

## SECTION 4: **OPPORTUNITY SITES**

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The land use and urban design analysis and the assessment of market development opportunities discussed in the previous sections of this *Plan* are the first steps in redesigning the Study Area. The land-use planning combined with an economic analysis, yields a sound basis for further planning and new development within the Study Area.

### **Approach to Improvement and Redevelopment:**

Many existing uses in the Study Area are sound and viable. However, there are significant opportunities for new development and redevelopment along the major corridors.

The *Plan* allows for improvement and redevelopment to occur in the Study Area over a period of years, in a series of phases, as opportunities arise and resources become available. While redevelopment might take place over a period of years, redevelopment should not occur as a series of isolated and unrelated projects. While each project should be capable of standing on its own merits, each should also be consistent with the *Design Guidelines* as presented in Section 6 for the Study Area as a whole.

Furthermore, since redevelopment will be phased over a period of years, the Plan addresses both the short- and long-term needs of the various Opportunity Sites. For example, short-term improvements for certain sites might include the enhancement of sites, buildings, parking lots, design enhancements, and development of sites that are currently vacant and readily available for development. Long-term improvements might include large-scale redevelopment, requiring potential land assembly and more significant investments within the area.

### **Properties Susceptible to Change**

While development or redevelopment could conceivably occur anywhere within the Study Area, several properties appear to be more “susceptible” to change than others and could present strong redevelopment opportunities.

Properties potentially subject to change are illustrated and described in more detail in Figure 10 and include:

- Pending and Current Projects,
- Vacant properties,
- Underutilized surface parking,
- Underutilized land parcels and deteriorated buildings,
- Select commercial properties,
- Select used car lots and auto repair facilities, and
- Select residential properties.

## Figure 10: Properties Susceptible to Change

While development or redevelopment could conceivably occur anywhere within the Study Area, several properties appear to be more "susceptible" to change than others and could present strong redevelopment opportunities. Properties potentially subject to change are illustrated below and include the following property types.

### Pending and Current Projects

1. A 7-level 6,300 car public parking garage is currently under construction on the north side of 55th Street between Laramie and Cicero Avenue to serve Midway Airport. Phase II is planned to begin construction in 2006 and will include a 5-level consolidat-

### Vacant Properties

There are over 150 vacant and underutilized parcels scattered throughout the Study Area. A significant concentration of these properties is located at the southeast corner of Cicero Avenue and I-55, and presents a unique

acterized by: a) underutilization; b) marginal uses; and c) functional obsolescence. These properties have potential for redevelopment in the future.

**Underutilized Parking Lots.** There are several parking lots along the Cicero Avenue corridor and along the major east-west streets that are currently underutilized. These sites may be subject to redevelopment or enhanced parking to serve new developments.

### Commercial Properties

This category includes commercial properties that are currently occupied by sound and viable businesses that may be subject to intensification or redevelopment due to their location, age, current use, and physical condition. These properties might be improved and upgraded, or combined with nearby properties for redevelopment.

Many of the commercial properties within the Study Area are older and have an unattractive appearance from the major roadways and pedestrian routes. Opportunities to improve or redevelop these properties should be considered.

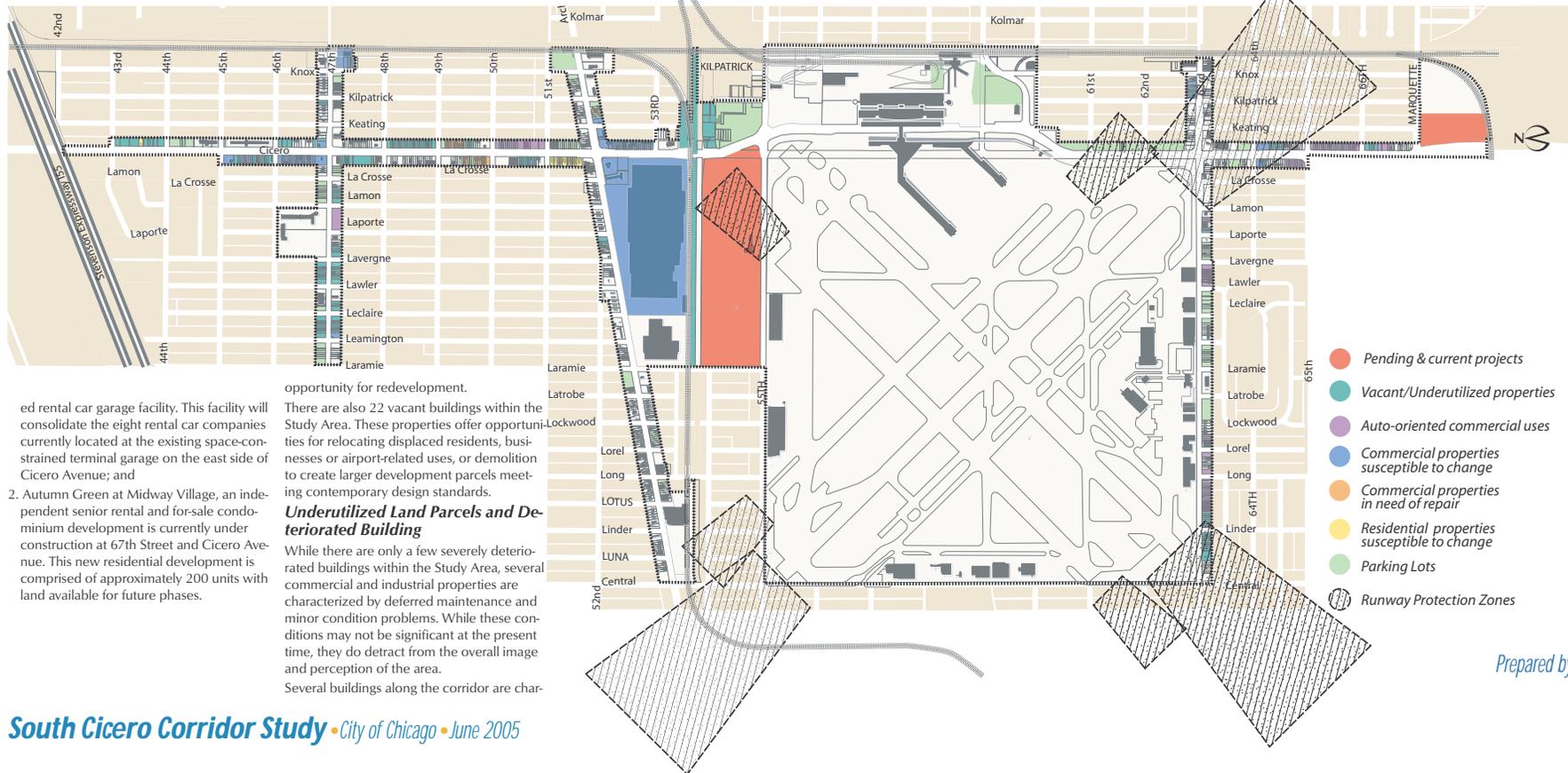
### Auto-Oriented Commercial Uses

While the Study Area has no truly incompatible uses, some auto-oriented commercial uses and repair shops do occupy prominent and highly visible sites within the corridor. Even though these may be viable businesses, they may also represent an underutilization of prime frontage properties and may eventually be subject to future redevelopment. Underutilized industrial and auto-oriented sites may become prime sites for more compatible commercial uses. Also, given the potential for 47th Street to become predominantly residential, existing auto-oriented businesses

along 47th Street may not be appropriate in the future.

### Residential Properties

Residential uses in close proximity to industrial and commercial uses may represent incompatible landuse configuration if not appropriately buffered. This category also highlights several older residential properties that are located along or near the major streets that pass through the Study Area. Certain properties of these might be replaced with new multi-family housing, or be redeveloped for new businesses, parking, or public open space.



- ed rental car garage facility. This facility will consolidate the eight rental car companies currently located at the existing space-constrained terminal garage on the east side of Cicero Avenue; and
2. Autumn Green at Midway Village, an independent senior rental and for-sale condominium development is currently under construction at 67th Street and Cicero Avenue. This new residential development is comprised of approximately 200 units with land available for future phases.

opportunity for redevelopment. There are also 22 vacant buildings within the Study Area. These properties offer opportunities for relocating displaced residents, businesses or airport-related uses, or demolition to create larger development parcels meeting contemporary design standards.

### Underutilized Land Parcels and Deteriorated Building

While there are only a few severely deteriorated buildings within the Study Area, several commercial and industrial properties are characterized by deferred maintenance and minor condition problems. While these conditions may not be significant at the present time, they do detract from the overall image and perception of the area.

Several buildings along the corridor are char-

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## Opportunity Sites

Based on the presence of susceptible properties described above and illustrated in Figure 10, Figure 11 illustrates the five sub-areas within the Study Area, as well as an overview of all the key opportunity sites identified for potential new commercial, office, residential, and mixed-use development. Followed by Figure 11 are the sub-area plans (Figures 12-16), which provide detailed analysis on the individual key sites within each sub-area.

Figures 11 - 16 highlight potential Opportunity Sites within the Study Area that have been identified as having strong potential for future improvement and redevelopment based on both our physical assessment and market findings for the Study Area. The Opportunity Sites are identified by the following development priorities:

**Priority 1:** Potential development within next 1 - 5 years

**Priority 2:** Potential development within next 6 - 8 years

**Priority 3:** Potential development within next 8 + years

These development priority rankings were based on the following factors:

- Land Assembly Issues
- Site Configuration
- Taxpayer Information
- Existing Use
- Market Demand

The existing characteristics and future potentials of each Opportunity Site are presented in Table 1, which highlights the following:

- Site Location,
- Site Size,
- Strengths,
- Challenges,
- Improvement or Redevelopment,
- Future Development/Improvement Recommendations,
- Current Zoning,
- Recommended Zoning, and
- Development Priority.

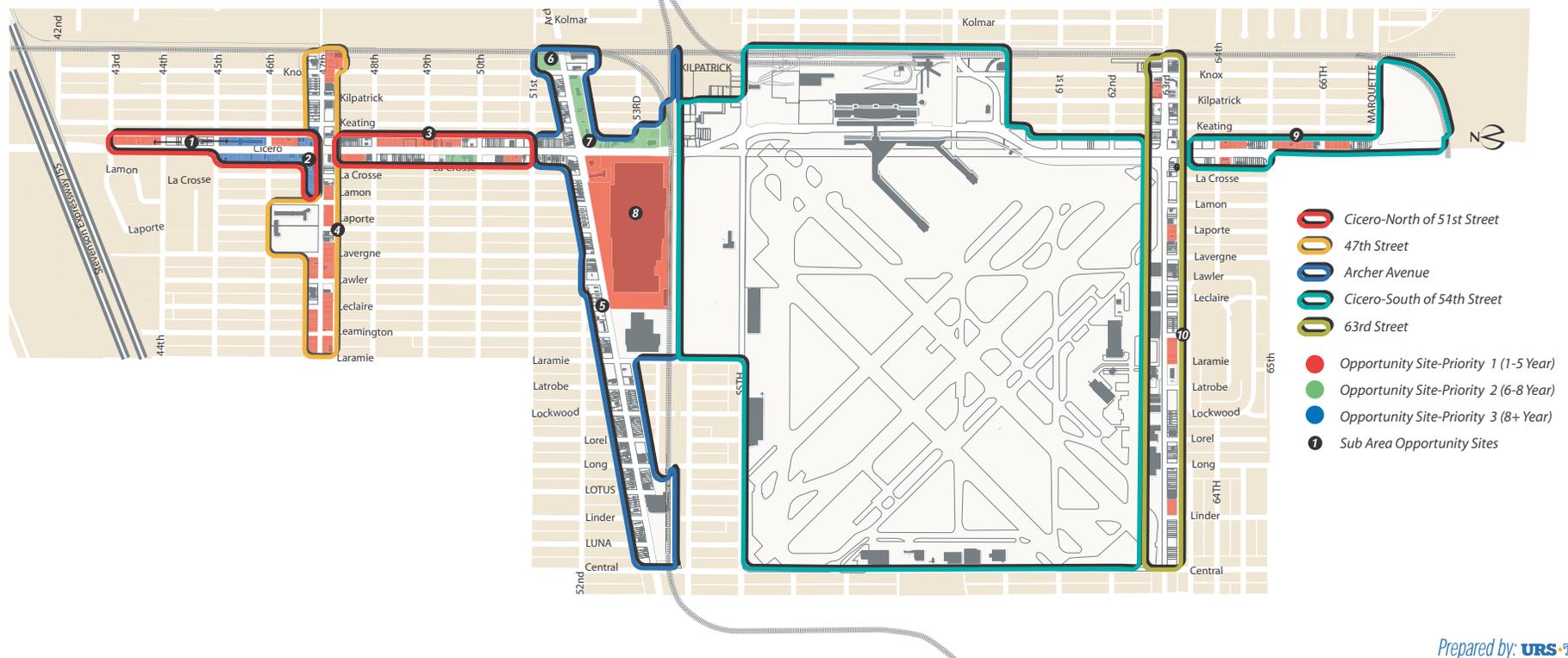
The figures represent an identification of key development opportunity sites, a summary of their strengths and weaknesses, and an initial recommendation for market- and community-appropriate development on each site.

## Figure 11: Sub-Area Plan and Key Opportunity Sites

The map presented below illustrates the five sub-areas within the Study Area, as well as an overview of all the key opportunity sites. Given the large size and varying characteristics of the Study Area, sub-areas were created to better address planning issues within the various corridors. These sub-areas include:

- Cicero Ave – North of 51st Street
- 47th Street
- Archer Avenue
- Cicero Avenue – South of 54th Street
- 63rd Street

The purpose of this map is to provide an overview of all the key opportunity sites within the Study Area and how they relate to the various sub areas. Detailed opportunity site analysis is provided in the Sub-Area Plans (Figures 12 – 16).



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## Figure 12: Opportunity Sites, Cicero Avenue- North of 51st Street

Cicero Avenue is a major arterial street providing regional connections to Downtown Chicago, I-55, Midway Airport, numerous City of Chicago community areas, and nearby suburbs. A diverse mix of current uses, including retail, commercial establishments, multi-family residential, and vacant land and buildings characterizes this corridor between I-55 and Midway Airport. The future vision for this corridor is an attractive, rejuvenated commercial area serving three customer segments: local neighborhood residents and workforce, destination shoppers, and airport or expressway travelers. In addition to an improved and conveniently located selection of retail goods and service providers, development of new retail and commercial space could offer easily accessible job opportunities for neighborhood residents. Redevelopment of key sites within this corridor will take advantage of several favorable conditions: current vacancies, expressway visibility, convenient access from Cicero Avenue and I-55, and high levels of automobile traffic. Market forces are already moving towards implementation of the vision for this corridor, with some private land assembly and proposals for development underway.

### Opportunity Sites

**LeClaire Courts** LeClaire Courts/Extension (LeClaire) Public Housing development is located just outside of the Study Area along the westside of Cicero Avenue between I-55 and 45th Street. Even though LeClaire is located outside the Study Area it is important to note that CHA is currently working with the URS Consultant Team to create a Plan for Transformation for LeClaire with the goal of improving housing conditions and the integration of the LeClaire residents with the larger community. Specific recommendations for this site will be addressed in the *LeClaire Court Redevelopment Plan* prepared by URS Corporation for the Chicago Housing Authority, which could further strengthen the development potential along Cicero Avenue.

**Site 1** is approximately 5.5 acres in size and contains a mix of vacant land and buildings, parking lots and commercial uses. This priority site is anticipated for improvement of existing businesses, as well as new development on existing vacant and underutilized sites. Recommended new development includes neighborhood and highway commercial and retail uses. Development and/or improvement is expected

over various time frames. Current vacant and underutilized sites could easily be redeveloped within the next 5 years while the other sites may be longer term, requiring land assembly or business investment of existing properties. The City should work with existing property owners and potential developers to assemble and market sites for redevelopment.

**Site 2** encompasses approximately 4.7 acres located at the northwest corner of 47th Street and Cicero Avenue. Strategically located near I-55 and directly adjacent to the future redevelopment of LeClaire, this site holds the potential to become a strong anchor for the Cicero Avenue corridor if the site is configured to meet modern day development and design standards. Currently the majority of the parcels along Cicero Avenue are limited in depth to around 100 feet and typically can only support traditional "strip center" development. It is recommended that the City implement zoning district changes on properties within and adjacent to Opportunity Site 2 that would permit contemporary commercial development. Such zoning changes would encourage the private development community to assemble

properties and create sites with sufficient depth that will attract and support a sizable retail development serving the surrounding neighborhoods. It is also recommended that residential units be included on the upper floors, helping to connect the residential development being recommended along 47th Street.

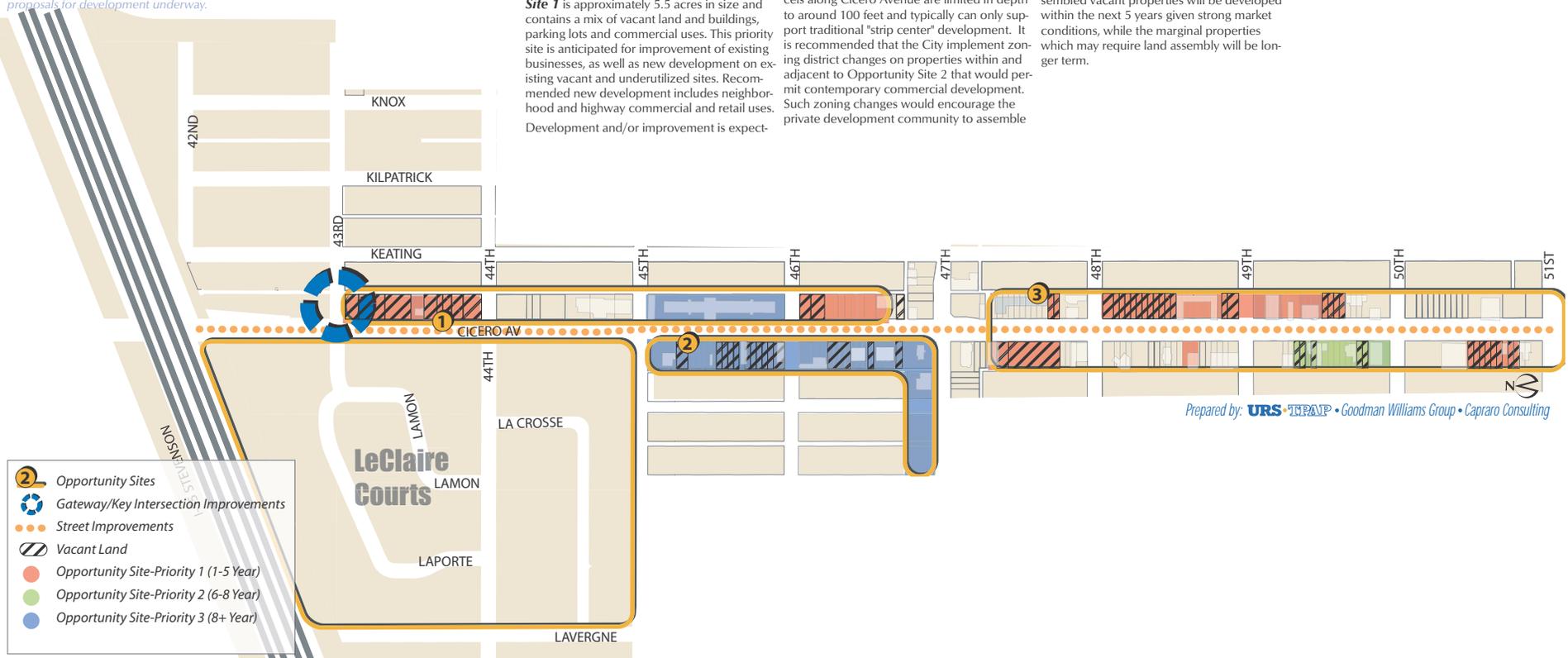
**Site 3** encompasses approximately 5 acres of underutilized property on Cicero Avenue between 47th Street and 51st Street. This area contains a mix of uses including: highway commercial/retail, multi-family residential, auto-oriented commercial, rental car agencies' overflow lots, vacant and underutilized sites. Site 3 contains several areas where adjacent vacant parcels have been assembled under one ownership, making these areas ripe for future development. It is anticipated that these existing assembled vacant properties will be developed within the next 5 years given strong market conditions, while the marginal properties which may require land assembly will be longer term.

### Gateway Demarcations

New gateway design features should be developed at select locations. These might incorporate an attractive corridor or airport logo or other visual symbol to denote this area as a gateway corridor into the City of Chicago.

### Streetscaping Improvements

While streetscape improvements have been made to Cicero Avenue, future improvements should include street trees, parkway landscaping, street light fixtures, and directional signage. Median and parkway landscaping should respect Cicero Avenue as a major Arterial and designed so as to not impede traffic flow and visibility



## Figure 13: Opportunity Sites, 47th Street

The 47th Street corridor between Laramie Avenue and the Kenton Line railroad tracks east of Knox Avenue is surrounded on the north and south by solid residential neighborhoods. The corridor itself, however, features numerous underutilized properties and a significant number of vacant lots and buildings, reflecting the erosion of the corridor's historic purpose as a neighborhood shopping street. The vision for the 47th Street Corridor is to maintain its neighborhood and pedestrian orientation, while encouraging redevelopment as a residential zone. Housing in a variety of product types and price ranges, interspersed with some neighborhood-oriented retail or services at key intersections, would help to reestablish vitality and positive activity along the corridor.

### Opportunity Sites

**Site 4** encompasses approximately 9 acres of vacant parcels on 47th Street between Laramie and the railroad tracks just east of Knox Avenue. The majority of the sites along this corridor are either vacant or underutilized. 47th Street was historically intended to be a neighborhood commercial corridor. The old neighborhood habits of daily shopping have been generally replaced with supermarkets and big-box retail stores. People no longer want to invest the time to make separate stops at the bakery or the butcher. In many ways, the role and function of the traditional neighborhood commercial district has changed. This has left many commercial corridors throughout Chicago looking for new ways to remain useful.

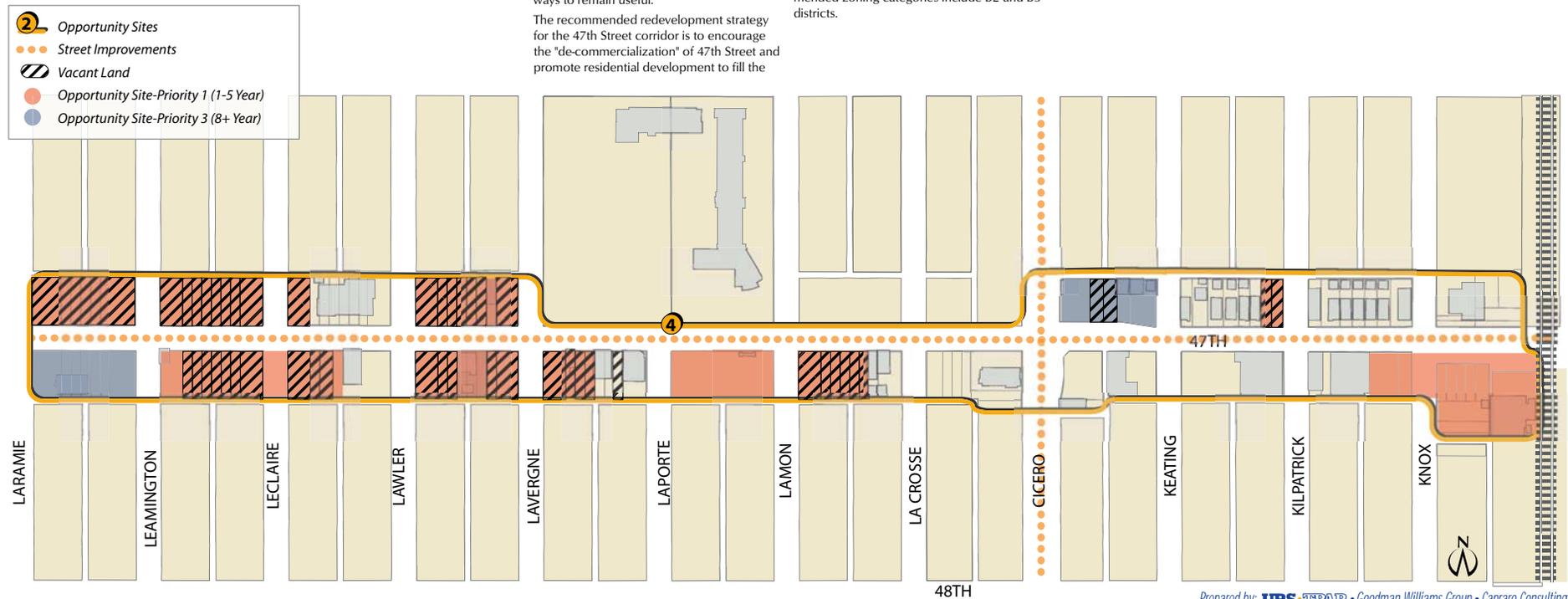
The recommended redevelopment strategy for the 47th Street corridor is to encourage the "de-commercialization" of 47th Street and promote residential development to fill the

void left by commercial businesses that are no longer viable along 47th Street. Recommended residential development along 47th include: attractive townhomes, 3 to 6 unit walk-ups, 3 - 5 story condominium and/or rental buildings, and mixed-use buildings at key intersections with neighborhood retail/services on the ground floor. Currently, there is strong residential demand in the area, which indicates that this corridor has potential to be redeveloped within the next five years.

The majority of this corridor is currently zoned as C1-2, B1-1, and B2-1 Districts. It is recommended that this corridor be re-zoned to allow for the above referenced residential units types and to allow for residential development on the ground floors. Such recommended zoning categories include B2 and B3 districts.

### Streetscaping Improvements

Coordinated streetscape improvements should be undertaken along 47th Street. Improvements should include street trees, parkway landscaping, street light fixtures, pedestrian lighting, and directional signage.



## Figure 14: Opportunity Sites, Archer Avenue

The Archer Avenue corridor is bounded by Central Avenue on the west and the Kenton Line railroad tracks east of Knox Avenue. This stretch of Archer Avenue is a dense, mixed-use commercial corridor serving local and regional traffic, carrying on average over 29,000 vehicles per day. The vision for this corridor is to strengthen the existing commercial character. Much of the current commercial development - small businesses, neighborhood goods and services, and specialty goods - is currently healthy and well-maintained, although there are instances of deferred maintenance and opportunities for aesthetic improvement. As an alternate route into downtown Chicago from the Midway Airport, the image and strength of this corridor is important not only for the neighborhood, but also for the City as a whole.

### Opportunity Sites

**Site 5** generally includes Archer Avenue as a whole between Central Avenue and the railroad tracks. Archer Avenue is a healthy mixed-use commercial corridor with relatively little to no vacancies. While there are only a few severely deteriorated buildings along Archer Avenue, some of the properties can be characterized as "weathered and tired" exhibiting some deferred maintenance and minor condition problems. While these conditions may not be significant at the present time, they do detract from the overall image and perception of the area. It is recommended that over time these existing properties be improved through renovation efforts and/or façade improvements. Such improvements can be undertaken by the individual property owners and businesses within the next five years and can be encouraged through the various City improvement and investment assistance programs.

**Site 6** is approximately 2 acres in size and is located at the northeast corner of Archer and Knox Avenues. This site is currently underutilized and used as a trucking facility. Recognizing that future access of this site may be reduced and/or eliminated by the proposed CREATE rail crossing grade separation at Archer Avenue and the Kenton Line, a trucking facility is not the highest and best use for this site. Given the ample depth

of the site and potential access restrictions, a light manufacturing use is recommended. Alternatively, if access is completely restricted due to rail crossing improvements, open space may be appropriate. Potential development timing for this site is estimated to occur within the next 6 to 8 years.

**Site 7** is approximately 7.3 acres in size and includes the property located at the southeast corner of Archer Avenue and Cicero Avenue. This site is highly visible and serves as a gateway to and from Midway Airport. As discussed above, future access may be restricted for parts of the site fronting Archer Avenue due to the planned CREATE rail crossing grade separation at Archer Avenue and the Kenton Line, potentially limiting the development potential of this site. However, given the expected commercial redevelopment of Site 11, this corner has strong redevelopment potential for creating a new image and "downtown" center for the area.

This opportunity area currently contains a mix of uses, such as vacant land and buildings, parking, local office, and retail establishments. Given the numerous existing businesses within this opportunity site, it is expected redevelopment will occur more in the long-term, within the next 6 to 8 years. It is recommended that this site be redeveloped as commercial service and office, serving the local neighborhoods and

airport operations.

**Site 8** is over 51 acres in size and includes the property located at the southwest corner of Archer and Cicero Avenues. The current uses include the Midway Business Center, Brandy's Restaurant, Skylark Motel, and the former Indiana Harbor Belt right-of-way.

These businesses are marginal in use and/or are currently underutilized. The approximately one million square feet of industrial/warehouse space within the Midway Business Center has been about 60% vacant this past year due to the departure of several key tenants. Little demand exists for this space due to increased congestion in the area and difficult truck access. This site is currently located within the Stevenson Industrial Corridor and is recommended to be removed from the corridor since market conditions indicate that industrial use is no longer the highest and best use.

Given the site's close proximity to Midway Airport and the Airport's future bus-way shuttle system, it is recommended that the site be redeveloped to support and help strengthen the airport's operations. Based on the site's size, configuration, strategic location, and market conditions, the site is recommended to be redeveloped into the following mix of uses: hotel/ conference, office/flex space, and retail. It is anticipated that this redevelopment could occur within

the next five years given that the majority of the site is under one ownership and market demand is strong.

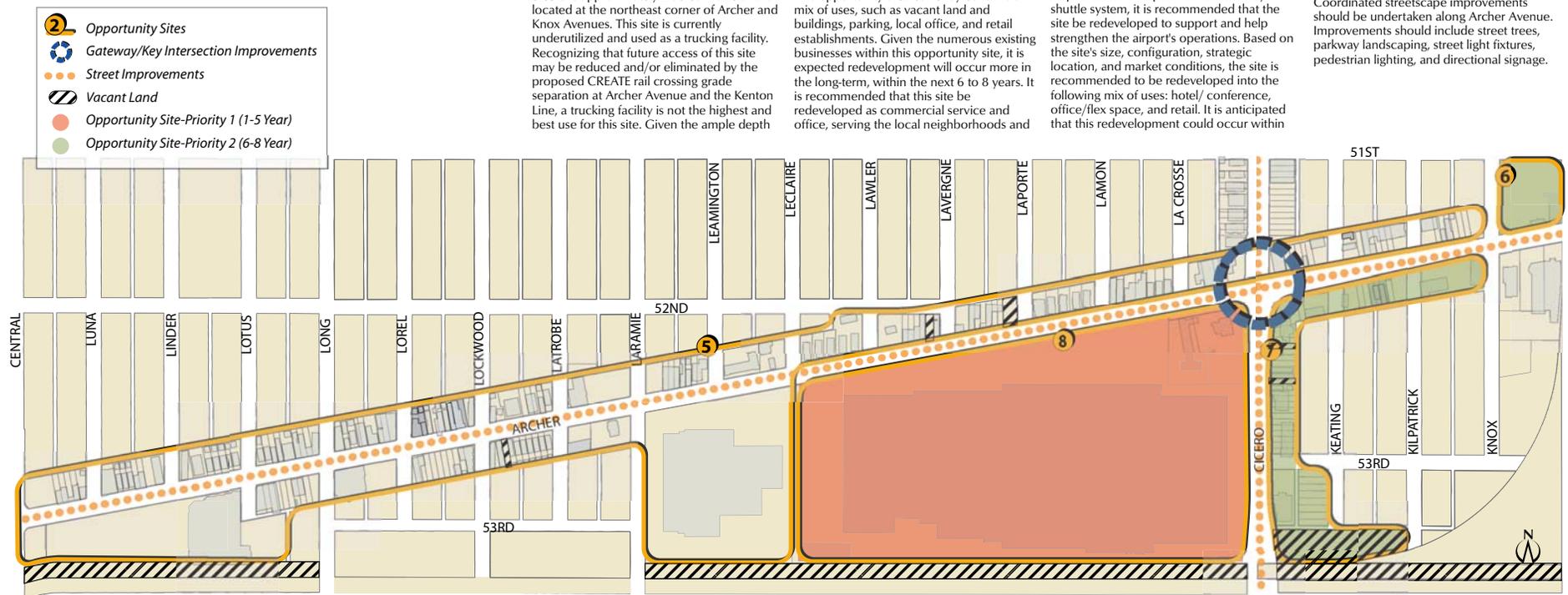
Given the site's large size and key location at the intersection of Archer Avenue and Cicero Avenue, redevelopment of this site provides an opportunity to truly change the character and face of the area, creating a sense of place for the surrounding neighborhoods. In addition, the development of hotel and conference facilities will significantly strengthen and improve airport operations, creating additional economic stimulus for the area.

### Gateway Demarcations

New gateway design features should be developed at select locations. These might incorporate an attractive corridor/airport logo or other visual symbol to denote this area as a gateway corridor into the City of Chicago.

### Streetscaping Improvements

Coordinated streetscape improvements should be undertaken along Archer Avenue. Improvements should include street trees, parkway landscaping, street light fixtures, pedestrian lighting, and directional signage.



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## Figure 15: Opportunity Sites, Cicero Avenue - South of 54th Street

The Cicero Avenue Corridor between 55th Street (Midway Airport) and 67th Street is a major arterial street, and serves as a linkage between the Airport, the far southwest side of the City of Chicago, and near southwest suburbs. Near the airport, the corridor is currently characterized by airport structures, parking and airport-related businesses; south of 63rd Street, there are a diverse mix of uses including retail, commercial, senior housing, and vacant land and buildings. The recent renovation of Midway Airport and attractive urban design projects in the surrounding environment should serve as a catalyst for further development and beautification along this corridor.

### Opportunity Sites

**Site 9** encompasses approximately 3.3 acres of vacant or underutilized property between 63rd Street and 67th Street along Cicero Avenue. Existing property owners have expressed interest in working collaboratively to redevelop select properties within the area. Given this collaborative effort and the area's close proximity to the airport and the Midway Hotel Center, it is expected that redevelopment could occur within the next five years. However, potential residential property acquisition may be required to assemble sites large enough to meet development criteria of national chain retailers. In addition to new retail development in the area, existing businesses

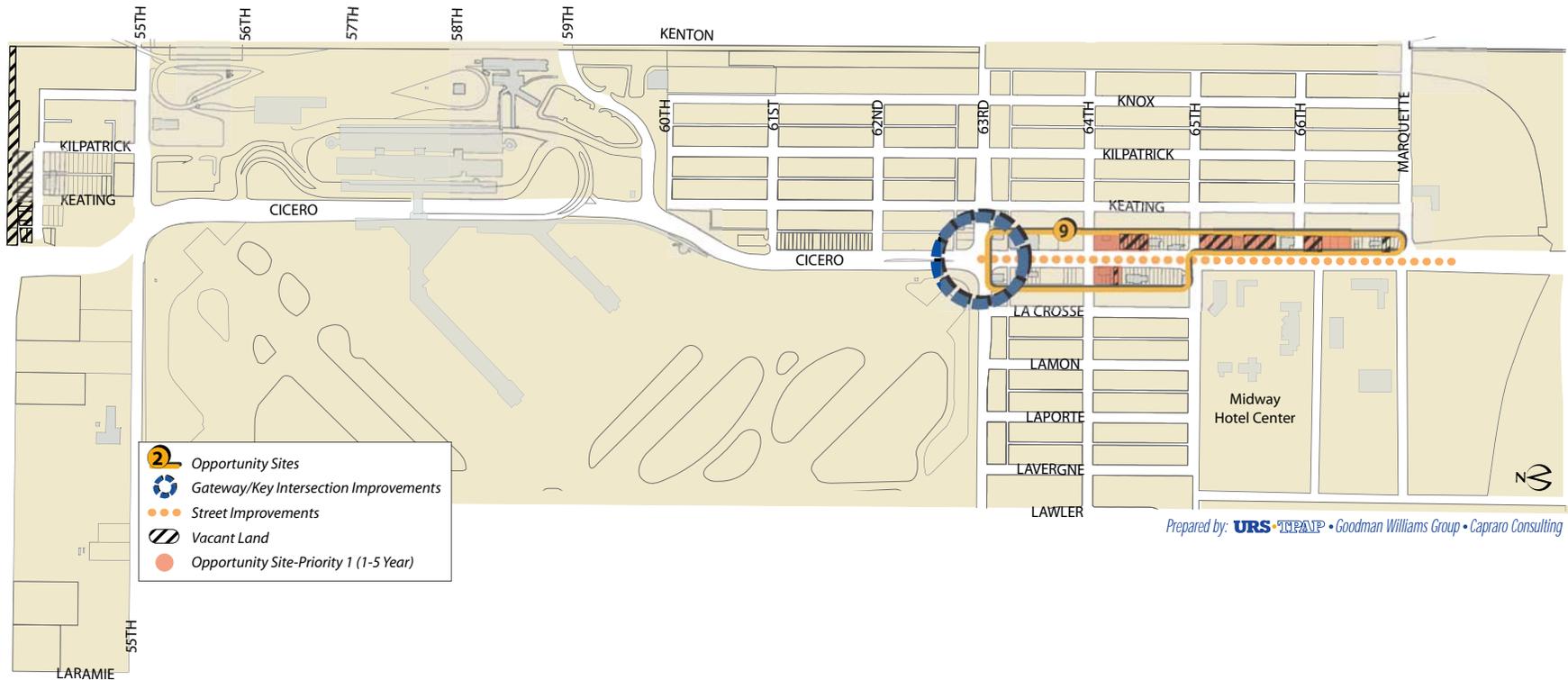
should be encouraged to improve and invest in their properties.

### Gateway Demarcations

New gateway design features should be developed at select locations. These might incorporate an attractive corridor/airport logo or other visual symbol to denote this area as a gateway corridor into the City of Chicago.

### Streetscaping Improvements

It is recommended that the existing streetscaping along the airport campus, between 54th Street and 63rd Street, be extended south to add continuity along Cicero Avenue and create a more inviting, pedestrian-friendly environment.



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## Figure 16: Opportunity Sites, 63rd Street

The 63rd Street corridor is bounded by Central Avenue on the west, and the Kenton Line railroad tracks east of Knox Avenue on the east. It is primarily a commercial corridor serving Midway Airport, which is located directly to the north. The corridor currently contains a diverse mix and quality of uses, and presents an incoherent boundary between the Airport, located on the north side of the street, and residential neighborhoods located behind the commercial uses on the south side of the street. The corridor, and development along its south side, would serve as effective edge for the Airport by reserving future development/redevelopment for ancillary airport-related functions and safety-related open space.

### Opportunity Site

**Site 10** encompasses approximately 3.4 acres of vacant and underutilized sites scattered along 63rd Street between Central Avenue and the Kenton Rail Line. These sites present the greatest opportunity for the City and/or Airport in the short-term to acquire and reserve land for future airport use. Given the immediate adjacency of Midway Airport on the north, this corridor holds the potential to become an extension of the airport. The airport is currently landlocked and airport development needs have been increasing over recent years, as demonstrated by airport-related activities locating along the 63rd Street corridor.

In the long-term, this corridor is recommended to be transitioned over to airport property,

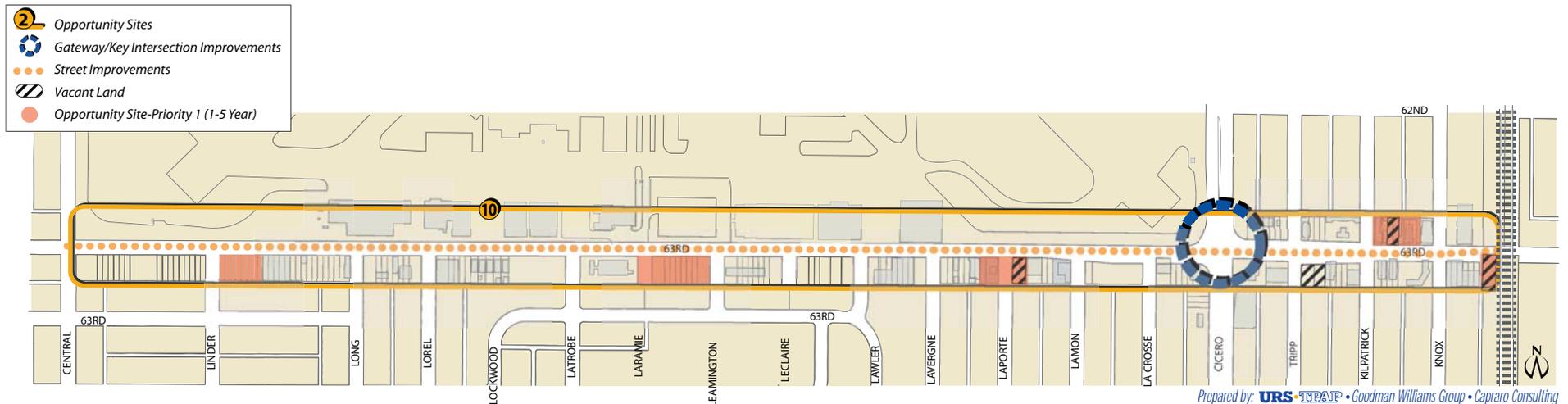
given the airport's limited physical growth capacity. Such transition will be long-term, likely occurring within the next 15 - 20 years, given the number of existing viable businesses along the corridor.

### Gateway Demarcations

New gateway design features should be developed at select locations. These might incorporate an attractive corridor/airport logo or other visual symbol to denote this area as a gateway corridor into the City of Chicago.

### Streetscaping Improvements

Coordinated streetscape improvements should be undertaken along 63rd Street. Improvements should include street trees, parkway landscaping, street light fixtures, and directional signage.



**Table 1: Assessment of Opportunity Sites**  
 South Cicero Corridor Study Area, Chicago, IL

Site Number and Location	Site Size	Strengths	Challenges	Improvement or Redevelopment	Future Development/Improvement Recommendations	Current Zoning*	Recommend. Zoning**	Development Priority	
<b>Cicero Avenue Corridor – North of 51<sup>st</sup> Street</b>									
1	Underutilized property on east side of Cicero between 43 <sup>rd</sup> and 48 <sup>th</sup>	5.5 acres	<ul style="list-style-type: none"> <li>Existing vacant properties</li> <li>Proximity to I-55</li> <li>Located on high-traffic Cicero Avenue</li> <li>Located on neighborhood collector street with bus access</li> <li>Inside Cicero/Archer TIF District</li> </ul>	<ul style="list-style-type: none"> <li>Multiple property owners</li> <li>Underutilized businesses currently on property</li> <li>Potentially high speculative land prices</li> <li>Limited depth lots</li> <li>May require residential acquisition to achieve deeper lots</li> </ul>	Combination	<ul style="list-style-type: none"> <li>Neighborhood commercial &amp; retail</li> <li>Highway commercial &amp; retail</li> </ul>	B3-1 B3-3 PD-602	Same as current	Depends on site; 1 – 8 Years
2	NWC of 47 <sup>th</sup> and Cicero, including: Cicero frontage between 45 <sup>th</sup> and 47 <sup>th</sup> , and 47 <sup>th</sup> frontage between Cicero and Lamon	4.7 acres	<ul style="list-style-type: none"> <li>Highly visible corner</li> <li>Proximity to I-55</li> <li>Located on high-traffic Cicero Avenue</li> <li>Property owners have expressed interest in developing</li> <li>Inside Cicero/ Archer TIF District</li> </ul>	<ul style="list-style-type: none"> <li>Multiple property owners</li> <li>Potentially high speculative land prices</li> <li>Limited depth lots; will likely require land assembly to achieve deeper lots</li> </ul>	Combination	<ul style="list-style-type: none"> <li>Retail</li> <li>Entertainment / restaurants</li> <li>Mixed-Use with residential above</li> </ul>	B3-1 C2-1 RS-2	B3	P3: 8+ Years
3	Underutilized property on Cicero between 47 <sup>th</sup> and 51 <sup>st</sup>	5 acres	<ul style="list-style-type: none"> <li>Sites are readily available</li> <li>Inside Cicero/Archer TIF District</li> </ul>	<ul style="list-style-type: none"> <li>Limited depth lots</li> </ul>	Combination	<ul style="list-style-type: none"> <li>Auto-oriented commercial</li> <li>Limited service hotel</li> <li>In some cases properties may only require renovation or façade improvement</li> </ul>	B1-1 B3-1 B3-3 C2-1	Same as current	Depends on site; 1 – 8 Years

Site Number and Location	Site Size	Strengths	Challenges	Improvement or Redevelopment	Future Development/Improvement Recommendations	Current Zoning*	Recommend. Zoning**	Development Priority	
<b>47th Street Corridor</b>									
4	Vacant Parcels along 47 <sup>th</sup> between Laramie and Kenton railroad tracks	9 acres	<ul style="list-style-type: none"> <li>Located on neighborhood collector street with bus access</li> <li>Existing vacant properties</li> <li>Proximity to Hurst School</li> <li>Inside Cicero/Archer TIF District</li> </ul>	<ul style="list-style-type: none"> <li>Perception of 47<sup>th</sup> Street as socio-economic divide</li> </ul>	Redevelopment	<ul style="list-style-type: none"> <li>Residential – multi-family mixed income</li> <li>Mixed use: ground floor retail and residential above at select intersections</li> </ul>	B1-1 B3-1 B3-3 C2-1 M1-1 M1-2 RS-2 RS-3 RT-4	B2 in interior of corridor B3 at intersections (Laramie, Cicero)	P1: 1 – 5 Years
<b>Archer Avenue Corridor</b>									
5	Archer Avenue	n/a	<ul style="list-style-type: none"> <li>Recent retail development at Archer &amp; Central</li> <li>Few other underutilized parcels on this sub-corridor</li> <li>Inside Cicero/Archer or Archer/Central TIF District</li> </ul>	<ul style="list-style-type: none"> <li>Limited depth lots</li> </ul>	Improvement	<ul style="list-style-type: none"> <li>Renovation or façade improvement for existing office and retail properties</li> </ul>	B3-1 B3-2 C1-1 C2-1 M1-1 M2-1 RT-4	Same as current	P1: 1 – 5 Years
6	NEC of Archer and Knox	2 acres	<ul style="list-style-type: none"> <li>Good-sized single parcel</li> <li>Inside 51<sup>st</sup>/Archer TIF District</li> <li>Potential railroad and access improvements pending under CREATE</li> </ul>	<ul style="list-style-type: none"> <li>Potential environmental contamination from current use as trucking facility</li> <li>Current access issues due to frequent train crossings</li> <li>Future access may be reduced/eliminated by proposed CREATE grade separation</li> </ul>	Combination	<ul style="list-style-type: none"> <li>Light manufacturing</li> </ul>	M1-1	Same as current	P2: 6 – 8 Years
7	SEC of Archer and Cicero, including Cicero frontage south to rail line and Archer frontage east to Knox	7.3 acres	<ul style="list-style-type: none"> <li>High visibility corner: gateway to/from Midway Airport</li> <li>Proximity to Airport</li> <li>Inside Cicero/Archer or Midway Industrial Corridor TIF District</li> <li>Potential railroad and access improvements pending under CREATE</li> </ul>	<ul style="list-style-type: none"> <li>Access around Knox may be reduced/eliminated by proposed CREATE grade crossing</li> <li>Requires land assembly from multiple owners to achieve deeper lots</li> <li>High freight train traffic on Kenton Line / 59<sup>th</sup> Street Branch spur</li> </ul>	Combination	<ul style="list-style-type: none"> <li>Commercial service / office</li> </ul>	B3-1 C2-1 M1-1	Same as current	P2: 6 – 8 Years

Site Number and Location	Site Size	Strengths	Challenges	Improvement or Redevelopment	Future Development/Improvement Recommendations	Current Zoning*	Recommend. Zoning**	Development Priority
8 SWC of Archer and Cicero, including Midway Business Center site, Brandy's Restaurant site, Skylark Motel site, and former Indiana Harbor Belt right of way	51+ acres	<ul style="list-style-type: none"> <li>• Prime corner</li> <li>• Proximity to Midway Airport and future airport shuttle</li> <li>• Limited number of property owners (4)</li> <li>• Property owners have expressed interest in developing</li> <li>• Significant size: 51+ acres</li> <li>• Inside Midway Industrial Corridor TIF District</li> </ul>	<ul style="list-style-type: none"> <li>• Will require public-private partnership for funding of significantly-sized development</li> <li>• Potential business relocation</li> <li>• May require property acquisition</li> <li>• Would require building demolition</li> </ul>	Redevelopment	<ul style="list-style-type: none"> <li>• Hospitality</li> <li>• Conference / meeting center</li> <li>• Airport support uses</li> <li>• Retail</li> </ul>	M2-1	PD, C2, or C3	P1: 1 – 5 Years
<b>Cicero Avenue Corridor – South of 54<sup>th</sup> Street</b>								
9 Underutilized property on Cicero Avenue between 64 <sup>th</sup> Street and 67 <sup>th</sup> Street	3.3 acres	<ul style="list-style-type: none"> <li>• Proximity to Midway Airport</li> <li>• Proximity to established base of hotel customers at Midway Hotel Center</li> <li>• Majority of properties are currently vacant; property owners have expressed interest in redevelopment</li> <li>• Inside Archer/Central TIF District</li> </ul>	<ul style="list-style-type: none"> <li>• Limited depth lots; potential residential acquisition needed to achieve deeper lots</li> <li>• Multiple property owners</li> </ul>	Combination	<ul style="list-style-type: none"> <li>• Entertainment (restaurants)</li> <li>• Convenience retail</li> </ul>	B1-1 B3-1	Same as current	P1: 1 – 5 Years
<b>63<sup>rd</sup> Street Corridor</b>								
10 63 <sup>rd</sup> Street	3.4 acres	<ul style="list-style-type: none"> <li>• Proximity to Midway Airport</li> <li>• Inside Archer/Central TIF District</li> </ul>	<ul style="list-style-type: none"> <li>• Noise and traffic from airport</li> <li>• Limited depth lots</li> </ul>	Combination	<ul style="list-style-type: none"> <li>• Airport-related commercial uses</li> <li>• Airport-related storage</li> <li>• Open space</li> </ul>	B1-1 B3-1 M1-1 PD-610 PD-584	PD or Zoning Overlay District to serve airport operations	P1: 1 – 5 Years

\*Current zoning is per City of Chicago Zoning Map, updated as of August 26, 2004.

\*\* Zoning Recommendations based on new zoning classifications effective November 1, 2004.