

Opportunities Analysis and
Brownfields Site Identification and Prioritization:

Village of Burnham, Illinois

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INTRODUCTION

This document highlights several key planning and development opportunities for the Village of Burnham. It also identifies and prioritizes brownfield sites that have the potential to undergo successful redevelopment that would spur revitalization of target areas within the Village. Together, the opportunities analysis and brownfield site identification and prioritization process address regional and local redevelopment issues and lay the foundation for a targeted approach to environmental site assessment and remediation.

This planning effort was conducted under the auspices of the South Suburban Chicago Brownfields Coalition (SSCBC). SSCBC is a group of eight municipalities whose goal is to identify, assess, and redevelop brownfields sites in eight south suburban municipalities that are believed to contain a concentration of vacant, abandoned, and possibly contaminated properties because of their industrial histories. This effort was funded through a U.S. Environmental Protection Agency (USEPA) Brownfield Assessment grant that was coordinated by the South Suburban Mayors and Managers Association.

This document represents a planning process developed by VANDEWALLE & ASSOCIATES specifically for SSCBC, which involves an opportunities analysis and brownfield site identification and prioritization process that are conducted simultaneously. To date, the process has been applied to five coalition member communities, including the Villages of Posen, Riverdale, Lansing, South Chicago Heights, and the City of Chicago Heights. The opportunities analysis prepared for Burnham is also being conducted concurrently with similar efforts in the Village of Robbins and the City of Markham. The opportunities analysis identified regional and local strategic opportunities for redevelopment that could strengthen area economics and social fabrics. They are tailored to each community's particular advantages and needs while reflecting trends in a common regional economy.

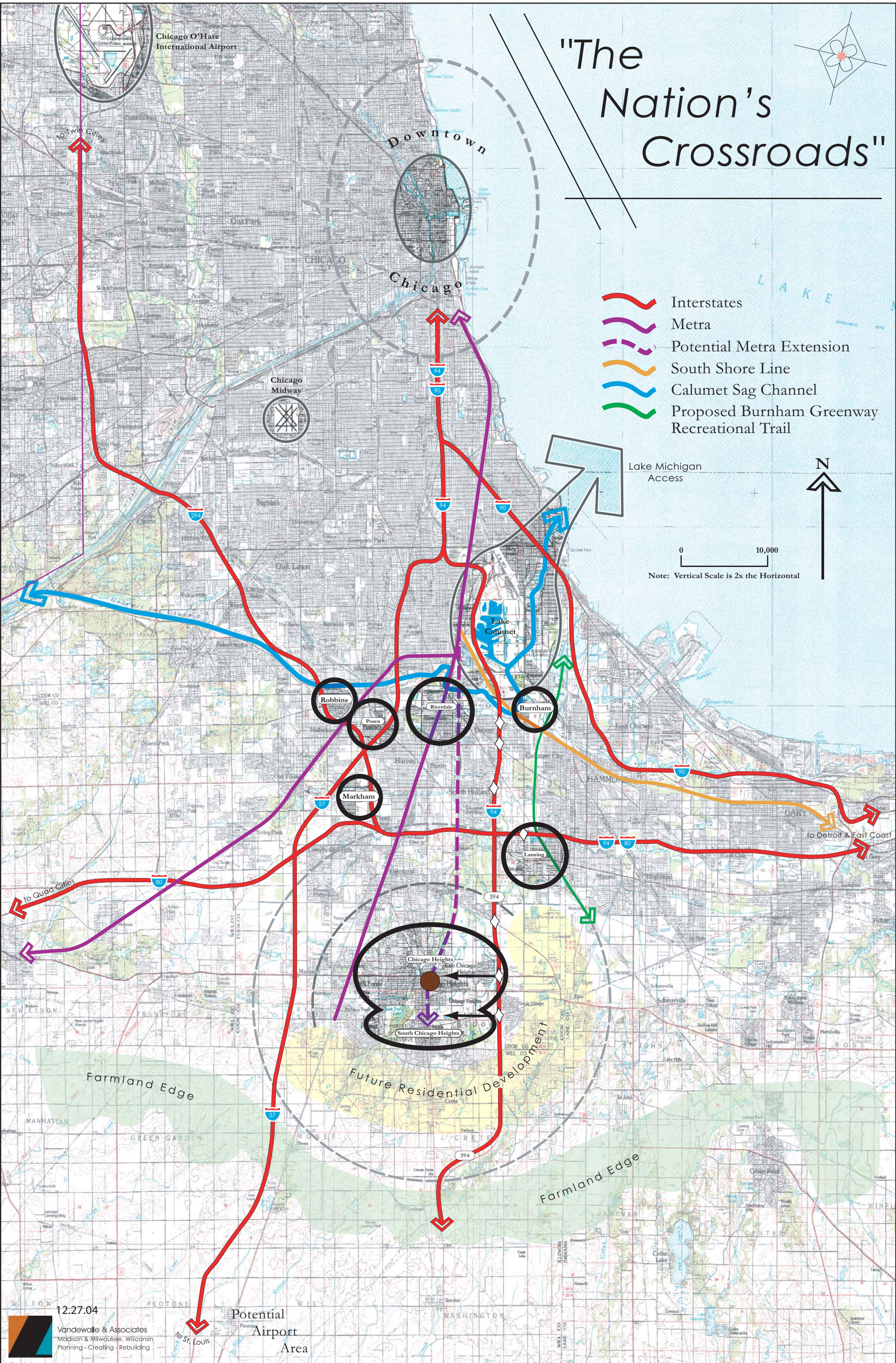
OPPORTUNITIES ANALYSIS

The purpose of an opportunities analysis is to explore a community's untapped potentials, and to offer suggestions on how these potentials can be realized through redevelopment of local brownfields. Factored into the analysis are such things as available land; technology, transportation, power, and communications infrastructure; development trends; regional economic strengths and initiatives; proximity to concentrations of employment, education, and industry; national and regional economic trends and influences; urban design considerations; and perhaps most importantly, the community's development goals. It is designed to provide planning and economic development guidance to Village officials as they contemplate future development opportunities, planning and zoning amendments, capital improvements, intergovernmental discussions, and public-private ventures.

Although focused specifically on the Village of Burnham, the opportunities analysis is an analysis of the Village's potential economic role in the south suburbs and the Chicago Metro area. It recognizes that the Village is not an island, but that it exists within a complex urban region, which presents numerous opportunities and challenges for local development. The opportunities analysis provides a backdrop for evaluation of the brownfield redevelopment opportunities in the Village, and is designed to help focus those opportunities.

SITE IDENTIFICATION & PRIORITIZATION

The site identification and prioritization process, which is outlined in detail on page 19 of this document, includes the following steps. First, VANDEWALLE & ASSOCIATES worked with the Village to identify broad target areas that are in need of redevelopment. Within each of these target areas, potential brownfield sites were identified and ranked based on a reuse feasibility analysis and cursory reviews of ownership and environmental status. Concurrently, focus groups were held in which VANDEWALLE & ASSOCIATES helped the community identify and prioritize their goals for redevelopment. These goals were then used to refine the professional and technical analyses such that if redevelopment of the priority sites occurs, the goals of the community would be achieved. VANDEWALLE & ASSOCIATES then presented the final prioritization to the focus group to confirm the results. Based on this prioritization, several of the recommended sites in the Village will become the subject of Phase I Environmental Site Assessments that will be funded by the USEPA grant. The next phases of assessment and redevelopment planning will be funded by an Illinois EPA (IEPA) grant. The results of the opportunities analysis and site identification and prioritization process follows.



"The Nation's Crossroads"

- Interstates
- Metra
- Potential Metra Extension
- South Shore Line
- Calumet Sag Channel
- Proposed Burnham Greenway Recreational Trail

Lake Michigan Access

0 10,000

Note: Vertical Scale is 2x the Horizontal

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Potential
Airport
Area

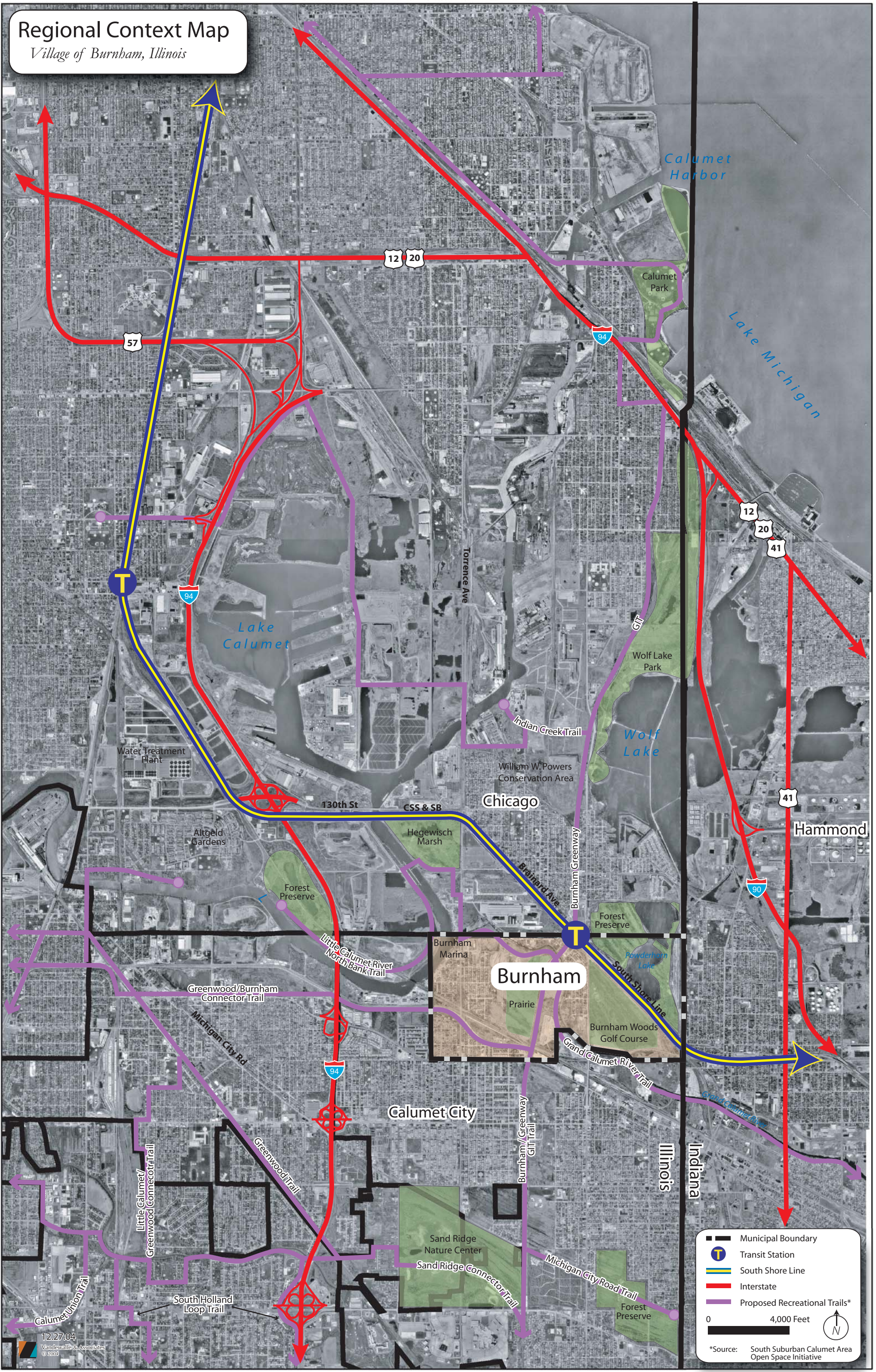
Regional Context

Many development opportunities for the Burnham area have been previously noted in the Opportunities Analysis for the original group of SSCBC members. These opportunities include a diverse workforce, extensive transportation networks, and ‘industrial-strength’ infrastructure and are included in the broader context of the entire south suburban region—an area that covers major portions of southern Cook County and portions of Will County. As noted in the preceding SSCBC document, Burnham and neighboring communities are part of a constellation of south suburban communities that are joined by a common geography, economy, and shared elements of the physical and social landscape. Such features include a common street grid, shared regional public transportation services, overlapping school districts, a common labor pool, familiar patterns of ethnic succession, and major transportation corridors that both unite and divide the communities.

Burnham maintains strong connections within the regional network of rail, waterways, and greenways. However, its position differs significantly from many south suburban communities, as it is surrounded by, but not connected to, the industrial strength manufacturing and national transportation infrastructure of the region. Furthermore, it is integrated into a noteworthy network of quality of life and natural amenities that many in the region lack. Currently these amenities are neither realized by the Village nor the development community. However, a proactive Village led effort to attract and direct growth and investment, and to create a supporting regulatory framework could position the Village to materialize high quality, lifestyle development that would generate higher property and sales tax revenue, an improved quality of life for current and future residents, and the creation of a unique community identity that differentiates Burnham within the regional landscape.

Regional Context Map

Village of Burnham, Illinois



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Regional Opportunities

There are numerous regional opportunities that the Village can leverage to realize redevelopment. These opportunities come in the form of regional open space and riverfront reclamation initiatives, and regional trends in recreation, entertainment, development, and employment. These opportunities are discussed below and graphically depicted regionally on page five and locally on page eight.

Open Spaces & Recreation: The Burnham Greenway and Forest Preserve District of Cook County

The Burnham Greenway, a component of the Plan of Chicago that proposed a ribbon of parks and open spaces to be woven through the City of Chicago, was formally unveiled at the Worlds Fair in 1909 by master planner Daniel Burnham. As a component of a south suburban regional open space and recreation initiative directed by SSMMA and the Openlands Project, the completion of the links in Burnham and Lansing will connect the south suburbs with the urban Greenway system of Chicago and the Grand Illinois Trail, a 500-mile, statewide trail and rural road around northern Illinois. To the south, the City of Lansing has begun conversion of local utility corridors and the abandoned Norfolk & Western rail line into the Burnham Greenway Extension trail. The section of the Burnham Greenway trail that will traverse the Village at Burnham Prairie will occupy the vacated Penn Central rail line. The trail system is currently 85% complete, with \$2 million budgeted for the Burnham link. Once built, these links will connect the Village to Jurgensen, Zanders, and Volbrecht Road Woods, and numerous other regional trails in addition to Chicago's extensive bike path network.

In addition to the regional recreational trail system, the Burnham Greenway includes stretches of preserved prairie, forest, and wetlands, as well as developed recreational areas such golf courses and municipal parks. The Forest Preserve District of Cook County is the single largest land holder in the Village. Comprised of the Burnham Prairie, Powderhorn Prairie and Lake, and the Burnham Woods Golf Course, the District's holdings account for approximately 40% of the Village's total land area. Adjacent communities, such as Hammond, Calumet City, and Lansing, have leveraged their connections to these regional open spaces through direct marketing, interpretive centers, bike path extensions, and open space expansions to capture development investment and tourism dollars.

Regional Riverfront: The Grand Calumet and Little Calumet Rivers

The Grand Calumet River, a designated Superfund Site, originates on the east side of Gary, Indiana and flows approximately 15 miles through the heavily industrialized cities of Gary, East Chicago and Hammond, Calumet City, and finally Burnham, before it reaches the Little Calumet River. In past years, the U.S. Department of the Interior, Indiana Departments of Natural Resources and Environmental Management, numerous communities, and responsible parties have invested significant resources to cleanup and rehabilitate the Indiana section of the river. The Army Corps of Engineers has conducted preliminary studies of potential cleanup scenarios for the portion of the river that traverses Burnham. With cleanup of the Grand Calumet River, riverfront communities in Indiana have realized substantial community benefits. Hammond purchased a tract of land adjacent to the river for development of riverfront bike path; Gary designated a new 250 acre nature preserve and has plans for development of a riverfront bike path that connects with the Little Calumet River. The City of Gary has also embraced the river cleanup as a vehicle for residential revitalization; according to a study put forth by the University of Illinois, the river cleanup is expected to increase the value of residential riverfront property by 25%.¹ Although the Village was originally contacted by the Grand Calumet cleanup team, the project did not extend into the Illinois segment of the river. If cleaned up, the Grand Calumet River would be a community centerpiece and powerful asset that could provide riverfront recreation and amenities and attract significant development interest.

The Little Calumet River connects Lake Michigan to the Mississippi River via the Cal Sag Channel and is an integral shipping thoroughfare for the Lake Calumet industrial complex. The shipping channel is the focus of recent efforts to redevelop obsolete industrial riverfront property, as seen in Blue Island, Calumet Park, and Riverdale. These efforts seek to reposition the blighted riverfront as a regional amenity. Recently south suburban waterways have been a topic of extensive study. Last year, with funding from the Illinois Clean Energy Community Foundation, the South

¹ Prof. Daniel P. McMillen, "Economic Impacts of Grand Calumet River Restoration" (Unpublished paper, University of Illinois, Chicago. June 2003).

Suburban Mayors and Managers Association formed a partnership with the Openlands Project to develop a vision for open space in the south suburban Calumet area. This year, as part of the SSMMA's South Suburban Corridors Project, the Calumet River Corridor Council is implementing a multi-jurisdictional effort to promote economic development and vitality while protecting natural areas. The planning group will assess existing conditions along the Calumet River system, including Burnham, and study land use practices vis a vis the river system's sustainability as a recreational and shipping corridor. As with reclamation of the Grand Calumet River, investment in the Little Calumet riverfront will expand local recreation amenities as well as encourage private investment and redevelopment of the riverfront and surrounding areas.

Connecting to Downtown: The South Shore Line

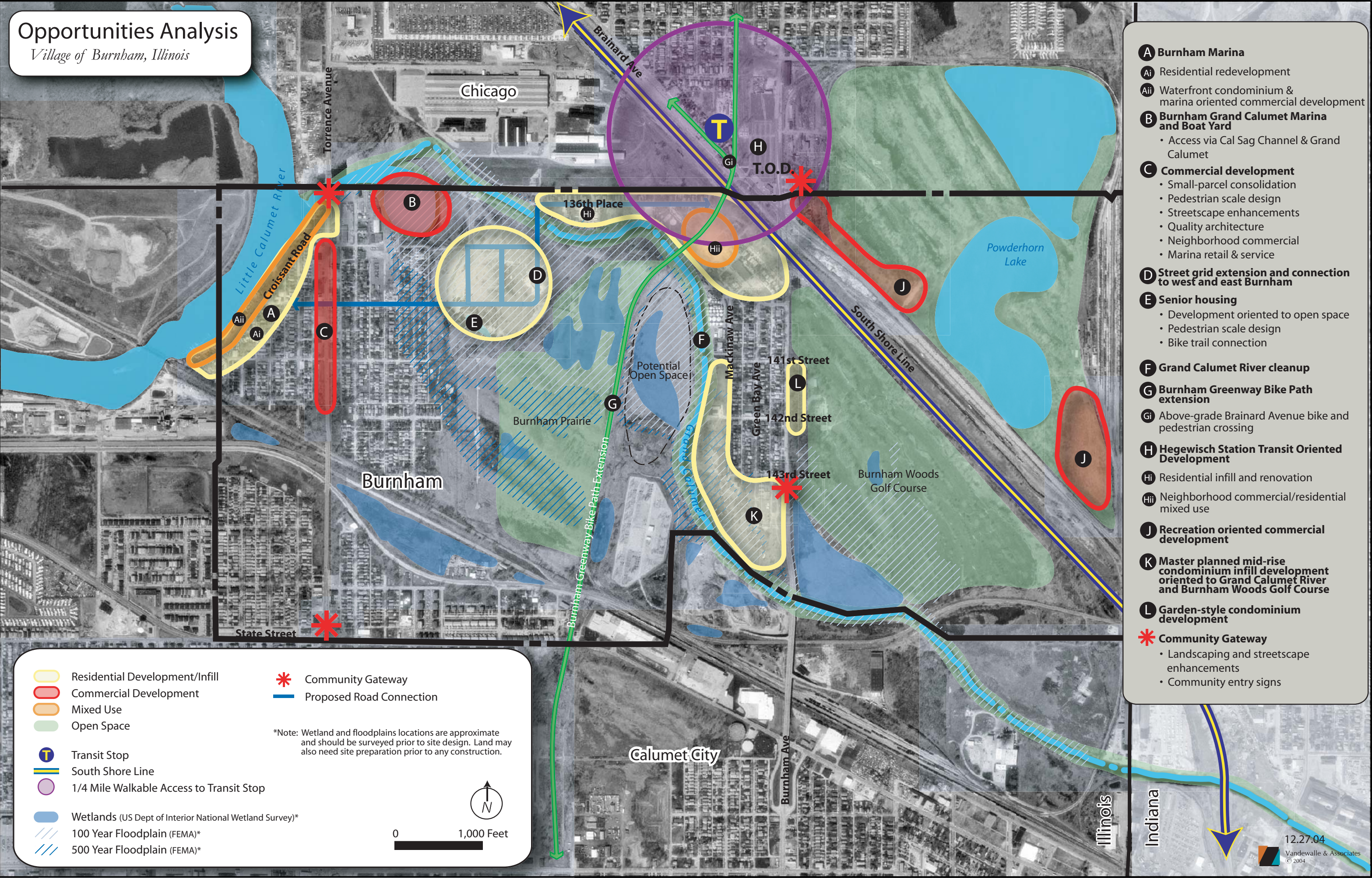
The South Shore Line traverses the northeastern corner of the Village and serves a major commutershed, covering significant population of northwestern Indiana and southern Chicago. The South Shore Line has played an integral part in expanding access to employment and recreational opportunities in the southern Lake Michigan area. In recent years, the rail line's marketing efforts have focused on its connections with downtown entertainment venues and regional recreation opportunities. With improved access to the Hegewisch Station to the north, the Village can take advantage of being an inner ring suburb with downtown transit access to capture new residential and commercial development.

Woven into History: Torrio, Capone & the Boy Mayor of Burnham

Burnham has a colorful history that is derived from the heydays of Chicago's notorious organized crime rings. Johnny Patton, the "boy mayor of Burnham", grew strong relationship with mob boss Johnny Torrio and his successor Al Capone, who reigned over Chicago's organized crime in the roaring twenties and gained substantial wealth by expanding bootlegging and prostitution into the suburbs. Due to its strategic location straddling the Illinois/Indiana border and the inherent jurisdictional confusion, Burnham's infamous Arrowhead Inn became a thriving brothel and saloon ran by Patton and Village officials under the protection of the Torrio family. Jazz headliners such as Milton "Mezz" Mezzrow and the Peoria Band are rumored to have provided musical entertainment to the Arrowhead crowd.² Numerous successful restaurants, bars, music halls, and tours throughout the region have capitalized on Chicago's mobster history-- with the popularity of television shows such as the *Sopranos* and *Growing up Gotti*, the allure of organized crime and its marketing or branding potential for the Village and local businesses is as powerful as ever.

² Johnny Torrio: First of the Gang Lords by Jack Mc Phaul. Arlington House (1970).

Opportunities Analysis
Village of Burnham, Illinois



Local Opportunities

The unique natural geographic features of the Village, such as the Burnham Prairie, Grand and Little Calumet Rivers, Burnham Woods Golf Course, and Powderhorn Prairie and Lake, have traditionally been viewed as a barrier to economic and community development. (Please refer to the local and regional opportunities graphics on pages five and eight, respectively, for the locations of these amenities.) These perceived barriers are primarily a result of the desire to capture a portion of the industrial and manufacturing economy that has consistently located in neighboring communities due to their large tracts of available and accessible land, direct connection to primary transportation corridors, and advantageous tax structures. Although Burnham neither maintains a competitive real estate for industrial/manufacturing uses, nor the fiscal stamina to provide incentives to lure such development, its wealth of natural and recreational amenities can reposition the Village as a high quality residential enclave, that offers reprieve from urban intensity, while not compromising access to the entertainment and employment opportunities of downtown Chicago. Such a well serviced urban lifestyle is not currently seen in the region.

Notwithstanding several vacant, platted blocks that are located within the floodplain, the residential areas of the Village are generally built out. However, specific areas in the Village are ripe for redevelopment of a niche market that, with the appropriate density, will support local retail and commercial services, attract regional tourism, expand the Village tax base, and result in a more efficient use of existing infrastructure, without over extending local social services.

Riverfront Redevelopment Areas

There are over two miles of river that border or traverse the Village of Burnham. True to the manufacturing heritage of the region, all riverfront land is zoned industrial and its amenity value widely unrealized. To best capitalize on the riverfront as a community amenity, redevelopment of this land should be directed by an overall master plan, which would identify specific land uses and layouts, rather than allowing the riverfront areas to be developed in a piecemeal fashion with individual plans for single properties. Such planning is imperative to ensure redevelopment best serves the community and reflects the community's goals.

Burnham Marina (Area A): Near-term redevelopment opportunity

The Little Calumet riverfront on the northwestern edge of the Village maintains the highest potential to influence the direction of future development of the west side of Burnham. With relatively unrestricted access to Wolf Lake and Lake Michigan, the potential of the riverfront and adjacent boat storage at the Burnham Marina is significantly unrealized. This proximity has not gone unnoticed, as residential properties to the north of the marina are undergoing significant improvement, which will result in a residential price point previously not seen in the Village. Higher-end watercrafts are moored at the marina, yet only limited services and amenities are offered for such a customer base. As revegetation efforts at the Waste Management landfill across the river take root, the market's attraction will accelerate and development interests will expand to include the adjacent landfill and riverfront areas.

If continued unchecked, the uncoordinated redevelopment of the riverfront will not fully capitalize on the river as a community amenity, and the unchecked, market driven developments will not generate the tax revenue, jobs, and provision of commercial and retail services that could be accomplished



Example of mixed use riverfront development that would be appropriate for Area 1b

through a master planned development. Redevelopment of the riverfront (site #12) should be higher density mixed uses that include waterfront townhouses and condominiums, slip space, entertainment, and supporting marina retail and services.

Area A Recommendations:

- Up grade the zoning of the area west of Torrence Avenue and north of the Michigan Central rail line to a new mixed use zoning designation. A Planned Unit Development ordinance (PUD) designation should continue to allow for single family residential uses such as those in the area, as well as mid-density townhouses and condominiums and smaller scale uses that support neighborhood and marina commercial and retail needs.
- Adopt a moratorium on development along the waterfront until the appropriate zoning is in place and a redevelopment plan is adopted. A moratorium will inhibit expansion or construction of uses that would impair, complicate, or delay the Village's riverfront redevelopment efforts.
- Eliminate the illegal boat storage in the Croissant Avenue alley.
- Work with SSCBC, USEPA, and IEPA to coordinate environmental assessment of riverfront and Croissant Avenue properties.
- Establish a Tax Increment Financing District for the riverfront area to induce development with incentives and fund necessary public infrastructure, such as road improvements, pedestrian crossings, and a public boat launch.
- Acquire and consolidate, or facilitate developer acquisition and consolidation of, riverfront parcels to ensure a planned and phased development process, rather than uncoordinated, piecemeal development of valuable land.
- Explore acquisition of, and access to, the Waste Management landfill riverfront that is in Village limits, as acquisition of this area would significantly expand amount of river frontage available for redevelopment.
- Design of this area should be high quality with higher densities at the riverfront to maximize creation of new tax base.
- Site design and public improvements should encourage safe, well designed pedestrian connections to the surrounding neighborhood and across Torrence Avenue.



Example of condominium density and design that would be appropriate for Area A

Grand Calumet River (Areas Hi & K): Mid-term redevelopment opportunity

The portion of the Grand Calumet River that traverses the Village is littered with household garbage and blocked by a large, abandoned boat at the confluence with the Little Calumet River. Environmental remediation and restoration of the Grand Calumet River will unlock the vast economic development opportunities of its riverfront. Although not necessary to realize many of the opportunities in the Village, remediation and restoration of the Grand Calumet River would be pivotal to fully capitalize on the superior natural amenities in the Village.

Areas Hi and K Recommendations:

- Explore the feasibility of scenarios put forth in the Chicago District of the U.S. Army Corps of Engineers 2002 sediment cleanup and restoration study with Illinois Environmental Protection Agency, U.S. Environmental Protection Agency, SSMMA, and U.S. Department of the Interior (U.S. Fish and Wildlife Service) and build on the State of Indiana's restoration efforts.



Example of condominium development that would be appropriate for Area K.

- Upgrade the zoning of the Grand Calumet riverfront areas from industrial use to a mixed residential designation. This designation should continue to allow for single family residential uses similar to those in the area, as well as high density residential development.

- Work with property and business owners of industrial lands along the river to relocate them to a more appropriate location in the Village.

- Correspond with the owners of the quarry to understand their expected duration of operation.

- Work with Illinois Environmental Protection Agency, U.S. Environmental Protection Agency, and SSCBC to undertake environmental assessment and cleanup activities on prioritized sites within these Areas 8a and 10, specifically sites #1, 7, 8, 9, 10, and 11.



Example of river crossing and bike path design that would be appropriate for Area K along the Grand Calumet River.

- Involve the Forest Preserve District of Cook County and the Openlands Project in the redevelopment planning and implementation process to identify and develop appropriate points of access to the river and prairie.

- Acquire and consolidate, or facilitate developer acquisition and consolidation of, riverfront parcels to ensure a planned and phased development process, rather than uncoordinated, piecemeal development of valuable land.

- Riverfront development should be high quality architecture and construction, and designed such that it incorporates the river and surrounding natural environment. The riverfront south of 142nd Street should be

high quality condominiums that are at least four stories to capture views of the golf course and the prairie. North of 143rd Street and along 138th Place should be slightly lower densities, with two and three story condominiums.

- Work with the Coast Guard to remove the abandoned boat.

Burnham Grand Calumet Marina (Area B): Long-term redevelopment opportunity

The confluence of the Grand and Little Calumet Rivers could be redeveloped into a second marina that could serve as a working marina, freeing the Little Calumet Marina for commercial entertainment and residential uses. Although such an undertaking would require extensive engineering and intergovernmental/agency coordination, 15-20 years in the future, the demand for an additional marina in the Chicago Metro area could motivate developers to take on the project.

Area B Recommendations:

- Work with the U.S. Army Corps of Engineers to remove the sunken boat and to explore the feasibility of marina development.

Inland Redevelopment Areas

In addition to riverfront redevelopment opportunities, there are numerous opportunities for redevelopment of small “inland” areas. These redevelopment areas maintain a variety of valuable attributes, such as access to the South Shore Line, golf course, and Powderhorn Prairie and Lake, and high traffic visibility.

Transit Oriented Development (Area H): Near-term redevelopment opportunity

The proximity of the east side of Burnham to the South Shore Line station should prompt redevelopment of this area as a Transit Oriented Development (TOD). The focus of such a development theme greatly reflects the streetcar suburbs of the 1920s. The goal of a TOD is to create an environment where simple daily needs are met and public transit is convenient. In a TOD, the area within ¼ mile radius of a transit station is typically developed as a higher density mix of uses to provide convenient access to daily commercial retail and services, such as day care, barber/salon, and coffee shops that service the neighborhood as well as commuters, and to concentrate residential development where it has direct access to transit.

The east side of Burnham’s proximity to the Hegewisch station, coupled with its historic housing stock along Green Bay and Burnham Avenues, relatively low property values, adjacency to the Burnham Woods Golf Course and Prairie, and potential riverfront access can lay the foundation to create a high quality, neighborhood with a village center-like character and density. Via the Hegewisch station, the South Shore Line puts Burnham within 30 minutes of downtown Chicago. As demand increases for affordable housing with convenient access to the downtown employment market and entertainment amenities, Burnham is positioned to capture a unique segment of the residential development market.



Example of multi-family infill that would be appropriate for Area Hi.

Much of the northern portion of Burnham's east side neighborhood is ripe for redevelopment. The undeveloped lots and dilapidated structures interspersed with sound historic structures should be slated for redevelopment as mid-density residential infill that continues the current character of the neighborhood with increased density. Currently, pedestrian access to the station requires crossing of numerous active rail lines without the safety of a designated crossing. Safe, direct access to the South Shore Line station will be necessary to achieve redevelopment at the densities that support neighborhood retail. This important balance will be reached if the residential redevelopment targets young professionals and empty nesters, who desire moderate densities with natural amenities but also access downtown Chicago for employment and/or entertainment.

Area H Recommendations:

- Coordinate with the City of Chicago to ensure that the Greenway trail above grade crossing at Brainard Avenue provides safe connection to the South Shore Line station.
- Rezone the area north and west of 140th Street to the intersection of Green Bay Avenue and 138th Place to a mixed use designation. A Planned Unit Development designation should continue to allow for single family residential uses such as those in the area, as well as mid-density townhouses and condominiums, and smaller scale uses that support neighborhood commercial and retail needs. This designation should call for higher density residential development, perhaps three to five story buildings, office, and smaller scale neighborhood commercial.
- Work with Illinois Environmental Protection Agency, U.S. Environmental Protection Agency, and SSCBC to undertake environmental assessment and cleanup activities on prioritized sites within Area H, specifically sites #2, 6, and 7.
- Work with SSMMA, SSCBC consultants, the Openlands Project, and the Calumet Memorial Park District (which is directing the Burnham Greenway bike trail extension) to reuse site #7 as Village open space that would flank the proposed bike trail where it traverses Burnham's east side neighborhood.



Example of residential and commercial mixed use that would be appropriate for Area Hii.



Example of mixed use development with public gathering space that would be appropriate for area Hii.



Example of high quality condominiums that would be appropriate for Area Hii.

- Establish a Tax Increment Financing District for the TOD area to be able to induce development with incentives and to fund necessary public infrastructure for rail crossings and improved station access.
- Acquire and consolidate, or facilitate developer acquisition and consolidation of, TOD parcels to ensure a planned and phased development process, rather than uncoordinated, piecemeal development of valuable land.
- Development should be high quality architecture and construction, and designed such that it encourages pedestrian connections between the neighborhood and the South Shore Line station. Commercial space should be designed to be flexible to allow for a variety of users that can change based on the needs of the neighborhood. Development should be higher density in areas closest to the station and decrease in density with distance from the station.

Golf Course Infill (Area L): Mid-term redevelopment opportunity

Originally developed by John Patton, the “boy mayor of Burnham” as a private country club in 1925, the Burnham Woods Golf Course was frequented by mob boss Al Capone and many of his associates. Local lore rumors of underground tunnels that connect the club house with near by brothels and claim the Golf Course is the final resting place of the Tommy guns and police uniforms from the St. Valentine’s Day Massacre. Burnham Woods is now owned by the Forest Preserve District of Cook County and is considered one of the most affordable, full size courses in Cook County. Much of the course facilities along the western edge of the course could be consolidated, creating space for additional development that could expand the current amenities and allow for a residential development of two and three story, garden-style town homes, providing golf course-side living in an area where such development is widely impossible.



Example of well designed condominiums that are the appropriate density for Area L.

Area L Recommendations:

- Initiate discussions with the Forest Preserve District to explore the opportunities for redevelopment of the Golf Course amenities and residential infill.
- Explore land swap options, in which the Village could provide land for Golf Course storage or maintenance facilities in exchange for developable land adjacent to the course.
- Identify mutually beneficial infrastructure improvements that could potentially off-set some of the costs of land acquisition.
- Development should be two and three story condominiums, with high quality architecture and construction. Removal of any trees, specifically old growth oaks, should be avoided or minimized.

Powderhorn Prairie & Lake (Area H & J): Near-term redevelopment opportunity

The development potential of the land to the west of Powderhorn Prairie and Lake that fronts Burnham Avenue is entirely unrealized. This land backs up to the forest preserve, has access to a recreational water body, and primarily sits vacant, occasionally used for scrap recovery and rail car storage. This area, as well as the underutilized properties directly across Burnham Avenue in the City of Chicago, are located within ¼ mile of the Hegewisch transit station and are equally surrounded by open space, residential, and industrial uses, but are not connected to allow for an integrated mix of residential, recreational, employment, and transit.

Singled out in this area, site #3, at the northeast corner of Brainard and Burnham Avenues, is one in a set of three parcels that are well buffered from the industrial uses to the north. The redevelopment of this site could have significant potential to spur additional development in the surrounding area and announce Burnham's identity as the region's playground. Retail offerings at this site should support the needs of commuters and recreation activities at Powderhorn Prairie and Lake. Design and development of this area should be of landmark quality to exploit the site's visibility, announce the entrance to the Village of Burnham, and identify the Powderhorn Prairie and Lake. Potential uses could include a sporting goods retailer and restaurant on the ground floor, with residential and/or office uses on upper stories. The development should accentuate connection between the Powderhorn Prairie and Lake with the Village and its other recreation, riverfront, and open space amenities.

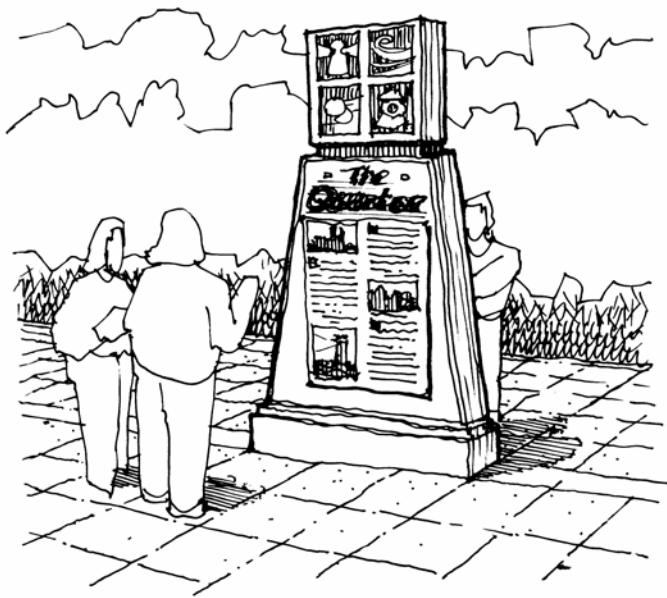


Example of mixed use building with high quality architecture that would be appropriate for site #3.

Area J, specifically site #2, should also be developed with uses that would support the recreational offerings of Powderhorn Prairie and Lake. Development in this area should be sensitive to the lake and adjoining wetlands, and be of high quality design and construction. Potential uses for this site include, commercial uses that are related to recreation as well as outdoor educational venues.

Area H & J Recommendations:

- Require that the developer/property owner of site #3 work with the Forest Preserve District of Cook County to develop a trail head that connects to the boat landing and other trails throughout the preserve. Locate an informational kiosk on the site that announces the offerings and locations of nearby recreation, riverfront, and open space amenities, and identifies connections between these venues.
- Continue to work with the property owner, SSCBC, Illinois Environmental Protection Agency, and U.S. Environmental Protection Agency to finalize assessment and undertake any requisite environmental cleanup activities on site #3.
- Continue to work with the property owner and SSCBC to develop a high quality site development concept that will achieve the highest and best use of site #3.
- Work with SSCBC to assist the property



Example of informational kiosk appropriate for site #3.

owner of site #3 with developer recruitment and implementation.

- Development should be of landmark quality architecture and construction, such that it represents a recognizable Village entry feature. Strong attention should be given to ensure safe and clear connections to the South Shore station.
- Work with Illinois Environmental Protection Agency, U.S. Environmental Protection Agency, and SSCBC to undertake environmental assessment and cleanup activities on site #2.
- Require that the developer/property owner of site #2 work with the Forest Preserve District of Cook County to develop a trail head that connects to other trails throughout the preserve.

Prairie Center Redevelopment (Area E): Mid-term redevelopment opportunity

Within the central portion of Burnham, very little land is suitable for development. If not protected by preservation, the land is likely to be located in the floodplain. The Waste Management site (site # 4) is a former fly ash dump, which rises to a higher elevation than the surrounding floodplain. This 10 acre site presents a unique development opportunity, as it is the largest, vacant redevelopment site in the Village. Because of its sensitive natural surroundings and limited access, neither commercial nor industrial use is viable. Residential development is possible; however, given the high demands exacted by traditional residential development, such a reuse could overextend the Village social systems and physical infrastructure. Based on interviews with community members, there is concern that older residents will have to relocate outside of the community when they are unable to manage their private residences. An “age in place” community, where a continuum of senior and assisted living options in addition to traditional nursing home care may be a good fit for site #4, as provision of similar facilities in the region is limited and none is locally available. In addition to serving the needs of the community, this use will attract residents from the surrounding region, generate commercial property tax revenue, and create a wide variety of jobs. This use will also provide a “neutral” transitional use between the east and west sides of Burnham. Regardless of the final land use, requisite environmental due diligence and heightened design precautions will be necessary to ensure the safety of human health and prevent/avoid negative impacts to the adjacent protected/highly regulated lands.

Although not absolutely necessary for redevelopment of site #4, a connection between the east and west sides of Burnham would vastly increase the market value of the site and improve the viability of any future use, as restricting access through the light industrial area will limit the quality and type of development that the market will support. An east-west connection will provide additional access to the recreation



Examples of well designed senior housing developments that would be appropriate for site #4.

attractions for local residents and visitors and will expand potential connections with the South Shore Line. From a market perspective, such a connection will promote spin-off development on both sides of the Village that is complementary, not competitive, with development on the other. Based on community interviews, it is clear that there is not a desire to unite the sides of the Village; however, a connection between the east and west sides of Burnham can be developed in such a way that it will meet the need for connectivity between the sides to support redevelopment efforts, without melding the identities of each. For example, redevelopment of the east side of Burnham should focus on transit and prairie access, and could build on its colorful history; development on the west side should focus on marina access and could build on the heritage of the Little Calumet River and the ethnic diversity of the neighborhood. The uses within in the neighborhood commercial districts of each side of the community should respond to the needs of the neighborhood and a community gathering space, such as a courtyard or park, should be included in the development in these neighborhoods.

Area E Recommendations:

- Work with Waste Management, SSCBC, Illinois Environmental Protection Agency, and U.S. Environmental Protection Agency to finalize assessment and undertake any requisite environmental cleanup activities on site #4.
- Work with the Army Corps of Engineers and the Forest Preserve District of Cook County to identify the most appropriate location for a road on the northern portion of the prairie.
- Procure funds to assist with construction of the east-west connector road.
- Require that the developer/property owner of site #4 work with the Forest Preserve District of Cook County to develop a trail head that will connect to trails throughout the prairie.
- Development should be one and two story structures with quality architecture and construction, include a variety of senior housing options, and be designed such that it encourages pedestrian connections to the prairie and the east and west neighborhoods of Burnham.

Implementation Framework

The vision laid out in this plan will require the Village to take a very proactive role in shaping its future. Political will and community support are the largest determinants in the success of redevelopment projects. SSMA and SSCBC consultants can work with the Village to prepare the appropriate regulatory and financial frameworks, develop regional partnerships, build stakeholder support, procure funding, and recruit developers.

Development Framework: Zoning Ordinances, Design Standards & Master Plans

As two of the most common tools available to cities to regulate development, zoning and design standards designate the use, location, scale, and design style of new construction. Because land use decisions have long lasting impacts, it is necessary for the Village to upgrade its zoning ordinances and create design standards that set baseline development requirements and expectations for each of the redevelopment areas. This regulatory framework will ensure that new development attains the greatest market potential and is consistent with the community's vision. Creation of a mixed use district and Transit Oriented Development overlay zone should be high priorities, as should amendments to the Village's existing Planned Unit Development ordinance to encourage the densities and design recommended in this plan. The Village should also adopt a master plan or neighborhood or small area plans to establish its larger development vision and expectations.

Redevelopment Financing: Tax Increment Financing, Grants & Foundations

Tax increment financing (TIF) will provide the Village with a valuable tool to help developers create superior projects that maximize the value of the development area while not significantly affecting the Village's general budget. To address the political challenges that often accompany creation of TIF districts, the Village should explore use of proportional payouts to its taxing jurisdictions so revenue payments continue to increase with development, yet the Village can still leverage the benefits of TIF to assist with redevelopment efforts. To achieve the vision laid out in this

plan, the Village should contemplate creation of three TIF districts. The highest priority is the land in the Village limits that is within the ¼ mile radius of the Hegewisch Station, as there is immediate, high impact development potential with the northeast corner of the Brainard and Burnham Avenues (site #3). The second priority is the Little Calumet riverfront, and last is the Torrence Avenue commercial corridor. Creation of TIFs for these areas should preempt development interest to ensure the Village captures the most tax increment revenue, and is able to offer incentives to potential developers.

In addition to the USEPA and IEPA brownfield grants, the Village should pursue funding opportunities from other state and federal agencies as well as private foundations. A list of funding sources applicable to the vision put forth in this document is in Appendix C.

Development Facilitation: Land Acquisition & Assemblage

Acquisition and assemblage of properties within each redevelopment area will facilitate master-planned development by reducing a developer's initial investment and shorten the amount of time a developer would need to be involved to bring the project to fruition. Additionally, by taking direct title to these properties, the Village can attach special design and use covenants beyond the minimal requirements of the zoning ordinance as needed.

Public-Private Partnerships: Developer Recruitment

Complex redevelopment projects tend to involve public-private partnerships. As some of the properties involved will require environmental cleanup, it will be important that developers are chosen carefully, and that the Village be prepared to work closely with them to identify site planning strategies that facilitate low-cost environmental closure and financing strategies that assist with the associated costs. Finding and securing the right developers for each project will most likely be accomplished by issuing a regional request for proposals that identifies the specific desires and expectations for each redevelopment.

Politics & Implementation: Economic Development Commission & Regional Partnerships

Burnham is currently faced with a host of opportunities to reshape the community. Although much of the day-to-day work may be handled by existing Village staff, putting the bigger pieces into play will likely require the efforts of a group of dedicated elected and appointed officials who can devote a significant amount of time to key development projects and engage on the Village's behalf. Creation of an economic development commission to act in an advisory capacity to the Village Board could help drive some of the bigger projects for which the Board may need special guidance or political cover— especially the key projects that will spur further reinvestment activity in key locations, such as the Little Calumet riverfront and TOD redevelopments.

Given the extensive impact of the Forest Preserve District of Cook County District land holdings, the Village should initiate and maintain communication with the District to develop an ongoing conversation focused on facilitating land swaps and redevelopment strategies that benefit both parties. SSMMA, SSCBC redevelopment consultants, and the Openlands Project can help facilitate these discussions.

BROWNFIELD SITE IDENTIFICATION AND PRIORITIZATION

A multi-step process designed by VANDEWALLE & ASSOCIATES for SSCBC members was used to identify and prioritize the Village's brownfield sites and is outlined below. The prioritization process conducted with Burnham was refined from the earlier process conducted with the five previous South Suburban Chicago Brownfields Coalition members; therefore the scores that resulted from the process with Burnham cannot be directly compared with those of the original members. However, given that the goals and criteria used are identical, general comparisons can be made. The following section of this report provides the results of this process for the Village. The scoring matrices from both the Redevelopment Feasibility Analysis and the Community Goals Analysis can be found in Appendix A and profiles of the priority sites can be found in Appendix B.

Identification and Prioritization Process

The first step of this process involved working with the Village to identify potential redevelopment target areas. Please refer to the Opportunities Analysis on page seven for the locations of the previously discussed target areas. After the target areas were identified, a series of evaluation criteria was applied to the potential brownfields sites in these areas. Please refer to the graphic on page 19 for the locations of the subject sites.

VANDEWALLE & ASSOCIATES first conducted a redevelopment planning analysis of the key redevelopment sites within each target area to determine which sites have the greatest redevelopment potential. This analysis produced a *Redevelopment Index* score for each property. Next, the sites were assessed to determine which would be most likely to have the greatest redevelopment success in the near term based on a review of current ownership status by co-consultant ChicagoLand REDI and a cursory environmental review by co-consultant URS Corporation. The results of these reviews were joined with the *Redevelopment Index* to create a *Redevelopment Feasibility* score for each property.

VANDEWALLE & ASSOCIATES facilitated a parallel public participation process while the consultant team was engaged in redevelopment planning analysis. Discussions were held with a focus group organized by the Village to help prioritize the community's goals for redevelopment. After these discussions, the focus group rated 13 different redevelopment goals to create a unique *Community Goals Analysis* score.

The final recommendations for sites that should undergo environmental assessment were derived by applying all of these criteria to the potential brownfields by overlaying weighted community values upon the sites that were prioritized according to the planning analysis developed by VANDEWALLE & ASSOCIATES. The results of this two-tiered prioritization process provide the Village with a prioritization of potential brownfield sites that is based on both a professional planning review and the community's redevelopment goals.

The results of this analysis and the final recommendation for sites to be assessed under the Illinois EPA Brownfields Redevelopment Grant program are summarized below.

Redevelopment Index Score

The 15 sites identified on the following map were evaluated by real estate professionals using a series of redevelopment criteria to determine their immediate potential to be absorbed into the market and redeveloped based on a number of determinants, such as access to major transportation networks, adjacent uses, site size, infrastructure provision, etc, as well as the sites' immediate potential to have a positive impact on the surrounding area and community as a whole. The top scoring sites with regard to the *Redevelopment Index* were the northeast corner of Brainard and Burnham Avenues (site #3), the former Wire Mill site (site #1), the west side of Burnham Avenue south of 143rd Street (site #10), the east side of Green Bay Avenue south of 143rd Street (site #9), and the west side of Green Bay Avenue south of 143rd Street (site #8). Redevelopment of these four properties, which hold important economic potential, could spur redevelopment of neighboring parcels, maintain market potential, and help create a regional identity for the Village.

Redevelopment Feasibility Analysis (Refer to table in Appendix A)

VANDEWALLE & ASSOCIATES further analyzed the redevelopment potential of these 15 sites in reference to a cursory environmental review and ownership status—data for these analyses were provided by URS Corporation and ChicagoLand REDI, respectively. This analysis showed that six of the 15 sites may have, or are likely to have,

significant environmental concerns. Three of the 15 sites maintained a variety of industrial uses, some of which are likely to have significant environmental concerns. Of the 15 sites evaluated, 13 maintained tax liens, and nine were held by multiple owners.

Community Goals Analysis Outcome (Refer to table in Appendix A)

The 15 sites were evaluated in relation to their ability to achieve the Village's prioritized redevelopment goals of contributing to civic development, community character and historic preservation. The following sites scored the highest in their ability to help achieve the Village's goals: the northeast corner of Brainard and Burnham Avenues (site #3), the former Wire Mill (site #1), the west side of Chippewa Avenue (site #7), the west side of Croissant Road adjacent to the Little Calumet River (site #12), and the west side of Mackinaw Avenue between 142nd Street and 143rd Street (site #11).

Final Recommendation for Assessment and Planning Under the IEPA BRG Program

The results of both the redevelopment analyses and the community values analysis suggest that the IEPA Brownfields Redevelopment Grant funds should be used to assist with environmental closure of the northeast corner of Brainard and Burnham Avenues (site #3), and for Phase I and II Environmental Site Assessment the former Wire Mill (site #1), the west side of Chippewa Avenue (site #7), the west side of Croissant Road adjacent to the Little Calumet River (site #12), and the west side of Mackinaw Avenue between 142nd Street and 143rd Street (site #11). Based on VANDEWALLE & ASSOCIATES' professional evaluation, these sites have the most potential to invoke the results prioritized by the community, and to be most easily absorbed into the market.

Potential Brownfield Sites

Village of Burnham, Illinois



APPENDIX A – REDEVELOPMENT FEASIBILITY & COMMUNITY GOALS MATRICES

Appendix A - Redevelopment Feasibility Analysis

Village of Burnham, Illinois

Ranking	Site #	Potential Brownfield Sites	Linked to Master Plan	Zoned to Support Redevelopment	Within a TIF District	Status of Use	Potential Cost of Redevelopment	Proximity to Transportation	Existing Utilities	Potential Value to the Market Place	Proximity to Viable Uses	Potential to Eliminate Blight	Potential for Positive Impact	3-5 Year Redevelopment Potential	Redevelopment Feasibility Score	Ownership Status	Environmental Score
1	3	Northeast Corner of Brainard Ave & Burnham Ave	N/A	N	N	Vacant	3	5	5	5	5	4	5	5	37	PO/SO/TL	2
2	1	Wire Mill	N/A	N	N	Vacant	3	5	5	5	5	5	5	5	38	PO/SO/TR/TL	3
3	7	Chippewa Ave. - West Side	N/A	N	N	Vacant	2	5	4	3	5	4	3	3	29	PO/MO/RR/TL	1
3	12	West side of Croissant Rd. adjacent to Little Calumet River	N/A	N	N	Comm	1	5	5	5	5	4	5	2	32	PO/MO/TR/TL	1
4	11	West of Mackinaw Ave., between 142nd St. & 143rd St.	N/A	N	N	Vacant	5	5	3	5	4	1	5	4	32	PO/SO	1
5	6	Chippewa Ave. - East Side	N/A	N	N	Vacant	1	5	4	4	5	4	4	2	29	PO/MO/RR/TL	1
6	4	Waste Management - vacant land	N/A	Y	N	Vacant	3	1	1	5	4	1	4	2	21	PO/SO/TL	2/3
6	9	Green Bay Ave. East, South of 143rd St.	N/A	N	N	Vacant	3	5	3	4	4	5	5	4	33	PO/MO/TR/TL	2
7	10	Burnham Ave. West, South of 143rd St.	N/A	N	N	Vacant	3	5	3	4	4	5	5	4	33	PO/MO/TL	3
7	8	Green Bay Ave. West, South of 143rd St.	N/A	N	N	Vacant	3	5	3	4	4	5	5	4	33	PO/MO/TR/TL	1
8	14	141st St. North to 140th St.	N/A	Y	N	Res	3	5	5	4	4	1	3	2	27	PO/MO/TR/TL	1
8	13	140th St. North to 139th St.	N/A	Y	N	Res	3	5	5	4	4	1	3	3	28	PO/MO/TR/TL	1
9	2	Purdy Company	N/A	Y	N	Vacant	1	2	1	2	1	1	2	1	11	SO/RR/TL	3
9	5	Marble St.	N/A	Y	N	Vacant	1	1	1	1	1	1	1	1	8	PO/MO/TL	1
	15	Cal Sag River					1	5	1	5	5	5	5	1	28	PUBLIC	3

Ownership Status:

- PO: Privately Owned
- SO: Single Owner
- MO: Multiple Owners
- TR: Trust Owned
- RR: Railroad Ownership
- TL: Tax Lein

Environmental Ranking:

- 1 No Concern
- 2 Possible Concern
- 3 Likely Concern

Appendix A - Community Goals Analysis

Village of Burnham, Illinois

Ranking	Site #	Potential Brownfield Sites	Job Creation Potential	Blight Elimination	Tax Base Creation Potential	3 - 5 Year Redevelopment Potential	Contribution to Civic Development	Meets Recreation/ Open Space Needs	Sales Tax Creation Potential	Contributes to Community Character	Contributes to Historic Preservation	Help Distressed Neighborhoods	Creation of New Housing	Reduces Crime	Encourage Community Cohesion	Nominal Totals	Weighted Totals
			3.0	3.5	2.8	3.5	4.0	3.5	3.4	3.8	3.6	3.5	2.8	3.2	3.5		
1	3	Northeast Corner of Brainard Ave. & Burnham Ave.	2	2	2	3	1	1	3	3	1	1	1	1	1	22	74.8
2	1	Wire Mill	2	3	3	2	1	1	1	3	1	2	3	2	1	25	83.2
3	7	Chippewa Ave. - West Side	2	2	2	3	2	3	2	3	1	3	2	2	1	28	87.1
3	12	West side of Croissant Rd. adjacent to Little Calumet River	3	3	3	3	2	3	2	3	1	2	2	2	1	30	101.1
4	11	West of Mackinaw Ave., between 142nd St. & 143rd St.	1	3	2	1	1	1	1	3	1	1	3	2	1	21	70.5
5	6	Chippewa Ave. - East Side	3	3	3	2	1	1	2	3	1	2	2	1	1	25	83.5
6	4	Waste Management - vacant land	2	1	3	2	2	2	1	3	1	1	3	2	3	26	87.1
6	9	Green Bay Ave. East, South of 143rd St.	1	3	2	1	1	1	1	3	1	1	3	2	1	21	70.5
7	10	Burnham Ave. West, South of 143rd St.	1	3	2	1	1	1	1	3	1	1	3	2	1	21	70.5
7	8	Green Bay Ave. West, South of 143rd St.	1	3	2	1	1	1	1	3	1	1	3	2	1	21	70.5
8	14	141st St. North to 140th St.	2	3	3	1	1	1	2	3	1	3	3	2	1	26	86.6
8	13	140th St. North to 139th St.	2	2	3	1	1	1	2	3	1	3	3	2	1	25	83.0
9	2	Purdy Company	1	1	1	1	2	2	1	2	1	1	1	2	1	17	58.5
9	5	Marble St.	1	1	1	1	1	1	1	1	1	1	1	1	1	13	44.1
	15	Cal Sag River															

Ratings are on a three-point scale — from 1 to 3 (3 indicates the highest importance or most potential.)

Weightings are based on community priorities.

APPENDIX B – PROFILES OF PRIORITY SITES

Wire Mill	
Site Address	13921 S. Mackinaw Ave.
Site Number	1
Size (Acres)	1 acre
Community Goals Score	83.2
Redevelopment Score	38
Notes:	This site is occupied by a vacant building, which was formerly housed a wire manufacturing operation. The site was recently purchased for back taxes.

Purdy Company	
Site Address	Indiana Harbor Belt Railroad
Site Number	2
Size (Acres)	32.4 acres
Community Goals Score	58.5
Redevelopment Score	11
Notes:	The site appeared to be vacant and heavily vegetated. The Purdy Co. previously manufactured wheels for rail cars at the site. The site has a tax lien and no ownership information was available.

North East Corner of Brainard Ave & Burnham Ave	
Site Address	13838 Brainard Ave & 13745 Burnham Ave.
Site Number	3
Size (Acres)	1.2 acres
Community Goals Score	74.8
Redevelopment Score	37
Notes:	Site is occupied by a one-story building, possibly a former car wash. The Village representative indicated that a gas station might have been present at one time; however, no direct evidence was observed. There is a single, private owner of the parcel and it has tax liens.

Waste Management	
Site Address	Not listed—site is located south of the Grand Calumet River, between 139 th and 140 th Streets at Exchange Avenue.
Site Number	4
Size (Acres)	Approximately 10 acres
Community Goals Score	87.1
Redevelopment Score	21
Notes:	The majority of the parcels are vacant and heavily vegetated, with large amounts of standing water. Some areas appeared to be potential wetlands. The Village representative indicated that it was used as a slag heap. Access to these areas was limited.

Village of Burnham, Illinois
Opportunities Analysis and Brownfields Site Identification and Prioritization

	Block 104 is an active trucking facility. Several maintenance garages, AST's containing automotive fluids and flammable liquids (presumably gasoline or diesel fuel) were observed. This site has a single, private owner with a tax lien.
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Marble Street	
Site Address	150 Marble St.
Site Number	5
Size (Acres)	Approximately 14 acres
Community Goals Score	44.1
Redevelopment Score	8
Notes:	The site appeared to be vacant and heavily vegetated. This site has multiple private owners, some with tax liens.

East Side- Chippewa Avenue	
Site Address	13837 S. Entre Ave.
Site Number	6
Size (Acres)	Approximately 2 acres
Community Goals Score	83.5
Redevelopment Score	29
Notes:	These parcels are residential, but primarily vacant. Rail lines run along a portion of the site. This site has multiple owners, private and railroad. There are tax liens on some of the parcels.

West Side- Chippewa Avenue, north of Entre Avenue	
Site Address	13806, 13808, 13847 & 13849 Green Bay Ave.
Site Number	7
Size (Acres)	Approximately .8 acre
Community Goals Score	87.1
Redevelopment Score	29
Notes:	These parcels are occupied only by power line towers. Access was somewhat limited but no additional uses or structures are anticipated. This site has multiple owners, private and railroad. There are tax liens on some of the parcels.

West Side of Mackinaw Avenue, between 142nd and 143rd Streets	
Site Address	13921 South Mackinaw Ave.
Site Number	11
Size (Acres)	1.7 acres
Community Goals Score	
Redevelopment Score	
Notes:	These parcels are located to the immediate south of the Wire Mill site (#1) and are vacant.

West side of Green Bay Avenue, south of 143rd Street	
Site Address	Bound by Mackinaw Avenue to the west and south, Green Bay Avenue to the east, and 143 rd Street to the north.
Site Number	8
Size (Acres)	Approximately .25 acres
Community Goals Score	70.5
Redevelopment Score	33
Notes:	This site is occupied by Arco Electric, an active electrical contractor. There were no obvious concerns at this site.

East side of Green Bay Avenue south of 143rd Street	
Site Address	Bound by Green Bay Avenue to the west, Mackinaw Avenue to the south, the alley to the east, and 143 rd Street to the north.
Site Number	9
Size (Acres)	Approximately 1.75 acres
Community Goals Score	70.5
Redevelopment Score	33
Notes:	Cundiff's Body Shop is located at the northern portion of the eastern half of the block, and the remainder of these parcels is similar to those described above within the western half of this block.

West side of Burnham Avenue, south of 143rd Street	
Site Address	Bound by Burnham Avenue to the east, Mackinaw Avenue to the south, the alley to the west, and 143 rd Street to the north.
Site Number	10
Size (Acres)	Approximately 2 acres
Community Goals Score	70.5
Redevelopment Score	33
Notes:	These parcels were occupied by active facilities including Saving Space Ltd. (rental storage units) and Patterson Pattern Works (woodworking shop). The remainder of the parcels were partially fenced and occupied by used and junk vehicles, trailers, and boats. Dumped piles of wood waste were also observed.

West side of Croissant Road, adjacent to Little Calumet River	
Site Address	13801 – 13838 S Croissant Rd.
Site Number	12
Size (Acres)	Approximately 1.25 acres
Community Goals Score	101.1
Redevelopment Score	32
Notes:	Parcels consist of boat storage areas. This site has multiple, private owners, with some held in trusts and others with tax liens.

Village of Burnham, Illinois
Opportunities Analysis and Brownfields Site Identification and Prioritization

140th to 139th Street, west of Hoxie Avenue	
Site Address	13924, 13926, 14000 & 14002 S Croissant Dr.
Site Number	13
Size (Acres)	Approximately 1.7 acres
Community Goals Score	83
Redevelopment Score	28
Notes:	Parcels consist of residential properties and boat storage areas. This site has multiple, private owners, with some held in trusts and others with tax liens.

141st to 140th Street, west of Hoxie Avenue	
Site Address	14042 S Croissant Dr.
Site Number	14
Size (Acres)	Approximately 2.5 acres
Community Goals Score	86.6
Redevelopment Score	27
Notes:	Parcels consist of residential properties and boat storage areas. Smuggler's Cove Restaurant, Waterfront Pub, and a marina are also present. This site has multiple, private owners, with some held in trusts and others with tax liens

APPENDIX C – POTENTIAL PARTNERS & FUNDING OPPORTUNITIES

NATURAL RESOURCE EDUCATION & RESTORATION
<p>U.S. Army Corps of Engineers (USACE) Section 1135 – Project Modifications for the Improvement of the Environment provides the authority to modify or restore existing or degraded USACE projects in areas with projects that are cost effective and environmentally acceptable.</p> <p>http://www.nww.usace.army.mil/html/pub/ap/facts/sec1135.pdf</p>
<p>USACE Section 206 – Aquatic Ecosystem Restoration provides assistance with the restoration of aquatic ecosystems. The project must be environmentally acceptable, technically feasible, and provide cost effective environmental benefits.</p> <p>http://www.nww.usace.army.mil/html/pub/ap/facts/sec206.pdf</p>
<p>National Fish & Wildlife Foundation General Matching & Special Grant Programs fund projects to conserve and restore fish, wildlife, and native plants through matching grant programs.</p> <p>http://www.nfwf.org/programs/guidelines.htm</p>
<p>IDNR Wildlife Preservation Fund administered through the Division of Resource Protection provides funding for both larger projects and competitive small grants for individuals, volunteer groups, schools, and public agencies. Funded projects include habitat restoration and management, inventories, surveys, and educational materials that otherwise would not be accomplished.</p> <p>http://dnr.state.il.us/conservation/naturalheritage/#Wildlife</p>
LOCAL HERITAGE EDUCATION & DEVELOPMENT
<p>Experience Illinois! Pilot Program provides funding for tourism programs relating to historic preservation, tourism development, or community enhancement.</p> <p>http://www.state.il.us/treas/Programs/Experience.htm</p>
<p>Local Tourism and Convention Bureau Program provides matching grants to tourism and convention bureaus.</p> <p>http://www.illinoisbiz.biz/bus/gri/grants_tour_ltc.html</p>
<p>IDOT Illinois Transportation Enhancement Program supports alternative modes of transportation, such as biking or boating, that preserve visual and cultural resources, including historic preservation and landscaping beautification.</p> <p>http://www.dot.state.il.us/opp/overview.html</p>
<p>IHPA Property Tax Assessment Freeze & Federal Historic Tax Credit Programs provides financial incentives to preserve and rehabilitate an historic building. Homeowners can receive property tax benefits by qualifying for the Property Tax Assessment Freeze Program. Income-producing properties can qualify for federal income tax credits by utilizing the Federal Historic Preservation Tax Credits.</p> <p>http://www.state.il.us/hpa/PS/financial.htm</p> <p>http://state.il.us/hpa/ps/taxcredits.htm</p>
ECONOMIC DEVELOPMENT
<p>USEPA provides assistance for smart growth, brownfields, open space preservation, water quality, and transportation.</p>

<http://www.epa.gov/smartgrowth/topics/funding.htm>

Economic Development Assistant Programs through the Economic Development Administration in the U.S. Department of Commerce provide funding for economic development of areas with financial need.

<http://12.39.209.165/xp/EDAPublic/InvestmentsGrants/FFON.xml>

HUD Brownfields Economic Development Initiative (BEDI) funds the redevelopment of brownfields when the project has the potential to increase economic opportunities for low-and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base.

<http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm>

COMMUNITY DEVELOPMENT

Illinois Affordable Assisted Living Initiative provides technical assistance, grants, and loans to non-profit community development corporations interested in developing affordable assisted living for Illinois seniors.

Community Development Assistance Program is a federally funded grant program administered by Illinois Department of Commerce and Economic Opportunity (DCEO) that provides funding targeting low-to-moderate income people by assisting with economic development, public facilities, and housing rehabilitation projects.

http://www.illinoisbiz.biz/bus/gri/grants_comm.html

Community Development Block Grant provides grants through the U.S. Department of Housing and Urban Development for communities through a variety of programs including Entitlement Communities, Section 108 Program, and Renewal Communities/Empowerment Zones/Enterprise Communities.

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

Alcan Prize for Sustainability supports economic, environmental, and social sustainability with funding assistance.

<http://www.alcanprizeforsustainability.com/en/alcan.asp>