maximize safety at railroad grade crossings.</b>			
Actions	Timeline	Lead(s)	Partners
<b>5.1</b> Work with the Illinois Commerce Commission (ICC), City of Chicago, CSX, Metra, and the Iowa Interstate Railway to install pedestrian gates, median islands, four-quadrant gates, and a wayside horn system at the 119th Street rail crossings.	Medium-term	Administration, Public Works, Public Safety	Illinois Commerce Commission (ICC), City of Chicago, CSX, Metra, and the Iowa Interstate Railway
<b>5.2</b> Work with Metra and IDOT to improve safety at the 127th Street rail crossing while improving access to the Burr Oak Metra Station via the use of refuge islands, high visibility crosswalks, ADA-compliant curb ramps, and pedestrian gates with audible and visual warning devices.	Medium-term	Administration, Public Works, Public Safety	IDOT, Metra, City of Blue Island
<b>5.3</b> Work with Metra to install pedestrian gates, rail crossing pavement markings, stop lines, and pedestrian scale lighting on Ashland Avenue, Honore Street, 126th Street, and Wood Street.	Long-term	Administration, Public Works, Public Safety	Metra

Goal 2			
<b>Capitalize on the Village's proximity to freight rail services.</b>			
Strategy 1			
<b>Pursue feasibility of a spur track connection to the Iowa Interstate Railway to foster redevelopment opportunities for the 15-acre industrial site on Winchester Avenue.</b>			
Actions	Timeline	Lead(s)	Partners
<b>1.1</b> Work with the Village's engineer and rail company to determine opportunities to acquire necessary property.	Medium-term	Administration, Public Works, Building	Public Safety, CSX, Metra, and the Iowa Interstate Railway
<b>1.2</b> Conduct a cost estimate to construct a spur track that can facilitate freight into the Winchester site.	Medium-term	Administration, Public Works, Building	Public Safety, CSX, Metra, and the Iowa Interstate Railway

Strategy 2			
<b>Reconstruct roads in industrial areas of the Village to support truck traffic access to underutilized sites with intermodal potential.</b>			
Actions	Timeline	Lead(s)	Partners
<b>2.1</b> Perform an analysis on Winchester and Marshfield Avenues to better understand the process and cost to potentially reconstruct the roadways to accommodate truck traffic.	Medium-term	Administration, Public Works	IDOT, City of Blue Island, Property/Business Owners
<b>2.2</b> Determine the connectivity of truck traffic so as to minimally impact residential development in and around industrial areas.	Long-term	Administration, Public Works	IDOT, Cook County, City of Blue Island, Property/Business Owners



<b>Goal 3</b>			
<b>Pursue a calmer traffic environment through the Village.</b>			
<b>Strategy 1</b>			
<b>Implement Complete Streets policies to reprioritize excess road capacity.</b>			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>3.1</b> Collaborate with IDOT on a road diet for the over-designed segments of Ashland Ave and Vermont Street.	Medium-term	Administration, Public Works	IDOT, City of Blue Island, City of Chicago
<b>3.2</b> Include landscaping enhancements as a component of the Complete Streets policies to ensure future roadway improvements are safe, efficient, visually appealing, and positively contribute to the Village's character.	Medium-term	Administration, Public Works	IDOT

<b>Strategy 2</b>			
<b>Reduce congestion, crash potential and vehicular-pedestrian conflicts on arterial roadways.</b>			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>2.1</b> Coordinate with IDOT to implement strategic left-turn lane pockets along Obama Drive (127th St).	Medium-term	Administration, Public Works	IDOT, Public Safety
<b>2.2</b> Install corner radius reductions to reduce turning speeds at intersections.	Medium-term	Administration, Public Works	IDOT, Public Safety
<b>2.3</b> Consolidate curb cuts as properties redevelop.	Long-term	Administration, Public Works	Property Owners, IDOT, Public Safety
<b>2.4</b> Interconnect traffic signals along 119th Street between Ashland Avenue and the railroad.	Long-term	Administration, Public Works	IDOT, CSX, City of Blue Island, City of Chicago

<b>Strategy 3</b>			
<b>Implement roadway reconfiguration and intersection improvements on Obama Drive (127th St) through the entire Village.</b>			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>3.1</b> Coordinate with IDOT, the City of Blue Island, and the City of Chicago on proposed/planned improvements on Obama Drive (127th St).	Medium-term	Administration, Public Works	IDOT, City of Blue Island, City of Chicago
<b>3.2</b> Conduct a corridor and engineering study for Obama Drive (127th St) to better understand needs and opportunities.	Medium-term	Administration, Public Works	IDOT, City of Blue Island, City of Chicago
<b>3.3</b> Incorporate proposed/planned improvements into the Village's multi-year CIP and pursue funding grants from IDOT and the federal government to facilitate implementation.	Long-term	Administration, Public Works	IDOT, City of Blue Island, City of Chicago

## Goal 4

Fortify and expand public transit service in the Village.

### Strategy 1

Increase ridership at the Ashland and Burr Oak Metra stations and along the Pace and CTA bus routes.

Actions	Timeline	Lead(s)	Partners
1.1 Pursue transit-oriented development opportunities in proximity to the Metra stations.	Short-term	Administration	Metra, RTA, Pace, CTA
1.2 Upgrade the Ashland Avenue and Burr Oak Metra stations for ADA accessibility.	Short-term	Administration, Building	Metra, Public Works
1.3 Install additional bus shelters, particularly along 119th Street, Obama Drive (127th St), and Vermont Street.	Short-term	Administration	Pace, CTA, IDOT, Public Works
1.4 Ensure all bus stops are ADA-accessible and connected to the pedestrian system, particularly along Vermont Street.	Short-term	Administration, Building	Pace, CTA, IDOT, Public Works
1.5 Coordinate with the City of Blue Island to increase parking at the Burr Oak Metra station.	Short-term	Administration	Metra, City of Blue Island

### Strategy 2

Pursue more frequent service on the Metra Electric Line.

Actions	Timeline	Lead(s)	Partners
2.1 Collaborate with Metra to offer more frequent stops at the Ashland Avenue station per day.	Medium-term	Administration	Metra, RTA, SSMMA
2.2 Collaborate with Metra, the City of Chicago and the City of Blue Island on the requirements or thresholds necessary to initiate Metra service on Sundays.	Medium-term	Administration	City of Blue Island, City of Chicago, Metra, RTA, SSMMA

### Strategy 3

Elevate the Ashland Avenue Metra Electric Station into a local transportation hub.

Actions	Timeline	Lead(s)	Partners
3.1 Modernize the station and install ADA-accessible platforms.	Long-term	Administration	Public Works, Public Safety, Building, Metra, RTA, City of Chicago
3.2 Work with Pace on route realignment for Metra feeder service.	Long-term	Administration	Pace, Public Works, Public Safety, Building, Metra, RTA, CTA, City of Chicago
3.3 Install alternative travel options for "last-mile" connections to final destinations.	Long-term	Administration	Public Works, Public Safety, Building, Metra, RTA, City of Chicago
3.4 Install a bulletin board in the Metra Station that inform commuters of local taxi companies and ride-share options to request services.	Short-term	Administration	Metra, Local Taxi Companies, Rideshare Companies
3.5 Create a drop-off area by the Ashland Metra Station that is dedicated to taxis and ride-share vehicles.	Long-term	Administration	Metra, Public Works, Building, Public Safety

## Goal 5

Promote sustainable travel alternatives.

### Strategy 1

Fill the “last-mile” gap between public transit services and final destinations.

Actions	Timeline	Lead(s)	Partners
1.1 Establish a partnership with ridesharing companies for trips that begin and end within the Village.	Medium-term	Administration	Rideshare Companies
1.2 Partner with a "micro-mobility" company to initiate an electric scooter sharing service.	Long-term	Administration	"Micro-mobility" Companies
1.3 Coordinate with the City of Chicago to expand the Divvy bike-share program into the Village and establish docking station locations, including the Ashland Avenue and Burr Oak Metra stations, future Pace PULSE station on Halsted Street, Village Hall, Village Annex, and Marshfield Plaza.	Long-term	Administration	City of Chicago, CTA, Pace, Parks & Recreation, Building, Public Works, Public Safety

### Strategy 2

Encourage no-emission vehicle ownership for air-quality benefits and to reduce reliance on fossil fuels.

Actions	Timeline	Lead(s)	Partners
2.1 Solicit vendors to install electric vehicle charging stations at public facilities in the Village.	Medium-term	Administration	Electric Vehicle Charging Station Vendors, Property/Business Owners, Developers
2.2 Partner with local businesses and commercial property owners to install on-site electric vehicle charging stations.	Medium-term	Administration, Building	Electric Vehicle Charging Station Vendors, Property/Business Owners, Developers

### Strategy 3

Pursue a carshare service company to reduce vehicle ownership needs and parking requirements.

Actions	Timeline	Lead(s)	Partners
3.1 Solicit carshare vendors and dedicate parking stalls at public facilities for carshare staging such as Village Hall, Village Annex, and the Ashland Avenue Metra Station.	Medium-term	Administration	Carshare Companies, Metra, Parks & Recreation



## Chapter 7: Environment

### Goals and Strategies

#### Goal 1

Reduce and prevent flooding in Calumet Park, reduce non-point source pollution, and produce co-benefits that contribute to a good quality of life for residents.

#### Strategy 1

Implement recommendations from previous reports and studies.

Actions	Timeline	Lead(s)	Partners
1.1 Implement recommendations of the Village's RainReady Calumet Park Corridor Plan, adopted in 2016 to provide a path that incorporated neighborhood beautification, commercial activity, job creation, recreation, and habitat conservation with flooding relief.	Short-term	Administration, Public Works, Building	MWRD, Center for Neighborhood Technology (CNT), Calumet Stormwater Collaborative
1.2 Implement the Village's Complete Streets policy, adopted in 2016, to include active transportation and green infrastructure in roadway investments.	Short-term	Administration, Public Works	SSMMA, Active Transportation Alliance, Calumet Stormwater Collaborative
1.3 Implement the recommendations of the MWRDGC Problem Area Concept Memo: West Calumet Park (#7), which focused on a residential area identified as Problem Area #7 in the Stormwater Master Plan for the Little Calumet River / Cal-Sage Channel Drainage Area. The study provided estimated capital costs for a number of alternatives that included gray infrastructure, green infrastructure, property buyouts, and a combination of these alternatives to provide levels of protection for different rain events.	Medium-term	Administration, Public Works, Building	MWRD, Center for Neighborhood Technology (CNT), Calumet Stormwater Collaborative

#### Strategy 2

Prioritize mitigation of stormwater events by using best practice strategies.

Actions	Timeline	Lead(s)	Partners
2.1 Develop a Stormwater Management Plan and financing strategy	Short-term	Administration, Public Works	MWRD, Cook County, Center for Neighborhood Technology (CNT), Calumet Stormwater Collaborative
2.2 Update zoning code development standards to require stormwater solutions in new construction and include as a formal consideration criteria in application approval.	Medium-term	Building, PZC, Public Works	Administration
2.3 Strengthen the Flood Control Assistance program to make it easy and affordable for residents to utilize the program to protect their homes from flooding and sewer backups.	Short-term	Building	Administration, Public Works
2.4 Strengthen the ongoing maintenance and monitoring program with GIS-based asset management to aid in decision making for strategic, operational, and financial reasons.	Long-term	Administration, Public Works	SSMMA GIS Consortium, MWRD, Building
2.5 Ensure that the Village's multi-year Capital Improvement Plan integrates short- and long-term stormwater management goals into Village projects.	Medium-term	Administration, Public Works	MWRD, Cook County, Center for Neighborhood Technology (CNT), Calumet Stormwater Collaborative
2.6 Focus on the assessment of sideway and alley flooding and the development of low-cost solutions.	Short-term	Administration, Public Works	SSMMA GIS Consortium, Building

Strategy 3			
Implement pilot projects to demonstrate effectiveness of key recommendations.			
Actions	Timeline	Lead(s)	Partners
3.1 Implement an Intersection Concept that promotes green infrastructure. This project would employ stormwater BMP practices to provide subsurface detention in the stone below the intersection and utilize BMP tree installations.	Medium-term	Administration, Public Works	Building
3.2 Implement a Green Alley Concept. This project would transition an existing paved alley with flooding issues and little stormwater infrastructure and install permeable asphalt and underground detention.	Short-term	Administration, Public Works	Building
3.4 Implement a green infrastructure reconstruction of Veterans Park. This project could incorporate underground detention sized for the park and its offsite tributary area and coordination with residents to direct surface runoff to the underground detention through downspout disconnections, regrading, inlet restriction, and curb cuts.	Long-Term	Administration, Public Works, Parks & Recreation	Building, City of Blue Island

Goal 2			
Advance the core principles of ON TO 2050- the comprehensive plan for the Chicago region- Inclusive Growth, Resilience, and Prioritized Investment.			
Strategy 1			
Promote inclusive growth by improving the environmental conditions within the community.			
Actions	Timeline	Lead(s)	Partners
1.1 Reduce non-point source pollution in the community through construction of projects that feature green infrastructure.	Medium-term	Administration, Building, Public Works	MWRD, Cook County, CNT, Calumet Stormwater Collaborative
1.2 Continue the Flood Control Assistance Program and explore financing options and grant opportunities to provide access for low income residents.	Short-term	Administration, Building, Public Works	MWRD, Cook County, CNT, Calumet Stormwater Collaborative
1.3 Continue to develop active transportation infrastructure that increases public safety and enables more residents to reduce the number of trips requiring use of a motor vehicle.	Short-term	Administration, Public Works	IDOT, SSMMA, Active Transportation Alliance, Major Taylor Trail Keepers, Friends of the Cal-Sag Trail

Strategy 2			
Incorporate resiliency planning into all planning and development processes.			
Actions	Timeline	Lead(s)	Partners
2.1 Develop a Stormwater Management Plan, based on modeling, that identifies short- and long-term goals for the Village's existing stormwater system and future system improvements.	Medium-term	Administration, Public Works	MWRD, CMAP, CNT, Calumet Stormwater Collaborative, SSMMA GIS Consortium
2.2 Review the Village's zoning code and permitting processes to require resilient site design for redevelopment of parcels within the Village.	Short-term	Building, PZC	Public Works, Administration
2.3 Use the GRC Framework Tool to move towards the creation of a Sustainability Plan or other risk-management tools that would ensure the Village is prepared to proactively address climate change	Long-Term	Administration	Metropolitan Mayors Caucus, GRC

Strategy 3			
Prioritized investment to prepare existing infrastructure to provide a level of protection for the community.			
Actions	Timeline	Lead(s)	Partners
3.1 Create a multi-year Capital Improvement Plan (CIP) to be adopted by Village Board, with annual CIP update and approval thereafter.	Short-term	Administration, Public Works	MWRD, Cook County
3.2 Include the Stormwater Management Plan's short- and long-term goals into projects proposed in the Capital Improvement Plan (CIP).	Medium-term	Administration, Public Works	MWRD, Cook County
3.3 Develop a maintenance and monitoring plan that utilizes trained Village staff in the maintenance and monitoring of grey and green infrastructure elements.	Medium-term	Administration, Public Works	SSMMA GIS Consortium, MWRD, Calumet Stormwater Collaborative
3.4 Create and maintain a GIS database to aid in the maintenance and monitoring processes.	Medium-term	Administration, Public Works	SSMMA GIS Consortium, MWRD, Calumet Stormwater Collaborative
3.5 Partner with other governments and organizations to identify funding opportunities and explore the co-sponsoring of capital projects and multi-jurisdictional plans.	Short-term	Administration, Public Works	Neighboring Municipalities, Cook County, IDOT, SSMMA, CMAP, Calumet Township, MWRD, Anyone and Everyone Interested in Productive Partnership



## Chapter 8: Parks and Open Space

### Goals and Strategies

#### Goal 1

Enhance and expand the Village's system of open space and parks while exploring multifunctional uses of the properties to provide recreation, flood prevention, and restore the ecology. Specifically focusing on the new Village Annex and the Obama Drive (127th St) Business District.

#### Strategy 1

Utilize the Plan Recommendations Memorandum Concept Projects as pilot projects that can be implemented at other parks.

Actions	Timeline	Lead(s)	Partners
1.1 Identify opportunities to expand capacity, facilities, and program offerings by collaborating with organizations that share a similar mission to implement the recommendations in the Memo.	Short-term	Parks & Recreation, Public Works, Administration	Neighboring municipalities, Cook County, State of Illinois, MWRD, Calumet Stormwater Collaborative
1.2 Continue to target grants and partnerships with foundations to leverage funds for park development.	Medium-term	Parks & Recreation, Public Works, Administration	Neighboring municipalities, Cook County, State of Illinois, MWRD, Calumet Stormwater Collaborative

#### Strategy 2

Consider programming existing parks with purposes beyond recreation.

Actions	Timeline	Lead(s)	Partners
2.1 Consider urban agriculture uses for underutilized space, including vacant lots outside of existing parks.	Short-term	Parks & Recreation, Public Works, Building	Chicago State U, UIC
2.2 Work with partners to organize around the creation of a farmer's market at the Recreation Center and defining space for urban agriculture on the west side of the Village.	Medium-term	Parks & Recreation	Administration, Block Clubs, Recreational Center, Village of Calumet Park
2.3 Partner with existing urban agriculture advocates and higher education institutions such as Chicago State University to support the establishment of gardens and farming in the community.	Long-term	Parks & Recreation, Administration	Chicago State U, UIC

#### Strategy 3

Strengthen relationships between the Parks and Recreation Department and local schools.

Actions	Timeline	Lead(s)	Partners
3.1 Support shared use agreements with School District 132 and community organization facilities.	Short-term	Parks & Recreation, SD132	Administration, Area Churches
3.2 Understand gaps in service provision by conducting a needs assessment of the Recreation Center and School District 132. This needs assessment will inform potential shared-use agreements, scheduling, and outdoor recreational needs that can be accommodated in the future.	Medium-term	Parks & Recreation, SD132	Administration

#### Strategy 4

Establish the Cedar Park Cemetery as a destination to explore area history and enjoy nature.

Actions	Timeline	Lead(s)	Partners
4.1 Review opportunities for enhancing the ecology and biology of the Cedar Park Cemetery through coordination with facility owners and operators.	Short-term	Administration, Parks & Recreation, Public Safety	Cedar Park Cemetery owners and operators, Cook County, Calumet Park Historical Society
4.2 Build a relationship with Cemetery ownership and management entities to familiarize with community goals, identify partnership opportunities, and understand each other's plans and priorities.	Short-term	Administration, Parks & Recreation, Public Safety	Cedar Park Cemetery owners and operators, Cook County, Calumet Park Historical Society
4.3 Work with the Calumet Park Historical Society to identify historic attributes of the Cemetery and support their role in amplifying the cultural history of Calumet Park.	Short-term	Administration, Parks & Recreation, Public Safety	Cedar Park Cemetery owners and operators, Cook County, Calumet Park Historical Society
4.4 Promote the natural resource and cultural attributes of the Cemetery including its history and wildlife.	Medium-term	Administration, Parks & Recreation, Public Safety	Cedar Park Cemetery owners and operators, Cook County, Calumet Park Historical Society

<b>Goal 2</b>			
Establish connections and access to the Little Calumet River and Cal-Sag Channel.			
<b>Strategy 1</b>			
Provide access to the Cal-Sag Channel and Little Calumet River and develop riverfront recreational amenities.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>1.1</b> Confirm property ownership, including easements and right of ways, along the northern riverfront of Little Calumet and Cal-Sag to establish full understanding of potential access opportunities.	Short-term	Administration	MWRD, Property owners, Calumet Stormwater Collaborative
<b>1.2</b> Determine intergovernmental partnership structure and develop agreements to allow public use and access to the Little Calumet River.	Medium-term	Administration	MWRD, Property owners, Village of Riverdale
<b>1.3</b> Review opportunities for utilizing Village-owned parcels and public roadways to create safe routes to the waterfront.	Medium-term	Administration, Public Works	IDOT, Active Transportation Alliance, Friends of the Cal-Sag Trail, Major Taylor Trail Keepers
<b>1.4</b> Prioritize public investment and improvement of the riverfront by identifying and connecting with appropriate funding sources that can support the creation of recreational amenities along the riverfront.	Medium-term	Administration, Public Works	MWRD, Calumet Stormwater Collaborative
<b>Strategy 2</b>			
Connect the Cal-Sag Trail to Calumet Park on Ashland Avenue.			
<b>Actions</b>	<b>Timeline</b>	<b>Lead(s)</b>	<b>Partners</b>
<b>2.1</b> Facilitate accessibility and connected multi-modal transportation system that includes improvement to the Ashland Avenue bridge to accommodate pedestrians and bikes.	Short-term	Administration, Public Works	IDOT, SSMMA, Village of Riverdale, City of Blue Island, Friends of the Cal-Sag Trail
<b>2.2</b> Identify and apply for available grant funding to provide safe, active transportation access to the Cal-Sag Trail via Ashland Avenue.	Short-term	Administration, Public Works	IDOT, SSMMA, Village of Riverdale, City of Blue Island, Friends of the Cal-Sag Trail
<b>2.3</b> Work with adjacent communities to share first costs on the improvement of infrastructure to facilitate a regionally connected trail system.	Medium-term	Administration, Public Works	IDOT, SSMMA, Village of Riverdale, City of Blue Island, Friends of the Cal-Sag Trail

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# APPENDICES



## PROGRESS MEETING SUMMARY

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RATIO Project No.: 18158

Date/Time: January 24, 2019

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Held at: CALCONN – 12419 S. Ashland Ave

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Village of Calumet Park

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November 29, 2020

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To: Project Team

RATIO Project No.: 18158

Date: April 16, 2019

Subject: Village of Calumet Park Comprehensive Plan – Citizen’s Forum Survey Results

Architecture  
Preservation  
Interior Design  
Landscape Architecture  
Urban Planning & Design  
Graphic Design

On March 31, 2019, the consultant team conducted a survey of participants of the Citizen’s Forum. The team received 20 responses. The results are as follows:

**Q1: What word would you use to describe the Village of Calumet Park?**

The top answers were: Friendly (4); Nice (3); Quiet/Safe (2). The remainder of the answers received one vote.

**Q2: What do you love about the Village of Calumet Park?**

The top answers were: Location (16); Proximity to Transit (9); Quality of Life/Friends and Family/Affordability/Housing Choice (6). The remaining options (shopping, proximity to work, presence of village leadership, and safety) all received one vote.

**Q3: What do you dislike about the Village of Calumet Park?**

There were five votes for this question centered on the Village’s aesthetic appeal, specifically geared toward property upkeep and maintenance. Land use and economic development received three votes. Quality of life amenities such as access to transportation and social connections received five votes. The remaining answers: housing choice and enhancement of the library each received one vote.

**Q4: Which of the following topics is most interesting to you?**

For the majority of respondents (14), community development is the most interesting topic. Economic development received 13 votes. Safety/quality of life received 10 votes. Housing, parks/open space, and transportation all received six (6) votes. The remaining options included: land use (4 votes), natural resources (1 vote), and schools (1 vote).

**Q5: What is your primary source of transportation?**

The majority of respondents (17) use their own car for trips. Three (3) respondents walk, use Metra or Pace for transportation. Bike and family (carpool) options each received one vote.

**Q6: Would you like to see more events or programming in the Village?**

The majority of respondents (19) would like to see additional events or programming in the Village. The type of preferred programming is a farmer’s market (14 votes), family events (13 votes), arts and culture (10 votes) and food/drink (4 votes). Other options including language classes, personal/professional growth and development and seasonal events each received one vote.

**Q7: How could Calumet Park’s commercial districts and corridors be improved?**

Most respondents (13 votes) would like to see new uses for vacant lots in Calumet Park’s commercial districts and corridors. Additional business (7 votes) were also desired. Streetscape design received six (6) votes and both art installations and additional public transit services received five (5) votes. The remaining votes included: gateway/wayfinding signage (3 votes); business meeting center (2 votes) and grocery store (1 vote).

**Q8: What new businesses would you like to see locate in the Village?**

Sixteen (16) respondents would like to see a grocery store in Calumet Park. Pete’s Fresh Market, Food for Less and Walmart were specifically named in five of these responses. There were seven (7) votes for a fast casual restaurant. Three (3) votes were received for both office use and recreational uses. One (1) vote was received for additional retail.

**Q9: Where do you usually go to meet your friends or family members?**

The most votes were received (4 votes) for meeting friends and family out of town. Three (3) votes were received for meeting friends and family either at home or at restaurants. The remaining options each received one (1) vote and included: other municipalities, meetings/events, church or special occasions.

**Q10: Are you a resident of Calumet Park?**

All respondents are residents of Calumet Park and seventeen (17) have lived in the Village over 15 years. One (1) vote was received for having lived in the Village less than one year and one (1) vote was received for living 11-15 years in the Village.

**Q11: Do you work in Calumet Park?**

Most respondents do not work (16 votes) in Calumet Park. Three (3) respondents do work in Calumet Park.

**Q12: What is your age?**

Most respondents (10 votes) that answered the survey were 65 or older. There were five (5) respondents that were 55-64, three (3) respondents that were 45-54, and one (1) respondent that was 25-34.

**Q13: What groups/organizations should we contact to gather their input?**

Respondents listed several organizations to include in the process. There organizations are: Wisdom Village, School District, Community Relations Commission, Families, and DNA.

**Q14: How can we do better to gain input from Calumet Park residents?**

Several ideas were presented to engage residents. Seven (7) votes were received for in-person engagement. Three (3) votes were received for additional surveys. And two (2) votes were received for both phone calls and direct mail.

**Q15: Do you have additional comments you would like to share?**

Respondents shared comments or contact information to be included in future events. There is general excitement about the comprehensive planning process and a willingness to participate. Respondents appreciated being asked to fill out the survey and voice their opinion about the process.





RATIO

MEMORANDUM

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Most respondents (13 votes) would like to see new uses for vacant lots in Calumet Park's commercial districts and corridors. Additional business (7 votes) were also desired. Streetscape design received six (6) votes and both art installations and additional public transit services received five (5) votes. The remaining votes included: gateway/wayfinding signage (3 votes); business meeting center (2 votes) and grocery store (1 vote).

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Sixteen (16) respondents would like to see a grocery store in Calumet Park. Pete's Fresh Market, Food for Less and Walmart were specifically named in five of these responses. There were seven (7) votes for a fast casual restaurant. Three (3) votes were received for both office use and recreational uses. One (1) vote was received for additional retail.

**Q9: Where do you usually go to meet your friends or family members?**

The most votes were received (4 votes) for meeting friends and family out of town. Three (3) votes were received for meeting friends and family either at home or at restaurants. The remaining options each received one (1) vote and included: other municipalities, meetings/events, church or special occasions.

**Q10: Are you a resident of Calumet Park?**

All respondents are residents of Calumet Park and seventeen (17) have lived in the Village over 15 years. One (1) vote was received for having lived in the Village less than one year and one (1) vote was received for living 11-15 years in the Village.

**Q11: Do you work in Calumet Park?**

Most respondents do not work (16 votes) in Calumet Park. Three (3) respondents do work in Calumet Park.

**Q12: What is your age?**

Most respondents (10 votes) that answered the survey were 65 or older. There were five (5) respondents that were 55-64, three (3) respondents that were 45-54, and one (1) respondent that was 25-34.

**Q13: What groups/organizations should we contact to gather their input?**

Respondents listed several organizations to include in the process. There organizations are: Wisdom Village, School District, Community Relations Commission, Families, and DNA.

**Q14: How can we do better to gain input from Calumet Park residents?**

Several ideas were presented to engage residents. Seven (7) votes were received for in-person engagement. Three (3) votes were received for additional surveys. And two (2) votes were received for both phone calls and direct mail.

**Q15: Do you have additional comments you would like to share?**

Respondents shared comments or contact information to be included in future events. There is general excitement about the comprehensive planning process and a willingness to participate. Respondents appreciated being asked to fill out the survey and voice their opinion about the process.



## RATIO

## MEMORANDUM

To: Mary Ryan, Village of Calumet Park; Teri Raney, Village of Calumet Park; Patrick Day, CMAP

RATIO Project No.: 18158

Date: May 1, 2019

Subject: Village of Calumet Park Comprehensive Plan

Architecture

Preservation

Interior Design

Landscape Architecture

Urban Planning & Design

Graphic Design

### Workshop Information:

Date/Time: June 2019

Location: TBD

Audience: General public

Outreach Strategy: Eblast, direct emails to groups/individuals, concurrent online survey (open day of survey), Steering Committee support, Village flyering

### Outline:

This outline describes the format and items needed to prepare for the first workshop of Village of Calumet Park planning process. The Village and consultant team expect 50-75 members of the public to attend the workshop. Participants are projected to range in age and demographics representing a broad cross-section of the community.

The following outline describes the workshop format. It will have five stations that the public will cycle through in approximately one hour. Participants are welcome to join at any time. The stations are designed to optimize input from the general public in an informal way.

#### Station 1: Welcome

The first station includes a staffed sign-in and welcome table. A short presentation will be given that explains the purpose of the Comprehensive Plan, the planning process, and how it will be used. Consultant or Village staff will facilitate this station. This station will also include snacks and refreshments provided by the Village for participants. RATIO will also create a short presentation that will be shown at the welcome table that describes the planning process and work completed to date.

Consultant staff will conduct a survey to better understand resident priorities to focus on during the planning process. The focus of the station will be on identifying priorities for goal development, community needs, and areas of improvement. The survey will also inquire into business uses and amenities in the area.

#### Station 2: Mapping Assets

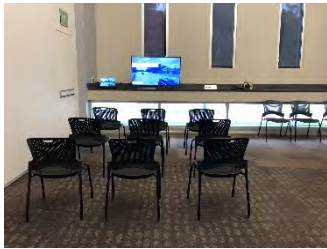
Participants will be asked to interact with a map of the Village. Each participant will be asked to illustrate how they currently use the Village and identify its assets. The exercise is meant to better understand participant's personal interactions with the Village and 'mind map' their use, movement patterns and destinations. Comprehensive Plan elements will be the focus of the mapping exercise and will include land use/development, natural resources and open space, housing, and subarea planning. The subareas of 127<sup>th</sup> and Ashland, the Ashland Metra Station and the Little Calumet Riverfront Area will be identified on the map.

#### Station 3: Visioning

This station will be a topical visioning exercise that is designed to help define a clear vision for the project. The public will participate in an activity where a series cards with images on them will be at the station for review. Participants will be asked to pick a card that symbolizes their vision for the Village. After choosing the card, each participant will talk with the facilitator about their vision. Consultant staff will record the results on a flipchart.

#### Station 4: What Makes a Great Place

This station asks participants to identify elements and characteristics that make a great place. Words are written on cards that participants can select and discuss with the facilitator. The cards help define the identity of the Village and its subareas through prioritizing specific experiences that are desired.







## MEETING SUMMARY

### RATIO

Project:	Village of Calumet Park Comprehensive Plan
RATIO Project No.:	18158
Date/Time:	January 21, 2020
Purpose:	Steering Committee Meeting
Held at:	911 Cal Comm Center – 12419 S. Ashland Ave
Participants:	Ronald Denson, Mayor, Village of Calumet Park Mary Ryan, Village Administrator, Village of Calumet Park Teri Raney, Village of Calumet Park Marci Smith, Village of Calumet Park Shon Bailey, Village of Calumet Park Martin Corona, Village of Calumet Park Norman V. Edwards, School District 132 Shon Harris, LiveWire Patrick Day, Chicago Metropolitan Agency for Planning Jodi McCarthy, Gewalt Hamilton Associates Daniel Tse, RATIO Lesley Roth, RATIO

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#### 1. Project Schedule

The consultant team led the discussion with meeting participants about the comprehensive planning process and the project's schedule. The project is currently in Phase 3. The vision and key recommendations will inform the draft Comprehensive Plan to be submitted in the next phase. The next two phases will involve drafting and finalizing the Comprehensive Plan and for adoption by the Village.

#### 2. Draft Vision

The consultant team presented a revised draft vision to the Steering Committee. The Steering Committee members generally believed this vision captured much about Calumet Park's unique aspects and incorporates previous comments given to the consultant team. The group discussed additional revisions to strengthen the draft vision including:

- Some of the language can be more 'general' rather than pointing out specific projects, such as the 911 Cal Comm Center and the police station. The language should be revised to 'public safety'.
- The vision should include a focus on promoting safe transportation for all types of users, including pedestrians, bicyclists, transit users, and drivers.
- Trail connections should be clarified as in promoting a trail network within Calumet Park with connections to existing regional trails.
- Education of youth and resource sharing partnerships with School District 132 are important components in the Village, and they should be incorporated into the draft vision.

#### 3. Key Topic Areas

The consultant team presented the Comprehensive Plan's proposed structure to the Steering Committee members. The structure is organized into key themes/chapters, which are required by the Illinois State statute regarding Comprehensive Plans. The order of key themes/chapters do not represent a particular order of priorities.

#### 4. Discussion

The next part of the meeting involved a discussion between the consultant team and Steering Committee members regarding specific goals, objectives, and policies. The conversations are organized by the following goals, objectives, and policies:

### **Land Use & Development – Goal 1**

Objective 3: Implement new technology to support the effective delivery of public safety and service delivery.

Policy 3.2: Explore ways to combine services with surrounding communities to share costs and improve service effectiveness.

What are new technologies the Police Department and the 911 Cal Comm Center using to improve their operational efficiency?

- Fire and police chiefs in the Chicagoland region have recently formed a consortium and meet once every month. This group is useful in sharing vital contact information among various communities, and the consortium's center of operations is in Calumet Park. This consortium also assists with local and regional disaster planning and helps communities establish clear protocols for multi-jurisdictional coordination and information sharing.
  - To further promote inter-jurisdictional cooperation and information sharing, the Steering Committee believed the Village should be more active in participating in South Suburban Mayors and Managers Association (SSMMA) meetings.
- The Village can engage residents in community-wide public safety events, such as the annual Community Fest and CAPS meetings. These events can publicize how residents can improve the resiliency of Village's infrastructure.
  - Utilizing social media platforms and implementing a community-wide text messaging/phone call system are effective methods to disseminate important information to Village residents efficiently. The Village currently uses Code Red to communicate important information to residents.

Does the Village hope to combine its services with those of other communities? If so, what types of services and what are the barriers to implementation?

- Calumet Park has already established mutual aid agreements with nearby communities. Implementing cost-sharing mechanisms among them will be difficult since every community has its unique challenges in financing its public services.

### **Land Use & Development – Goal 4**

Objective 3: Remove aging and deteriorating structures with a focus on smaller homes.

Policy 3.2: Update the Village's database on property ownership and vacant buildings.

What is the current status of the Village's database of property ownership and vacant buildings?

- The Village outsourced the management of the property. It is mandatory for any property, including rental, vacant, and foreclosed, to be registered in the database. The Village surveys vacant properties and sends its findings to the State Clerk office.
- Steering Committee members indicated that there is interest from outside parties to rehabilitate the Village's older building stock. The Village's Fire Department keeps a database of these properties and updates it twice a year.
- The Village currently doesn't have a housing rehabilitation assistance program, which Steering Committee members believed was important. Steering Committee members felt that the Village should facilitate rehabilitation of older housing stock.
- There are local and state programs that can assist homeowners in making improvements to their sewer lines and windows that are currently available.

### **Land Use & Development – Goal 6**

Objective 2: Provide support for existing businesses to improve or maintain their properties.

Policy 2.1: Share existing programs available to businesses with property managers, owners, and those interested in opening a business in the Village.

Does the Village offer any programs that facilitate this process?

- The Cal-Sag Enterprise Zone offers expedited processing of permits and financial relief for business owners.
- The Village doesn't have a façade improvement program.
- The Village routinely inspects businesses for compliance with property maintenance standards. On these visits, the Village makes suggestions on how business owners could improve their properties.

What are the biggest challenges business owners face in the Village?

- Steering Committee members generally agreed that Cook County taxes are one of the biggest challenges business owners face.
- Shon from LiveWire commented that it fostering a strong relationship between the Village and business owners is crucial in retaining businesses in Calumet Park. The Village needs to be intentional about what financial incentives and assistance to offer, cooperating with the local Chamber of Commerce, and emphasizing to business owners that Calumet Park cares about small businesses and is not part of the 'Chicago machine.'

## 5. Subareas

### Subareas

- » **Subarea 1: Ashland TOD Site**
- » **Subarea 2: Recreational Center**
- » **Subarea 3: 127th St & Village Library**
- » **Subarea 4: Raceway Shopping Center**



The consultant team presented concept alternatives for the subarea plans for the Steering Committee to review. Four subareas have been identified:

- Subarea 1: Ashland Metra Transit-Oriented Development (TOD) Site
- Subarea 2: Recreational Center
- Subarea 3: 127<sup>th</sup> Street Corridor
- Subarea 4: Raceway Shopping Center



## Subarea 1: Ashland Metra TOD Site

### Subarea 1 (Option A)

**Total Housing Units: 121 Units**

Multi-Family Apartments: 63 units

Townhomes: 58 units



### Subarea 1 (Option B)

**Total Housing Units: 181 Units**

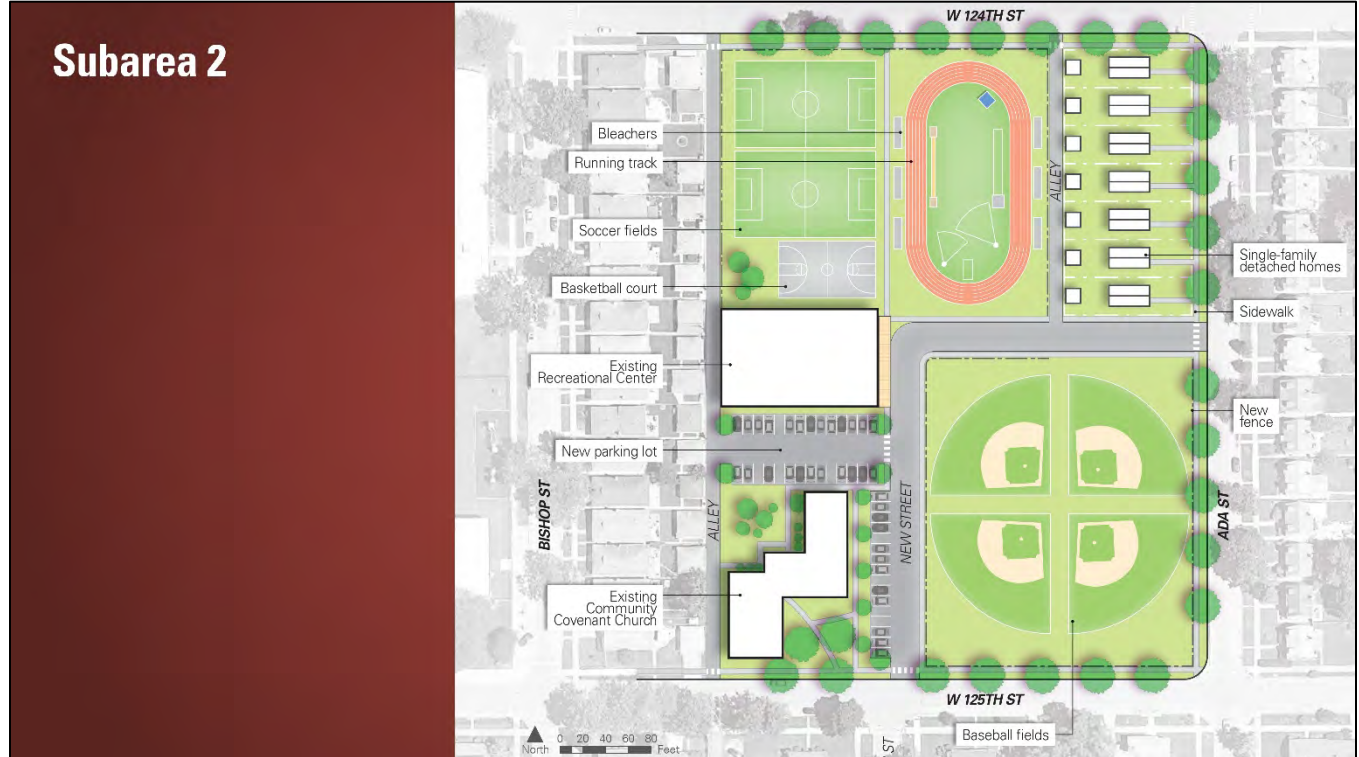
Multi-Family Apartments: 126 units

Townhomes: 56 units



- Subarea 1 has two options. Option A features townhomes along 124<sup>th</sup> Street while Option B features mixed-use and multi-family apartments with townhome liner buildings. Option B provides more housing units than Option A.
- Some Steering Committee members were concerned that programming in both options felt congested and similar to a subdivision. The Village previously developed a plan for this site and had received positive feedback from Village staff and leadership. The Village agreed to share this plan with the consultant team. The team will revise the Subarea 1 plan to better align with the Village's vision for the site.

## Subarea 2: Recreational Center

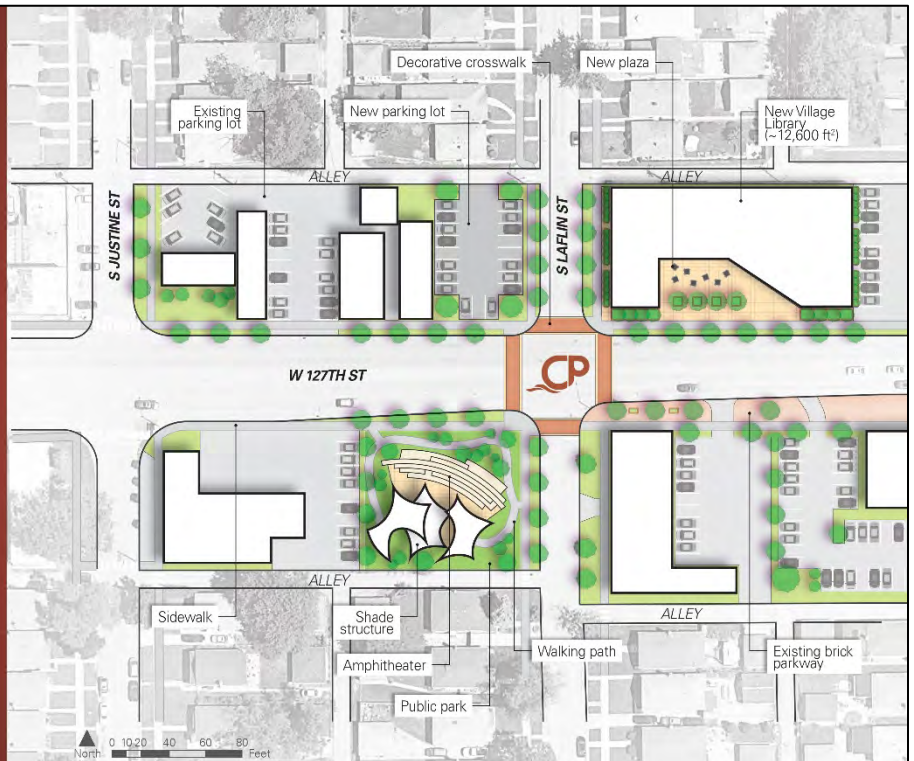


- Steering Committee members indicated that the high priority need for this site is additional nonathletic/community space. There was desire for the main 7 Holy Founders building to remain. The existing spaces in the building could include incubator space for entrepreneurs, dance studios, adult continuing education, and classroom space. The remaining existing buildings are proposed to be demolished the turned into additional park/community gathering space. Single-family detached homes were not desired.
- Additional uses for the existing Seven Holy Founders' school building include its renovation into a multi-purpose community center. The remaining buildings on the site including: Beacon Therapeutic and the building southwest of 124<sup>th</sup> St and Ada St) would be converted into playgrounds, pavilions, and other outdoor community programming.
- The consultant team proposed conducting a building assessment for the existing buildings to confirm whether to keep or demolish the existing buildings.

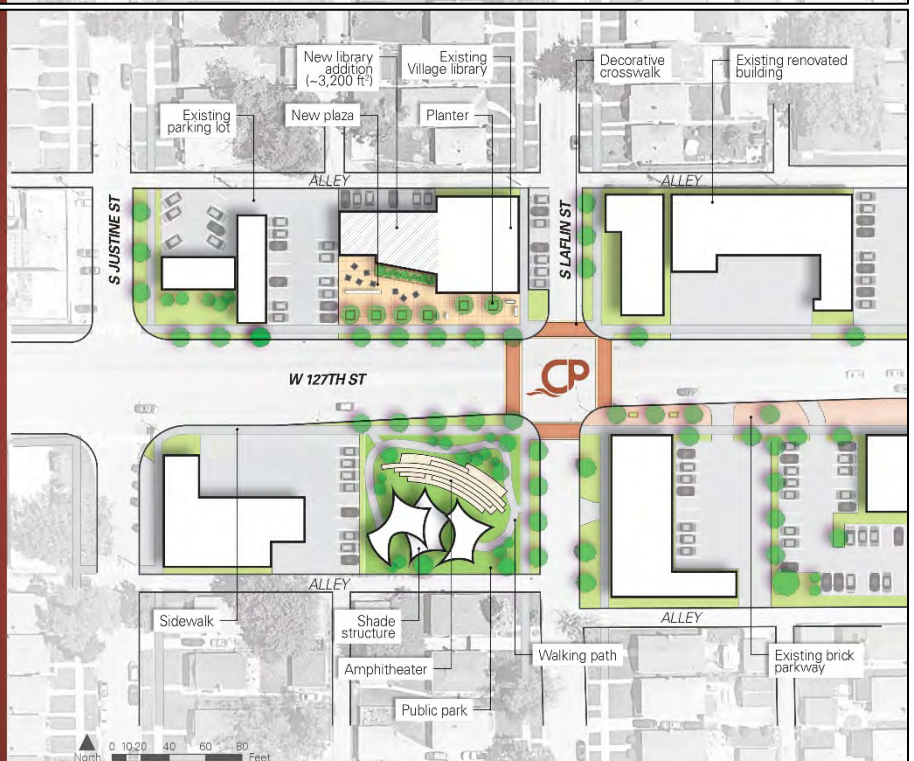


**Subarea 3: 127<sup>th</sup> Street and Village Library**

## Subarea 3 (Option A)



## Subarea 3 (Option B)

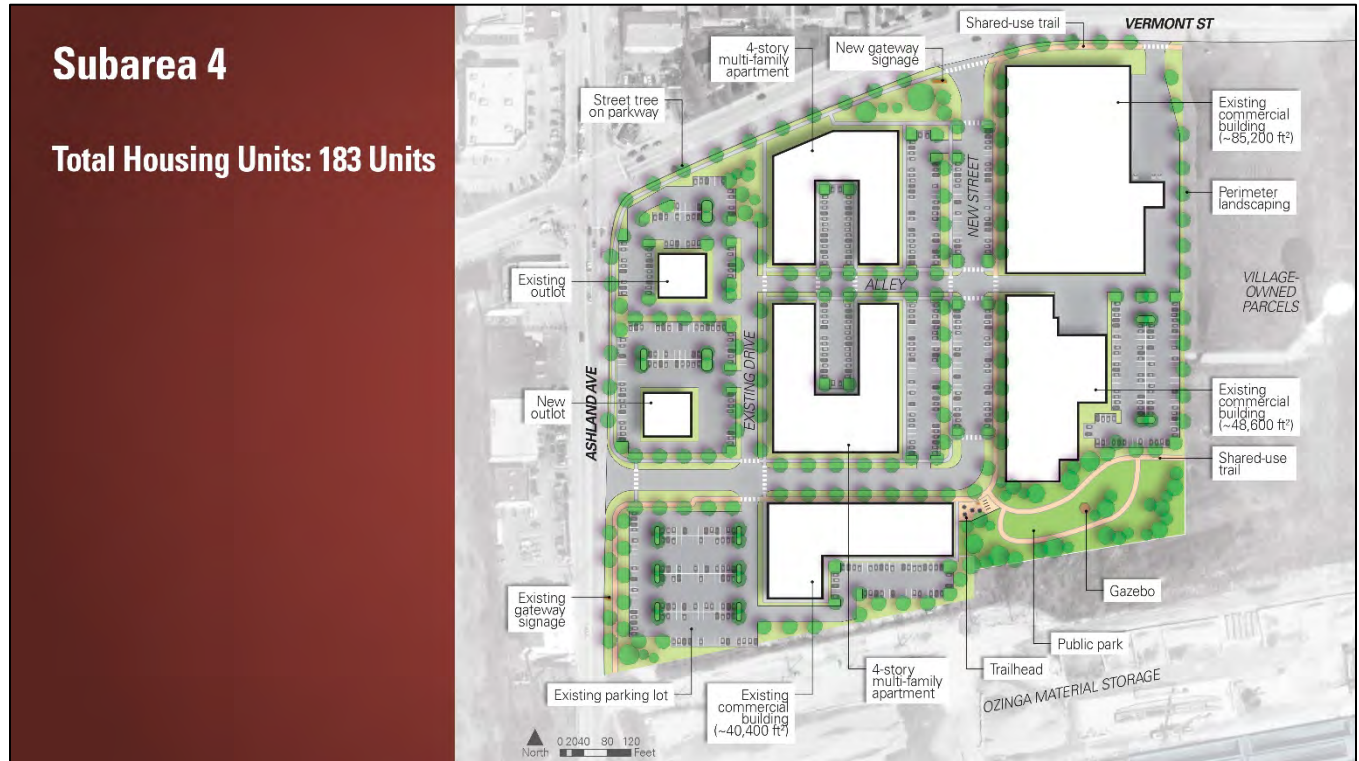


- Option A includes demolition of the existing library and creating a new parking lot and relocating the library to an expanded facility to the east. Option B proposes an addition to the existing library. At 127<sup>th</sup> St and Laflin St, both options feature decorative sidewalks with Calumet Park's logo in the center of the intersection, in addition to a public park with a shade structure and amphitheater located on the currently vacant Power Suds Carwash. There were some concerns about whether there was sufficient parking for the proposed public park.



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#### Subarea 4: Raceway Shopping Center



- Subarea 4 preserves the existing commercial buildings and outlots in the Raceway Shopping Center and proposes multi-family apartments, a trailhead park, and shared-use trails, to create a live/work entertainment center for Calumet Park.
- The Metropolitan Water Reclamation District (MWRD) has recently signed a long-term land lease with Ozinga, which controls the material storage site to the south. The lease presents an opportunity for the Village to work with MWRD to establish trail connections around this area.
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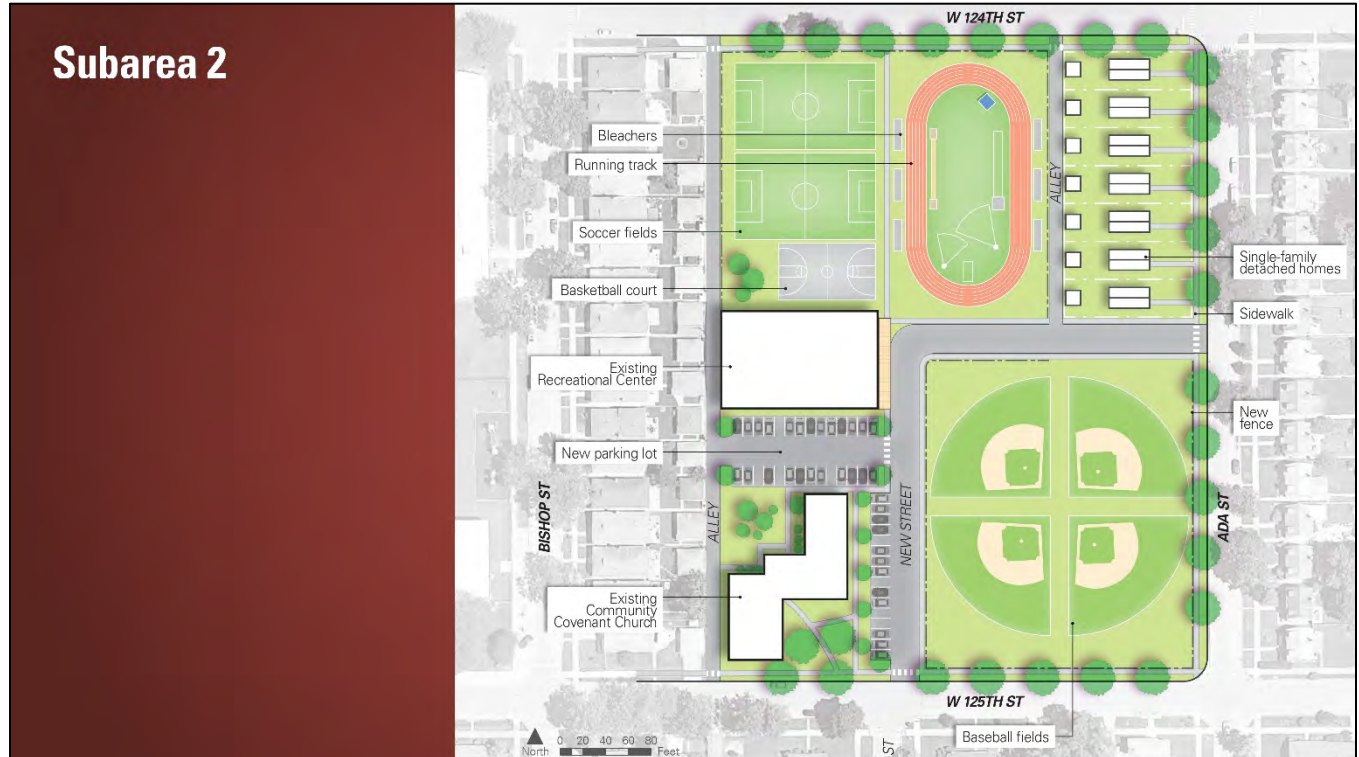
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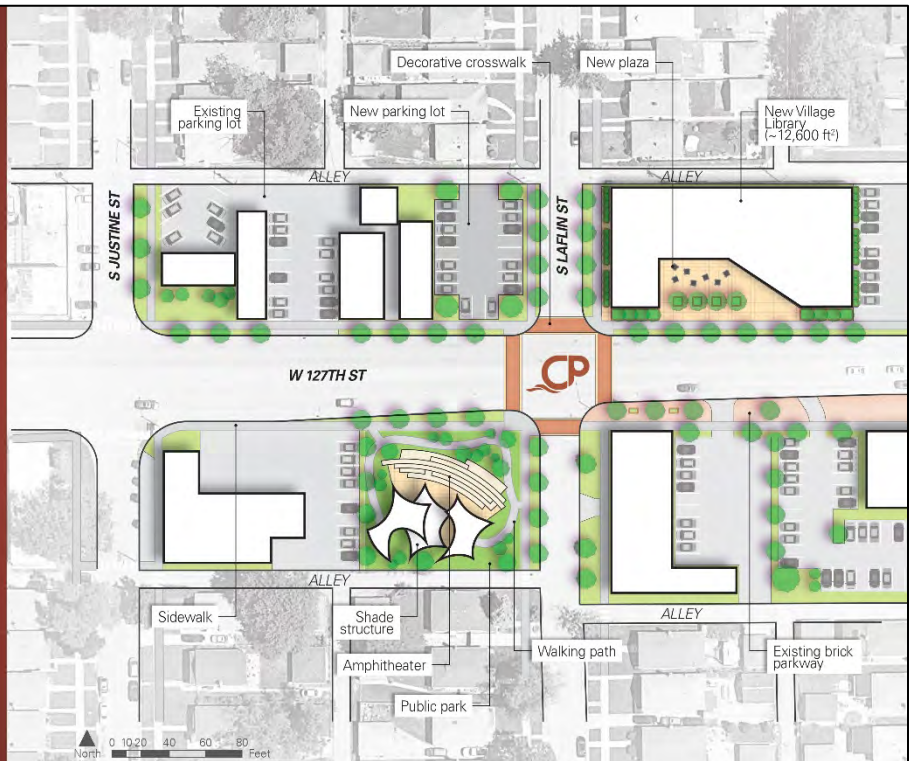
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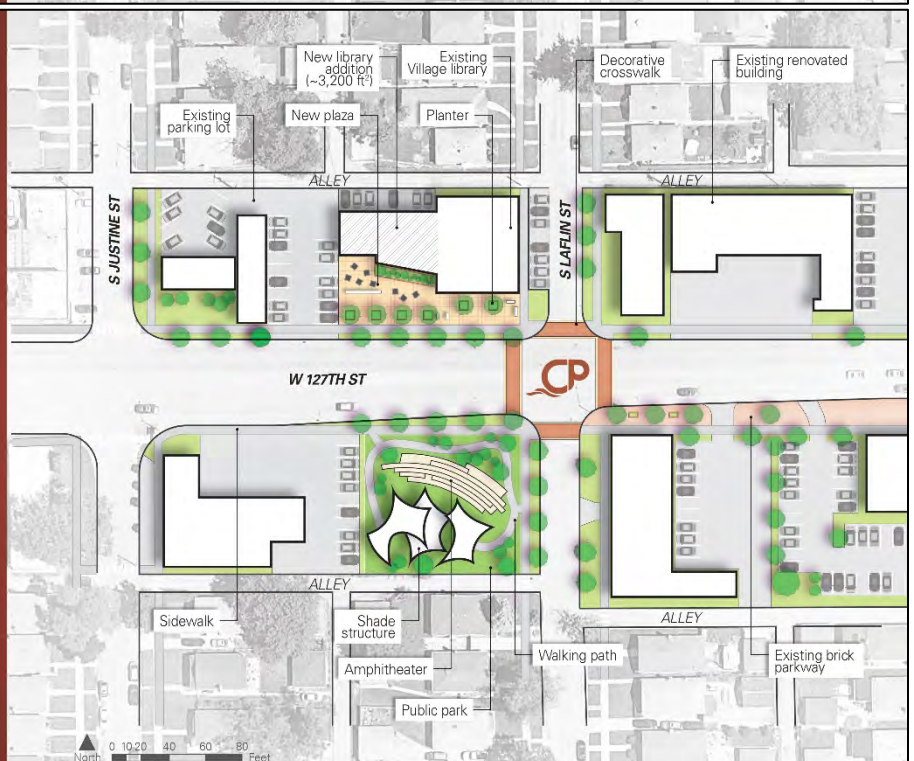
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### Subarea 3 (Option A)



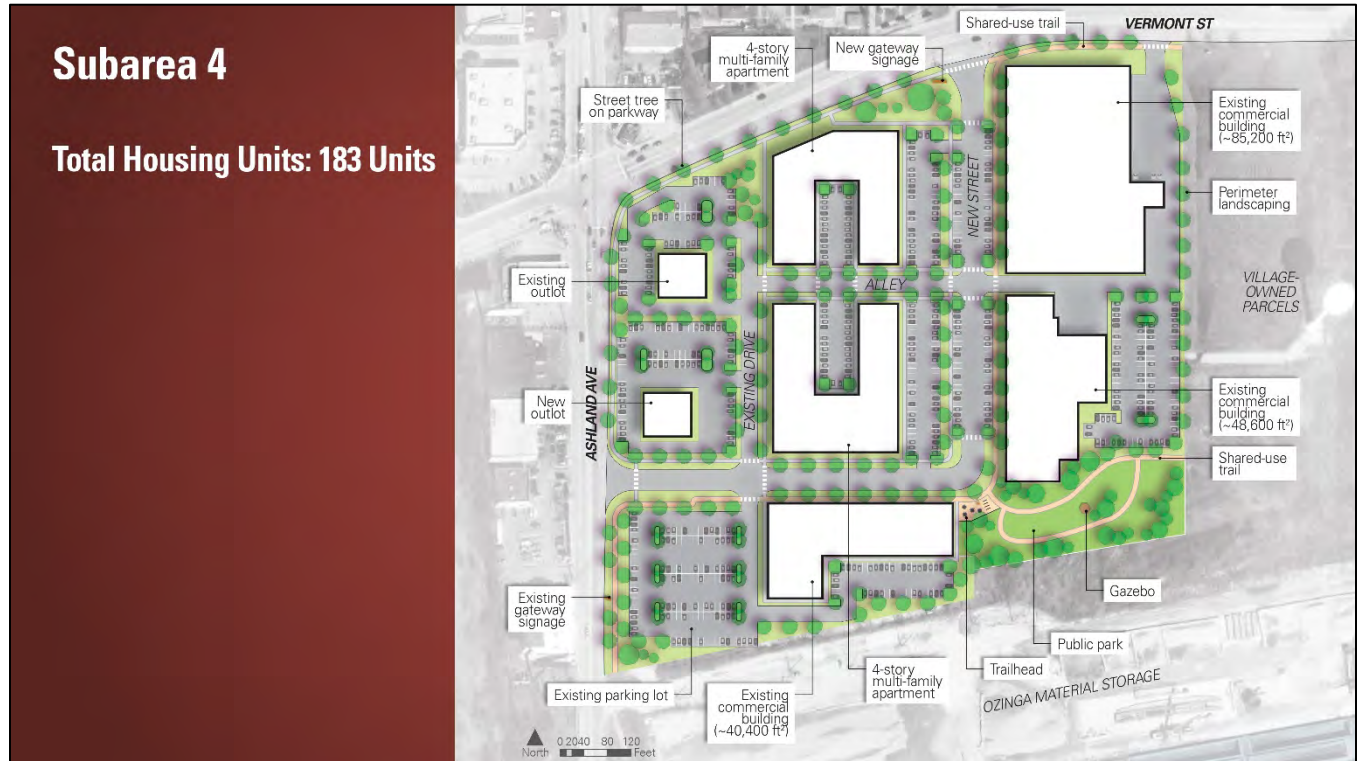
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Respectfully submitted,  
Lesley Roth, AIA, AICP  
Project Director



## PROGRESS MEETING SUMMARY

### RATIO

Project:	Village of Calumet Park Comprehensive Plan
RATIO Project No.:	18158
Date/Time:	2/11/2020
Purpose:	Review pedestrian facilities installation, Ashland TOD site design, and ATA report
Held at:	Conference Call
Participants:	Patrick Day, CMAP; Eric Russell, KLOA; Curis Witek, Antero Group; Lesley Roth, RATIO

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#### Sidewalk installation project at TOD (Curtis Witek presenting)

RTA access to transit program (2018) grant.

- Improvements to Metra station
- 2000 linear feet of sidewalk on Ashland and 124th
- Project limits (Ashland and 124th north to limits, east on 124th from Ashland to Laflin
- Sidewalk is at fence line at ROW on the north side of 124th.
- Replacement of existing sidewalks is in the scope as well
- Bike sharrows will be installed on 124th from Ashland to Halsted
- Design and construction schedule is February 2020 to start project, anticipate approvals at that point (procurement), design, construction 2021
- New sidewalk is on east side of Ashland
- 124th sidewalk is on both sides of street
- Crosswalk improvements (2 total) included along Ashland at 124th and Laflin
- 124th street parkway will be maintained
- Consider gateway on Ashland and 124th

#### Active Transportation Plan (adopted by Village)

- The report is still relevant and used by the Village
- The Village would like to integrate complete streets considerations into resurfacing and directing spending of CDBG money to focus on creating intra Calumet Park connections
- Refer to high priority projects list (including IDOT) in the document. These are a priority:
  - An inter-village bike path is priority. This path would connect residential areas to recreational facility
  - Ashland Ave, 127th, and Vermont Street all need improvement. However, these streets are not included in IDOT's multi-year plan. There have been meetings to discuss inclusion of these streets. Safety performance has been evaluated as well.
  - **These projects need to be included in comprehensive plan to support applications for funding.**
  - A road diet, other safety and comfort improvements at Ashland with intersection improvements through whole Village is important.
  - The Village is applying to STP local for a Phase I on 127th and Ashland/127th intersection running west through the station area. This would be a multi-jurisdictional project with Blue Island.
  - Ashland bridge work is scheduled for 2020. The work could include a connection to regional trails (STP application)
  - Vermont St bike facilities are desired to connect from Blue Island to the Major Taylor trail (TAP funding, maybe STP)
  - Marshfield Ave from 119th through 123<sup>rd</sup> is another priority project. An industrial study is needed through the area in the north west corner of the Village. This study could be funded through Invest in Cook to figure out the best road alignment. Rethink ATA recommendations P.40). **Recommend further study.**
- Other potential projects
  - 124th connection to Major Taylor Trail. Needs coordination and paint.
  - 127th/Obama Drive from Ashland east to Major Taylor Trail. Needs sidewalk and bike facility. Can be 2 projects.



February 12, 2020

- 129th trail connection between Ozinga and Raceway Plaza (Great Rivers application) Calumet River connectivity (application complete and being submitted this week). Consider Throop St. property owners for a trailhead and connection to regional system east of Raceway Plaza.
- Rethink recommendations in the ATA Plan, especially local roads and networks
  - Wood at 127th to Vermont. Township owned Centennial Park and Blue Island Park at the intersection.
  - Connect with bike and pedestrian facilities to connect residential areas to north. Recommend on street bike facility

#### **Ashland TOD Site**

- The previous developer on the site is no longer involved with the project.
- The Village would like to see a new plan that pays attention to the northern boundary with connection to station via public space abutting the station area. There should be a transition from the station area to the new development.
- Parking needs to be shown in plan but its TOD so parking can be reduced. Design can be better with less parking.
- Townhomes with structured parking is acceptable.
- Understanding the 'why' to validate design.
- Validate market, fewer cars, promoting transit
- Submitted application for developer panel for site.

Any additions or corrections to these Minutes should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, these Minutes stand as correct.

Respectfully submitted,

Lesley Roth, AICP, AIA

