

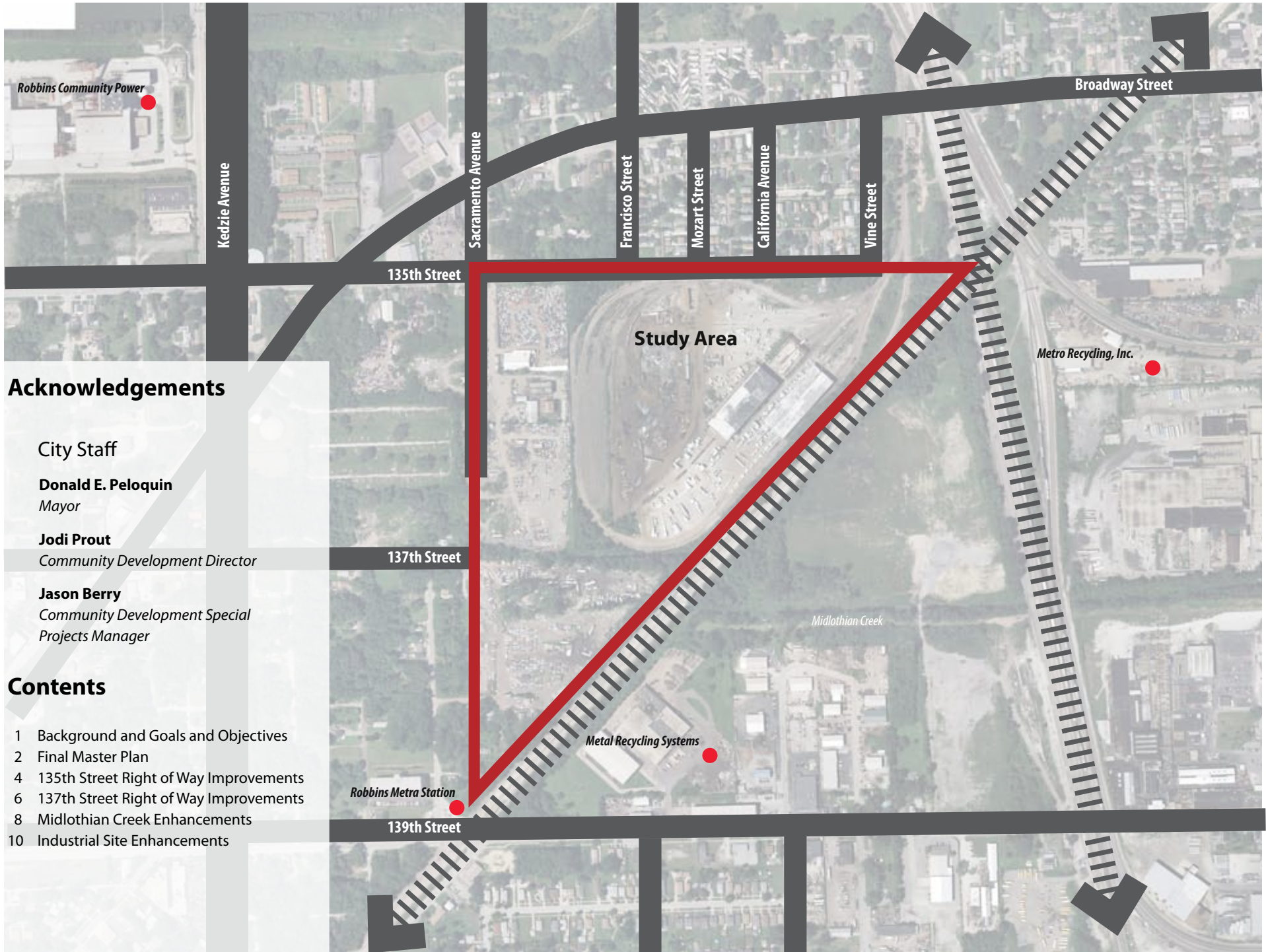
An architectural rendering of a building complex. The main building is a long, low structure with a central courtyard. The courtyard is green and contains several trees. A truck is parked on the right side of the building. The rendering is in a sketchy, line-art style with some color washes in green and brown. The background shows a grid of streets and other buildings in a similar style.

City of Blue Island South COD Redevelopment Plan

Final Master Plan

November 2011

Prepared by:
Hitchcock Design Group
In association with:
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Acknowledgements

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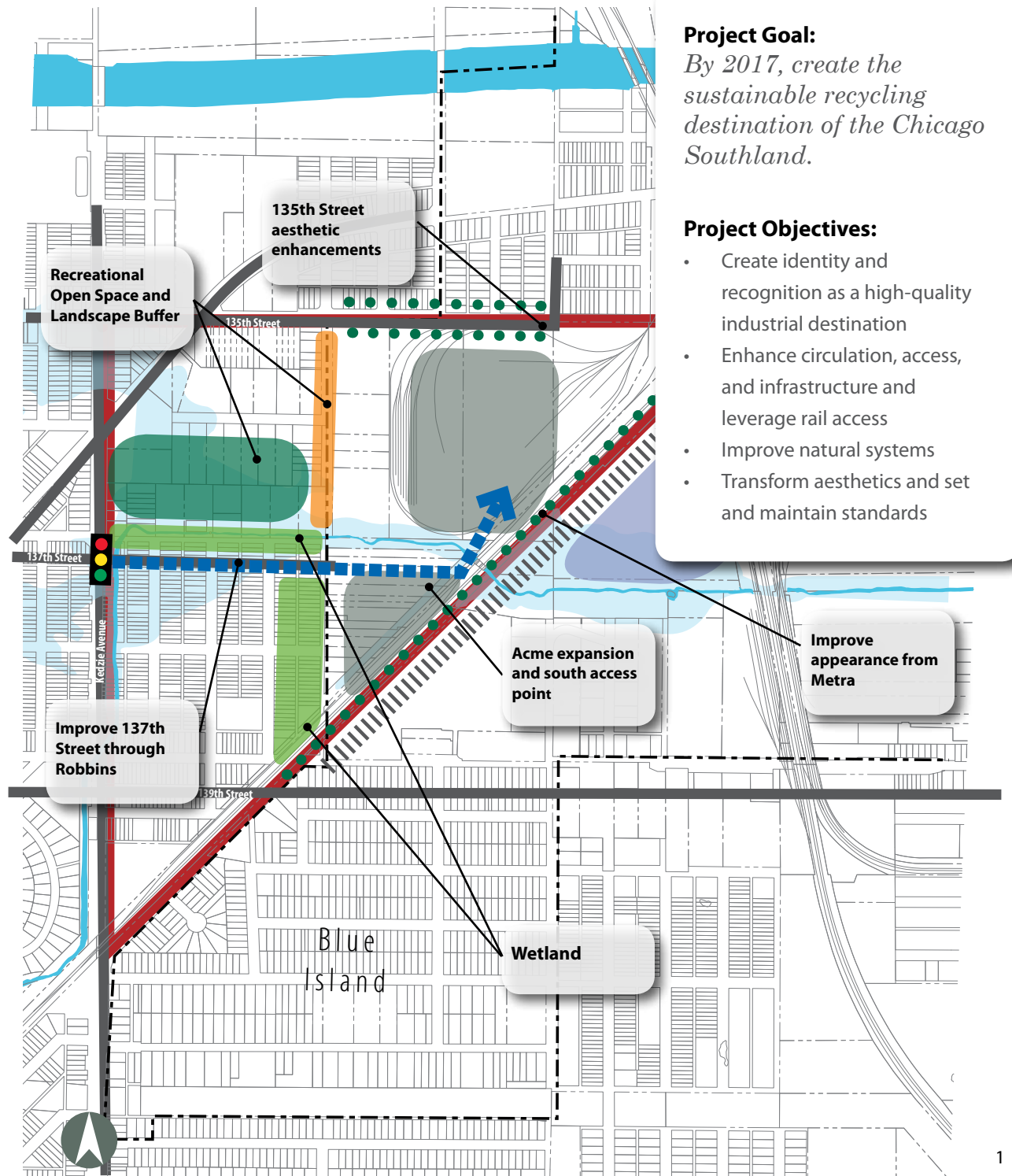
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Background

This report represents the conclusion of a two-phase study of sites located in the west side of the Blue Island South Cargo Oriented Development (COD). In August 2011 the first phase, an Opportunity Analysis, was completed by the project team. The Opportunity Analysis process included a charette, in which participants brainstormed planning solutions for the study area.

In addition to the study area recommendations, the charette conclusions, presented in the graphic to the right, included many redevelopment opportunities outside of both the study area and the Blue Island corporate boundaries. However, the final master plan focuses on only the study area, plus specific, off site improvements to the street and creek corridors that will enhance the study area and stimulate adjacent redevelopment.

Synthesis of information uncovered during the Opportunity Analysis phase, including the project charette, has yielded the land use plan and development strategies contained within these pages. The project team believes that the refined land use plan supports goals and objectives devised during the planning process, and that it will be a helpful tool in guiding future development.



Final Master Plan

Overview

Guided by the concept plan generated in the project charrette, the project team has advanced a land use plan identifying public and private improvements that will support project objectives. Given the environmental limitations on the sites, and Acme's long term plans, industrial uses are the most viable uses for parcels within the study area. Additionally, opportunities for industrial-type redevelopment are supported by potential regional synergies including the Robbins Community Power facility, an existing concentration of scrap and recycling businesses, and the timely resurgence of proximate important intermodal development. Major improvements proposed include:

- Identification of land to accommodate Acme Refining's planned expansion and relocated entrance
- Identification of potential redevelopment sites for future industrial use
- 135th Street improvements
- 137th Street improvements

Implementation of the improvements listed also present the opportunity for general aesthetic and environmental improvements that support the objective of this plan, including:

- Midlothian Creek enhancements
- Industrial site enhancements

The responsible management of stormwater runoff is an important consideration for plan improvements. Properties within the study area fall under the jurisdictional authority of Cook County and the Metropolitan Water Reclamation District of Greater Chicago (MWRD) for site stormwater management. Any construction within the study area is required to comply with Cook County and MWRD regulations. More information can be found at MWRD's website (www.mwrdd.org), or by contacting Jerome McGovern, Principal Civil Engineer at (312) 751-5600 or by e-mail at jerome.mcgovern@mwrddgc.dst.il.us. The City should understand and consistently enforce these regulations.

Redevelopment Opportunity Sites

Acme Refining Expansion

Land south of the existing Acme Refining site (the current J & D and Thompson Towing sites) should be considered for Acme's future expansion. All opportunities for Acme's expansion presented access challenges. Expansion south presents the benefit of a more contiguous site once land is assembled. A new access point off of 137th Street moves truck traffic off of 135th Street away from existing residential neighborhoods. The south expansion avoids having to cross the large number of railroad spurs located on the west side of Acme's existing site. Special Considerations for this strategy include:

- Access: Site access will require crossing Midlothian Creek and building in the floodplain. This will require adherence to FEMA guidelines, and will likely require compensatory storage either on or off site. Site access also requires crossing an Iowa Interstate railroad track, which will require coordination with Iowa Interstate. In addition, access to the proposed expansion site relies on the improvement of the 137th Street right of way located entirely within the Village of Robbins, and likely the need for a new traffic signal at 137th Street and Kedzie Avenue. This will require a high level of interjurisdictional cooperation, but is an improvement will benefit both municipalities.
- Environment: Sites south Midlothian Creek are anticipated to have environmental conditions that may require remediation. Remediation to a level allowing industrial development will be required.
- Land Assembly: 14 parcels make up the proposed Acme Expansion site, with two primary occupants. Although many parcels south of Midlothian Creek are tax-delinquent, and some are available immediately through Cook County's no-cash bid program, land assembly is a challenge for full site build out as envisioned by the plan. In particular, parcels currently occupied by Thompson Towing will be more challenging to acquire since, at the time of this plan's publication, the owner has not indicated an intention to vacate the site.

Potential Industrial Redevelopment Sites - West

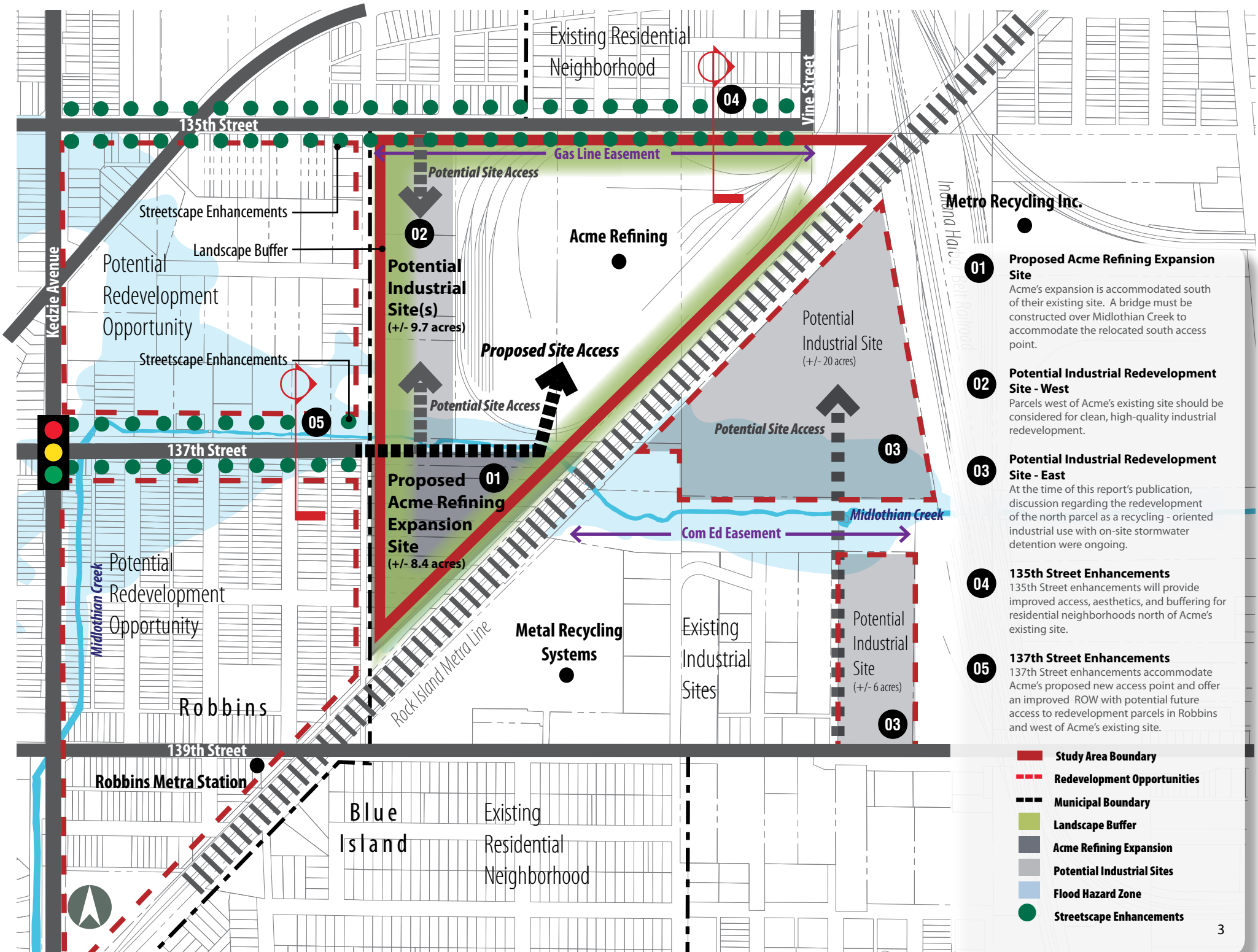
The junkyards west of the existing Acme Refining site should be considered for future redevelopment as clean, high-quality industrial sites. Ideally, improved sites could house uses symbiotic to the many recycling uses already present within the South COD area. Special considerations for the redevelopment of these parcels include:

- Access: Two potential access strategies are proposed for these sites. Should the parcels be redeveloped for a single user, access is proposed off of 137th Street. Should the parcels redevelop to serve two users, a north and south access point may be necessary.
- Environment: Phase One Environmental Site Assessment work has revealed that some level of clean-up, appropriate to accommodate industrial use, may be necessary prior to redevelopment. Phase Two testing is pending and will reveal the extent of site contamination.
- Land Assembly: The proposed redevelopment area is comprised of five parcels occupied by two operating businesses.

Potential Industrial Redevelopment Sites - East

In addition to sites within the immediate study area, these two parcels in the greater South COD could be redeveloped for use that supports the goal of this plan. These two sites are currently held by the same land trust and are used for construction waste disposal. In the Opportunity Analysis phase, the large northern site was identified as a potential site for regional detention. While this is a viable use for the site, it is also a candidate for future industrial use, particularly in light of its large size and single-owner status. Special considerations include:

- Access. The biggest challenge to site redevelopment is access. No existing public access to the site exists. Site access will also require crossing an existing Com Ed easement, a new Midlothian Creek crossing and associated construction within the existing floodplain.



Metro Recycling Inc.

- 01 Proposed Acme Refining Expansion Site**
Acme's expansion is accommodated south of their existing site. A bridge must be constructed over Midlothian Creek to accommodate the relocated south access point.
- 02 Potential Industrial Redevelopment Site - West**
Parcels west of Acme's existing site should be considered for clean, high-quality industrial redevelopment.
- 03 Potential Industrial Redevelopment Site - East**
At the time of this report's publication, discussion regarding the redevelopment of the north parcel as a recycling-oriented industrial use with on-site stormwater detention were ongoing.
- 04 135th Street Enhancements**
135th Street enhancements will provide improved access, aesthetics, and buffering for residential neighborhoods north of Acme's existing site.
- 05 137th Street Enhancements**
137th Street enhancements accommodate Acme's proposed new access point and offer an improved ROW with potential future access to redevelopment parcels in Robbins and west of Acme's existing site.

- — — **Study Area Boundary**
- - - - **Redevelopment Opportunities**
- Municipal Boundary**
- Landscape Buffer**
- Acme Refining Expansion**
- Potential Industrial Sites**
- Flood Hazard Zone**
- **Streetscape Enhancements**

135th Street Right of Way Improvements - Kedzie Avenue to Vine Street

Aesthetic improvements to the 135th Street right of way are proposed to improve access to residential neighborhoods north of the study area, improve neighborhood aesthetics, and provide a buffer between residents and their industrial neighbors. The relocation of Acme's entrance to 137th street will greatly reduce the amount of truck traffic disturbance along the street. Additionally, the lighter traffic loads will provide the opportunity for pedestrian scale improvements.

Proposed improvements are illustrated in the sketch below, and in the comparable images on the opposite page. The schematic cost summary estimates cost for roadway reconstruction, basic streetscape improvements, and a basic landscape buffer (assumed only within the public right of way). Upgraded streetscape materials will increase cost per linear foot.

Special considerations:

- A gas line easement is located somewhere along south side of the 135th Street right of way. Certain landscape improvements are restricted within the easement.
- The existing right of way is narrow, and there is not land available for expansion. Proposed improvements occur within the existing right of way.
- To achieve a consistent 135th Street streetscape, proposed improvements occur partially within the Village of Robbins.

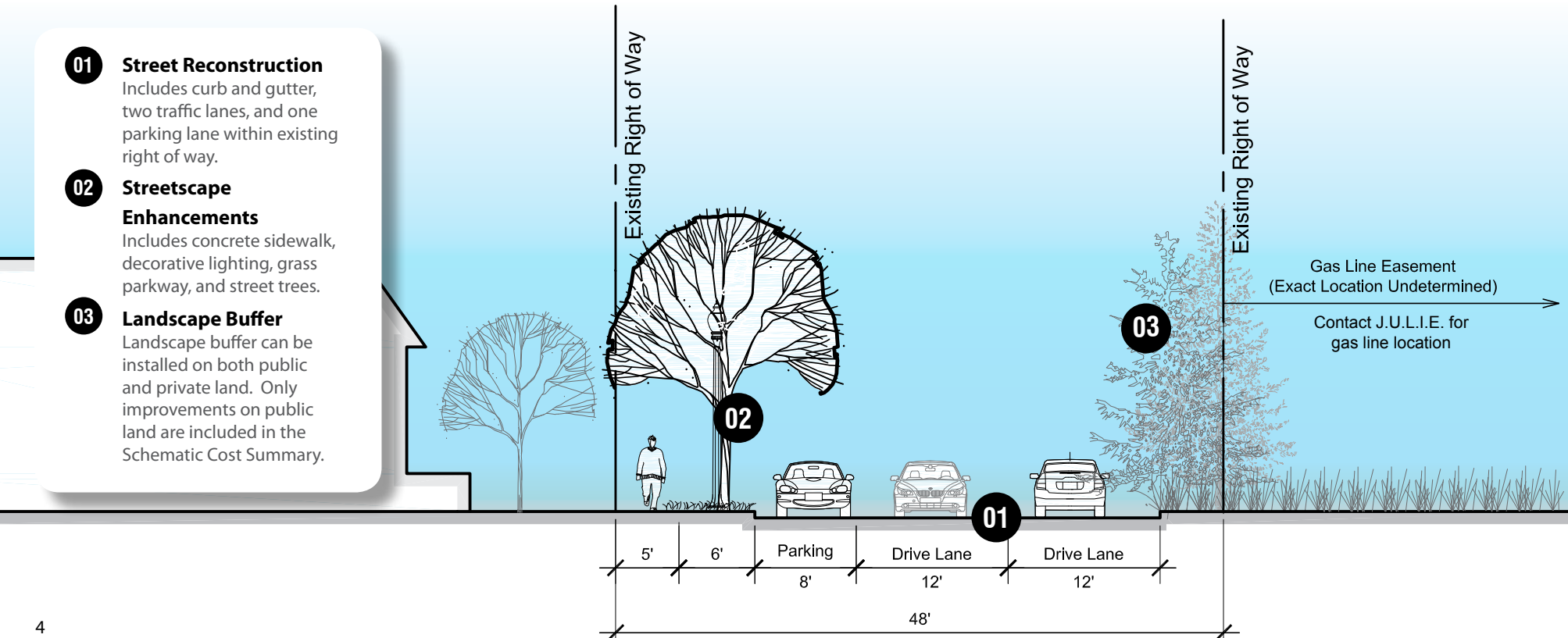
135th Street Improvements - SCHEMATIC COST SUMMARY

Description	Quantity	Unit Cost	Total Cost
135th Street Enhancements	3,225 LF	\$800	\$2,580,000
		Total:	\$2,580,000

Notes:

- Summary costs have been rounded to reflect the level of accuracy that can be expected at the conceptual design phase. Costs are provided for general budgeting purposes only. Actual costs will vary based on the specific results of preliminary and final design and engineering studies.
- Costs are based on a 100 foot prototype streetscape section and are provided for general budgeting purposes only. Actual quantities and costs will vary based on specific site conditions and final material selections.
- Costs shown assume delivery through a general contractor public bidding process, including material purchase, installation, 15% design/bid contingency, and 5% construction contingency.

- 01 Street Reconstruction**
Includes curb and gutter, two traffic lanes, and one parking lane within existing right of way.
- 02 Streetscape Enhancements**
Includes concrete sidewalk, decorative lighting, grass parkway, and street trees.
- 03 Landscape Buffer**
Landscape buffer can be installed on both public and private land. Only improvements on public land are included in the Schematic Cost Summary.





137th Street Right of Way Improvements - Kedzie Avenue to Sacramento Avenue Right of Way

The primary purpose of 137th Street improvements is to provide a new access to the proposed Acme site. 137th Street improvements also provide the opportunity to transform aesthetics of the area and improve access to study area sites.

Proposed improvements are illustrated in the sketch below, as well as in the comparable images on the opposite page. The schematic cost summary provides a linear foot cost for basic streetscape improvements. Upgraded streetscape materials will increase the stated linear foot costs.

Special Considerations:

- Proposed improvements to the 137th Street right of way occur exclusively within Robbins. This will require intergovernmental cooperation.
- The existing right of way is very narrow. Property acquisition south of the right of way, to protect Midlothian Creek, will be necessary for roadway reconstruction. Many of these properties have been acquired by Cook County, which may expedite the acquisition process.
- Proposed improvements occur within floodplain. FEMA requirements will have to be considered in planning for the new roadway. Associated compensatory storage requirements or roadway construction requirements may increase construction cost.

137th Street Improvements - SCHEMATIC COST SUMMARY

Description	Quantity	Unit Cost	Total Cost
137th Street Enhancements	1,350 LF	\$875	\$1,181,250
Traffic Signalization	1 LS	\$400,000	\$400,000
		Total:	\$1,581,250

Notes:

- Summary costs have been rounded to reflect the level of accuracy that can be expected at the conceptual design phase. Costs are provided for general budgeting purposes only. Actual costs will vary based on the specific results of preliminary and final design and engineering studies.
- Costs are based on a 100 foot prototype streetscape section and are provided for general budgeting purposes only. Actual quantities and costs will vary based on specific site conditions and final material selections.
- Costs shown assume delivery through a general contractor public bidding process, including material purchase, installation, 15% design/bid contingency, and 5% construction contingency.
- Costs shown do not include soft costs such as land acquisition expenses.

01 Street Reconstruction

Cross section per IDOT specifications. Includes two traffic lanes with curb and gutter.

02 Streetscape Enhancements

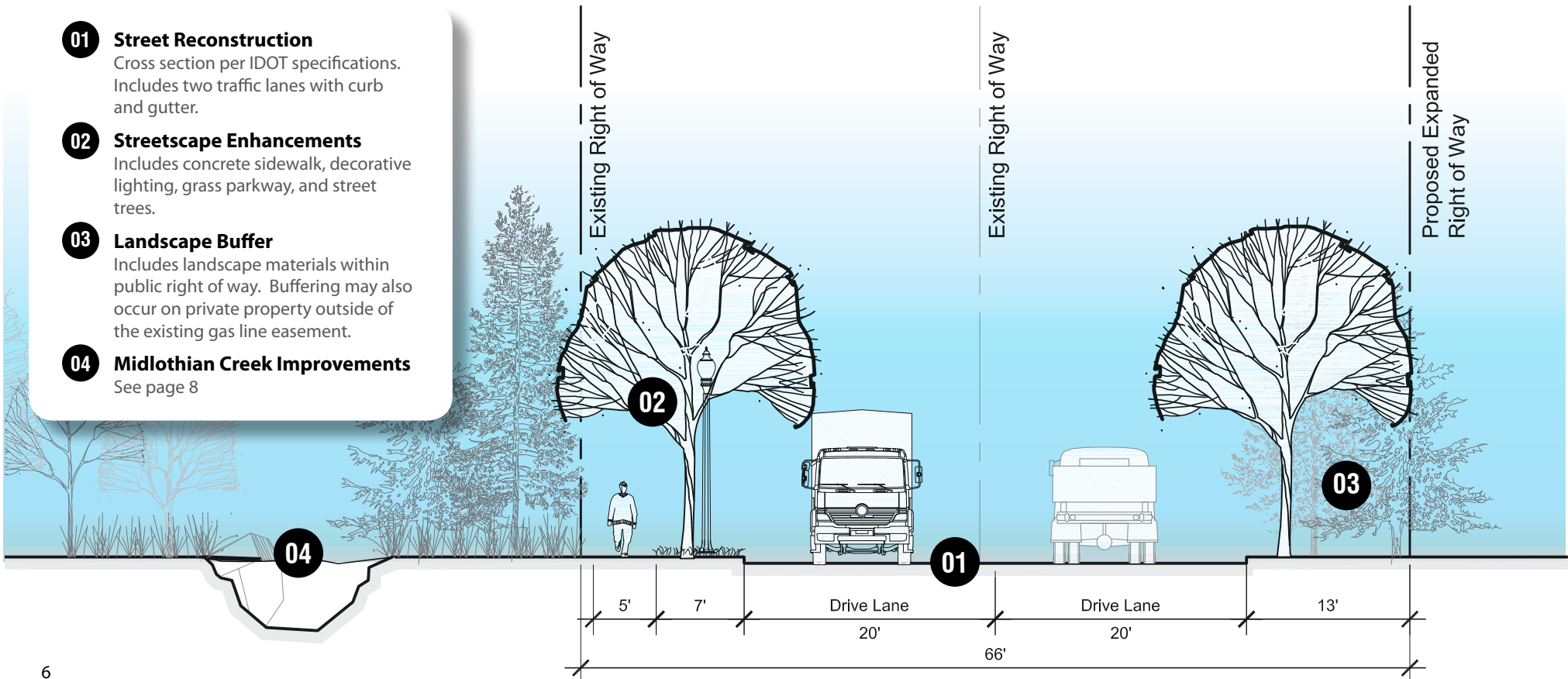
Includes concrete sidewalk, decorative lighting, grass parkway, and street trees.

03 Landscape Buffer

Includes landscape materials within public right of way. Buffering may also occur on private property outside of the existing gas line easement.

04 Midlothian Creek Improvements

See page 8





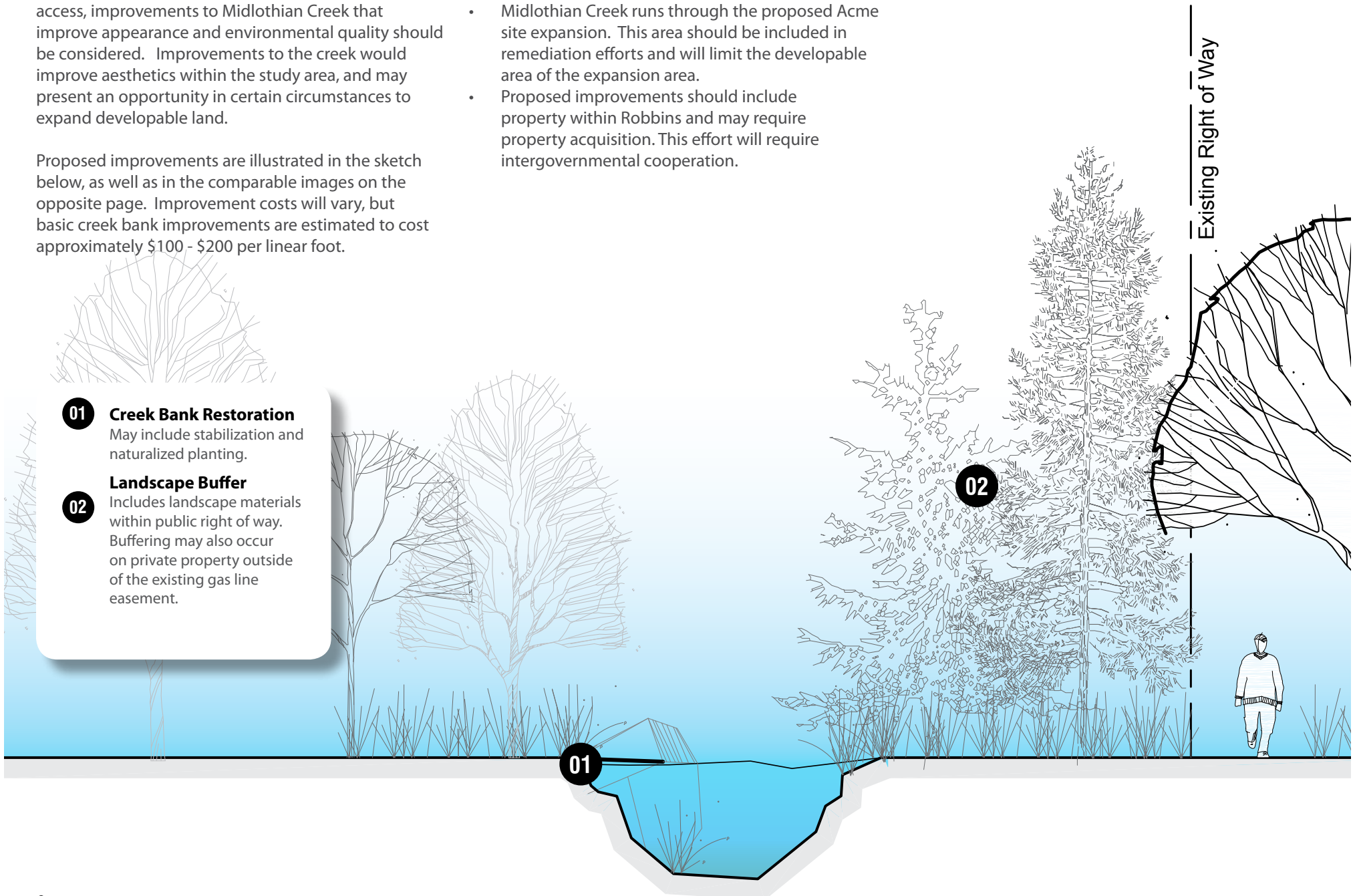
Midlothian Creek Enhancements - Kedzie Avenue to Rock Island Railroad Right of Way

In addition to corridor improvements that improve access, improvements to Midlothian Creek that improve appearance and environmental quality should be considered. Improvements to the creek would improve aesthetics within the study area, and may present an opportunity in certain circumstances to expand developable land.

Proposed improvements are illustrated in the sketch below, as well as in the comparable images on the opposite page. Improvement costs will vary, but basic creek bank improvements are estimated to cost approximately \$100 - \$200 per linear foot.

Special Considerations:

- Midlothian Creek runs through the proposed Acme site expansion. This area should be included in remediation efforts and will limit the developable area of the expansion area.
- Proposed improvements should include property within Robbins and may require property acquisition. This effort will require intergovernmental cooperation.



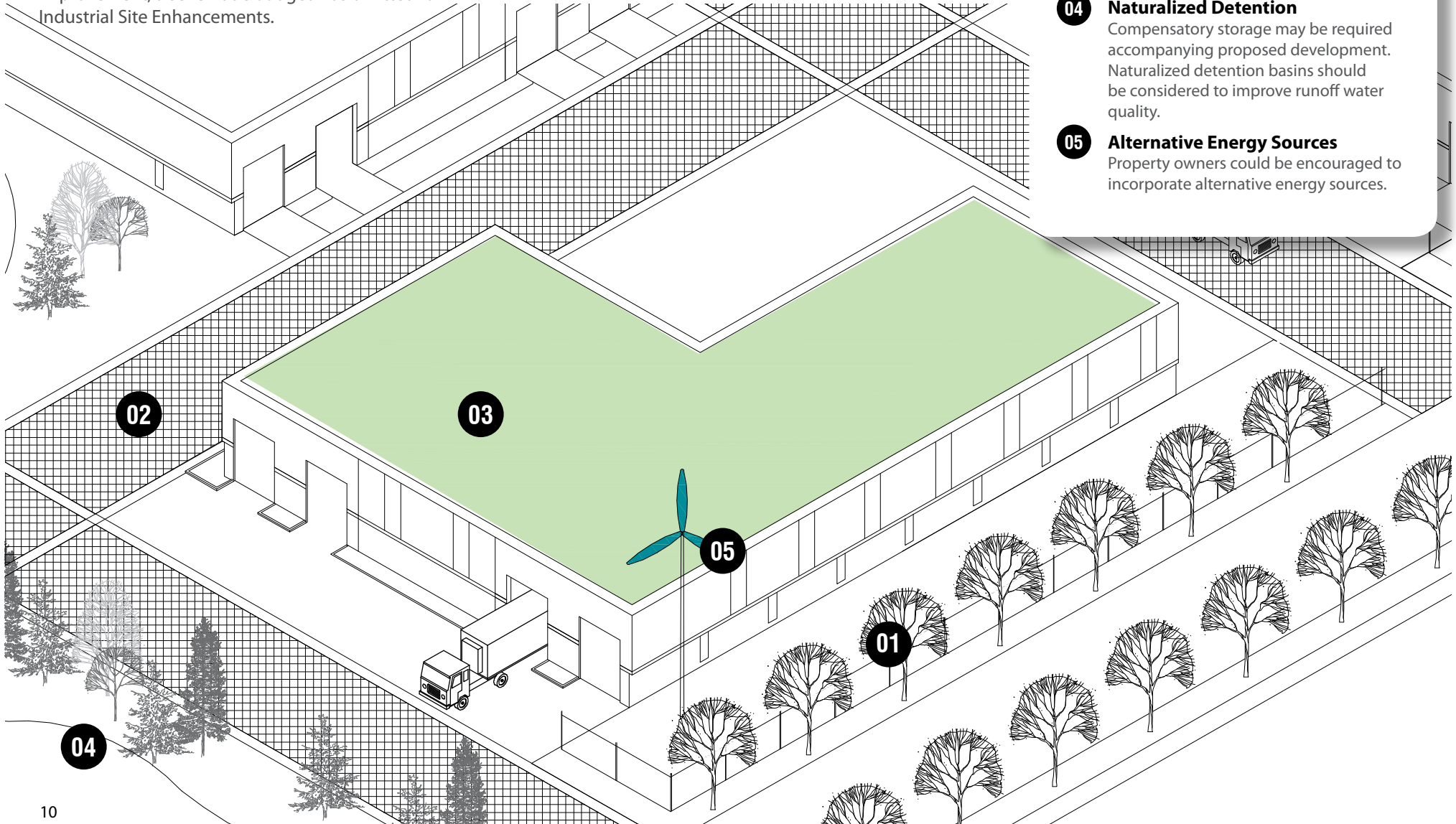


Industrial Site Enhancements

As part of the plan's initiative to enhance aesthetics and improve natural systems, the City should encourage property owners to implement aesthetic enhancements and environmental best management practices. Example site improvements are illustrated on the sketch below. Since site conditions vary dramatically and strongly effect pricing of proposed improvement, a schematic budget was omitted for Industrial Site Enhancements.

Special Considerations:

- The City could incentivize the implementation of environmental BMP's through special programs, and should consider requiring certain initiatives for new development. This will require development code creation and enforcement.



- 01 Landscape Buffering**
Landscape buffering should be required, especially between industrial and non-industrial land uses.
- 02 Permeable Paving**
Permeable paving should be considered, when soil conditions are appropriate, to help reduce stormwater runoff.
- 03 Green Roofs**
Green roofs should be considered for industrial buildings.
- 04 Naturalized Detention**
Compensatory storage may be required accompanying proposed development. Naturalized detention basins should be considered to improve runoff water quality.
- 05 Alternative Energy Sources**
Property owners could be encouraged to incorporate alternative energy sources.





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