



CHAPTER 4: PRELIMINARY DESIGN DEVELOPMENT PLAN

SUMMARY

The second part of this Project is referred to as the Development Plan. The Development Plan looks at a program of three levels of improvements. The first level is a base package of amenities proposed for all of the agencies along the entire length of the Cal-Sag Trail. This package will include restroom facilities, drinking fountains, benches, and bike racks for all agencies save the Forest Preserve District of Cook County.

The second level of improvements addressed by the Development Plan are a series of site improvements such as gathering areas, plazas and overlooks; development of real estate; environmental restoration efforts involving invasive species removals, woodland management and native species plantings; installations of public art; local bicycle trails that will tie into the Cal-Sag Trail; and programs such as educational framework plans, athletics and sports education and environmental education. The various projects and programs of this second part of the Development Plan are organized by community, and are based on the ideas and preferences expressed by stakeholders and citizens during public meetings and during various dialog sessions, both formal and informal. The projects and programs are described and conveyed graphically as appropriate. Implementation steps are also discussed.

Finally, a series of programs and projects that cross jurisdictional boundaries and address the Cal-Sag Trail corridor in a regional context are proposed.

Finding the funding to meet local agency matches for construction of the Trail as well as some of the Signage and Wayfinding and Development Plan projects will present great challenges to all involved in this important effort. However, members of the Coalition and various stakeholders have been involved in a wide variety of funding pursuits and have become adept at understanding the challenges and then developing strategies to gain funding. Since the beginning of this Project, the Friends of the Calumet-Sag Trail have begun to develop the Capital Campaign, a comprehensive program to gain funding for portions of the Trail's construction, as well as the elements of this Project, and other Programs which they have been supporting over the years. The successful implementation of the Projects listed in this section will rely on the efforts of all of these entities, recognizing that these efforts will take vigilance, time, and patience.

The graphics and conceptual-level, as defined by the Project's original Request for Proposals, and can be refined during a second, or follow-up phase of this Project. The proposed improvements are organized by agency and are listed in order of their location, from west to east.

FOREST PRESERVE DISTRICT OF COOK COUNTY

The proposed Cal-Sag Trail alignment within the Forest Preserve District of Cook County (the District) is, by far, the longest among all the agencies of the Coalition. The portion of the Trail from the Sag Quarries to the boundary with Palos Park (3.5 miles) is devoid of at-grade crossings. For serious and casual user alike, this will be one of the most attractive portions of the Cal-Sag Trail.

Among all the agencies of the Coalition, the District is unique in that developing and maintaining a multi-use trail is something that it has been doing for almost a century. The District has its own standards and its own kit of parts for everything from signage and site furnishings to operations, maintenance and security. Therefore, the improvements of the Development Plan being suggested for the holdings of the District along the Trail's alignment are simple and straightforward – composed of three basic strategies – which are listed as follows.

GATHERING AREAS

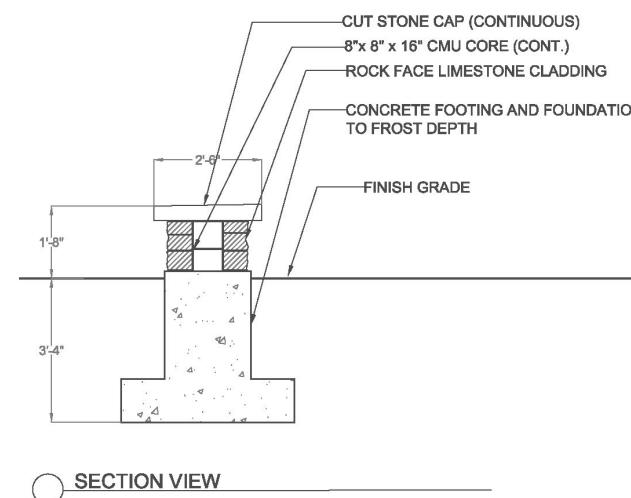
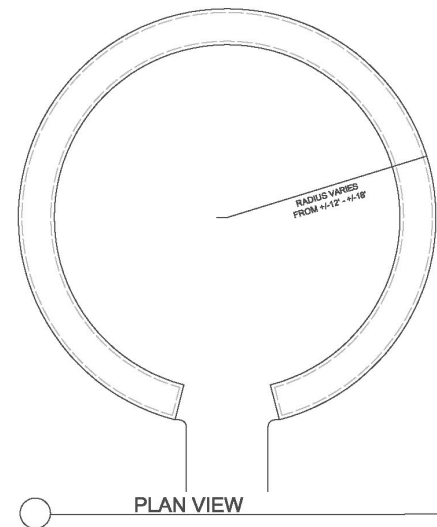
The first strategy identifies a series of gathering areas where users of the Trail may stop, either singly or in small groups. These gathering areas, shown below would have a layout and appearance reminiscent of the “council ring” which was an important part of the design vocabulary of Jens Jensen, Alfred Caldwell and other landscape architects of the early Twentieth Century. These gathering areas would be located adjacent to the Trail and afford views throughout the Sag Valley. Although Jensen is mostly known for his work with the Chicago Park District and his home in Ravinia (later part of Highland Park), he was involved in the Palos region and the activities of Palos Improvement Club. The image of a council ring, below, conveys its design style



COUNCIL RING GATHERING AREA

Some of these gathering areas within the District portion of the Trail could feature interpretive signage describing the lives of Native American communities, travels of Marquette and Joliet, the lives and challenges faced by the French voyageurs, trappers and troops, primers of regional geology, recounting the early Anglo settlement efforts, descriptions of native flora and fauna, and the like. Both the council ring and interpretive signage design need to be reviewed and approved by the District, as these designs may vary slightly from the District standards and may require modifications for compliance.

The gathering areas will have an approximate cost of Six Thousand to Eight Thousand Dollars, depending on dimensions and overall size; and, as noted in the previous chapter, standard single panel Interpretive Signage will have an approximate cost of Six Thousand Dollars (multiple panel interpretive signage installations are not envisioned in this area of the Trail.) A plan and section view of a council-ring inspired gathering area is shown below.



COUNCIL RING GATHERING AREA

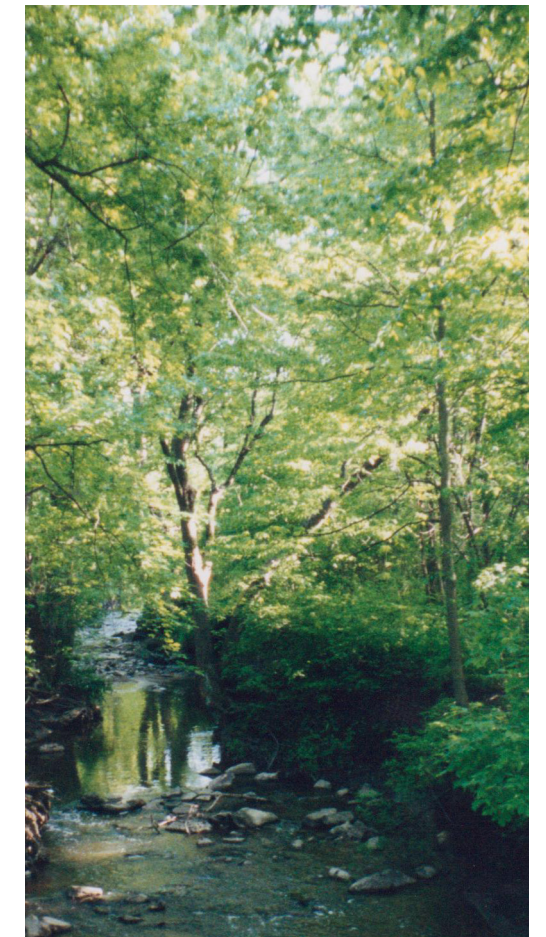
The District would be responsible for approving, siting and installing other elements along the Trail, including, but not limited to restrooms, drinking fountains, bike racks, regulatory signage and other fixtures and furnishings, consistent with its internal standards.

RESTORATION

The second Development Plan improvement strategy within the District's holdings adjacent to the Trail would be environmental restoration, specifically tree thinning and removal, invasive species removal and native species establishment and bank stabilization/erosion control. This three-pronged strategy is being continuously pursued elsewhere throughout the District's holdings at all times. The need for this strategy along the Trail's corridor is rooted in its history as a disturbed landscape. Throughout much of the District's portion, one can see the results of the excavation and construction of the Channel; and the results of natural succession in the decades that followed. The banks of the Channel and its tributary streams are overgrown and steep; and erosion has increased, especially over the last two decades. Currently, the erosion is most critical along Mill Creek, upstream of its confluence with the Channel, near the existing footbridge.

The thick, dense woodland stands, typified by Eastern Cottonwood, Silver Maple, Box Elder, have no resemblance to the climax communities they replaced after construction of the Channel, and their densities retard the growth of any understory vegetation which would be valuable as forage or habitat for wildlife. For improved forage and habitat, these woodland stands should be thinned out and a long-term program of native species restoration should be pursued.

Open areas are being invaded by Phragmites, especially just east of Sag Quarries. Phragmites is now a consistent presence near the wetlands adjacent to Sagawau and alongside IL Route 83. Removals will be difficult and costly. Other open areas adjacent to the Trail



MILL CREEK NEAR ITS CONFLUENCE WITH THE CALUMET-SAG CHANNEL

are candidate areas for low-profile native grass and forbs overseeding and establishment (including controlled burning.)

This environmental situation is obviously well-known and understood by the landscape architects, ecologists and administrators of the District and, in the competition for ever dwindling budgets, the ability to pursue restoration planning and implementation is hobbling and frustrating for these dedicated stewards. However, the Cal-Sag Trail does represent an opportunity for the development of a public-private partnership between the District, the Coalition and the Friends. Funding of restoration efforts will be increasing difficult to obtain from Federal and State sources; However, environmental restoration along the Cal-Sag Trail should be considered as an important element of the Friends' Capital Campaign.

The specific locations for these restoration efforts can be suggested by this Project, but ultimately they will need to be prioritized and approved by the District. Conditions attached to funding acquired through the efforts of the Friends, as well as coordination of grass-roots and volunteer efforts would need to be compliant with the standards of the District.

The value of this strategy is supported by the results of the Survey, where restoration efforts, habitat and overall environmental conditions were strongly supported by a large majority of respondents.

SILHOUETTE SCULPTURES

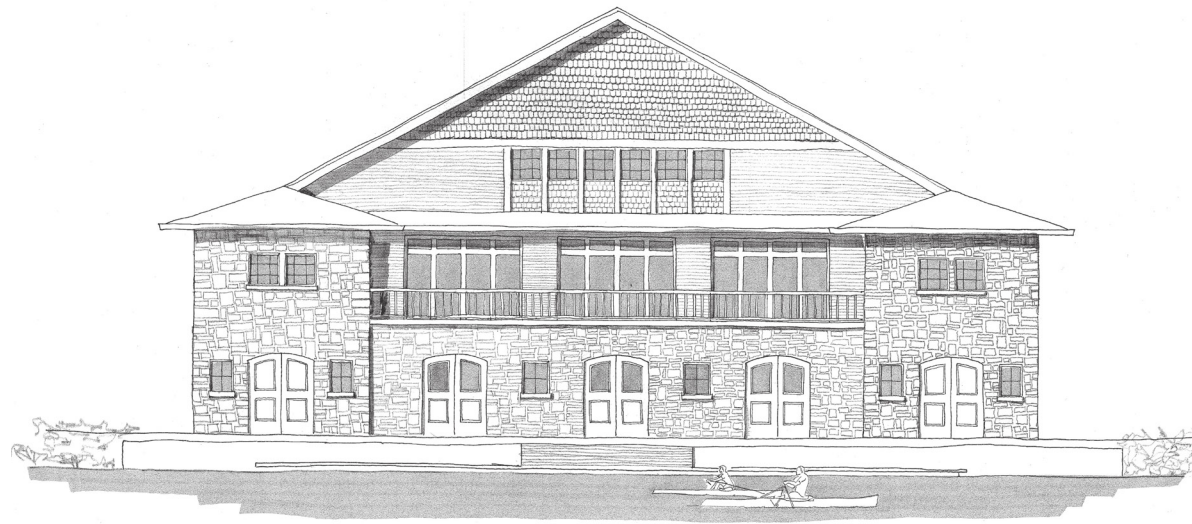
Throughout the length of the I&M Canal Trail in neighboring DuPage County, a series of silhouette sculptures will be designed, fabricated and installed. These sculptures reference significant individuals in the history of the development and operation of the Canal. They are iconic elements along the Trail and a demonstrated favorite of visitors and users of the Trail. Being that the Cal-Sag Trail is within the I&M Canal National Heritage Corridor, there is value in taking this vernacular and incorporating it where appropriate. The sculptures will be designed by an artist experienced in metalwork to ensure structural stability and longevity for the elements.

The proposed locations in the Palos Preserves are north of the existing historic earthworks, near the alignment of Kean Avenue and near the remnant of Saganashkee Slough on the south side of the Channel. These silhouette sculptures would be accompanied by interpretive signage.

Scholars of Pere Jacques Marquette and Louis Joliet believe that the pair was in the area of the Saganashkee during their journey up the Illinois River to Lake Michigan. Also, the earthworks are believed to be the work of French soldiers, for the site gave them clear view of oncoming threats. To recognize the accomplishments of these intrepid explorers, the voyageurs and the French military, a memorial composed of silhouette sculpture is proposed.

Another opportunity for silhouette sculptures occurs at one of the major linkages between an existing trail and the Trail, at the District's Whistler Woods Preserve. Whistler Woods Preserve is the southern terminus of the Major Taylor Trail, which runs southward for more than six miles, from the Dan Ryan Woods through Beverly, Morgan Park and West Pullman, before crossing the Little Calumet River and entering Whistler Woods.

The trail is named for Marshall "Major" Taylor; from 1895 – 1910 he was the preeminent force in bicycle racing which the world's most popular professional sport of that time. Known throughout Europe and North America, he spent his last days in Chicago, died at Cook County Hospital and is buried at Mount Glenwood Memory Gardens. In addition to interpretive signage conveying the significance of his life, a memorial composed of silhouette sculpture is proposed.



BOAT HOUSE WATER SIDE ELEVATION

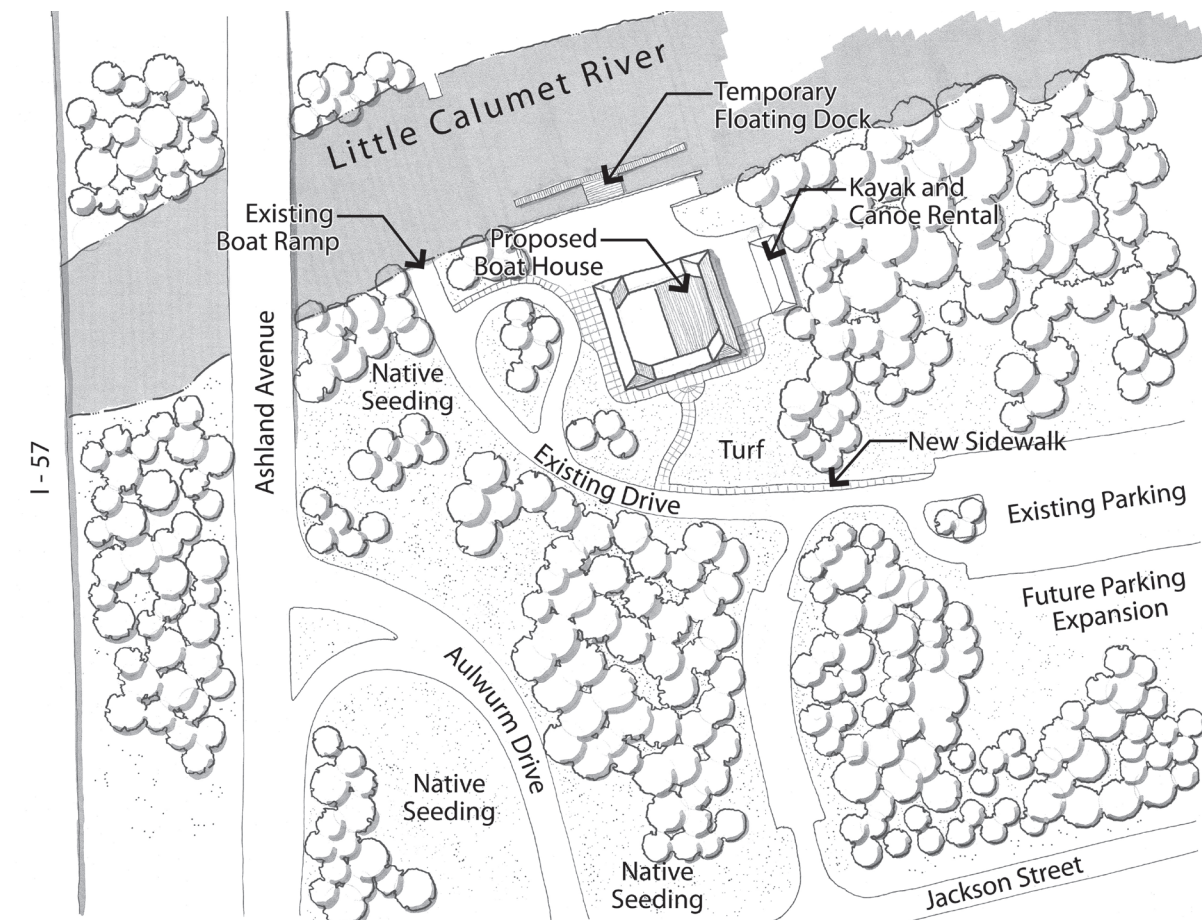
BOATING AND COMPETITIVE ROWING

In the Public Meetings at Blue Island and Alsip Park District, significant support was expressed for boating and kayaking programs. Specifically, Blue Island has hosted NCAA women's regattas with plans to continue to do so and to become the center for Southland high school competitive rowing programs. Its residents have a strong interest in establishing a non-motorized watercraft launching area that would also provide canoe and kayak rentals as well as lessons. The Alsip Park District is developing programs for special needs and differently-abled users, including O.A.R.S. rowing programs, Paralympics events (tied to national program) and South West Special Recreation Association (SWSRA) expansion of programs which would be tied to Trail.

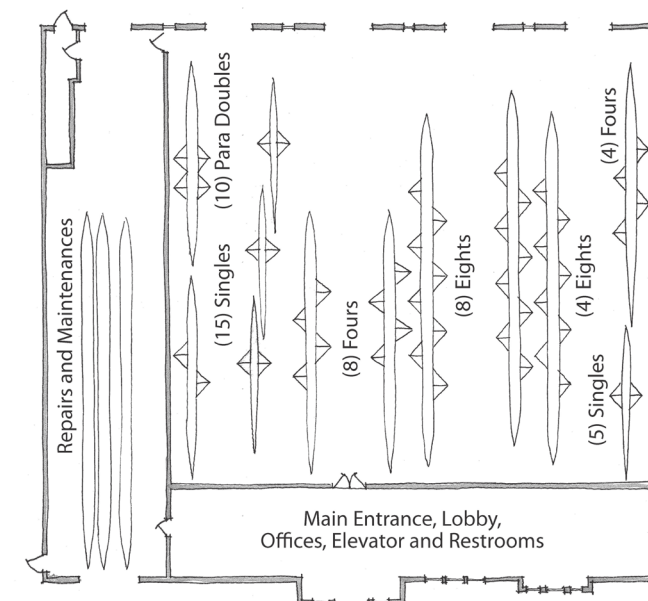
The District's Calumet Woods Preserve has an existing boat launch area as well as easy access off of Ashland Avenue south of the Channel and the Little Calumet River, ample parking and room for potential development of a boat house facility and associated canoe and kayak rentals.

Through a Public-Private partnership, it could be envisioned that a community boat house facility could be developed for use by all of the entities previously mentioned. Additionally, the facility could also serve other constituencies when not being used by competitive and special needs rowing programs. The images shown here convey the location, layout and possible character of this proposed facility.

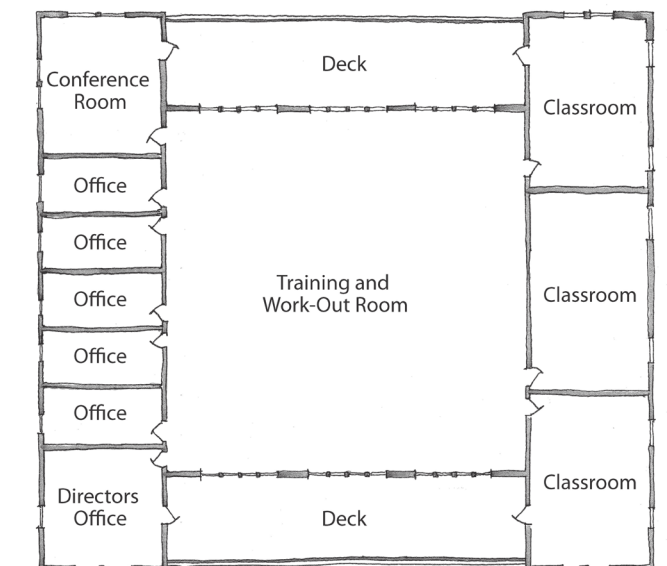
The District has recently begun a process focusing on a Recreation Master Plan where programmatic and facility expansions and upgrades will be considered. With this beneficial timing and synergy, it would seem appropriate to consider a community rowing boathouse and ancillary facilities for the Calumet Woods Preserve because of its relatively light use at present, ease of access, expressed and demonstrated need from nearby communities, linkage to the Cal-Sag Trail and potential for development through a Public-Private Partnership.



BOAT HOUSE SITE PLAN



BOAT HOUSE FIRST FLOOR PLAN



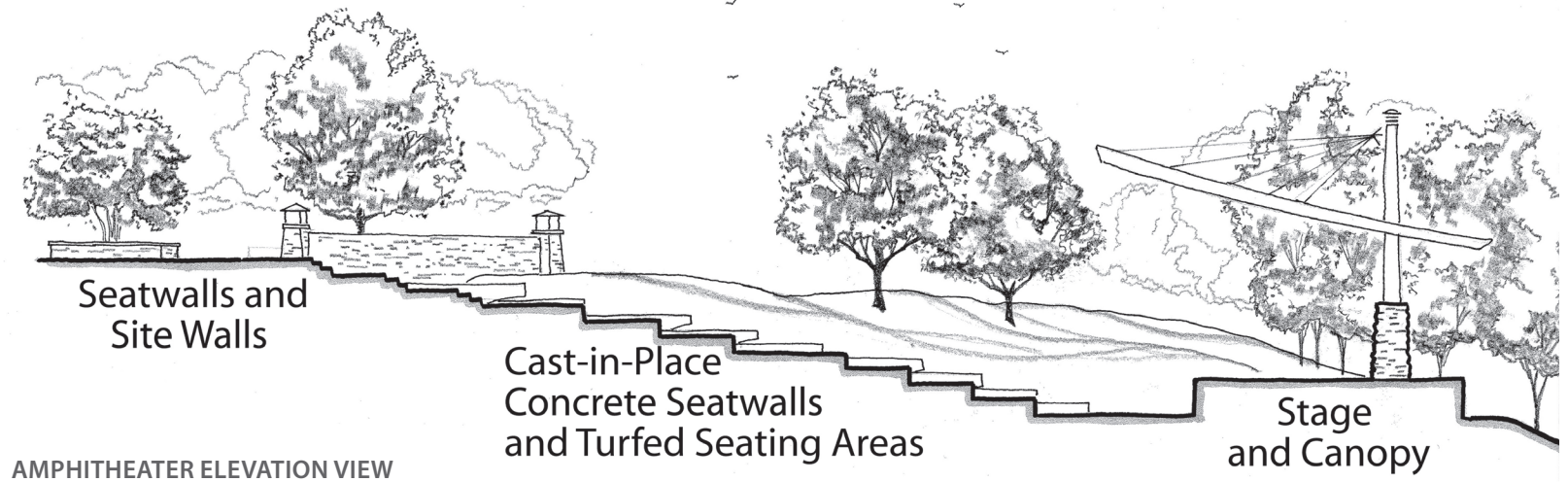
BOAT HOUSE SECOND FLOOR PLAN

VILLAGE OF PALOS PARK

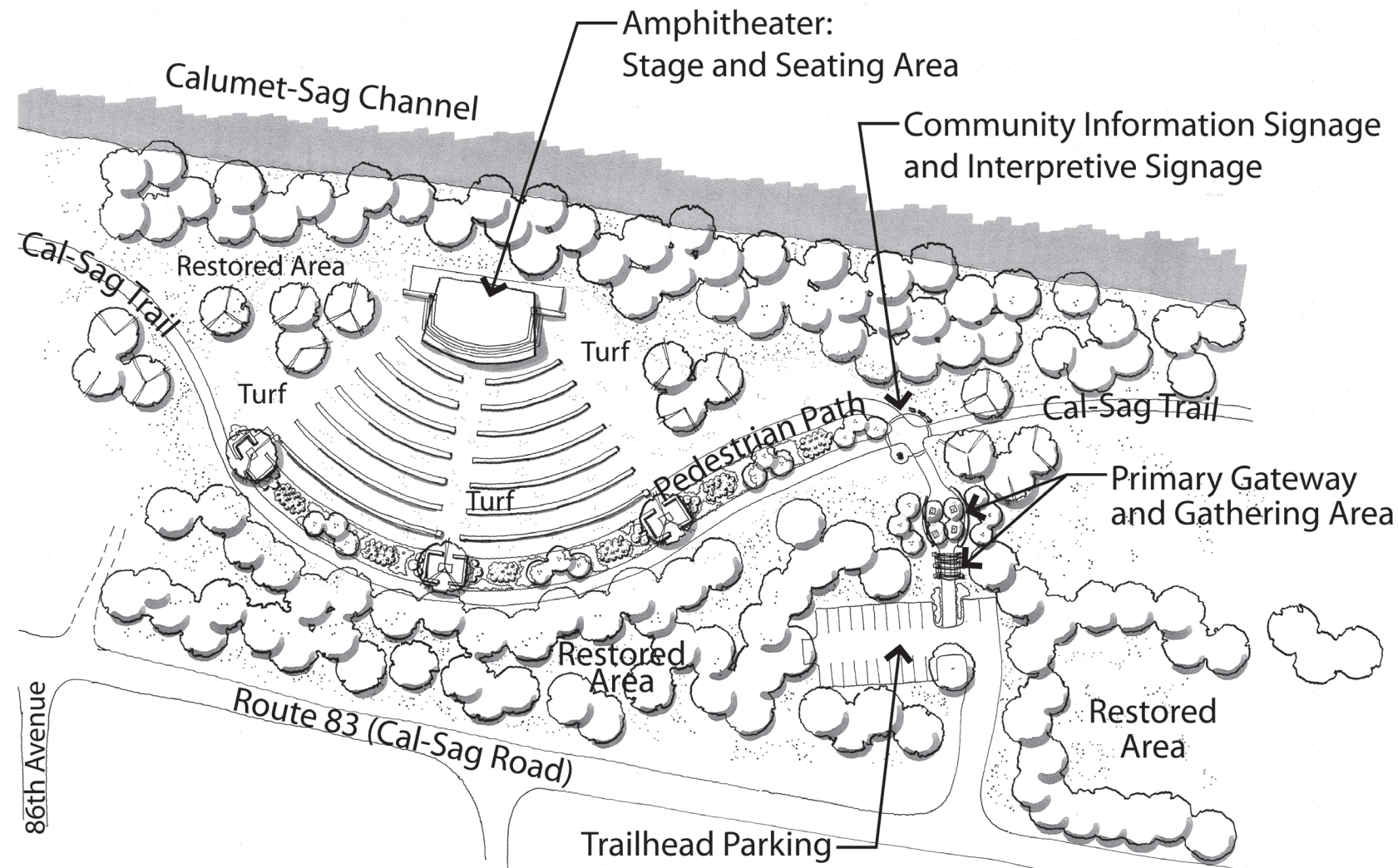
Palos Park's portion of the Cal-Sag Trail occupies one mile, and transitions between the naturalistic open spaces of the District and the commercial land uses around the intersection of Southwest Highway and IL Route 83.

AMPHITHEATER/PERFORMANCE SPACE

Building on the performing arts traditions of Palos Park, attendees and Steering Committee members expressed interest in a small outdoor performance space located on the banks of the Calumet-Sag Channel. The Village already hosts Summer performances at the Village Green and an annual Jazz Festival occurs each Spring at the Grove located at the Center. Still, the objective of a small performance space, which would also function as a gathering node for residents and Trail users was seen as carrying on in the traditions of the Palos Improvement Club.



AMPHITHEATER ELEVATION VIEW



AMPHITHEATER DESIGN PLAN

The community's position as an arts center was clearly in place by 1903 when the Palos Improvement Clubhouse was built. Artists, writers, retired theater and circus performers including sculptor Lorado Taft (and his wife,) landscape architect Jens Jensen, author Pearl Buck, and playwright Sherwood Anderson all were involved with the Palos Improvement Club in the early 20th Century.

The amphitheater is proposed to be located just east of the District boundary, adjacent to a proposed trailhead and surface parking lot, near the intersection of 86th Avenue and IL Route 83. Currently, the site is open (although ringed by trees) and is relatively flat, though gently sloping towards the banks of the Channel. The site would be contoured to achieve the requisite sloping grade change which will allow for visibility of the stage and to allow views of the Channel to become a backdrop for the stage area. Excavate would remain on site and used for additional landscape contouring. The seating area would be composed of arcs of cast-in-place concrete alternating with turfed panels. The stage area would be a concrete apron with an upgrade alternate of a tensile structure to create shade and cover for the stage. A second upgrade alternate would provide power for sound and light. A conceptual plan view and section of the amphitheater are shown on this page.

Phasing, economizing of program could realize cost reduction. The Village may want to consider a public/private partnership with an arts organization to handle management, bookings/events, promotion and ongoing maintenance of the facility. Grants are available from philanthropic groups such as the Gaylord Donnelly Foundation which supports both facilities construction and ongoing operations of performance spaces and programs.

PEDESTRIAN BRIDGE

86th Avenue is the western boundary of the Village of Palos Park at IL Route 83, adjacent to the holdings of the District. This roadway is also part of the developing bike path network within the Village and will be the link to the proposed Cal-Sag Trail trailhead parking area and proposed amphitheater site. During the Public Meeting for Palos Park, the attendees noted the safety needs for a crossing of IL Route 83. With a traffic control signal unlikely to be approved by IDOT and looking at typical costs and constraints of grade separations which go either over a roadway or under a roadway, attendees voiced strong support for an overpass connection to the Trail at 86th Avenue. Further, a pedestrian bridge would complete the link between the District's Palos Park Woods North and South as well as Paddock Woods with the Cal-Sag Trail. The design and construction of a grade separation will require a feasibility study, and then Phase I and Phase II Engineering in accordance with IDOT standards.

The proposed Pedestrian Bridge will have pre-manufactured span, having an out-to-out width of thirteen feet. Custom elements include a pair of rock-face limestone columns on each side with tube steel totem elements carrying Village of Palos Park banners (either seasonal/temporary or permanent metal) with architectural uplighting, accompanied by medallion style Cal-Sag Trail logos near the base of each column, as shown on the elevation, below.

The cost of the approach ramps can be minimized if they can be built on compacted fill which may be available from the excavation of the amphitheater project. Incorporating compacted fill on the south side of IL Route 83, adjacent to 86th Avenue will be more challenging due to the existing home and District ownership as well as the presence of existing mature vegetation. However, this existing vegetation is not characterized by climax community oak woodlands which are present nearby, which the

image below conveys. As this proposed improvement would be better located on the District land, approvals leading to an agreement between the Village and District will be required.

This total approximate cost would be less than half that of a pedestrian underpass, and would require approximately one third of the time to construct. At this point in time, IDOT-administered funding sources may be hard to come by for this project; however Village teaming with the District on applications and showing potentially large numbers of users who will benefit from ease of access as well as the increased safety component may improve its chances during assessments for funding. It may be likely that the Village will need to budget for more than the standard 20% local match. Funding strategies will be further honed in Phase Two and the potential for Public Private Partnerships will be assessed and developed, in concert with the Friends' Capital Campaign.



PEDESTRIAN BRIDGE



SOUTHWEST CORNER OF 86TH AVENUE AND IL ROUTE 83 - LOCATION OF PEDESTRIAN BRIDGE

REAL ESTATE DEVELOPMENT

There are two sites along the water's edge north of the IL Route 83 right of way, and they are shown in the image, below. The easternmost one is controlled by a developer who has been in dialog with the Village to develop residential housing. The second site is west, near the intersection with 86th Avenue (where the amphitheater is proposed) and is a twenty-acre site controlled by the Village of Palos Park. Elected officials and staff have stated that the Village is not at a point to actively consider land use and development strategies for the site. The site was considered for a museum a few years ago, however overall support for this strategy was not strong enough to advance this strategy.

Comments from residents and stakeholders that arose during the Public Meeting help inform the following objectives for development of this twenty-acre parcel:

- Mixed-use development with ground floor commercial and hospital-ity related businesses which would embrace views of the Channel through seasonal outdoor facilities
- Higher-density townhome or condominium typology may be favored over single family residential pattern as being more appropriate adjacent to the Trail
- Water-access based development typologies, like "dockominiums", may have merit if approvals for that access can be acquired from the Metropolitan Water Reclamation District of Greater Chicago ("MWRD"), US Army Corps of Engineers and the US Coast Guard
- Whichever land use pattern becomes favored, the development must make every effort to embrace the Trail

PROGRAMMATIC OPPORTUNITIES

Beyond those opportunities described above, the following list summarizes the various programs identified by residents and stakeholders of Palos Park during the Steering Committee meeting and the Public Meeting. Those to be advanced further will need to be organized and led by some administrative entity, either as part of the Village of Palos Park, other jurisdictional entity or through a civic organization which has indemnified the municipality.

FACILITIES – ENHANCED OR SECONDARY LEVEL

- Develop trails from existing parking areas with District facilities to connect to Trail
- Swallow Cliff repurposed as a cyclist center

PROGRAMMATIC AND PROMOTIONAL STRATEGIES

- Arts-related Fundraising
- Painted Coyotes
- Horse/Equestrian related activities at former Walt's Barn site
- Bird watching along with habitat and forage improvement
- Access to water's edge
- Move Farmer's market to Saturday for increased visibility and tie-in to the Trail
- Develop more events tied to music, horses, foot races, arts

LINKAGES:

- Metra Palos Park Station
- North Bank of Channel allowing linkages to Stagg HS and Little Red School House
- Plush Horse Ice Cream Parlor
- Local Bike Network
- Village Courtyards shopping area
- Mill Creek
- Schools

ECONOMIC DEVELOPMENT / LAND USE

- Trailhead at 80th Avenue
- Businesses at Southwest Highway and 80th Avenue: engage in strengthening partnerships and recruit more trail-centric businesses

STRATEGIC PARTNERSHIPS (INCLUDING THE "PALOS PASSPORT")

- Fuller's Car Wash
- Fitzjoy Stables
- Hackney's Restaurant on LaGrange Road
- Palos Community Hospital
- Medical Center on Southwest Highway
- Plush Horse Ice Cream Parlor
- Shops on Southwest Highway

CITY OF PALOS HEIGHTS

The entire northern boundary of the City of Palos Heights is located along the Calumet-Sag Channel and is controlled by MWRD. Lake Katherine Nature Center and Botanic Garden has a lease of MWRD-controlled lands for most all of this frontage. Recently, Lake Katherine engaged Upland Design, a landscape architectural firm, to prepare a master plan for these areas with special emphasis on the developed site of Lake Katherine – between the Metra Southwest Service tracks and Harlem Avenue. Therefore, most of the concepts for this area arose during a series of public meetings held at Lake Katherine are being addressed by Upland Design and Lake Katherine. However, there are several items that arose during the Palos Heights Public Meeting for this Project, the preparatory Steering Committee meeting and Coalition member interactions within this Project which suggest several candidate Development Plan projects.

REAL ESTATE DEVELOPMENT

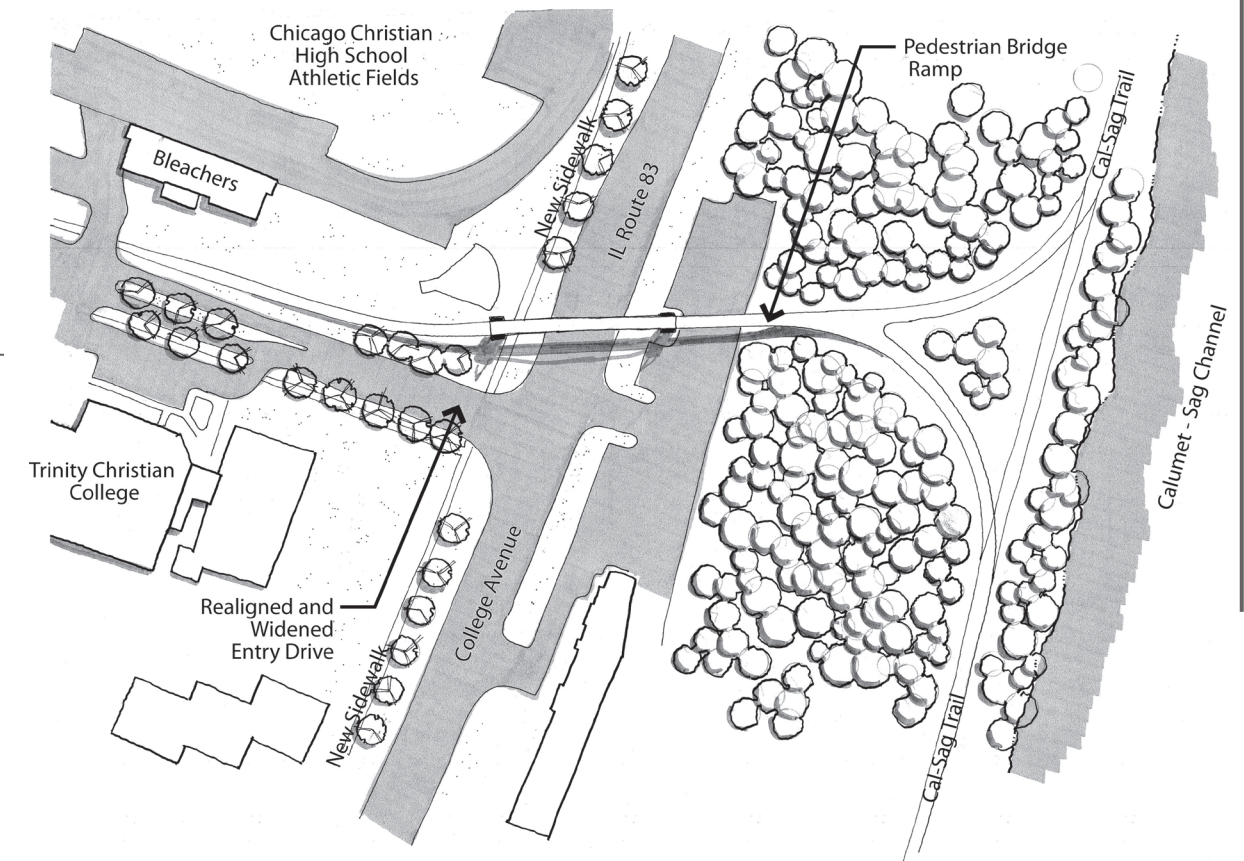
The proposed candidate site for real estate development at the northeast corner of Harlem Avenue (IL Route 43) and College Avenue (IL Route 83) occupies one of the most visible locations in Palos Heights and is at the halfway point of the east-west alignment of the Cal-Sag Trail within Palos Heights. Initial plans, shown below, were submitted to the City, before development was stalled by the economic recession. At that time, the Trail and its potential was known of and understood, but not nearly to the degree it has attained now, especially since the Palos Heights is one of those agencies which has received Federal funding for construction. The subject of this site arose during the Steering Committee meeting and the

Public Meeting, and has been a subject of dialog during Coalition meetings as well. The City's Economic Development Director and City Manager have both said how important development of this site is to the City and that this development must be appropriate and proper given its high visibility and proximity to the Trail.

SITE PLAN

Strengths of the site include its adjacency to the Calumet-Sag Channel and the Cal-Sag Trail as well as the presences of an existing TIF District on the site, which could help to finance costs related to site improvements and infrastructure. The site is assembled, vacant and prepared for development, including an in-place development agreement for commercial and residential units. The site's frontage along a high-traffic portion of Harlem Avenue ensures maximum visibility.

Weaknesses of the site include ease of ingress/egress, which may require additional traffic controls. Opportunities for this site



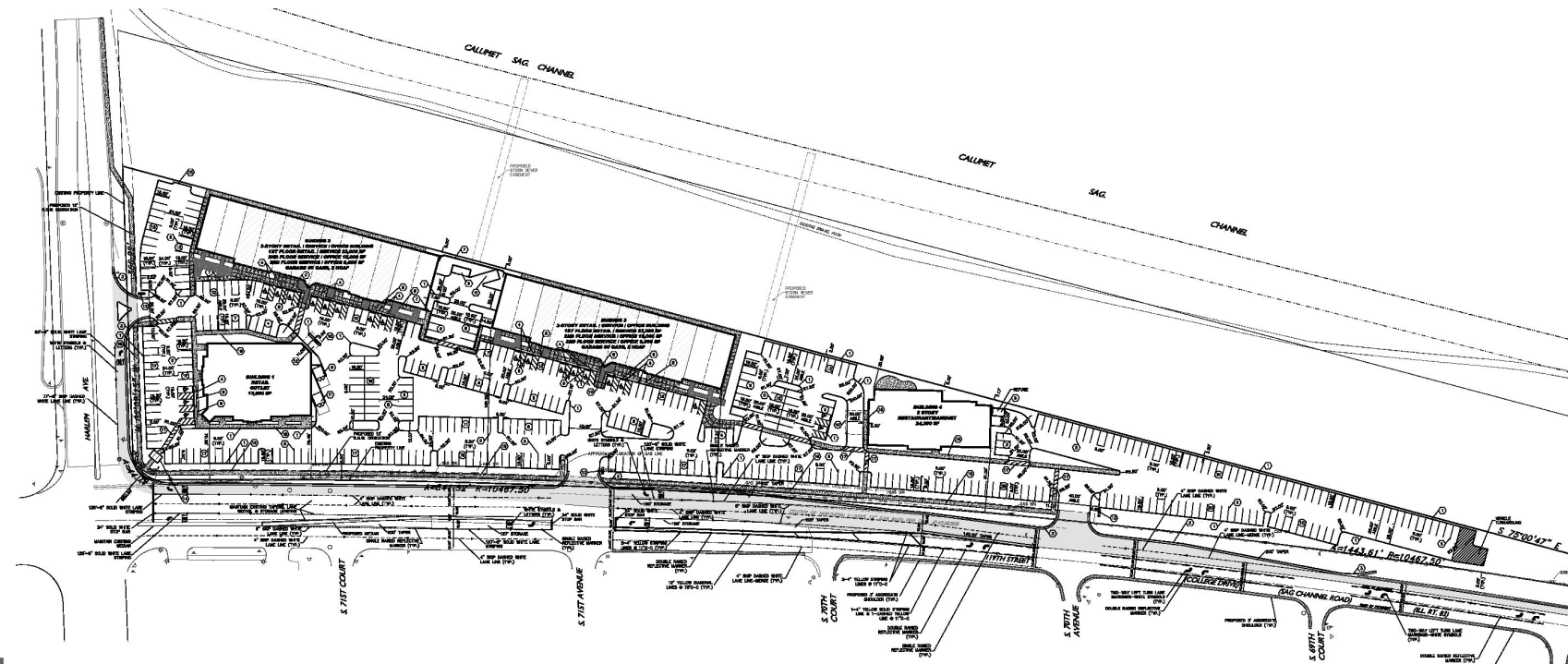
PEDESTRIAN BRIDGE AT TRINITY COLLEGE

include development of Cal-Sag Trail and connections to nearby recreational facilities, including Lake Katherine's developed and natural areas. Improved bus service and amenities along Harlem Avenue also provide enhanced opportunity for successful development.

Limiting factors include the fact that previous development proposals for senior housing have been rejected by community, signifying need to define acceptable uses for this site.

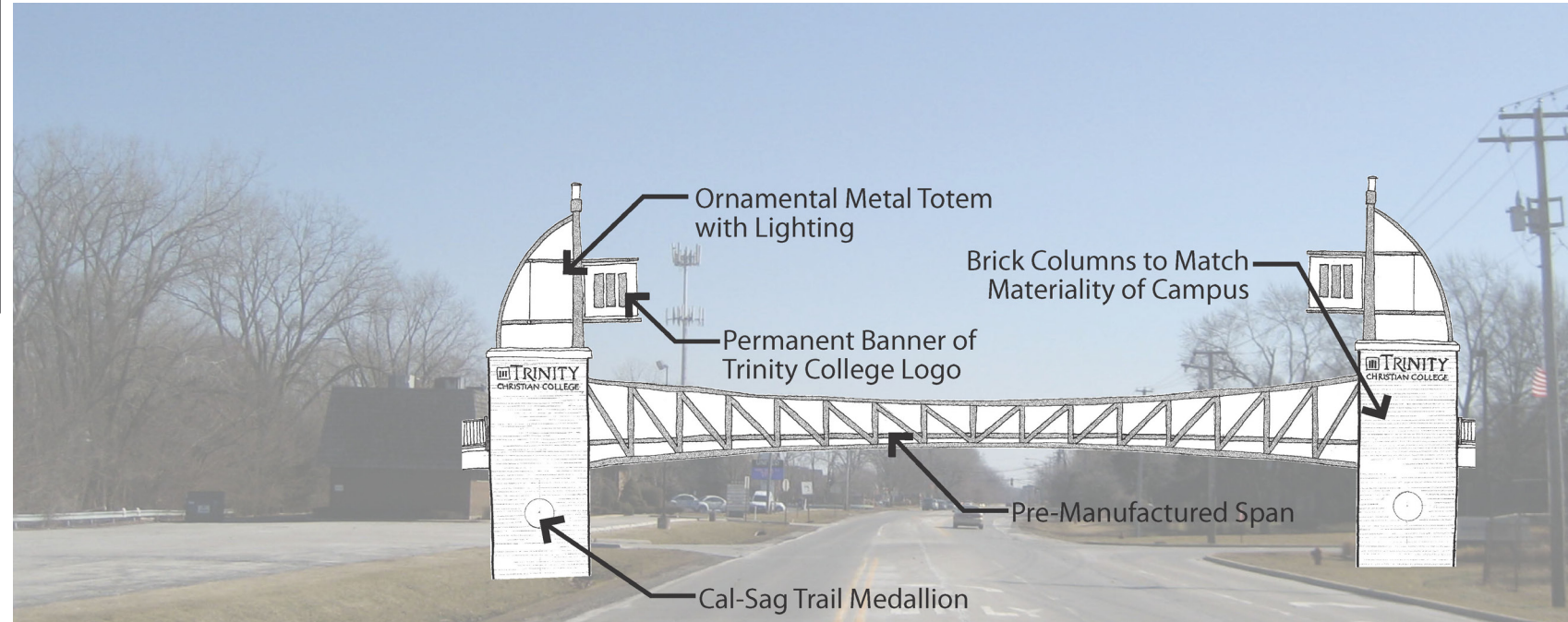
In terms of potential uses and opportunities, the site has excellent amenities for residential development opportunities with access to recreational facilities and nearby downtown amenities. Its location at the corner of Harlem Avenue and College Avenue may also provide opportunities for retail development. The fact that there have been development proposals for the site, even during this difficult economic period, demonstrates its value.

In terms of potential strategic action items for the City, to develop a municipal plan for this site that describes allowable uses and preferred development types may help developers understand fully the thresholds that the City envisions for this site. City staff efforts to assist a potential developer in the recruitment of tenants may be effort well spent. Beyond the aspect of land use and density, of special importance will be design



NORTH POINT SITE PLAN

CHAPTER 4



PEDESTRIAN BRIDGE AT TRINITY COLLEGE

and materiality, height, the need to embrace the Trail and the Channel, as well as the need for the site to have three, if not four “front doors” given the visibility and activities which occur surrounding the site.

GRADE SEPARATION AT TRINITY CHRISTIAN COLLEGE

A professor at Trinity Christian College sits on the Palos Heights Steering Committee and along with staff and students of the College at the Public Meeting, expressed concerns about safety for members of the College community who would be crossing College Avenue (IL Route 83) at the main gate of the College to and from the Trail. It has been observed that vehicular traffic is unusually heavy at morning and evening rush hours, especially the latter in which traffic becomes heavy from 2:30-3:00 PM onwards. At these times, crossing the roadway can be very challenging. Additionally, residents of the nearby Navajo and Westgate neighborhoods also expressed a need for a safe crossing of College Avenue. As IDOT is unlikely to support a signalized crossing in this area, a grade separation is seen as a potential solution for the college community, but perhaps less so for neighboring residents.

Of the two types of grade separation types, a pedestrian overpass or a pedestrian underpass, the overpass would be less costly, require less time to construct, require less complex construction methods, and would be more likely to obtain IDOT approval.

The design and construction of an overpass, or pedestrian bridge, will require a feasibility study, and then Phase I and Phase II Engineering. The concept shown here does not represent a feasibility study; it is only a graphic illustration of a potential solution. The proposed Pedestrian

Bridge will have pre-manufactured span, having an out-to out width of thirteen feet. Custom elements include brick-clad columns on each side (to match the predominate brick color and type being used on campus) with tube steel totem elements carrying the Trinity Christian College logo with architectural uplighting, accompanied by “Trinity Christian College” lettering near the top of each column and medallion style Cal-Sag Trail logos near the base of each column, as shown on the elevation, above.

PEDESTRIAN BRIDGE

The pedestrian bridge would best be located immediately west of the main entry to the campus, although siting opportunities are constrained by the athletic fields (adjacent to the entry) which belong to Chicago Christian High School and are slated to remain in place for the foreseeable future. These tightly arrayed fields and the presence of the office buildings directly across the street impact the potential layout, however, as shown in the plan, below, it could be accomplished.

It should be noted that the Trail plans identify a crosswalk and a spur link to the Trail at the intersection of College Avenue and Oak Park Avenue which would afford connectivity for residents the nearby subdivisions to the south and west, which was a concern expressed during the Palos Heights Public Meeting. However, the existing buildings of Chicago Christian High School as well as the vehicular and pedestrian circulation patterns related to this institution would preclude a pedestrian bridge structure at this location. Signage and a crosswalk may lessen overall safety concerns; however signalization at this location is unlikely for the foreseeable future.

TRAILSIDE GATHERING AREA

As discussed previously, the northeast corner of Harlem Avenue and College Avenue is currently vacant and is a potential redevelopment site. The Lake Katherine Master Plan prepared by Upland Design identified a gathering area providing views onto the Calumet-Sag Channel and the SEPA facility on the opposite bank which could be sited alongside the Trail adjacent to this redevelopment site. The Project Team has advanced the ideas of Upland Design for this potential amenity. The conceptual plan, Shown on the following page, indicates the character of this water feature. Its location can be shifted easterly or westerly to align with any proposed opening of a building mass along the edge of the MWRD property – a likely developer strategy to maximize connectivity between the Trail and the development of the site, which the City of Palos Heights will advocate for strongly.

HARLEM AVENUE BRIDGE ILLUMINATION

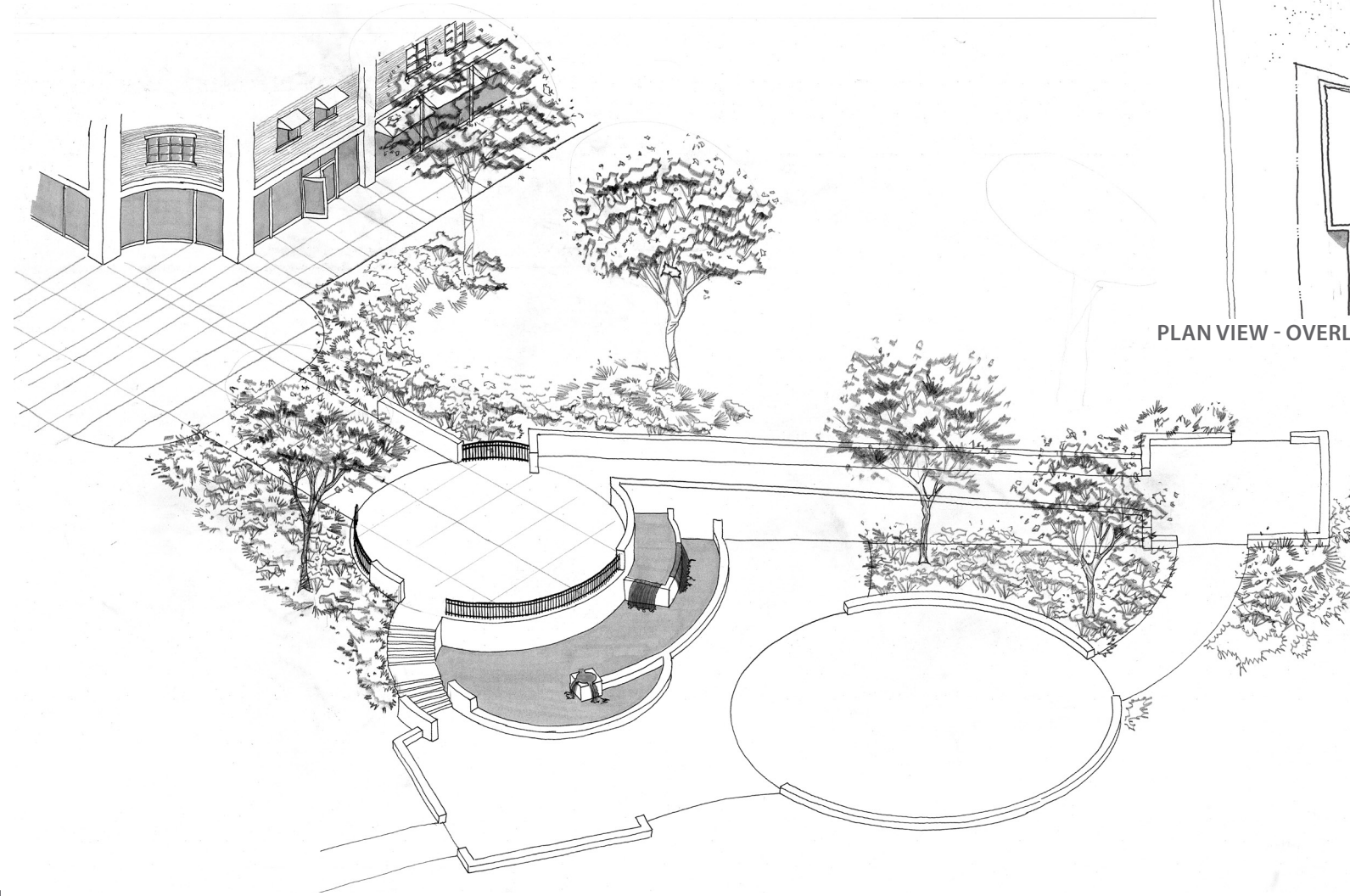
The objective of installing ornamental lighting on the Harlem Avenue Bridge over the Calumet-Sag Channel began on an earlier project in Palos Heights, led by Architect Stephen Yas, and was supported by Mayor Robert Straz. The bridge is owned and maintained by IDOT and design approval will be required as will an amended maintenance agreement with the City of Palos Heights governing the lighting system.

PROGRAMMATIC OPPORTUNITIES

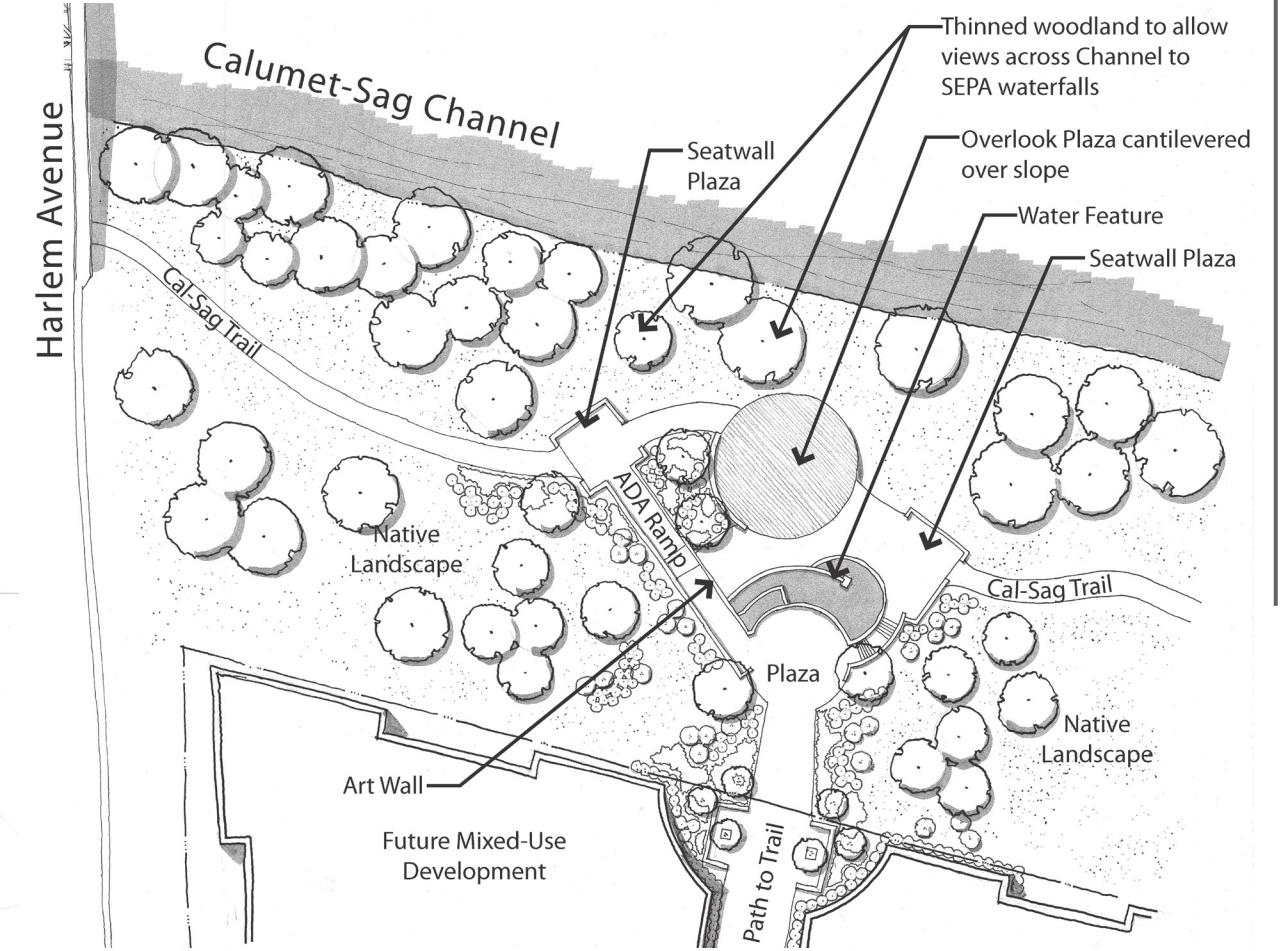
Among the various programs identified by residents and stakeholders of Palos Heights include those listed below. It should be noted that many of these programs will be addressed by Lake Katherine, perhaps as an out-growth of the Master Plan process. Those that are not will need to be organized and led by some administrative entity, either as part of the City of Palos Heights Parks and Recreation Department, other jurisdictional entity or through a civic organization which has indemnified the municipality.

- Bike Conventions
- Annual City events occurring on the Trail
- Run/walk/triathlon events: competitive and/or charity/cause-based
- Bike/Segway rentals
- Develop hiking clubs
- Develop watercraft user club and coordinate potential access site with MWRD
- Nature-based events: bird watching, night sky viewing
- Winter sports: cross-country skiing, snowshoeing, wildlife viewing
- Temporary, or pop-up shops/vendors (may need coordination with City ordinance)
- Signage and trail maintenance sponsored by local businesses
- Information signage about local shops
- Retail Patch programs tied to Trail

CHAPTER 4



AXONOMETRIC VIEW- OVERLOOK AREA EAST OF HARLEM AVENUE BRIDGE



PLAN VIEW - OVERLOOK AREA EAST OF HARLEM AVENUE BRIDGE

ALSIP PARK DISTRICT

The 3.5 mile length of the Alsip's frontage along the Calumet-Sag Channel is just less than that of Blue Island and will occupy both sides of the Channel. The alignment of the western portion (between Palos Heights and 127th Street) will be located along the south bank of the Channel where it will be adjacent to the athletic complex for Trinity Christian College, through a lease with MWRD. The western portion would then switch over to the north side of the Channel at 127th Street then continue east to Freedom Park at Cicero Avenue. The eastern half of the proposed alignment would then continue along the north side of the Channel and would extend from Freedom Park to the jurisdictional boundary with the City of Blue Island. Desired and supportable proposed improvements arising from the Public Meeting included improvements to Freedom Park, including a café/restaurant at the park's westernmost limits.

EXPANSION OF FREEDOM PARK

The expansion of Freedom Park, enhancing its role as a major trailhead and gathering area for residents and visitors has been endorsed by the Alsip Park District Staff and other key stakeholders. The opportunities present on this site include high visibility, existing surface parking lot of good quality, a high quality existing playground, ease of access, and strong connectivity to residential neighborhoods adjacent to the site. Especially significant is the expansion's potential overall length of two-thirds of a mile, providing plenty of area for the components also mentioned in the Public Meeting, including splash pads, picnic areas, veteran's memorial, location for fitness stations and being a linear nature preserve. Finally, the site does present the opportunity to develop a café which would be located and designed to provide a strong visual connection to the Calumet-Sag Channel (although the optimum site for the café would take the place of the surface parking lot and require a relocation of the playground. A section examining the potential of a café follows this section on the expansion of Freedom Park.

The area east of the existing playground, extending all the way towards the embankments of the Tri-State Tollway (I-294), are heavily wooded in a condition similar to other areas along the Channel. These are secondary succession growth woodlands, composed of lesser desirable species and having an overall density that limits ground plane growth and encourages erosion. This is not prime habitat or forage for wildlife, nor is it prime woodlands. However, with some woodland management practices over time, the area could be greatly improved.

The initial steps of the design process would include a program development and confirmation to verify which activities should be planned for in the near-term and long-term. This would be followed by a tree survey/inventory and removals plan. The objective behind the removals would be to preserve the better trees, allow more light to reach the woodland floor and to open up areas for the desired activities. To be sure, the dominant woodland quality of an expanded Freedom Park will remain always. Over time, new trees of better species will be planted so that generations from

now, these woods will be composed of native and adaptive species which will be long-lived, disease-resistant, and supportive of wildlife – especially for the avian migratory needs that occur in extremely large numbers every Spring and Autumn.

The design process should allow for a phased implementation, in deference to funding availability, Funding should be pursued from a number of foundations, corporations, philanthropies as well as Illinois Department of Natural Resources ("IDNR") Open Space Lands Acquisition and Development Program ("OSLAD"), which would cover 50% of the costs of site improvements.

Following steps of the design process would include conceptual design, schematic design and design development phases, and a robust public engagement process for Alsip residents and stakeholders would be conducted. The final steps would include construction documents, bidding assistance and contract administration services during construction of the initial phase of the work.

A conceptual site plan is shown two pages following and it examines the potential site improvements which could occur at an expanded Freedom Park, based on the comments noted at the Public Meeting as well as from staff at the Alsip Park District and the Coalition.

The expansion of Freedom Park could include the following elements with associated estimated costs of construction. It should be stressed that this is exercise is very conceptual in nature; however it should provide a relevant order of magnitude for the project.

CAFÉ AND REFRESHMENTS FACILITY

As mentioned above, the notion of a café which would also offer refreshments to the users of the Cal-Sag Trail gained strong support at the Alsip Public Meeting. From a planning and land use perspective, siting requirements for a café suggest strongly that it needs to be located where the play lot area is currently. The further east that café is located, not only would it be less visible it would be from Cicero Avenue; it would also intrude more into the residential character of the adjacent land usage, creating compromises in safety as well as to that residential character and value. With the loss of the existing surface lot to the café use, there will need to be a second surface lot dedicated for the users of Freedom Park and the existing play lot would need to be relocated eastward.

Deriving a potential cost for a café is difficult as the developer/owner/operator will have input into the process. The ownership of the land and the leasing arrangement with MWRD will further complicate the potential development of a café on this site. MWRD will have an oversight and approvals role related to any development, it will require a lease and it may derive a portion of the gross or net revenue from the operation of the café. Further dialog between MWRD and the Alsip Park District will need to occur to advance this idea further.

A café would need to be open around the year and would have to mar-

ket to the community at large and not just users of the Trail. There is an inherent risk related to development of hospitality ventures and should this operation not succeed, getting a follow-up developer to carry on the endeavor is often very difficult. However, it is a very visible site and would have some extremely and beneficial aspects which would be unique to Alsip and the Corridor.

PROGRAMMATIC OPPORTUNITIES

Beyond those opportunities described above, the following list summarizes the various programs identified by residents and stakeholders during the Alsip Park District Public Meeting. Those to be further advanced will need to be organized and led by some administrative entity, either as part of the Alsip Park District, other jurisdictional entity or through a civic organization which has indemnified the municipality.

FACILITIES – BASE LEVEL

- Water Fountains, Restrooms, Benches, Picnic Areas
- Emergency Call-Boxes
- Refreshment Kiosks
- Freedom Park Trailhead
- Trinity College Athletic Complex (MWRD site) Trailhead
- Lighting

FACILITIES – ENHANCED OR SECONDARY LEVEL

- Sprinkler/Splash Pads
- Veteran's Memorial
- Fitness stations along Trail
- Pedestrian grade separation at 115th Street and Cicero

PROGRAMMATIC AND PROMOTIONAL STRATEGIES

- Area Hotels: benefits and promotional programs associated with the Trail
- Extensive programs for special needs and differently-abled users
- O.A.R.S. rowing programs
- Paralympics events (tied to national program)
- South West Special Recreation Association (SWSRA) expansion of programs tied to Trail
- Intra-community Marketing Program
- Bike rental programs (tied to hotels)
- Sponsorship opportunities for events, maintenance and programs

ECONOMIC DEVELOPMENT / LAND USE

- Linear nature preserve
- Restaurant/Café development at Cicero and the Calumet-Sag Channel (Freedom Park area)

Alsip Freedom Park Insert

CITY OF BLUE ISLAND

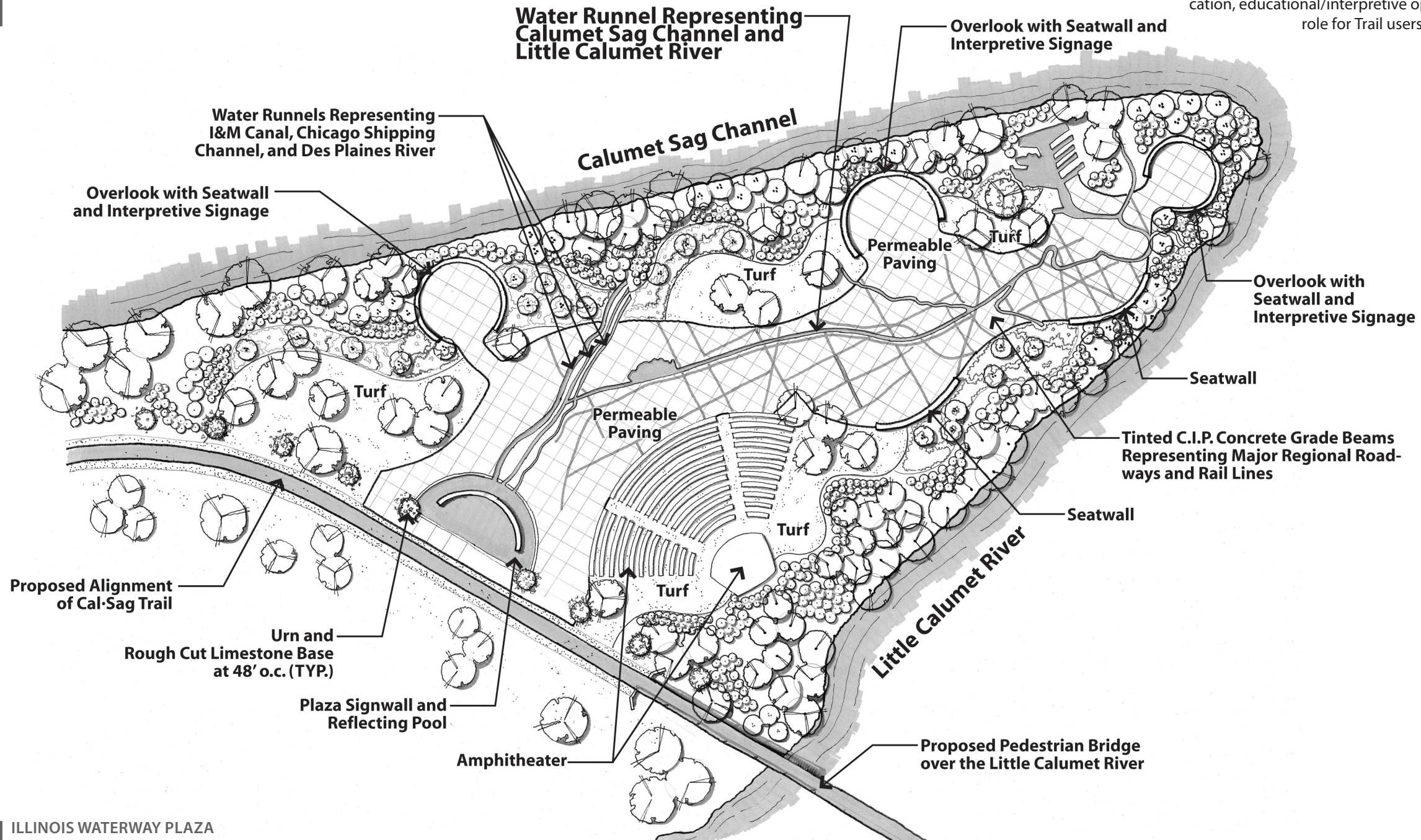
The City of Blue Island has the longest length of the Cal-Sag Trail among the corridor communities, having a length of just over 3-6 miles. On a qualitative basis, it also has some of the more intriguing and interesting opportunities for the Development Plan. A large number of site developments and programmatic strategies were considered by the residents and stakeholders attending the Public Meeting and have been summarized in this section on Blue Island.

FAY'S POINT – ILLINOIS WATERWAY PLAZA

Fay's Point is seen by many to be the premiere location of the entire Cal-Sag Trail corridor. The vistas, the presence of water on three sides, the views onto the historic northern lock walls, the history of Native Americans on this site, the presence of the new mixed-use development and the marina, the linkage to the District holdings and Riverdale via the pedestrian bridge and a host of other aspects provide the opportunity to make this one of the key celebratory spots on the Trail. The conceptual

plan, below, proposes a paved plaza, gathering nodes and overlooks, and a performance space. In the center of the plaza is a scaled version of the Calumet-Sag Channel, Lake Calumet, I&M Canal, Chicago Shipping and Sanitary Channel and Des Plaines River, allowing viewers to get a sense of the scale of the water routes that make up the historic Illinois Waterway.

It is likely that this site improvement will be wholly funded through private sources, although a foundation, philanthropic organization or corporation may desire to become a significant contributor due to its highly visible location, educational/interpretive opportunity or its meaningful role for Trail users and Blue Island residents.



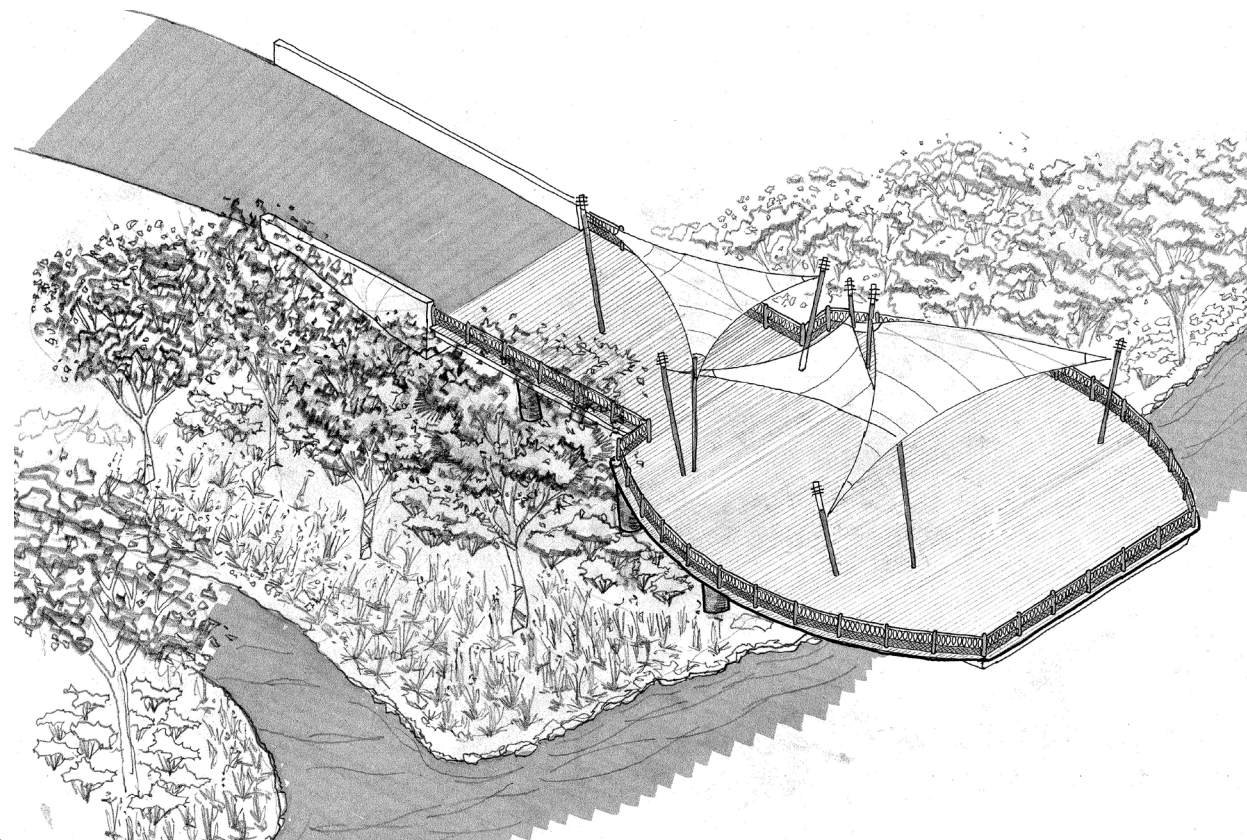


FORMER ANN STREET BRIDGE (PROVIDED BY JASON BERRY FROM MWRD ARCHIVES)

ANN STREET OVERLOOK

Ann Street was the location of a former bridge over the Calumet-Sag Channel, as shown in the image below, before the Channel was widened to its current dimension in 1965. Abutments and the approach drive with barrier walls still exist on the northern bank. This area is adjacent to the mouth of Stony Creek where it enters the Channel. The alignment of the Cal-Sag Trail is immediately adjacent to this area.

Many residents in the Public Meeting and staff at the City of Blue Island have favored the enhancement of this area with a scenic overlook extending outward from Ann Street to the navigable limits of the Channel. The conceptual graphics examine how a plaza would extend outward from the current roadway limits. However, the outer most limits will need to re-



ANN STREET OVERLOOK

spect the navigation lane width of the channel. Currently, the open space area just east of the existing Ann Street roadway, and south of James Street, is owned by the City of Blue Island. Candidate redevelopment objectives for this site may include a café and/or art gallery, a museum devoted to the Native American presence in Blue Island or a mixed use that incorporates either of these uses in conjunction with residential development on the upper floors. Featuring a widened plaza area, with railing designed to mimic the original Ann Street historic railing and tensile structures to provide shelter from the elements, the Ann Street Overlook (shown on the following page) would afford viewers a dynamic perspective of commuter and freight rail passages over the Channel as well as a close-up view of commercial and personal watercraft plying the waters.

This proposed site improvement would be wholly privately funded, although, like the Illinois Waterway Plaza, a foundation, philanthropic organization or corporation may desire to become a significant contributor.

CHATHAM STREET BRIDGE

Both bridges over the Channel at Chatham Street and Division Street are currently closed to vehicular traffic by order of IDOT. Currently, the City wants to pursue planning and rehabilitation for the Division Street bridge, potentially using TIF funds. The fact that a City of Blue Island Fire Department facility is sited on the south bank, adjacent to the bridge may give

the Division Street bridge priority. The City has been open to considering keeping the Chatham Street Bridge dedicated for non-motorized traffic as part of the Trail alignment. Structural upgrades for vehicle use would not be necessary and any other upgrades would be cosmetic and ornamental – for now. There are instances of significant structural decline on this bridge which will have to be addressed in the future. Currently, the Chatham Street Bridge can handle the non-motorized users of the Trail, become part of the venue for ongoing regattas on the Channel hosted by the City of Blue Island, function as a gathering and performance space, as well as being another in a series of dynamic ways to experience the Calumet-Sag Channel.

The conceptual plan and perspective sketch on this sheet, shows the Chatham Street Bridge as it might be repurposed as part of the Cal-Sag Trail. Urban furnishings, environmental graphics, tensile structures and planters work together to convey the new

role of this historic bridge, and yet not obscure its original purpose and strength of its design. The key enhancements are shown in the graphics below, and include:

- At three points on the bridge, a series of bump-outs are located adjacent to the sidewalk, where benches, trash receptacles and planters are clustered
- After the pavement patching is completed in the roadway portion, a pavement upgrade featuring an undulating waveform in contrasting colors will be incorporated either through concrete staining or a surface coat having a depth between two and three inches
- Pedestrian lighting elements will be placed at each vertical truss element and LED uplighting will also be installed adjacent to, and above these pedestrian fixtures to uplight the truss structure and tensile/fabric structures

Potential costs for these cosmetic and ornamental upgrades for the bridge may be adjusted by eliminating certain elements or by lessening their quantities. Basic improvements consisting of painting and patching would be part of the Cal-Sag Trail base improvements.

PROGRAMMATIC OPPORTUNITIES

Among the various programs identified by residents and stakeholders of Blue Island include those listed below. Many of these programs will need to be organized and led by some administrative entity, either as part of the City of Blue Island, the Blue Island Park District, other jurisdictional entity, or through a civic organization which, through negotiations and agreement, has indemnified the municipality.

- Greater engagement and involvement of community's Hispanic population
- Camping facilities at either Fay's Point or at the remediated former manufactured gas site
- Canoe and Kayak Launch at Fay's Point
- Water Sports/Rowing/ Kayaking, including spectator area on/around the Chatham Street Bridge
- Multi-use athletic fields west of Francisco Avenue
- Ornamental (LED) lighting on Blue Island bridges (blue lighting to reference for former bluish hue of the area landforms during Spring blooming period)
- Festivals taking place on and along the Trail including music
- Increased promotion of the historic Central Business District
- Bike shop(s) and bike rental program
- Bowling (lawn and alley)
- Public Art along the Trail or Riverwalk, especially at underpass and viaduct structures
- Boat-themed and lighting-themed events along Channel and River
- Reinstate police bike patrols
- Continue shade tree planting program, especially along Trail
- Urban farming at former manufactured gas site

VILLAGE OF RIVERDALE

The proposed Cal-Sag Trail alignment within Riverdale is two miles in length. Beginning in the west at the District's Joe Louis the Champ GC, and coursing southward and eastward, mostly on-road to the boundary shared with Dolton at Leyden Avenue, the Trail showcases a combination of intensive railroad operations, single and multi-family residential neighborhoods, a growing civic campus, holdings of the District with a linkage to the Major Taylor Trail, and a developing nature center around former quarry which is now a substantial lake favored by migratory bird populations and ornithologists.

SILHOUETTE SCULPTURES/STEEL WORKERS

One of the items discussed at the Riverdale Public Meeting was the history of the community, particularly during the period when Acme Steel was a large regional employer with the factory running three shifts. These comments have informed a proposed sculptural installation honoring those who worked in the mill and the other steel industry related facilities throughout the Calumet region. The proposed installation builds on the vocabulary of the silhouette sculptures used on the I & M Canal Trail. As has been discussed regarding strategies for other agencies, being that the Cal-Sag Trail is within the I&M Canal National Heritage Corridor, there is value in taking this vernacular and incorporating it where appropriate. Conceptual images of the silhouette sculptures are shown below. These would have to be advanced by an artist experienced in metalwork to ensure structural stability and longevity for the elements.

The sculptural elements could be located near the proposed Village Green, in the expanded civic campus, as shown on the conceptual plan, below.

VILLAGE OF DOLTON/ DOLTON PARK DISTRICT

The portion of the Cal-Sag Trail within Dolton is just under two and one-half miles. Its western portion, where it links with Riverdale, is mostly on-street and once crossing the Indiana Harbor Belt Railroad (“IHBR”) at Lincoln Avenue, the Trail’s alignment switches to mostly off-street as it courses along the north shore of Lake Cottage Grove and through the northern portion of Needles Park. At the time of the efforts of this project, the Village of Dolton and the Dolton Park District had both engaged a consultant firm to prepare updates to the Comprehensive Plan and a District Master Plan, respectively. These efforts will go a long way towards clarifying Dolton’s future directions related to land use and economic development for areas adjacent to the Trail. The strategic pursuits, described below, were derived from the Public Meeting and dialog with key stakeholders, Village and Park District staff, and the consultants to the Village and the Park District.

SILHOUETTE SCULPTURES/FREEDOM SEEKERS MEMORIAL

One of the items discussed at the Public Meeting was the history of the community, particularly during the period of the Freedom Seekers and the Underground Railroad. This strategy has developed as a proposed memorial to the quest for freedom, and would be located at the Dolton Public Library, on Lincoln Avenue, across from Village Hall. The proposed alignment of the Cal-Sag Trail will pass directly in front of the Library.

Just across the Little Calumet River from Riverdale was the Jon Ton Farm, widely accepted to be a stop on the Underground Railroad. Also, Freedom Seekers may have crossed the Little Calumet River at the historic Dolton brothers ferry location, where the Indiana Avenue Bridge is located today. Further, this portion of Lincoln Avenue, which connects to the Michigan City Road, is generally accepted to have been a commonly-used route by Freedom Seekers when leaving Chicago, going around the southern edge of Lake Michigan and heading into Canada (typically crossing near Detroit.)

The proposed memorial builds on the vocabulary of the silhouette sculptures used on the I & M Canal Trail. As has been discussed regarding strategies in other communities, being that the Cal-Sag Trail is within the I&M Canal National Heritage Corridor, there is value in taking this vernacular and incorporating it where appropriate. Conceptual images of the silhouette sculptures are shown below. These would have to be advanced by an artist experienced in metalwork to ensure structural stability and longevity for these sculptural elements.

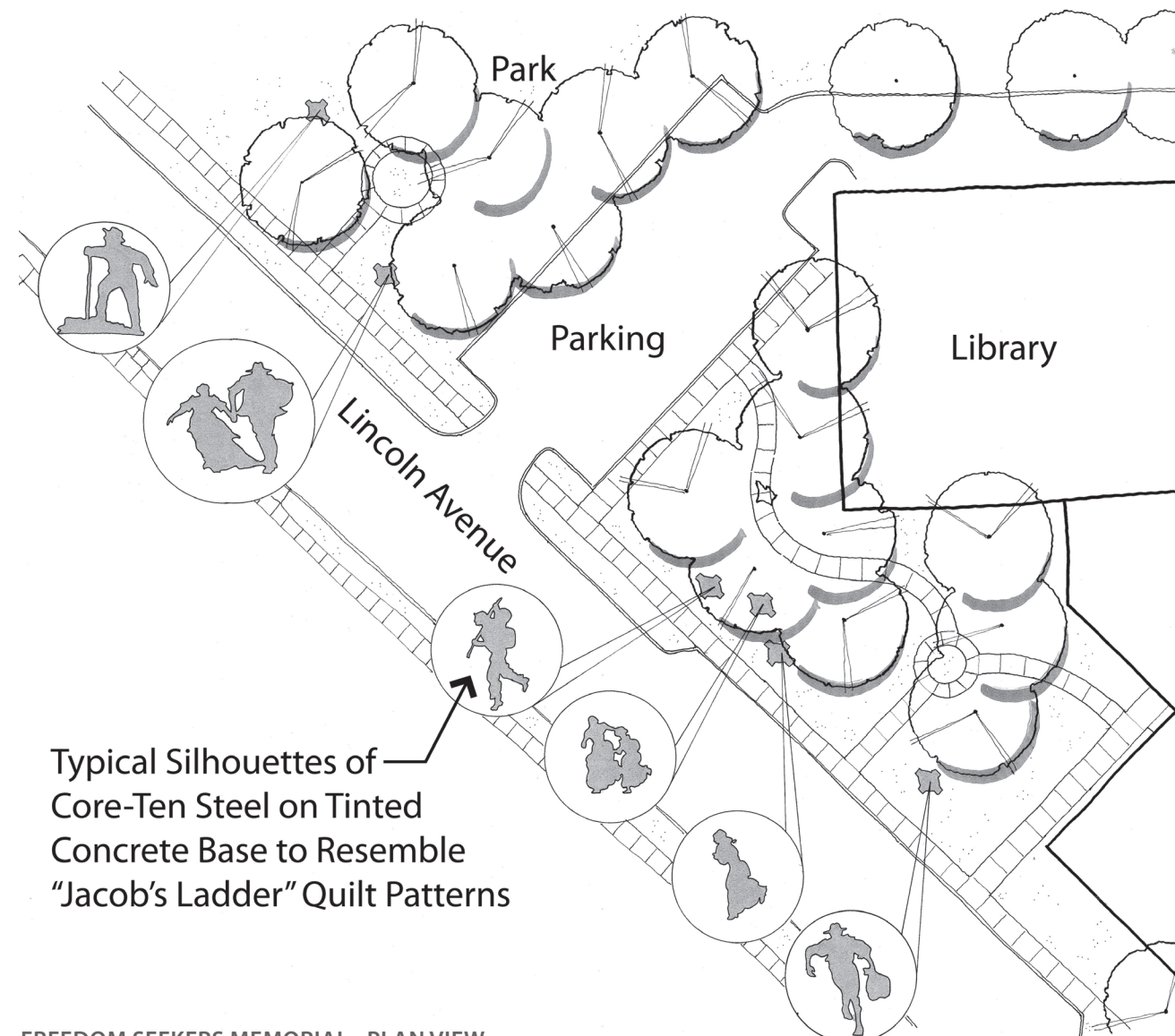
The silhouette sculptures could be located along Lincoln Avenue in front of the Library, as shown on the conceptual site plan, below. They could be placed atop stained concrete pads, designed to represent the “Jacob’s Ladder” series of historic quilt patterns. The stories of historic quilt

patterns being used in a system of codes to inform Freedom Seekers has been discredited by ongoing scholarship. However, this Jacob’s Ladder pattern is known to have the dual purpose of both memorializing the assassination of President Lincoln and of the sacrifices of those engaged in the Underground Railroad. Although the quilt pattern was of a later era, it would have relevance and can be part of the overall educational purpose that the memorial would also have.

Interpretive signage is envisioned as part of this installation. Its presence adjacent to the Library reinforces the educational aspect of the Freedom Seekers memorial. Its adjacency to the fountain plaza emphasizes the celebratory aspects of human spirit, sacrifice and freedom. This installation would be easily viewed by users of the Trail.



JACOB’S LADDER QUILT



FREEDOM SEEKERS MEMORIAL - PLAN VIEW

CITY OF CALUMET CITY

The portion of the Cal-Sag Trail within Calumet City is relatively short – just over three-quarters of a mile. The alignment is in the northernmost portion of the jurisdictional limits of Calumet City, surrounded by ComEd transmission lines, the IHBRR, the newly acquired District Dolton Avenue Prairie site, industrial land usage, multi-family residential development and stormwater management facilities.

ENVIRONMENTAL RESTORATION

Among the various existing conditions within this short stretch of Trail alignment, the one constant is invasive Phragmites. In addition to being a source material for continued invasive species establishment, the dense, tall stands also limit the long view of users, contributing to a perceived lack of safety. Those who participated in the survey supported the notion of stable, improving environment conditions being important for economic development of the region.

Therefore, the environmental restoration strategy seeks to remove invasive species within the Cal-Sag Trail alignment as well as the areas adjacent to and nearby the Trail's alignment. The images shown below portray both the existing conditions and convey what a revegetated, restored area might appear like.



BEFORE



AFTER

The proposed area of work is shown in plan view, below. The approximate area is thirty acres and the probable cost for the work, as described above, would amount to just under Three Hundred Thousand Dollars. It is important to note that almost half of this amount would be for the erosion control blanket installation. However, use of this material greatly increases rates of germination and lessens the length of time for establishment. The use of the blanket also reduces supplemental watering needs, reduces maintenance during the establishment period and it is biodegradable over time. Its use is strongly recommended.

Foundations committed to environmental restoration in the Chicago Southland and organizations involved with the Millennium Reserve may be able to provide funding for the installation of the native-species based restoration program. Some of these foundations also provide partial support towards ongoing operations and maintenance. It is important to recognize that responsibility for ongoing maintenance of the native species-based restoration will need to be determined, assigned and funded in perpetuity. The presence of ComEd, IHBRR as well as facilities for chemical company Ashland, Inc. and Plastics Color Corporation suggest that use of controlled burning will not be feasible; therefore mowing and hand labor will be required from time to time. Communication between the Coalition and Calumet City, as well as outreach by the Friends during the Capital Campaign may help to determine the appropriate parties to take care of

ongoing maintenance for this area, and may involve the efforts of any of several local Calumet-based organizations, including Southeast Environmental Task Force, Calumet Stewardship Initiative, Shirley Heinze Land Trust, and others, either singly or in cooperation. Even though volunteer-based efforts will be sought, funding for materials, equipment and amendments, as well as to pay for periodic involvement by maintenance companies will need to be pursued.

SILHOUETTE SCULPTURES/EARLY AGRICULTURE

The proposed homage to the original German settlers and their agricultural pursuits through public art builds on the vocabulary of the silhouette sculptures used on the I & M Canal Trail. As has been discussed regarding strategies for other agencies, being that the Cal-Sag Trail is within the I&M Canal National Heritage Corridor, there is value in taking this vernacular and incorporating it where appropriate. The sculptures of farmers at work would be located at the linkage of the District's Dolton Avenue Prairie pathway with the Cal-Sag Trail. They would be accompanied by interpretive signage conveying the story of the agricultural origins of Calumet City. The conceptual images of the silhouette sculptures are shown below. These would have to be advanced by an artist experienced in metalwork to ensure structural stability and longevity for the elements.



RESTORATION PLAN FOR TRAIL ALIGNMENT

VILLAGE OF BURNHAM

The portion of the Cal-Sag Trail within the Village of Burnham is relatively short – just over one mile. The alignment links with the Calumet City portion to the west, at Blackburn Park, and courses through the Village eastward to the Trail’s eastern terminus at the Burnham Greenway. The alignment passes through single and multi-family residential land usage, as well as commercial corridors, including Torrence Avenue and State Street. The Burnham Public Meeting resulted in several potential projects to be further advanced in the Development Plan, and they are described as follows.

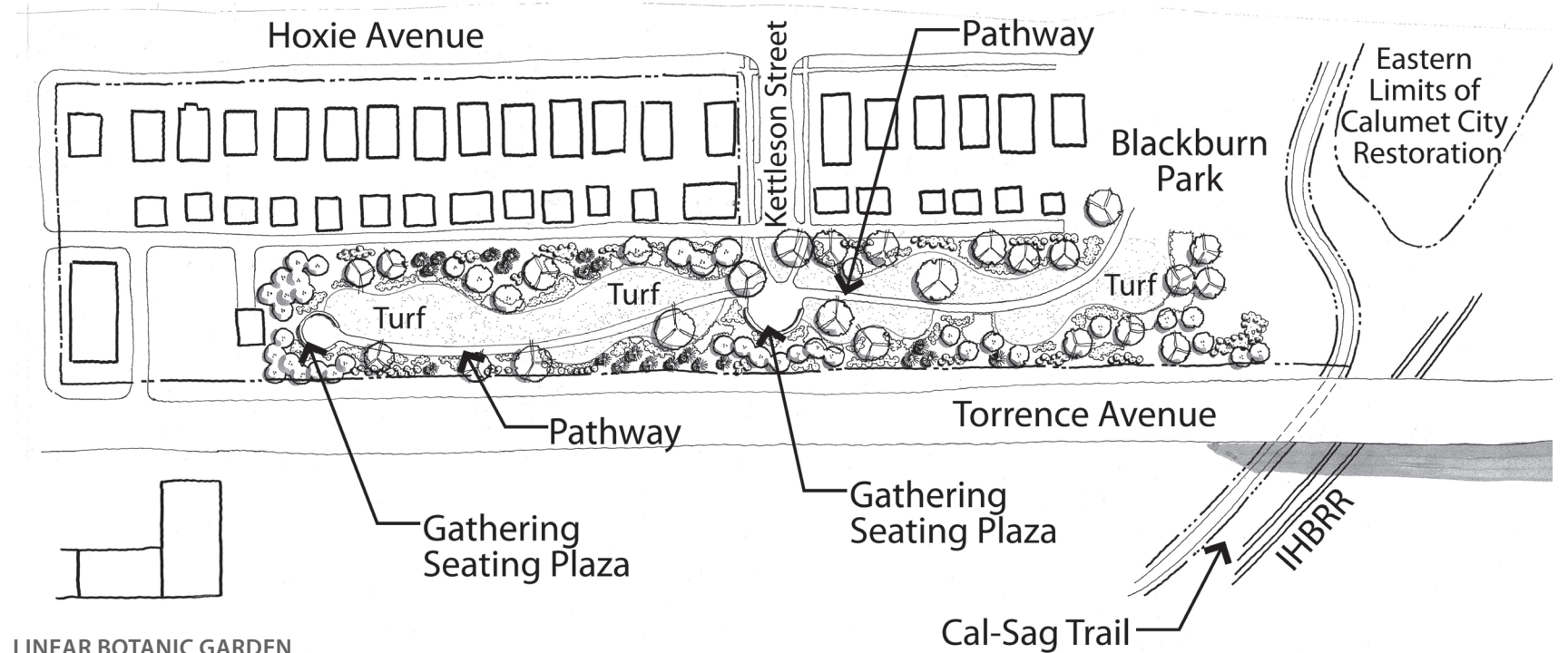
BOTANIC/DEMONSTRATION GARDEN

One of the attendees at the Burnham Public Meeting suggested a demonstration garden laid out near Blackburn Park, potentially in a linear fashion. This idea gained support across most all of the attendees. The purposes of the garden would be to showcase the ornamental species that thrive in this portion of the corridor, educate viewers, provide habitat and establish a contemplative space that will benefit residents and visitors – including users of the Cal-Sag Trail. What appears to be unique about this portion of the Corridor is that soils and microclimates may be combining to establish conditions that allow a more USDA Zone 5 vegetative palette to thrive (whereas most of the rest of the region is USDA Zone 4), resulting in trees and shrubs more regularly seen further south. Residents of Burnham and Riverdale have known this for a long time and have mentioned this occurrence regularly throughout the Project.

The proposed location is within Blackburn Park, ComEd rights of way, just west of the embankments of the Torrence Avenue Bridge. The play area would remain essentially unchanged, although much of the play equipment and surfacing could be a candidate for replacement. There are areas to add ornamental landscaping, remove invasive species and plant native grasses and forbs within the ComEd right of way where invasive Phragmites has become established.

The landscape program would propose plantings of shade trees, ornamental trees, evergreen trees, large and small deciduous shrubs, native grasses, perennials and groundcover massings. A compacted granular path (potentially upgraded to a hard paved surfaced) forms a loop, punctuated with two or three small gathering areas. These gathering areas are similar in design to those which have been used throughout the Cal-Sag Trail to reinforce the message and brand of the Trail. Interpretive and regulatory signage are envisioned within the garden space. The play area and gardens would be experienced not only by users of Blackburn Park, but also by Cal-Sag Trail users as the Trail would be adjacent to the northern edge of this project area.

Visibility into the area from adjacent homes is fair presently, mostly constrained by the relatively small number of these homes. From the perspective of safety, and a user’s perception of the area, it is important that the massings of plant materials, particularly the large shrubs and ornamental



LINEAR BOTANIC GARDEN

trees (when in juvenile form) do not act as visual screens and obscure both long and short views. The conceptual design for the garden area, seen below, has been developed with safety in mind, along with an educational and contemplative purpose.

Funding the ornamental landscape and the restoration work as well as upgrades to the playground may qualify for funding of up to 50% of approved costs through the IDNR OSLAD grants. As Burnham is within the core area of the Millennium Reserve, and due to that area’s importance in the eyes of IDNR at the current time, the opportunities to achieve funding for these upgrades may never be stronger. However, funding from stakeholders in Burnham and Calumet City, as well as through the Friends’ Capital Campaign will be necessary to match funding received from an OSLAD grant.

Blackburn Park is maintained by the Calumet Memorial Park District. Park Districts are typically not well-suited for maintaining purely ornamental landscape programs so cooperation with a local garden club, augmented by a professional contractor to apply periodic amendments should be pursued. Youth Conservation Corps and Green Corps programs are being developed through the aegis of the Millennium Reserve and will likely be held at the nearby Ford Ecology Center. Trainees from these programs could be used for ongoing maintenance for the linear botanic garden. Some minor supplemental funding should also be pursued to fund ongoing costs for supplemental services and periodic plant replacement, as needed.

BURNHAM VILLAGE GREEN

Another topic that arose at the Burnham Public Meeting was the development of a Village Green. Attendees were initially divided between thinking of this civic space being located near Blackburn Park or near the Village Hall. Ensuing dialog covered the notion that a Village Green was, more often than not, located near the Village Hall or near other civic buildings. As there is open space immediately adjacent to the Village Hall, it was determined to further refine ideas for a Village Green in this area. The Village Green would be a hosting space for civic events that lend themselves to being held outdoors and would also be the site for a Veteran's Memorial, another stated wish of attendees at the Burnham Public Meeting.

The conceptual plan for the Burnham Village Green, shown below, incorporates the entire block of open space west of the Village Hall. The large cottonwood trees, remnants of pre-settlement times, will need to be removed and replaced with new shade trees. The ground plane would be leveled and a circular walkway, bordering sidewalk and ceremonial plaza, of cast-in-place concrete, would be installed. At the ceremonial plaza, a memorial to Burnham veterans would be designed and installed. Landscape, a trio of flagpoles, urban furnishings (including benches, receptacles, bike racks, etc.), and possibly an irrigation system would be installed to complete the project. Pedestrian lighting and uplighting for the flagpoles may be considered as an alternate, adding between Sixty-five and Seventy-five Thousand Dollars to the estimated cost.

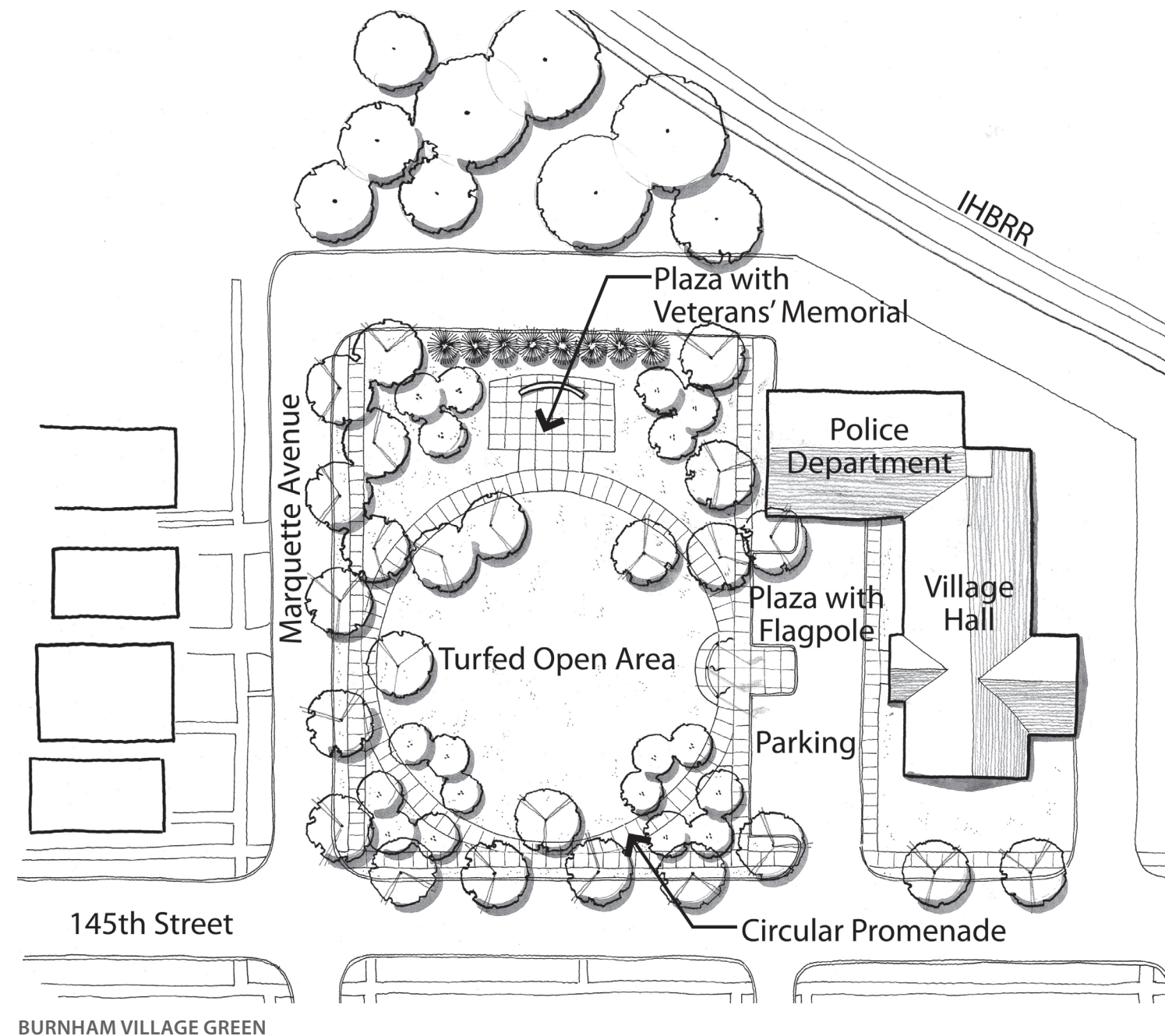
The existing children's play area would need to be relocated and there are three potential relocation areas nearby: east of the Village Hall, north and west of the Police Station access drive, or in the northwest corner of the redeveloped Village Green.

Pedestrian lighting and up-lighting for the flagpoles may be considered as an alternate.

PROGRAMMATIC OPPORTUNITIES

Beyond the projects listed above, there were other various programs and strategies which were identified by residents and stakeholders of Burnham. Many of these programs will need to be organized and led by some administrative entity, either as part of the Village of Burnham, the Calumet Memorial Park District, other jurisdictional entity, or through a civic organization which, through negotiations and agreement, has indemnified the municipality.

- Restrooms, benches, drinking, fountains, shelters
- Trailhead at Blackburn Park
- Lecture series focused on healthy lifestyle choices
- Nature-related activities (especially birding)- strengthen connectivity to Burnham Prairie in support of this goal



MULTIPLE COMMUNITY PROJECTS

There are candidate projects whose limits and scope span the geopolitical boundaries of the individual agencies, and yet possess a value and an ability to meet the goals of the Cal-Sag Trail's commitment to greater economic development, enhanced environmental conditions and improving aspects related to quality of life. It should always be noted that these goals are consistent with those of Go To 2040, the regional plan developed by the Chicago Metropolitan Agency for Planning (CMAP).

THE CAL-SAG HISTORY PROJECT

Perhaps no greater need exists than that related to keeping the history of the Cal-Sag region alive and accessible. The stories of its geologic origins, wildlife, aboriginal peoples, waves of Anglo settlement and subsequent migrations, patterns of land usage, industrial phases, socio-economic challenges and changes, and opportunities for the future, all interwoven with the thread of transportation is the fabric that ties these communities together. It is also becomes the draw for out of town visitors and for the promotion of the Trail. It also provides for a "landscape of meaning" which does indeed affect economic development in demonstrated and positive ways.

Several of the Corridor communities have historic societies which provide physical and digital archival information relating to their communities. Currently, there are historic societies in Palos Park, Blue Island, and Riverdale. Additionally, MWRD keeps a photographic record of the excavation of the Channel. Riverdale's Historic Society, housed in the Village's Public Library, announced in July 2011 that it would close access to its physical archives. Palos Park's Historic Society, housed in its Village Public Library, is open one day a week and is understaffed. The Blue Island Historic Society is located in the Albee House on Maple Street and the History Museum is located in the City's Public Library. However, there are competing needs at the Library, making access to the collection restricted at times. And yet, all of these organizations, as well as MWRD, have archival information that is compelling and fascinating to the history buff, the scholar and the casual observer – all of documenting a rich history that would be the envy of other communities of more recent origin.

As these challenges became known, during the period of the Public Meetings, a serious consideration of how to best address the long term viability of maintaining the historic record began among members of the Coalition and the Project Team.

In addition to the physical and digital archives, there are residents of the communities who are a strong and credible source of information. Some are amateur historians and some are members of multi-generational area families. And most of them are getting older. There are numerous organizations in Northeastern Illinois which conduct oral histories, or mentor others on how to conduct them. And there are organizations willing to fund this type of work. Riverdale reports that it has a fairly extensive collection of oral history. Palos Park Steering Committee members men-



VIEW OF THE NORTH LOCK WALL FROM FAY'S POINT

tioned that an oral history project needs to begin soon. Organizations have been at work in the area for years. Also, there are the needs of scholars

NON-COALITION COMMUNITY PROJECTS

During the performance of the work on this Project, attention kept coming back to the existing north lock structure in Calumet Park, across from Fay's Point. The Channel was widened in 1965, and the lock's southern structure was removed to allow for larger craft to navigate the Calumet-Sag Channel. However, the north wall remains, along with both head house structures. This is a critically important site in terms of telling the story of the origins of the I&M Canal and the growth of the Illinois Waterway.

Also, experience from other canal-oriented trails nationally has shown that users are especially interested in experiencing actual lock works on these waterways. Interpretive opportunities are significant here and the north lock wall may pass muster for nomination and inclusion in the National Register.

However, before that can happen, the two head house structures need stabilization immediately, particularly the roof systems. Additionally, barriers and safety features will need to be incorporated throughout the site before it can be open for visitors. MWRD will need to provide approv-

als regarding access, security, maintenance responsibilities and liability exposure. Access to this site from the Cal-Sag Trail would be northward, along Ashland Avenue, including the bridge structure over the Calumet-Sag Channel with ingress/egress north of the bridge approach on the east side of Ashland.

This may be the most significant site related to the Calumet-Sag Channel and Little Calumet River not within one of the Coalition communities. Every effort needs to be made to gain access to this site for users of the Cal-Sag Trail. Additionally, it may be useful venue for spectators and participants at the City of Blue Island's ongoing competitive rowing events.