

Opportunities Analysis and
Brownfields Site Identification and Prioritization:

City of Markham, Illinois

November, 2004



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INTRODUCTION

This document highlights several key planning and development opportunities for the City of Markham. It also identifies and prioritizes brownfield sites that have the potential to undergo successful redevelopment that would spur revitalization within the City. 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. This process 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 Markham was also conducted concurrently with similar efforts in the Villages of Robbins and Burnham. The opportunities analysis identified regional and local strategic opportunities for redevelopment that could strengthen area economic and social fabrics. They are tailored to each community's particular advantages and needs while reflecting trends in a common regional economy.

OPPORTUNITIES ANALYSIS

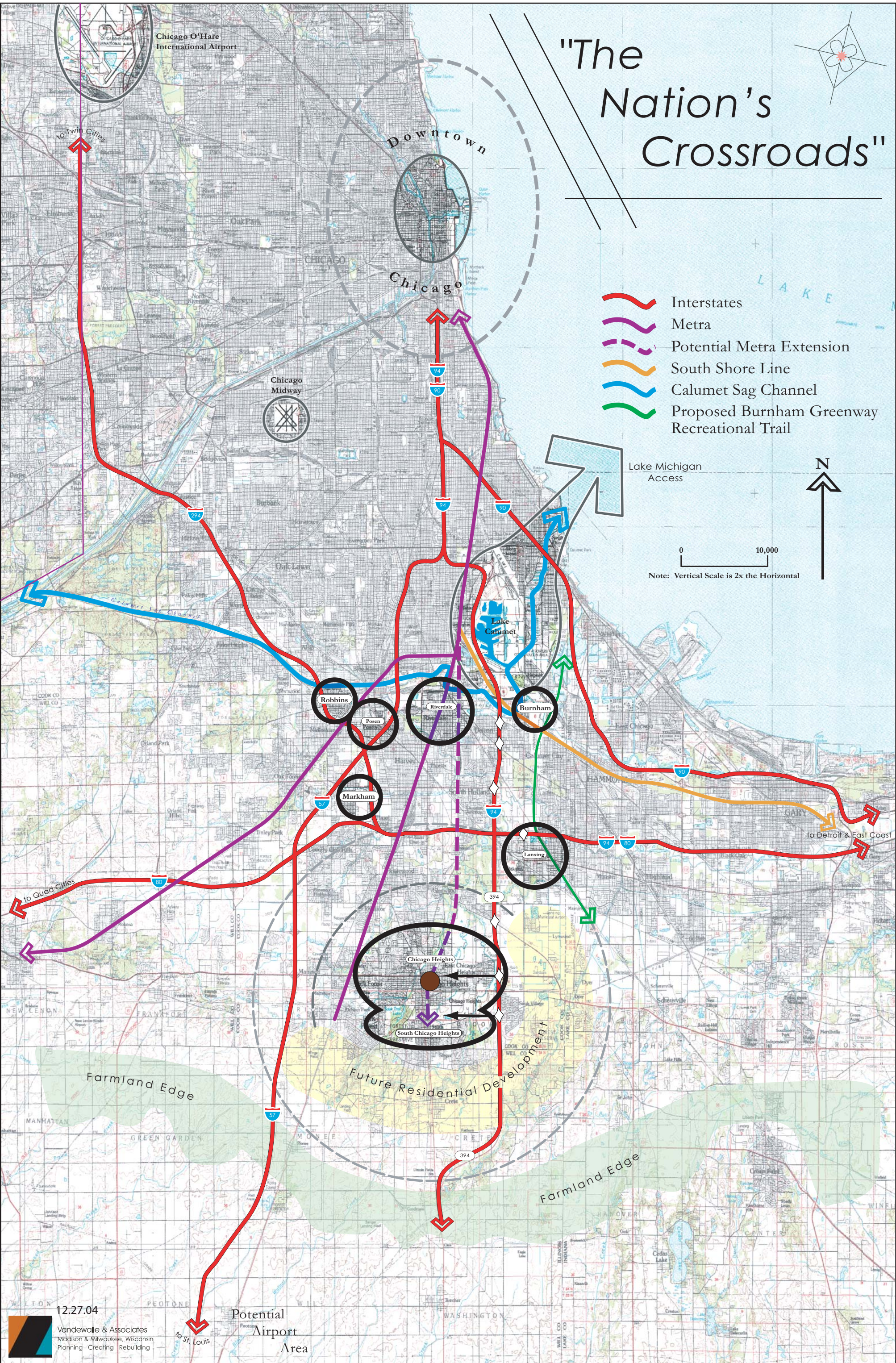
The purpose of an opportunities analysis is to explore a community's untapped potentials and to offer suggestions on how these potentials can be realized through redevelopment of local brownfields. Factored into the analysis are such things as available land; technology, transportation, power, and communications 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 City officials as they contemplate future development opportunities, planning and zoning amendments, capital improvements, intergovernmental discussions, and public-private ventures.







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

SITE IDENTIFICATION & PRIORITIZATION

The site identification and prioritization process, which is outlined in detail on page 17 of this document, includes the following steps. First, VANDEWALLE & ASSOCIATES worked with the City to identify areas that are in need of redevelopment. Within each of these 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 analysis such that redevelopment of the priority sites would help achieve the community's goals. VANDEWALLE & ASSOCIATES then presented the final prioritization to the focus group and City Council to confirm the results. Based on this prioritization, two of the recommended sites will become the subject of Phase I Environmental Site Assessments that will be funded by the USEPA grant. The next phases of assessment 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

N

12.27.04

 Vandewalle & Associates
Madison & Milwaukee, Wisconsin
Planning - Creating - Rebuilding

Potential Airport Area

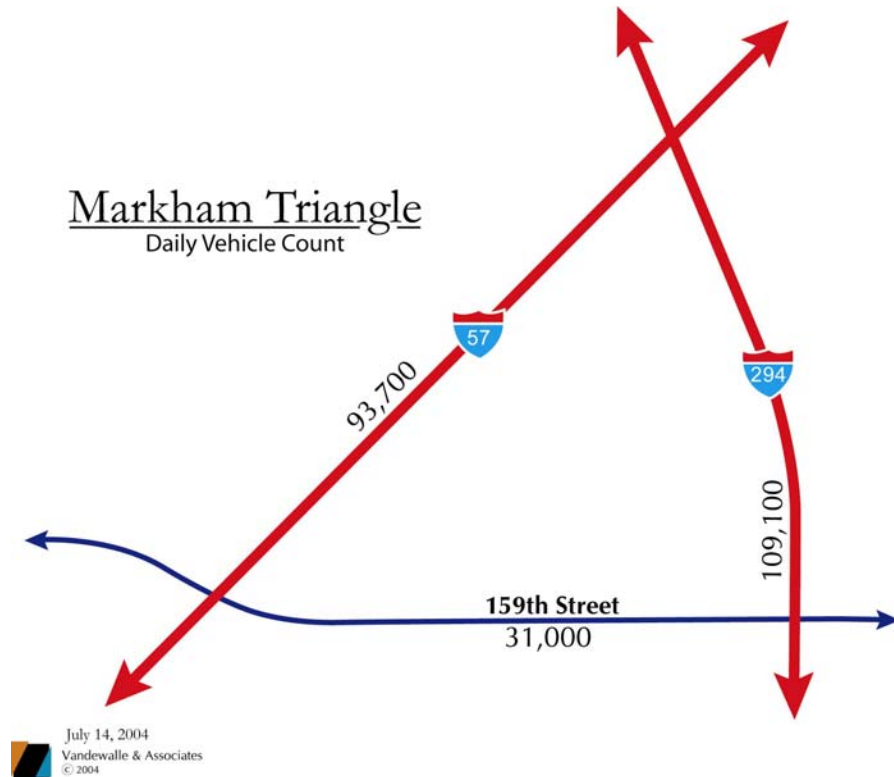
Regional Opportunities – “Crossroads of the Nation”

Many development opportunities for Markham area are drawn from common strengths shared by the entire region — an area that covers major portions of southern Cook County and portions of Will County. Many of these 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.

Also noted in the preceding SSCBC document, Markham, 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. The previous regional analysis labeled the general area as the “Crossroads of the Nation” due to its key geographical advantages for industries needing or involving transshipment services. With interstates 57, 294, and 80 traversing or bordering the City, Markham lays rightful claim to the “Crossroads” moniker.

The Markham Triangle

Geographically, the City of Markham is a confluence point for large amounts of regional traffic along interstates 57 and 294. The one mile segment of 159th Street that traverses the heart of the City is anchored by interstate interchanges with these interstates at either end, creating a major catchment area for all local traffic either bound for, or coming from, the interstates. This street therefore both collects and distributes significant amounts of interstate traffic beyond the traffic generated by City residents alone, which makes it a prime location for businesses with a regional trade area such as professional offices, destination retail, entertainment venues, and support services such as restaurants and hotels. Moreover, the current lack of a system interchange where interstates 57 and 294 meet forces this segment of 159th Street to improvise this function resulting in very heavy through traffic.



The 159th Street corridor has a dual role as both the City's 'main street' as well as serving as an important through route for regional traffic. It also represents the geographic middle-point of the community. This dual role presents numerous opportunities for attracting businesses that can serve both local and regional markets. The physical organization of the corridor should reflect this dual role. As a general rule, the areas closest to the interchanges are best used for destination commercial activities with a regional market focus whereas the interior portions of the corridor could be used to create a local downtown containing a mixture of walk-up and drive-up uses that cater to the community as well as the regional drive-through traffic. Through annexation and the selective relocation and/or redevelopment of existing marginal land uses along the 159th Street corridor, the City could accommodate a significant amount of revenue and job-producing development to serve local as well as regional commercial uses.

The crossing of interstates 57 and 294 is one of two places in the nation where major interstates come together without being joined by a system interchange. The Illinois Department of Transportation (IDOT) is currently evaluating the feasibility of constructing an interchange connecting these interstates and has proposed several different design options. This reconstruction is a major urban engineering project that will take millions of dollars and years to complete. To date, no specific timeframe has been announced to complete the engineering analysis or to begin construction.

Opportunities Analysis

City of Markham, Illinois

1 Regional Redevelopment

- 1A** Hotel with supporting entertainment & retail services
 - Parcel consolidation to create large development sites
 - Extend Western Avenue to connect 159th & 167th
 - Quality design & architecture
 - Minimum height of 3 stories to ensure visibility from I-57
- 1B** Large-Scale Regional Retail
 - Relocate Roesner Park to 163rd & Richmond
 - Relocate car wash to NE corner of Dixie & 167th
 - Quality design & architecture
 - Canterbury Mall: in short term develop out lots as regional retail, long-term redevelopment as multi-story, mixed uses of assisted living & senior services above 1st floor retail
- 1C** Office Park & Supporting Commercial Services
 - Parcel consolidation to create large development lots
 - Relocate existing business to industrial park
 - Quality design & architecture
 - Minimum height of 3 stories to ensure visibility from I-294
- 1D** Mixed Use: Residential & Commercial
 - Mixed Use: retail on 1st floor/residential on 2nd & 3rd
 - 2-3 stories with parking behind buildings
 - Quality design & architecture

2 Local Redevelopment

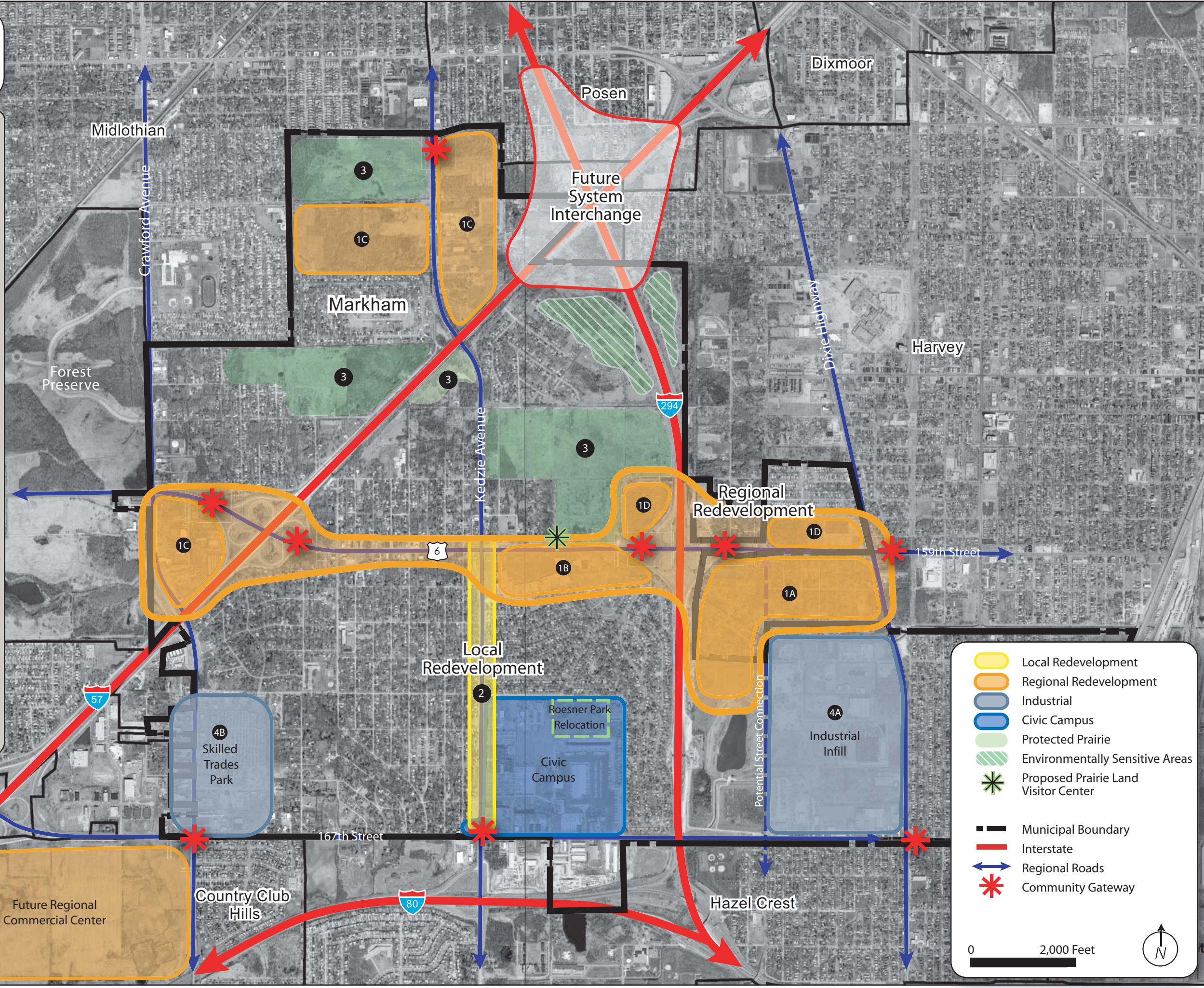
- Cluster medical, social & government services
- Parcel consolidation to create larger development lots
- Pedestrian-friendly development format
- Enhance physical connections between library, courthouse, city hall, schools & relocated Roesner Park

3 Prairie Enhancements

- Location of proposed Prairie Land Visitor Center
- Interpretation stations at each prairie
- Way-finding sign system to link prairies
- Prairie trail system development within and between prairies
- Pedestrian connections between neighborhoods, office parks & prairies

4 Employment Centers

- 4A** Industrial Infill
 - Continue development of southeast industrial park
 - Zone out additional trucking operations
 - Improve internal traffic circulation
- 4B** Skilled Trades Park
 - Zone out storage, recycling, quarry & heavy industrial uses
 - Relocate some tenants to interior of southeast industrial park
 - Parcel consolidation to create larger development sites
 - Co-location of building trades & shared support services



	Local Redevelopment
	Regional Redevelopment
	Industrial
	Civic Campus
	Protected Prairie
	Environmentally Sensitive Areas
	Proposed Prairie Land Visitor Center
	Municipal Boundary
	Interstate
	Regional Roads
	Community Gateway

0 2,000 Feet

Created: 5.11.04
 Revised: 5.11.04
 7.18.04

Markham Triangle Redevelopment Opportunities

I-294/159th Street Interchange– *near-term redevelopment opportunity*

The I-294/159th Street interchange and adjacent land are major economic development and redevelopment opportunities for the City. Annexation of unincorporated Cook County land would allow the City to capitalize on development of the valuable commercial land that is adjacent to, and visible from, I-294, open up development opportunities near the City stormwater retention reservoir, and straighten the jagged eastern municipal boundary there by simplifying redevelopment of the area for the City and its neighbor. Redevelopment of this land should be directed by an overall master plan, which would identify specific land uses and layouts for the entire area, rather than allowing the area to be developed in a piecemeal fashion with individual plans for single properties. The superior visibility and potential access of the land that fronts I-294 makes it a prime location for major commercial development. This area would be well suited for either of the casino developments that have been discussed over the last year, as well as hotel and entertainment uses. Such development should be multi-story buildings that anchor and ‘landmark’ the interchange to help create a stronger identity for Markham, as well as to provide line-of-sight advertising to interstate traffic.

Recommendations:

- Continue to aggressively pursue annexation of the unincorporated area.
- Create a Tax Increment Financing district for the commercial development area to provide development incentive.
- Rezone the land nearest the interchange (including excess lands around the City reservoir) for planned commercial development, a zoning classification commonly called Planned Unit Development (PUD).
- Reserve a north-south street right-of-way that would connect 159th Street to 167th Street via the industrial park and the City reservoir.
- Promote the use of the reservoir as an amenity feature within the commercial area master plan.
- Rezone the land to the north of the industrial park to 161st Street for new, light industrial development that is coordinated and planned to make the most efficient use of the land. These uses should be limited to those that would not negatively impact the adjacent commercial development along the interstate and 159th Street.



Example of the scale and quality hotel development that is suitable for the I-294/159th Street interchange

South Frontage of 159th Street from Kedzie Avenue to I-57 – *near- to mid-term redevelopment opportunity*

The area currently occupied by Roesner Park and Canterbury Mall have potential to support large scale regional retail uses. Roesner Park and Field House is one of the few active recreational facilities in the City. It also happens to occupy some of the most valuable commercial property in the community. Relocation of the park to a less valuable and less traffic-heavy location that is closer to community schools in the interior of the community should be considered. “Naturally” amortizing the uses between the park and mall would allow the City to pursue large-scale retail development that could complement, rather than compete with, the future Wal-Mart/Sam’s Club retail development at 169th Street, I-57, and Country Club Hills.

All of the existing uses need not be eliminated; however a full-scale master planned redevelopment for the southern side of 159th Street, between Kedzie Avenue and I-294 would allow for a much more economically productive use of the land.

Recommendations:

- Work with the controlling land trust to relocate Roesner Park to undeveloped property east of the elementary and junior high schools at 163rd and Richmond.
- Rezone the area for planned commercial development.
- Market vacated park property for large-scale regional, master planned retail development.

Canterbury Mall Enhancements – *mid- to long-term redevelopment opportunity*

The Canterbury Mall is currently near full occupancy but that picture will change following the opening of the Sam’s Club/Wal-Mart commercial development at I-57 and 167th Street in Country Club Hills. Because the shops in the mall currently cater to a similar market as the national discount retailer, the City should work with the mall owner to develop a targeted response strategy when occupancy of the mall begins to slip. Given Sam’s Club/Wal-Mart’s tremendous name recognition, market share, superior wholesale purchase power, and high-tech inventory and ordering system, it is very difficult for smaller scale discount retailers to compete directly on price with the national retailer. Rather, the mall will have the best chance of survival if the tenant mix provides goods and services that are not offered by Sam’s or Wal-Mart. Such retailers would include those that stock a focused variety of higher quality goods and provide excellent customer service, or retailers that cater to a niche market, such as Big Lots, TJ Maxx, or an electronics or party supplies store. Given the convenient access to the interstates, the amount of available redevelopment area, and the proximity to the County Club Hills development, regional retailers such as Old Navy, Borders, Bed, Bath & Beyond, Best Buy, and Gander Mountain are viable options that could fill-out the areas surrounding the mall and the 159th Street frontage, and would complement the selection of goods offered by Sam’s Club/Wal-Mart.



Example of enhanced mall design

Recommendations:

- Strategically target developers of uses that are complementary to, not competitive with, Sam’s/Wal-Mart for underutilized Canterbury Mall area along the 159th Street frontage.
- Work with mall owner to develop a response strategy when occupancy begins to slip.
- Work with mall owner to create a partnership that encourages retailers to differentiate and complement each other’s products and services.

- Consider regularly programming activities at the mall such as sidewalk sales, shared advertising, and coupon-trading.
- Develop a long-term redevelopment plan for the 159th Street frontage that incorporates mixed use, non-conventional mall uses such as housing and offices above first floor retail. Additional uses for the site could include a county courthouse annex, a budget theater, a health club or medical clinic, or a new community center.



Example of mixed use development style that is suitable for the mall and 159th Street frontage

Intersection of 159th Street and Kedzie Avenue: “The Four Corners” – *mid-term redevelopment opportunity*

Opportunities also exist to reuse/redevelop large portions of the 159th Street and Kedzie Avenue frontages for more intensive commercial and mixed-uses. The intersection of 159th Street and Kedzie Avenue represents the City’s main four-corners and its economic center of gravity. Over time, this area should be redeveloped with a more dense mix of uses that incorporate retail, professional services, and multi-unit housing in 2-4 story buildings that bracket the intersection. These areas should be master planned as part of a more pedestrian oriented, town center environment and would also serve as a counterpart to the courthouse campus at the south end of the City should growth demand additional space for offices and support services. Vacant lots along both thoroughfares should be consolidated to create larger lots for redevelopment.

At the time this plan was prepared, no specific reuse of the former gas station and used car lot at 159th Street and Turner Avenue (Site #3) had been proposed. Given the limited depth of the site, redevelopment may require



Example of mixed use developments that include residential, commercial, and office uses

consolidating the former gas station and used car lot with the two vacant parcels that flank the site. Since the City reclaimed its zip code, a location for a new local post office is needed. The central location, and access from 159th Street, make this site an appropriate location for such a use.

Recommendations:

- Work with SSMMA and USEPA to “fast-track” environmental assessment, remediation, and closure of Site #3, the former gas station and used car lot, on 159th Street and Turner Avenue. Refer to graphic on page 19 for site locations.
- Work with U.S. Postal Service to acquire Site #4, former gas station on 159th Street and Francisco Avenue, for a local post office. Consolidate parcels along 159th Street and Kedzie Avenue to create larger redevelopment sites.
- Create pedestrian-friendly connections along 159th Street and Kedzie Avenue to provide safe connections between the library, court house, city hall, schools, relocated Roesner Park and future post office.
- Focus future development of community services, such as medical offices and social services, along Kedzie Avenue and 159th Street.

I-57/159th Street Interchange – mid- to long-term redevelopment opportunity

To maximize the development potential of the 159th Street corridor, the City should work to relocate many of the land intensive, semi-industrial uses that have clustered near the I-57 interchange, such as trucking and storage. These types of uses have an overall negative effect on the visual environment of the community and do not take advantage of the high visibility, convenient interstate access, and high traffic counts of the interchange. As with the I-57/159th Street interchange, property with access to, and visibility from, the interstate maintains very high commercial value. Prospective new uses for this interchange include: hotels, restaurants, professional services, and corporate offices.

At the time this plan was prepared, the City had begun discussions with a potential developer of the former IDOT facility at Crawford Avenue and 159th Street (Site #1). The City should continue these discussions and if the proposed development moves forward, the City should work with the developer to install landscaping and signage fitting for a development at the entrance to the community from the interstate and 159th Street.



Examples of the scale and quality of office development that is suitable for the I-57/159th Street interchange

Recommendations:

- Establish a moratorium on development or permitting of new and expansion trucking and semi-industrial uses.
- Develop and adopt a land use plan for the interchange, and implement appropriate zoning ordinances and design standards.
- Acquire properties as they become available.
- Establish a Tax Increment Financing district.

Future I-294/I-57 Interchange – long-term redevelopment opportunity

Completion of the I-57 & I-294 interchange project could still be many years away, but it may significantly alter the development potential of the City as it could displace much of the existing through-traffic between the two interstates along 159th Street. As already suggested, confluences of major urban interstates are generally choice locations for regional shopping, public institutions, entertainment complexes, and/or major office developments.

As of this writing the design and the area that this interchange will occupy has not been finalized. However, based on IDOT’s concept designs, it is logical to assume that a large section of the northernmost part of the City will be taken up with the expansive ramps and approaches needed to join the two interstates. Because entrance and exit ramps are not currently proposed in the concept designs, the lands immediately adjacent to the elevated interchange will most likely have relatively poor access to/from the highways. Although frontage roads can be used to service new development immediately below the interchange, they are expensive to construct, and in the case of the lands immediately adjacent to I-294, would have to snake through sensitive wetlands and protected prairie. For these reasons, the greatest redevelopment potential brought by the new interchange will be along the Kedzie Avenue corridor between Sibley and 159th Street. Given the limited interstate access, but superior visibility and the added amenity of adjacent prairie lands, this area is well suited for regional office development.

Recommendations:

- Institute a building moratorium in the areas that are likely to be absorbed by the footprint of the interchange.
- Acquire properties as they become available.
- Create and adopt zoning ordinance and design standards that are fitting for regional office development.
- Continue extension and upgrade of local utilities.



Example of large footprint interchange

Examples of the scale, quality, and design of the office development suitable for the I-294/I-57 interchange

Local Opportunities

Markham Prairie Land Center

The several tracks of preserved prairie provide valuable open space and wildlife habitat. Although attractive, the prairies are generally not accessible for educational uses or low impact recreational uses such as nature walks, which implies that this resource is currently undervalued as an economic and community development asset. Locally, providing trails alongside and through these prairies that connect with adjacent neighborhoods and developing interpretive exhibits would likely raise appreciation of them by local residents and potential developers of adjacent properties. The City should continue the dialogue with the Nature Conservancy and other involved conservation groups to enhance the amenity and educational value of the prairies and should pursue a partnership with these organizations to develop a trail and interpretative station network and Prairie Land Visitor Center.

At the time this plan was prepared, no specific reuse of the former gas station at 159th Street and Richmond Avenue (Site #4) was being considered by the City. This site represents a prime redevelopment opportunity given its access and exposure. However, given the limited depth of the lot and the development restrictions of the neighboring prairie preserve, large scale development is not possible. To best leverage the visibility and accessibility of the site while meeting environmental/preservation regulations, the City should work with the prairie preservation groups to use this site for development of the Prairie Land Visitor Center, as the preservation groups may be more flexible with design requirements of the project if it directly benefits their cause. In addition to drawing attention to the presence of the prairies and encourage exploration of the other prairies, the prominent location of the Visitor Center will immediately establish a new identity for Markham.

Recommendations:

- Work with South Suburban Mayors & Managers, Illinois EPA, and property owner to ‘fast-track’ environmental assessment and remediation of the former gas station.
- Consider acquiring the property with all necessary indemnifications and releases.
- Work with prairie group to develop the lot as a Prairie Land Visitor Center. Employ native landscaping materials and develop a trail system that originates at the Visitor Center.
- Alternatively, if commercial development of the site is pursued, the City should acquire adjacent residential property and secure additional lot depth in exchange for a friendly developer agreement that restricts auto intensive uses (i.e. gas station, convenience retail, auto repair), requires certain landscape treatments abutting the edge of the prairie and other complementary improvements such as development of a trailhead. At a minimum, the developer should be required to dedicate an easement for a trailhead that would be accessible from 159th Street as a condition of sale.



Examples of informational kiosks

Light Industry Park

Southeast Industrial Park – *near-term development opportunity*

Currently less than half of the land area in the southeast industrial park is developed. Some of the more space-intensive uses, such as the concrete plant, should eventually be phased out to allow for more businesses that provide jobs for local residents. The annexation of unincorporated Cook County land to the north provides an opportunity to expand the industrial park north to 162nd Street.

Recommendations:

- Use incentives available from the TIF to help relocate select businesses from the I-57/159th Street interchange and southwest industrial park into the southeast industrial park. (Sites # 5 and 6 have direct access to Western/Dixie Avenue and would provide an acceptable relocation of trucking operations.)
- Phase out operations that use excessive amounts of land and offer few jobs.
- Improve internal traffic circulation to increase development opportunities.
- Limit the number of additional trucking operations to ensure opportunity for higher job generating uses.
- Expand park north to 161st Street upon annexation of unincorporated Cook County.

Skilled Building Trades Park

Southwest Industrial Park – *mid-term redevelopment opportunity*

The southwest industrial park is situated at a City entry point that is gaining prominence due to the regional Sam's Club/Wal-Mart development in Country Club Hills. Spill-over development from this commercial center, in the form of near by restaurants and additional stores, is much more likely to occur in the city limits if neighboring areas are welcoming, well maintained, and visually pleasing. The rapid rate of residential development in Markham and the communities to the south and west and the growing population of skilled construction trades people in the community provides support for redevelopment as a skilled building trades park. Such a park would elevate the use of the area to cleaner industry; provide "one-stop shopping" for area contractors and builders; and allow each business to share the costs associated with business management and administration as well as potentially raw materials and shipping. Proximity to the regional Sam's Club/Wal-Mart development would provide excellent visibility—essentially free marketing to the thousands of customers that will frequent the new retail development. Further, the skilled building trades could generate far more jobs and opportunities for apprenticeship and training programs than are available with the trucking, storage, and scrap recycling operations that dominate the area.

Recommendations:

- Immediately begin the process of phasing out existing "dirty" businesses to prepare these areas for future redevelopment.
- Aggressively step up enforcement of building codes and special use permits.
- Down zone to planned light industrial or commercial use (prohibiting heavy industrial uses, such as quarrying, recycling activities, outdoor storage etc.)
- Charge the proposed Economic Development Commission or special subcommittee of the City Council to study and facilitate the relocation of current uses. Consider retaining the services of a respected real estate broker or relocation specialist to work on the property owner's behalf.
- Consider condemning these properties if no willingness is expressed by owners to cooperate by improving their current operations, relocating, or redeveloping.
- Develop partnerships with local labor unions and contractors to identify tenants.
- Create a presentable City "door step" at the site by installing landscaping and attractive signage.

Implementation Framework

Politics & Implementation: Economic Development Commission

Markham is currently faced with a host of opportunities and issues prompting it to intervene in the local real estate market. Although much of the day-to-day work may be handled by existing City 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 on key economic development projects and engage on the City's behalf. This group should act in an advisory capacity to the City Council and help drive some of the bigger projects for which the Council may need special guidance or political cover—especially the key projects that will spur further reinvestment activity in key locations. This body, or a subcommittee of it, can also serve as a business recruitment/retention delegation that can facilitate the creation of new businesses and troubleshoot looming problems with existing ones.

Trucking and Storage Businesses: Moratorium & Relocation

The City has an abundance of trucking operations in high-value locations. These uses tend to be land intensive, physically unattractive, and provide relatively little revenue and few jobs—especially local jobs. The City should work to relocate many of these operations away from the 159th Street corridor and into the southeast industrial park. Further, the City should place a moratorium on all new trucking related businesses in the community, and update its zoning ordinance to naturally phase out these uses from all areas except for the industrial park.

Development Framework: Zoning Ordinances & Design Standard

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 City to upgrade its zoning ordinances and create design standards to set baseline development requirements and expectations for the interchanges and the 159th Street and Kedzie Avenue corridors to ensure that new development attains the land's market potential and is consistent with the community's vision.

Redevelopment Financing: Tax Increment Financing

Tax increment financing (TIF) will provide the City with a valuable tool to help developers create superior projects that maximize the value of the development area while not significantly impacting the City's general budget. The City currently has three TIF districts, TIF #1 includes the Canterbury Mall, TIF #2 includes the area north of 159th Street that would be bound by California Avenue, 157th Street, and Richmond Avenue (and is primarily comprised of prairie land), and TIF #3 includes the southeast industrial park. Based on development demand, the City should consider the creation of four new TIF districts over the next 10 years. Highest priority should be given to the lands surrounding the I-294 interchange. Upon annexation of Cook County lands, a district should be created for the this area of the City—generally bounded by I-294, the City's northern boundary, Western/Dixie Avenue, and 161st Street, including the unincorporated Cook County land. A second district should be created for the frontage of 159th Street, between I-294 and Canterbury Mall. This district should replace the existing TIF #2, eliminating inclusion of tax-exempt prairie land. Although redevelopment of the I-57/159th Street interchange is still 5-10 years out, creation of a TIF for this area would help the City acquire and assemble property and set the stage for redevelopment. Finally, a TIF for the northern portion of the City should be created by the time the I-57/I-294 system interchange is completed.

BROWNFIELD SITE IDENTIFICATION AND PRIORITIZATION

A multi-step process designed by Vandewalle & Associates for SSCBC members was used to identify and prioritize the City's brownfield sites and is outlined below. The prioritization process conducted with Markham 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 Markham cannot be directly compared with those of the original members. However, given that the goals and methods used are identical, general comparisons can be made. The final section of the report provides the results of this process for the City. The scoring matrices from both the Redevelopment Feasibility Outcome and the Community Values 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 City to identify potential redevelopment 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 City 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 each of the coalition communities 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 eight 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 neighborhood and community as a whole. The top scoring sites with regard to the *Redevelopment Index* were the former IDOT facility on the southwest corner of Crawford Avenue and 159th Street (Site #1-15900 Crawford Avenue), the former gas station at Richmond Avenue and 159th Street (Site #4 – 15860 Francisco Avenue), southeast industrial park-northern site at Dixie Highway and 163rd Street (Site #5 – 16300 Dixie Street), and the southeast industrial park site at Dixie Highway and 167th Street (Site #6 – 16532 Dixie Highway, 15020 Ashland Avenue, and 900 W. Sunset Drive). Redevelopment of these four properties, which are located along main community thoroughfares could spur redevelopment of neighboring parcels, maintain market potential, and generate local jobs.

Redevelopment Feasibility Analysis (Refer to table in Appendix A)

Vandewalle & Associates further analyzed the redevelopment potential of these eight sites in reference to a cursory environmental review and ownership status—data for these analyses were provided by URS, Corp. and ChicagoLand REDI, respectively. This analysis showed that three of the eight sites may have, or are likely to have, significant

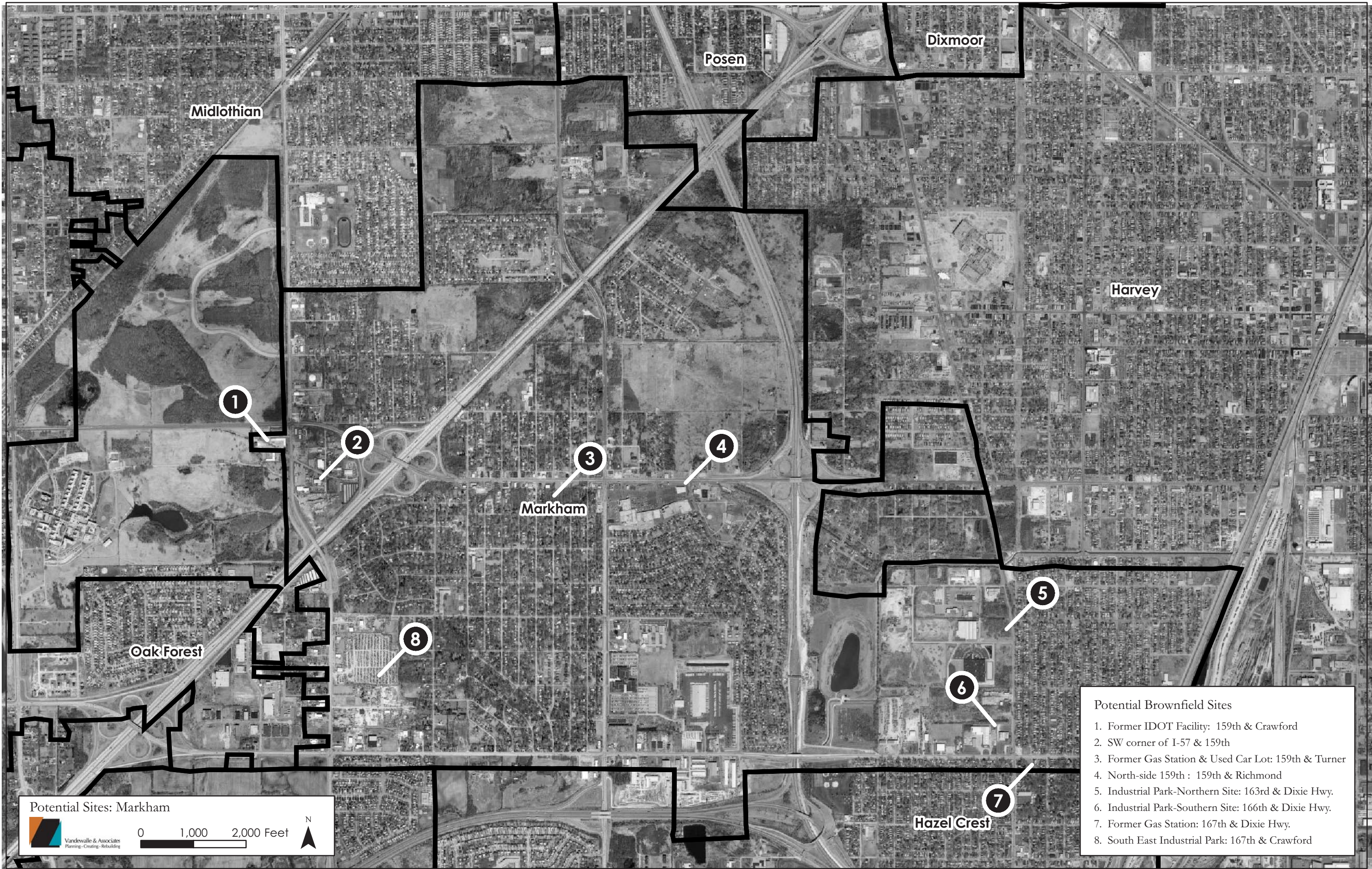
environmental concerns. Two of the eight sites maintained a variety of uses, some of which are likely to have significant environmental concerns. Of the eight sites evaluated, three maintained tax liens, and three were held by multiple owners.

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

The eight sites were evaluated in relation to their ability to achieve the City's prioritized redevelopment goals of reducing crime, helping distressed neighborhoods, creating stronger community identity, and eliminating blight. The following sites scored the highest in their ability to help achieve the City's goals: the former gas station and used car lot at Turner Avenue and 159th Street (Site #3 – 3301, 3401, 3419, 3429 W. 159th Street), the former IDOT facility on the southwest corner of Crawford Avenue and 159th Street (Site #1 -15900 Crawford Avenue), the area bordered by I-57 and 159th Street (Site #2 – multiple parcels bounded by I-57 and 159th Street), and Southwest Industrial Park at Crawford Avenue and 167th Street (Site #8 – multiple parcels, northeast corner of Crawford Avenue and 167th Street).

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 conduct Phase I and II Environmental Site Assessment activities at the former IDOT facility on the southwest corner of Crawford Avenue and 159th Street (Site #1 - 15900 Crawford Avenue), the former gas station and used car lot at Turner Avenue and 159th Street (Site #3 - 3301, 3401, 3419, 3429 W. 159th Street), the former gas station at Richmond Avenue and 159th Street (Site #4 - 15860 Francisco Avenue), and southeast industrial park-northern site at Dixie Highway and 163rd Street (Site #5 - 16300 Dixie Street). 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.



Midlothian

Posen

Dixmoor

Harvey

Markham

Oak Forest

Hazel Crest

1

2

3

4

5

6


7

8

Potential Brownfield Sites

- 1. Former IDOT Facility: 159th & Crawford
- 2. SW corner of I-57 & 159th
- 3. Former Gas Station & Used Car Lot: 159th & Turner
- 4. North-side 159th : 159th & Richmond
- 5. Industrial Park-Northern Site: 163rd & Dixie Hwy.
- 6. Industrial Park-Southern Site: 166th & Dixie Hwy.
- 7. Former Gas Station: 167th & Dixie Hwy.
- 8. South East Industrial Park: 167th & Crawford

Potential Sites: Markham



Vandewalle & Associates
Planning - Creating - Rebuilding

0 1,000 2,000 Feet

N

Matrix 2: Community Goals

Ranking	Site #	Potential Brownfield Site	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	Normal Totals	Weighted Totals
Criteria Weighting			2.9	3.6	3.0	3.1	3.6	3.2	3.1	3.9	3.8	3.9	3.7	4.1	3.9		
1	1	Former IDOT Facility: 159 th & Crawford (15900 Crawford Avenue)	3	3	3	3	1	1	3	3	1	1	1	2	1	26	89.1
2	3	Former Gas Station & Used Car Lot: 159 th & Turner (3301, 3401, 3419, 3429 W. 159 th Street)	2	3	2	3	3	1	2	3	1	2	1	2	2	27	95.1
2	4	Former Gas Station: 159 th & Richmond (15860 Francisco Avenue)	2	3	2	3	2	2	2	3	1	1	1	1	2	25	86.6
3	5	Industrial Park-Northern Site: 163 rd & Dixie (16300 Dixie Street)	3	1	3	3	1	1	2	1	1	2	2	2	1	23	78.7
4	7	Former Gas Station: 167 th & Dixie (16640 Dixie Highway)	2	2	2	3	1	1	2	3	1	2	1	2	2	24	84.3
5	6	Industrial Park-Southern Site: 166 th & Dixie (16532 Dixie Highway, 15020 Ashland Avenue, 900 W. Sunset Drive	3	3	3	3	1	1	2	1	1	2	1	2	1	24	82.1
6	2	Southwest corner of I-57 & 159 th (15700-15900 Springfield Avenue)	3	3	3	1	1	1	3	3	1	1	1	2	2	25	86.8
7	8	Southwest Industrial Park: 167 th & Crawford (16300-16665 Crawford Avenue, 16404-16628 Lawndale Avenue, 3735-3901 163 rd Street, 3845-3915 166 th Place, 3850-3900 167 th Street)	3	3	3	1	1	1	3	3	1	1	1	2	2	25	86.8

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 identified in focus groups.

APPENDIX B – PROFILES OF PRIORITY SITES

15900 Crawford Ave. (Former IDOT Facility)	
Site Address	15900 Crawford Ave.
Site Number	1
Size (Acres)	2.6 acres
Community Values Score	89.1
Redevelopment Score	33
Notes:	This site has a single, private owner. If redeveloped, this site has a high potential to eliminate blight and to do so rapidly, with a 3-5 year redevelopment potential.

SW “Block” of I-57 & 159th (Bound by I-57 & 159th)	
Site Address	15700-15800 Springfield Ave
Site Number	2
Size (Acres)	33.6 acres
Community Values Score	86.8
Redevelopment Score	29
Notes:	This site contains about 33 parcels consisting of residential uses to the north (including a mobile home park), and light industrial/commercial uses on the remainder of the property, which is divided by 159 th St. This site has multiple owners, some with tax liens and some trust ownership. If redeveloped, this site has high potential to add value to the marketplace and eliminate blight.

Former Gas Station & Used Car Lot: 159th & Turner	
Site Address	3301, 3401, 3419, 3429 W. 159 th St.
Site Number	3
Size (Acres)	.3 acres
Community Values Score	95.1
Redevelopment Score	31
Notes:	Markham Motors/Used Cars was previously located at this site. The existing building is now vacant. This site has one private owner and is located in a TIF district. If redeveloped, this site has a high potential to eliminate blight.

15860 Francisco Ave. (Former Gas Station)	
Site Address	15860 Francisco Ave.
Site Number	4
Size (Acres)	.3 acres
Community Values Score	86.6
Redevelopment Score	33
Notes:	This former gas station has a single, private owner and has tax liens. If redeveloped, this site has a great location and is in proximity to viable uses and transportation.

16300 Dixie St. (Industrial Park – Northern Site)	
Site Address	16300 Dixie St.
Site Number	5
Size (Acres)	5.5 acres
Community Values Score	78.7
Redevelopment Score	32
Notes:	The site is vacant and heavily vegetated, with a history of industrial land use. This site has a single, private owner and is located within a TIF district. If redeveloped, this site has high potential to add value to the marketplace quickly, with a high 3-5 year redevelopment potential.

166th & Dixie Hwy (Industrial Park-Southern Site)	
Site Address	16532 Dixie Hwy., 15020 Ashland Ave., 900 W Sunset Dr.
Site Number	6
Size (Acres)	2.2 acres
Community Values Score	82.1
Redevelopment Score	32
Notes:	The site is vacant and heavily vegetated and owned by multiple owners, some with tax liens. This site is located in a TIF district and is in proximity to transportation and viable uses.

16649 Dixie Hwy. (Former Gas Station – Dixie Hwy & 169th)	
Site Address	16649 Dixie Hwy.
Site Number	7
Size (Acres)	.4 acres
Community Values Score	84.3
Redevelopment Score	31
Notes:	The former gas station has a single, private owner and has tax liens. If redeveloped, this site has high potential to eliminate blight.

South East Industrial Park (NE Corner 167th & Crawford)	
Site Address	16300 – 16665 Crawford Ave., 16404 – 16628 Lawndale Ave., 3735 – 3901 163 rd St., 3845 - 3915 166 th Pl., 3850 & 3900 167 th St.
Site Number	8
Size (Acres)	73.6 acres
Community Values Score	86.8
Redevelopment Score	27
Notes:	The property consists of numerous parcels, which are occupied by several light industrial/commercial facilities and are bifurcated by 166 th Place. This site has multiple owners, and some trust ownership. If redeveloped, this site has a high potential to eliminate blight.

APPENDIX C – POTENTIAL PARTNERS & FUNDING SOURCES

TOURISM & NATURAL RESOURCES
<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>
<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_ltcb.html</p>
<p>IDOT Illinois Transportation Enhancement Program supports alternative modes of transportation, such as biking or walking, that preserve visual and cultural resources, including landscaping beautification.</p> <p>http://www.dot.state.il.us/opp/overview.html</p>
COMMUNITY & ECONOMIC DEVELOPMENT
<p>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.</p> <p>http://www.illinoisbiz.biz/bus/gri/grants_comm.html</p>
<p>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.</p> <p>http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm</p>
<p>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.</p> <p>http://12.39.209.165/xp/EDAPublic/InvestmentsGrants/FFON.xml</p>
<p>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 and jobs, and increases in the local tax base.</p> <p>http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm</p>
<p>USEPA provides assistance for smart growth, brownfields assessment and cleanup, open space and farmland preservation, water quality, transportation.</p> <p>http://www.epa.gov/</p>

Wal-Mart Good Works & Community Grants Program provides community and environmental grants for locally oriented projects.

<http://www.walmartfoundation.org>

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

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