

**South Suburban Chicago Brownfields Coalition  
USEPA Brownfields Demonstration Pilot**



**Opportunities Analyses and  
Site Identification Task Results**

**Prepared For:  
The South Suburban Chicago Brownfields Coalition**

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## INTRODUCTION

In 2000, the South Suburban Chicago Brownfields Coalition (SSCBC), an alliance of five municipalities formed to implement a \$200,000 U.S. Environmental Protection Agency (USEPA) Brownfields Assessment Pilot grant. The goal of the pilot is to identify, assess and redevelop brownfields sites in five south suburban municipalities --- Riverdale, Lansing, Chicago Heights, South Chicago Heights, and Dolton --- believed to contain a concentration of vacant, and abandoned, possibly contaminated properties because of their industrial histories.

Identification of brownfields for redevelopment has the most potential to spur revitalization when it occurs in conjunction with an analysis of regional and local economics that generates an understanding of the context that drives local economic development. This document summarizes the process for, and results of, two tasks that were commissioned in the SSCBC USEPA Pilot: the Regional Redevelopment Opportunities Analyses Task and the Site Identification Task. Together this work addresses regional and local redevelopment issues and lays the foundation for what promises to be a successful pilot for each of the participating communities.

## OVERVIEW OF THE SSCBC BROWNFIELDS PILOT PROJECT

This section lists the SSCBC Pilot Project tasks and describes its team members.

### Tasks

The Work Plan for the SSCBC Brownfields Pilot Project describes these major project tasks:

- Project Management, Agency Coordination and Reporting Activities
- Opportunities Analyses and Brownfield Site Identification and Prioritization
- Phase I Environmental Site Assessment
- Stakeholder and Community Outreach Activities
- Project Fundraising and Additional Resource Procurement
- Creation of a Brownfield Prevention Program

### Team Members

In addition to the USEPA and Illinois EPA, participants in the USEPA demonstration pilot include the following:

*South Suburban Chicago Brownfields Coalition Board:* A board of directors comprised of one representative from each of the five participating municipalities: Riverdale, Lansing, Chicago Heights, South Chicago Heights, and Dolton directs this Pilot. One representative each from the U.S. Environmental Protection Agency, the Illinois Environmental Protection Agency and the South Suburban Mayors and Managers Association also serves on the board in advisory positions.

NOTE: The Village of Dolton seceded from the project in September 2001. For this reason, final recommendations for the site prioritization task were not validated by Dolton. However, the results of this study are still included herein.

*South Suburban Mayors and Managers Association,* East Hazel Crest, Illinois: A not-for-profit organization providing information and technical services to 40 member municipalities in the southern suburbs of Chicago serves as the lead project manager for the USEPA pilot and is the

liaison between all agencies, communities and consultants involved in the project. SSMMA leads the Project Management and the Stakeholder and Outreach Tasks.

*VANDEWALLE & ASSOCIATES*, Madison, Wisconsin: A consulting firm experienced in the areas of brownfields redevelopment planning, regional and community economic development planning, and urban design provides project management assistance to SSMMA and leads the Opportunities Analyses and the Site Identification Task and co-leads the Project Fundraising Task.

*URS Corporation*, Chicago, Illinois: An environmental consulting firm provides environmental assessment and other technical support services to SSMMA and the SSCBC project. URS leads the Phase I Environmental Site Assessment Task.

*ChicagoLand REDI*, Chicago, Illinois: A not-for-profit affiliate of the Delta Institute formed to redevelop sites where real or perceived contamination is a barrier to economic development provides local expertise regarding the development community and other project funding options and leads the Brownfields Prevention Program task and co-leads the Project Fundraising Task.

## **OVERVIEW OF THE SSCBC USEPA PILOT PROJECT PROCESS**

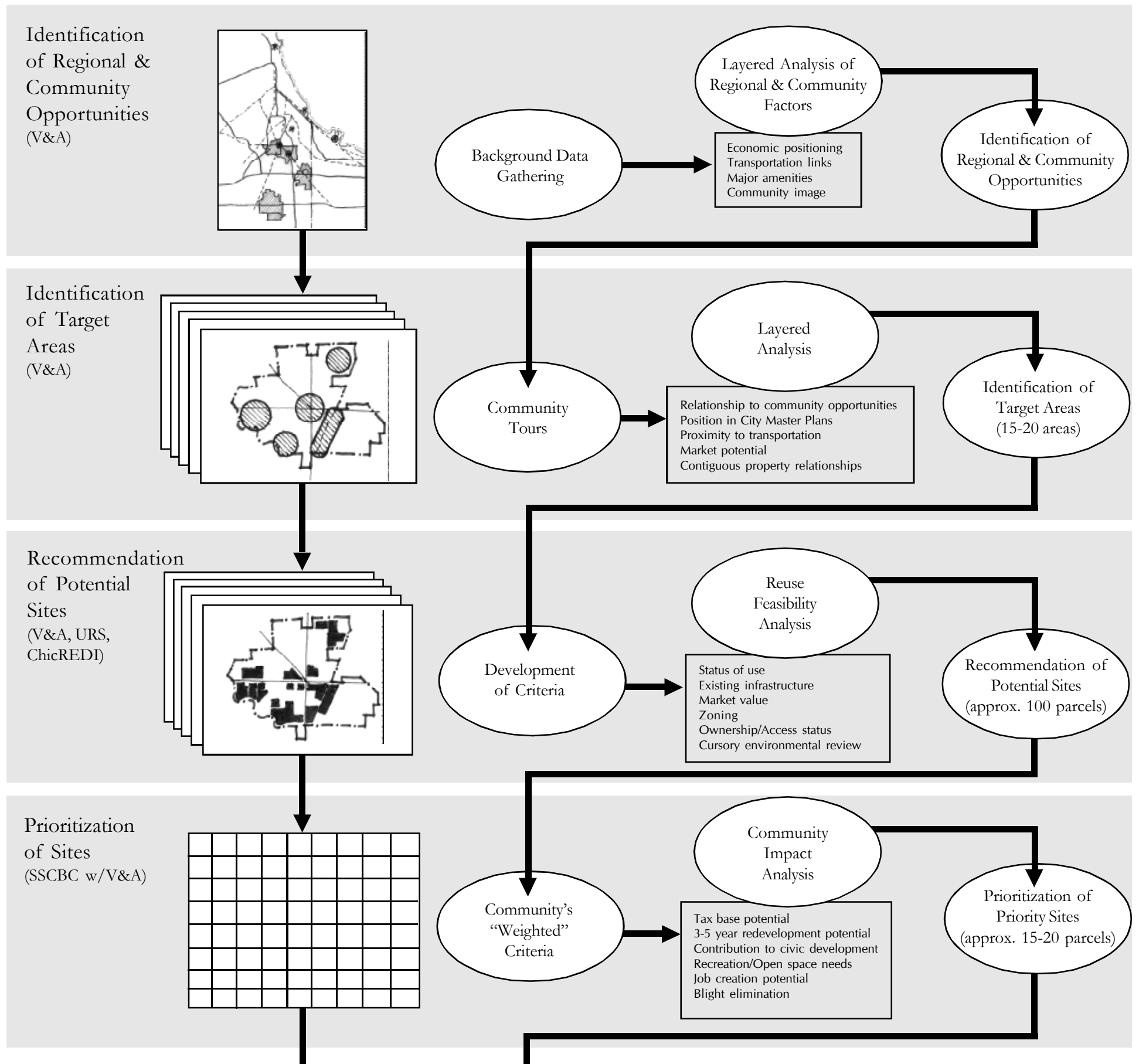
Achieving a successful USEPA Demonstration Pilot Project requires an integrated program of land use planning, environmental investigation, remediation planning, community involvement, and assembling resources. In the SSCBC Pilot Project, the VANDEWALLE & ASSOCIATES Redevelopment Team proposed a multi-step process to assist each coalition community with the identification of approximately 5 to 10 brownfield sites with the greatest potential for near-term redevelopment. This process is graphically depicted on the following flow chart and generally described below.

The first phase of the Pilot Project (funded by USEPA) began with an identification of regional and local strategic opportunities for redevelopment that could strengthen area economics and social fabrics. The Redevelopment Team then assisted the coalition members with the identification of broad target areas that are in need of redevelopment in their communities. Once four or five target areas were selected in each community, then potential sites were identified in each area based upon a reuse feasibility analysis and cursory reviews of ownership and environmental status. The list of potential sites was then presented in community focus groups. The focus groups layered the communities' highest priority redevelopment goals upon the recommended sites and then validated the final list of recommended sites. With the list compiled, several of the recommended sites in each community will now be the subject of environmental assessment and reuse planning. A grant in the amount of \$120,000 to each community by the Illinois EPA will fund these activities.

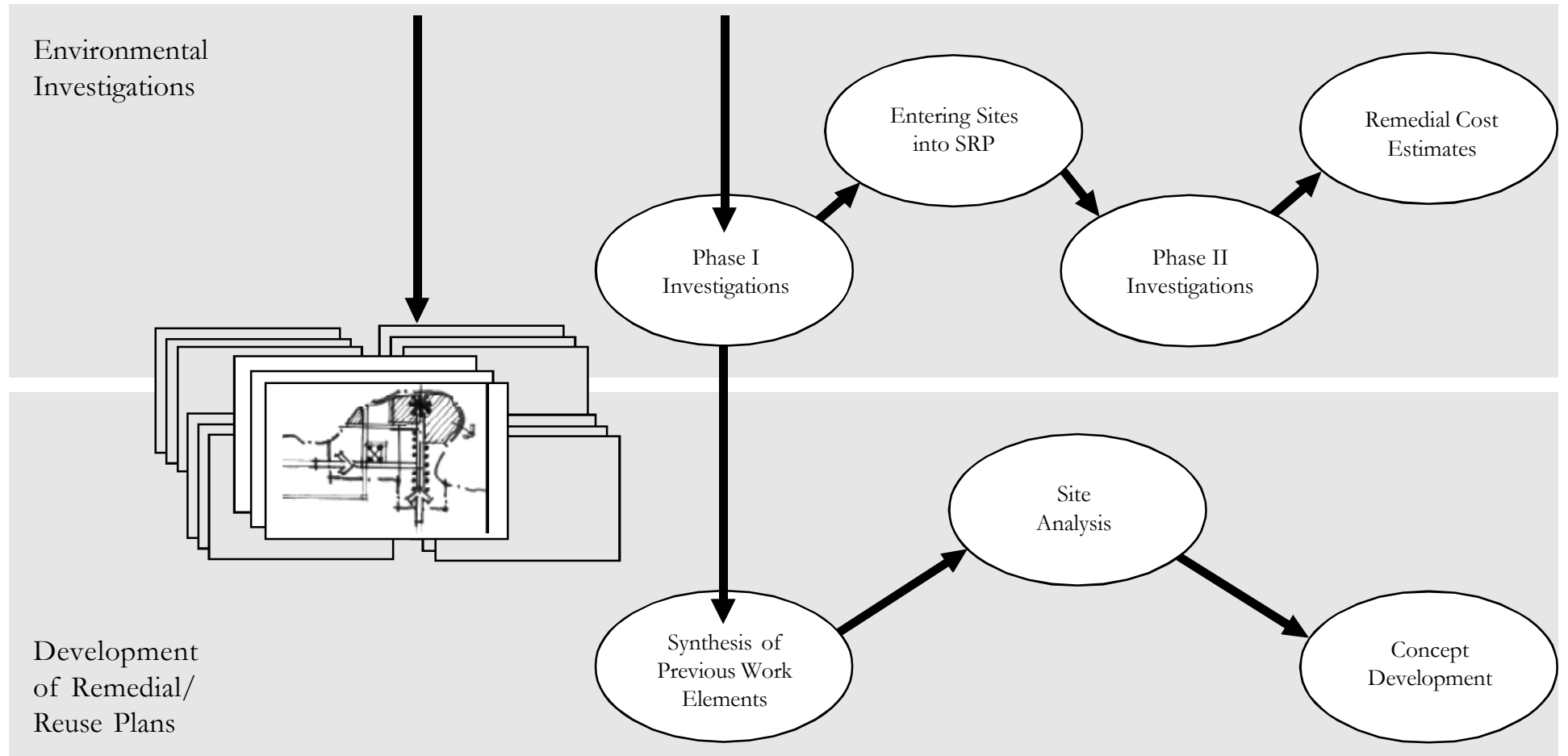
More detailed descriptions of the Opportunities Analysis Process and the Site Identification and Prioritization Process are included at the beginning of their respective sections of this report.

# SOUTH SUBURBAN CHICAGO BROWNFIELDS COALITION (SSCBC) USEPA BROWNFIELDS DEMONSTRATION PILOT PROJECT

## STEP ONE: BROWNFIELD SITE IDENTIFICATION (USEPA)



## STEP TWO: ENVIRONMENTAL ASSESSMENT & REMEDIAL / REUSE PLANNING ACTIVITIES (IEPA)



## STEP THREE: BROWNFIELD SITES REDEVELOPMENT IMPLEMENTATION

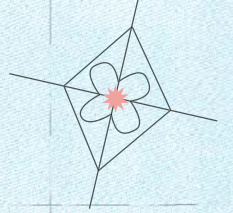
## **PART I - REDEVELOPMENT OPPORTUNITIES ANALYSIS**





### **THE REDEVELOPMENT OPPORTUNITIES ANALYSIS PROCESS**

VANDEWALLE & ASSOCIATES formulated regional and local redevelopment recommendations based on background research, review of available plans, regional initiatives, and other documents regarding the status of growth in the Southlands area. This research was supplemented by work sessions with co-consultants URS and Chicagoland REDI, and with information collected through community tours to understand regional transportation, economic, and landscape patterns; work sessions with municipal staff members to map target areas for redevelopment; and focus group meetings with local representatives to learn about community values and local economics, transportation, and redevelopment trends. Assessment of regional factors such as economics, transportation patterns, and municipal relationships provided a foundation for the following recommendations.

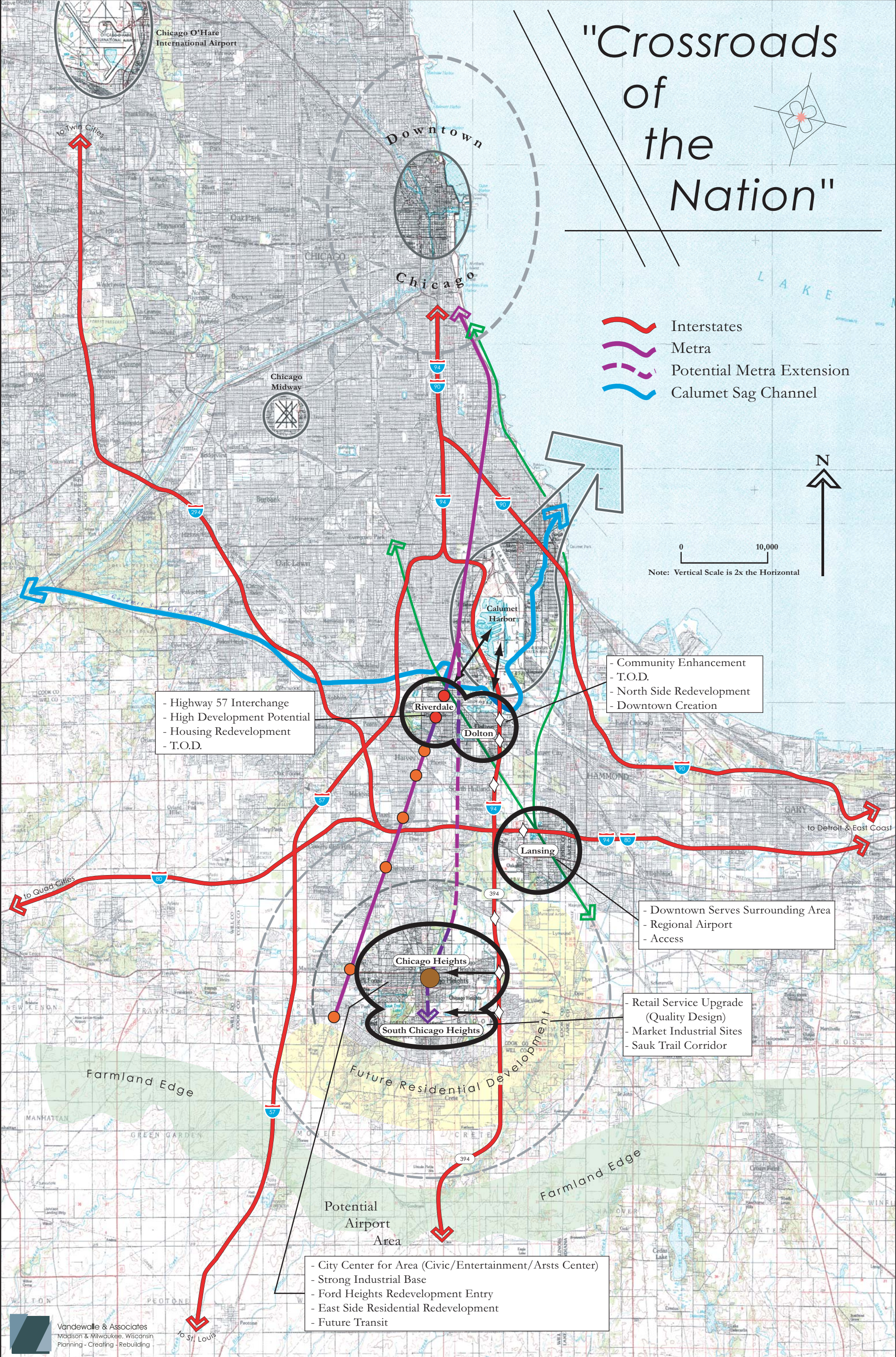
The findings associated with the Regional Redevelopment Opportunity Analysis are depicted on the graphic on the following page and described below.

# "Crossroads of the Nation"



-  Interstates
-  Metra
-  Potential Metra Extension
-  Calumet Sag Channel

0 10,000  
 Note: Vertical Scale is 2x the Horizontal



- Highway 57 Interchange  
 - High Development Potential  
 - Housing Redevelopment  
 - T.O.D.

- Community Enhancement  
 - T.O.D.  
 - North Side Redevelopment  
 - Downtown Creation

- Downtown Serves Surrounding Area  
 - Regional Airport  
 - Access

- Retail Service Upgrade (Quality Design)  
 - Market Industrial Sites  
 - Sauk Trail Corridor

- City Center for Area (Civic/Entertainment/Arsts Center)  
 - Strong Industrial Base  
 - Ford Heights Redevelopment Entry  
 - East Side Residential Redevelopment  
 - Future Transit

## **REGIONAL REDEVELOPMENT OPPORTUNITIES – A CROSSROADS OF THE NATION**

Many South Suburban Chicago communities are searching for strategies to spur revitalization in this historically industrial region faced with a number of redevelopment challenges. With a unified approach to urban revitalization, the collective community of south Chicago suburbs can turn many redevelopment challenges into opportunities. By identifying and realizing the potential of these redevelopment opportunities, the South Suburban Chicago region can brand itself as the “Crossroads of the Nation,” an intersection of transportation, trade, culture, and tourism systems.

### **Redevelopment Opportunities**

Many of the major redevelopment challenges facing the southern suburbs of Chicago are typical of major post-industrial hubs. For one, many of these communities would like to create more jobs. Many of these same communities have an available, fairly diverse workforce that can draw many businesses to the area. Also, many south suburban Chicago communities are home to a number of underutilized parcels of land that are near this workforce and longstanding transportation infrastructure. Transportation patterns in the South Suburban Chicago area emerged during the region’s early industrial days, and now include a network of interstates, rail, water, and air transportation systems. This combination of a multi-modal transportation network, nearby, available land and workers, and proximity to Chicago -- a major regional and national trade hub -- offer unique opportunities for business location that are not easily found in other communities.

Because some south suburban Chicago communities are focused on addressing the economic issues associated with blight and unemployment, diversity of residential housing and overall quality of life have become lower priorities. Overall, the region has a solid residential base; however, years of community growth and change have resulted in a need to reinvest in some housing areas. It is an important time to rehabilitate dilapidated and blighted neighborhoods. It is also an important time to diversify housing to accommodate growing families and people with both lower and higher incomes who want to live in the region.

In addition to improved housing, South Suburban Chicago communities should invest in quality-of-life amenities that will retain the region’s workforce, and attract and retain businesses. They should maintain and enhance existing downtowns, clustering entertainment and educational-cultural venues to create destinations that will attract visitors. They should maintain a sense of place through amenities such as open spaces and trail systems. And finally, the South Suburban Chicago region should draw on its rich history of industry, music, and strong ethnic neighborhoods, an opportunity many newer cities do not have, to define themes for community centers that resound with residents.

### **Strategically Marketing Regional Assets**

The South Suburban Chicago region historically serves as crossroads for the nation’s economy as well as for the many cultures that immigrants brought here when they settled the Chicago area. The South Suburban Chicago network of communities should join together to revive this image and brand the region as the Crossroads of the Nation in order to market its multi-modal, technology, and industrial capabilities, and its cultural heritage. This identity could become a tool to attract businesses to the area, and provide further impetus for cooperative land use planning among the region’s communities. Such cooperative marketing and land use planning should involve refining plans for further residential development in the southern part of the region. Because the farmland

just south of this residential development is some of the richest in the world, and as such is an enormous asset to the region, this planning should also recognize this long-term farmland edge.

The South Suburban Chicago communities should also continue to work together to define and promote a plan to enhance the region's transportation network. This includes focusing on the shipping potential of the Calumet Harbor and on rail transshipment services. Another initiative which should also continue to be promoted is the establishment of an additional Metra line that extends from downtown Chicago through Dolton's west side, into the heart of Chicago Heights and South Chicago Heights, and on to the region's potential third airport

### **Local Redevelopment Opportunities Lend to Regional Revitalization**

The Regional Redevelopment Opportunities Analysis process involved understanding local features, amenities, and economic activity as part of the Greater Chicago region. This analysis gave way to the identification of community-specific opportunities for redevelopment and community enhancement. These local redevelopment opportunities are depicted graphically and described in the next sections. It is important to note that defining and enhancing the role of each SSCBC community will lend strength to the regional economy.

## **LOCAL REDEVELOPMENT OPPORTUNITIES - VILLAGE OF RIVERDALE**

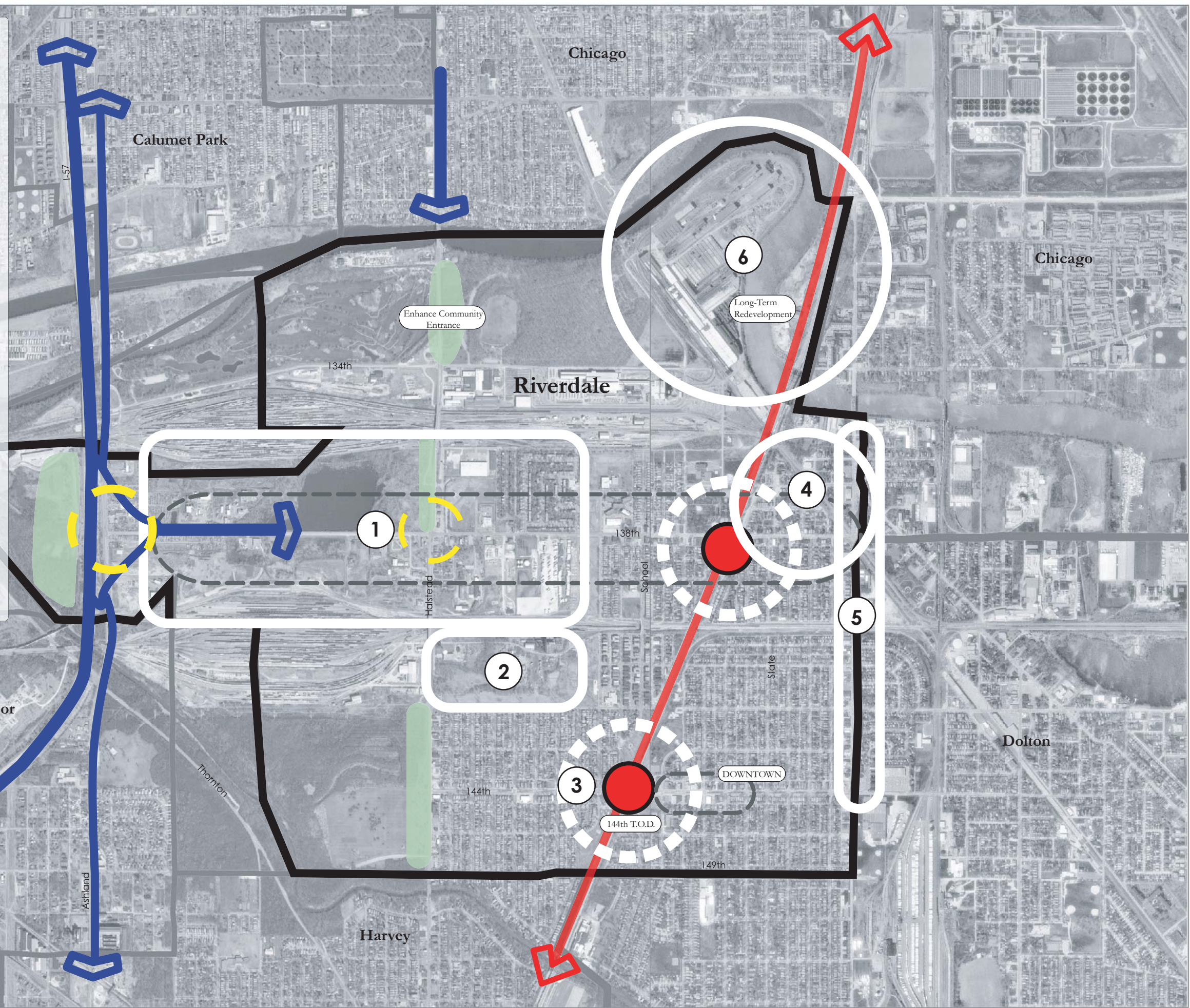
The local redevelopment opportunities for Riverdale are described below and correspond to areas located on the Village of Riverdale Opportunity Analysis map on the following page.

1. First and foremost, Riverdale should view the 138<sup>th</sup> Street Corridor as its greatest opportunity for large-scale economic and physical change. This is a highly strategic place to develop a mixed-use business district, which could be a strategic location for emerging high technology businesses, industry, hospitality services and modest retail services. The creation of an I-57 interchange would serve as a catalyst for this type of economic activity. In order to encourage high-quality mixed-use development to take place in the corridor, the Village should create a high-quality community gateway at this intersection and should develop and implement corridor design standards along 138<sup>th</sup> Street. Implementation should also include planning for “lake-oriented” development at the quarry site and focus development recruitment efforts at the four corners intersection of 138<sup>th</sup> and Halsted.
2. The Village of Riverdale should continue to pursue support for demolition of the Granary Site, along with a plan for blight elimination in the area. This work should be accompanied by a neighborhood plan for the surrounding area that is integrated with a mixed-use redevelopment plan for the site. The railroad running through Riverdale presents opportunities to serve current and new businesses with rail services; plans to increase utilization of rail should include demolition of the Granary Site.
3. Metra stations connect Riverdale with downtown Chicago, and present an opportunity to serve riders with retail, commercial, and entertainment amenities, especially near its 144<sup>th</sup> Street station. Therefore, the 144<sup>th</sup> Street station should be the location of transit-oriented development. A plan for the Village should recommend developing high-quality owner-occupied housing within walking distance from the stop and the downtown. Mixed-use redevelopment, transit-oriented amenities, and high-density development in this area will stimulate economic activity and will serve transit riders and adjacent neighborhoods.
4. The northeast side of the Village is an important location for neighborhood revitalization and redevelopment. A Master Plan for neighborhood redevelopment in this area should integrate the current housing rehabilitation projects and high-technology infrastructure including fiber optics access, and should incorporate neighborhood services improvements.
5. With a major switch for fiber optics and a small network of local banks, the eastern edge of Riverdale is a strategic location for business corridor improvement. The Village should prepare a mixed-use redevelopment plan and a neighborhood plan, which includes steps to guide redevelopment including the assembling of properties, the demolition of blighted and underused buildings, and the potential creation of a business incubator for small business start-ups. An incubator would not only stimulate economics by creating businesses that locate nearby, but also empower Village residents to guide their community’s economic future.
6. The northeast corner of Riverdale is a good location for long-term redevelopment that could follow after implementation of the initiatives described above. The underutilized steel site should be a focus of redevelopment in this area. Riverdale’s Ivanhoe neighborhood is an asset, and the quality of its housing should be maintained. The Village should take this opportunity to improve and diversify housing stock in its northern neighborhoods to complement the Ivanhoe neighborhood stock.

# Village of Riverdale, Ill

## Opportunity Analysis

- ① 138th Street Corridor
  - Create New I-57 Interchange
  - Develop Industry
  - Create High Quality New Community Entry
  - Employment/Hospitality Services and Modest Retail Development
  - Corridor Design Standards
- ② Granary Site
  - Demolition/Community Blight Elimination
  - Mixed Use Redevelopment
  - Neighborhood Plan
- ③ 144th Transit Village
  - Mixed-Use Redevelopment
  - Transit Oriented
  - High Density/Quality Residential
- ④ Neighborhood Revitalization/Redevelopment
  - Neighborhood Services
  - High-Tech Infrastructure
  - Masterplan for Neighborhood Redevelopment
- ⑤ Business Corridor Improvement
  - Business Creation Incubator
  - Demolition
  - Assemble Properties
  - Mixed-Use Redevelopment
  - Neighborhood Plan
- ⑥ Longterm Redevelopment



## **LOCAL REDEVELOPMENT OPPORTUNITIES - VILLAGE OF LANSING**

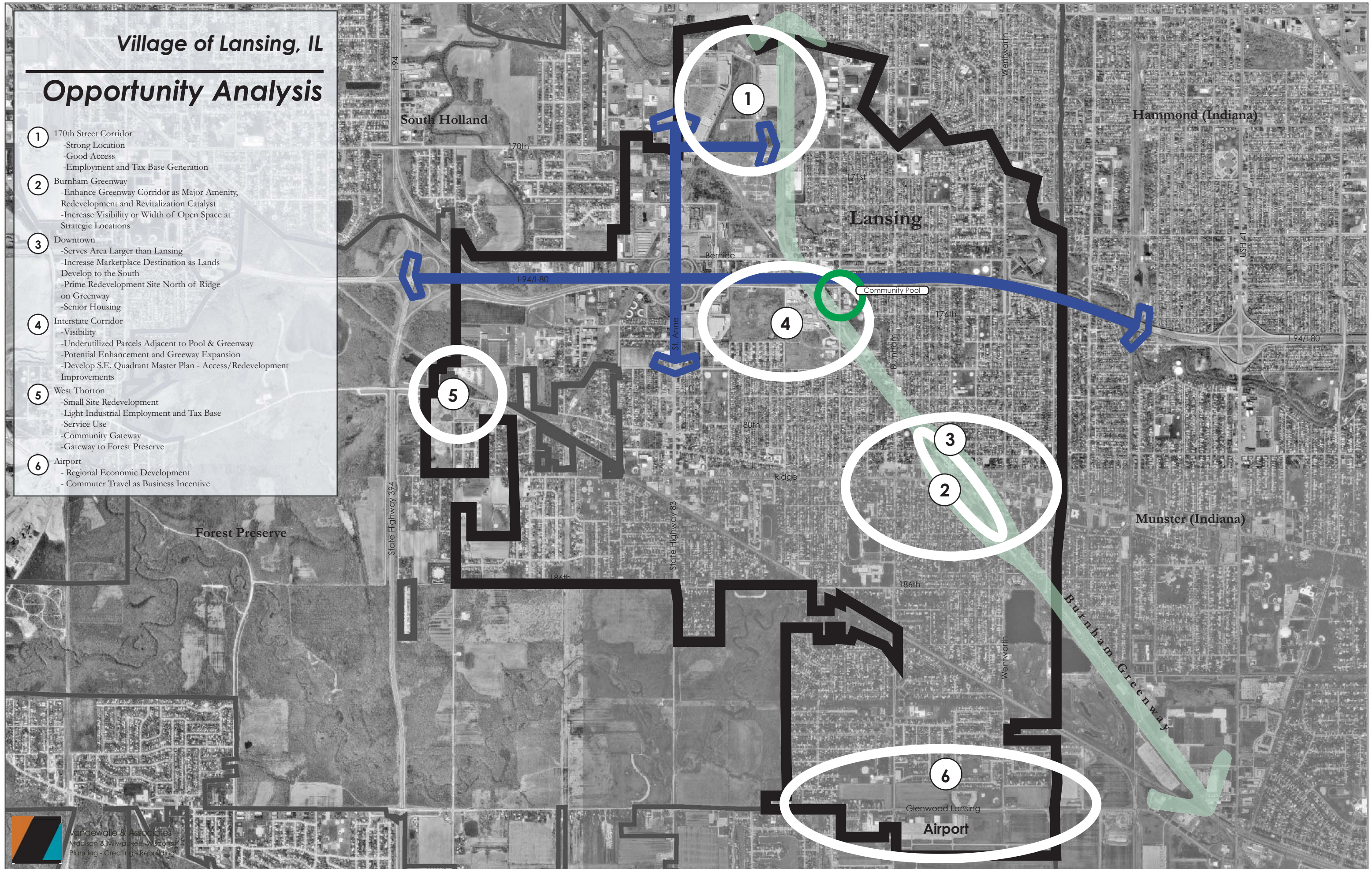
The local redevelopment opportunities for Lansing are described below and correspond to areas located on the Village of Lansing Opportunity Analysis map on the following page.

1. The I-94 – I-80 interchange at Lansing’s northwest corner provides highway access for trucks, business travelers, and tourists from Chicago and Indiana and from across the nation. Not only does this access serve Lansing’s existing business community, but this interchange improves the opportunity to develop the Village’s industrial TIF on the east side of Highway 394 by serving as an incentive to industry which would benefit from highway and rail access. Furthermore, several redevelopment sites are ideally located along the 170<sup>th</sup> Street Corridor with excellent access to I-94/I-80. Development of these sites should be strongly encouraged by the Village in order to stimulate economic activity, employment, and tax base generation.
2. The multi-jurisdictional effort to establish and enhance the Burnham Greenway presents an opportunity for quality-of-life enhancement in Lansing. The Village should promote greenway corridor enhancements as a way to develop a recreational and tourism amenity that not only improves aesthetics, but also serves as a catalyst for redevelopment, stimulating compatible retail and entertainment uses such as restaurants, bike shops, etc.
3. The community and the surrounding area are well served by downtown Lansing, and this business district presents several opportunities for continued marketing and development. As land south of Lansing develops, the Village should market its downtown as a destination that provides goods and services to its residents, as well as new residents to the south. The downtown is also a good location for development of senior housing who require goods and services within walking distance and for people who want the convenience of downtown living. The site north of Ridge Road on the Burnham Greenway is also a prime redevelopment site.
4. The east-west I-80 interstate corridor in Lansing presents a great opportunity to locate businesses that could benefit from visibility along the highway. There are a number of underutilized parcels adjacent to the local pool and the Burnham Greenway that should be redeveloped to better serve the area. A Master Plan for the southeast quadrant of this interchange should be developed to address a number of redevelopment issues in order to successfully redevelop these underutilized sites. Foremost, this plan must address access from STH 83 to sites in this area. Further, the plan should examine the area near the community pool for long-term redevelopment fortified with community services. Finally, redevelopment near the Burnham Greenway should be planned to complement this recreational and aesthetic amenity.
5. West Thornton Avenue offers some locations for small site redevelopment and possibly for service uses. This area also offers land for light industrial businesses that would generate related employment and increased tax base. The West Thornton Avenue area also serves as a gateway to the community and westward to the forest preserve. As such, attention should be given to the quality of development at the community’s entrance.
6. The airport on Lansing’s southeast side presents an ongoing opportunity for regional economic development. The ability to accommodate business travel via a local airport can augment current businesses and become a strong incentive for businesses to locate or relocate in Lansing and should continue to be marketed as such. With commuter air travel and fractional ownership of charter air transportation increasing to address recent security concerns and for convenience and speed, small regional airports are expected to have increased traffic.

# Village of Lansing, IL

## Opportunity Analysis

- ① 170th Street Corridor
  - Strong Location
  - Good Access
  - Employment and Tax Base Generation
- ② Burnham Greenway
  - Enhance Greenway Corridor as Major Amenity, Redevelopment and Revitalization Catalyst
  - Increase Visibility or Width of Open Space at Strategic Locations
- ③ Downtown
  - Serves Area Larger than Lansing
  - Increase Marketplace Destination as Lands Develop to the South
  - Prime Redevelopment Site North of Ridge on Greenway
  - Senior Housing
- ④ Interstate Corridor
  - Visibility
  - Underutilized Parcels Adjacent to Pool & Greenway
  - Potential Enhancement and Greenway Expansion
  - Develop S.E. Quadrant Master Plan - Access/Redevelopment Improvements
- ⑤ West Thornton
  - Small Site Redevelopment
  - Light Industrial Employment and Tax Base
  - Service Use
  - Community Gateway
  - Gateway to Forest Preserve
- ⑥ Airport
  - Regional Economic Development
  - Commuter Travel as Business Incentive



## **LOCAL REDEVELOPMENT OPPORTUNITIES - CHICAGO HEIGHTS & SOUTH CHICAGO HEIGHTS**

The local redevelopment and development opportunities identified for Chicago Heights and South Chicago Heights are described below and correspond to areas located on the City of Chicago Heights and the Village of South Chicago Heights Opportunity Analysis map on the following page.

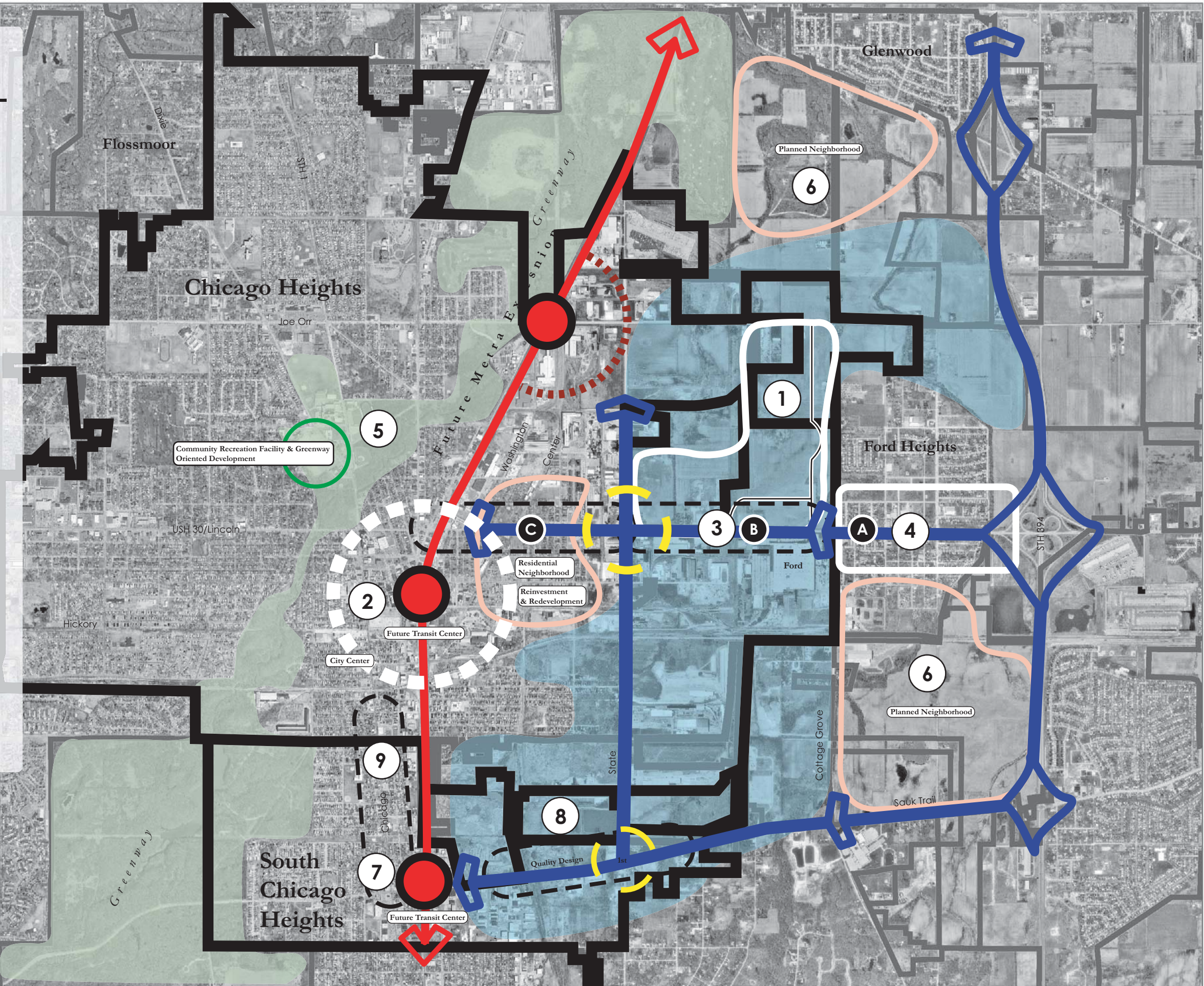
1. Historically Chicago Heights has had an extremely strong industrial base, which has provided jobs to a large percentage of the City's population. The City has already begun to purchase properties for new industrial development on its east side, and should continue to develop more incentives to recruit new businesses to this district. This northeast area of Chicago Heights is an ideal location for the planned Commerce Park that would stimulate tax base and job creation. An increase in quality jobs can help redevelopment nearby residential areas. Furthermore, Chicago Heights and South Chicago Heights should consider joining forces to create a large scale Commerce Park that spans from Joe Orr Road to the Sauk Trail Corridor, as generally show on the following figure. This would allow Chicago Heights and South Chicago Heights to create a unified marketing strategy to recruit industry and other businesses. In addition to obtaining ownership to properties and performing necessary environmental due diligence as needed, another first step in project implementation should be to create quality development standards for the entire park.
2. Chicago Heights should work to transform its downtown to become a center for culture and entertainment in the south suburbs. This proposed location for a future transit stop should be the nexus for redevelopment of Chicago Heights' City Center district of arts, culture, entertainment, and related festivals. Redevelopment should identify multiple uses for entertainment venues, so the district can provide a variety of offerings to local and regional residents and tourists. Furthermore, as one of the largest Chicago Southland communities, Chicago Heights should continue to engage Metra in discussions about locating a station in the City Center. This would provide area residents more options for commuting to a wider geographic region for work, and introduce public transportation that would bring visitors directly to the heart of Chicago Heights arts, culture and entertainment district.
3. The Lincoln Avenue Corridor offers numerous opportunities for redevelopment and enhancements that should be high priorities for the City. When redeveloping this corridor, the following should be considered:
  - a. Design standards for new development along the corridor in the Ford Heights area should be implemented, and a community entry feature should be erected.
  - b. Design standards, which are consistent with the design guidelines for the Commerce Park, and quality signage and streetscaping enhancements should also be implemented for new projects along the corridor in this area.
  - c. The Lincoln Avenue Corridor just east of downtown serves as the northern boundary of a residential neighborhood redevelopment and reinvestment area. There is also an opportunity to diversify housing stock in this area during redevelopment and to infuse new capital into the neighborhood with jobs created at the adjacent employment area. Quality urban design and roadway improvements will be essential to set the precedent for the quality of redevelopment to the south.

4. The eastern gateway to Chicago Heights from Highway 394 is along Lincoln Avenue/ Highway 30 through Ford Heights, which contains a number of blighted areas. Chicago Heights should engage Ford Heights in collaborative redevelopment planning to create a more inviting gateway to both communities from the state highway. Possible redevelopment strategies could focus on a corporate park service area and office development, as well as limited retail and hospitality services for the Commerce Park.
5. The greenway that runs from the west side of South Chicago Heights through the northeast area of Chicago Heights presents an opportunity for recreational facility and greenway-oriented development, particularly on redevelopment sites along Dixie Highway.
6. Mixed use neighborhood plans should be prepared for areas that are northeast and southeast of Chicago Heights to ensure that the appropriate mix of residential development and nonresidential services with buffer lands are planned for as the City develop its Corporate Park and industrial lands, and its adjacent neighbors develop their residential neighborhoods.
7. A redevelopment strategy should be prepared for downtown South Chicago Heights that includes transit-oriented development given the potential for a Metra stop at the Sauk Trail - Commercial intersection. South Chicago Heights has developed a service retail sector. Continuing to upgrade some of the lower-end businesses will make these services even more attractive to South Chicago Heights residents, as well as residents of nearby suburbs. The community is also home to two underutilized industrial parks that present opportunities to draw new and relocating industries to the community. Upgrading its retail sector and filling in its industrial parks in conjunction with Chicago Heights should be part of an overall community master plan. An implementation strategy that includes working with the private sector to raise awareness about available sites for redevelopment should be a key component of this plan.
8. The Sauk Trail corridor east of downtown South Chicago Heights offers tremendous opportunity for future retail and service uses, as well as employment areas, as the area south of the Village continues to develop. The Village should implement quality urban design standards along this corridor and develop a community entry feature.
9. The community should redevelop small sites along the Chicago Road Corridor to fill in gaps along the village's historic main street. Furthermore, the community should create urban design standards to ensure high quality development that reflects its history and character.

# Chicago Heights & South Chicago Heights, Ill

## Opportunity Analysis

- ① Commerce Park
  - Job Creation
  - Quality Development Standards
- ② City Center
  - Civic/Arts/Cultural Center of City-Surrounding Communities
  - Arts Enhancement
  - Entertainment District
  - Create Downtown Multi-Use Activity/Festival Space
- ③ Corridor Redevelopment & Enhancement
- ④ Corporate Park Service Area
  - Large Scale Corridor Redevelopment
  - Office Potential
- ⑤ Community Recreation Facility & Greenway Oriented Development
- Ⓐ Community Entry Corridor Enhancement (Lincoln Ave)
  - Redevelopment Design Guidelines
  - Community Entry
- Ⓑ - Commerce Park Design Guidelines
  - Roadway Enhancements/Quality Signage & Entryways
- Ⓒ Neighborhood Revitalization/Redevelopment
  - Quality Urban Design & Roadway Improvements
- ⑥ Planned Neighborhoods
  - Mixed Use Plan
  - Compatibility with Adjacent Uses
- ⑦ Downtown Redevelopment Strategy
  - Potential for Future Metra Expansion
  - Transit-oriented Development
- ⑧ Sauk Trail Corridor
  - Retail & Service Uses
  - Quality Designed Development Standards
- ⑨ Chicago Road Corridor
  - Small Site Redevelopment
  - Urban Community Character

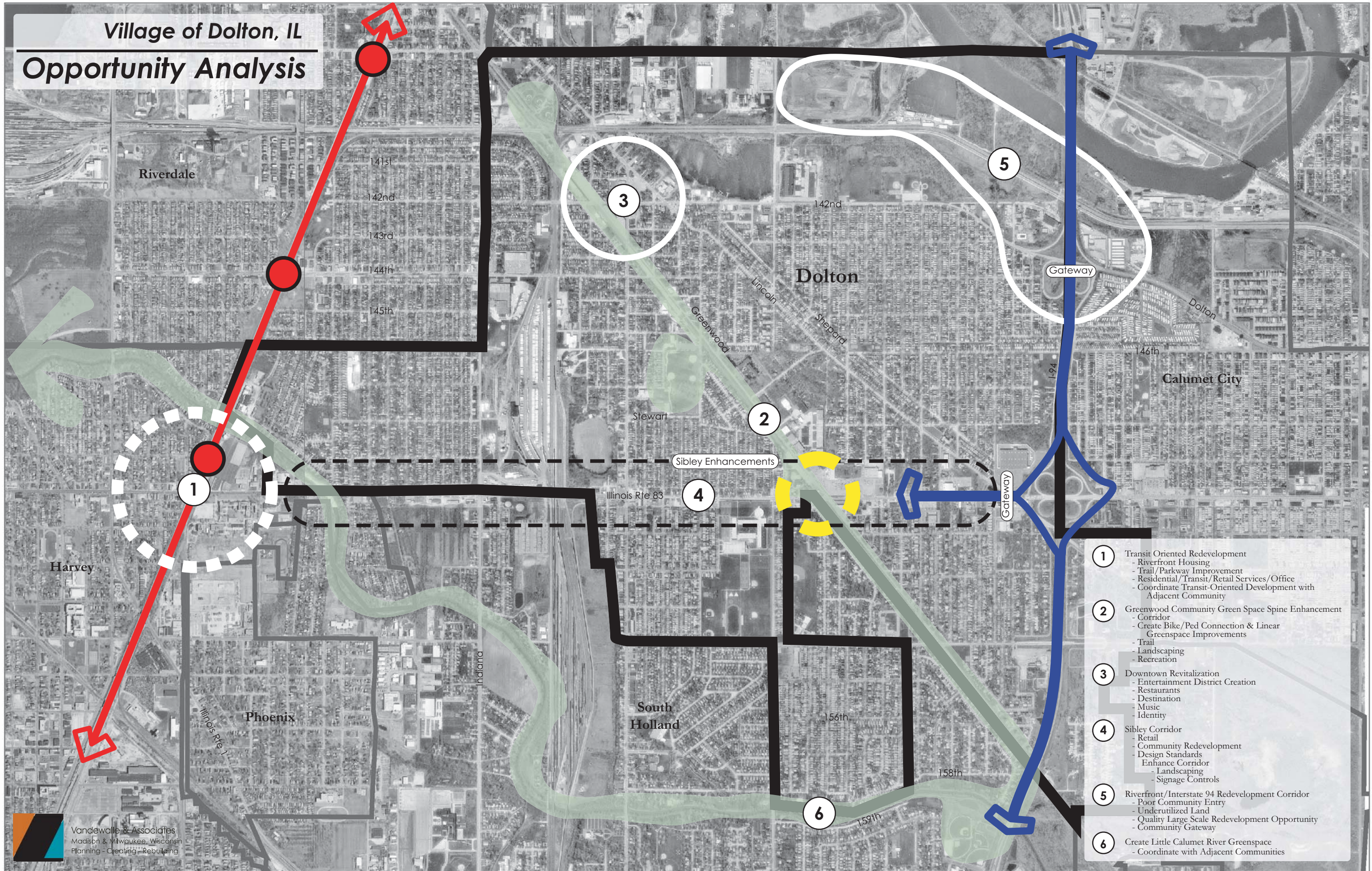


## **LOCAL REDEVELOPMENT OPPORTUNITIES - VILLAGE OF DOLTON**

The local redevelopment opportunities for Dolton are described below and correspond to areas located on the Village of Dolton Opportunity Analysis map on the following page.

1. The transit station just beyond Dolton's west border, located in Harvey, presents an opportunity for transit-oriented development. Collaboration with planners and elected officials in Harvey could promote integrated, cohesive, and sustainable redevelopment. Development should include commercial and retail businesses to serve riders, and businesses that want to draw workforce from the greater region. The area also presents a great opportunity for high-quality riverfront housing, trail and parkway improvements, and office development.
2. The Greenwood Community Green Space is a recreational spine that should be enhanced and integrated with adjacent uses that complement recreational activity. Implementation should include bike and pedestrian connections from the corridor to sidewalks and other trails, landscaping, and development of compatible recreational and tourism amenities such as restaurants, bike shops, and other retail establishments.
3. Downtown revitalization should become a priority for the Village of Dolton. Projects should include creation of a downtown entertainment district and recruitment of complementary restaurants. The goal should be to forge an identity for the community by distinguishing its downtown entertainment and music as a destination for residents and visitors in the Chicagoland area. Downtown redevelopment should also set a higher standard for community amenities that will bring more quality-of-life opportunities to residents by implementing a redevelopment strategy that includes entryway enhancement, a wayfinding and signage program, and quality design standards as redevelopment occurs.
4. The Sibley Street Corridor has a foundation of economic activity that should be built upon with retail, office, and commercial redevelopment. Design standards for landscaping and signage should transform this corridor as it redevelops into a connected, continuous spine of uses that complement each other and enhance quality-of-life for the community.
5. The riverfront and I-94 create a corridor that should be redeveloped to connect and stimulate economic activity and to implement large-scale redevelopment. This underutilized land presents an opportunity to create a community gateway that projects the community's character and pride. Wayfinding signage along the interstate and at the edge of the village should be created to lead visitors to community destinations from I-94.
6. The Little Calumet presents an opportunity for river-oriented development and aesthetically pleasing redevelopment sites. This redevelopment should be coordinated with adjacent redevelopment sites and other communities along the river.

# Village of Dolton, IL Opportunity Analysis



- 1** Transit Oriented Redevelopment
  - Riverfront Housing
  - Trail/Parkway Improvement
  - Residential/Transit/Retail Services/Office
  - Coordinate Transit-Oriented Development with Adjacent Community
- 2** Greenwood Community Green Space Spine Enhancement
  - Corridor
  - Create Bike/Ped Connection & Linear Greenspace Improvements
  - Trail
  - Landscaping
  - Recreation
- 3** Downtown Revitalization
  - Entertainment District Creation
  - Restaurants
  - Destination
  - Music
  - Identity
- 4** Sibley Corridor
  - Retail
  - Community Redevelopment
  - Design Standards
  - Enhance Corridor
  - Landscaping
  - Signage Controls
- 5** Riverfront/Interstate 94 Redevelopment Corridor
  - Poor Community Entry
  - Underutilized Land
  - Quality Large Scale Redevelopment Opportunity
  - Community Gateway
- 6** Create Little Calumet River Greenspace
  - Coordinate with Adjacent Communities

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Source of aerial photography: Illinois Geospatial Data Clearinghouse 1998-1999.

## **PART II - BROWNFIELDS SITE IDENTIFICATION AND PRIORITIZATION**

Upon completion of the regional and local opportunities analyses, the project consultant team lead by VANDEWALLE & ASSOCIATES, along with URS Corporation and Chicagoland REDI, worked with each of the five coalition communities to assist with the identification and prioritization of brownfield sites within each community. These priority sites are to be the subject of environmental assessment and redevelopment planning work in the next phase of the Pilot Project to be funded by individual \$120,000 Illinois EPA Brownfield Redevelopment Grant (BRG) Program grants.

A multi-step process was used to identify and prioritize these sites and is outlined below. This final section of the report provides the results of this process for each SSCBC community. A list of all of the properties identified for each community is also included in Appendix B.

### **BROWNFIELDS SITE IDENTIFICATION AND PRIORITIZATION PROCESS**

The first step involved working with each municipality to identify potential redevelopment Target Areas within their community, while VANDEWALLE & ASSOCIATES was simultaneously engaged in the preparation of the Opportunity Analyses. After the communities and the consultants identified the Target Areas, a series of criteria was developed and applied to the properties in these Target Areas.

First, VANDEWALLE & ASSOCIATES conducted a redevelopment planning analysis of the key redevelopment sites within each Target Area to determine which sites have the greatest redevelopment potential. The result was a *Redevelopment Index Outcome* score for each property.

Next, the consultant team assessed which sites would be most likely to have the greatest redevelopment success in the near term based upon current ownership status, and a cursory environmental review. The result was a *Consulting Team Feasibility Outcome* score for each property.

A parallel process occurred while the consultant team was engaged in this priorities analysis. Community values discussions were held with each of the coalition communities. In these focus groups, a series of goals for redevelopment, such as creation of property and sales tax base, blight elimination, and the creation of new jobs, were discussed. Each of these values was given a priority rating by the community to create a unique *Community Values Analysis Outcome* for each community. The community also ranked each criterion from most important to least.

*Final Recommendations for Assessment and Planning* were derived by applying all of these criteria to Target Area properties by overlaying weighted community values upon the sites that were prioritized according to the planning analysis by the consultant team. The results of this two-tiered prioritization process provide each of the coalition communities with a prioritization of potential brownfield sites that is based upon both a professional planning review and the community's redevelopment goals.

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

## **VILLAGE OF RIVERDALE**

### **Redevelopment Index Outcome**

Twelve sites in the Village of Riverdale -- labeled on the map on the following page -- were evaluated using a series of redevelopment criteria. Nine of these sites ranked fairly high with regard to their immediate potential to have a positive impact of the surrounding neighborhood and community as a whole, and with their immediate potential to remove visual blight. Several of these sites along the 138<sup>th</sup> Street Corridor ranked highest due to their location at the highly visible Halsted/138<sup>th</sup> four-corners intersection and due to the potential for construction of new I-57 interchange at the Village's edge at the terminus of the corridor.

### **Consulting Team Feasibility Outcome (Refer to table in Appendix A)**

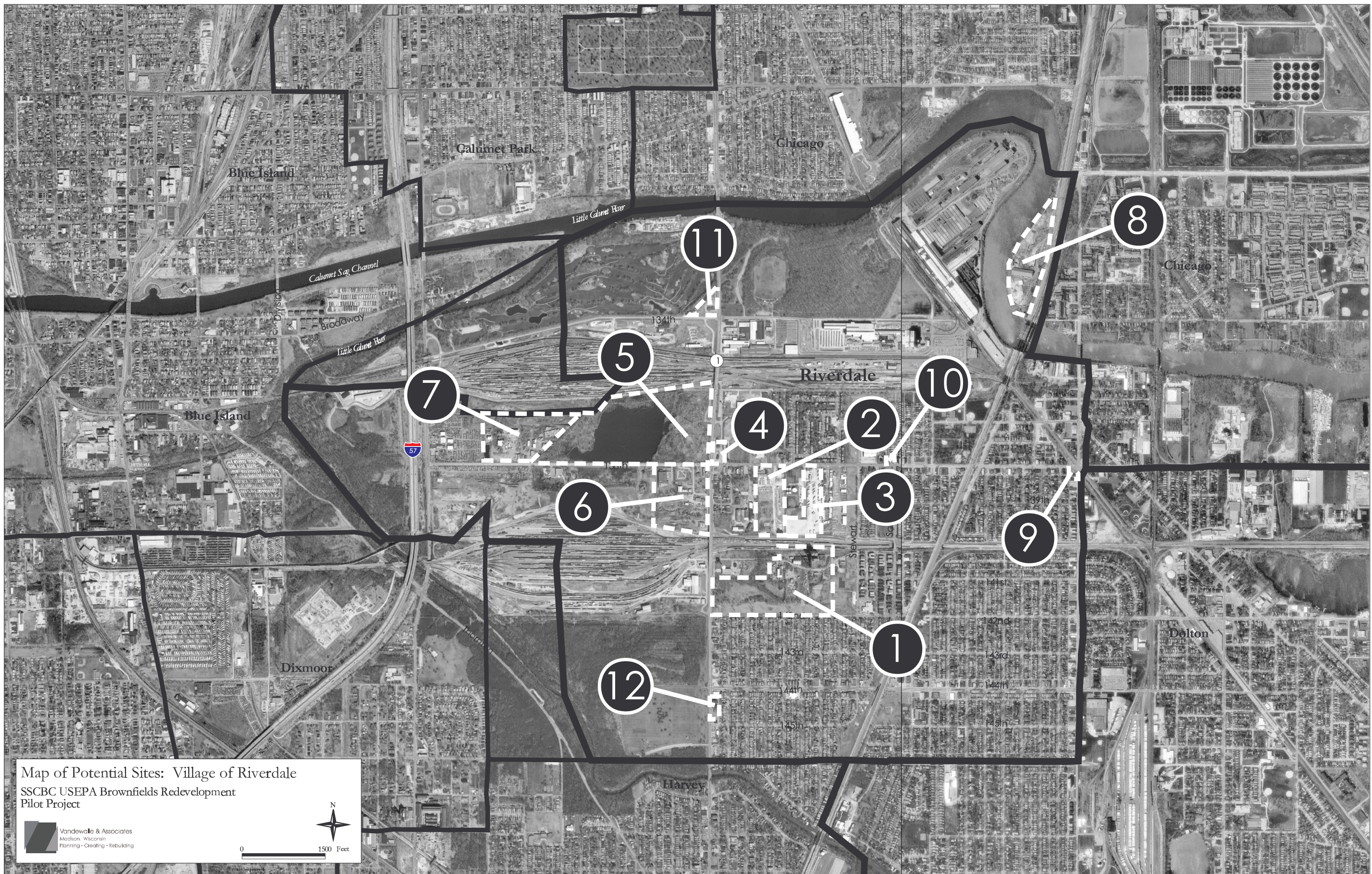
The consultant team further analyzed these 12 sites to determine the cursory environmental status, the site ownership status, and the potential market feasibility (from taking a potential developer to view each of these sites). This analysis showed that all 12 sites may have, or are likely to have, significant environmental conditions and that many of the sites are privately owned or have with multiple owners. From this analysis, nine of the 12 sites were believed to have a greater potential for shorter-term redevelopment and were recommended for further review.

### **Community Values Analysis Outcome (Refer to table in Appendix A)**

The Village's weighted values about redevelopment within Riverdale were overlaid upon the nine sites recommended by the consultant team following the technical analysis. Again, sites located along the 138<sup>th</sup> Street Corridor scored highly based upon the Village's high ranking of certain redevelopment goals, such as the potential for tax base creation, job creation, sales tax creation and a quick (3-5 year) redevelopment potential. The MWRD Site (Site 5) and the 1301 W. 138<sup>th</sup> Street site (Site 7) ranked the highest due to the potential for short-term redevelopment (within three to five years). Sites 4, 6, 2, and 3 also all ranked high due to the potential to meet these objectives. Although the Old Granary Site (Site 1) was the fourth site in the analysis, magnitude and costs for assessment and clean up of the site impair the likelihood of near-term redevelopment, and this site was therefore not recommended for further analysis under this project. Redevelopment of this site, should however, continue to be a priority of the community.

### **Final Recommendation for Assessment and Planning Under the IEPA BRG Program**

The results of both the technical analysis and the community values analysis suggest that the IEPA Brownfields Redevelopment Grant funds should be used to conduct Phase I and II Environmental Site Assessment activities at Site 7 (1301 W. 138<sup>th</sup> Street and 1201 West 138<sup>th</sup> Street), even though Site 5 ranked slightly higher, due to its immediate potential for redevelopment. Some of the grant resources will also be used to assess a property located at 251-265 West 144<sup>th</sup> Street. This property was already the subject of a Phase I ESA under this grant project, and the Phase I ESA recommended that further study is warranted at this site. If grant funds remain after the assessment of Site 7 and the 144<sup>th</sup> Street site, or additional funds becomes available through IEPA, the next highest priority sites for assessment and planning in Riverdale would be Sites 5, 4, and 6.



Map of Potential Sites: Village of Riverdale  
SSCBC USEPA Brownfields Redevelopment  
Pilot Project

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## VILLAGE OF LANSING

### **Redevelopment Index Outcome**

Fourteen sites in the Village of Lansing -- labeled on the map on the following page -- were evaluated using a series of redevelopment criteria. Six of these sites received the highest score in the status of use category, as there is no longer an active land-use on site, which facilitates more rapid redevelopment. Four of the sites also scored consistently well with regard to proximity to transportation, existing utilities, and their potential value to the market place.

### **Consulting Team Feasibility Outcome (Refer to table in Appendix A)**

The consultant team further analyzed these 14 sites to determine the cursory environmental status, the site ownership status, and the potential market feasibility (taking potential developers to view each of these sites). This analysis showed that 11 of the 14 sites may have, or are likely to have, significant environmental conditions and that many of the sites are privately owned or have multiple owners. From this analysis, nine of the 14 sites were believed to have a greater potential for near-term redevelopment and were recommended for further review. Of the sites scoring highest, five are located on the 170<sup>th</sup> Street Corridor, which offers strong location, good access, and potential to add to the employment and tax base of the community.

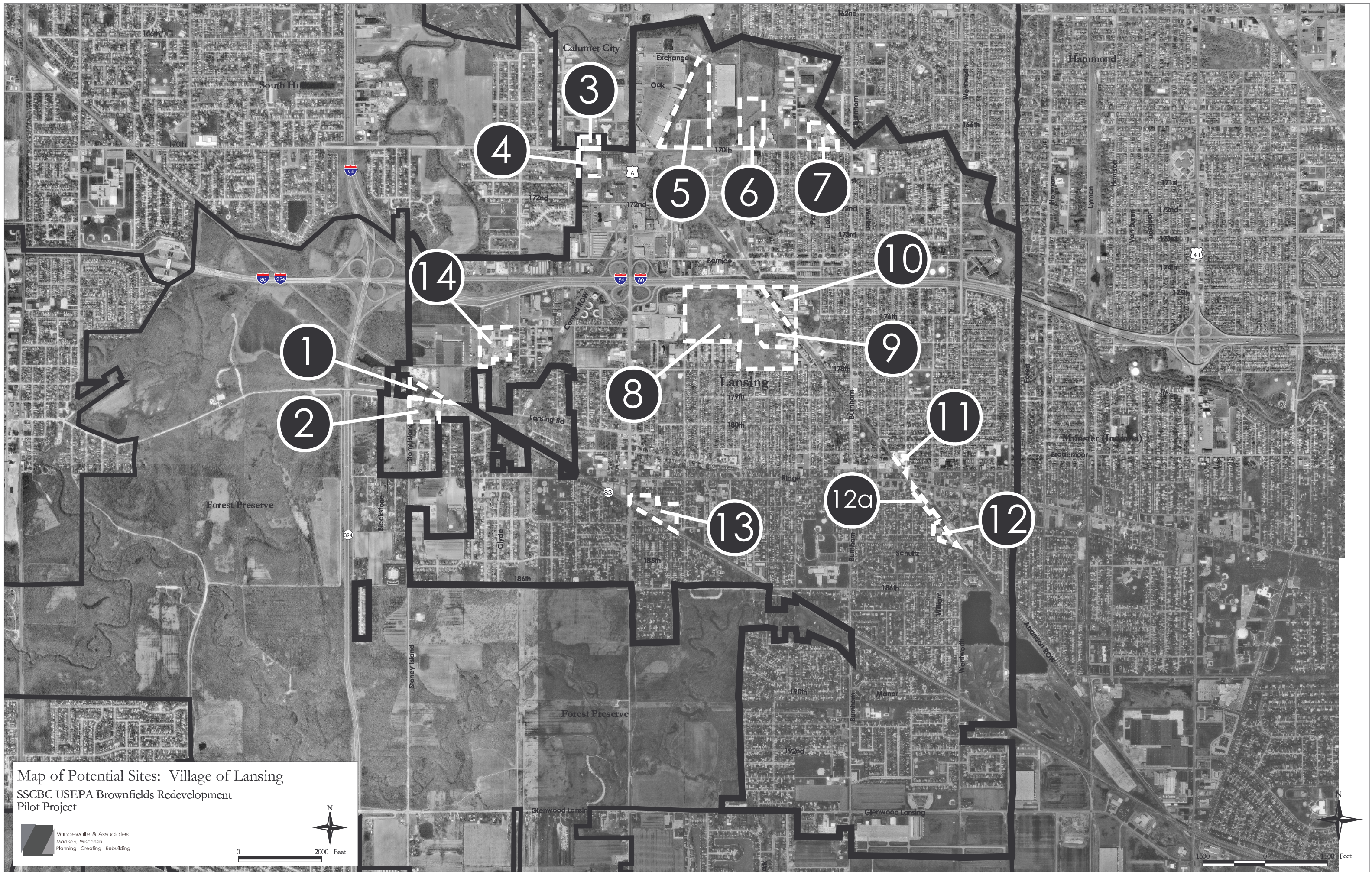
### **Community Values Analysis Outcome (Refer to table in Appendix A)**

The Village's weighted values about redevelopment were then applied to the nine recommended sites. The results of this step prioritize Site 11, which ranked highest, and Site 12, which ranked third, as a redevelopment pair. A second group of Sites 3, 4, 5, 6, 7, which could be marketed together, were prioritized next. Finally, Sites 9 and 10 were included as a backup pair given the high visibility from the interstate highway, as well as potential civic and commercial value of trailhead retail and services that could expand the role of the community pool in the vicinity at these sites.

### **Final Recommendation for Assessment and Planning Under the IEPA BRG Program**

The results of the technical analysis and the community values analysis recommend that Site 11 (Old Fox Lumber) and Site 12 (Abandoned Railroad R-O-W) be given the highest priority for redevelopment in the Village and that the IEPA BRG grant funds be used to conduct Phase I and II Environmental Site Assessment activities at these sites. However, the Village does not currently have control or access to either site so other sites were included in the immediate next phase of project work under the BRG Program. The sites recommended for environmental assessment under the BRG program, which are Village-owned, are Sites 5 (Exchange Drive Site) and 6 (Novak Drive Site).

If findings suggest that no further environmental work is needed at Sites 5 and 6, IEPA funds would not be spent for further investigation, and Sites 3, 4, and 7 would be recommended as the next highest priorities. These sites are within the 170<sup>th</sup> Street corridor, which throughout the Opportunity Analysis was found to hold the greatest redevelopment opportunity for the Village. The Village will need to work with the current property-owners and/or Cook County to have property control in order for IEPA funds to be expended. Finally, if funds remain and access has been secured, the Village should begin investigations at sites 9 and 10.



Map of Potential Sites: Village of Lansing  
 SSCBC USEPA Brownfields Redevelopment  
 Pilot Project

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## **CITY OF CHICAGO HEIGHTS**

### **Redevelopment Index Outcome**

Thirty-two sites within the City of Chicago Heights -- labeled on the map on the following page -- were evaluated using a series of redevelopment criteria, with all sites scoring highly in the status of use category. Six of these sites outscored the others in the areas of their potential cost of redevelopment, their potential value to the market place, and their potential for a significant positive impact to the surrounding neighborhood and/or the community-at-large. Receiving a score of four or five in these categories separated the top tier of sites (scoring between 37 and 34) from the second tier of sites (scoring between 32 to 29).

### **Consulting Team Feasibility Outcome (Refer to table in Appendix A)**

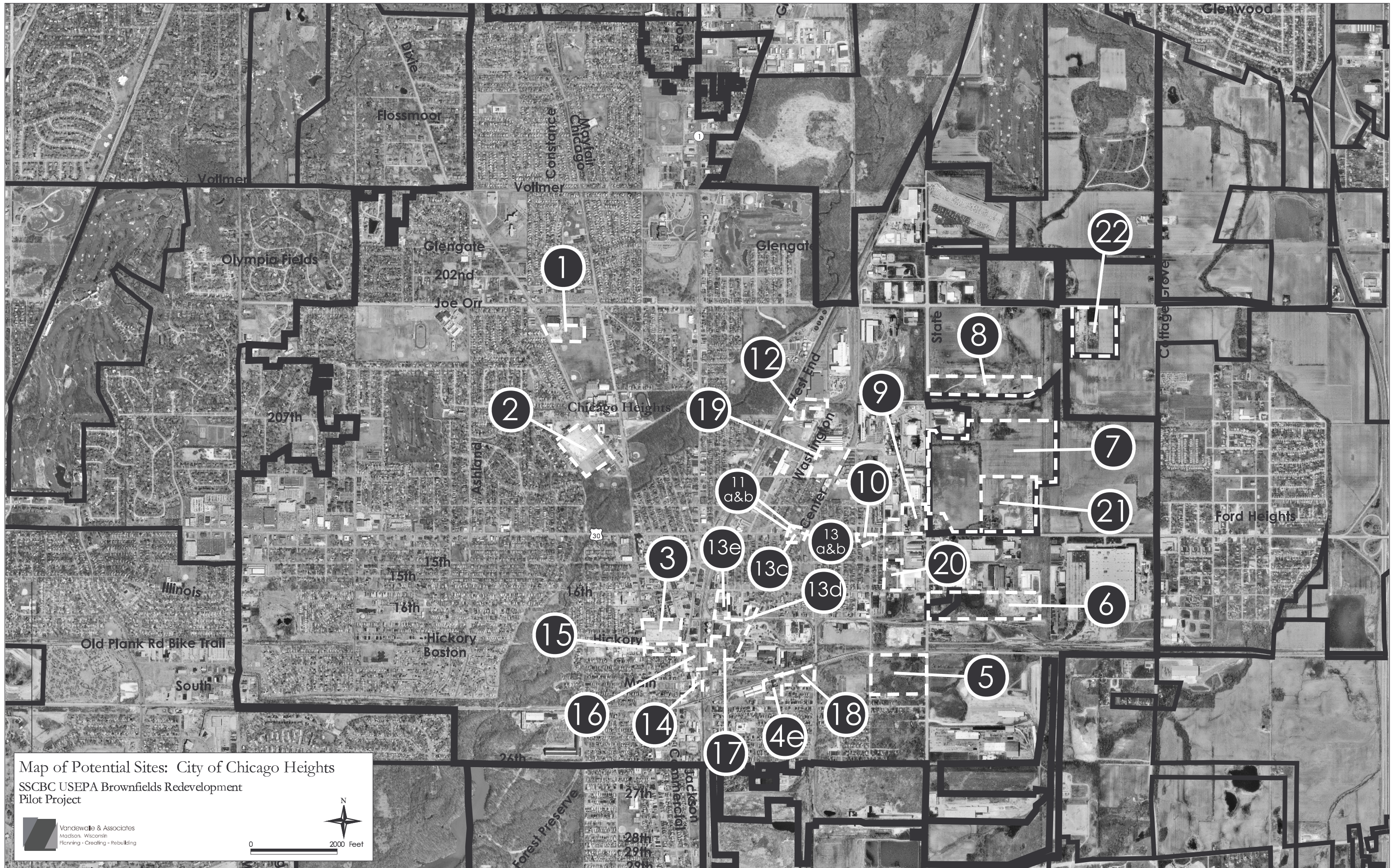
The consultant team further analyzed the top 24 of the original 32 sites to determine the cursory environmental status, the site ownership status, and the potential market feasibility (taking potential developers to view each of these sites). The ownership status review indicates that the City owns twelve and the local school district owns one of the 24 sites. This is significant because having ownership of the sites allows for immediate access to funds from Illinois EPA for environmental assessment activities in the next phase of work under the SSCBC Brownfield Pilot Project. The cursory environmental review indicates that of the 18 sites with reviewable environmental history, eight either may have, or are likely to have, significant environmental conditions. From this analysis, six of the 24 sites are believed to have a greater potential for near-term redevelopment and were recommended for further review.

### **Community Values Analysis Outcome (Refer to table in Appendix A)**

The City's weighted values about redevelopment were then applied to the six sites recommended following the redevelopment-planning analysis. The results of this step indicate that Site 3 (Expo Site) and Site 9 (AMSCO Site), ranked first and second respectively, should be subject of environmental assessment activities under the IEPA Brownfields Redevelopment Grant Program based upon their significant potential to create jobs and tax base, to eliminate blight, and to be developed, at least in part, in the near term. A second group of sites: Site 10 (the 14<sup>th</sup> Street Properties), Site 1 (755 Dixie Way), and Site 7 (14<sup>th</sup> Street to 10<sup>th</sup> Street on State Street) were prioritized next. Site 9A (the Hobart Property) was the third highest ranked site; unfortunately however, the City has little chance of gaining immediate access to conduct environmental work due to the private ownership status of the property.

### **Final Recommendation for Assessment and Planning Under the IEPA BRG Program**

Based upon the results of both the technical analysis and the community values analysis, Site 3 (Expo Site) and Site 9 (AMSCO site) are recommended as the highest priority for redevelopment in the City, and the IEPA Brownfields Redevelopment Grant funds should be used to conduct a Phase I Environmental Site Assessment (ESA) at Site 3 and a Phase II ESA at Site 9. Remaining grant funds should be used for Phase I ESA for Sites 7, 1, and 10 (in this order of priority). If current funds allow or if additional supplemental funding becomes available, Sites 13E, 14, and 13D should have Phase I ESA activities conducted.



## VILLAGE OF SOUTH CHICAGO HEIGHTS

### **Redevelopment Index Outcome**

Twelve sites within the Village of South Chicago Heights -- labeled on the map on the following page -- were evaluated using a series of redevelopment criteria, ranked on a one to five scale. All of the sites are located on, or have excellent access to, the Sauk Trail Road corridor, which serves as the main east-west thoroughfare through the Village. Generally, those sites in close proximity of high-volume traffic intersections such as Sauk Trail and Dixie Highway, East End Avenue, and State Street ranked highly in all index criteria. Eight of these sites also ranked highly with regard to their ability to impact the surrounding neighborhood and community as a whole.

### **Consulting Team Feasibility Outcome (Refer to table in Appendix A)**

The consultant team further analyzed these 12 sites to determine the cursory environmental status, the site ownership status, and the potential market feasibility (from taking a potential developer to view each of these sites). Of the 12 sites, seven have known environmental information and six of these may have, or are likely to have, significant environmental conditions. During this analysis, it was also determined that none of the sites are under Village ownership or control, and three sites have undergone condemnation by the Illinois Department of Transportation for a highway expansion project. From this analysis, six of the 12 sites were believed to have a greater potential for shorter-term redevelopment and were recommended for further review.

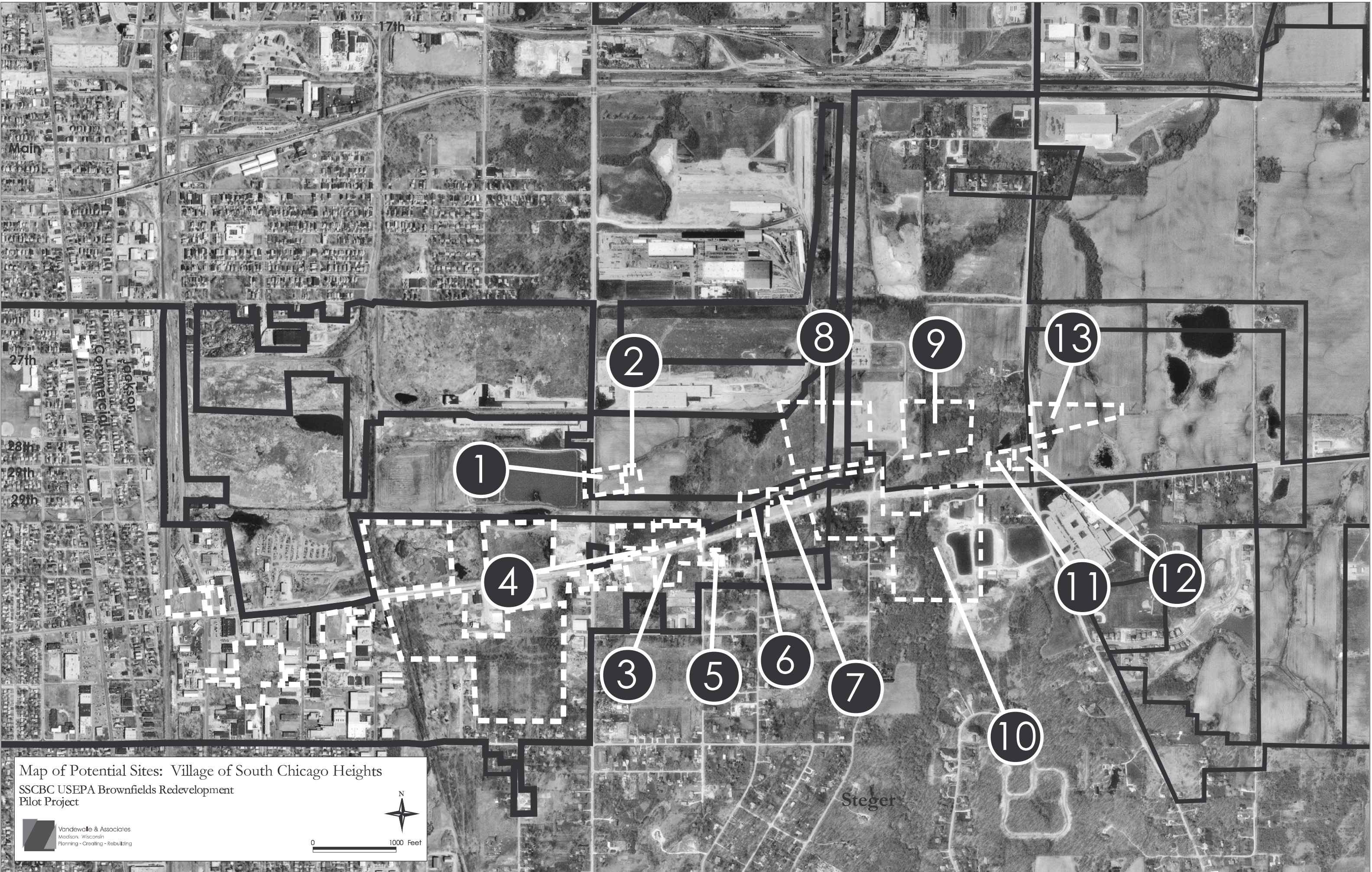
### **Community Values Analysis Outcome (Refer to table in Appendix A)**

The Village's weighted values about redevelopment were then applied to the six sites recommended following the technical consultant team feasibility analysis. Again, sites located along the Sauk Trail corridor, and particularly those at the high-traffic intersections, scored highly based upon the Village's high ranking of certain redevelopment goals, such as the potential for blight elimination, sales tax creation, and tax base creation. The final recommendations regarding the redevelopment of these six sites are discussed below.

### **Final Recommendation for Assessment and Planning Under the IEPA BRG Program**

The results of both the technical consultant team feasibility analysis and the community values analysis indicate that the IEPA Brownfields Redevelopment Grant (BRG) funds should be used to conduct Phase I and II Environmental Site Assessment activities at Site 1 (3140 East End Avenue) and Site 2 (3025 East End Avenue), when access or ownership is achieved. These sites, which ranked first and third respectively in the community values analysis, are located at the key redevelopment intersection at Sauk Trail Road and East End Avenue. Until access is achieved, the Village will conduct a Phase I ESA under the BRG program at Site 5 (3320 Butler Avenue), as the Village acquired this site while this study was underway.

Site 11 is recommended as the next priority to receive funding through the IEPA BRG program. This site also has a high potential for future retail development. Site 7 is a small site that could have near-term redevelopment, and Sites 6 and 10 are both prime redevelopment targets. Each of these three sites is recommended for environmental investigations in a second phase of funding following completion of the first three assessments -- again, all contingent upon the Village gaining access or ownership of these properties.



Map of Potential Sites: Village of South Chicago Heights  
SSCBC USEPA Brownfields Redevelopment  
Pilot Project

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## **VILLAGE OF DOLTON**

### **Redevelopment Index Outcome**

Ten sites within the Village of Dolton -- labeled on the map on the following page -- were evaluated using a series of redevelopment criteria. Five sites scored highly on the redevelopment index, particularly in the status of use, proximity to transportation, proximity to viable uses, visual blight, and potential for positive impact categories. Receiving a score of four or five in these categories separated the top tier of sites (scoring between 33 and 37) from the second tier of sites (scoring between 26 and 29).

### **Consulting Team Feasibility Outcome (Refer to table in Appendix A)**

The consultant team further analyzed all ten sites; however, four of sites do not have environmental and ownership status information. Of the six sites with a completed data set, three are privately owned, one has undergone condemnation by the Illinois Department of Transportation, one is village owned, and one has multiple owners. The environmental status review indicates that three sites may have significant environmental conditions, two are likely to have environmental conditions, and one is not likely to have environmental conditions. From this analysis, six of the ten sites are believed to have a greater potential for near-term redevelopment and were recommended for further review.

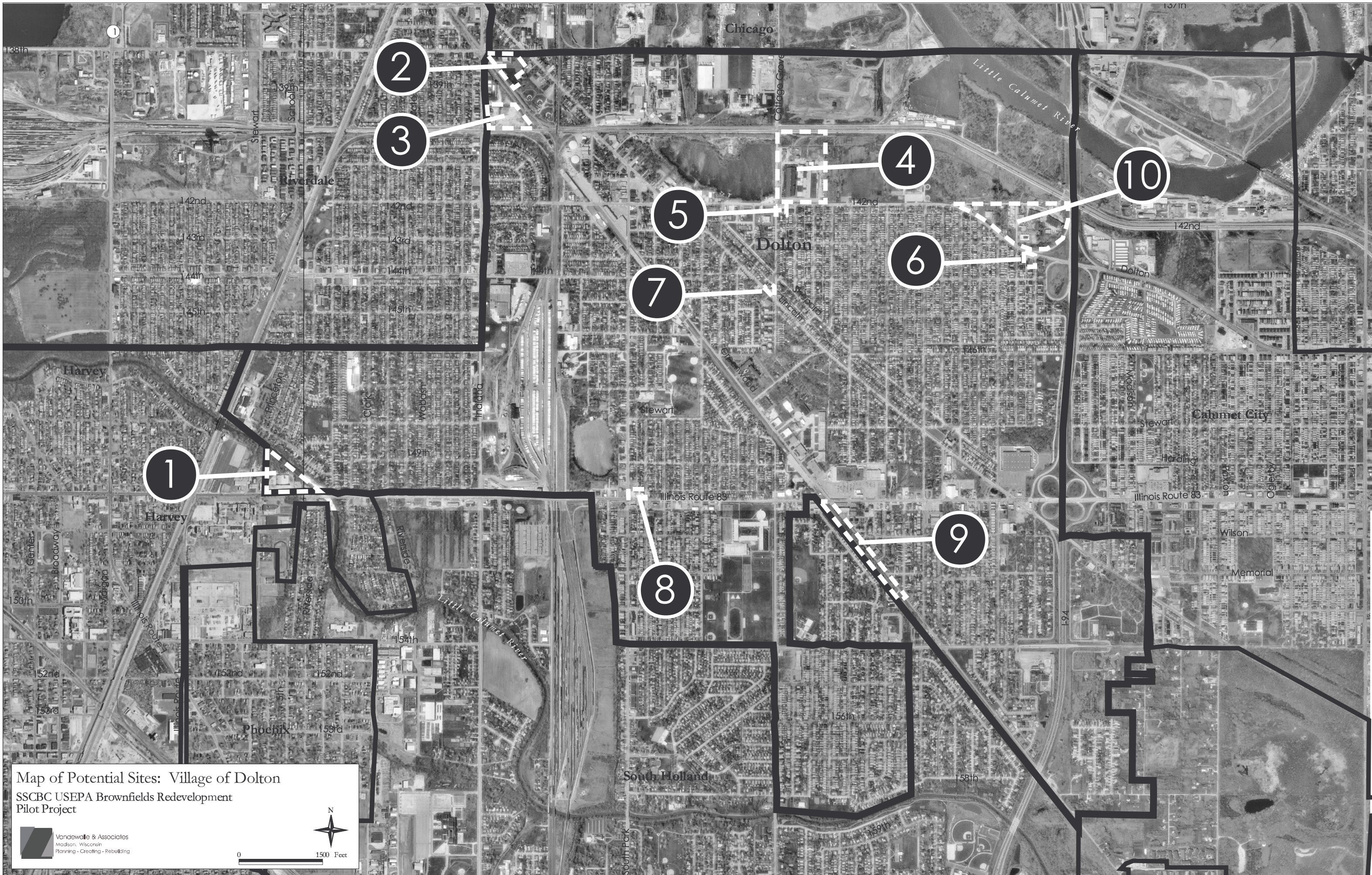
### **Community Values Analysis Outcome (Refer to table in Appendix A)**

The Village's weighted values about redevelopment were then applied to the six sites recommended following the redevelopment-planning analysis. However, four of the six sites were consolidated and scored as one site due to the strong potential to co-market these properties together. The result of this step indicates that Site 1 (the abandon grocery) ranked first, with the consolidated abandon gas station sites (Sites 5, 6, 7, and 8) ranking second, and Site 10 ranking third.

The Village of Dolton opted not to have the final focus group meeting to discuss final recommendations for the project. As such, these final recommendations do not reflect consensus from the community.

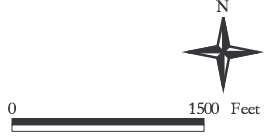
### **Final Recommendation for Assessment and Planning Under the IEPA BRG Program**

During the process, the Village of Dolton decided to withdraw its participation in the South Suburban Chicago Brownfields Coalition. Therefore, the Village will not be applying for an IEPA BRG as part of this SSCBC Brownfields Demonstration Pilot Project. If in the future the Village decides to go forth with an application, Site 1 should be considered the highest priority for redevelopment in the Village. As with any IEPA BRG application, the community needs to own the property or have cleared access to the site with the owner. If the Village can obtain ownership of, or access to, the four abandon gas stations or Site 10, these could also be candidate sites for the IEPA BRG program.



Map of Potential Sites: Village of Dolton  
 SSCBC USEPA Brownfields Redevelopment  
 Pilot Project

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## **APPENDIX A – CONSULTANT TEAM FEASIBILITY MATRICES AND COMMUNITY VALUES MATRICES FOR POTENTIAL REDEVELOPMENT SITES**

# Consultant Team Feasibility Analysis

Community: Riverdale

Potential Site	Description	Redevelopment Index	Ownership Status	Environmental Status
1	Old Granary	27	MO/T	3
2	610 W. 138th St.	30	PO	2
3	500 W. 138th St.	30	MO/T	2
4	13748 S. Emerald Ave.	29		2
5	MWRD (820 W. 138th St.)	30	MWRD	N/A
6	13834 S. Halsted et al	29	MO/T	3
7	1301 W. 138th St.	24		3
8	Suburban Warehouse (13050 State St.)	25	PO	2
9	Miller Marine (13802 Indiana)	24	PO/T	2
10	Grove Gas Station (403 W. 138th St.)	26	PO	2
11	Broasted Chicken	26	PO	2
12	14419-27 S. Halsted	29	MO(VO)/T	2

### Ownership Status

- CO/VO City or Village Owned
- MO Multiple Owners
- PO Privately Owned
- T Tax Delinquency on Record
- V Vacant

### Environmental Status

- 1 Not likely to have significant environmental conditions
- 2 May have significant environmental conditions
- 3 Likely to have significant environmental conditions

# Community Values Analysis

Community: Riverdale

<b>Site Evaluation Criteria</b>	<b>Job Creation Potential</b>	<b>Blight Elimination</b>	<b>Tax Base Creation Potential</b>	<b>3-5 Year Redevelopment Potential</b>	<b>Contribution to Civic Development</b>	<b>Meets Recreation/Open Space Needs</b>	<b>Sales Tax Creation Potential</b>	<b>Contributes to Community Character</b>	<b>Contributes to Historic Preservation</b>	<b>Nominal Totals</b>	<b>Weighted Totals</b>
<b>Criteria Weighting</b>	4.4	4.1	4.6	4.6	2.9	2.8	4.4	3.7	2.8		
Potential Sites											
Site 9 - Miller Marine (13802 Indiana)	2	3	2	3	1	1	2	2	1	17	68.8
Site 2 - 610 W. 138th St.	3	3	3	2	1	1	2	2	1	18	73.2
Site 3 - Illinois Transport (500 W. 138th St.)	3	3	3	3	1	1	2	2	1	19	77.8
Site 5 - MWRD (820 W. 138th St.)	3	2	3	3	2	3	3	3	1	23	90.3
Site 4 - 13748 S. Emerald Ave.	2	2	2	3	1	1	3	2	1	17	69.1
Site 6 - 13834 S. Halsted et al	3	3	3	1	1	1	2	2	1	17	68.6
Site12 - 14419-27 S. Halsted	1	3	2	3	1	1	1	1	1	14	56.3
Site 1 - Old Granary	3	3	3	1	1	2	2	3	1	19	75.1
Site 7 - 1301 W. 138th St.	3	3	3	3	1	1	3	3	1	21	85.9

Ratings are on a three-point scale--from 1 to 3.

- 1 Not likely to have impact
- 2 May have impact
- 3 Likely to have impact

Weightings are based on community priorities.

# Consultant Team Feasibility Analysis

Community: Lansing

Potential Site	Description	Redevelopment Index	Owership Status	Environmental Status
1	1600-1800 Thorton Lansing Rd (North side)	26	PO/V	1
2	1600-1800 Thorton Lansing Rd (South side)	26	PO	2
3	2200-2300 170th Street (South side)	29	V	
4	Former bus turn-around - 2200-2300 170th Street (North side)	29	PO/V	
5	16800-17000 Exchange Dr.	29	VO/T/V	2
6	16800-17000 Novak Dr.	29	VO/V	2
7	3100-3200 170th St.	29	MO/T/V	2
8	2600-2800 175th St; 2800-3000 178th St.	24	PO/T	3
9	17500-17700 Fritz Dr.	26	MO/T	2
10	17500-17700 Chicago Ave.; 2900-3000 175th St.	27	MO/T	2
11	Old Fox Lumber Site (18100 Henry St).	28	PO	2
12	Abandoned RR R-O-W - S. to Ridge Rd. at Grant, S. to Wentworth	29	PO	2
13	Old Lorenz Property (2437-51 183rd St.)	28	PO	2
14	17775 Clyde Ave.	27	PO	2

### Ownership Status

- CO/VO City or Village Owned
- CO/VO Multiple Owners
- CO/VO Privately Owned
- CO/VO Tax Deliquency on Record
- CO/VO Vacant

### Environmental Status

- 1 Not likely to have significant environmental conditions
- 2 May have significant environmental conditions
- 3 Likely to have significant environmental conditions

# Community Values Analysis

Community: Lansing

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	Nominal Totals	Weighted Totals
<b>Criteria Weighting</b>	<b>3.4</b>	<b>4.0</b>	<b>3.7</b>	<b>4.0</b>	<b>3.6</b>	<b>2.4</b>	<b>3.7</b>	<b>3.6</b>	<b>2.8</b>		
Potential Sites											
Site 3 - 2200-2300 170th Street (South side)	2	1	2	3	1	1	2	1	1	14	50.0
Site 4 - Former bus turn-around - 2200-2300 170th Street (North side)	2	1	2	3	1	1	2	1	1	14	50.0
Site 5 - 16800 - 17000 Exchange St.	3	1	3	3	1	1	2	1	1	16	57.1
Site 6 - 16900 - 17000 Novak Dr.	3	1	3	3	2	2	1	1	1	17	59.4
Site 11 - 18100 Henry St.	2	3	3	2	2	2	1	2	1	18	63.6
Site 12 - Abandon Rail R-O-W, S of Ridge Rd. at Grant S to Wentworth	1	3	1	2	3	3	1	2	1	17	58.8
Site 7 - NW of 170th and Burham	3	3	3	1	1	1	1	1	1	15	53.4
Site 9 - 17500-17700 Fritz Dr.	2	3	3	1	1	1	2	2	1	16	57.3
Site 10 - 17500-17700 Chicago Ave.; 2900 -3000 175th St.	2	3	1	1	2	2	1	2	1	15	52.2

Ratings are on a three-point scale--from 1 to 3.

- 1 Not likely to have an impact
- 2 May have an impact
- 3 Likely to have an impact

Weightings are based on community priorities.

# Consultant Team Feasibility Analysis

Community: Chicago Heights

Potential Site	Description	Redevelopment Index	Ownership Status	Environmental Status
1	755 Dixie Hwy.	27	CO/V	2
2	1010 Dixie Hwy.	32	CO/V	2
3	Expo Center - Independence Way & Chicago Rd.	37	CO/V	1
4A	East End Ave. - The Hill	25	CO/V	
4B	East End Ave. - The Hill	25	CO/V	
4C	East End Ave. - The Hill	25	CO/V	
4D	East End Ave. - The Hill	25	CO/V	
4E	Bisbee Property	22	CO/V	
5	State St. School District - State St. & Wentworth; 21st Ave. & RR	25	SDO/V	2
6	400 E. 16th St.- State St. between 16th St. & 17th St.	28		2
7	Union Pacific Rail Rd. - 14th St. to 10th St. on State St.	34	PO/V	2
8	LaRoche Industry - 10th & State St., N. of Site 7 (859 State St.)	27	PO/V	2
9	AMSCO (1344 State St.)	38	CO	2
9A	Hobart Property (355 E. 14th St.)	34	PO	2
10	14th Street Properties	35	CO/V	1
11A	E. 14th Street	30	CO/T	1
11B	North Center	30	CO/T	1
12	Standard T. Chemical (980 Washington)	29	PO	3
13A	240 E. 14th St.	30	MO/T	1
13B	1401 Center St.	30	MO/T	1
13C	216 E. 14th St.	30	MO/T	1
13D	1628 Center St.	31	MO/T	1
13E	1650 Union St.	32	MO/T	1
14	Ayer Manufacturing	23	PO/V	
15		32		
16		31		
17		31		
18		25		
19		28		
20		31		
21		34		
22		23		

### Ownership Status

- CO/VO City or Village Owned
- MO Multiple Owners
- PO Privately Owned
- SDO School District Owned
- T Tax Delinquency on Record
- V Vacant

### Environmental Status

- 1 Not likely to have significant environmental conditions
- 2 May have significant environmental conditions
- 3 Likely to have significant environmental conditions

### Note:

Sites 15 - 22 were added following the completion of the ownership status and environmental status reviews.

# Community Values Analysis

## Community: Chicago Heights

<b>Site Evaluation Criteria</b>	<i>Job Creation Potential</i>	<i>Blight Elimination</i>	<i>Tax Base Creation Potential</i>	<i>3-5 Year Redevelopment Potential</i>	<i>Contribution to Civic Development</i>	<i>Meets Recreation/Open Space Needs</i>	<i>Sales Tax Creation Potential</i>	<i>Contributes to Community Character</i>	<i>Contributes to Historic Preservation</i>	<i>Help Distressed Neighborhoods</i>	<i>Creation of New Housing</i>	<i>Consistent with Existing Plans</i>	<i>Maximize Existing Infrastructure</i>	<i>Nominal Totals</i>	<i>Weighted Totals</i>
Criteria Weighting	5.0	4.6	4.8	4.8	3.0	2.4	4.0	3.8	3.7	3.8	2.3	4.2	3.7		
Potential Sites															
Site 9 - AMSCO (1334 State St.)	3	3	3	3	1	1	2	3	2	3	1	3	3	31	127.2
Site 9A - Hobart Property (355 E. 14th St.)	3	3	3	3	1	1	2	2	1	2	1	3	3	28	115.9
Site 10 - 14th Street Properties	1	3	2	2	1	1	1	2	1	3	3	3	3	26	100.7
Site 7 - 14th St. to 10th on State St.	3	2	3	2	1	1	2	1	1	1	1	3	2	23	95.2
Site 3 - Expo Center - Independence Way & Chicago Rd.	3	3	3	2	3	2	3	3	1	3	2	2	3	33	129.2
Site 1 - 755 Dixie Hwy.	2	2	2	2	1	2	3	2	1	2	1	2	2	24	95.2

**Ratings are on a three-point scale--from 1 to 3.**

- 1 Not likely to have impact
- 2 May have impact
- 3 Likely to have impact

**Weightings are based on community priorities.**

# Consultant Team Feasibility Analysis

Community: South Chicago Heights

Potential Site	Description	Redevelopment Index	Ownership Status	Environmental Status
1	Former DOW Chemical - NW Corner of Sauk Trail & East End (3140 East End Ave.)	34	PO/DOT/V	3
2	NE Corner of Sauk Trail & East End (3023 East End Ave.)	34	PO/DOT	2
3	68-70 E. Sauk Trail Rd.	26	PO/V	
4	3227 East End Dr.	26	PO	2
5	3320 Bulter Ave.	25	PO/T/V	
6	Vacant Site - SE Corner of Sauk Trail & Holmes	32	PO/V	1
7	Vacant Building (3211 Holman Ave.)	33	PO/V	2
8	Lobue Dump Site - NE Corner of Sauk Trail & Holman (344 E 16th St.)	32	PO/V/T	3
9	3000 State St.	33	PO/V	
10	Large Parcel of Vacant Land - SE Corner of Sauk Trail & Holman	28	PO/V/T	
11	Abandon Gas Station - SW Corner of Sauk Trail & State St.	36	DOT/V	
12	Vacant Gateway Site - N Side of Street 1/4 Block E of Sauk Trail & State St.	31	PO	2

### Ownership Status

- CO/VO City or Village Owned
- DOT Condemned by IDOT
- MO Multiple Owners
- PO Privately Owned
- T Tax Delinquency on Record
- V Vacant

### Environmental Status

- 1 Not likely to have significant environmental conditions
- 2 May have significant environmental conditions

# Community Values Analysis

## Community: South Chicago Heights

Site Evaluation Criteria	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	Nominal Totals	Weighted Totals
<b>Criteria Weighting</b>	<b>3.8</b>	<b>4.5</b>	<b>4.3</b>	<b>3.5</b>	<b>2.7</b>	<b>2.3</b>	<b>4.5</b>	<b>3.7</b>	<b>2.8</b>		
Potential Site											
Site 11 - SW Corner of Sauk Trail & State St.	2	3	3	3	1	1	3	2	1	19	73.2
Site 1 - NW Corner of Sauk Trail & East End (3140 East End Ave.)	3	2	3	3	2	1	3	3	1	21	78.9
Site 2 - NE Corner of Sauk Trail & East End (3025 East End Ave.)	2	2	3	3	1	1	3	2	1	18	68.7
Site 7 - 3211 Holman Ave.	2	3	3	2	1	1	1	1	1	15	57.0
Site 6 - SE Corner of Sauk Trail & Holman	3	2	3	3	1	1	2	2	1	18	68.0
Site 10 - Large Parcel of Vacant Land - SW Corner of Sauk Trail & State St.	3	2	3	2	1	1	2	1	1	16	60.8

Ratings are on a three-point scale--from 1 to 3.

- 1 Not likely to have impact
- 2 May have impact
- 3 Likely to have impact

Weightings are based on community priorities.

# Consultant Team Feasibility Analysis

Community: Dolton

Potential Site	Description	Redevelopment Index	Owership Status	Environmental Status
1	Abandon Grocery (300 W. Sibley)	37	DOT	1
2		27		
3		27		
4	Dolton Aluminum (NE Corner of 142nd & Cottage Grove)	33	PO	3
5	Abandon Gas Station (SE Corner of 142nd & Cottage Grove)	29	PO	3
6	Abandon Gas Station (143rd & Blackstone)	36	VO/T	2
7		27		
8	Abandon Gas Station (600 E. Sibley)	35	PO/T	2
9	Abandon Rail Corridor	26		
10		37	MO	2

**Ownership Status**

- CO/VO City or Village Owned
- DOT Condemned by IDOT
- MO Multiple Owners
- PO Privately Owned
- T Tax Delinquency on Record
- V Vacant

**Environmental Status**

- 1 Not likely to have significant environmental conditions
- 2 May have significant environmental conditions
- 3 Likely to have significant environmental conditions

**Note:**

Sites 2, 3 and 9 were added following completion of the ownership status and environmental status reviews.

# Community Values Analysis

**Community: Dolton**

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	Nominal Totals	Weighted Totals
<b>Criteria Weighting</b>	4.0	4.2	3.7	4.8	3.8	2.4	4.1	3.2	1.0		
Site 1 - Abandon Grocery (300 W. Sibley)	2	3	3	3	1	3	2	3	1	21	75.9
Site 5 - Abandon Gas Station (NE Corner of 142nd & Cottage Grove)	2	3	2	3	1	1	3	2	1	18	68.3
Site 6 - Abandon Gas Station (143rd & Blackstone)											
Site 7											
Site 8 - Abandon Gas Station (600 E. Sibley)											
Site 10	3	3	3	1	1	2	2	2	1	18	64.7

Ratings are on a three-point scale--from 1 to 3.

- 1 Not likely to have impact
- 2 May have impact
- 3 Likely to have impact

Weightings are based on community priorities.

## **APPENDIX B – LIST OF ALL PRIORITY REDEVELOPMENT SITES**

<b>VILLAGE OF RIVERDALE</b>	
Site Name	251- 265 West 144 <sup>th</sup> Street
Site Address	251- 265 West 144 <sup>th</sup> Street
Site Number	No site number - selected for Phase I under USEPA pilot
Size (Acres)	1.12 acres
Community Values Score	Already selected for Phase I; therefore not evaluated
Consultant Team Score	Already selected for Phase I; therefore not evaluated
Notes:	<p>A Phase I ESA was conducted on this property using funding under the USEPA Pilot grant. A Phase II ESA and enrollment in the Illinois EPA Site Remediation Program as needed were recommended for funding under the IEPA BRG.</p> <p>2 vacant one story commercial buildings (13,462 sf and 6,946 sf). UST of unknown size and age necessitates Phase II ESA. May also be asbestos containing material (ACM) in buildings. Future renovation and/demolition of these buildings may require removal of ACM.</p>
Site Name	Old Granary
Site Address	14000 S. Eggleston Avenue + multiple addresses
Site Number	1
Size (Acres)	43
Community Values Score	75.1
Consultant Team Score	27
Notes:	Abandoned granary; multiple owners including private & ComEd.
Site Name	610 West 138 <sup>th</sup> Street
Site Address	610 West 138 <sup>th</sup> Street

<b>VILLAGE OF RIVERDALE</b>	
Site Number	2
Size (Acres)	14.3
Community Values Score	73.2
Consultant Team Score	30
Notes:	Commercial land and industrial use; owner is Indian Head Transit Company.
Site Name	550 West 138 <sup>th</sup> Street
Site Address	550 West 138 <sup>th</sup> Street
Site Number	3
Size (Acres)	10.8
Community Values Score	77.8
Consultant Team Score	30
Notes:	Large industrial site with existing businesses; multiple owners.
Site Name	13748 South Emerald Avenue
Site Address	13748 South Emerald Avenue
Site Number	4
Size (Acres)	2
Community Values Score	69.1
Consultant Team Score	29
Notes:	
Site Name	MWRD

<b>VILLAGE OF RIVERDALE</b>	
Site Address	820 West 138 <sup>th</sup> Street
Site Number	5
Size (Acres)	24.2
Community Values Score	90.3
Consultant Team Score	30
Notes:	Partially occupied industrial businesses.
Site Name	13834 South Halsted Avenue, et. al
Site Address	13834 South Halsted Avenue
Site Number	6
Size (Acres)	24
Community Values Score	68.6
Consultant Team Score	29
Notes:	Partially occupied industrial businesses; multiple private owners.
Site Name	1301 West 138 <sup>th</sup> Street and 1201 West 138 <sup>th</sup> Street
Site Address	1301 West 138 <sup>th</sup> Street and 1201 West 138 <sup>th</sup> Street
Site Number	7
Size (Acres)	18.4
Community Values Score	85.9
Consultant Team Score	24

**VILLAGE OF RIVERDALE**

Notes: This site was recommended for a Phase I and Phase II ESA and enrollment in IEPA Site Remediation Program, as needed, to be funded by the Illinois EPA Brownfields Redevelopment Grant program.

Village is working on access agreements with current property owners. Village is also working with a potential interested developer at 1301 West 138<sup>th</sup> Street who has agreed to grant full access to the Village, if acquired.

Site Name Suburban Warehouse

Site Address 13050 State Street

Site Number 8

Size (Acres) 23.3

Community Values Score NA

Consultant Team Score 25

Notes: Existing businesses; privately owned.

Site Name Miller Marine

Site Address 13802 Indiana

Site Number 9

Size (Acres) 0.5

Community Values Score 68.8

Consultant Team Score 24

Notes: Privately owned.

Site Name Grove Gas Station

<b>VILLAGE OF RIVERDALE</b>	
Site Address	403 West 138 <sup>th</sup> Street
Site Number	10
Size (Acres)	0.6
Community Values Score	NA
Consultant Team Score	26
Notes:	Former gas station; privately owned.
Site Name	Broasted Chicken Restaurant
Site Address	
Site Number	11
Size (Acres)	2.6
Community Values Score	NA
Consultant Team Score	26
Notes:	
Site Name	14419-27 South Halsted
Site Address	14419-27 South Halsted
Site Number	12
Size (Acres)	1.1
Community Values Score	56.3
Consultant Team Score	29
Notes:	Village owned.

<b>VILLAGE OF LANSING</b>	
Site Name	1600-1800 Thornton Lansing Road (North Side)
Site Address	1600-1800 Thornton Lansing Road (North Side)
Site Number	1
Size (Acres)	5
Community Values Score	NA
Consultant Team Score	26
Notes:	Former tavern; now vacant.
Site Name	1600-1800 Thornton Lansing Road (South Side)
Site Address	1600-1800 Thornton Lansing Road (South Side)
Site Number	2
Size (Acres)	7.9
Community Values Score	NA
Consultant Team Score	26
Notes:	Owner is part of brownfields focus group; material company.
Site Name	2200-2300 170 <sup>th</sup> Street (South Side)
Site Address	2200-2300 170 <sup>th</sup> Street (South Side)
Site Number	3
Size (Acres)	2.1
Community Values Score	50
Consultant Team Score	29

<b>VILLAGE OF LANSING</b>	
Notes:	Former bus turn around is now vacant.
Site Name	2200-2300 170 <sup>th</sup> Street (North Side)
Site Address	2200-2300 170 <sup>th</sup> Street (North Side)
Site Number	4
Size (Acres)	7
Community Values Score	50
Consultant Team Score	29
Notes:	Former bus turn-around is used for trailer storage; in a trust.
Site Name	Exchange Drive Property
Site Address	16800 – 17000 Exchange Drive
Site Number	5
Size (Acres)	26
Community Values Score	57.1
Consultant Team Score	29
Notes:	Village owns the property in its TIF District. Phase I ESA already conducted under USEPA Pilot and an old landfill across street may pose problems for this site, as well as a groundwater monitoring well on this site necessitating additional data and/or sampling. May also be dumping at the site. Therefore, a Phase II ESA and enrollment in the Illinois EPA Site Remediation Program, as needed, were recommended for funding under the Illinois EPA Brownfields Redevelopment Grant Program.
Site Name	Novak Drive Property

<b>VILLAGE OF LANSING</b>	
Site Address	16800 – 17000 Novak Drive
Site Number	6
Size (Acres)	14
Community Values Score	59.4
Consultant Team Score	29
Notes:	Village owns the property in its TIF District; Vacant land. This site was recommended for Phase II ESA work and enrollment in the Illinois EPA Site Remediation Program, as needed, under the Illinois EPA Brownfields Redevelopment Grant Program.
Site Name	3100-3200 170 <sup>th</sup> Street
Site Address	3100-3200 170 <sup>th</sup> Street
Site Number	7
Size (Acres)	7.5
Community Values Score	53.4
Consultant Team Score	29
Notes:	Vacant industrial; multiple owners.
Site Name	2600-2800 175 <sup>th</sup> Street; 2800-3000 178 <sup>th</sup> Street
Site Address	2600-2800 175 <sup>th</sup> Street; 2800-3000 178 <sup>th</sup> Street
Site Number	8
Size (Acres)	85.8
Community Values Score	NA
Consultant Team Score	24

<b>VILLAGE OF LANSING</b>	
Notes:	Old landfill.
Site Name	17500-17700 Fritz Drive
Site Address	17500-17700 Fritz Drive
Site Number	9
Size (Acres)	13.2
Community Values Score	57.3
Consultant Team Score	26
Notes:	Industrial uses including truck wash facility and Rent Ruan Mega Fleet Trucking Company; multiple owners.
Site Name	17500-17700 Chicago Avenue; 2900-3000 175 <sup>th</sup> Street
Site Address	17500-17700 Chicago Avenue; 2900-3000 175 <sup>th</sup> Street
Site Number	10
Size (Acres)	10.4
Community Values Score	52.2
Consultant Team Score	27
Notes:	Multiple owners including Chicago Iron Works, Knippel, a foundry, an asphalt company.
Site Name	Old Fox Lumber Site
Site Address	18100 Henry Street
Site Number	11
Size (Acres)	2.4

<b>VILLAGE OF LANSING</b>	
Community Values Score	63.6
Consultant Team Score	28
Notes:	As this site and site 12 were recommended for Phase I and Phase II ESA work under the Illinois EPA Brownfields Redevelopment Grant Program, it is essential to first obtain access or ownership in order to conduct assessment.
Site Name	Abandoned rail R-O-W south of Ridge Street at Grant, south to Wentworth
Site Address	See above
Site Number	12
Size (Acres)	9.2
Community Values Score	58.8
Consultant Team Score	29
Notes:	As this site and site 11 were recommended for Phase I and Phase II ESA work under the Illinois EPA Brownfields Redevelopment Grant Program, it is essential to first obtain access or ownership in order to conduct assessment. The Village is negotiating purchase of this area, including other surrounding lots.
Site Name	Old Lorenz Property
Site Address	2437-51 183 <sup>rd</sup> Street
Site Number	13
Size (Acres)	9.7
Community Values Score	NA
Consultant Team Score	28

**VILLAGE OF LANSING**

Notes: Industrial site; owned by Vitvoet & Company (excavating and trucking).

Site Name 17775 Clyde Avenue

Site Address 17775 Clyde Avenue

Site Number 14

Size (Acres) 15.4

Community Values Score NA

Consultant Team Score 27

Notes: Long time trucking company site; privately owned.

<b>CITY OF CHICAGO HEIGHTS</b>	
Site Name	755 Dixie Highway
Site Address	755 Dixie Highway
Site Number	1
Size (Acres)	4.1
Community Values Score	95.2
Consultant Team Score	27
Notes:	City owned; former Toyota dealership.
Site Name	1010 Dixie Highway
Site Address	1010 Dixie Highway
Site Number	2
Size (Acres)	11.5
Community Values Score	NA
Consultant Team Score	32
Notes:	City owned; former shopping center.
Site Name	Expo Center
Site Address	Independence Way & Chicago Road
Site Number	3
Size (Acres)	10 – 15
Community Values Score	129.2

<b>CITY OF CHICAGO HEIGHTS</b>	
Consultant Team Score	37
Notes:	<p>This site was recommended for Phase I ESA, Phase II ESA and enroll in IEPA Site Remediation Program, as needed, to be funded by the Illinois EPA Brownfields Redevelopment Grant Program.</p> <p>Vacant; City-owned; Paved former Expo Center and parking; located in the middle of the town amidst lots of commercial activity.</p>
Site Name	East End Avenue – The Hill
Site Address	4A - Main Street & East End Avenue; 4B-D – 23 <sup>rd</sup> Street – 26 <sup>th</sup> Street East End Avenue; 4E – Main Street and Butler Avenue.
Site Number	4A-E
Size (Acres)	0.5-2.0
Community Values Score	NA
Consultant Team Score	25 for all
Notes:	Primarily residential with some commercial and industry; City or Village owned.
Site Name	State Street School District
Site Address	State Street & Wentworth; 21 <sup>st</sup> Avenue and RR
Site Number	5
Size (Acres)	3-4
Community Values Score	NA
Consultant Team Score	25
Notes:	Owned by school district.

**CITY OF CHICAGO HEIGHTS**

Site Name 400 East 16<sup>th</sup> Street – State Street between 16<sup>th</sup> and 17<sup>th</sup> Streets  
 Site Address 400 East 16<sup>th</sup> Street – State Street between 16<sup>th</sup> and 17<sup>th</sup> Streets  
 Site Number 6  
 Size (Acres) 2-3  
 Community Values Score NA  
 Consultant Team Score 28  
 Notes: Used for parking by local industry.

Site Name Union Pacific RR – 14<sup>th</sup> Street to 10<sup>th</sup> Street on State Street  
 Site Address Union Pacific RR – 14<sup>th</sup> Street to 10<sup>th</sup> Street on State Street  
 Site Number 7  
 Size (Acres) 116  
 Community Values Score 95.2  
 Consultant Team Score 34  
 Notes: Owned by Union Pacific RR and/or Cook County.

Site Name LaRoche Industry – 10<sup>th</sup> and State Street, North of Site 7  
 Site Address 859 State Street  
 Site Number 8  
 Size (Acres) 5 to 20  
 Community Values Score NA  
 Consultant Team Score 27

<b>CITY OF CHICAGO HEIGHTS</b>	
Notes:	Owned by LaRoche Industries.
Site Name	AMSCO
Site Address	1334 State Street
Site Number	9
Size (Acres)	8
Community Values Score	127.2
Consultant Team Score	38
Basis for Selection	Nothing noted
Notes:	Owned by the City; 2-4 buildings.  A Phase I ESA was completed for a portion of the property under the USEPA Pilot. A Phase II ESA and enrollment in the Illinois Site Remediation Program, as needed, were subsequently recommended under the Illinois EPA Brownfields Redevelopment Grant Program. This was recommended due to historical use as foundry, potential impacts to soil and groundwater, historic petroleum storage tanks on or adjacent to site, potential for illegal dumping of materials and potential ACM in buildings.
Site Name	Hobart Property
Site Address	355 East 14 <sup>th</sup> Street
Site Number	9A
Size (Acres)	1 to 4
Community Values Score	115.9
Consultant Team Score	34
Notes:	Privately owned.

**CITY OF CHICAGO HEIGHTS**

Site Name 14<sup>th</sup> Street Properties  
 Site Address 14<sup>th</sup> Street between Wentworth & Portland  
 Site Number 10  
 Size (Acres) 1 to 3  
 Community Values Score 100.7  
 Consultant Team Score 35  
 Notes: Owned by the City.

Site Name East 14<sup>th</sup> Street and North Center  
 Site Address East 14<sup>th</sup> Street and North Center  
 Site Number 11A-B  
 Size (Acres) 0.5 to 1.5  
 Community Values Score NA  
 Consultant Team Score 11A = 30; 11B = 30.  
 Notes: City owned.

Site Name Standard T Chemical  
 Site Address 980 Washington  
 Site Number 12  
 Size (Acres) 3 to 5  
 Community Values Score NA  
 Consultant Team Score 29

### CITY OF CHICAGO HEIGHTS

Notes:	Privately owned; former Standard T Chemical.
Site Name	SE&SW Corners of 14 <sup>th</sup> Street & Center Avenue; SW Corners of 17 <sup>th</sup> Street.
Site Address	SE&SW Corners of 14 <sup>th</sup> Street & Center Avenue; SW Corners of 17 <sup>th</sup> Street.
Site Number	13A-E
Size (Acres)	0.5 – 2
Community Values Score	NA
Consultant Team Score	13A-C = 30; 13D = 31; 13E = 32.
Notes:	Some parking adjacent to vacant boarded buildings; some owned by the City and local church.
Site Name	Ayer Manufacturing
Site Address	SW Corner of Main Street and East End Avenue
Site Number	14
Size (Acres)	1 to 2
Community Values Score	NA
Consultant Team Score	23
Notes:	Owned by F.H Ayer Manufacturing Company.

### VILLAGE OF SOUTH CHICAGO HEIGHTS

Site Name Former Dow Chemical

Site Address 3140 East End Avenue

Site Number 1

Size (Acres) 2.8

Community Values Score 78.9

Consultant Team Score 34

Notes: A Phase I ESA, Phase II and enrollment in IEPA Site Remediation Program, as needed, were recommended for the next phase of work under the Illinois EPA Brownfields Redevelopment Grant Program.

Fenced vacant land; Ron's Meat on SW Corner; AMG Bowling on SE corner.

Site Name NE Corner of Sauk Trail and East End Avenue

Site Address 3023 East End Avenue

Site Number 2

Size (Acres) 1.4

Community Values Score 68.7

Consultant Team Score 34

Notes: A Phase I ESA, Phase II ESA, and enrollment in IEPA Site Remediation Program, as needed, were recommended for the next phase of work under the Illinois EPA Brownfields Redevelopment Grant Program.

Vacant corner lot with car wash adjacent to the east; listed sale with ReMax; Dept of Transportation condemnation 1/92.

**VILLAGE OF SOUTH CHICAGO HEIGHTS**

Site Name 68-70 East Sauk Trail Road

Site Address 68-70 East Sauk Trail Road

Site Number 3

Size (Acres) 6.6

Community Values Score NA

Consultant Team Score 26

Notes: Owned by Harry Smith.

Site Name 3227 East End Drive

Site Address 3227 East End Drive

Site Number 4

Size (Acres) 0.6

Community Values Score NA

Consultant Team Score 26

Notes: Small commercial building on land; in a trust.

Site Name 3320 Butler Avenue

Site Address 3320 Butler Avenue

Site Number 5

Size (Acres) 0.7

Community Values Score Initially not recommended for further review by community

Consultant Team Score 25

**VILLAGE OF SOUTH CHICAGO HEIGHTS**

Notes: Site not originally recommended for further study. Village now owns site and it may have greater redevelopment potential. Therefore, a Phase I ESA, Phase II ESA, and enroll in IEPA Site Remediation Program, as needed, were recommended for the next phase of work under the Illinois EPA Brownfields Redevelopment Grant Program.

Site Name SE Corner of Sauk Trail & Holmes

Site Address SE Corner of Sauk Trail & Holmes

Site Number 6

Size (Acres) 3.7

Community Values Score 68

Consultant Team Score 32

Notes: Undeveloped; in a trust.

Site Name 3211 Holeman Avenue

Site Address 3211 Holeman Avenue

Site Number 7

Size (Acres) 0.7

Community Values Score 57

Consultant Team Score 33

Notes: Vacant undeveloped land. Village may acquire through no cash bid and it has redevelopment potential. Therefore, a Phase I ESA, Phase II ESA, and enroll in IEPA Site Remediation Program as needed were recommended for the next phase of work under the Illinois EPA Brownfields Redevelopment Grant Program.

**VILLAGE OF SOUTH CHICAGO HEIGHTS**

Site Name Lobue Dump Site - NE Corner of Sauk Trail & Holman  
 Site Address 344 East 16<sup>th</sup> Street  
 Site Number 8  
 Size (Acres) 22.5  
 Community Values Score NA  
 Consultant Team Score 32  
 Notes: Lobue is owner; undeveloped land.

Site Name 300 State Street  
 Site Address 300 State Street  
 Site Number 9  
 Size (Acres) 10.2  
 Community Values Score NA  
 Consultant Team Score 33  
 Notes: In land trust; undeveloped land.

Site Name Large Parcel of Vacant Land - SE Corner of Sauk Trail & Holman  
 Site Address SE Corner of Sauk Trail & Holman  
 Site Number 10  
 Size (Acres) 44.5  
 Community Values Score 60.8  
 Consultant Team Score 28  
 Notes: In land trust; undeveloped land.

**VILLAGE OF SOUTH CHICAGO HEIGHTS**

Site Name Abandoned Gas Station – SW Corner of Sauk Trail and State Street

Site Address SW Corner of Sauk Trail and State Street

Site Number 11

Size (Acres) 1

Community Values Score 73.2

Consultant Team Score 36

Notes: In Tullio Jambon Trust.

Site Name Vacant Gateway Site – North Side of Street ¼ Block East of Sauk Trail & State Street

Site Address 201 East Sauk Trail

Site Number 12

Size (Acres) 2

Community Values Score NA

Consultant Team Score 31

Notes: Owner is Danny Hammond.

Site Name North side of street ¼ block east of Sauk Trail and State Street

Site Address North side of street ¼ block east of Sauk Trail and State Street

Site Number 13

Size (Acres) 10

<b>VILLAGE OF SOUTH CHICAGO HEIGHTS</b>	
Community Values Score	NA
Consultant Team Score	NA
Notes:	Owned by Sallie Hammond.