

Project # 119

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CONCEPTUAL PLAN FOR THE LAKE CALUMET ECOLOGICAL PARK:

CHICAGO, ILLINOIS

James E. Landing
University of Illinois at Chicago, and
Director, Lake Calumet Study Committee

Prepared for the Lake Calumet Study Committee

Funds from Illinois Department of Conservation,
Nongame Conservation Checkoff Fund -

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The Lake Calumet Ecological Park: A Proposal for
Rehabilitation of Natural Resources and Urban Neighborhoods

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Part I: Introduction

In the early 19th century, as settlers began to occupy portions of northern Illinois, they found the area south of what would become Fort Dearborn, and later Chicago, a vast sea of shallow marshes, wet prairies, and exposed sand formations resulting from the turbulent history of the predecessor of Lake Michigan.

Some of these high ridges had already become well established Indian trails, and the Sauk Trail is the most well known. The old Indian routes were followed by the explorers, later by military expeditions, and finally settlers. Indian trail became road, wagon trail, railroad and, finally, highways.

Eighteen miles south of the site of Fort Dearborn near the mouth of the Chicago River lay one of the largest of these vast water prairies, known to the Indians as something that sounded like "Callamich," referring to the Indian peace pipe. English settlers eventually pronounced the word "Calumet" and that area of Illinois has been referred to by that name ever since, and it was adopted in Indiana as well.

A branch of the Sauk Trail, coming westward from Indiana, entered the Illinois Calumet along the state line at Gostlin Street in Hammond. The trail then followed Brainard Avenue and turned sharply north at Carondelet, crossed a deep slough at what is now the Calumet River, and continued northward along Torrence Avenue, veered eastward at 110th Street but continued northward along South Shore Avenue toward Fort Dearborn. The Penn Central Railroad still follows this trail from the Illinois-Indiana state line at Gostlin as far north as 84th Street.

This route later became known to the early settlers as the Chittenden Trail and it was the only thoroughfare through that portion of the Calumet

area until the beginning of railroad building. The settlers referred to the high ground north of the low lying slough as "Indian Ridge," and somewhere near the present intersection of Torrence Avenue and 116th Street was an Indian village, but the specific site is still unknown.

Another route entered the area from Indiana at 159th Street and angled northwestward to cross the Calumet River at a toll bridge operated by the Dolton family. The trail then turned northward onto even higher ground and followed what later became State Street toward Fort Dearborn. The eastern segment of this trail was known as the Michigan City Road and the northern part of the trail was developed as the State Road. The old trail route can still be followed along the Michigan City Road through Calumet City, Lincoln Avenue in Dolton and Riverdale, north across the Little Calumet River on the Indiana Avenue bridge, and west on 157th Street, turning north onto State Street.

With one exception the ecological park proposal set forth here involves land lying between these two historical trails and north of 142nd Street, with 96th Street being the northern boundary. The proposal involves properties in the City of Chicago, the villages of Riverdale, Dolton, and Burnham, and Calumet City. Some portions of the sites are already in public hands, and the Illinois International Port District and the Metropolitan Sanitary District of Greater Chicago are major property owners. Parcels of their property are included in the ecological park proposal.

Lake Calumet was only one of several major deep water bodies that developed in the dredged pans on top of the old sand formations. Their drainage was impeded not only by a lack of gradient but by underlying beds of clay laid down during calmer periods of pre-Lake Michigan history. East of Lake Calumet was Wolf Lake on the Indiana border. Nearly twice its present

size in 1850, fill was deposited along an old shallow ridge in Wolf Lake and the area gradually divided. The western segment was called Hyde Lake and its only surviving portion lies today along the drainageway from Wolf Lake to the Calumet River. On the Indiana side east of Wolf Lake were Lake George and Berry (or Bear) lake. Only a small remnant of Lake George is left, and Berry Lake has been long gone, having been filled in.

The Calumet River, at that time, entered the state from Indiana, flowed northwestward to Blue Island (or Worth as it was known originally), then made a large loop and flowed eastward back to Indiana, emptying into Lake Michigan at Miller (now part of eastern Gary). A vast slough flowed sluggishly northward from Lake Calumet toward Lake Michigan and surveyors early recognized the possibilities of dredging the slough to connect Lake Calumet and the Calumet River with Lake Michigan. The channel was not begun until 1870, and direct water connections were developed for modern navigational purposes beginning in 1911 when the Cal-Sag Channel was dug between the Little Calumet River at Blue Island westward to the Sanitary and Ship Canal along the Des Plaines River.

Much of the area around Lake Calumet, Wolf Lake, and along the Calumet River was cat tail marsh. For nearly a century the chief activities in the marshes were hunting and fishing. After World War II the marshes became a target of the local politicians for the waste disposal industry, and are still under threat for that purpose.

There are no accurate figures for the amount of wetland associated with the Calumet marshes at settlement time, but the area shown on old maps that appear to be in marshland formations totalled at least 22,000 acres in the area involved in this proposal and eastward to the Indiana state line. Of this 15,000 were in what is now the City of Chicago, and 3,000 in Burnham,

Dolton, and Calumet City. The amount on the Indiana side is unknown, but it probably equalled that in Illinois.

Industry, railroads, dredge spoils, and garbage dumps, have been the major intrusions into these 22,000 acres of water surfaces. The intrusion has been so extensive that only 500 acres are left. Despite this paltry quantity, the reputation of the area as a prime hunting and fishing ground still exists. Despite the almost total obliteration of the native landscape, and despite the incredibly high level of pollution to which the area has been, and still is, daily subjected, the wetlands remain ecologically viable. The proposal set forth in this report is designed to promote ideas as to how the remaining ecological wetland units may be re-integrated into the proposed ecological park in a manner that will promote the possibility of future sensible economic expansion, enhance both the quality and stability of the adjacent neighborhoods, and promote cheaper and more environmentally safe methods of waste disposal.

Since the proposal that follows is designed only to promote the conceptual idea of a Lake Calumet Ecological Park, many issues are not dealt with here. The economic possibilities are not explored. The liability issues related to privately polluted areas being developed for public use are not explored. The manner of transferring the land in private hands to public use is not explored. The possibilities of ending the waste disposal in the area have not yet appealed to local politicians.

These unexplored issues are more properly left for a comprehensive feasibility study which could deal exhaustively with the gaps between a park proposal and a park reality. The conceptual proposal for an ecological park is presented here. A feasibility study would be the next logical step and it is recommended.

Part II: General Characteristics of the Ecological Park Area

Part IIA: General Description of the Ecological Park Area

The area involved in the Lake Calumet Ecological Park is located in the Calumet River watershed in southeastern Cook County and involves land located in the municipalities of Chicago, Dolton, Calumet City, and Burnham, the largest portion being in the City of Chicago, primarily in the 10th Ward although some parts occupy land in the 9th Ward.

Historically, the area is relatively flat and low, poorly drained, and much of it remains under water. The surface has resulted from processes related to the stages of development of the predecessor to Lake Michigan, what is known as the Tolleston stage of lakefront development, which occurred some 10-12,000 years ago. Lake Michigan, at that time, was at a mean level of 600 feet above sea level (about 20 feet above present), and all of the land involved in the ecological park was under water. The resulting surface that developed following the period of Tolleston age consisted of wind formed dunes, beaches and beach shingles, off-shore bars, spits and similar under water sand formations. These various formations entered Illinois from Indiana north of 159th Street in Hammond, then gently arc in a curve northward toward the Loop, east of State Street. Because of their much higher elevations the Blue Island Moraine and Stony Island Ridge created some minor alterations in this pattern as lake currents were disrupted at these points.

At the time of settlement this area was practically all cat tail marsh with a series of parallel ridge-like higher areas represented by sand dunes, large sand bars, and spits. Just north of what eventually became the southern boundary of Chicago (138th Street) these ridge structures tended north to south and cut off several extensive areas of deep water marsh that became

known as (from the west) Lake Calumet, Hyde Lake, Wolf Lake (at the Illinois-Indiana boundary) and in Indiana, Lake George and Berry Lake (also referred to as Bear lake on some maps). These lakes, their surrounding areas, and the marshes associated with the Calumet River, became known collectively as the "Calumet marshes."

The chief transportation routes followed the high sand ridges. One, entering from Hammond, the Michigan City Road, ran northwestward to what became Dolton, then northward along what would one day be State Street. Another, less used, the Chittenden Trail, entered Illinois at about 135th Street, passed northwestward to what became Hegewisch, thence north to the lakefront. Those higher ridges became, shortly after, the localities of the major railroads, the Illinois Central Gulf west of Lake Calumet, the Pennsylvania following the old Michigan City Road route through Dolton then northward parallel to the ICG. The New York Central entered Illinois following the routes adjacent to the beach area at the time of settlement.

With the development of the railroads and the building of embankments so that they could be set above the marshland, was also begun the process of drainage disruptions, filling and alteration that has so characterized much of the area ever since. Within a few years after the railroad era began, more were constructed between Lake Calumet and Hyde Lake, between Hyde Lake and Wolf Lake, and an extensive switching district was developed at the north end of Lake Calumet along the southern edge of the Stony Island Ridge. This enabled cars to be moved between the NYC, Penn., and ICG rail lines.

In 1869 the Calumet and Chicago Canal and Dock Company was created to develop the drainage outlet along Lake Michigan just northeast of Lake Calumet and north of Wolf Lake. Frequently closed by bars and drifting sand this outlet was an ephemeral feature. Original surveyors had, at one time,

proposed this low lying area, from Lake Michigan southward to Lake Calumet and the Calumet River at Riverdale to become a major canal, the route from Riverdale following the Sag westward to the Des Plaines River. To facilitate its work, the company began dredging a ditch in 1870 from the Calumet River northward to Lake Michigan at about 91st Street. Wolf Lake was then connected to Hyde Lake which was connected to the new ditch at about 122nd Street. On the west side of the ditch Lake Calumet's southern edge was connected to the ditch as well. Thus a vast drainage network was created to help drain Lake Calumet, Wolf Lake, Hyde Lake and their associated marshes into Lake Michigan. Since the gradients were very shallow only the highest ground was adequately drained and filling was the major mechanism for "reclaiming" (a strange term still used) the marshes for development. As the dredging of the canal ditch was continuing the new channel became known simply as the "Calumet River." The other segments remained as the "Grand" and "Little" Calumet Rivers, respectively.

From that point in time to the present, incremental filling has diminished the marshland to a little over 500 acres from the original estimate of 22,000 acres of Calumet Marsh on the Illinois side of the border.

Major changes in addition to incremental filling were the extension of the upland area into Lake Michigan which eliminated all natural shoreline, the development of major links in the national highway system after WWI and the Interstate Highway System after WWII, the filling of the northern third of Lake Calumet by the City of Chicago as a garbage dump, the elimination of most of the northern portions of Hyde Lake by the development of Republic Steel, and the development of a Nike base which severed the drainage connections between Wolf Lake and the marsh at the Eggers Woods Forest Preserve.

Major structural changes were made in the area's drainage system with the

development of the Cal-Sag Channel, which began in 1911, and the construction of the O'Brien Lock and Dam in 1964. This latter development Directed the Grand Calumet and Little Calumet rivers permanently into the Gulf of Mexico watershed except at high water time when the locks are open. It was larger and more efficient than its Blue Island predecessor.

Part IIB: General Description of the Residential Communities in the
Ecological Park Area

- (1) Hegewisch
- (2) South Deering
- (3) Pullman
- (4) Riverdale

(1) HEGEWISCH

The community of Hegewisch occupies the extreme southeastern section of the City of Chicago. The Indiana border lies at the eastern edge of the community. Hegewisch consists of four well defined neighborhoods: Hegewisch proper, west of the railroad tracks along Green Bay Avenue and north to 130th Street; Avalon Trails north of 130th Street; Arizona, east of the railroad tracks; and Island Homes, a trailer court on 134th Street near the Indiana state line.

The old sand formations trend northwest-southeast in the Illinois-Indiana state line area, and all of the Hegewisch community occupies these sand formations. The northern expansion of Avalon Trails was held in check by the remnants of Hyde Lake, an area most visible along So. Carondelet Avenue near 127th Street. Drainage in this area is primarily into the Calumet River through a ditch emanating at Wolf Lake and entering the river about 122nd Street. Northern Avalon Trails and Island Homes border Wolf Lake on the south, and other remnants of Wolf Lake can be found just south of Island Homes on both sides of the state border, and in the marshy areas of the north end of the Powderhorn Marsh Forest Preserve. The only portion of the community of Hegewisch in which residential areas are in proximity and adjacent to a part of the ecological park is that area where the remnant of Hyde Lake borders the

northeastern area of Avalon Trails.

The Hegewisch Marsh and the O'Brien Lock Marsh also lie in the community of Hegewisch but both occupy area west of Torrence Avenue, adjacent to the O'Brien Lock and Dam, which has never been developed, although much of the dredge spoil from the Lock and Dam construction area and from the alteration of the course of the Grand Calumet River was placed on the southern end of the Hegewisch site, making the area more of a wet meadow and mesic woodland than a cat tail marsh.

(2) SOUTH DEERING

The community of South Deering lies north of Hegewisch and contains the entire expanse of Lake Calumet and the existing marshes west of Torrence Avenue and north of 130th Street, with 95th Street being the northern border. Only the extreme northeastern and northern areas have become developed. The neighborhoods in South Deering are Slag Valley, the historic nucleus of the area, Irondale (known to some Chicagoans as Trumbull Park), Memorial Park, and Jeffery Manor.

What is now South Deering is a considerably larger area than originally in history. The community was centered around the steel mill at 109th and Torrence and was known as Cummings, after J.C. Cummings who was President of the N.Y. Central Railroad and also operating officer of the Calumet Iron and Steel Company which later became the now defunct Wisconsin Steel Company

The historic community occupied the high ground along the west margin of the slough that was ditched in the 1870's to become the Calumet River. Shortly thereafter settlement began in Slag Valley due to construction related to dock building at Calumet Harbor, and also in the early 1870's at Irondale, around 109th Street west of the river to be near a new steel mill and iron works. The marshes of the area were generally recognized as a hunting and

fishing paradise and were frequented by persons from a wide area. The tradition of free access to this area for hunting and fishing was maintained in 1937 when the City Council approved an ordinance allowing legal, licensed, in-season hunting along the shore of Lake Calumet, the Calumet River, and Hyde Lake. Continuous abuses of the ordinance are still staunchly supported by the local politicians despite the enormous urban development in the area which has made the 1937 ordinance archaic. Much of the negative image associated with the Lake Calumet area can be attributed to the widespread illegal and legal dumpings, firearm abuse, and general political neglect of the open space areas in South Deering, and there seems little reason to believe that local political influence is interested in offsetting this negative aspect. As a result, the public image of Hegewisch and South Deering is of an underdeveloped area with heavy concentrations of toxic wastes, hazardous wastes, the nation's largest conglomeration of garbage dumps, and obsolete and archaic steel and chemical plants, all producing a pall of air pollution, water pollution, and land degradation that would not be tolerated in other sections of Chicago. This backwater of neglect and political indifference, suprisingly enough, ranks in the top 10 Chicago neighborhoods in income, providing an eloquent testimony to the current economic stagnation of Chicago as a center of opportunity.

The development of a railroad from Hammond, Indiana to Irondale and connecting with the ICG at Burnside in the 1880's was the first massive intrusion into the body of Lake Calumet and severed the northeast area of the lake from the main body. This disconnected portion remains open space yet today and is one of the ecological areas known as the Van Vlissingen Prairie. The railroad embankment also severed the marshes lying between Hyde Lake and Lake Calumet and these remnants are the ecological area known as the Indian

Ridge Marshes and lie along the west side of Torrence Avenue from 116th Street southward to the Calumet River. The development of a railroad spur line along the eastside of Lake Calumet in the 1920's to reach the site of a sand quarry (Sand Lake, near what would now be the intersection of 116th and Stony Island Avenue) marked the beginning of large scale elimination of the Calumet Marshes lying along the east margin of the lake. Filling in the railroad yards eliminated all but the more lowland area known as Railroad Prairie. The Big Marsh was isolated by the development of another rail spur and the dumping of slag along its southern margins. The area between 116th and 122nd Streets was eliminated and has become a large garbage dump complex operated under the guise of "reclamation" projects by Paxton Landfill Company and Land and Lakes Company. The northern third of Lake Calumet became a garbage dump operated by the City of Chicago, and the area south of 122nd Street north of the Calumet River became a depository of river dredge spoil, thus severing the area known as Deadstick Pond and Heron Pond. Port Authority development along the southeastern portion of Lake Calumet has considerably altered that area of the lake.

This continued incremental filling has left very little of the Calumet Marshes in South Deering. The largest remnant, the 190 acre wetland known as the Big Marsh, is one of the finest. Others remaining in South Deering are the Van Vlissingen Prairie, the Railway Prairie, Lake Calumet (the northeastern quadrant), the Indian Ridge Marshes, Deadstick Pond, and Heron Pond. The viability of the ecological park requires the maintenance of all these remnants.

(3) PULLMAN

The development of the area bordering Lake Calumet on the northwest is associated with three major historical periods. First was the building of the

ICG which was developed along the sand ridges of the area; second was the development of Pullman, the company town of George Pullman, on land east of the railroad and between 103rd and 115th Streets; third was the implementation of the national highway system after WWI, which resulted in the placement of US 330 as a major route through the Calumet region, along the western margin of Lake Calumet (former US 330 is now known as Doty Avenue East, and is the east frontage road for Interstate Highway 94). Incremental filling of the Calumet marshes associated with these developments has eliminated all remnants of the previous condition. The only legacy that is visible is the drainage ditch found just north of 111th Street which not only served as a drainageway for the central Pullman area but as a boat slip and dock area at one time.

There are no ecological areas in the Pullman region, although the Pullman Historical District is certainly an area compatible with the ecological park proposal.

(4) RIVERDALE

The portion of Chicago known as Riverdale attributes its early history to the wagon road that entered Illinois from Indiana at Hammond near 159th Street, and followed the Michigan City Road to Dolton, a small village located south of the Calumet River at the intersection of three railroads. That portion of the Michigan City Road now lying in the village of Dolton and Riverdale is known as Lincoln Avenue.

From Dolton the wagon road led north where it crossed the Calumet River (along what is now Indiana Avenue) from where it passed to the higher sand ridges along Michigan Avenue and State Street (the State Road) which led through Roseland, South Englewood, and into downtown Chicago. The area on both sides of the Calumet River when the bridge was built became known as Riverdale.

The area north of 138th Street and east of Indiana Avenue was annexed to Chicago in 1889 as part of the large Hyde Park Township Annexation and has been known as the Riverdale community. The area not annexed lying south of the river was later incorporated (1892) as the Village of Riverdale. The only developed portion at that time was what is known today as Maryland Manor.

The area lying between 115th Street and 119th Street has been extensively developed, largely resulting from impetus provided by the industrialization of Pullman. South to 130th Street has become a massive water and sludge treatment area covering some 500 acres. This area lay just north of the sewage "farms" developed by the Pullman Company. Just west of the north edge of this property is a 15 acre area known as the Kensington Marsh which resulted from mitigation between MSDGC and COE for a permit to develop another sludge pit north of 130th Street just north of the Eden Green neighborhood.

South of 130th Street are the residential neighborhoods of Eden Green, Altgeld Gardens (an early CHA project), and the much older Maryland Manor, which, as recently as 1986, did not have access to Chicago water lines. East of the residential areas, which are bordered on the south by the Little Calumet River, is Beaubien Forest Preserve, controlled by the Cook County Forest Preserve District. The park is used primarily for fishing on Flatfoot Lake which was dug out to provide dirt for embankment for 194. The area is occupied by much land covered with dredge spoil from the Little Calumet River.

The Kensington Marsh and Beaubien Forest Preserve are the only ecological areas in the Chicago community of Riverdale.

Part III: The Ecological Park Proposal Detailed Descriptions and Recommendations for the Individual Sites of the Ecological Park

- Site 1: Van Vlissingen Prairie
- Site 2: Railroad Prairie
- Site 3: Old Municipal Dump
- Site 4: Lake Calumet Beach
- Site 5: The Big Marsh
- Site 6: Indian Ridge Marsh (Site 1)
- Site 7: Indian Ridge Marsh (Site 2)
- Site 8: Heron Pond
- Site 9: Wisner's Flats
- Site 10: Deadstick Pond
- Site 11: Hegewisch Marsh
- Site 12: O'Brien Lock Marsh and Whitford Pond
- Site 13: Burnham Prairie
- Site 14: Hyde Lake
- Site 15: Beaubien Forest Preserve
- Site 16: Kensington Marsh
- Site 17: Paxton Landfill Dump
- Site 18: Land and Lakes Company Landfill Dump
- Site 19: CID, Inc. Landfill (or Dutchman's Slough) in Chicago
- Site 20: CID, Inc. Landfill in Calumet City and Burnham
- Site 21: Dolton Dumps in Chicago
- Site 22: Dolton Dumps in Dolton
- Site 23: Cottage Grove Dump
- Site 24: Calumet Industrial District
- Site 25: Calumet Incinerator Plant
- Site 26: Norfolk and Western 103rd Street Railroad Yards
- Site 27: Irondale Slag Flats
- Site 28: Big Marsh Slag Flats
- Site 29: Lake Calumet
- Site 30: Heron Woods
- Site 31: Eared Grebe Marsh (not in mapped area)

Site 1

VAN VLISSINGEN PRAIRIE

At the time of settlement the Van Vlissingen Prairie was a marshly extension of the north end of Lake Calumet. On the west and east margins there were exposed sand formations, the western one becoming the route of the Illinois Harbor Belt Railway and the eastern becoming the site of Marionette Manor and Jeffery Manor.

There was no known settlement in the area until proposed development of the Illinois Central Gulf Railroad and talk of the development of a harbor at Lake Michigan and Calumet. Between 1850 and 1860 much of the land was acquired by Sen. Stephen A. Douglas for speculative purposes. By 1870 the Chicago School Board had acquired 80 acres (the site is presently being developed into a CTA barn), and other owners were J.B. Chandler, H.M. Zearing, J.H. Bowen, E. Anthony, and a Gregory family. With the development of appropriations for the Calumet Harbor in 1869 much of the property was acquired by the Calumet and Chicago Canal and Dock Company which dredged the slough from the lake to the Little Calumet River. Lake Calumet was intercepted at two points along the Calumet River, at 110th Street and just north of the confluence of the Grand Calumet River.

Plats were filed in the eastern section of the Van Vlissingen Prairie area in the early 1980's, and some homes were built for factories near the corner of what is now 103rd and Torrence. It was not until after WWII that the areas known as Marionette Park and Jeffery Manor were developed. During the Second World War the Chrysler Corporation operated a truck plant on the Van Vlissingen Prairie but all remnants have been removed except for some shallow areas of old pavement.

Site Characteristics

The Van Vlissingen Prairie consists of an ephemeral cat tail marsh at the northern margin, the bottom of which is only several inches deep at the wettest extremes. Drying is not uncommon, leaving the mud flats exposed and caked. Even were it to remain inundated the extension of vegetative growth would choke the area within a short time.

Between the marsh and 103rd Street are several other shallow pans that are intermittently flooded, surrounded by mesic plants, gradually being replaced by old field and cottonwood vegetation along the higher peripheries, especially the east margin. A baseball field occupies the extreme southeastern portion of the site; an alley parallel to the west side of Van Vlissingen Road forms the eastern margin and the railroad embankment extends the length of the western border.

The following recommendations are made for the Van Vlissingen Prairie to take the fullest advantage of its site characteristics and integrate its advantages as open space into the surrounding community with maximum advantage.

Suggested Usage

Parcel A: The area south of a line representing the extension of 102nd Street west of the present baseball field south to 103rd Street, which is a major street in the area, will be developed into a maximum use recreational facility, thus integrating this type of recreation into the existing pattern created by the baseball field. A childrens' playground area, a picnic area, and a small shelter will be constructed, along with additional recreational facilities such as more team sport facilities, soccer and football especially, and an additional public access baseball site. A parking area will be located in the southeastern corner which would integrate the parking for the baseball

field. Including the present ball field there would be .61 acres developed.

Parcel B: A 40' frontage along the public alley between 97th Street and 102nd Street will be developed into a series of garden plots, with assignments made in the manner that they are elsewhere in the City in similar projects. This will recreate one of the features for which the general Lake Calumet area was once famous, truck gardening. This would represent a 3,330 foot frontage 40' deep, or a little in excess of 3.0 acres.

Parcel C: The wetland area will be enhanced by shallow dredging of several inches from the extreme northern section of the property to a point approximating 102nd Street. This shallow dredging will prolong the life of the northern marsh and add additional shallow wetland at the central and southern margin to what is now a very ephemeral water retention area. This slough should be dragged annually to keep growth at a minimum and to enhance the area as an alternative to migrating shorebirds, which the extensive mudflats now offer. The wet margins will be returned to wet prairie plants and the higher, drier margins will be developed into an open "park" regime, with dry prairie grasses being interspersed with "parks" or "groves" of compatible, native, trees. A red cedar planting will be developed along the northwestern corner of the site.

A prairie footpath will be laid out immediately parallel to the garden plots, the north end of the project, and returning via the railroad embankment on the west and closing the loop along the recreational area in the south.

Parcel C would be a minimum access non-intensive use area designed to provide and maintain open space as an ecological area. Parcel C would have a total area of c. 96.9 acres.

The development of the Van Vlissingen Prairie would result in the following land use allocations.

INTENSIVE USE

A-Garden Plots, 3.0 acres

B-Recreational and family use .61 acres

NON-INTENSIVE USE

C-Wetland and Prairie 96.9 acres

Total acreage 100.5 acres

Development Problems: The Van Vlissingen Prairie is relatively clean property for the Lake Calumet area. This is facilitated by the relative close proximity of a stable residential community as well as ownership by a firm desiring to keep the area open for maximum, large scale enterprises. There has been some illegal dumping, there are some abandoned auto shells, and rubble piles. Considering the acreage involved this aspect is at a small scale. Some abandoned brush pile areas could be left in site pending the planting program development. Cleaning the rubble from this area would not be a formidable task.

Site 2

RAILROAD PRAIRIE

The Railroad Prairie, some 150 acres of which will be enhanced as wet prairie, lies south of 103rd Street, extends south to 110th Street, is bordered on the east by the Norfolk and Western Railway switch yards and on the west by the City of Chicago's old municipal garbage dump and incinerator plant. The three large smokestacks of the incinerator plant, now obsolete and not in use, have been a characteristic feature of the Chicago pollution landscape since the mid 1950's.

The Old Indian Treaty Boundary of 1833 intersects the property, and the Indians were expected to vacate the area to the north as the corridor was desired to create a safe area along the margin of the Illinois and Michigan Canal. In 1851 the Indians Aub-e-naw-bee, Togah, and Krum were still property owners south of the treaty boundary just south of what is now 95th Street and the Calumet River. A Woodman family was already a landowner near the south margin of the property.

At settlement time the entire area was a portion of Lake Calumet, with a rise to the east toward a sand ridge that was occupied by the old road. The present paved road that serves the employees of the railroad yards on the site marks the approximate location of the northeastern margin of historic Lake Calumet. As testimony of its low lying nature the entire property was flooded in October, 1954, except for the beds of the railroad tracks themselves.

Senator Douglas seems to have acquired the water front property during the 1850's and the eastern portion was owned by the estate of J. Carnay, but it was disposed of by his estate so that, in 1870 it was owned by the Ingraham and Wisner families. The Wisner's also filed a plat for a subdivision south of 122nd Street, all of which was marshland at the time. The extreme southern

margin of the property had been platted into an 8 block area known as Langley's Subdivision, and a railroad to connect the ICG right of way with Hammond and points south was being proposed. Langley's Subdivision was to be adjacent to the new railway, but no residential development of that site ever took place.

By 1886 what are now the Illinois Harbor Belt Railroad and the Norfolk and Western Railway were constructed and the right of way crossed the northeastern corner of Lake Calumet and bisected the railroad property. On the east one set of tracks followed the Yates Boulevard right of way and another the Torrence Avenue right of way, where both remain. Originally the tracks were on trestles in part of the area because of the water levels but with incremental filling the tracks are now at grade level. A massive overpass was constructed at 103rd Street to pass over the tracks and from atop the viaduct one commands a reasonable view of the entire area in all directions.

The railroad yards and associated buildings like a roundhouse, offices, and shops, are the only developments on the site, the western part remaining entirely open.

During the Jane Byrne administration it was proposed to extend Stony Island southward from 103rd to the Calumet River as a six lane "urban aid" highway with funds from the U.S. Highway Administration. This plan was so patently absurd that even the business community came out against it. The plan was dropped but there still exists the possibility that a two lane pavement could still be constructed. Since the Lake Calumet Study Committee views this development as economically wasteful and a severe threat to the future integrity of the proposed ecological park it recommended that the proposed Stony Island extension be abandoned in favor of an overpass over the

N&W Railway on 122nd Street. Otherwise, a linear paving of Stony Island for 2.5 miles would have to be constructed, along which only garbage dumps have been proposed as a form of land use.

Site Characteristics: The Railroad Prairie is a relatively flat site with several small pans that are quite wet after rains. A drainage ditch running south keeps water levels below a flood level, but water levels could be managed through the ditch. A gravel road which sits several feet above the low ground bisects the area and should be maintained, although it could be breached with culverts to allow water levels on opposite sides of the road to maintain a common surface.

Suggested Usage: The Railroad Prairie, because of its somewhat isolated location and past history would be developed as a wet prairie area and a slough will be developed along a NW-SE axis to approximate the original at time of settlement. The enhancement of the prairie-upland may attract upland sandpipers who nested there as recently as 1979.

Development Problems: Major problems with the Railroad prairie consist of two unrelated factors. The first, water levels, emanates from the fact that, at water levels that are too high the switching yards of the railroad become inundated, thus prompting complaints. The second problem is a result of a good deal of indiscriminate dumping of various materials across the site which would have to be cleared off and carted away. The water level problem can be carefully controlled if a management plan is developed and implemented. The Railroad Prairie was designated a natural area of Illinois by the Illinois Department of Conservation in 1979.

Non-intensive use:

wet prairie - 150 acres

Intensive Use: - 0 acres

Site 3

OLD MUNICIPAL DUMP

The old municipal dump located at 103rd and Doty Avenue lies directly south of the Calumet Incinerator Plant. For nearly 20 years the City of Chicago utilized the site as a dumping grounds for garbage and refuse. As a result the elevations are nearly 60 feet above grade level, reaching 635' above sea level in some areas upward of the more general 580' of the surrounding area.

The dump lies entirely in what was a portion of Lake Calumet, thus the resulting activity has obliterated all natural features of the historic landscape. The present surface is being sealed with a layer of Sanitary District sludge, the resulting slopes eroding badly and sludging the adjacent areas. A ditch has been dug around the area to intercept the damage but the problem still remains. Along the western and southern margins of the dump area the MSDGC has initiated a series of plantings, with no apparent relationship to the long range plan for the area, which is not developed. There have been rumors of a golf course and a park, but nothing has been confirmed.

Site Characteristics: The dump is an undulating upland with gentle slopes. Its chief characteristic is open space since not a single structure or utility apparatus occupies the site at any point although the police auto pound is in the extreme northwestern area. The site is entirely man-made and recent, bearing no similarity to its historic background.

Recommended Usage: The Old Municipal Dump will be divided into three distinct areas for development. A 100 acre strip across the southern margin will be enhanced into a vegetative buffer zone with prairie on the lower slopes and valleys and hardwood zones and red cedar groves on the uplands.

This area will be designed for maximum wildlife attraction and will serve as a buffer between Lake Calumet. The red cedar planting will provide owl cover since the area is known as a site for a number of species of both nocturnal and diurnal owls. A single footpath will be developed on the southern margin overlooking Lake Calumet, and a shelter for winter observing.

The remaining acreage of the old dump site will be developed into a recreational area with golf facilities occupying the middle section and parking and family recreation located in a 75 acre section in the northwest corner of the site.

Development Problems: the sludge covering contains heavy metals in dangerously large quantity.

Intensive use - a 75 acres for family recreation and parking
b 125 acres for golf and other active recreational
use

Non-intensive use - c 100 acres for wildlife habitat

Site 4

LAKE CALUMET BEACH

Site 4 consists of the water surface of Lake Calumet north of the present northern dike (c. 114th Street), and east of a north-south line extending from the point where the Old Indian Treaty Boundary intersects the 110th Street right of way (undeveloped). The adjacent uplands are included on the east to the Stony Island Avenue right of way (undeveloped) and on the north to the 110th Street right of way (undeveloped). In general, the site occupies the northeastern area of the present Lake Calumet, and consists of 220 acres.

Historic Lake Calumet extended westward almost to the site of the now abandoned Pullman railroad tracks. Some of Lake Calumet was filled in the 1880's during the development of the Pullman railroad car factories, and some areas were dredge for docks for barge shipping. Incremental filling has continued, for development, for a highway (US 330), for an Interstate highway (194), and continued filling in the northwest area of the present lake has reduced it to its present size. The municipal dump run by the City of Chicago totally eliminated the northern section of Lake Calumet.

The eastern margin of the site was segregated from the adjoining low marshes in the 1920's when a railroad line was run along the east side of Lake Calumet where a sand quarry was established (c. 117th Street and Stony Island Avenue). The railroad spur gave rise to the filling of areas for wagon and automobile access and, by 1929, there was an undeveloped gravel road extending nearly the entire length of the east side of Lake Calumet, and about 11 hunting and fishing shacks had been erected along the road. The plats filed for the area intended the road to be known as Chippewa Avenue, but the expected development never took place due to the continued high water levels, low elevation, and lack of drainage. The access road, today, still

undeveloped north of 122nd Street, is known as Stony Island Avenue and extends north to merge at 103rd Street with the improved Stony Island. None of the hunting and fishing structures of that era still stand, but there are isolated remnants along the west edge of 116th Street west of Torrence Avenue, and a rapidly dilapidating shack still stands in the abandoned sand quarry at Sand Lake.

Site Characteristics: The Lake Calumet Beach site is approximately 220 acres of which 180 acres are open water surface. The adjacent uplands gradually rise in elevation to the north due to the merging of the surface with the old municipal dump. The entire site will be maintained as open space with limited access. Although fishing and boating will be permitted on the lower portion of Lake Calumet none will be permitted on this site north of the dike. The upland acres will be cleared of any debris and allowed to develop a normal biological succession. This should result in water tolerant species near the margin of Lake Calumet and increasingly more upland types as distance from that margin increases.

An exception to that succession will be made along the margin of Lake Calumet where a beach of sand about 30-40 feet wide will be developed. This will be for the purpose of enhancement of shoreline habitat, one of the features for which the Lake Calumet area has been historically famed. A foot trail will descend from the old municipal dump site across the upland to the sand beach, then eastward to the property line where it will turn south to the intersection of the 116th Street right of way (undeveloped). This footpath will intersect with similar paths at three points leading eastward into the Big Marsh.

The water surface of Lake Calumet will be undisturbed except for the development of clay islands detached from the mainland for the replacement of

the gull colony which is presently located at the southern end of the lake. The present dike will be permanently detached at both west and east ends from the mainland, also to act as a catchment for nesting gulls. Artificial nesting poles will be developed on several of the islands to act as an attraction to potential nesters such as Great Blue Heron, Great Egret, and Double-crested Cormorant. The islands will also serve to attract geese and ducks, the birds which originally made the Lake Calumet marshes famous to hunters throughout the land. Since this area is designated as a prime wildlife preserve neither hunting nor fishing will be permitted and access will be limited to foot trails.

The real possibility exists that certain endangered species of Illinois such as Piping Plover and Black Tern may be attracted to the beach area as nesters. This may also attract Caspian Terns, Common Terns, Forster's Terns, and, perhaps, Least Terns. This would necessitate an abandonment of the foot trail along the beach. To be prepared for such an eventually a 30 foot observation tower will be constructed 15 yards north and 200 yards east of the present gravel road leading off the old municipal dump. The beach area would have to be patrolled intermittently to assure that gulls do not begin a nesting colony in that area. Because the area lacks woody vegetation trees and shrubs should be encouraged and developed inland of the beach.

Development problems: The Lake Calumet site is a relatively clean area, but the following should be of concern and require monitoring.

- 1) The bottom sediments of Lake Calumet are contaminated, but the extent and implications of the pollution are not yet clear.

- 2) Some debris has accumulated in the upland portion and should be removed.

- 3) Purple loosestrife controls need to be initiated.

4) The railroad spur along the east margin of the site carries hazardous waste to the incineration plant operated by Waste Management. Accidents or spills could have serious repercussions.

5) Social backwardness is expressed in the continued support for illegal shooting, hunting, beagle running and other general urban nuisance activities that preclude good game and wildlife enhancement of an urban stress site. The Lake Calumet Beach area was designated a natural area of Illinois by the Illinois Department of Conservation in 1979.

Intensive use: 0 acres

Non-intensive use: 220 acres

Site 5

THE BIG MARSH

The Big Marsh is a 300 acre site lying just east of the north end of the present Lake Calumet and south of the Railroad Prairie. The east boundary is the Norfolk and Western Railway. The 116th Street right of way (undeveloped) is the southern boundary. The entire site is about 300 acres of which 289 are owned by Waste Management, Inc. which company has pending plans to put the entire area into landfill operations handling garbage and special wastes.

At the time of settlement the area was an eastward extension of Lake Calumet, a marshland which extended eastward to what was known as "Indian Ridge," a former Lake Chicago sand bar that stood above the then water surface. The Ridge was the location of an old Indian trail that entered Illinois from Indiana along Brainard Avenue, passed north through Hegewisch, crossed the slough between Lake Calumet and Wolf Lake via a toll bridge, and continued north intercepting the shores along Lake Michigan near what is now 93rd Street and Mackinaw (this approximates turning basin no. 1 on the present Calumet River).

As early as 1851 a Woodman family had acquired property near the Chittenden Trail, which ran less than a quarter mile east of the site. By 1861 Sen. Douglas had acquired the west half and the Carnay family the east half. By 1870 the Langley Subdivision had been platted on the east margin of Lake Calumet but, since it was under water, it was never developed. The entire subdivision consisted of 8 blocks along the Paxton Street right of way if Paxton were extended. Sen. Douglas' properties had been acquired by W.S. Ingraham and H. Wisner, who plotted a subdivision further south along 122nd Street. The east portion of the property had passed from the Carnay Estate to

one P. Timmonys.

By 1870 the slough between Lake Calumet and Wolf Lake was being dredged at its north end to provide outlet to Lake Michigan and to provide water navigation to the developing facilities at Calumet Harbor. A ditch to drain Lake Calumet was dug to the Calumet River across the northern border area of the site to assist in the prevention of flooding at the community of Irondale which was attracting many workers. The Langly Subdivision was incorporated into the Irondale community and additional lots were platted. Although many lots were sold only a few were ever built on, and they were centered on what later became the intersection of 116th and 117th streets with Torrence Avenue. At that time the post office designation for the Irondale area was Cummings, named after the president of the NY Central Railroad, and there was a station in the community which served the Calumet Iron and Steel Company. This company was, in turn, purchased by the Deering Harvester Company (later to become International Harvester) and, shortly thereafter, the community adopted the name South Deering instead of Irondale. The population of Irondale, however, has always been centered north of 110th Street. It was about this time that Torrence Avenue began to emerge as a major route through southeast Chicago, being developed on fill adjacent to the NY Central railroad tracks. The height of the railroad embankment along Torrence Avenue north of 130th Street provides some indication of the height the railroads built to escape flooding in the Calumet area. Torrence Avenue took its name from J.T. Torrence who was a major stockholder in the J.H. Brown Iron and Steel Company which was responsible for the attraction of the Irondale workers. The original plant was located at 109th Street at the Calumet River, and became, in turn, the Calumet Iron and Steel Company, the South Chicago Furnace Company, the Deering Harvester Company, International Harvester, and the now

defunct Wisconsin Steel in 1905.

When the railroads were built in the early 1880's through the eastern section of the Lake Calumet area they chose these higher sand ridges, and the rails followed the ridges southward along Torrence and Yates to 131st Street where they swing southeastward into Indiana. The old Indian Trail approximates this route and, in the 1840's, a road survey was conducted along the same route.

The Indian Ridge intersected the Big Marsh site in the extreme southeastern portion, an area now occupied by an abandoned house and outbuildings, and covered with slag dumped from the steel mills. The maps of Indian villages in the area show a village or trading post somewhere in that vicinity, but its exact location is not known. It could have been further east, even east of Torrence Avenue.

As early as 1851 the property had been acquired by a Woodman family about whom nothing is known. At this time the western margin of the deeper portion of Lake Calumet extended at least 1,200 feet eastward from its present position, so the ephemeral boundary between lake and marsh was found on this site near the western margin. For the first 50 years after the founding of Chicago only hunting and fishing parties invaded the extensive marshes of the site. The first major impact came in the early 1880's with the development of the railroad which now forms the site's eastern boundary. This construction severed the marsh from those to the east and north. For another 30 years the area again remained untouched until, by 1929, an access road had been developed into the rail yards at 110th Street from Torrence Avenue and the northeastern portion of the site was used as a dumping ground for automobiles and other junk. At the southern end, using an access route near 116th Street, the Interlake Steel Company began filling the area with slag. In the

southwestern corner a sand quarry (Sand Lake) was being mined and a rail spur had been developed along the 116th Street right of way. At least nine hunting club shacks had been developed along the east margin of Lake Calumet on garbage fill and two were on the site of the Big Marsh.

Incremental filling continued on the site through the 1950's but the entire site except for the extreme southeastern area along the old Indian Ridge were flooded in October, 1954. Since then, fill has been augmented along the Stony Island right of way (the western margin) for the development of a rail spur from 110th Street south to the Calumet River. US. Army Corps. dredge spoil was deposited along the west margin of the site in the 1970's. The area to the east of the landfill was then ditched to the Little Calumet River, but this drainage was blocked in 1979 by the Paxton Landfill Company and a subsequent diversion had to be implemented into Lake Calumet just north of the blockage. The western portion of the property was covered with rubble and is now somewhat elevated but has developed a lush old field and cottonwood vegetation. The old dump on the north has been abandoned but there are considerable car bodies now hidden by other debris and vegetation. Subsidence into the marsh accounts for the apparent disappearance of this waste.

Along the eastern margin the Interlake Steel Company developed a series of sand pits and dumped debris in them when finished. Waste Management, Inc. acquired the site in 1981 and has, subsequently, cleared the pits and drained them to a sand bottom. If filled they would have a water surface level with the Big Marsh, which they intersect at the north end of the site. At the present time 96 acres at the southern and eastern margin are unsuitable for inclusion in the ecological park since the material used in the filling is relatively inert and may contain some hazardous chemicals when leached. The ecological park area will be set off by a buffer mound and the filled area

will be available for light industrial development.

Recommended Usage. The Big Marsh is one of the most ecologically viable properties in the Lake Calumet area and is the keystone of the entire ecological complex. Were it to be lost it is conceivable that the unity of the remaining marshes, tenuous as it is, would be lost. The study of the marshes by the biological team of Encap, Inc. in 1983 alludes to the ecological unity of the marshes, clearly implying that they form a mosaic which is in very delicate balance due to the continued thoughtless and inane pattern of land use development surrounding them.

It is ironic that the stability which the Lake Calumet Marshes need came about through the purchase of the major segments by the waste disposal industry, which is committed to their destruction. The resulting environmental group and neighborhood objection created a formidable obstacle not yet overcome by the industry. In the interim the marshes remain threatened but stable. The waste disposal companies ventured into these purchases at a time when they had solid support from the state and local political establishment, but discovered the effectiveness of the federal regulatory machinery when an aroused citizenry organized. As of this date, six years after the objection effort was launched, only U.S. Senator Paul Simon, of all elected politicians, has made any statement of objection to the trashing of southeast Chicago. Even the politicians who live there remain waste disposal supporters.

The larger foraging marsh birds continue to nest in the area because of proximity to adequate foraging area nearby. Although short tree nesters, they have nested in grass and cat tails in the Lake Calumet area, and some studies have revealed that proximity to foraging areas for feeding may be more important than the nature of the nesting site. The continued preference of

the herons for the Big Marsh site seems clearly to add to the evidence of the key nature of the site in cementing the ecological unity of the wetland complex.

Through most of the 20th century for which records are available the heron rookery was located along the Calumet River just north of the confluence with the Grand Calumet. The construction of the O'Brien Lock and Dam so degraded the area that they relocated in the Big Marsh in a small stand of cottonwoods in the central portion. Drainage of the Big Marsh illegally by Waste Management in the fall of 1981 resulted in the complete drying of the site through the summer of 1982. But even prior to this, high water levels covered the nesting site in 1981 and the birds could not be located. In the spring of 1982 they were rediscovered in a cottonwood grove just west of the O'Brien Lock and Dam, where they concentrated in 1983 and 1984. In 1985, with the return of normal water levels in the Big Marsh most of the birds returned. A COE study in 1985 revealed 492 nests in the Big Marsh and 139 at Whitford's Pond. In 1986 only 417 nests were found, all in the Big Marsh, none at Whitford. This was a decrease of 34% occasioned by higher water levels and less vegetative surface through muskrat activity. The continued presence of the colony at Lake Calumet depends on the maintenance of a stable site with proper water controls.

A permanent foot trail will be developed around the perimeter of the property and will intersect with trails leading east, west, north and south to assure the integral connection of the ecological park. The southernmost and central sand pits will be developed for recreational fishing and a small parking area will be developed in the southeastern corner of the site. Fishing will not be permitted in the Big Marsh. A 30 foot observation tower with a shelter at top will be erected near the northeastern corner of Sand

Lake for studying wildlife patterns in the Big Marsh.

The Big Marsh was included by the Illinois Department of Conservation as a natural area of Illinois and rated extremely high on the HEP analysis conducted by Waste Management following the return of the water levels in 1983.

Intensive use: minimal

Non-intensive use: 204 acres

Excluded: 96 acres

Sites 6 and 7

INDIAN RIDGE MARSHES

Sites 6 and 7 are relict portions of the large expanse of marshes that lay on the east side of Lake Calumet. They have become sandwiched between railroads on the east and west, further disrupted by the development of Torrence Avenue, 122nd Street, the Torrence Avenue Bridge, and other places of incremental fill. There is an extensive fill area just north of 122nd Street. An active drainageway fronts the property on the west boundary all the way from 116th Street to the Little Calumet River, a linear distance of 6,600 feet.

The history of these small spaces is similar to sites 17, 27, and 28. The original Irondale community never extended south of 110th Street except for a few buildings erected along Torrence Avenue between 116th and 117th Streets, so the entire area south of there remains undeveloped. The southern boundary is the Little Calumet River.

With the exception of some fill heaps and some incremental fill along the 122nd Street right of way this is an active and ecologically viable wetland area. A study by Wm. J. Beecher of the Chicago Academy of Sciences noted the sites as among the better marshes remaining in the Lake Calumet area, and the Encap study also found them to be excellent bird habitats.

The sites will be cleared, drainage connections unclogged and cleaned, and the wetland structures will be preserved as a wildlife and plant refuge. An observation shelter will be developed on the north side of 122nd Street facing the north marsh (Site 6), and another facing the south marsh (Site 7) at the end of a foot trail leading southward into the marsh area.

The Indian Ridge that became the Chittenden Trail through Hegewisch, Irondale, and South Chicago passed just east of these wetlands, and the old

Indian village was located near the north end. To commemorate this historic sand formation, these wetlands will be known as the Indian Ridge Marshes.

The Indian Ridge Marshes were included by the Illinois Department of Conservation as part of the national areas of Illinois in 1979 and were highly rated in the 1983 Encap report.

Intensive Use: 0 acres

Non-intensive Use: 155 acres

HERON POND, WISNER'S FLATS, DEADSTICK POND

Sites 8, 9, and 10 constitute a 270 acre tract lying between the southern Indian Ridge Marsh (Site 7) on the east and the developed portion of Stony Island Avenue on the west. The Calumet River and the entrance to Lake Calumet form the southern boundary and 122nd Street is on the north.

At settlement time almost the entire eastern portion of the property was part of Lake Calumet and the slough which passed between the Calumet River and Lake Michigan passed across the eastern portion of the property. It was all underwater but lay just west of the sand ridge and Chittenden Trail.

By 1861 the property had been acquired by both Sen Stephen A. Douglas and by William Ogden, Chicago's first mayor. By 1870 a plat consisting of 24 blocks had been filed by H. Wisner, who also owned land further north near Irondale. Although many of the lots owned by Wisner were sold development never took place.

The extensive wetland that covered the site was first degraded and divided by 1886 when the railroad was constructed along the Yates Street right of way. This is now the main line of the Norfolk and Western. Indian Ridge Marsh (Site 7) lay on the east of the tracks. The estate of J. Hunt, Mary Moulton, and N.E. Hinds now also owned pieces of land on the site. Shortly after this date, the dredging of the slough to the Calumet River from Lake Michigan was completed (by 1896), and the drainage outlet from Lake Calumet flowed into the new ditch, known today as the Calumet River, and passed across the southwestern corner of the site.

As of 1901 there had been little activity on the property other than hunting and fishing but, by 1929, fill had been dumped along the eastern margin of Lake Calumet adequate enough to reach a hunting shack. This

incremental filling had been made much easier by access to Lake Calumet across the railroad spur built to mine the sand at Sand Lake. During and following WWII the entire west margin of the site, west of the Stony Island right of way, was filled for port activity, and the southeastern corner of Lake Calumet developed as a major industrial center with the present shoreline some 4000 feet westward from its historic location. Deadstick Pond, the westernmost wetland on the property, marks the former eastward expanse of Lake Calumet, and the dredge spoil dike along its eastern edge dumped by the Corps from the Calumet River, was the shoreline. When the dike was built to keep the soil runoff from running into the wetland in the 1950's, the water levels were raised high enough to dam all the cottonwoods on the site, hence the name "Deadstick Pond."

East of the dike the corps divided the area into cells of dredge spoil, and the area lay thus until the Sanitary District, which acquired the property during the construction of the Cal-Sag Channel, decided to expand its sludge drying operations into the area in 1981, bulldozed most of the area flat and now spreads and dries sludge on the site. When dried, the sludge with its high content of dangerous heavy metals is then trucked and dumped on the Old Municipal Dump (Site 3) under the guise of providing a permanent "seal" for the dump. This is the area known as Wisner's Flats.

The extreme northeastern 40 acres of the site, adjacent to the railroad tracks and 122nd Street contains an old pit which came into being for fill when the Torrence Avenue bridge was built, a hunt club, and a great number of private property owners including the Chicago Audubon Society.

Perched wetlands (known as Heron Pond) occupy that site and at least 11 endangered and threatened species of birds are known to utilize the area extensively, and two have recently nested (Common Moorhen and Yellow-headed

Blackbird). Because of the poor drainage and the present inundation the northeastern area of the site will be dragged and the dikes breached to allow the entire area to be returned to wetland. A connection to the Calumet River at the southwestern corner of the site, with an appropriate water control dam, will be maintained. Deadstick Pond is also known as a site for shorebird resting during fall migration, and water levels will be controlled to enhance that function. Only recently a garbage dump company began to make offers for the private properties in the northeastern corner of the site.

Non-intensive Use: 270 acres

Intensive Use: 0 acres

Sites 11 and 30

HEGEWISCH MARSH

Sites 11 and 30 represent a contiguous area including a marsh on the north and an upland fill site on the south. Both properties lie between Torrence Avenue on the east and the Calumet River, with 134th Street on the south and the Chicago, South Shore, and South Bend RR on the north.

Historically, the site was a vast marshland associated with the intersection of the Calumet River flowing eastward into Indiana, and the deep slough that ran northward from Lake Calumet toward Lake Michigan. By 1870 the property had been acquired by an Owen family and a small portion of Whitford's plat extended into the southeastern portion of the site. By 1886 the land had been acquired by the Illinois Central, Gulf RR which still owns a small right of way along the north side of 134th Street. The remainder of the site was sold to the Heil Company of Bloomingdale in the mid-1970's and that company was unsuccessful in placing a garbage dump on the site. In 1980 the property was sold to Waste Management by Heil. Waste Management has offered several plans for the area but nothing is, as yet, final. One proposal calls for mitigation utilizing this site for a permit to landfill the Big Marsh (Site 5). The Flood Brothers proposed a 17 acre dump on the ICRR property in 1983, and Waste Management has talked about a dump also.

The first major intrusion into the site came by 1886 with the development of the railroad across the northeastern portion of the property. By 1929 an electric railroad had been built across the north end of the site and it remained relatively untouched until the U.S. Army Corps of Engineers began construction on the O'Brien Lock and Dam which was completed in 1965. From the confluence of the Little Calumet and the Grand Calumet northward to Lake Calumet the River was straightened and the old channel filled in. The old

channel ran across the site being discussed, and the dredge spoils from the construction were deposited across the southern portion of the property on both sides of 134th Street. Businesses now occupy the old fill along Torrence Avenue between 135th and 137th Streets. The present Calumet River now sits nearly 2500' west of the old channel if measured along 134th Street.

By 1929 a railroad spur had been built southward across the eastern portion of the property leading into Hegewisch. The tracks were abandoned and removed during the construction of the O'Brien Lock, but the old embankment still stands cutting directly across the marsh.

The northern section of the property remained undisturbed and was a vibrant and healthy marsh until the summer following its purchase by Waste Management. Since then there has been no vegetative growth, and no final determination has been made concerning the cause.

The old fill area south of the marsh is now being occupied by extensive cottonwood groves in an area where the Black-crowned Night Heron rookery used to be. Were the site isolated enough there would be a possibility of their return since water levels at the Big Marsh are unstable. The drainage connection between the Marsh and the Calumet River north of the O'Brien Lock needs to be better regulated. The Marsh should be allowed to revegetate itself and the entire area will be set aside as a plant and wildlife refuge.

There is some abandoned debris on the site which will be cleared out, but no other development problems are foreseen.

Intensive Use: 0 acres

Non-intensive Use: 140 acres

Site 12

O'BRIEN MARSH AND WHITFORD'S POND

Site 12 lies immediately west of Sites 11 and 30 on the western bank of the Calumet River and the O'Brien Lock and Dam. The property has been drastically reduced in size by the shift of the present river westward by nearly 2500 feet. The history of the site, except for the impact of the dam, has been similar to sites 19 and 20. The property is owned by the Sanitary District.

Considerable dredge spoil was deposited on the property during the construction of the Lock and Dam, and it divided the site into a substantial pond at the northern end, the O'Brien Lock Marsh, and a shallower area at the south, Whitford's Pond. The pond is named after a family that filed a plat for the area prior to 1870 divided into 48 blocks.

The dredge spoil has developed a healthy growth of cottonwoods and, between 1981 and 1985, attracted a Black-Crowned Night Heron rookery with a maximum of 139 nests surveyed in 1985. By 1986 they had all returned to the Big Marsh.

A few years ago Waste Management leased the western portion of the property from MSDGC for a sludge drying site, which increased the sludge treatment area in the Lake Calumet section to over 600 acres, but the site has now been left idle.

The flood retention capacity of Whitford's Pond is enormous and if the water connections are re-established between the Calumet River and the two water sites then better drainage control can be implemented. The area now being used as a sludge site will be allowed to revegetate through natural succession.

Whitford's Pond is surrounded on three sides by the dump hills of Waste

Management, which affords the site some isolation. The cottonwood grove is also isolated since the O'Brien Marsh separates the grove from 134th Street. Once the entrance to the Lock and Dam from 130th Street is completed the present service road that originates from Beaubien Woods will be abandoned. The U.S. Army parking lot, restrooms, and picnic area at the Lock will be maintained and a foot trail will allow hiking westward from the Lock to the old sludge drying bed, thence southward to Whitford's Pond for observation purposes.

The Pond is a very ecologically viable site for wildlife, but better control mechanisms will be developed to enhance the water quality and depth control. The location of the site adjacent to a hazardous waste facility creates dimensions of unknown proportion at this time.

Intensive Use: 0 acres

Non-intensive use: 120 acres

Site 13

BURNHAM PRAIRIE

The Burnham Prairie is located in the Village of Burnham along the west bank of the Grand Calumet River and just south of the confluence with the Little Calumet. State Street and 146th Street form the southern boundary and Torrence Avenue is on the west. The site was a part of the marshland at settlement time, except for a tongue of sand forming a ridge that extended into the south central portion of the site. By 1870 the Michigan Central RR had been constructed along the ridge into Indiana, dividing the property into a small southwestern section and a larger portion north of the tracks. Also by 1870 an 8 block plat had been filed by a Phillip's family in the extreme northwestern portion of the site. Some of the property was owned by a Ryan family and some by the Dolton's but the bulk of the site was owned by the ICGRR. By 1901 another railroad had been built across the site running north-south from Hegewisch which further divided the property and a railroad station known as Burnham was established at the rail intersection. When Hyde Park was annexed to Chicago in 1899 that portion of the Burnham area south of Hegewisch (actually, across the tracks), was left isolated and, in 1907, incorporated as a village. At that time the residential portion of Burnham was entirely along Burnham and Green Bay Avenues on the east side of the river. It was not until after WWII, with the development of State Street westward from Hammond, Indiana, that the residential portion of west Burnham along Torrence Avenue developed.

The site is now bounded on the east and north by the Calumet River system and the corporate limits of the City of Chicago, on the west by the west Burnham residential area along Torrence Avenue, and on the south by the railroad. The present site owner is Waste Management which, in 1979, failed

to obtain approval for a garbage dump from the Board of Zoning Appeals of the Village. After several rancous and rancorous meetings the Village Board upheld this decision. For this reason Waste Management moved immediately to acquire more land in Chicago's 10th Ward where local politicians were more receptive to the dump industry.

A tongue shaped area in the north central portion of the site has been covered with slag, but the area north of the tracks, for the most part, has been left undisturbed. An electricity substation and some radio transmission towers have been developed in the southeastern corner of the site. A levee was developed along the Grand Calumet River on the south side during the 1950's and a number of efforts were made to drain the northern section. Some of the higher ground has been actively farmed on some occasions.

Near the south central section of the site stands a small oak grove amidst the wet prairie, about 3 acres standing on one of the old sand ridges. South of that section the Illinois Natural Areas Inventory classified the wet prairie complex as Grade A (undisturbed) or Grade B (essentially undisturbed). An upland prairie segment extending along the sand ridge northwestward from the oak grove was rated by the Natural Areas inventory as also Grade A and B. Since such prairie areas in Illinois are not easily found, preservation and enhancement of the site is worth the expenditures. Flooding problems and related impact on the west Burnham residential area are a major source of concern, but better drainage connections eastward to the river will be implemented.

The entire southern section of the property will be preserved and enhanced to maintain the wet meadows, the wet prairie, and the oak grove. The northern section will be developed into a public access way with parking, restrooms, some picnic and children play facilities, and foot trails leading

around the perimeter of the site.

The Burnham Prairie was identified by the Illinois Department of Conservation as one of the natural areas of the state, and received a high status ranking in 1979.

Non-intensive Use: 160 acres

Intensive Use: 15 acres

Site 14

HYDE LAKE

Site 14 is the remnant of Hyde Lake and what is left is situated at the north end of Avalon Trails east of Carondelet Avenue and north of the Penn Central railroad. The northern end is the dump heaps of the former Republic Steel which was developed in southeast Chicago in the 1930's. The drainageway from Hyde Lake and Wolf Lake to the west passes through the site and turns northward emptying into the Calumet River just south of 122nd Street. Hyde Lake is in South Deering on the northern margin of Hegewisch.

Historically, Hyde Lake was the western portion of Wolf Lake but railroad embankments were developed across the Lake in the 1870's and the South Chicago Railroad was constructed to connect the industrial districts developing at the mouth of the Calumet River, Hegewisch, and points south. The western section of Wolf Lake became known as Hyde Lake after the name of the village and township of Hyde Park. At that time, after the development of the railroad, Hyde Lake was approximately 120 acres in size. In 1870, after the dredging of the slough which became the Calumet River a drainage outlet was dug between Wolf Lake and Hyde Lake, then from Hyde Lake to the Calumet River. The drainageway follows the almost identical pattern today. By 1890 the distance between Wolf Lake and Hyde Lake had been filled enough so that there was now nearly 3/4 mile between the two and Hyde Lake had been shrunk to a shoestring structure. A road from Hegewisch had been developed along the east side of Hyde Lake to Robertsdale, or Roby (northern Hammond, Indiana).

Between 1886 and 1890 the Calumet River Railroad Company looped a spur line southward from the industrial district just east of Carondelet, severing some of the adjacent marshes on the west next to the street. These are the only surviving remnants of Hyde Lake since the rest of it gradually

disappeared under the operations of Republic Steel.

The expanse of the Hyde Lake and Wolf Lake Marshes, however, can be fully realized if it is recognized that the marshland on the Eggers Woods Forest Preserve was an integral portion of Wolf Lake at settlement time. The sand ridges that cross Eggers Woods follow along the same north-south alignment of sand formations laid down by the gradually retreating Lake Chicago. The marshes west of Eggers Woods were illegally filled only recently, 1980-1982, by a home developer, and the U.S. Army Corps of Engineers made the decision not to demand replacement or mitigation.

The southernmost expanse of the former Wolf Lake-Hyde Lake complex is found at Powder Horn Marsh (not the Lake, which was dug for fill), and low lying portions of the Forest Preserve Burnham Woods Golf Course which occupies that portion of section 5 of Thornton Township south of the railroad tracks.

Of the original extent of Hyde Lake, nearly 520 acres, only some 30 acres remain, and all of that is not underwater, although a portion extending north nearly to 122nd Street and eastward to Avenue O was inundated by the flood of October, 1954.

There is still the possibility that the sand formations of pre-settlement time are preserved along the Carondelet right of way north of 130th Street. If this is the case, then the sand surface will be re-exposed and restored, as best as can be, to sand prairie approximating the settlement period. The remnant of Hyde Lake will be extended as much as possible and shallow dragged along the margins to enhance the cat tail marsh. The probability of inundation along the course of the drainageway from Wolf Lake must be monitored. There is a gauging station at the Wolf Lake outlet.

Because of its small size, past history, and extreme urban stress location, Hyde Lake will not be open to the public but will be reserved

entirely for surveys and educational functions on a scheduled basis. A small parking area will be developed along Carondelet Avenue in the southwestern corner of the property.

Intensive Use: 0 acres

Non-intensive Use: 40 acres

Site 15

BEAUBIEN WOODS FOREST PRESERVE

Site 15 is located immediately adjacent to 194 and north of the Little Calumet River. A small portion extends into the village of Dolton and into Calumet City, and some 30 acres are located east of 194. It is a 250 acre site purchased by the Cook County Forest Preserve District in 1924, and was named Beaubien Woods after Mark Beaubien, a French Canadian settler in Chicago who opened the first hotel in Chicago, located on Lake Street, and called Sauganash House.

At settlement time the western portion of the property was higher sand ground and was early settled and farmed. The eastern portion was a part of the marshland complex known as Dutchman's Slough. By 1851 the Michigan Central RR was built across the higher sand ridge, bisecting the property, which was owned largely by Sen. Douglas and the Dolton family. By 1870 the site had been acquired by the Murrays and the Forsyths. By 1886 George Pullman had acquired much of the site, although a Hale family and the Calumet Iron & Steel Works had bought in on the northeastern corner. The Murrays still owned almost 1/4 of a square mile in the southeast.

Even as late as 1920 there was practically no development on the site, and the area had become known as "Little Italy" due to the farming operations of several Italian families who continued to lease the property even after its purchase by the Forest Preserve District. There is some dredge spoil along the banks of the river and the highland near the center of the property is also dredge spoil. A shallow area known as Flatfoot Lake was dug out in the 1950's for fill to be utilized in the construction of 194. Chicago's Carver High School borders the property on the north.

The site consists of several well developed groves of mature trees which

should be maintained, an open shrubby, picnic area on the eastern margin, a wet prairie border along the river at several points, a launching ramp near the west end of the site and an extensive meadow on the west margin. No specific plans other than present usage is recommended for the site, although the District will be requested to consider the implementation of a prairie enhancement project on the meadow site.

Intensive Use: 150 acres

Non-intensive Use: 0 acres

Site 16

KENSINGTON MARSH

Site 16 is a 15 acre wetland located between the railroad tracks bordering the MSDGC Calumet Sewage Treatment Plant. It is known as the Kensington Marsh because of its proximity to that area of Chicago. The northern boundary approximates a parallel of latitude where the Old Indian Treaty Boundary of 1833 intersects the ICG Railroad. In Chicago street terms it extends southward from around 121st Street to 124th Street.

The site has been set aside for permanent preservation by MSDGC as a result of a mitigation agreement with the U.S. Army Corp. of Engineers, reached in 1985. This allowed the MSDCG to develop a sludge pit on the remainder of the property which extends south to 130th Street.

The Michigan City Road crossed this site at settlement time, heading north to Chicago after it crossed the Calumet River. By 1851, a home was on the site owned by a Perian family and the "Holland Germans," the Dutch Reformed immigrants, had settled the lands in the next area north. The area was a poorly drained series of high sand bars, ridges, and spits, but the Dutch settlers developed extensive truck farms throughout the area. By 1861 the Illinois Central and Michigan Central railroads had been constructed across the property. By 1870 the site had been acquired by George Pullman and, by 1886, a spur track was built from Kensington due south into the south suburban area. From that time until today the marsh has sat isolated between the railroad tracks.

Because of the dangerous location, the isolation, and the guarantee of preservation, an agreement will be entered into with MSDCG to continue its maintenance of the site. Only approved park personnel will visit the property to conduct surveys of the wildlife and to oversee its general condition.

Intensive use: 0 acres

Non-intensive use: 15 acres

Site 17

PAXTON LANDFILL DUMP

Site 17 is the location of the Paxton Landfill Company, an operation frequently cited for bad management. The boundaries are Stony Island Avenue, 122nd Street, 116th Street (undeveloped), and the railroad on the east.

At settlement time the western portion of the property was a part of the deeper waters of Lake Calumet, with extensive marshes extending eastward toward Indian Ridge. By 1861 the property had been acquired by Sen. Douglas but, by 1870, the northern portion had been acquired by a Reeves family, and the southeastern area by a Keeler family. The remainder of the site was platted into the Allen Subdivision, which was never developed.

The construction of the railroad in the 1880's severed the marsh from those to its east, and since then the history of the site has been similar to that of site 18.

Landfill operations are expected to be completed by 1988, although the Paxton Company has applied for a city permit to expand its operation, which would extend the lifetime. When completed the site will be sealed with an appropriate material and natural vegetation succession will be permitted. It is unlikely that the property would be suitable for any other use than open space for 50-150 years.

Non-intensive use: 240 acres

Intensive use: 0 acres

Site 18

LAND AND LAKES COMPANY DUMP

Site 18 is the location of the Land and Lakes dump operations in Chicago, and is located at the northeastern corner of 122nd Street and Stony Island Avenue. The area was a portion of Lake Calumet well into the 1920's when some incremental fill along the eastern margin of the lake began to appear so people could reach scattered hunting lodges. With the commercial development of the southeastern end of Lake Calumet during and following WWII an access road was developed along the Stony Island right of way all the way from the Calumet River to 103rd Street (a linear distance of 3 miles, thus severing the lowlands to the east from the Lake).

The property had been acquired by Senator Douglas by 1861 but in only a few years, 1870, had become platted as the Allen Subdivision consisting of 52 blocks extending from 119th Street on the south to 113th Street on the north and from Lake Calumet on the west to the railroad on the east. A railroad spur was then developed and extensive filling for finger slip development in Lake Calumet contributed even further to the alienation from Lake Calumet. What few areas of wetland remained on the present site disappeared in the period 1982-1985 during landfilling operations.

Once landfilling operations are completed, which NIPC estimates to be about 1990, the property will be sealed with an appropriate material and natural vegetation succession allowed to dominate. After 15 years the property can be reevaluated for any future potential other than open space. It is unlikely that the property would be suitable for any other use than open space for 50-150 years.

Non-intensive use: 60 acres

Intensive use: 0 acres

Sites 19 and 20

CID DUMP, OR DUTCHMAN'S SLOUGH

Site 19 is the present site of the CID (Waste Management, Inc.) dump operations in the City of Chicago. The site lies directly north of the Calumet City-Burnham site and was extensive marshland throughout all of its history until the 1970's. Sites 11, 12, 19, 20, and 30 were a portion of an extensive marshland known as "Dutchman's Slough."

By 1870 the landowners were Forsythe, Osterhouse, and Owen, and the area on the western side of the confluence of the Calumet River with the deep slough had even been platted into the Dewitt and Whitford subdivisions. A high sand ridge ran along the west margin of the site and by 1929 a number of residences had been scattered along near the railroad, since the MCRR also crossed the western margin of this site. Several hunting shacks were found in the lowlands. By 1880 ownership of the marsh sites had passed to the ICGRR and the Calumet Iron and Steel Works but no development ever took place. The area was further divided by the development of Interstate Highway 94, and Beaubien Forest Preserve became part of the Cook County system lying between 194 and the Altgeld Gardens housing project.

Whitford's subdivision became a part of MSDGC holdings during the construction of the Cal-Sag Channel which was completed in 1922. The remainder of the property was acquired by the Illinois Central RR which company sold it to a land trust involving Alderman Edward R. Vrdolyak, which sold it to Waste Management. The entire property is being landfilled by dump activity.

The nature of the fill is such, involving enormous quantities of liquid wastes, that the area is unsuited for any known use. After the property is sealed natural vegetation succession will be allowed but it may be 75-150

years before the property would be suitable for any known activity. Open space preservation in the interim is the only practical usage.

Site 20 is the location of the CID hazardous waste site and facility. It is located in a bend of the Little Calumet River just west of the confluence with the Grand Calumet River. The site is located within the corporate limits of both Calumet City and the Village of Burnham although the dump operations of the company extend north into the City of Chicago. The site was a portion of the extensive marshlands known as "Dutchman's Slough."

By 1861 the Michigan Central RR had developed a track which bisected the property and crossed the Calumet River southeastward into Indiana. The tracks had to be trestled but it began the process of incremental filling that continued until the property was sold to Waste Management who covered the entire site.

Until recently the property had been cat tail marsh and the course of the Calumet River had wandered back and forth across the site considerably. By 1870 the property had been acquired by a Lewis family, then a Lombard family and, by 1890, had been acquired by the ICG Railroad. The present owner, Waste Management, Inc., purchased the property from the railroad. Landfill operations on the site began in 1974 and although landfilling has now passed northward into Chicago, solid and liquid waste processing operations continue on the site.

Since the area in question is a hazardous waste site the property has no ecological value and no specific recommendations can be made as to its future utilization. It is unknown even how long it will be before the site is suitable for any form of activity. Only natural vegetation succession can be recommended for any foreseeable future. The extent of leachate into the ground and water is likely to be considerable.

Non-intensive use: 520 acres

Intensive use: 0 acres

Sites 21 and 22

DOLTON DUMPS

Site 21 is the location of the Land and Lakes Company dumping operations which also includes the operations south of 138th Street in Dolton. Site 21 is in the City of Chicago and is located due west of the north end of the American Brick Company plant on the Little Calumet River. The west boundary is the Cottage Grove Avenue right of way if it were extended to the river north of 138th Street.

A series of five clay pits were dug out for supply to the brick plant adjacent to the site. The east and west pits were transformed into boat marinas. The remaining three have been landfilled with municipal garbage and trash and operations are nearing the terminal stage, since NIPC reports the site to be filled by 1987. They presently handle 1,500,000 gate yards of garbage and refuse, making it one of the larger operations in the Chicago metropolitan area.

When completed the site will be sealed with appropriate material and allowed to pass through natural vegetation succession.

Sites 21, 22, and 23 were first purchased by A.H. Dolton prior to 1870. He was one of a large family that settled around the Little Calumet River prior to 1851 and they operated a toll bridge over the river at the point where the Michigan City Road crossed the river northward to join with the State Road into downtown Chicago. That bridge approximates the present site where the Indiana Avenue bridge crosses from Chicago into Riverdale. By 1886 the Patterson Clay works was on the site and the gradual excavation of the clay continued.

Site 22 is the location of the Land and Lake "Reclamation" property in the Village of Dolton. The site is known locally as the Dolton Dumps, since

sanitary landfilling is continuing in 3 clay pits dug out for supplying the American Brick Company kilns adjacent to the site. The easternmost clay pit has been transformed into a boat marina operated by Sun Marina Company. Three of the remaining pits are being actively landfilled with municipal garbage by the Land and Lakes Company.

When the filling is completed the landfills will be sealed with an appropriate material and allowed to pass through natural vegetation succession. After 15 years the site can be evaluated for potential open space preservation and an appropriate program developed. Considerable subsidence can be expected and the possibilities of contamination of the ground water, the river system and the aquifers underneath are quite high.

Non-intensive use: 130 acres

Intensive use: 0 acres

Site 23

COTTAGE GROVE DUMP

Site 23 is an inoperative private sanitary landfill known locally as the Cottage Grove Dump. It is located just north of the intersection of 138th Street and Cottage Grove Avenue in the City of Chicago. The site was formed as a clay pit dug out to supply the kilns of the American Brick Company plant located just east at 138th Street and the Little Calumet River. The excavations were begun after WWII, and garbage landfilling was still operative as recently as 1983.

The site will be sealed with appropriate material and allowed to pass through natural vegetative succession. After 15 years the site can be surveyed for potential open space preservation and an appropriate program determined. The landfill handled only trash and garbage so some subsidence can be expected. Leaching into the Little Calumet River is probably already operative, and the possibility of leaching into the ground water and the underground aquifers is very high.

Non-intensive use: 22 acres

Intensive use: 0 acres

Site 24

CALUMET INDUSTRIAL DISTRICT

Site 24 is the location of the Calumet Industrial District which is presently being occupied by commercial and public enterprise. The latest is a CTA facility located on the southern end of the property. The eastern and northern boundary is the railroad with Stony Island Avenue on the east, 103rd Street on the south. This triangular piece of property was originally an extensive marsh area and the northern portion of the deeper waters of Lake Calumet extended originally into the southwestern corner of the site. The area was just a portion of a large marsh that extended along the entire edge of Lake Calumet southward into that is now Calumet City, and had projections into other areas as well.

The southern 2/3 of the property was inundated during the flood of October, 1954, but additional fill has raised the grade level considerably. No portion of Site 24 is included in the ecological park proposal.

Site 25

CALUMET INCINERATOR PLANT

Site 25 is the location of the Calumet Incinerator Plant at the intersection of 103rd Street and Doty Avenue in Chicago. The plant, owned by the City, is inoperative but portions are leased to Waste Management, Inc. which runs a waste transfer station at the site. It is also a parking and maintenance center for south Chicago city sanitation trucks. Just south of the structures, on the Old Municipal Dump, the Chicago Police Department has an automobile pound.

Historically, this entire site was a portion of Lake Calumet but became filled incrementally through a fly by night process. One legend states that truck farmers from the Roseland area would deliver produce into the city, then haul cinders, trash, refuse, and garbage on the return trip, dumping the material at the north end of Lake Calumet on their return. For this reason the area became known locally as the "Cinder Flats." With the decision to build the incinerator plant and convert that portion of Lake Calumet north of 110th Street into a municipal garbage dump, the area was gradually filled. With the development of I94 in the late 1950's, the old highway (US330) became the frontage road for the Interstate on the east side, where it is known as Doty Avenue East. Since that time only a major reconfiguration of the 103rd Street exit has impacted the site.

No portion of Site 25 is included in the ecological park proposal.

Site 26

NORFOLK AND WESTERN RAILROAD 103RD STREET RAILROAD YARDS

Site 26 is the location of the Norfolk and Western Railway's 103rd Street switching yards. The main line runs southward out of the yard just west of Torrence Avenue, crosses 130th Street, Torrence just south of 130th, and angles southeast into Indiana just south of Brainard Avenue in Hegewisch.

The line was first constructed in the 1880's and the switching yards were expanded considerably after WWI and again after WWII. Since then some major functions have been discontinued but the dimensions of the yards remain undiminished.

None of the property involving the switching yards of Site 26 is included in the ecological park proposal.

Site 27

IRONDALE SLAG FLATS

Site 27 is a 15 acre filled area lying just south of the 116th Street right of way (undeveloped) on the west side of Torrence Avenue. It extends southward to the 117th Street right of way (undeveloped) and is 2 blocks deep. It also extends westward along the 116th Street right of way 1/2 block deep to the N&W Railway track. The Torrence Avenue frontage contains some residential units and several abandoned buildings, and there are several structures at the west end of the site, all built prior to 1929.

The property had been platted by 1886 in anticipation of a southern expansion of Irondale, but those few houses were the only ones ever constructed. The incremental fill and the illegal dumping has made the area unfit for ecological preservation. However, the site will be cleared, covered with fresh dirt and the headquarters of the ecological park area will be developed on the site. The headquarters building will be erected at the corner of 117th and Torrence. The necessary shops, exhibit space, office space, parking and other facilities necessary for the maintenance and supervision of the ecological park will be developed on the site. Appropriate landscaping will be initiated along Torrence and 116th Street to act as a buffer against traffic. If the residential units are all vacated, a request will be made of the City of Chicago to close off 116th Street at Torrence.

Intensive use: 15 acres

Non-intensive use: 0 acres

Site 28

BIG MARSH SLAG FLATS

Site 28 is the southern end of the Big Marsh property east of the old sand pit known as Sand Lake. The southern boundary is the 116th Street right of way (undeveloped) which is adjacent to the Paxton Landfill. The nature of the fill is such that the site is unsuitable for inclusion into the ecological park. It is old slag dumped by the Interlake Company.

Following the completion of suitable buffers between the Big Marsh and Sand Lake, the filled area, approximately 90 acres will be set aside for commercial development compatible with the nature of the Lake Calumet ecological park terrain and physical history. A foot trail right of way will be maintained on the site extending north from the 116th Street right of way to the Big Marsh along the west margin of the N&W Railway.

Site 29

LAKE CALUMET

Site 29 is Lake Calumet proper, excluding Site 4, but the area is not included in the ecological park proposal. The only recommendation made here is that the present water expanse of Lake Calumet not be reduced any further so that present plans for commercial and recreational expansion, as set forth in the Illinois International Port District's Comprehensive Plan 1985 be allowed to progress.

The Lake Calumet Beach area and the Old Municipal Dump, both properties of the Port District, are included in the ecological park proposal, and their histories and recommendations have been included in their respective sections.

The history of Lake Calumet has been told throughout, especially in relation to Site 4, the Lake Calumet Beach.

Lake Calumet was included by the Illinois Department of Conservation as a national area of Illinois in the inventory of 1979.

Intensive use: 540 acres (water surface)

Non-intensive use: 0 acres

Site 30

Site 30 is included as an integral part of Site 11.

Site 31

EARED GREBE MARSH

Site 31 is located in the Village of Riverdale along the south margin of the Little Calumet River in the northwestern corner of the intersection of Halsted Street and 138th Street. It is frequently referred to as the Riverdale quarry, since a portion of the property consists of a deep pond mined for gravel. A railroad borders the site on the north. The property is owned by the Metropolitan Sanitary District of Greater Chicago which acquired the property for the construction of the Cal-Sag Channel.

The site is located just south of the original confluence of Stony Creek with the Little Calumet River. Stony Creek occupied the deep sag that connected the Calumet drainage system with the Des Plaines system to the west and, eventually, by 1922, became the Cal-Sag Channel. By 1850 a mill dam had been erected near the confluence of what was known as Worth or Rexford, and known locally also as "Long Wood." A town called Portland was also platted along the Wabash Road (Western Avenue), which approximated Hubbard's Trail following one of the old Indian trails.

By 1870 the property had already been acquired by Sen. Douglas, but the rail line he developed passed through the village of Worth (named Blue Island in 1860) and never entered the site in question.

In 1981 two broods of Eared Grebes were successfully raised, a total of 12 chicks, in the shallow northeastern portion of the quarry amidst thick underwater vegetation. This was the first nesting record for the entire state of Illinois. A single pair nested in 1982 but the nest was swamped in a 3" rainstorm and the birds abandoned the site. Common moorhens, American coot, and a wide variety of diving birds and waterfowl (grebes and ducks) also utilize the site, and it is a common nesting and feeding site for migratory

birds of many types, including gulls, terns, and winter waterfowl.

Since 1983 the site has been less attractive as a nesting area due to the increasingly high water levels, so a better water control mechanism will be developed. The eastern upland section will be allowed to develop through natural succession. Better water control mechanisms will be implemented on the quarry pond to enhance attractiveness for waterfowl.

The property is presently fenced and there seems no reason to alter that status. After a suitable number of years the site will be reevaluated for the possibility of opening up the eastern portion for some limited public access.

Intensive use: 0 acres at present

Non-intensive use: 60 acres

Summary

A conceptual scheme for the Lake Calumet Ecological Park in southeastern Chicago and adjacent suburbs has been set forth. It proposes to establish some areas for permanent preservation as limited access sites for plant and animal refuges within the third largest city in the United States. Other sites are proposed for recreational use, including boating, playground, picnic, and similar types of facilities. A park headquarters is proposed to be located at 117th Street and Torrence Avenue in Chicago.

The integration of the proposed sites, some of which are not contiguous, is proposed in several ways.

1) Utilization of names that relate to the past history of the area as well as names of contemporary usage.

2) Reintegration of the drainage system to allow free flow of water as in the historic past, and to interconnect the sites, with adequate water controls to prevent flooding, neighborhood sewer problems, and to enable adequate water levels to be maintained for ecological enhancement. The lack of continued filling of the wetlands will, in itself, make this goal more attainable.

3) Connection of the proposed park area with a series of foot trails that would enable one to reach each part of this park from any another without leaving the trail system.

4) Planned utilization of the sites in a manner consistent with the past history of the Calumet area as well as realistically taking into account present conditions. Garbage dumps can not be turned into wetlands, and the remaining wetlands should not be turned into garbage dumps.

The proposed ecological park will benefit the citizenry in a number of ways, chiefly.

a) The termination of the waste disposal industry will remove the stigma

that so blights the area, repelling business, degrading the environment, and driving down neighborhood housing prices, as well as promoting a real fear of disease that permeates all the surrounding residential community.

b) With the certainty of the domination of local politics by the waste disposal industry evidently removed, neighborhood stability can be reaffirmed, the health anxieties assuaged, and the increasing mobility of the younger generations out of the neighborhoods can be reduced. The continued domination of the area by waste companies and waste politicians has contributed greatly to the instability of the neighborhoods, unemployment, and economic stagnation.

c) With the continued threat of new dumps gone and the stability of the work force in adjacent neighborhoods restored, business can once again look to the Calumet area as a site for investment. This will help further remove from this area the continued stigma of a region of degraded residential districts, filth and stench, exodus of people and industry, corrupt politics, and an indifference to humane urban qualities of civility. Although all this is true, it can be reduced by leadership that will move away from the enthusiastic support of the waste disposal industry that has been so characteristic in this area since the early 1970's by the political leadership.

The conceptual plan for the Ecological Park is a prelude to a complete and comprehensive feasibility study of the possibility of achieving what has been proposed.

The feasibility study would provide answers to the questions not posed here, among the most important of which are the following:

(1) What is the possibility of terminating the enthusiastic political support in southeast Chicago for the waste disposal industry?

(2) What is the possibility of reducing political support for expansion of the waste disposal industry in Chicago's 9th and 10th wards?

(3) What will be the final determination of the many waste facility and dump proposals pending for the Lake Calumet Marshes?

(4) What are the implications of the careless and indifferent means of disposal and pollution, that has historically characterized the area, for the lands that have been so degraded?

(5) What is the best manner of transferring the private lands proposed for inclusion in the Ecological Park to public lands?

(6) What costs would be involved in the purchase of any necessary lands, cleaning, and enhancement of sites?

(7) What revenues might be generated through fees for usage, admission, or other forms of revenue that the proposed ecological park might generate?

In addition, a feasibility study would examine the potential of actual development of the sites in the manner proposed in this report, or set forth alternate recommendations.

The conceptual plan for a Lake Calumet Ecological Park is now a reality. It is, however, only a beginning. Comment of all type will be necessary, and the plan should be exposed to all segments of the Illinois citizenry. Coupled with a professional feasibility study that citizenry will then be in a position to move forward to a realization in the best interests of the citizens of the State of Illinois. The Lake Calumet area shows American land use patterns at their absolute worst. The Ecological Park proposal is one step by which some of this abuse can be counteracted.

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APPENDIX I

GENERAL INFORMATION ON ECOLOGICAL PARK AREA SITES

Site Number: 1

Site Name: Van Vlissingen Prairie

Legal Location: Twp. 37N; R14E; Section 12

Dimension and Acreage: 7000' N-S X 1,100' EW 160 acres

Elevations Above Sea Level: 581'-584'

Topography: flat; shallow pans at several places

Flooding Potential: portions intermittently flooded;
ephemeral marshes

Ownership: Illinois Harbor Belt Railway

Status: threatened; owner desires to sell for any purpose

Usage Recommended: recreational area at southern margin
wildlife and plant refuge rest of area

Site Number: 2

Site Name: Railroad Prairie

Legal Location: Twp. 37N; R14E; Section 13

Dimension and Acreage: 2000' ft on the north; 3000' on south
4400' N-S; 190 acres

Elevations Above Sea Level: 579' +580' along road grades

Topography: flat; some fill heaps; shallow pans; ditched on west

Flooding Potential: has been flooded frequently; now dry primarily
by ditching drainage southward

Ownership: Norfolk and Western Railway

Status: threatened; RR will sell or develop for almost any purpose
except waste disposal

Usage Recommended: plant and wildlife refuge; prairie enhancement

Recognition: U.S. Fish & Wildlife Service National Westlands
Inventory, 1978

Site Number: 3

Site Name: Old Municipal Dump (City of Chicago) and Lake Calumet
Overlook

Legal Location: Twp. 37N; R14E; Sections 13, 14

Dimension and Acreage: 300 acres; truncated triangle, largest base
at south; 5200' E-W; 2800 N-S

Elevations Above Sea Level: old dump grade ranging from 585' at
margins to 640' in north central area

Topography: medium grade series of hills

Flooding Potential: no possibility except along drainageways
at margins

Ownership: Illinois International Port District (Chicago Regional
Port District)

Status: threatened through unwise political action

Usage Recommended: public recreational area in the north; woodland
preserve buffer on south

Site Number: 4

Site Name: Lake Calumet Beach

Legal Location: Twp. 37N; R14E; Sections 13, 23

Dimension and Acreage: 120 acres; 80 acres water surface
40 acres upland rectangular
3500' E-W; 3400' N-S

Elevations Above Sea Level: water surface 581+ (1986)

Topography: 581+ to near 600' at edge of Old Municipal Dump

Flooding Potential: lower upland very likely; levels now more than
3' above historic low

Ownership: Illinois International Port District

Status: Port District Comprehensive Plan allocates area to
permanent preservation and recreational use

Usage Recommended: wildlife and plant refuge

Recognition: Illinois Department of Conservation, Natural Area
Inventory, 1979

Site Number: 5

Site Name: Big Marsh

Legal Location: Twp. 37N; R14E; Sections 13, 23

Dimension and Acreage: L-shaped; 300 acres; 3500' E-W on north
4300' N-S on west

Elevations Above Sea Level: water surface 582'

Topography: upland portion to near 590' in northwest; ditch in
west region; submerged areas near 576'

Flooding Potential: likely

Ownership: Waste Management, Inc. (11 acres in other private hands)

Status: pending proposal for a massive sanitary landfill.

Usage Recommended: wildlife and plant refuge in part; commercial
development in degraded portion

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetlands Survey, 1978

Site Number: 6

Site Name: Indian Ridge Marsh (Site 1)

Legal Location: Twp. 37N; R14E; Section 24

Dimension and Acreage: L-shaped; 105 acres; 1200' E-W; 4000' N-S

Elevations Above Sea Level: 580' in marsh; 585' along east and
west margins

Topography: flat except for some old fill heaps near southern edge

Flooding Potential: likely

Ownership: many private owners

Status: threatened, but no specific plans known

Usage Recommended: wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetland Survey, 1978

Site Number: 7

Site Name: Indian Ridge Marsh (Site 2)

Legal Location: Twp. 37N; R14E; Section 25

Dimension and Acreage: 60 acres; 1,300' E-W on north;
2,600' N-S on west; irregular border on south

Elevations Above Sea Level: 582' at ditch outlet;
some superficial fill heaps

Topography: relatively flat

Flooding Potential: likely

Ownership: many private owners

Status: threatened, but no specific plans known

Usage Recommended: wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetland Survey, 1978

Site Number: 8

Site Name: Heron Pond

Legal Location: Twp. 37N; R14E; section 25

Dimension and Acreage: 50 acres; 1900' N-S; 1300' E-W

Elevations Above Sea Level: about 585'; except for old clay pit
submerged areas are very shallow

Topography: relatively flat

Flooding Potential: likely

Ownership: Chicago Audubon Society (7.7 acres); MSDGC;
many private owners

Status: threatened; but no specific plans known;
dump companies making land acquisition offers

Usage Recommended: integration into sites 9 and 10;
wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory

Site Number: 9

Site Name: Wisner's Flats

Legal Location: Twp. 37N; R14E; Section 25

Dimension and Acreage: irregular; 140 acres
3900' N-S on east; 2600' E-W at widest point

Elevations Above Sea Level: irregular to 595' from 585'

Topography: flat

Flooding Potential: likely

Ownership: MSDGC

Status: presently a sludge drying site; threatened, but no
specific plans known

Usage Recommended: reclamation and integration into sites 8 and 10
for a wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS-LM161(7) and LM-160(3) obliterated by MSDGC sludging

Site Number: 10

Site Name: Deadstick Pond

Legal Location: Twp. 37N; R14E; Section 25

Dimension and Acreage: .80 acres; L-shaped; 3800' N-S;
1800' E-W on north

Elevations Above Sea Level: 581' at river on south to 585' at road
grade on north

Topography: submerged, but flat; ditch at southern end;
dike on east

Flooding Potential: likely

Ownership: MSDGC

Status: threatened, but no specific plans known; dump companies
making offers on adjacent lands

Usage Recommended: integration into sites 8 and 9 for wildlife and
plant refuge

Recognition: IDOC-Illinois Natural Area
USFWS, Wetland Survey, 1978

Site Number: 11

Site Name: Hegewisch Marsh

Legal Location: Twp. 32N; R14E; Section 36

Dimension and Acreage: 140 acres; irregular shape; 3500' E-W on marsh; 1500' N-S on east

Elevations Above Sea Level: submerged areas shallow 581';
fill area to 585'

Topography: flat except along north where merges with steep railroad grade

Flooding Potential: likely

Ownership: Waste Management, Inc.

Status: threatened; presently in a mitigation proposal for a Section 404 permit

Usage Recommended: wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetland Survey, 1978

Site Number: 12

Site Name: O'Brien Marsh and Whitford's Pond

Legal Location: Twp. 37N; R14E; Section 36

Dimension and Acreage: 120 acres; irregular shape on east
2700' N-S; 2500' E-W on south

Elevations Above Sea Level: 581'-590'+

Topography: flat; irregular surface on old dredge spoil

Flooding Potential: likely

Ownership: MSDGC

Status: threatened; present discussion centered on a sanitary
landfill to be run by MSDGC; supported by Mayor Washington

Usage Recommended: wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetland Survey, 1978

Site Number: 13

Site Name: Burnham Prairie

Legal Location: Twp. 36N; R15E; Section 6

Dimension and Acreage: irregular; 175 acres;
4100' N-S on west; 300' E-W in central area

Elevations Above Sea Level: 580'-585'; higher on RR embankment

Topography: flat

Flooding Potential: likely

Ownership: Waste Management, Inc.

Status: threatened; involved in mitigation proposal for a Section
404 permit; initially proposed for a dump

Usage Recommended: preservation as a wildlife and plant refuge

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS, Wetland Survey, 1978

Site Number: 14

Site Name: Hyde Lake

Legal Location: Twp. 37N; R15E; Section 30

Dimension and Acreage: rectangular; 40 acres; 2000' N-S; 800' E-W

Elevations Above Sea Level: 582'-587'

Topography: flat

Flooding Potential: likely

Ownership: Republic Steel, so far as is known

Status: threatened

Usage Recommended: wildlife and plant refuge and public educational
access area

Recognition: USFWS, Wetland Survey, 1978

Site Number: 15

Site Name: Beaubien Woods Forest Preserve

Legal Location: Twp. 37N; R14E; Section 14E
Twp. 36N; R14E; Sections 1, 2

Dimension and Acreage: 250 acres; irregular shape
5500' N-S along railroad tracks

Elevations Above Sea Level: 584'-610' on dredge spoil

Topography: rolling

Flooding Potential: likely after heavy rain in lower areas

Ownership: Cook County Forest Preserve District

Status: permanent preservation as public lands

Usage Recommended: preservation and public access recreational area
and prairie enhancement

Site Number: 16

Site Name: Kensington Marsh

Legal Location: Twp. 37N; R14E; Section 27

Dimension and Acreage: 15 acres; irregular shape

Elevations Above Sea Level: 589'

Topography: flat with steep grades on margin toward railroad embankments

Flooding Potential: likely

Ownership: MSDGC

Status: permanent preservation

Usage Recommended: wildlife and plant refuge

Site Number: 17

Site Name: Paxton Landfill Dump

Legal Location: Twp. 37N; R14E; Section 24

Dimension and Acreage: L-shaped; 240 acres; 4000' N-S;
3200' E-W on marsh

Elevations Above Sea Level: 585' at road on west to 630' on
landfill

Topography: mounded

Flooding Potential: likely along ditches bordering landfill

Ownership: Paxton Landfill Company; ownership of some parcels
in doubt

Status: active landfill dump

Usage Recommended: general open space without development

Recognition: USFWS-LM-150(6) and LM-155(3) obliterated by
Paxton Landfill operations

Site Number: 18

Site Name: Land and Lakes Company Landfill Dump

Legal Location: Twp. 37N; R14E; Section 24

Dimension and Acreage: 60 acres; 1200' E-W; 2000 N-S

Elevations Above Sea Level: 585' at road on west

Topography: mounded

Flooding Potential: likely only along bordering ditches

Ownership: Land and Lakes Company

Status: active landfill dump

Usage Recommended: general open space without development

Site Number: 19 and 20

Site Name: CID, Inc. Dump (formerly Dutchman's Slough)

Legal Location: Twp. 37N; R14E; Sections 35, 36
Twp. 36N; R14E; Section 1

Dimension and Acreage: 520 acres (360 in Chicago; 148 in Calumet
City; 12 in Burnham) 7000' N-S; 4300' E-W along
134th Street

Elevations Above Sea Level: 585' to 700+ on landfill

Topography: mounded; steep slopes

Flooding Potential: likely only along bordering ditches

Ownership: Waste Management, Inc.

Status: active landfill dump; Washington administration recently
approved higher dump levels

Usage Recommended: general open space with heavy vegetation and
without development

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS-LM-162 (84) and LM-170(13) obliterated by CID
operations

Site Number: 21 and 22

Site Name: Dolton Dumps

Legal Location: Twp. 37N; R14E; Section 35
Twp. 36N; R14E; Section 2

Dimension and Acreage: 130 acres (70 in Chicago; 60 in Dolton)
3000' N-S; 2500' E-W; irregular shape

Elevations Above Sea Level: 585' at road to 600'+ at landfill

Topography: mounded

Flooding Potential: likely only along bordering ditches

Ownership: Land and Lakes Company

Status: active landfill dump

Usage Recommended: general open space without development

Site Number: 23

Site Name: Cottage Grove Dump

Legal Location: Twp. 37N; R14E; Section 34

Dimension and Acreage: 22 acres; 1200' N-S; 600' E-W

Elevations Above Sea Level: 585' at road to 600'+ at landfill

Topography: mounded

Flooding Potential: likely only along border ditches

Ownership: privately owned by family

Status: inactive landfill needing sealing

Usage Recommended: general open space without development

Site Number: 24

Site Name: Calumet Industrial District

Legal Location: Twp. 37N; R14E; Section 12

Dimension and Acreage: 165 acres

Elevations Above Sea Level: 590'

Topography: flat

Flooding Potential: low probability

Ownership: private

Status: all in industrial and/or public facility development

Usage Recommended: not included in ecological park proposal

Site Number: 25

Site Name: Calumet Incinerator Plant

Legal Location: Twp. 37N; R14E; Sections 13, 14

Dimension and Acreage: 30 acres

Elevations Above Sea Level: 585'-595'+

Topography: relatively flat

Flooding Potential: low probability

Ownership: City of Chicago

Status: active parking and waste transfer site

Usage Recommended: not included in ecological park proposal

Site Number: 26

Site Name: Norfolk and Western 103rd Street Railroad Yards

Legal Location: Twp. 37N; R14E; Section 13

Dimension and Acreage: 260 acres

Elevations Above Sea Level: 585'-590'+

Topography: flat; some shallow parts on south margin

Flooding Potential: probable on western and southern margins

Ownership: Norfolk and Western Railway

Status: active railroad yards

Usage Recommended: not included in ecological park proposal

Site Number: 27

Site Name: Irondale Slag Flats

Legal Location: Twp. 37N; R14E; Section 24

Dimension and Acreage: 15 acres

Elevations Above Sea Level: 585'-590'

Topography: flat

Flooding Potential: some probability

Ownership: privately owned lots

Status: no plans known

Usage Recommended: park headquarters, educational building, parking,
landscaping

Site Number: 28

Site Name: Big Marsh Slag Flats

Legal Location: Twp. 37N; R14E; Section 13

Dimension and Acreage: 96 acres

Elevations Above Sea Level: 585'-590'

Topography: flat

Flooding Potential: low probability

Ownership: Waste Management, Inc.

Status: threatened; pending sanitary landfill dump proposal
under Section 404

Usage Recommended: not included in ecological park proposal;
might be placed into commercial development
compatible with ecological park functions

Site Number: 29

Site Name: Lake Calumet

Legal Location: Twp. 37N; R14E; Sections 13, 14, 23, 24, 26

Dimension and Acreage: 540 acres water surface

Elevations Above Sea Level: 581'+ (level of Lake Michigan)

Topography: water surface

Flooding Potential: fluctuates by levels of Lake Michigan 578'-582'

Ownership: Illinois International Port District

Status: threatened

Usage Recommended: preserve for open space, open water,
recreational use where not already in commercial use

Recognition: IDOC-Illinois Natural Area, 1979 Inventory
USFWS-LM-159(25) obliterated by fill and high water levels

Site Number: 30

This site is integrated with Site Number 11

Site Number: 31

Site Name: Eared Grebe Marsh

Legal Location: Twp. 37N; R14E; Section 32

Dimension and Acreage: 60 acres

Elevations Above Sea Level: 610'

Topography: flat

Flooding Potential: probable, from Little Calumet River

Ownership: MSDGC

Status: threatened; no known plans

Usage Recommended: wildlife and plant refuge

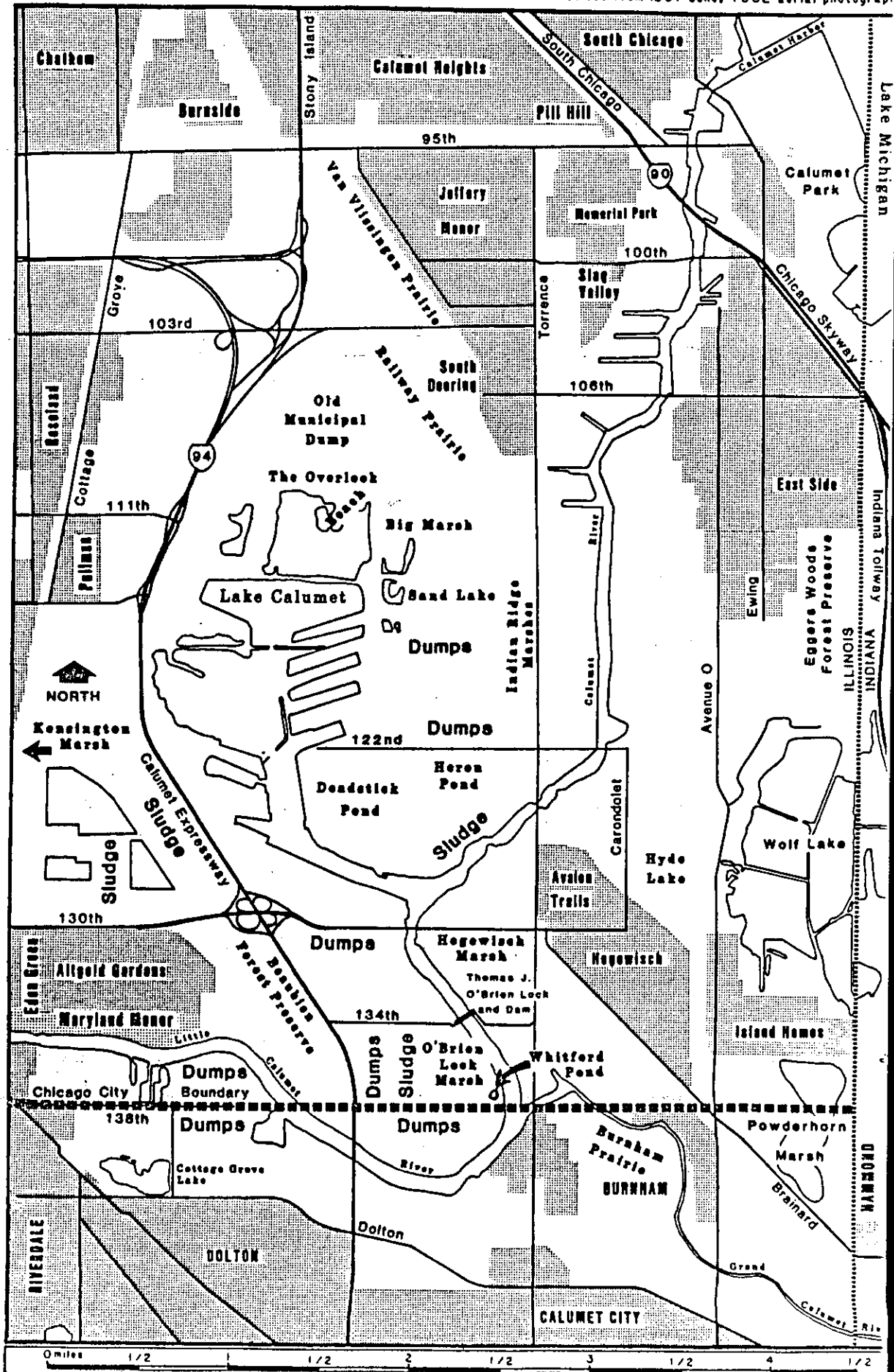
APPENDIX II

Map Supplement

LAKE CALUMET AREA
 Lake Calumet Study Committee

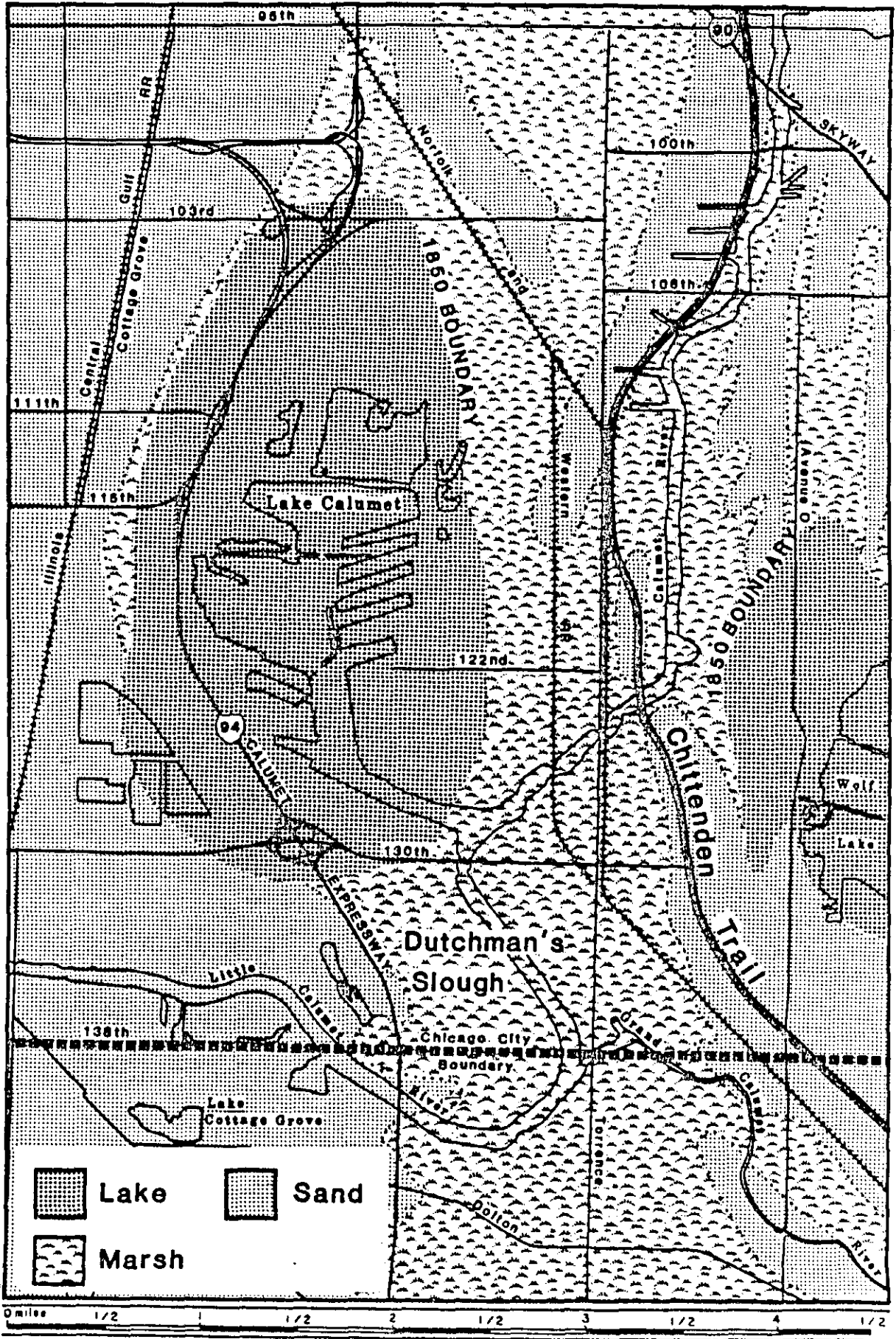
Base information from U.S. Geological Survey, Lake Calumet
 Quadrangle, 1973 Photorevised edition, Lake Calumet
 shoreline revised from IDOT June, 1982 aerial photograph

 RESIDENTIAL AREA

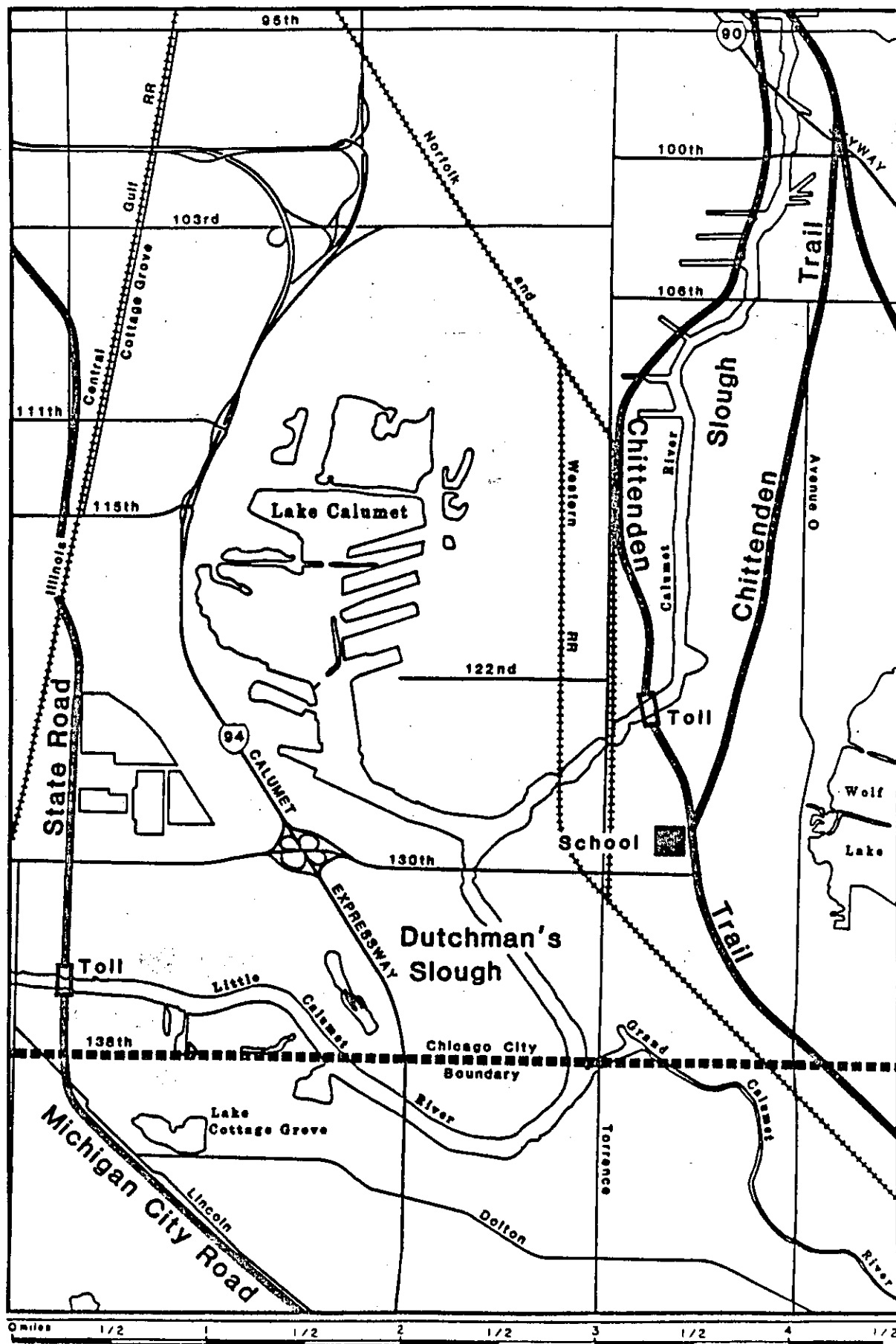


University of Illinois at Chicago, Department of Geography Cartography Laboratory

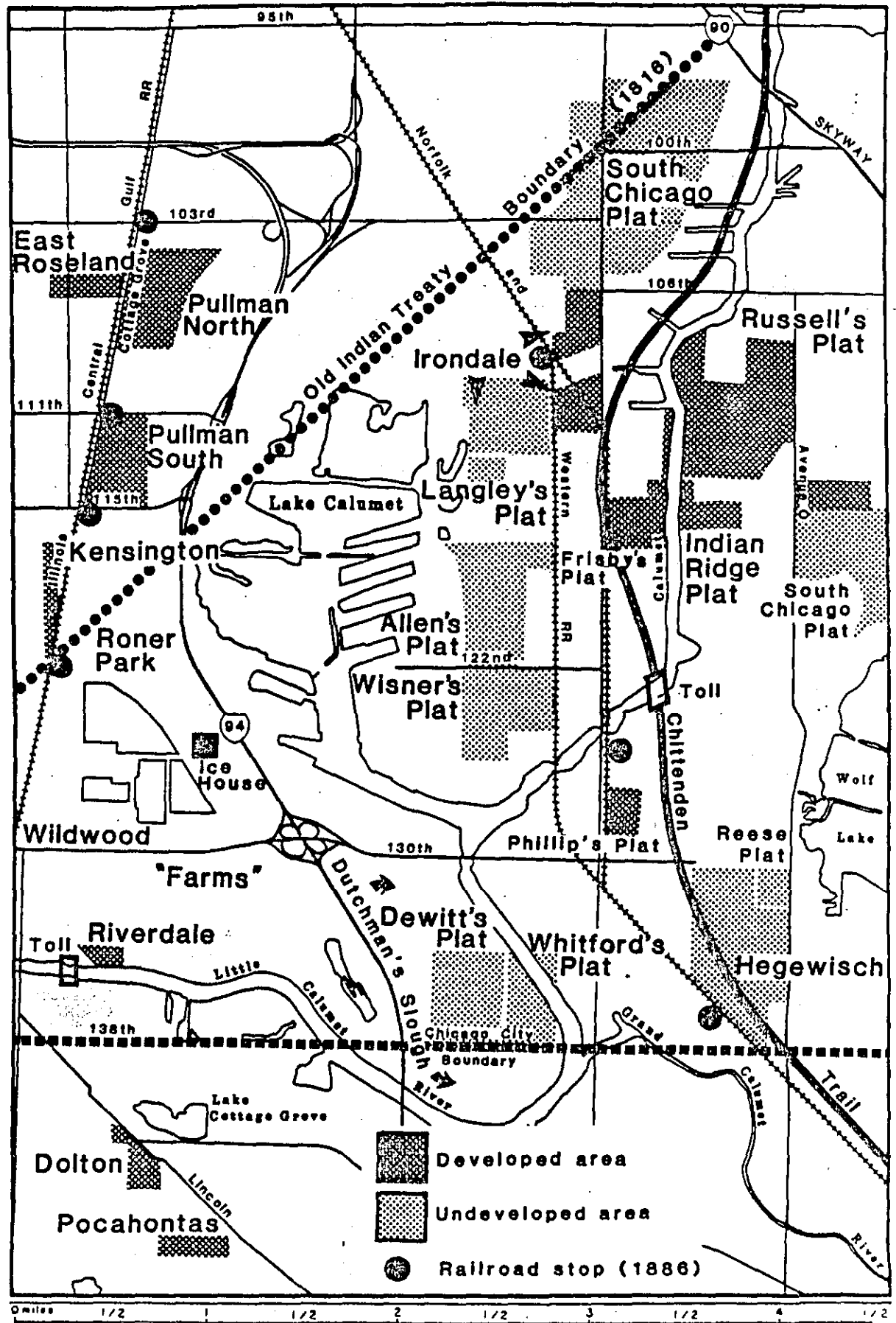
Lake Calumet Area Environment Around 1850, Superimposed on 1986 Map



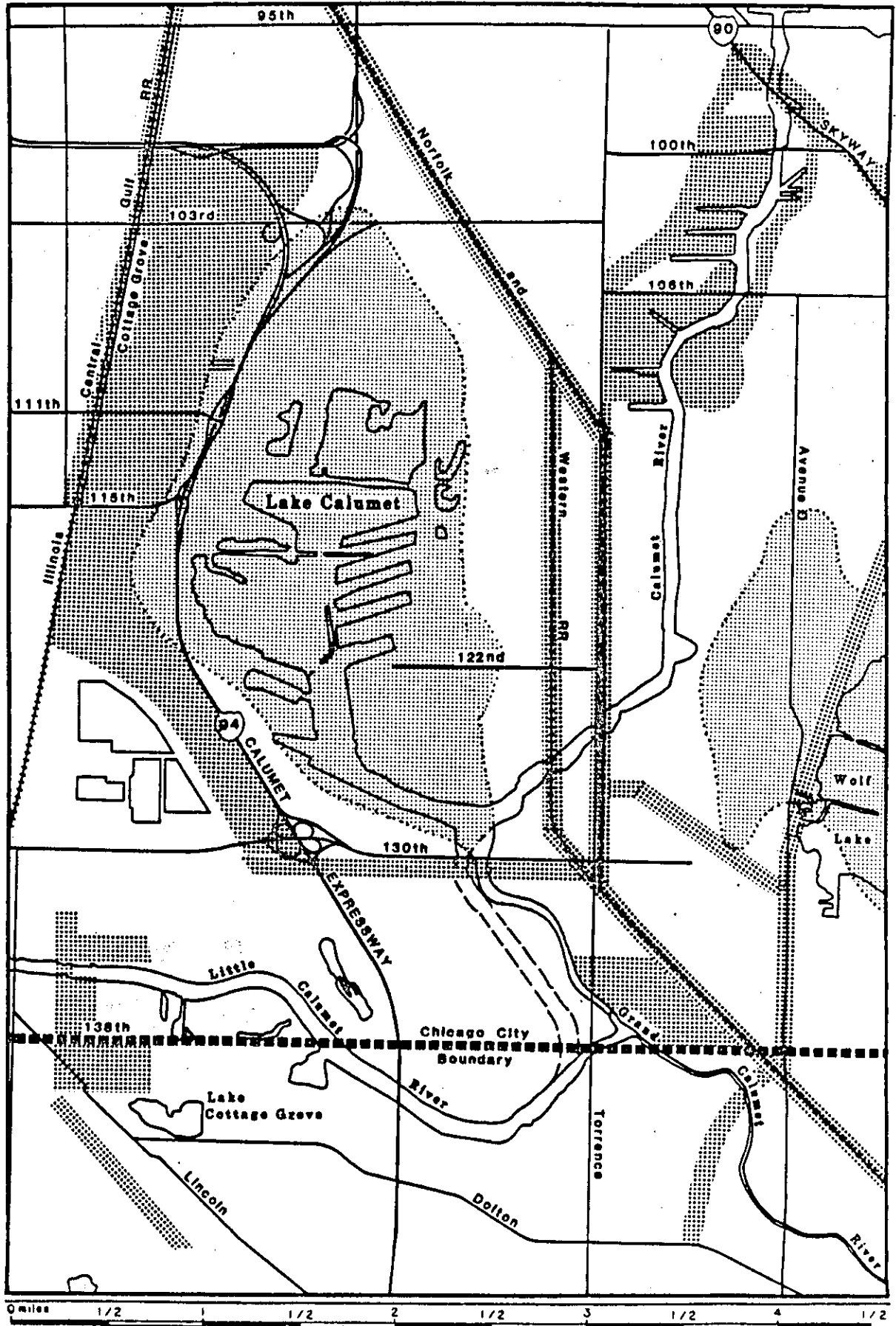
Lake Calumet Area, Early Trails and Roads, pre-1850



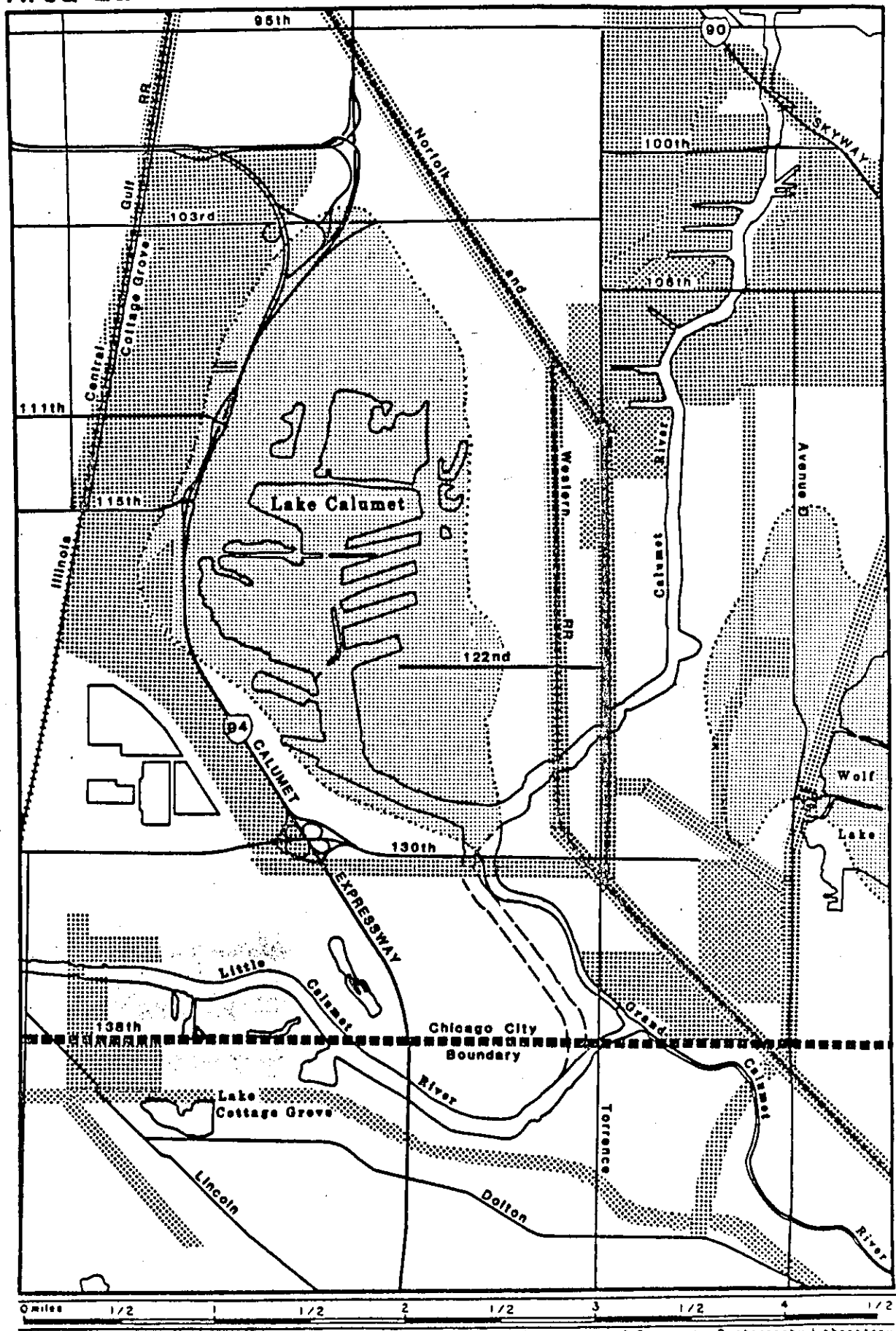
Nineteenth Century Villages, Plats, Subdivisions and Other Proposed Developments in the Lake Calumet Area to 1885



Area Landfilled at Lake Calumet by 1886

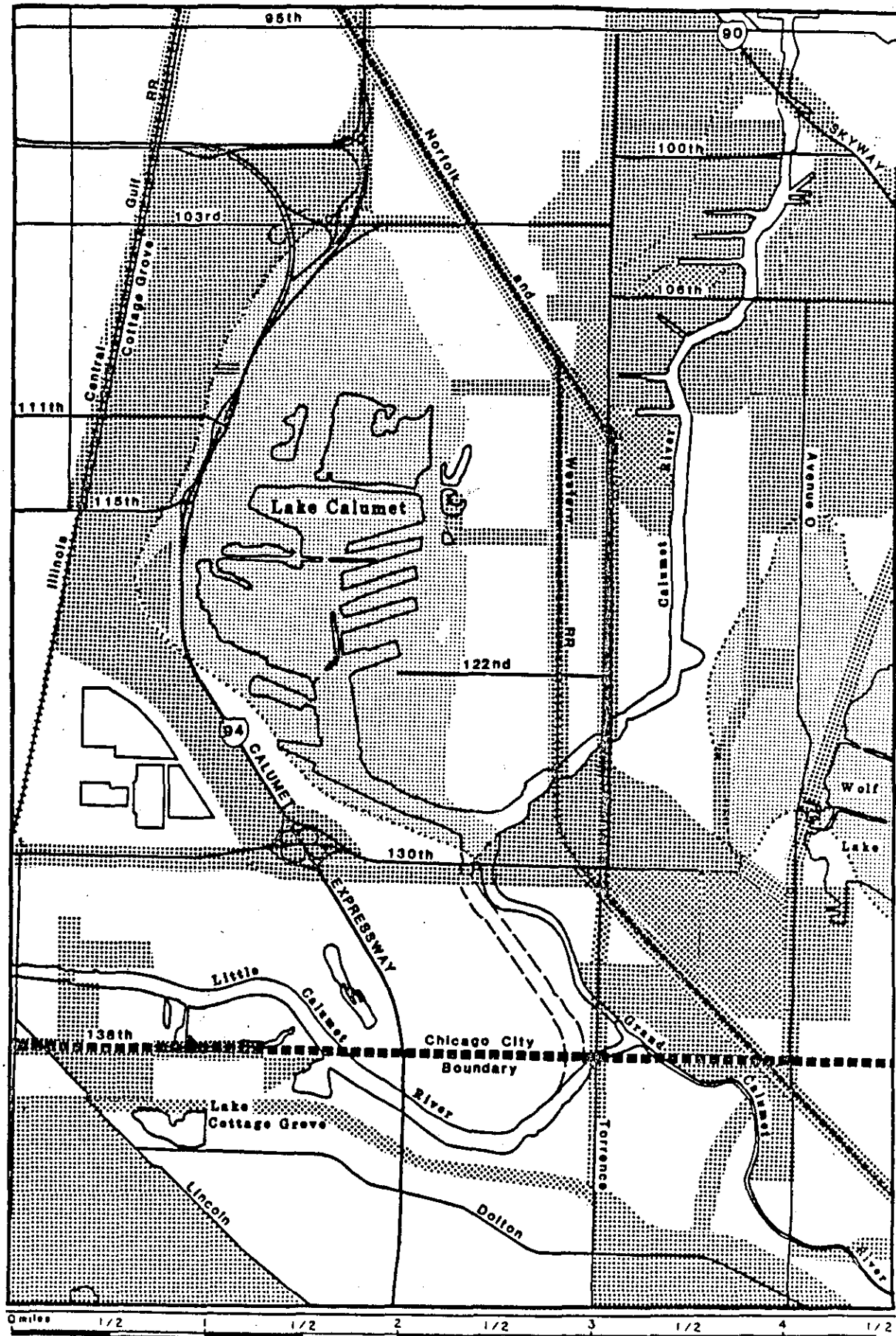


Area Landfilled at Lake Calumet by 1901



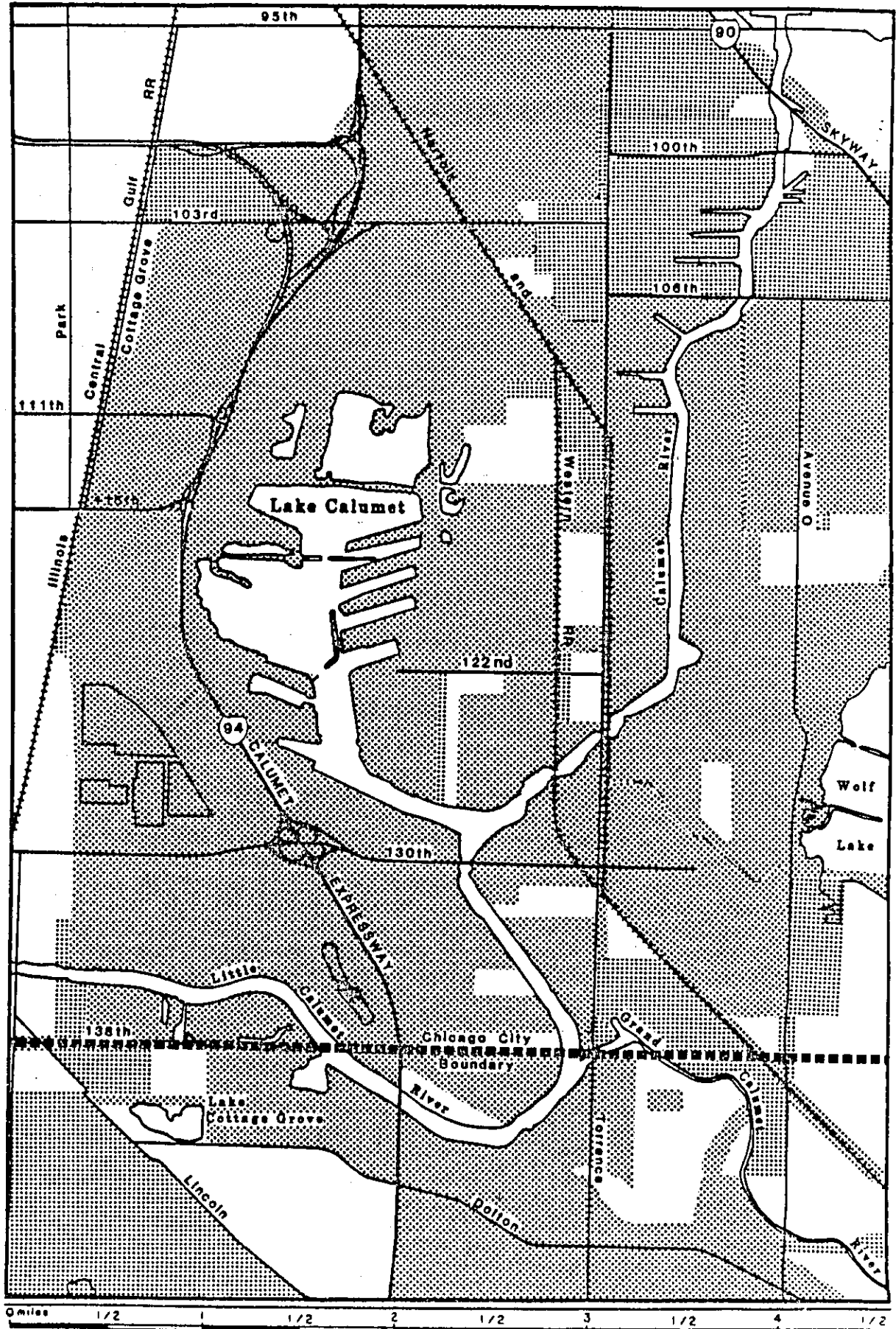
University of Illinois at Chicago, Department of Geography Cartography Laboratory

Area Landfilled at Lake Calumet by 1930

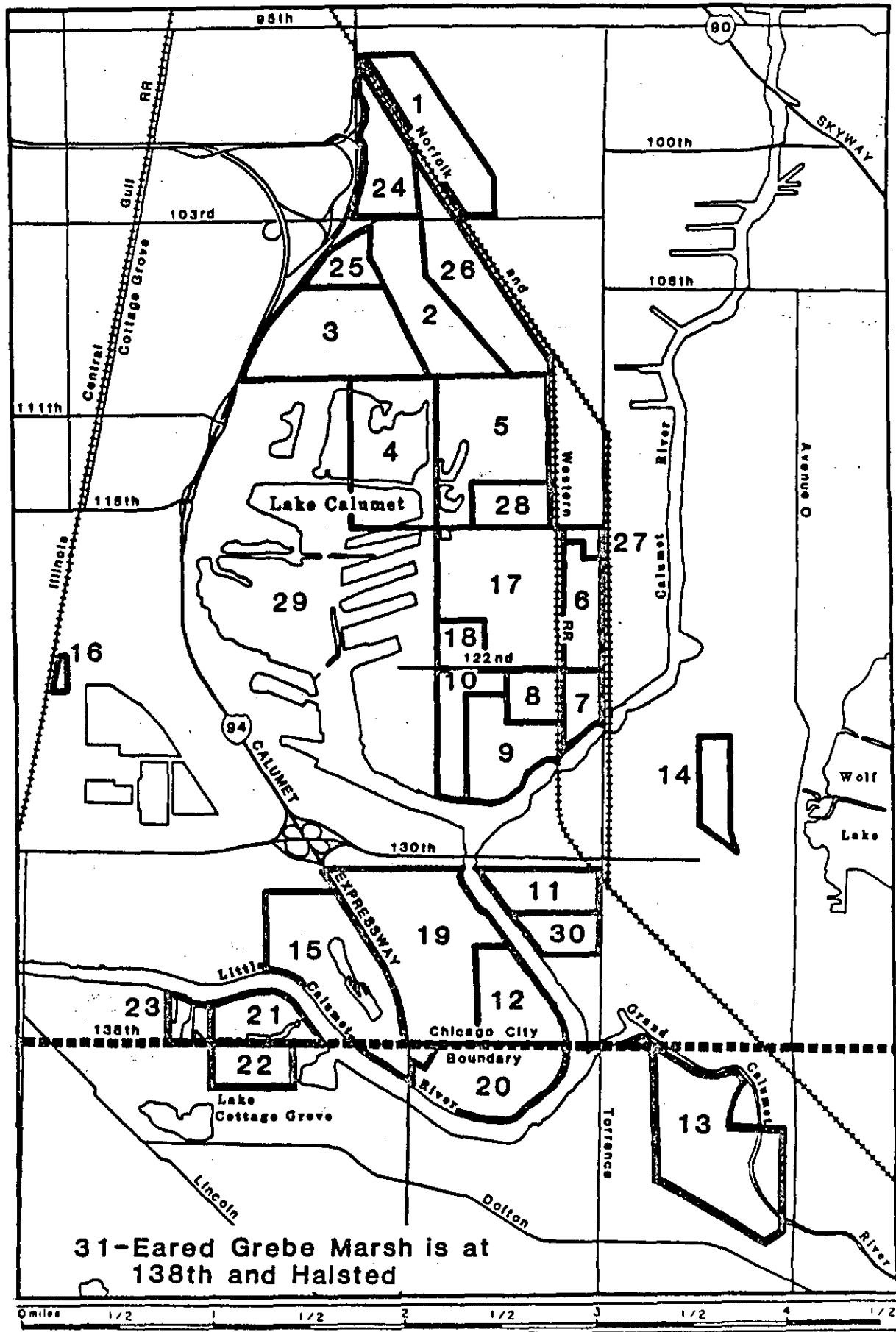


University of Illinois at Chicago, Department of Geography Cartography Laboratory

Area Landfilled at Lake Calumet by 1985



Sites Described in the Ecological Park Proposal

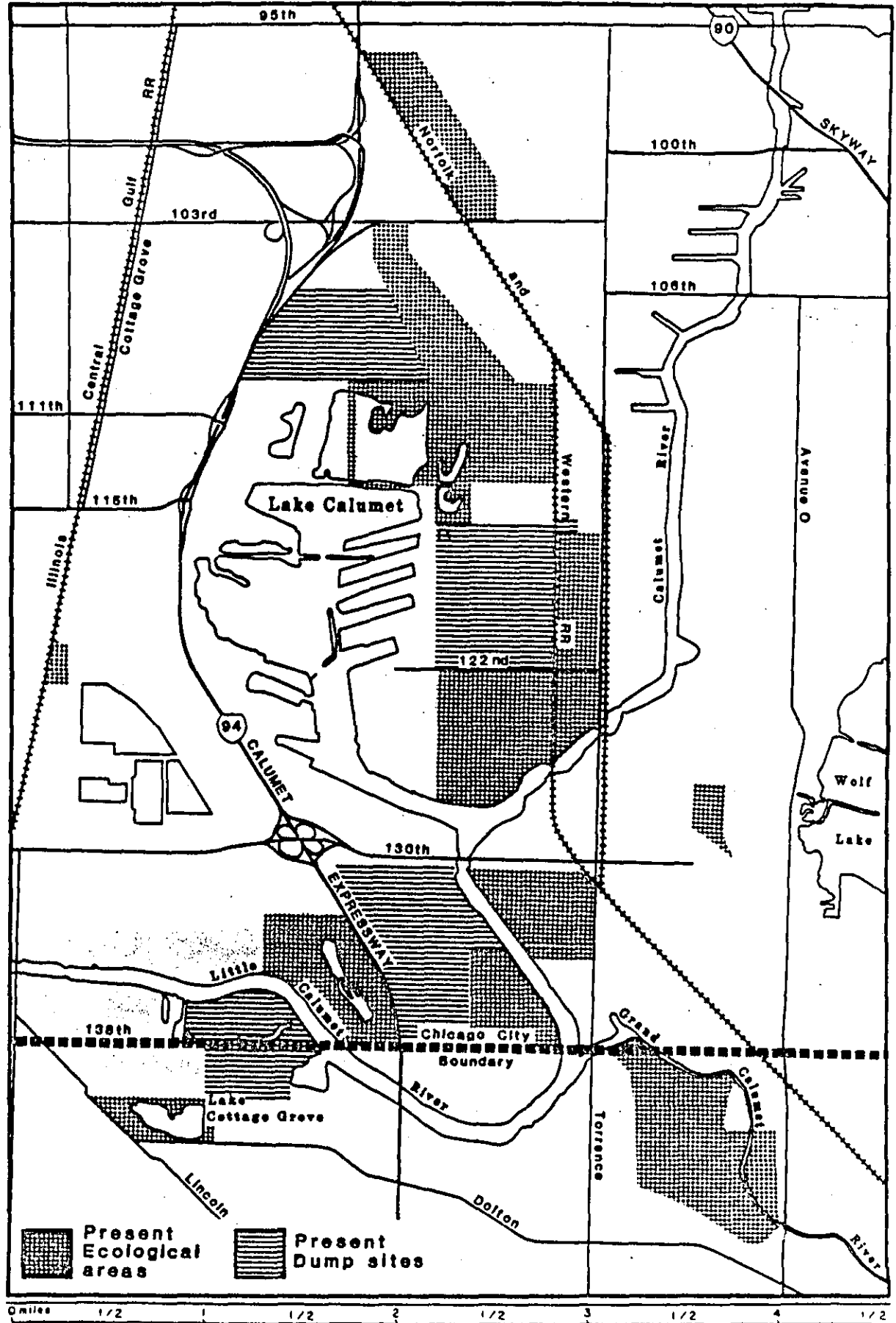


31-Eared Grebe Marsh is at
138th and Halsted

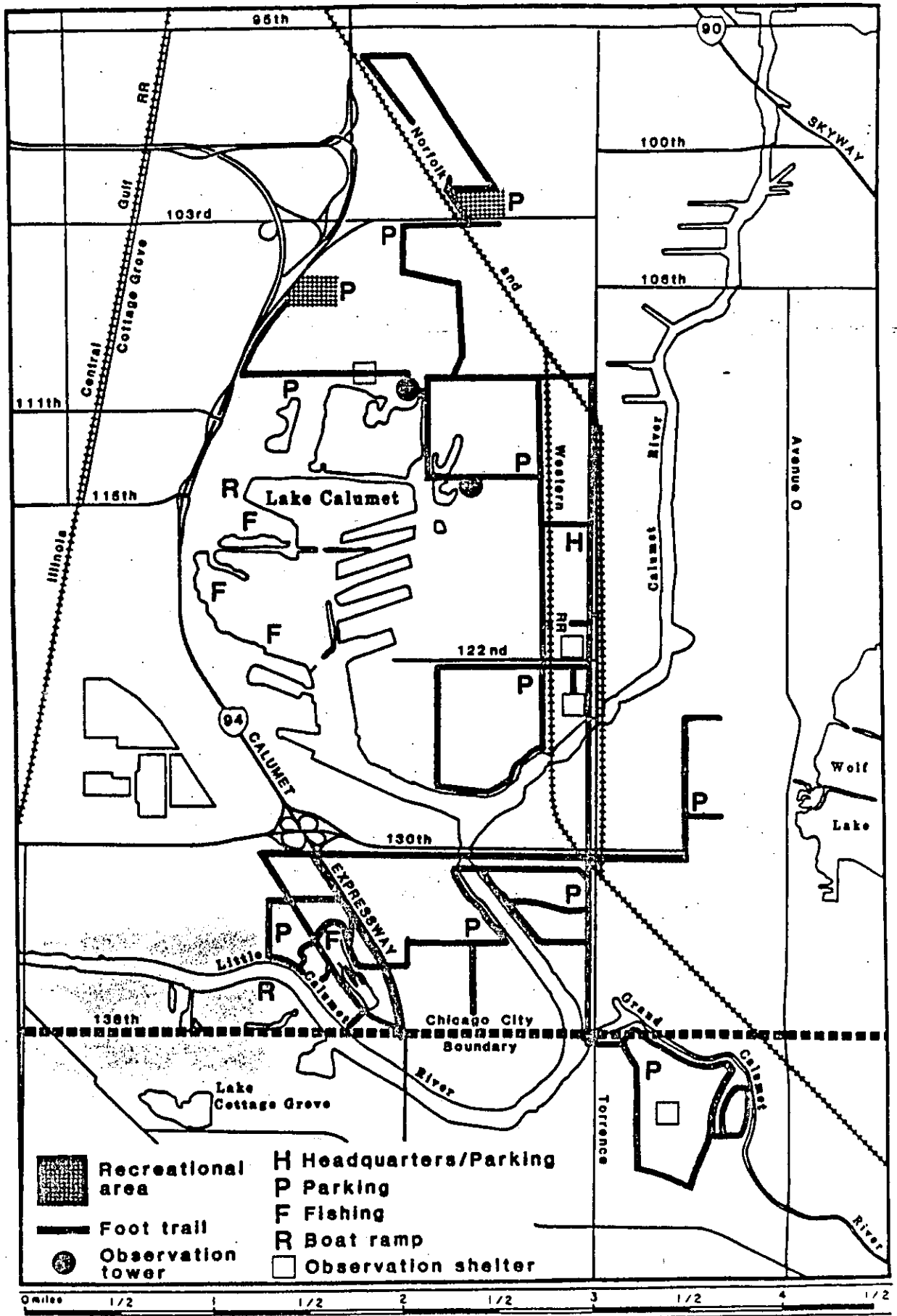
0 miles 1/2 1 1/2 2 1/2 3 1/2 4 1/2

University of Illinois at Chicago, Department of Geography Cartography Laboratory

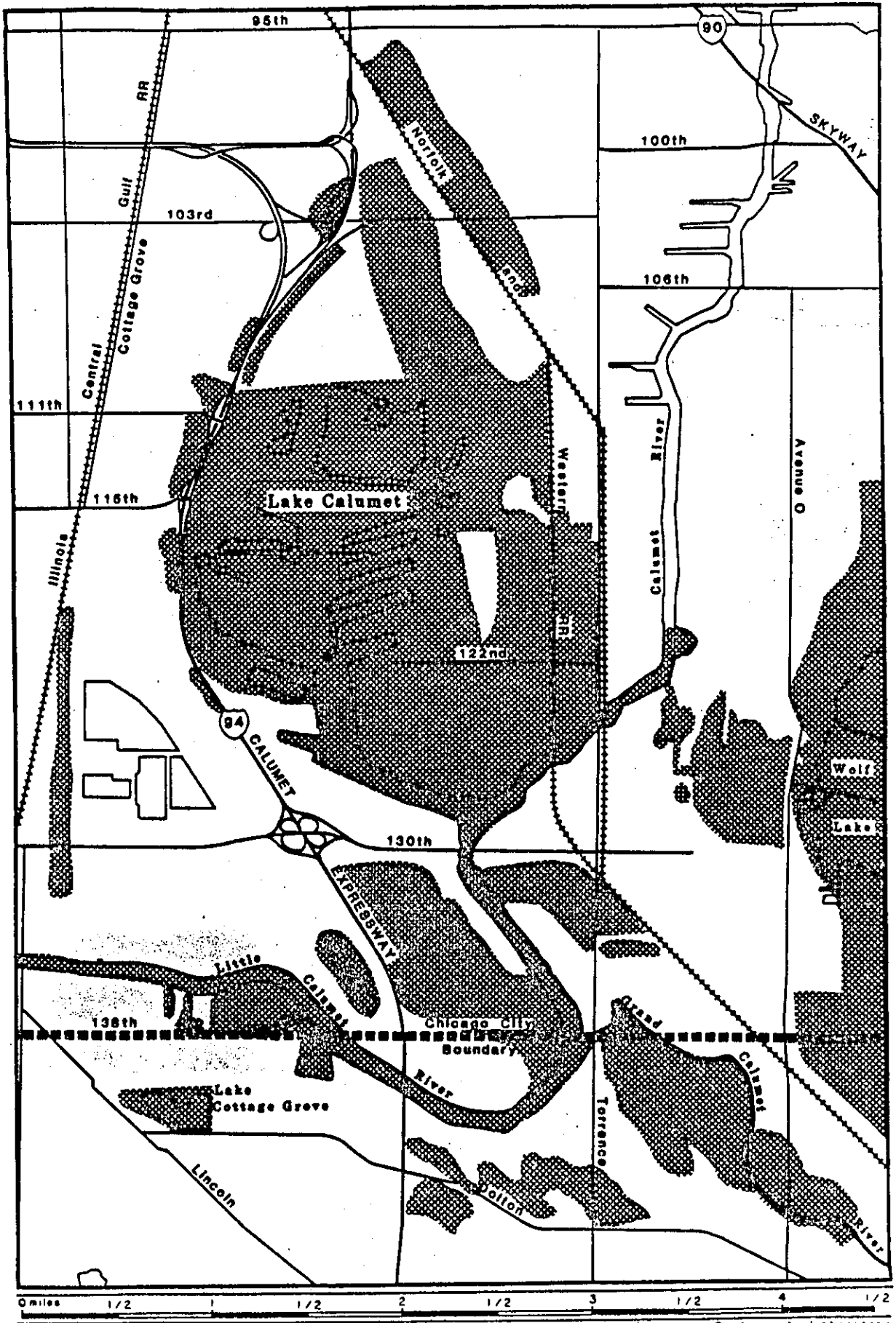
Lake Calumet Ecological Park Overview



Access Facilities For Lake Calumet Ecological Park

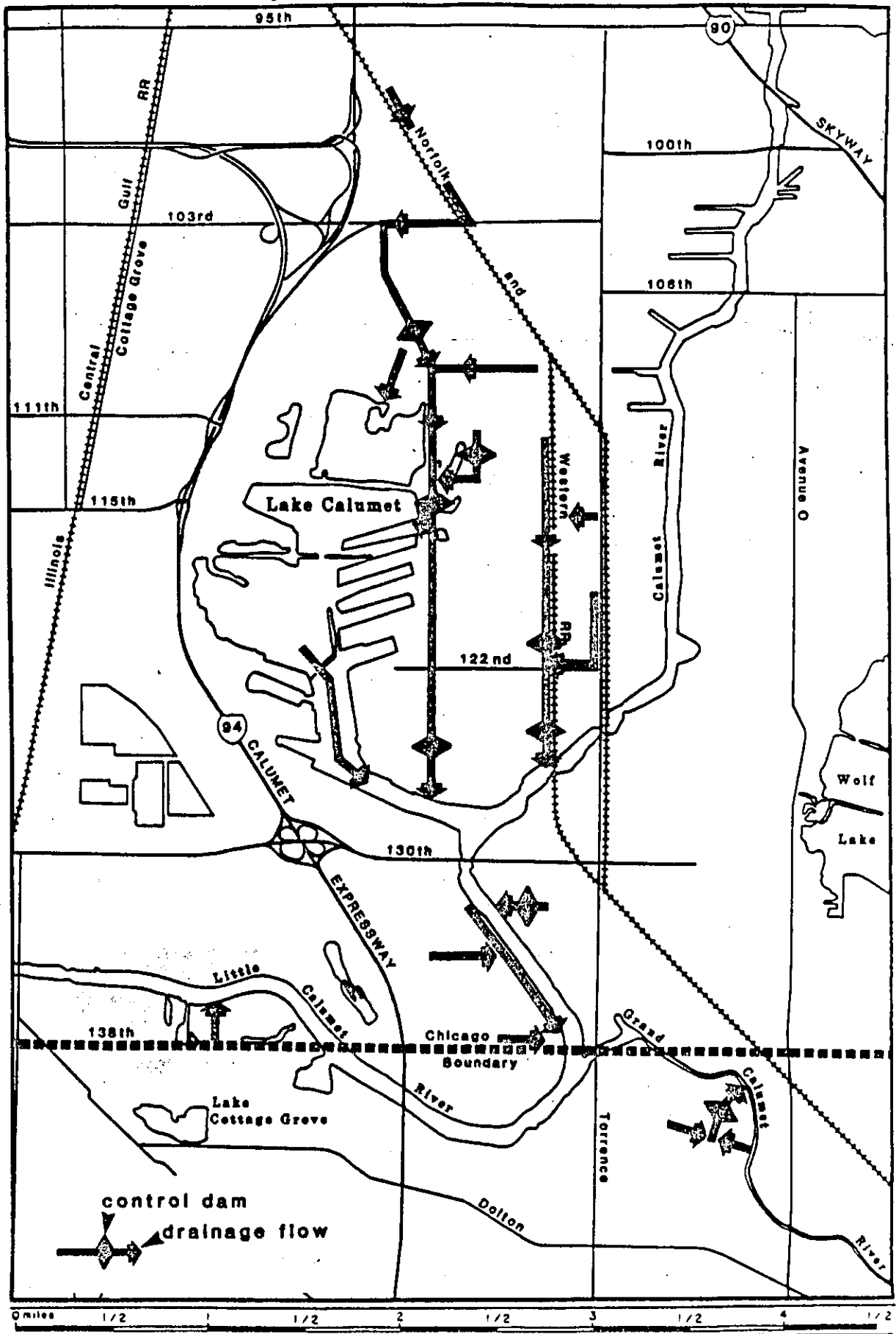


Area at Lake Calumet Under Water Since 1954



University of Illinois at Chicago, Department of Geography Cartography Laboratory

Water Control Systems Proposed at Lake Calumet



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APPENDIX III

Original Lake Calumet Study Committee
Lake Calumet Ecological Park Proposal and News Release,
January, 1985

LAKE CALUMET STUDY COMMITTEE

2102 BSB (mc/183)
Post Office Box 4348
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NEWS RELEASE

The member organizations of the Lake Calumet Study Committee announce their proposal for the creation of a 2,500 acre complex "Wetland Ecological Park-Open Space Recreation Area" in the Lake Calumet area of southeast Chicago and adjacent suburbs.

The complex includes certain properties that lie between Torrence Avenue on the east and Indiana Avenue on the west in the City of Chicago, with 97th Street on the north and 138th Street on the south. Some properties are in the Village of Dolton and the Village of Burnham, adjacent to the Chicago City boundary. (Map attached.)

Of the total complex, 1,400 acres will constitute the "Wetland Ecological Park" and include the remaining sections of the Lake Calumet Marshes, the pioneer landscape of Chicago. The additional 1,100 acres is comprised of present and former sanitary and hazardous waste landfill properties in Dolton, Burnham, and Chicago, the largest segments being in Chicago, and are recommended to be placed in permanent "Open Space Recreation" use.

The "Wetland" portion is recommended to be a limited access area with emphasis on landscape, habitat, and wildlife preservation and betterment. The "Open Space" portion will include a variety of open space and recreational uses to be determined in the near future, as the future of landfilling in the City of Chicago is not yet determined.

The complex is designed in such a manner that it will permit integration of well designed industrial and commercial activities in adjacent properties. Practically all of the lands proposed have no present economic prospects and most are unsuitable for such development. The plan should assist in the promotion of a revitalized southeast Chicago, consistent with plans discussed and promoted by the Chicago Regional Port District and the Chicago Park District.

Of the 1,400 "Wetland" acres, 600 acres are now in the hands of public agencies, including the Chicago Regional Port District and the Metropolitan Sanitary District of Greater Chicago. Small acreages and rights-of-way are controlled by the City of Chicago.

The proposal is designed to bring an end to the continuing environmental degradation of this area of the Chicago community, end the population loss as persons flee the area to escape the noise and smell, terminate the declining property values in adjacent neighborhoods, and to end the community nightmare associated with high disease rates and local pollution.

LAKE CALUMET STUDY COMMITTEE

LAKE CALUMET WETLAND PRESERVATION PLAN 0 MI. 1/2

