

DRAFT Existing Conditions Report

I-294/I-57 Interchange Land Use and Economic Development Plan

August 16th, 2013

Prepared for:



Chicago Metropolitan
Agency for Planning

Prepared by the team of:



GHA GEWALT HAMILTON
ASSOCIATES, INC.

Contents

- 1. Introduction: Purpose & Scope..... 3
 - Regional Assets 5
 - Process and Participants 6
 - Interview Summary..... 6
 - Goals & Objectives:..... 7
- 2: Background Data Review 8
 - Where We Started 8
 - Regional 8
 - Comprehensive and Future Plans 8
 - Land Use and Transportation Improvement Plans 8
 - Financial Partnership Tools..... 9
 - Regional Plans 10
 - GO TO 2040 Plan 10
 - Chicago Southland’s Green TIME Zone..... 10
 - Comprehensive and Future Plans 11
 - Comprehensive Plans for the Village of Dixmoor, Village of Posen, City of Harvey, City of Markham 11
 - Village of Midlothian Comprehensive Plan and the Village Center Enhancement Plan..... 11
 - Village of Midlothian Zoning Code and Map 12
 - City of Harvey Zoning and Zoning Map..... 13
 - City of Markham Zoning and Zoning Map 14
 - Village of Posen Zoning District Map 15
 - Land Use and Transportation Improvement Plans 17
 - I-57/I-294 Interchange Development Plan 17
 - Midlothian Active Transportation Plan..... 18
 - Harvey Area Transit Signal Priority (TSP) Demonstration Project 18
 - The Chicago Southland Transit-Oriented Development/Cargo-Oriented Development Corridor Planning Study– Phase III..... 19

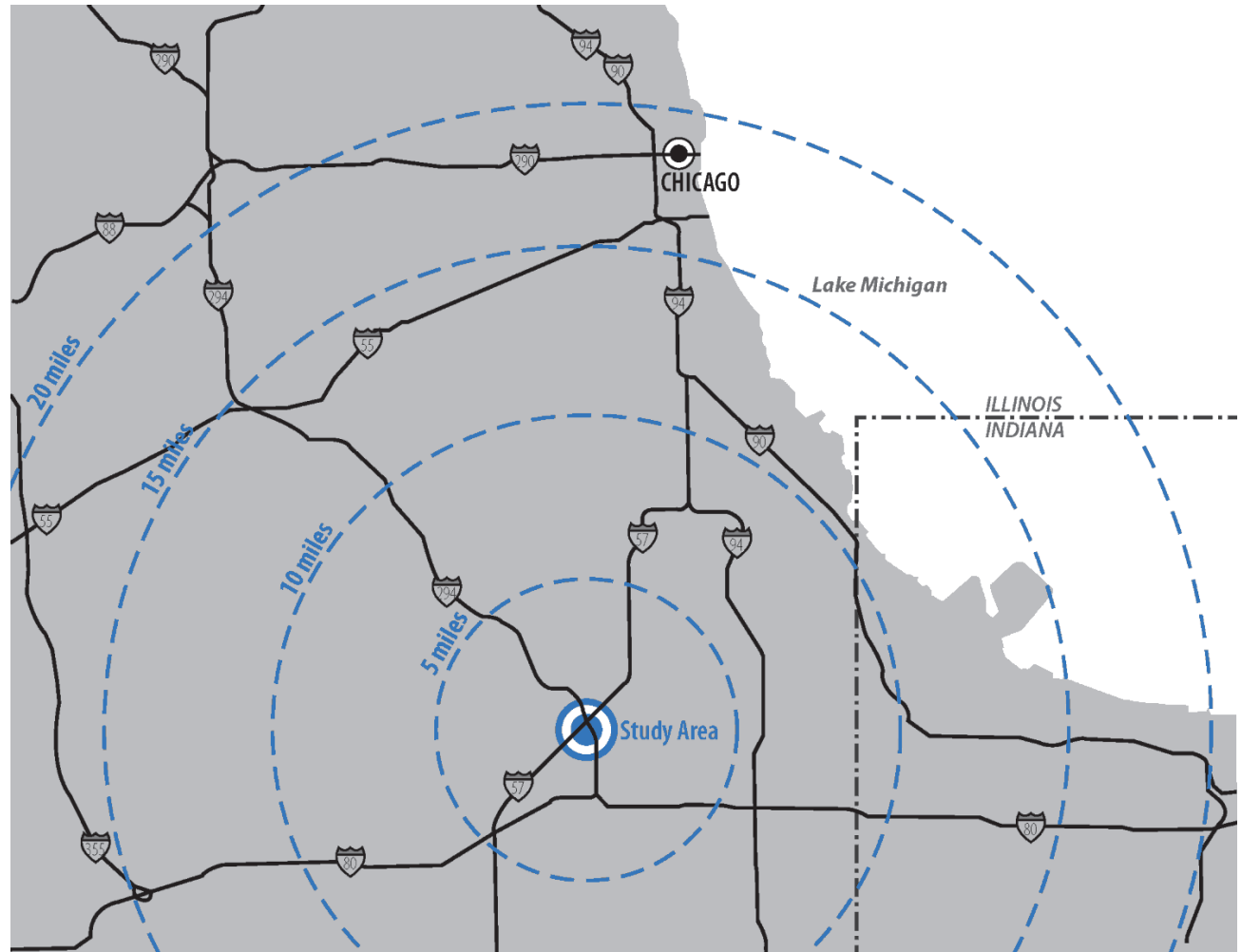
City of Markham Opportunities Analysis and Brownfields Site Identification and Prioritization	21
Tax Increment Financing and Enterprise Zones.....	22
Harvey	22
Markham.....	22
3. Existing Conditions of the Study Area.....	24
3.1. Demographics	24
3.2. Current Market Conditions	25
3.3. Existing Land Use	28
3.4. Transportation	30
Roadway Network.....	30
Functional Classification	30
Non - Auto Modes.....	37
4. Key development/redevelopment opportunity sites	40

1. Introduction: Purpose & Scope

The municipalities of Dixmoor, Harvey, Markham, Midlothian, and Posen currently share an infamous distinction with just one other location in the country. These communities are all within the study area of the proposed Interstate 57 and Interstate 294 Interchange, one of just two places nationally where two interstates meet without connecting to each other. Bounded by Kedzie Avenue on the west, 159th Street on the south, Dixie Highway on the east, and the community boundaries of Midlothian, Posen, and Dixmoor on the north, the I-57/I-294 Interchange Project study area is poised to undergo dramatic changes as a result of this improvement. These include but are not limited to a reduction in travel times and congestion on local routes currently being used to facilitate the absence of the interstate to interstate linkage.

As a result of this improvement being undertaken by the Illinois Department of Transportation (IDOT), in partnership with the Illinois Tollway Authority, the multijurisdictional area composed of the communities of Dixmoor, Harvey, Markham, Midlothian, and Posen, is in need of a series of land use and economic development recommendations to allow for meaningful redevelopment and implementation strategies in their communities. As proposed, access to and from these communities will not be provided at the location of this interchange, so the focus of this study shifts to the analysis and improvement of major corridors surrounding the interchange as a result of the effects that this addition will have on those locations.

Anticipating the land use and economic development benefits generated by an improvement of this magnitude, municipal officials have identified a desire to coordinate and maximize development



potential in the immediate areas surrounding the interchange. Through an evaluation of existing land uses and economic development it is the desire of the I-57/I-294 Interchange Land Use and Economic Development Plan to provide a series of specific recommendations which will ensure that these major corridors may be enhanced and transformed in a manner which will allow them to thrive and prosper.

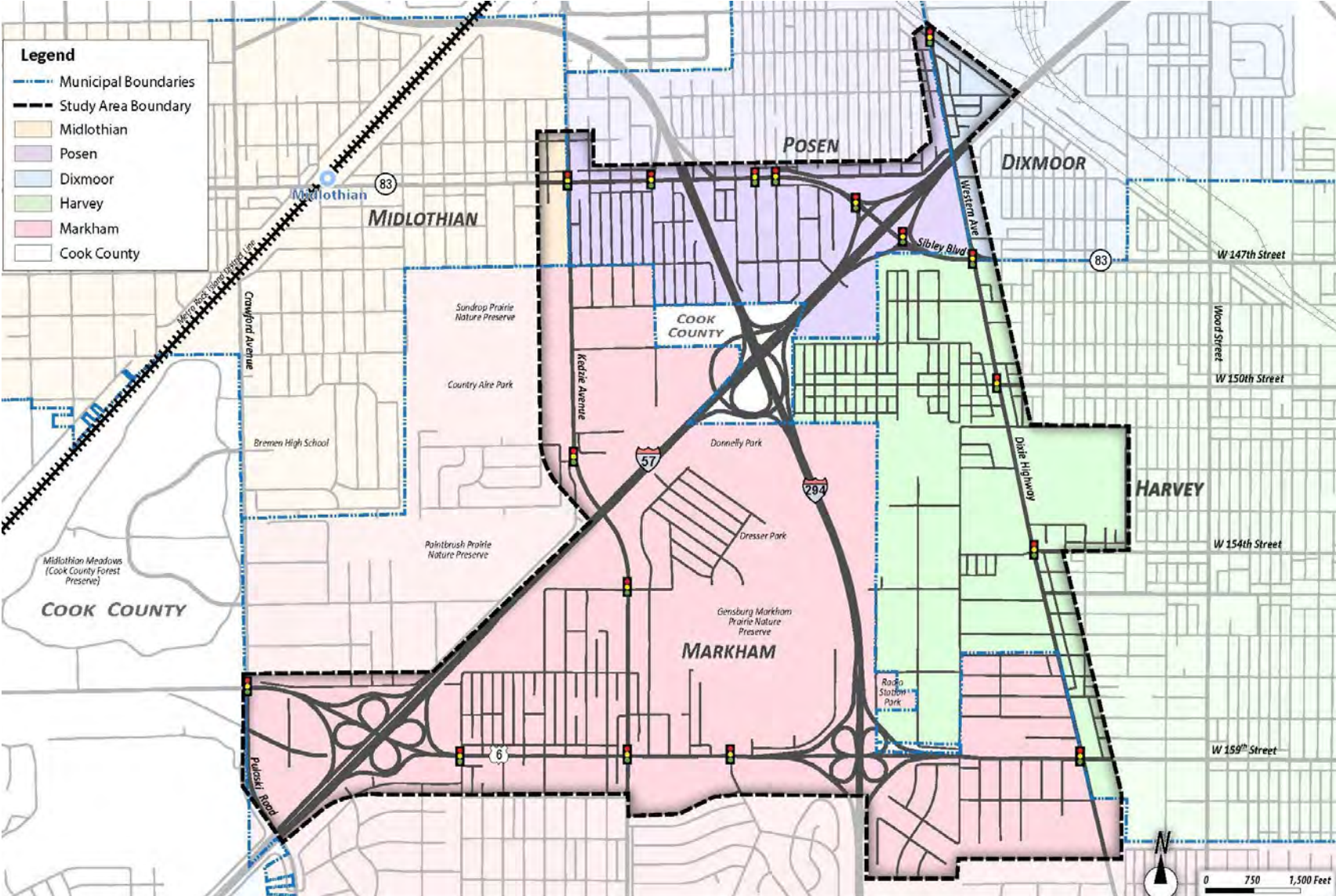


Figure 2: Study Area map

Regional Assets

The Study Area sits within a dynamic region that has many assets that can benefit communities within and near the I-57/I-294 interchange. These assets are highlighted on the following map, including:

- **The Markham Courthouse**, located along Kedzie Avenue just north of 167th Street. This Cook County facility draws people from throughout the County, providing opportunities for local businesses to provide goods and services to a regional audience including dining and fuel.
- **The Harvey Intermodal Yard**, which provides significant regional opportunities to industrial and warehouse activities to capitalize on this major rail facility.
- **Ingalls Hospital**, located in Harvey just east of the study area is a major employer.
- **Metra rail service** is located just to the east and west of the study area. To the east is the Metra Electric Line and to the west is the Rock Island Line service.
- **The Country Club Hills Theater** is located just southwest of the study area, providing a summer-time regional draw that could help support local dining and hospitality options.
- **Regional shopping clusters**, such as the Walmart at 167th and Pulaski and the powercenter development along Harlem south of I-294 will impact the potential retail mix within the study area.
- **A Cargo-Oriented Development (C.O.D.)** is being proposed on the border between Dixmoor and Harvey on the former Wyman Gordon site.
- **The regional open space system**, including many Cook County Forest Preserves and several private Country Clubs is also an important asset to the study area.

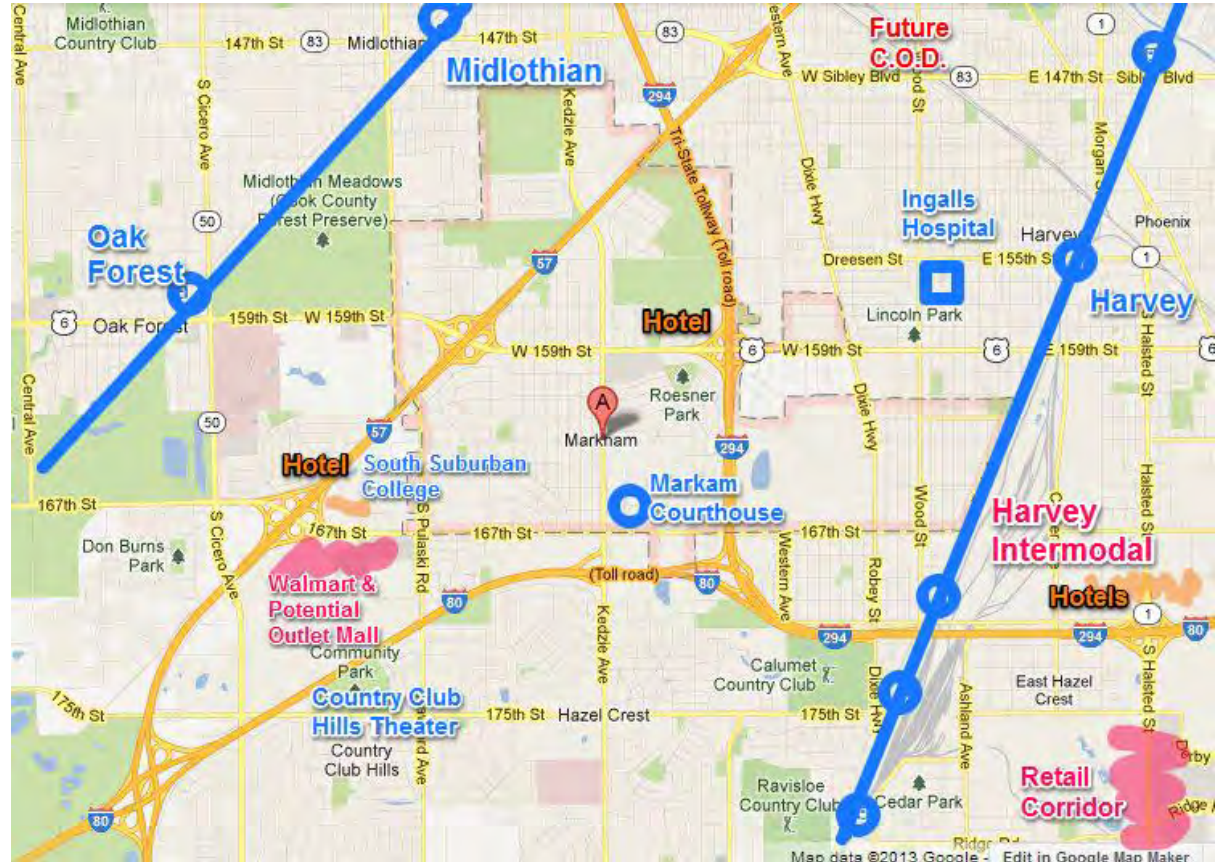


Figure 3: Map highlighting the regional assets around the study area

Process and Participants

Representatives from CMAP, SSMMA, CSEDC, with the municipalities of Dixmoor, Harvey, Markham, Midlothian, IDOT, and the Illinois Tollway Authority, have combined with community stakeholders and local institutions to provide the foundation for the I-57/I-294 Interchange Land Use and Economic Development Plan. Through on-going Steering Committee cooperation, one-on-one interviews, community surveys, and a series of stakeholder meetings and planning workshops, the participating municipalities and the consultant team have work together to collectively ensure that all issues, concerns, desires, and priorities are clearly defined and recognized by all participants.

The Land Use and Economic Development Plan process has involved:

- a detailed and thorough identification and evaluation of the area’s land use concentrations, regulatory restrictions, and exterior physical conditions, as well as an analysis of existing vehicular and pedestrian mobility systems and streetscape characteristics for primary corridors;
- planning and visioning workshops with the public, village staff, Steering Committee members, and community stakeholders in order to gain local input on the strengths, weaknesses, issues, and opportunities of the area;
- meetings with key area businesses, institutions, and agency stakeholders to assess the needs and desires necessary to support and promote thriving and prosperous development;
- meetings with municipal and Steering Committee representatives to review findings, evaluate development recommendations, prioritize implementation strategies, and research and locate funding sources in order to execute the plan;
- presentation of the I-57/I-294 Interchange Land Use and Economic Development Plan to municipal and community stakeholders and Steering Committee members for input and ultimate approval of the Plan.

Interview Summary

An early step in the planning process was to interview both public and private sector individuals familiar with the study area and its unique opportunities. Key highlights of this effort are summarized below:

Opportunities	Challenges
<ul style="list-style-type: none"> • Industrial Potential • Several TIF’s in Place • Prairie a Hidden Gem • Green Energy • Potential for Kedzie/I-57 Interchange? • Unique TOD Opportunities in Midlothian 	<ul style="list-style-type: none"> • High Cook County Property Taxes • Competition with Indiana • “Double Toll” at I-294/159th • Lack of Roadside Service Signs on I-294 • Need to Assemble Some Key Development Sites • Right-of-way acquisition required for 147th Street improvements and impact on adjacent properties

Table 1: Summary of the opportunities and challenges of the study area as noted during the interviews

Goals & Objectives:

The goals and objectives of the I-57/I-294 Interchange Land Use and Economic Development Plan have been developed in order to build upon the opportunities inherently accompanied by the construction of the I-57/I-294 interchange.

Based upon this information the Plan will attempt to achieve a series of goals including:

- Assess new opportunities and transformation potential for surrounding areas as a result of changes in economic conditions generated by the Interchange.
- Capture opportunities, values, and ideas for the surrounding area through the identification of potential development locations, landscape and streetscape characteristics, signage and wayfinding locations, and market supportable land use and business/industry mix.
- Combine conceptual improvement alternatives, economic development initiatives, and zoning/procedure amendment recommendations to create a unified Land Use and Economic Development Plan.

These goals will ensure the delivery of a study providing an articulate strategy to achieve economically viable, accessible, well-connected, efficient, and safe development environments throughout the Interchange study area.

2: Background Data Review

Where We Started

In order to fully understand the Land Use and Economic Development issues presented in the I-57/I-294 Interchange study area, various documents and supporting materials were reviewed in order to generate a solid foundation from which to begin our work. The documents include regional studies, local plans and codes, as well as prior and ongoing projects occurring within the participating municipalities and throughout the vicinity. These reports/studies include:

Regional

- GO TO 2040 Plan (CMAP)
- Chicago Southland's Green TIME Zone (SSMMA/CSEDC)

Comprehensive and Future Plans

- Dixmoor, Harvey and Posen do not have current comprehensive plans. Hence summaries for these communities were not provided.
- Village of Markham Comprehensive Plan (1967)
- Village of Midlothian Comprehensive Plan (2001) and Village Center Enhancement Plan (2005)
- Village of Midlothian Zoning Map
- City of Harvey Zoning Map
- City of Markham Zoning Map
- Village of Posen Zoning Map
- Village of Dixmoor Zoning Map

Land Use and Transportation Improvement Plans

- I-57/I-294 Interchange Development Plan (IDOT/Tollway)
- Midlothian Active Transportation Plan
- Harvey Area TSP Demonstration Project
- The Chicago Southland Transit-Oriented Development/Cargo-Oriented Development Corridor Planning Study (SSMMA/CSEDC)
- City of Markam Opportunities Analysis and Brownfields Site Identification and Prioritization

Financial Partnership Tools

- Tax Increment financing and Enterprise Zones:
 - Harvey
 - Markham
 - Dixmoor
 - Posen

Regional Plans

GO TO 2040 Plan

The GO TO 2040 Plan completed by the Chicago Metropolitan Agency for Planning marks a critical moment for the City of Chicago and the seven county area that defines the region. As an established economic hub in possession of a countless array of physical and environmental assets, the Chicago region is positioned to further establish itself as one of the world’s elite locales. With help from CMAP, the neighboring counties and communities must address the challenges of the past, while building upon their prosperity in a manner which can be implemented, maintained, and grown.

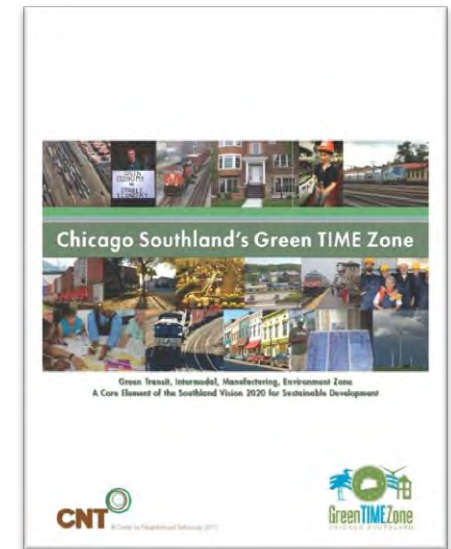
The Go To 2040 Comprehensive Regional Plan is an opportunity for the region to implement a thorough and innovative set of ideas aimed at promoting economic growth for decades to come. As a result of poor planning habits, a negative trend has occurred resulting in patterns of development located far from the region’s employment centers further straining the natural resources and environmental assets which help make our region a unique place.

Over the course of three years, a series long range planning efforts have addressed the strengths and weaknesses of over 284 local municipalities and their residents in an effort to reverse this trend. In doing so, the Go To 2040 Plan strives to maintain the quality of life residents of this area enjoy while ensuring that it may be sustained. By setting clear priorities, reforming ineffective policies, capitalizing on investments, and promoting a transparent public decision making process, the Go To 2040 Plan will allow communities to work both collectively and independently towards an overall goal of sustainable prosperity.

Implementation of the Go To 2040 Plan will result in compact and livable development providing residents with more options for transportation and housing. Jobs will be created in areas nearest where people live, parks and open space will allow for positive lifestyle habits while preserving the environment and these communities will offer a higher quality of life.

Chicago Southland’s Green TIME Zone

The southern suburbs of Chicago have evolved and grown, aided by a combination of creating residential communities with access to downtown jobs and establishing industrial centers among the region’s freight rail network. After years of successful development, the participating communities, like the rest of the south suburbs, began a period of economic hardship as residents and business abandoned these locations for sprawling new suburbs while the industry of the area was taken apart as a result of pressure from international competition. Through a number of factors, not limited to only the planned I-57/I-294 interchange, our



development practices have refocused themselves on strategies which will allow for these communities to again transform themselves into desirable neighborhoods possessing good jobs, access to transportation, and safe and environmentally sustainable destinations.

The effect that the planned interchange will have on the area is widespread and its impact on promoting local freight zones will spread even further beyond the countless jobs that may be added through improved accessibility in the area. The greatest transformation may occur on the major corridors surrounding the interchange. In combination with development mechanisms such as Transit-Oriented Development (TOD), Cargo-Oriented Development (COD), and Green Manufacturing, the local communities can once again capture the economic benefits of associated with improving intermodal freight movements through an evolution of land uses and enhancements to these adjacent corridors.

Comprehensive and Future Plans

Comprehensive Plans for the Village of Dixmoor, Village of Posen, City of Harvey, City of Markham

While the Village of Dixmoor and the City of Harvey do not have comprehensive plans, the comprehensive plan for Posen was not available for review. The City of Markham is currently beginning an update to their comprehensive plan which was created in 1967. The existing plan was created before the construction of I-57. While it contains some good historical background, this 45 year-old document has long-ago outlived its useful like.

Village of Midlothian Comprehensive Plan and the Village Center Enhancement Plan

The Village of Midlothian prepared the 'Plan for Our Community's Future' in 2001, to represent the resident's vision, business community and institutions for the future growth and development of the Village. The vision stressed on offering a wide range of housing options, multi-generational neighborhoods, business growth, quality of life and creation of an attractive village center for the community. The Plan was organized in three sections, namely:

Part I- Community Context – Describing the existing conditions and constraints of the community influencing land use and development decisions.

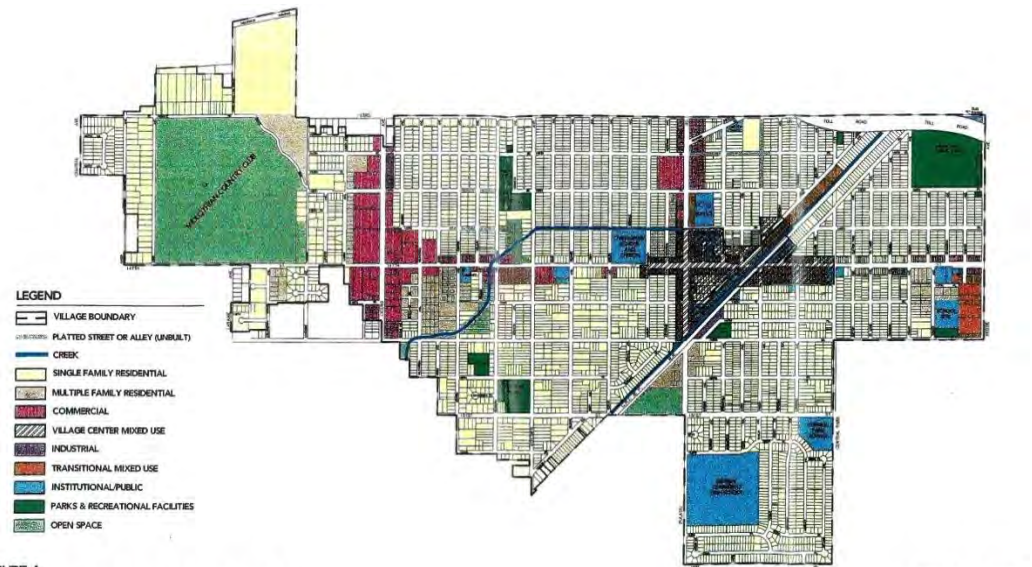


FIGURE 4
FUTURE LAND USE PLAN

Figure 4: Village of Markham Comprehensive Plan (prepared by Camiros in 2001)

Part II- The Comprehensive Plan – Goals, objectives and policies guiding development for the next 10 to 20 years.

Part III- Midlothian’s Strategic Implementation Plan – Detailing a strategic plan for a shorter time frame (3 to 5 years) to achieve the plan’s objectives. The Midlothian Pathway Plan is a part of this Plan.

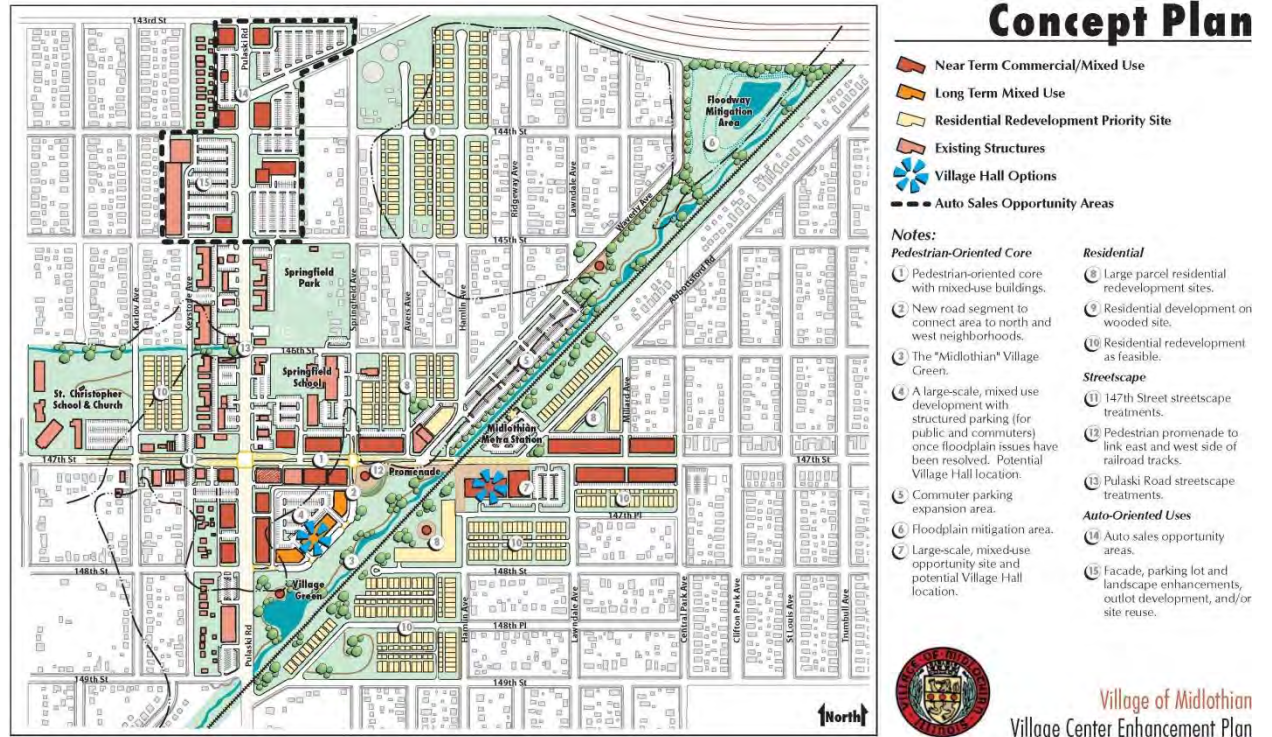


Figure 5: Village of Midlothian Village Center Enhancement Plan (prepared by URS)

Based on the recommendations of the Comprehensive Plan, the Village of Midlothian in 2005 completed the **Village Center Enhancement Plan**, to resolve transportation and stormwater issues while creating a pedestrian-oriented commercial district, new mixed-use district and a large green area.

Village of Midlothian Zoning Code and Map

147th Street is a primary corridor expected to benefit from the I-57/I-294 interchange. With the majority of 147th Street making its way through the Village of Midlothian, a mix of zoning districts can be found resulting in a range of business/commercial oriented uses (B-1 through B-3) and residential (R-1 through R-4).

Commercial business zoning designations allow for most forms of general retail, services, office, and municipal commercially oriented uses. Significant pockets of both B-3 (Community Commercial) and B-2 (Village Center) are located along the 147th Street corridor at both Cicero Avenue and Pulaski Road. B-1 (Neighborhood Business Residential) designation is located intermittently along the Corridor interrupted by residentially zoned areas R-2 (Single Family) and R-4 (General).

- **B-1 – Neighborhood Business Residential** – provides areas for small scale, low intensity business, office, mixed-use, and residential opportunities appropriate in scale, bulk, and intensity to adjacent development.
- **B-2 – Village Center District** – focuses commercial development on a pedestrian scale, permitting a mix of uses that enhance physical character and provide identity. Use, orientation, and bulk standards in B-2 zoning districts are provided to reinforce the Village’s desire for a true Village Center.
- **B-3 – Community Commercial District** – is designed to promote a broad mix of retail, service, and office uses at a variety of scales.
- **R-2 – Single Family Residential** – allows for detached, single-family development on lots that are a minimum 6,125 square feet. R-2 also provides for a limited amount of public and institutional uses.
- **R-4 – General Residential** – provides and preserves higher density residential development promoting an efficient use of land and infrastructure. R-4 development offers a variety of types and sizes and is designed to be compatible with adjacent uses.

City of Harvey Zoning and Zoning Map

The segment of Dixie Highway within the study area in the City of Harvey is mostly fronted by commercial and light industrial uses as defined below and shown on the map.

- **HC – Highway Commercial** – established to provide avenues/corridors devoted to commercial establishments that cater specifically to the needs of motor vehicle trade and highway oriented commercial activities, to encourage arterial commercial uses.
- **NC – Neighborhood Commercial District**- is the most restrictive commercial district due to its proximity to residential uses and promotes commercial uses that compliment or maintain the quality and integrity of the neighborhood.
- **LM – Light Manufacturing** – established as a transitional zone between residential/retail uses and heavy manufacturing activities that emit offensive fumes, etc. The intent of this district is also to provide space for light manufacturing assembling, finishing of products, wholesaling, warehousing and storage without adversely affecting the health, safety and welfare of the people living and working nearby; as well as to protect the manufacturing district from incompatible uses thereby ensuring

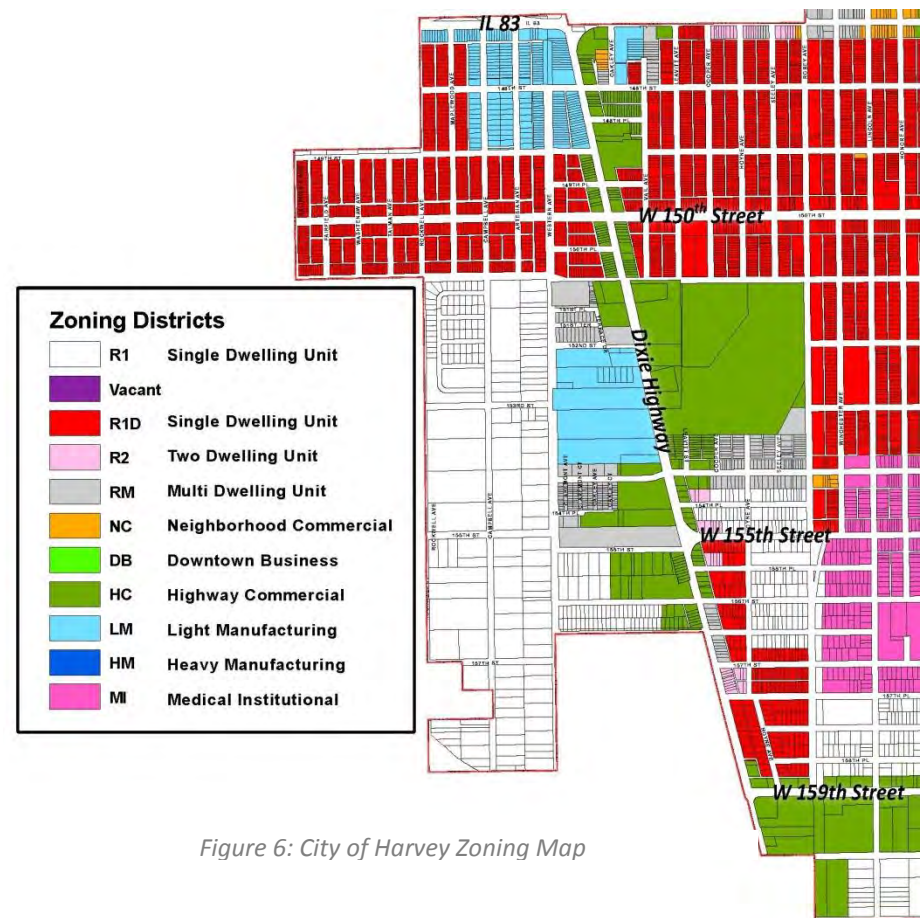


Figure 6: City of Harvey Zoning Map

adequate space for future manufacturing developments.

- **R1D – Single Dwelling Unit Residential District** – devoted to detached single family dwellings and intended to promote open space and low density development consistent with residential areas.
- **R2 – Two Dwelling Unit Residential District** – devoted to two-unit dwelling units in traditional single unit neighborhoods and intended to provide suitable residential environment for families living in townhomes and duplexes.
- **RM – Multi Dwelling Unit** – established to provide high-density multi-dwelling units in close proximity to major activity centers and transportation routes, with the intention of transitioning single dwellings to multi-dwellings where the full component of public and private services are readily available.

City of Markham Zoning and Zoning Map

A majority of the study area falls within the City of Markham which has a number of different zoning designations as listed below.

- R1 – Single Family Residential Districts (Minimum lot width of 80ft)
- R2 – Single Family Residential Districts (Minimum lot width of 70ft)
- R3 – Single Family Residential Districts (Minimum lot width of 60ft)
- R4 – Single Family Residential Districts (Minimum lot width of 45ft)
- R5A – Group House and Garden Apartments
- C-1 – Neighborhood Shopping Districts
- C-2 – Community Shopping Districts
- C-3 – Hotel – Office – Research
- L-1 – Light Manufacturing Districts
- L-2 – Light Manufacturing Districts
- L-3 – Motor Freight Terminal Districts

Village of Posen Zoning District Map

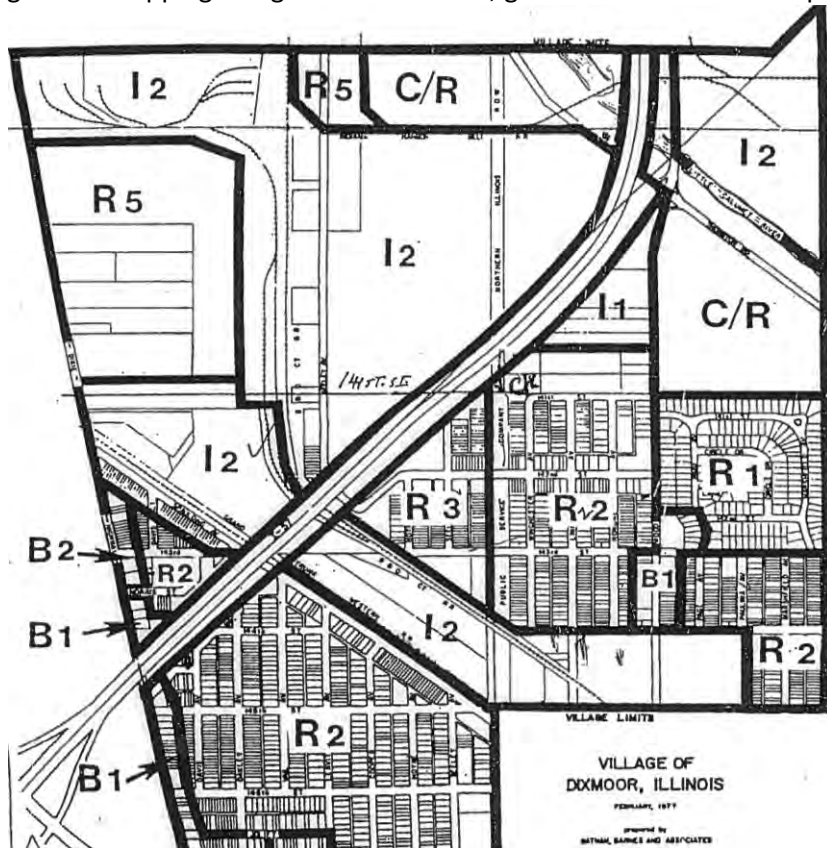
The Village of Posen has 7 classes or zoning districts as follows:

- “A” and “B” Residential District- This includes single-family dwellings, churches, schools, libraries, public museums, parks and recreational buildings, police and fire stations, and temporary buildings used for construction
- “C” Residential District- Besides any uses permitted in the A and B Districts, this district includes two-family dwellings, hospitals, homes for the aged, funeral parlors, health clinics, lodge halls and private club houses
- “D” District- Besides any uses permitted in the A, B and C Districts, this district includes apartment buildings and hotels, and parking lots for adjacent business establishments

- “E” and “F” District- This includes all business and commercial uses
- “G” District- This includes all industrial uses

Village of Dixmoor Zoning District Map

The Village of Dixmoor has 10 zoning districts, half of which are residential. The parcels within the study area are a combination of neighborhood and general shopping along Western Avenue, general industrial for the parcels along the railroad and residential for the remaining parcels.



**ZONING DISTRICT MAP
DIXMOOR, ILLINOIS**
September, 1978

DISTRICTS-

- C/R Conservation /Recreation
- R1 Single Family Residential
- R2 Single Family Residential
- R3 Limited General Residential
- R4 General Residential
- R5 Mobile Home Park
- B1 Neighborhood Shopping
- B2 General Commercial
- I1 Restricted Industrial
- I2 General Industrial

The map on the following page displays the existing zoning for the parcels within the study area.

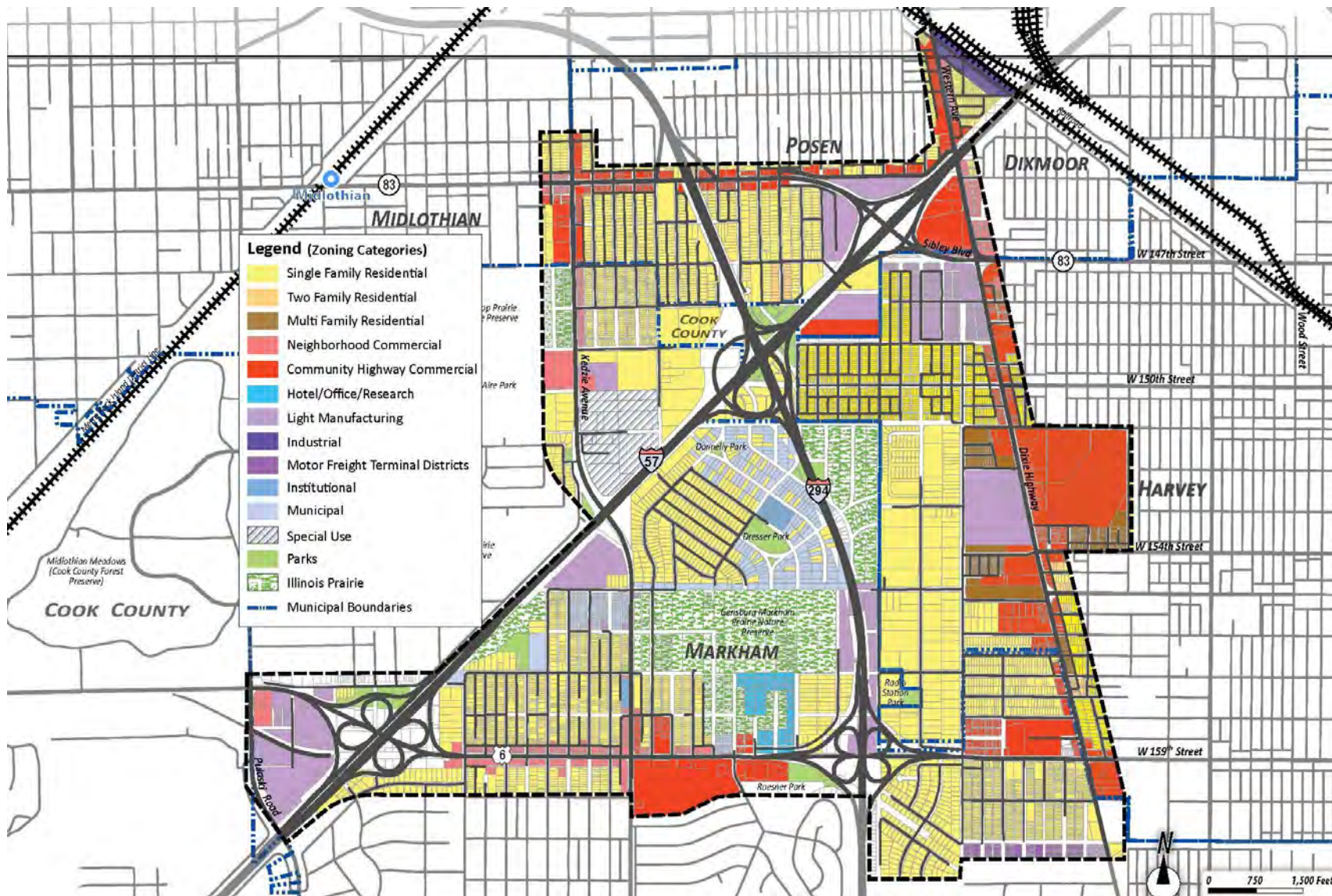


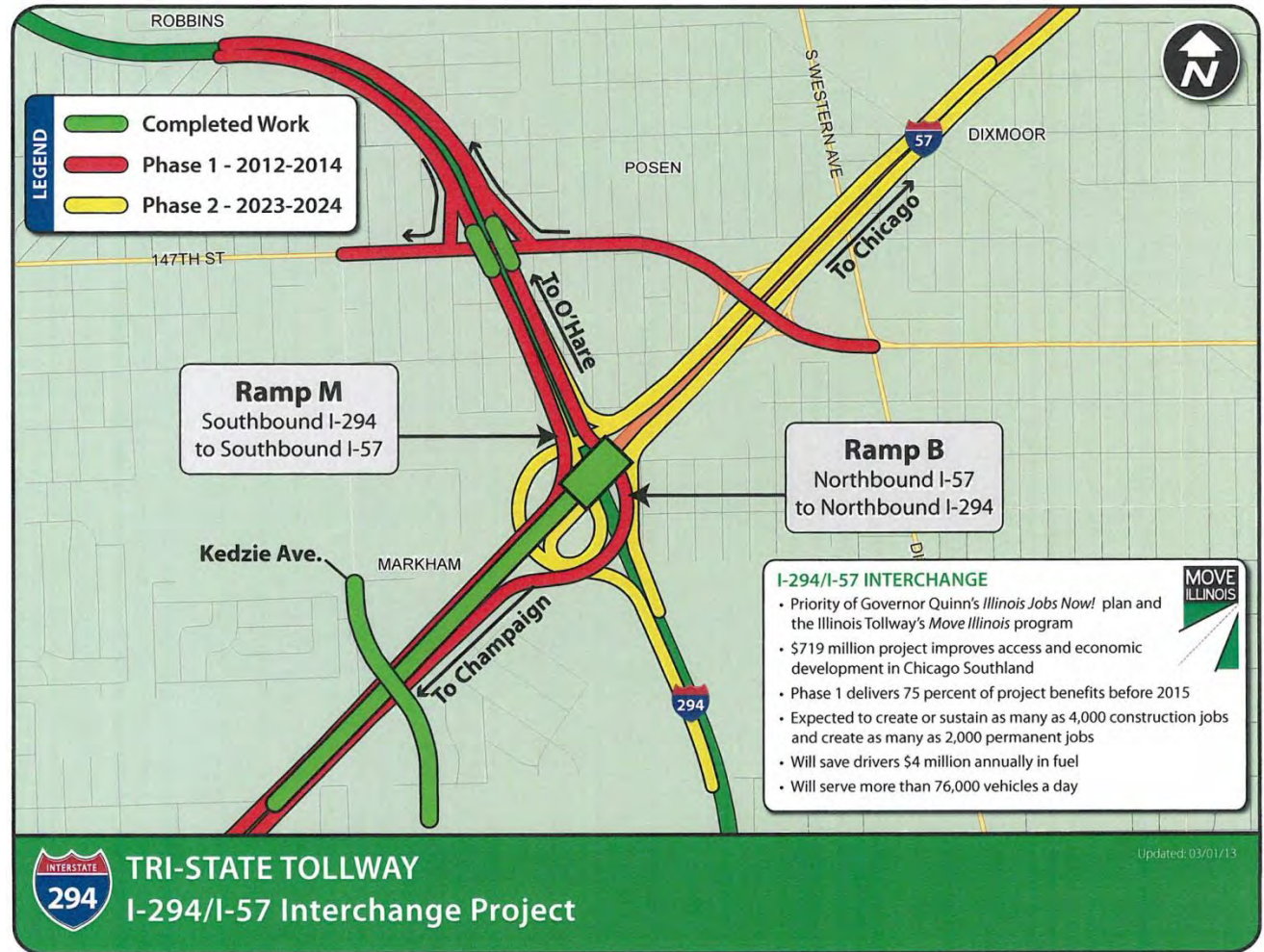
Figure 7: Existing Zoning for parcels within the study area

Land Use and Transportation Improvement Plans

I-57/I-294 Interchange Development Plan

The planned I-57/I-294 Interchange will undoubtedly affect both the immediate and surrounding areas including the municipalities of Dixmoor, Harvey, Markham, Midlothian, and Posen. Led by the Illinois Tollway and Illinois Department of Transportation (IDOT) a number of improvements will be necessary in order to construct a new interchange between the Tri-State Tollway and Interstate 57. Initial improvements include the widening of bridges carrying I-294 traffic over 147th Street, the realignment of Dixie Creek, and the re-construction of the existing north and southbound I-57 bridges over I-294.

Upon completion of the I-57/I-294 interchange, a reduction in congestion on local routes, enhancement of economic development opportunities, and an overall improvement to transportation throughout the region is expected. The full interchange is expected to be completed in 2024. The only new local access will be the construction of new I-294 ramps at 147th Street, with a new northbound entrance ramp and a new southbound exit ramp provided by the end of 2014.



Midlothian Active Transportation Plan

The primary objectives and recommendations found in the Midlothian Active Transportation Plan focus on improving connections between people and key places in Midlothian. Through the classification of landmarks, parks, and schools, districts, and corridors, the Midlothian Active Transportation Plan employs the use of a series of maps and diagrams to encourage the implementation of certain recommendations to improve a number of key intersections, pedestrian and bicycle circulation routes, and public transit.

Both the 147th Street corridor and Pulaski Corridor are identified as key corridors in the Midlothian Active Transportation Plan as well identified as significant in the future I-57/I-294 interchange. Consisting of the northern boundary of the I-57/I-294 interchange study area, the 147th corridor is recommended as the primary east-west bicycle and pedestrian connection in the village. Particular implementation tasks include connecting sidewalks, adding bicycle lanes, as well as a formal traffic study with IDOT to investigate the possibility of a reduction of travel lanes to one-lane each direction or conversely reducing travel lane width to 10 feet. Lining the eastern edge of the study area, the Pulaski Corridor serves as the primary north-south corridor in the Village. As in the case of the 147th Corridor, sidewalks should be connecting and a bikeway may be incorporated into the design of the thoroughfare by reducing lane widths to 10 feet. Coordination with Cook County will be necessary to re-stripe the corridor to incorporate the improvements. Remaining improvements in the Plan address a range of pedestrian/bicycle/transit improvements, as well as policy and program recommendations and implementation strategies.



Harvey Area Transit Signal Priority (TSP) Demonstration Project

The Harvey Area TSP Demonstration project was a pilot project implemented to address a number of transit related goals including:

- Improving transit mobility;
- Improving transit reliability;
- Improving general traffic mobility;

Included on both the 147th and 159th corridors, the TSP Demonstration Project was implemented at strategically selected signalized intersections along Pace bus routes to improve bus mobility and reliability in order to provide enhanced transit services to better meet both current and future needs, attract additional riders, and increase user satisfaction.

Through the implementation of this system, buses were provided the technology to extend green lights or shorten red lights with the aid of the Central Management System servers at Pace Headquarters in order to reduce travel delays and improve schedule adherence. As a result of the TSP Demonstration Project travel times were reduced an average of 15%, bus delays were reduced by 27 minutes at TSP intersections during peak times, average travel time for all traffic was reduced by six minutes, and the number of stops made by buses at signalized intersections was reduced by a range of three to 13. Pace plans to begin Phase 2 deployment in the coming months.

The Chicago Southland Transit-Oriented Development/Cargo-Oriented Development Corridor Planning Study- Phase III

SSMMA retained the architectural firm of Solomon Cordwell Buenz to examine several south suburban TOD/COD opportunities, several of which are in or near the study area including a site in Markham and a site on the border between Dixmoor and Harvey. This study, completed in 2013, provided detailed analysis and site studies for the following study area locations:

1. **Dixmoor/Harvey** – This COD opportunity site is known locally as the Wyman-Gordon site after a former forging plant located on the site that closed in 1986. The 68 acre site is located just outside the 294/57 project study area, just north of the intersection of 147th Street and Wood Street and along the north side of the CN Rail Line. Portions of the property are owned by the respective municipalities (Dixmoor and Harvey), while portions are still in private ownership. Harvey and Dixmoor have signed an inter-jurisdictional agreement that commits them to remediating the environmental challenges on the site and encourages development. The recommend plan outlines a phased redevelopment strategy that addresses remediation challenges and provides for a variety of industrial/manufacturing uses that could take advantage of the excellent rail access.



Figure 8: Dixmoor Site from the SSMMA COD Study

2. **Markham** – This COD opportunity is comprised of 174 acres located on the south side of 159th Street just east of I-294. The property was originally platted for single-family residential use, but was only partially developed. The Village has acquired a significant portion of the property within this site. Like the Dixmoor/Harvey site, a portion of this site will require some environmental remediation – in this case due to illegal dumping. The plan calls for retail/commercial use along the 159th Street frontage, with industrial/warehouse type of uses to the south and preservation and enhancement of the existing, more established portion of the existing single-family area west of Western Avenue.



Figure 9: Markham Site From SSMMA COD Study – Looking Southwest from 159th and Dixie Highway

City of Markham Opportunities Analysis and Brownfields Site Identification and Prioritization

The City of Markham completed an above noted study in 2004. Key highlights of the plan included:

- Opportunity for a quality hotel development
- Enhancements to Canterbury Shopping Center
- Major regional office opportunities once the 294/57 interchange is completed
- Creation of a Prairie Land Visitor Center
- Creation of a Skilled Building Trade Park along Crawford Avenue and 167th Street (just outside the 294/57 Study Area)
- Additional industrial infill development along Dixie Highway, south of 159th

Given shifts in the economy since completion of this study, opportunities for major office development and quality hotels seem limited today (see market analysis). However, other recommendations – particularly enhancements to the Canterbury Shopping Center and additional visitor amenities to capitalize on local prairie resources remain appropriate suggestions.

Tax Increment Financing and Enterprise Zones

Harvey, Markham and Posen have established Tax Increment Financing (TIF) Districts to promote public/private partnerships to achieve mutual redevelopment goals within the study area.

Harvey

The entire City of Harvey is within the **Harvey-Phoenix –Hazel Crest Enterprise Zone**, which is set to expire in 2016. This enterprise zone offers a number of incentives to businesses that locate within the area, including a variety of potential tax credits and a sales tax exemption on building materials.

Harvey created a **Dixie Highway TIF** in October, 2012. This TIF extends along Dixie Highway, containing 115 acres. Goals include improving physical conditions in the area, increasing sales tax base and increased property tax base, and generally improving the quality of live in the area and the City as a whole. This newly created district was established for a 23 year period, and offers significant opportunities to partner with the private sector in redevelopment by tapping future property tax revenue to offer financial incentives to make public improvements, assist in land assembly, address environmental clean-up issues, and many other categories as outlined in State Statutes.

The City of Harvey also has a **Dixie Square Mall TIF, a Sibley Boulevard/Dixie Highway TIF #2, and a Wyman Gordon TIF**. While the Dixie Square Mall TIF is certainly relevant and within the study area, the other two noted districts are both just outside the 294/57 study area.

Markham

The City of Markham also has several TIF Districts within the 294/57 Study area. The Canterbury TIF includes the shopping center at the southeast corner of 159th Street and Kedzie. This TIF was created in 1991, which suggests it is set to expire in 2014. Markham also has a Dixie Highway TIF, and a newly created TIF designed to promote redevelopment of the property.

The City of Markham also has several TIF Districts within the 294/57 Study area. The Canterbury TIF includes the shopping center at the southeast corner of 159th Street and Kedzie. This TIF was created in 1991, which suggests it is set to expire in 2014. Markham also has a Dixie Highway TIF which includes the existing industrial area along Dixie Highway and additional property fronting on 159th Street between Western Avenue and Francisco Avenue. A third TIF currently exists on the north side of 159th Street, just east of Francisco Avenue and containing 21 acres including the existing Comfort Suites Hotel. This TIF was created in 1992 and will expire in 2015.

Posen

The Village of Posen is served by TIF Districts along most of the major arterials within the study area. The **Sibley Boulevard TIF** serves all the commercial uses along Sibley Boulevard, and extends north and south along Kedzie Avenue to the west and up along Western avenue to the east. The parcels to the south-east of I-57 are included in **TIF-2**.

Dixmoor

Approximately half of the Village of Dixmoor are served by three TIFs. Areas within the study are along Western Avenue are served by **TIF I** which is to the east of I-57 and Western, and **TIF II** to the north of I-57 including all the industrial districts. The third TIF is the 144th Street and Wood Street TIF which is not within the study area.

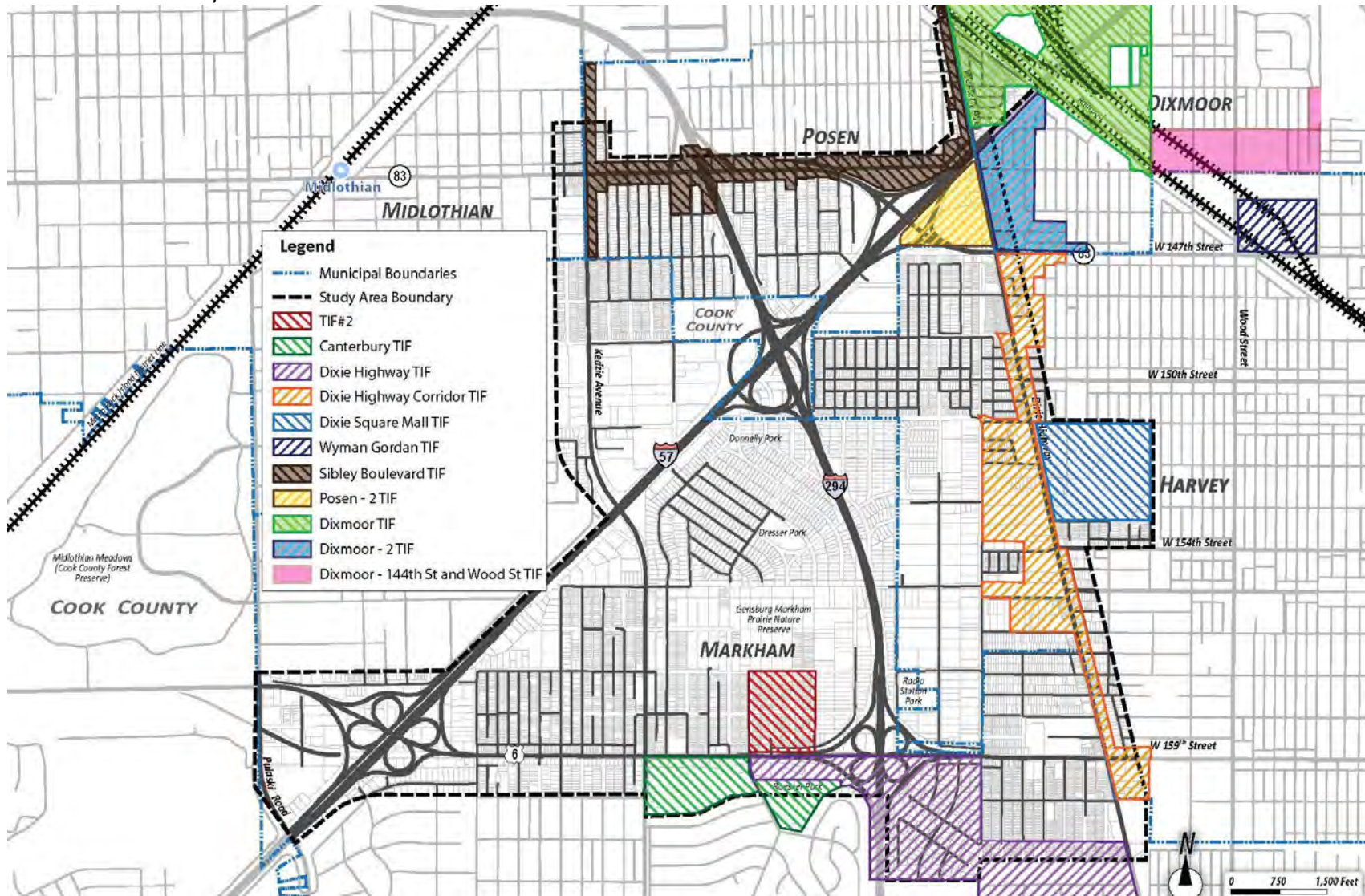


Figure 10: Map showing the Tax Increment Financing boundaries around the study area

3. Existing Conditions of the Study Area

3.1. Demographics

Five communities-

Table 2 summarizes the population, racial and ethnic composition, and age groups of the five communities that are a part of the study area. With respect to race, majority of Midlothian’s population is white, while Markham and Harvey have a majority African American population. The racial mix in Dixmoor and Posen is more diverse. Dixmoor is around 53% African American which is nearly a 5% decrease since the 2000 census. Posen is around 57% White which is a 20% decrease since the 2000 census. Posen has also seen a considerable increase in the ethnicity of Hispanic or Latino population within the community. This changing trend of demographics is important from a regional perspective in terms of the community facilities to be provided.

Study area

The total population within the study area boundary is estimated to have changed from 7,507 to 7,648 between 2010 and 2013 (as per the Claritas projections) resulting in a growth of 1.9%. Over the next five years, the population is projected to grow by 2.8%. The population in the United States is estimated to grow by 2.0% between 2010 and 2013, with a projected growth of 3.3% over the next five years.

Table 3: Demographic information for the Study Area (Source- 2013 estimates by Claritas/Nielsen Solution Center)

	Markham		Harvey		Dixmoor		Posen		Midlothian	
Population	12,508		25,282		3,644		5,987		14,819	
Race										
White	1,594	13%	2,516	10%	965	26%	3,410	57%	10,982	74%
African American	10,129	81%	19,170	76%	1,928	53%	1,035	17%	1,662	11%
Some other race	785	6%	1,136	4%	495	14%	692	12%	1,106	7%
Ethnicity										
Hispanic or Latino	837	7%	4,799	19%	1,295	36%	3,171	53%	3,043	21%
Age										
Under 20	4,136	33%	8,838	35%	1,247	34%	2,086	35%	4,311	29%
20 to 24	803	6%	1,909	8%	232	6%	418	7%	978	7%
25 to 34	1,454	12%	3,297	13%	559	15%	849	14%	2,163	15%
35 to 49	2,379	19%	4,667	18%	682	19%	1,322	22%	3,178	21%
50 to 64	2,162	17%	3,930	16%	552	15%	881	15%	2,761	19%
65 and over	1,574	13%	2,641	10%	372	10%	431	7%	1,428	10%

Table 2: Demographic information for the five communities within the study area (Source- 2010 U.S. Census Bureau)

	2013 Estimates	
Population	7,648	
Race		
White	2,081	27%
African American	4,153	54%
Some other race	1,415	19%
Ethnicity		
Hispanic or Latino	2,698	35%

Thus, the increase in population of the study area is not too far behind the national trend. More than 50% of the population within the study area is African American, with less than a third of the total population being White. With respect to ethnicity, there has been an increase of 15% in the Hispanic or Latino population since the 2000 Census. With respect to age, the median age for this area is 32.6. Nearly 35% of the population is below the age of 20, emphasizing the importance of access to educational and recreational facilities for kids, teens and young adults.

3.2 Current Market Conditions

The I-57/I-294 markets, examined for this existing conditions assessment, are focused on the 147th Street and 159th Street corridors. Key demographics are shown in Table 4 below.

	.5 Miles: 159th Street	3 Miles: 159th Street	5 Minutes: 159th Street	15 Minutes: 159th Street	.5 Miles: 147th Street	3 Miles: 147th Street	5 Minutes: 147th Street	15 Minutes: 147th Street
Total Population	1,905	87,305	25,152	383,417	2,956	105,032	32,024	434,437
Total Households	572	28,732	8,021	139,462	959	34,691	10,419	155,849
Employees	1,158	37,979	12,447	149,258	702	38,492	14,270	146,548
Population Density (per Sq. Mi.)	3,405	3,235	3,366	3,086	3,715	3,663	3,690	3,546
Median Age	36	34	33	37	33	33	32	37
Occupied Housing Units	85.40%	89.30%	85.60%	92.80%	81.60%	88.20%	85.90%	91.90%
Average Household Income	\$46,251	\$60,086	\$51,821	\$70,494	\$45,687	\$55,165	\$50,614	\$67,371
Median Household Income	\$34,102	\$47,943	\$39,603	\$56,972	\$39,877	\$43,756	\$40,184	\$54,489
Consumer Expenditures								
Apparel	\$871,105	\$47,875,557	\$13,133,024	\$235,778,641	\$1,650,170	\$58,003,005	\$17,219,898	\$262,714,659
Groceries	\$1,953,585	\$114,081,143	\$29,457,945	\$593,094,339	\$3,494,571	\$135,410,092	\$40,086,167	\$643,802,229
Food Away from Home	\$756,232	\$55,089,243	\$12,920,628	\$311,206,664	\$1,493,595	\$64,576,325	\$18,387,410	\$325,310,475

Table 4: Demographics for 147th Street and 159th Street (Source: © 2013, by Experian © 2013 Alteryx, Inc)

These demographics display four (4) important markets for 147th and 159th Streets (at Dixie Highway) in considering potential opportunities for new uses throughout the I-57/I-294 study area. These markets include: a .5-mile pedestrian market; a traditional developer 3-mile market; a 5-minute convenience drive time market; and a 15-minute destination market. Dixie Highway serves an initial focus, given the prevalence of potential redevelopment sites along that corridor. Overall, these demographics are as expected. All markets are densely populated. The median ages for the 159th Street geographies are slightly older than those for 147th Street. The developer and convenience drive-time markets are well populated with sufficient employee counts. Average and median incomes reflect the diversity of income levels within each market, particularly the pedestrian markets. These

income levels strengthen as these target geographies expand. Median incomes in the pedestrian and convenience drive-time markets are low when compared with the larger markets. Owner-occupied housing within these same two markets is 81-85%, with vacant housing units at 15-19% of the existing unit counts. Consumer expenditures are adequate, given each market size.

As noted elsewhere in this report, traffic counts (ADTs) along Dixie Highway are at 16,000, with counts on 147th near Dixie at 32,100 and on 159th near Dixie at 23,900. Strong traffic counts (above 20,000 ADTs) and market density are among the important site selection factors for auto-oriented retail and restaurant uses.

Potential Uses in the Study Area

Inherent in considering the study area’s demographics is the opportunity for possible retail and restaurant uses along Dixie Highway. Available sites exist that could accommodate auto-oriented restaurant options and certain retailers requiring larger development sites for their stores. Restaurants, such as McDonalds, have made investments along and near the Dixie Highway sites. For the I-57/I-294 study area, those categories of uses and potential tenancies that can succeed financially will prove important to residents, employers, and the study area communities.

As part of this preliminary look at possible retail and restaurant uses within the study area, the following example was developed. This example assumes a hypothetical Wal-Mart Super Center location at a currently available site near 151st Street and Dixie Highway. Certain demographic characteristics for this hypothetical store location are compared to those of existing nearby Super Center stores in Table 4 below. The market for all stores listed is a 7-minute drive time, a typical market for this store type. (See Table 5 below.)

7 Minute Drive Time Comparison	Site	Existing Store Locations						
	15104 Dixie, Harvey	16771 Torrence, Lansing	19255 S. Halsted, Glenwood	21410 S. Cicero, Matteson	2500 W. 95 th , Evergreen Park	4005 167 th , Country Club Hills	4700 135 th , Crestwood	8331 S. Stewart, Chicago
Total Population	54,678	49,907	41,384	42,126	58,335	34,438	52,795	85,791
Employees	22,181	20,016	20,419	18,774	17,076	10,127	25,977	23,769
Population Density (per Sq. Mi.)	3,443	3,764	2,445	1,741	6,731	2,660	2,943	9,947
Average Household Income	\$52,613	\$63,914	\$77,527	\$83,204	\$86,404	\$70,996	\$67,694	\$58,049
Median Household Income	\$41,379	\$53,124	\$60,995	\$68,456	\$65,287	\$59,152	\$56,815	\$41,542
Traffic Counts (ADTs)	16,000	25,900	23,700	17,900	25,800 (95 th) 27,900 (Western)	17,200 (167 th) 22,400 (Pulaski)	17,600 (135 th) 39,800 (Cicero)	15,800

Sources: © 2013, by Experian © 2013 Alteryx, Inc., IDOT, BDI

Table 5: Walmart Example: Preliminary Demographics by Store Location (Source: © 2013, by Experian © 2013 Alteryx, Inc)

In Figure 11, the 7-minute drive times for the stores nearest the Harvey site are contiguous. Incomes are significantly higher in the markets for the Matteson and Evergreen Park stores. While the Stewart Avenue store on Chicago's south side has the most similar average and median incomes to the Harvey location, the total population and density are much greater than those of the Harvey site. Visibility from and access to I-57 are important for the Country Club Hills store, and Crestwood has access to the largest number of employees. The demographics for each store are also generally comparable to those of the hypothetical Dixie Highway location. Ultimately, retailers and restaurants will rely on their individual site selection metrics to select the best potential location for their store or restaurant.

Before attracting retailer and restaurants, the growth of the local markets and the need for additional amenities will require initial attention by the five study area communities. Preliminary uses identified for the study area take advantage of current initiatives throughout the south suburbs to ensure long-term business, employment, and population growth. New amenities that can potentially enable business growth and attract more residents or visitors represent strategic economic development priorities. For the short- to mid-term, possible uses include:

- Capitalizing on ongoing regional efforts to expand distribution and inter-modal transport and related industries throughout the south suburbs. Ultimately, this focused work will assist in regional workforce development, add employment, and increase the study area's daytime population.
- Related to the above regional work, assisting and growing current businesses, including office tenants, will incrementally increase the area's employment base over time.
- Identifying recreational uses. Certain sites within the study area are unsuitable for development for any use. As open space, these sites can be linked, maintained and packaged as a new amenity for residents, employees, and visitors to the study area.
- Using interim land-use strategies. Approaches, such as land banking, may be necessary in less desirable sites or locations to await long-term market growth.

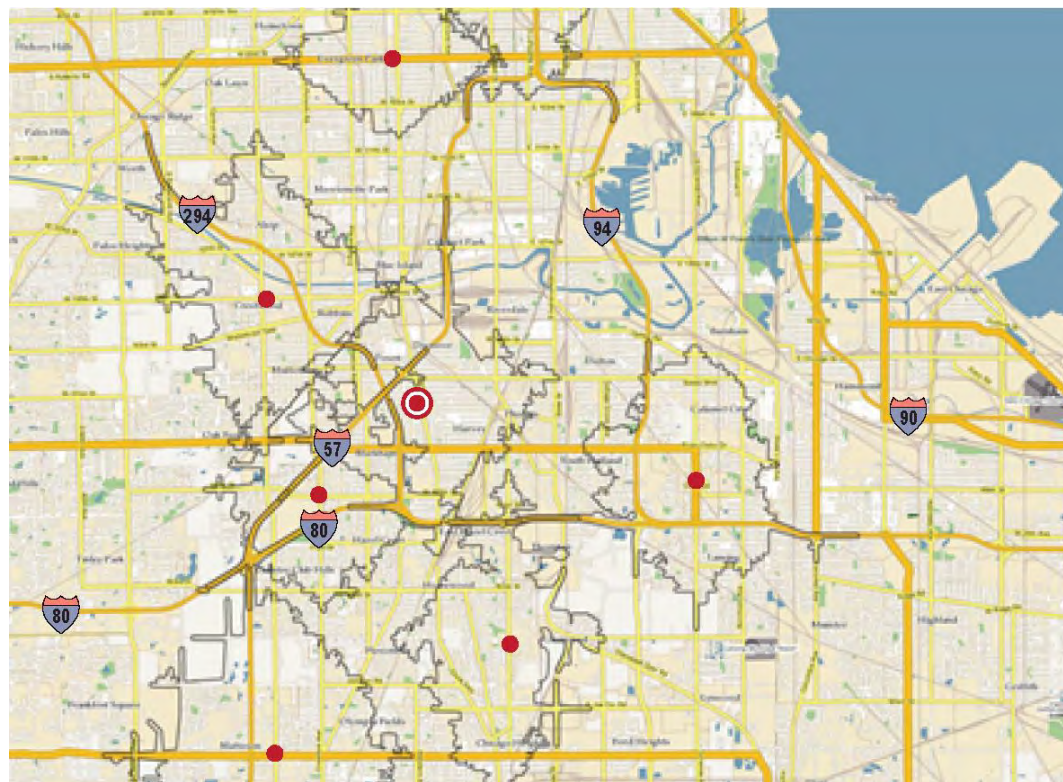


Figure 11: 7-Minute Drive Time Comparison by Walmart Store Location (Source: © 2013, by Experian © 2013 Alteryx, Inc)

- Improving study area housing stock. This includes the addition of new residential development on suitable sites and the rehabilitation of existing single family and multi-family housing. Residential development is occurring on 147th Street at the entrance to Midlothian. Senior housing services have grown throughout the study area and surrounding region. As housing improves nationally, these ongoing improvements can grow study area markets over time and address the current housing vacancy rate noted in the study area's current demographics.

Sustained employment growth, as the mechanism to develop local markets, residential development as appropriate, and the introduction of recreational uses will ultimately create the necessary market demand for new future uses, such as hotels, truck stops, or other hospitality uses.

3.3. Existing Land Use

The land uses within the study area are typically commercial uses along the major roadways, with light industrial uses around the interchange areas, and residential and open space/recreational uses in the internal areas. A large percentage of the central portion of the study area is dedicated to open space and the Gensbury Markham Prairie Nature Preserve. This is important from the point of view of providing connections to this recreational area from the surrounding neighborhoods, and forest and nature preserves. A large number of vacancies were observed along the commercial corridors of 147th Street, Dixie Highway and 159th Street. One of the prominent uses is the Canterbury Shopping Center at the south east corner of 159th Street and Kedzie Avenue. This center has an extensive parking lot area that has a potential of being converted to outlots if needed.

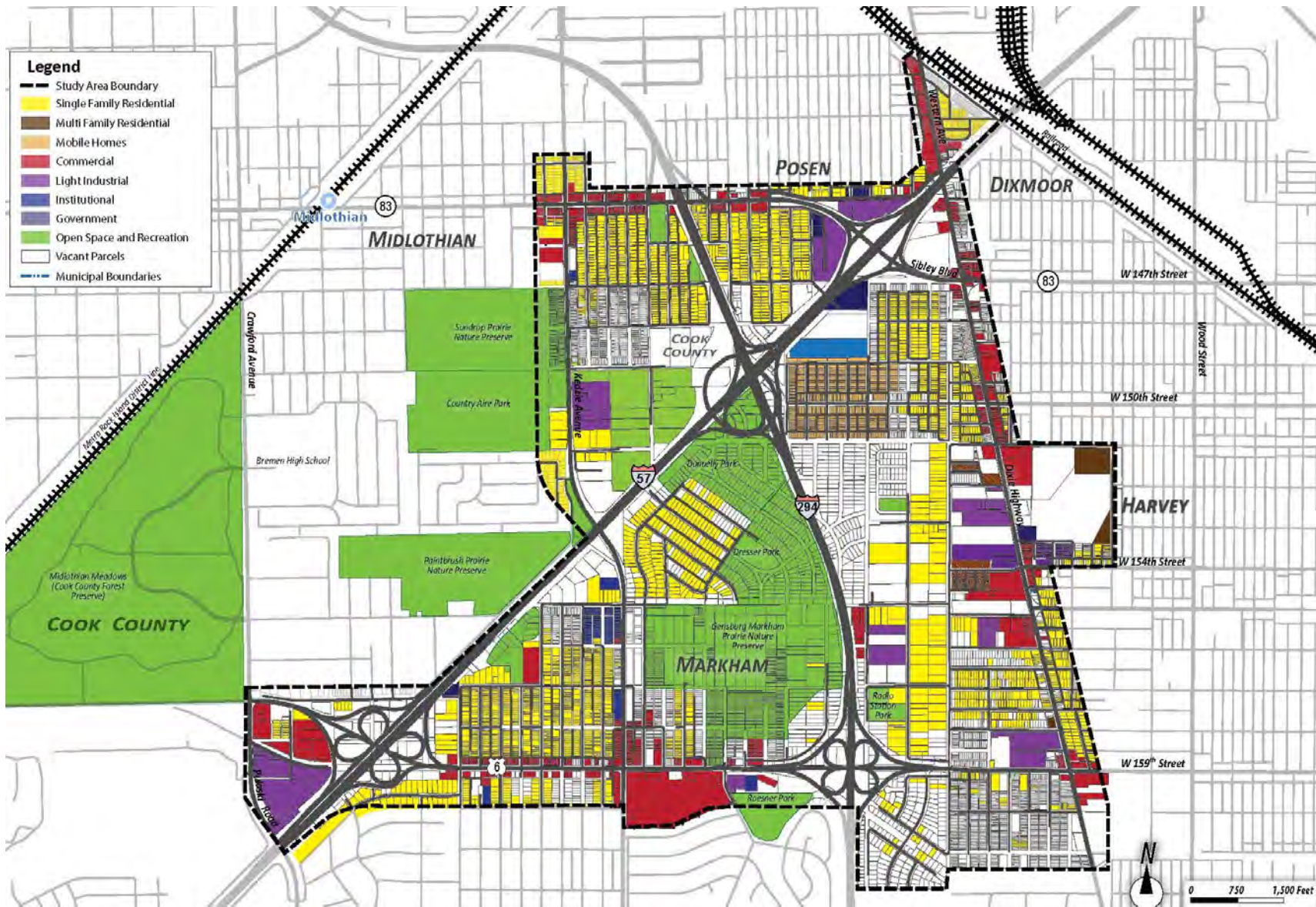


Figure 12: Map showing the existing land uses within the study area

3.4. Transportation

The study area is comprised of several major travel corridors that are important routes in the hierarchy of the State roadway system. The facilities include the interchange of I-294 and I-57, as well as arterials that feed the interstate system (147th Street and 159th Street) and those that complement it (Dixie Highway). These principal roadways, along with major collector type roadways, are designed, in many cases, with multiple lanes and medians or turn lanes serving a multitude of auto centric land uses. As a result, the environment along these corridors caters to the automobile at the expense of the pedestrian with wide roadways and frequent, large driveways.

While there are numerous Pace bus routes within the study area, pedestrian access to transit along major roadways such as 159th Street, Dixie Highway and Kedzie Avenue is compromised by a vastly incomplete sidewalk system. In addition, pedestrian connections are often missing to commercial areas along these corridors, even those adjacent to intense residential density. On the other hand, the urban design along 147th Street appears distinctly different with a smaller scale and improved pedestrian connections to nearby neighborhoods

The area has many transportation challenges and opportunities with the eventual construction of the new interchange. New economic growth is expected and consequently new facilities are needed to support it, including improvements for motorized and non-motorized modes. Although vehicular capacity and access are very important to commercial viability and personal mobility, other modes often suffer as a result. Later steps in this study will explore the opportunity to merge auto and pedestrian/bikes into a comprehensive network. This will be very important to new economic development resulting from the new interchange.

Roadway Network

The study area has a very good network of roadways providing both regional and local access. The two interchanges at 159th Street provide options for motorists, but also define it as high volume roadway. The Illinois Department of Transportation (IDOT) has classified both 159th Street and Dixie Highway as Strategic Regional Arterial (SRA) Routes. An SRA route, as defined by IDOT, is a highway designated to accommodate long-distance regional traffic, to complement a region's major transit and highway facilities, and to supplement the freeway system. There are a number of key components that further define an integrated system or network of roadways. These are discussed further below and are shown on the identified exhibits. Together these are intended to give an overall picture of the study areas' roadway network and its operations.

Functional Classification

The roadways within the study area are classified according to the character of service they are intended to provide, which is a process known as functional classification. This process recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. By creating this hierarchy, an orderly system is created giving streets different classifications. The standard classifications and those found in the various local municipality plans are as follows:

- Interstate Highway
- Strategic Regional Arterial
- Principal Arterial
- Minor Arterial
- Major collector
- Minor collector

Figure 13 depicts the functional classification of the roadways within the study area, as defined by IDOT and local municipalities.

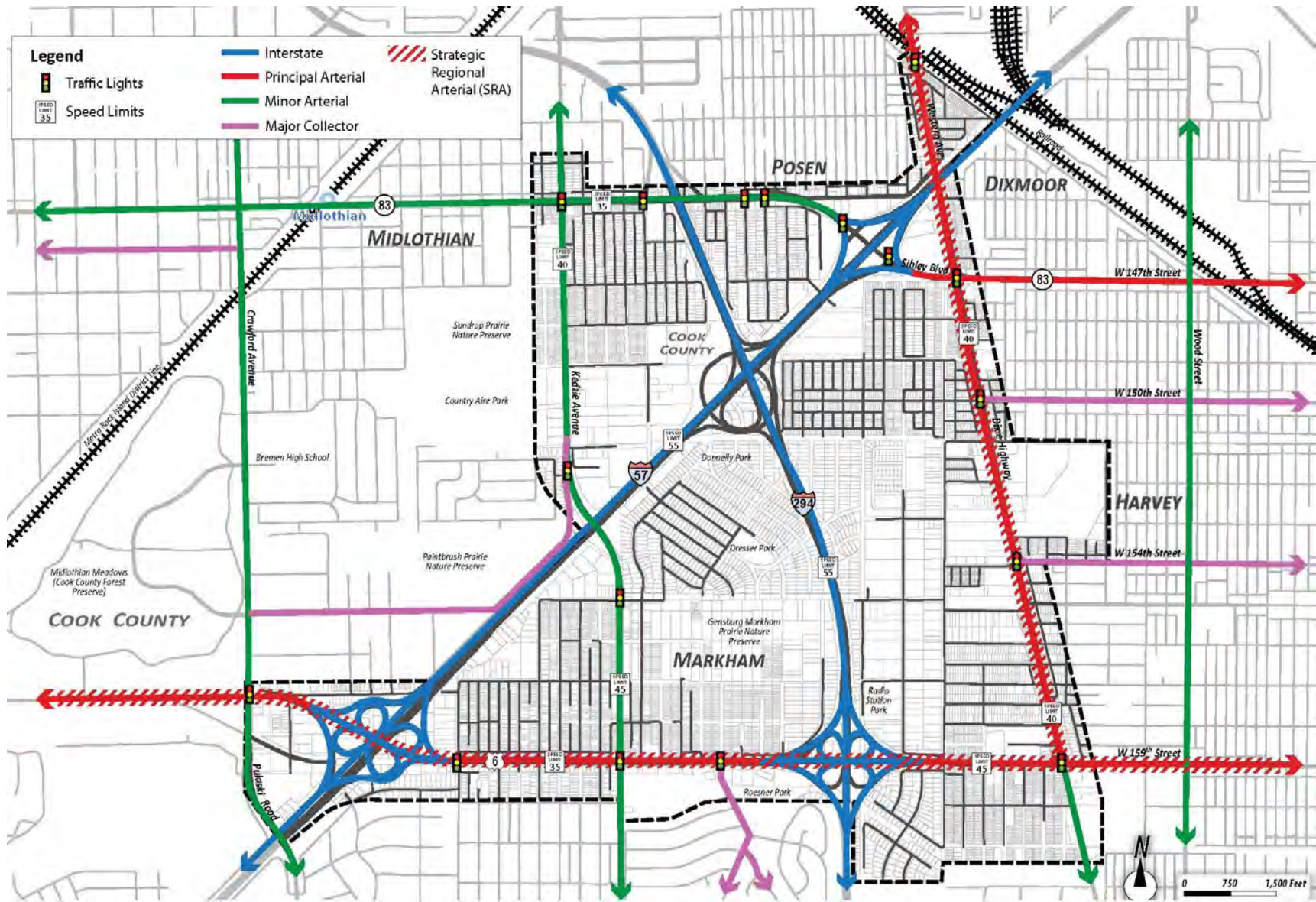


Figure 13: Functional classification of the roadways within the study area

Roadway Jurisdictions and Average Daily Traffic

Roadway jurisdiction is an important factor of how a roadway functions and how it is maintained. The major roadways within the study area (non - local) are either under the jurisdiction of the Illinois Department of Transportation (IDOT) or the Cook County Department of Transportation and Highways. IDOT has jurisdiction of I-57 while I-294 is under the jurisdiction of the Illinois State Toll Highway Authority (Tollway).

A key component of roadway operations depends on differing volumes in traffic including truck volumes. Volume measurements are taken in a number of ways, one standard being Average Daily Traffic (ADT). The ADT in the study area (non-Interstate roadways) ranges from a high of 32,100 along Dixie Highway to 15,900 along Kedzie Avenue. Trucks are also an important component of the overall system for obvious reasons, not the least of which is commercial vitality. Generally speaking, heavier vehicles are defined as Class I trucks. The next category is lighter vehicles defined as Class II trucks. Class II trucks are permitted on some regional arterials – in this case 159th Street (US 6). Class I trucks (except for local deliveries) are confined to major facilities like Interstates). Roadway jurisdictions and overall ADT are shown on Figure 14. Truck ADT is shown on Figure 15.

Estimated 2030 increase in ADT on Interstates and local roads- The estimated increase in traffic for 2030 due to Interstate to Interstate movements is shown on the sketch below. This will also increase ADT on local roads like Kedzie Avenue, Dixie Highway and 159th Street, which in turn may lead to quicker deterioration of the roadways than normally accounted for.

Traffic Control and Speed Limits

Traffic control and speed limit designation is determined, among other things, by volumes and intersecting roadways. Pedestrian consideration and accident data is also a factor in some areas. There are 16 traffic signals in the study area. The locations are as follows:

- Dixie Highway at 147th, 150th, 154th and 159th
- 147th at I-57 ramps, Cleveland & Harrison Ave, Sacramento St, and Kedzie Ave
- Kedzie Avenue at Country Aire Dr and 155th Street
- Pulaski Road at 159th St
- 159th at Central Park, Kedzie and Francisco Ave/Richmond Ave

Speed limits along the primary corridors vary from a high of 45 miles per hour (mph) along 159th Street to 35 mph along 147th Street. Traffic control and speed limits are shown on Figure 16. In addition, there is a 10 ton/axle weight limit along 147th Street.

Roadway Cross Sections

The roadway widths, or cross sections, are generally determined by volumes, available right of way, and safety measures. Roadway geometry is important in determining traffic capacity. Throughout the study area, the important arterials all contain a minimum of 4 lanes, some with separate turn lanes at intersections. The various cross sections of roadways are shown on Figure 16.



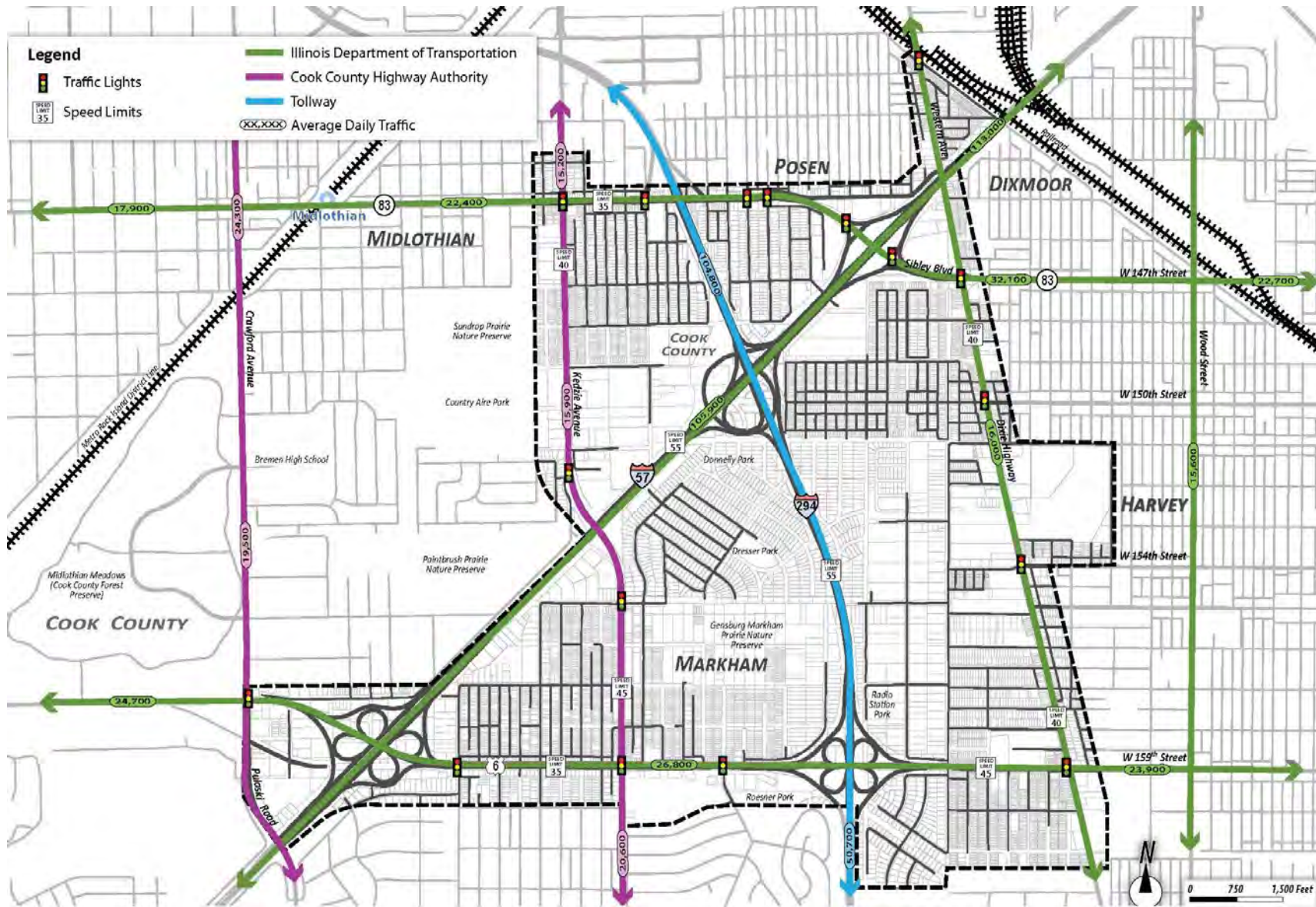


Figure 14: Roadway jurisdictions and Average Daily Traffic (ADT) for the study area

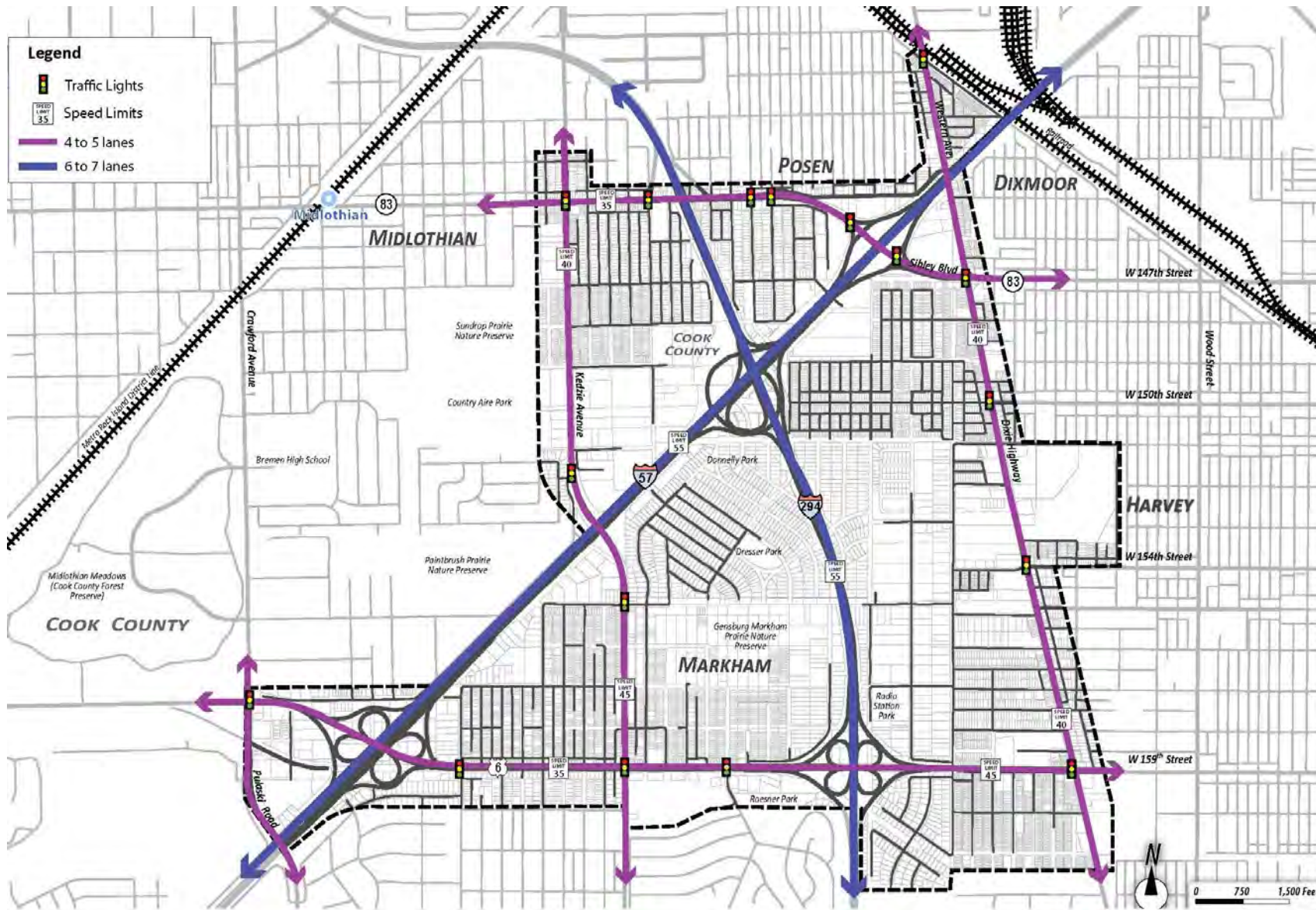


Figure 16: Roadway cross sections, speed limits and traffic signals

Planned Roadway Improvements

In addition to the new interchange connecting I-294 to I-57, there are key roadway improvements planned for 147th Street (IL 83). These include a number of local intersection improvements and widening; changes to the I-57 ramps; and construction of a northbound on-ramp and a southbound off-ramp at I-294. Much of this is in anticipation of future growth (and traffic) along the 147th Street corridor and other neighboring roads. Figure 17 shows both the planned local improvements as well as the new interchange. In addition, dual left turn lanes will be added on the north bound, south bound, and east bound approaches at Dixie Highway and 147th.



Figure 17: Planned local improvements

Non - Auto Modes

Pedestrian

It is important to understand that the study area is primarily auto oriented and as a result, pedestrian mobility suffers. The characteristics of the area will no doubt change with the interchange and related improvements as new capacity will be needed for autos. Accordingly, the roadway profiles will change and a new effort needs to be made to fix the vast pedestrian disconnected network and improve bicycle mobility. With the exception of 147th Street, most facilities in the study area are severely pedestrian deficient. Pedestrian disconnects are shown on Figure 18.

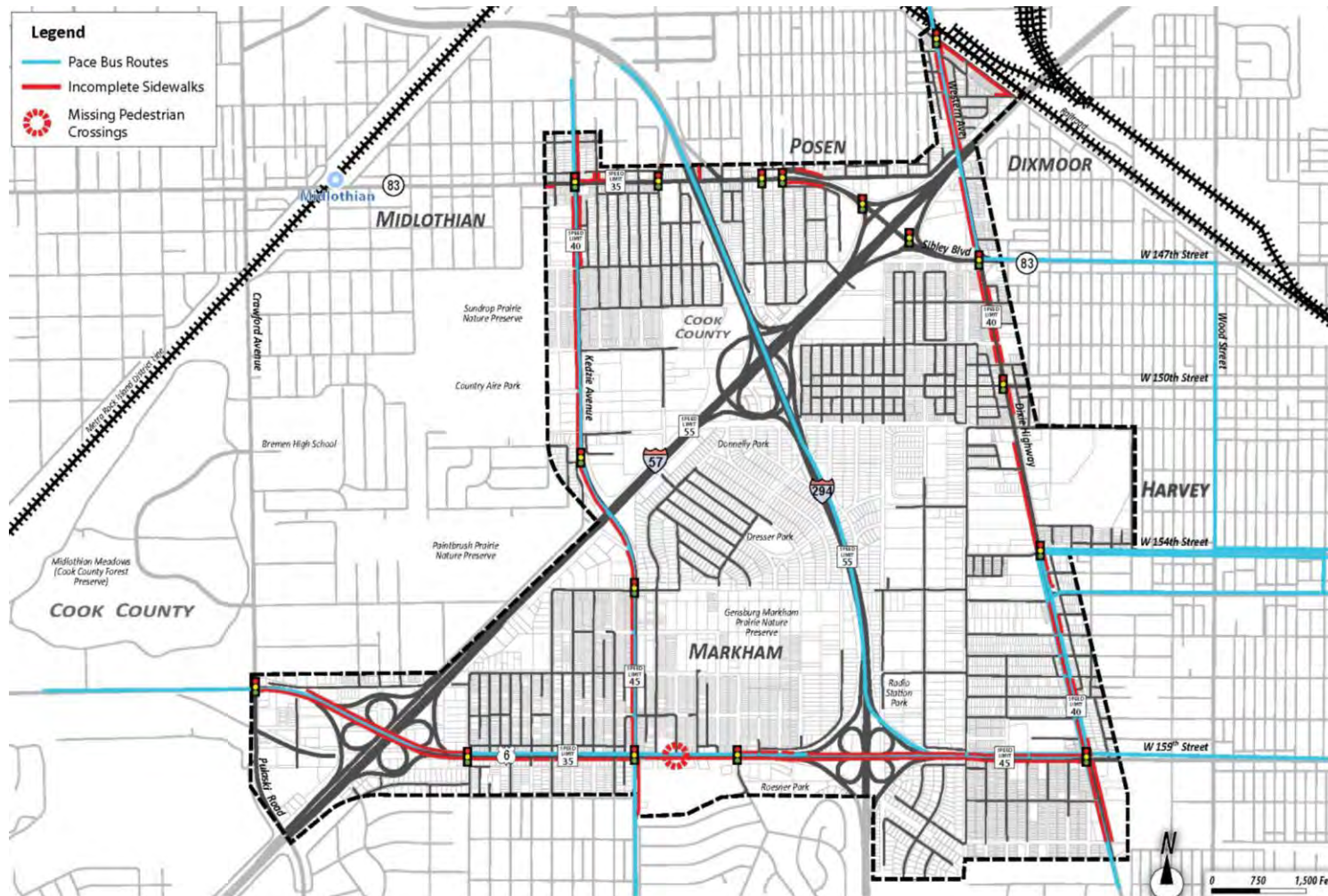


Figure 18: Sidewalk gap analysis and public transportation routes

Mass Transit

The area has several Pace bus routes that are summarized in the table below. These routes travel to numerous employment centers and other destinations. The Metra Rock Island service is located approximately 1.3 miles away at the Midlothian station. The Metra Electric District is located approximately 2.3 miles away at the Harvey station.

Route Number	Title	Route Description
349	South Western	Provides daily service between the Pace Harvey Transportation Center and 79th/Western in Chicago. The route serves Evergreen Plaza, Metra Rock Island District Blue Island / Vermont Street Station, Metra Electric Line Harvey and Blue Island Stations, Metro South Medical Center, Ingalls Memorial Hospital, and St. Rita High School as well as the communities of Harvey, Posen, Dixmoor, Blue Island, Evergreen Park and Chicago. Between 79th/Western & Vermont/Western buses serve posted stops only
354	Harvey – Oak Forest Loop	Clockwise and counter-clockwise loop service from the Harvey Transportation Center on 147th St, Cicero, 167th St, Dixie and 154th St through Harvey, Dixmoor, Posen, Midlothian, Oak Forest, Country Club Hills, Hazel Crest and Markham. Route provides direct service to South Suburban College’s University, College Center in Oak Forest, Markham Courthouse and also serves Pace South Division.
359	Robbins/South Kedzie Avenue	North/South route which operates from Homewood Metra Station to 95th Dan Ryan CTA Station. Also serves the Blue Island Metra/Electric Station, Metro South Medical Center, Markham Courthouse, South Suburban Hospital, Lydia Health Care Center, Waterford Estates and Grenoble Square Shopping Center. Between CTA Red Line 95th St. & 124th/Halsted, buses serve posted stops only.
364	159 th St	Serves major east-west cross-town arterial from Hammond Transit to Orland Square Mall. Serves River Oaks Shopping Center, the central pulse point of Pace South in Harvey, and various smaller centers as well as Oak Forest, St. Margaret and Ingalls Memorial Hospitals, and South Suburban College. Weekend service operates between Orland Square Mall and Hegewisch. Route serves Posted Stops Only along the entire route.
890	South Suburbs UPS Hodgkins	Provides express service from the Chicago Heights Terminal, Homewood Park-n-Ride, Harvey Transportation Center, and Harvey Metra Station to the UPS Hodgkins facility.

Source: Pacebus.com

Transit options are shown on Figure 19.

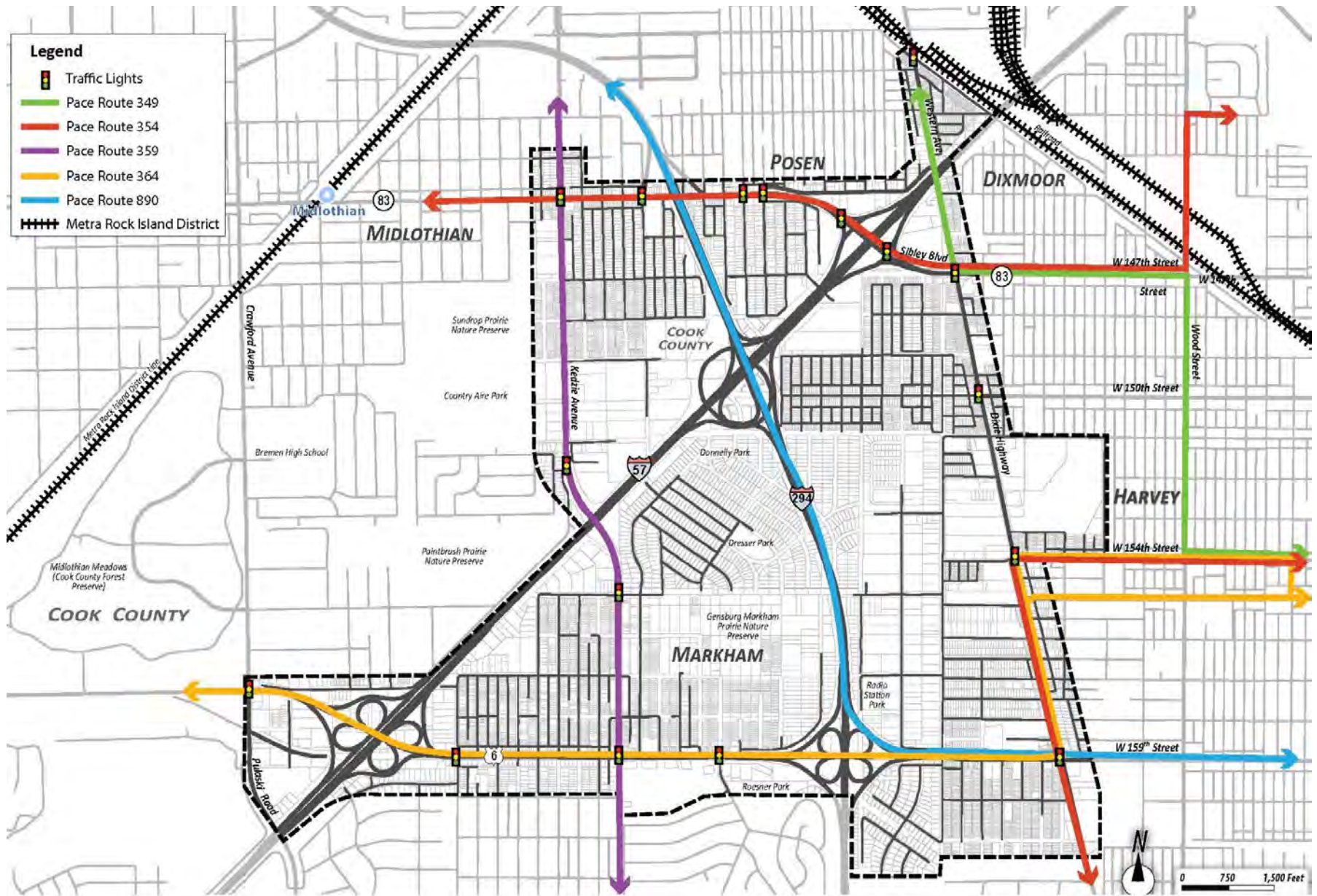


Figure 19: Pace bus routes

4. Key development/redevelopment opportunity sites

Based on field observations and discussions with local municipalities, a number of key opportunity sites have been identified within the study area. These sites were identified based on their development potential. Some sites are currently vacant, while other sites are fully or partially in use but underutilized given their market potential. Development, or redevelopment, of specific sites will be driven by the private sector. However, local municipalities will also play a key role in the development of these properties. In addition to regulating the use and development of properties through zoning and subdivision regulations, municipalities are often asked to partner with the development community in extending needed infrastructure or assembling properties to create appropriate development sites. This partnership can take many forms, but is typically memorialized in a development agreement and may or may not involve some financial participation on the part of the municipality in the form of TIF or other programs.

The following table and map highlight identified development/redevelopment opportunities. Sites identified in red are considered key sites with the greatest opportunity for redevelopment. These sites will be further evaluated in the next phase of the project.

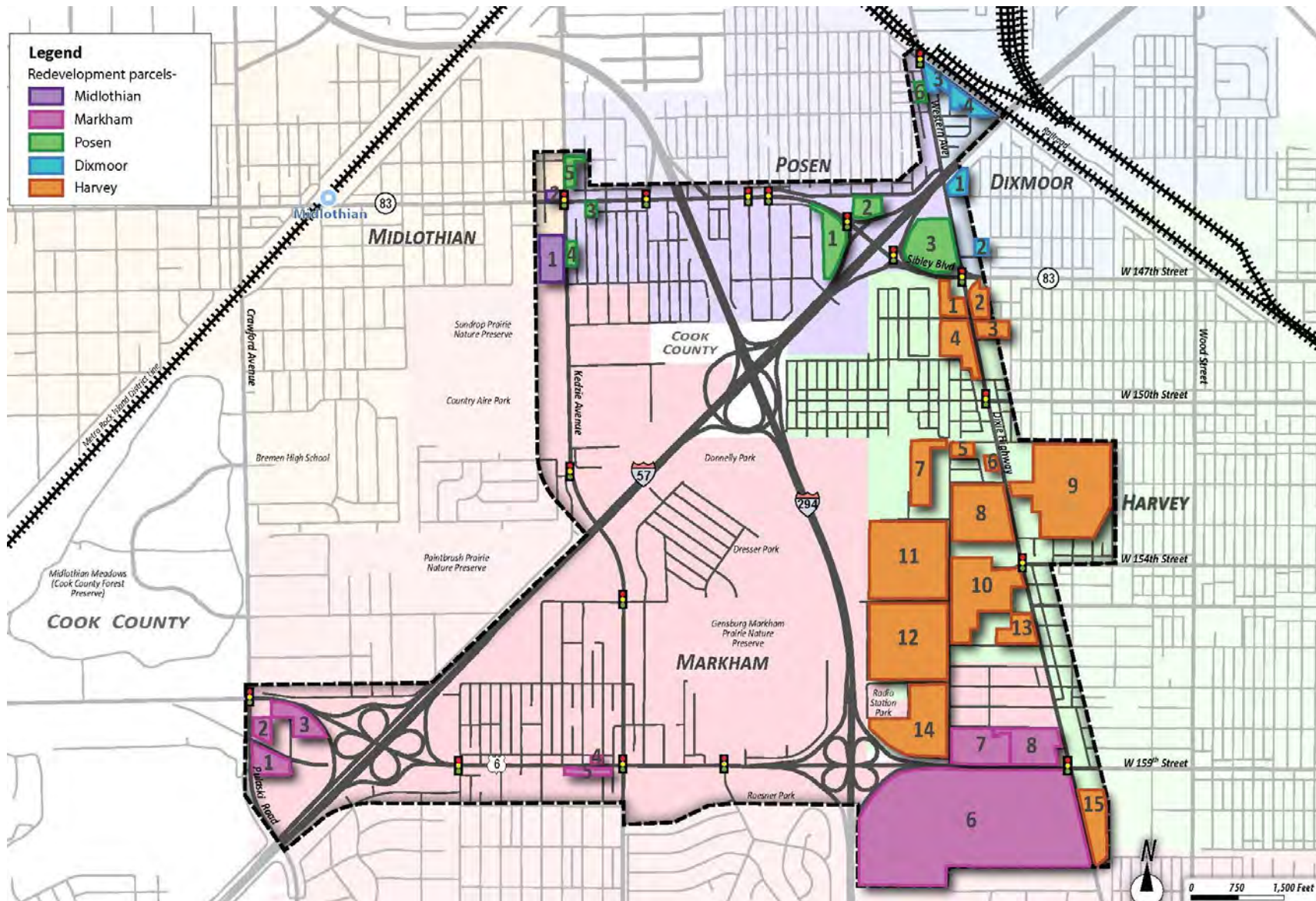


Figure 20: Map showing the key redevelopment parcels

Table 6: List of Key Development Opportunities

Community	Site Number	Acreage	Existing Zoning/Use	Site Constraints (infrastructure, environment, ownership, etc.)	Proposed Use/Zoning
Midlothian	1	6.9	B-3/Vacant building owned by the State of Illinois		
Midlothian	2	0.7	Commercial	Single ownership	
Markham	1	5.3	L-2/Vacant industrial/warehouse building		
Markham	2	2.0	C-1/Hot Dog Stand	Limited site development – not paved, small building	
Markham	3	5.7	L-2/ vacant site	Visibility, but no access from 159 th Street	
Markham	4	0.5	C-1/vacant site	Shallow lot depth	
Markham	5	4.7	C-1/vacant site	Multiple ownerships, some drainage issues to south	
Markham	6	134.0	R-5/mix of single family homes and vacant lots	Multiple property ownerships (many owned by the Village), some environmental constraints, limited existing utilities	
Markham	7	12.0	C-2/Vacant land		
Markham	8	11.0	C-2/Existing Superior Truss & Panel and Positive Connections Bus Yard		
Markham	9	30.7	C-2/Canterbury Square Shopping Center	Façade and landscape improvements needed	
Posen	1	7.5	Light Industrial/Vacant office/warehouse building	Great visibility at interchange but no direct access to 147 th	
Posen	2	3.3	Light Industrial/Vacant office/warehouse building	Great visibility at interchange but no direct access to 147 th	
Posen	3	15.7	Commercial/Vacant Lot	Prime commercial opportunity at interchange	
Posen	4	0.5	Exempt/Vacant Lot	Single Owner for some parcels	
Posen	5	1	Exempt/Vacant Lot		
Posen	6	1.2	Residential/Vacant Land	Multiple Owners	
Posen	7	0.6	Industrial/Commercial/Vacant Lot	Multiple Owners	
Dixmoor	1	2.5	B-1 and R-2/Vacant Lot		

Community	Site Number	Acreage	Existing Zoning/Use	Site Constraints (infrastructure, environment, ownership, etc.)	Proposed Use/Zoning
Dixmoor	2	1.5	B-1/Vacant Lot	Multiple Owners	
Dixmoor	3	2	Industrial/Commercial/Vacant	Multiple Owners	
Dixmoor	4	2.3	Exempt/Vacant Lot	Multiple Owners	
Harvey	1	3.8	LM/Vacant Lot		
Harvey	2	3.5	R-M, NC/Vacant Lot		
Harvey	3	3.5	HC/Vacant Gas Station and Vacant Lot		
Harvey	4	9.0	LM/Vacant Lot		
Harvey	5	2.2	R-M/Vacant Lot		
Harvey	6	1.6	HC/Vacant Lot		
Harvey	7	8.8	R-1/Vacant Lots		
Harvey	8	19.7	LM/Vacant Lots and Commercial Buildings and 1 Single-Family Home on Western Avenue	Multiple ownerships, possible environmental issues	
Harvey	9	44.0	HC/Vacant – former Dixie Square Mall	Site was recently cleared	
Harvey	10	24.0	R-M, HC and R-1/Vacant Lots, primarily vacant apartments	Co-op apartments blighted	
Harvey	11	36.5	R-1/Vacant Lots and Single-family homes	Streets in poor condition	
Harvey	12	36.5	R-1/Vacant Lots and Single Family Homes	Streets in poor condition	
Harvey	13	5.6	HC/Vacant Commercial Building		
Harvey	14	22.7	R-1/Vacant Lots		
Harvey	15	11.5	HC/Vacant Lot	Site is heavily wooded	