



## COMMUNITY INVOLVEMENT PLAN

**U.S. EPA Brownfields Cleanup  
City of Harvey  
Harvey Intermodal Site  
301 East 152<sup>nd</sup> Street  
Harvey, Illinois**

### 1.0 Overview

This Community Involvement Plan (CIP) describes the City of Harvey's communication strategy to address any concerns of citizens, particularly those citizens directly or potentially affected by environmental remediation activities conducted at the Harvey Intermodal Site, formerly used for industrial purposes, located at 301 East 152<sup>nd</sup> Street in the City of Harvey, Illinois (the Project Site). The CIP also summarizes public notifications and community involvement which will occur throughout the project.

On September 14, 2015, the Harvey City Council voted for resolution 2773, authorizing execution of the Brownfields Revolving Loan Fund Agreement (RLF Loan Agreement #BF965250-01-4) between the South Suburban Mayors and Managers Association (SSMMA) and the City of Harvey. This RLF Loan of \$311,000 will be used in support of remediation activities at the Project Site through which the communities receive valuable technical assistance and direction, as well as being on a path that will lead to legal recognition of the restored status and normalization of opportunities for financing. Previously these sites have also benefitted from brownfield site assessment grants from the Illinois Environmental Protection Agency (IEPA).

### 2.0 Spokesperson and Administrative Record

The Director of Planning and Community Development for the City of Harvey will be the spokesperson for the project:

Ms. LaTonya Rufus  
Director of Planning and Community Development  
City of Harvey  
15320 Broadway Avenue  
Harvey, Illinois 60426  
[lrufus@cityofharvey.org](mailto:lrufus@cityofharvey.org) or (708) 210-5200



An Information Repository (IR) has been established for the Project Site that holds Administrative Record (AR) files related to the site redevelopment and clean up, including environmental site investigations, technical studies and reports, scope of work plans, schedules and budget estimates, and other cleanup related information. The existing repositories will be updated periodically with documents specific to the clean up as they are generated.

The Information Repository is available for public review during the hours of 9:00 a.m. and 8:00pm at the locations identified below. The AR file is maintained by the City of Harvey. The Information Repository is located at the following:

<p><b>Harvey City Hall</b></p> <p>Department of Planning and Community Development          15320 Broadway Avenue          Harvey, Illinois 60426          Phone: (708) 210-5300</p> <p>Hours: Monday-Friday, 09:00a – 5:00p</p> <p><a href="http://www.cityofharvey.org/">http://www.cityofharvey.org/</a></p>	<p><b>Harvey Public Library</b></p> <p>15441 Turlington Avenue          Harvey, Illinois 60426          Phone: (708) 331-0757</p> <p>Hours: Monday-Thursday, 10:00a – 8:00p          Friday-Saturday, 10:00a-4:00p          Sunday, Closed</p> <p><a href="http://www.harvey.lib.il.us/">http://www.harvey.lib.il.us/</a></p>
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Additional information can be obtained from Mr. Reggie Greenwood of the SSMMA, who may be contact by telephone at (708) 922-4677, or by e-mail at [reggie.greenwood@ssmma.org](mailto:reggie.greenwood@ssmma.org).

If community members wish to review the AR after normal business hours, please contact the spokesperson to make arrangements. The AR file includes the following documents related to environmental assessment and remediation of the Project Site:

- Brownfields Revolving Loan Fund Loan Agreement;
- Community Involvement Plan;
- Phase I Environmental Site Assessment (ESA) Report;
- Phase II ESA Report; and
- U. S. Environmental Protection Agency (USEPA) Brownfield Cleanup Grant Application.



## 3.0 Site Description and History

### Site Location

The Project Site generally lies north of 152<sup>th</sup> Street, east of the railroad tracks, west of Halsted Street, and south of residential/commercial properties, which are located north of the railroad tracks overpass of Halsted Street. The Project Site is referred to as the Former Peterlin Property. The Project Site consists of one parcel with an approximate area of 8-acres. The Project Site contains the foundations of former buildings and scattered debris piles but no current structures are present. In addition, paved parking areas which formerly serviced the industrial facility are present.

### Site History

A building was located on the Property prior to 1901. This building appears to have been expanded between 1901 and 1929 with several additional smaller attached and detached buildings on the eastern portion of the Property. The 1949 fire insurance map depicts the Project Site as improved with an industrial facility occupied by the Perfection Gear Company. This facility contained heat treating areas, machinery storage, metal stamping facilities, oil storage areas, a 40-gallon chemical cart, and various factory areas. This building expanded between 1949 and 1951 to include additional factory areas, but specifically two fuel oil underground tanks (USTs), additional oil storage areas, and a transformer located exterior to the building. One of the tanks was removed with the construction of a new building addition between 1951 and 1958. The remaining tank and facilities are present until at least 1975. Numerous large and small buildings remained on the Project Site until at least 1984. Between 1984 and 1988, the smaller buildings were removed and between 1994 and 2005 the remaining buildings on the Project Site are demolished with debris still present on the majority of the Project Site.

The Project Site was sold to the Peterlin Corporation around 1975 and was rented to a variety of tenants until a fire occurred at the Project Site in 2005, after which some scavenging of the Chicago brick took place. Currently, the Project Site contains the foundations of former buildings and scattered debris piles but no current structures are present. In addition, paved parking areas which formerly serviced the industrial facility are still present.



## 4.0 Nature and Threat to Public Health and Environment

The Project Site was improved with an industrial facility occupied by the Perfection Gear Company. This facility contained heat treating areas, machinery storage, metal stamping facilities, oil storage areas, a 40-gallon chemical cart, and various factory areas. This building was expanded to include additional factory areas, but specifically two fuel oil USTs, additional oil storage areas, and a transformer located exterior to the building. By 2005, the buildings on the Project Site were demolished with debris still present on the majority of the Project Site. The Project Site was sold to the Peterlin Corporation around 1975 and was rented to a variety of tenants until a fire occurred at the Project Site in 2005, after which some scavenging of the Chicago brick took place.

The Phase I ESA dated August 23, 2011 has revealed no evidence of recognized environmental conditions (RECs) in connection with the Project Site except for the following:

- The potential presence of subsurface impacts associated with demolition debris piles and apparent fly dumping activities on the Property.
- The potential presence of subsurface impacts associated with the historic use of the Property as an industrial facility, including but not limited to, the use of two historic underground fuel oil storage tanks, an exterior electric transformer, oil storage areas and oil drum storage areas.
- The potential presence of subsurface impacts associated with adjoining and surrounding properties which include current and historical industrial and manufacturing facilities and a former service station.

Historical RECs (HRECs) or Controlled RECs (CRECs) were not identified within this Phase I ESA in connection with the Project Site.

The Phase II ESA completed by URS included the advancement of eleven (11) soil probes to approximately sixteen (16) feet below ground surface (bgs), collection of one grab sample from the construction and demolition debris piles, and the installation of three temporary monitoring wells to approximately fifteen and one-half (15.5) to seventeen (17) feet bgs. Soil and groundwater samples exhibiting impacts in excess of IEPA's Tiered Approach to Corrective Action Objectives (TACO) listed in 35 IL Admn. Code (IAC) Section 742 include the following:

- Two (2) probes included samples exhibiting polynuclear aromatic hydrocarbon



(PNA) concentrations in excess of Tier 1 Soil Remediation Objectives (SROs).

- Two probes included samples exhibiting metal concentrations in excess of Tier 1 SROs.
- The debris pile grab sample exhibited manganese in excess of Tier 1 SROs.
- One groundwater sample exhibited various PNAs in excess of Tier 1 Groundwater Remediation Objectives (GROs).

As a result of the above, the construction and demolition debris piles subject of the brownfield cleanup actions must be disposed as a waste material.

Information regarding the environmental conditions at the Project Site is provided in the Phase I and Phase II ESA Reports available in the AR file.

## 5.0 Property Redevelopment Plans

The future use of the Project Site is intended to be for light industrial and commercial purposes. Specific redevelopment plans have not been determined. SSMMA and the City of Harvey are interested in promoting redevelopment of the Project Site for industrial/commercial uses.

In July 2013, the Brownfield Redevelopment & Intermodal Promotion Act (BRIMPA) was passed to leverage unique south-suburban assets, such as the existing intermodal freight terminals owned by the Canadian National (CN) and Union Pacific (UP) railroads and their access to rail and interstate highway networks. The bill facilitates the remediation and productive reuse of brownfields in industrial-zoned sites adjacent to CN and UP intermodal freight yards in suburban Cook County. The act's three stated purposes include:

- Redevelopment to maximize protection and improvement of the natural environment;
- Restoration of industrially zoned land to its best and highest use, defined in the bill as logistics or manufacturing operations; and
- Employment of local low- and moderate-income residents.

In early 2014, the South Suburban Brownfield Redevelopment and Intermodal Promotion Act Advisory Council was formed to guide the development. BRIMPA includes 12 towns:



Posen, Dixmoor, Riverdale, Dolton, Markham, Harvey, Phoenix, South Holland, Hazel Crest, East Hazel Crest, Thornton, and Homewood. BRIMPA creates a funding mechanism to reimburse investments and create jobs for minority workers. The legislation calls for a “managing partner” who manages developers and reports to DCEO, and the Council.

SSMMA has capitalized on the extraordinarily rich transportation assets of Chicago’s southern suburbs and adopted a vision of turning selected brownfields into either (a) centers of logistics or industrial businesses at locations that benefit from excellent access to multiple modes of freight transportation, termed cargo-oriented developments (COD) or (b) neighborhoods in which residents can walk through a safe and pleasant environment to public transportation and a range of commercial and public amenities, termed transit-oriented developments (TOD). Information specific to COD strategy for the Calumet Manufacturing and Logistics Nexus can be found on the SSMMA website at <http://ssmma.org>.

Through SSMMA’s economic development and outreach work, the organization has forged strong relationships with regional, state, and federal agencies and not-for-profit institutions that are bringing resources to the redevelopment of the sites under development. This commitment to collaboration is epitomized in SSMMA’s Green TIME Zone strategy, which has become the cornerstone and binding thread of our activity. <http://www2.chicagosouthlandcdc.org/GreenTIMEZone>. The TIME Zone integrates housing and retail development in transit served communities through TOD, job creation at renewed industrial sights with excellent access to freight transportation in COD, and green manufacturing that is building job counts and creating products that make our communities healthier. All of these activities are underpinned by brownfields redevelopment, which is essential for rebuilding previously used places.

## 6.0 Community Profile

The City of Harvey is a 125-year old city located in northeastern Illinois, within Bremen and Thornton Townships in southern-central Cook County. Harvey is located approximately 19 miles south of downtown Chicago and covers 6.3 square miles. Interstate 57 (I-57), I-80, Illinois Tristate I-294, and additional highways U.S. 6 and U.S. 54 make Harvey a natural hub to transportation to all points in the nation. Harvey was founded in 1891 by Christian leader Turlington W. Harvey, a close associate of Dwight Moody, the founder of the Moody Bible Institute in Chicago. Harvey was originally intended as a model town for Christian values and was one of the Temperance Towns



and was closely modeled after the company town of Pullman.

According to the 2010 Census, the City of Harvey has consistently had a higher unemployment rate (22%) compared to the local Chicagoland-South Suburban metropolitan statistical area, Cook County, and the State of Illinois. Harvey residents had a per capita income of \$13,481, median household income of \$25,074, with 35% of residents living below the poverty line.

As of 2014, there were 25,347 people, 8,647 households, and 6,760 families residing in Harvey. The population density was 4,842.2 people per square mile. There were 10,158 housing units at an average density of 1,639.6 per square mile. The demographics of the City of Harvey include 10.0% White, 75.8% African American, 0.3% Native American, 0.9% Asian, <0.1% Pacific Islander, 1.61% from other races, and 1.7% from two or more races. Hispanic or Latino of any race were 19.0% of the population.

## **7.0 Chronology of Community Involvement**

The Subject Property was selected by the SSMMA and the South Suburban Chicago Brownfields Coalition Council for Phase I and Phase II assessment activities. Community meetings to solicit comments from the public regarding the proposed remediation activities at the Project Site have not yet been undertaken. As indicated above, the AR and IR will be established for the public's use to gain additional information concerning the Project Site.

### **Key Community Concerns**

No adverse public comments have been received regarding community health for the proposed environmental remediation plans related to the Project Site.

### **Continued Community Involvement**

In support of these Revolving Loan Fund activities, future community outreach activities will inform residents and other stakeholders of the status of projects and will solicit immediate input and ongoing involvement. The SSMMA's Brownfields website, the City of Harvey's website, and the Harvey Public Library will serve as primary media outreach channels for this project.

A public notice will be published in the local newspaper regarding the status of proposed environmental mitigation and utilization of Brownfield Revolving Loan Fund funds. Additional communications channels will include local newspaper



announcements, distribution of printed materials, signs posted at cleanup sites, and updates at public meetings. Through all of the project information that is communicated, the public will be invited to ask questions, to comment, to visit the repository of project information located at City Hall, and to contact the project spokesperson.

The public notice will request any public comment during a 30-day comment period. The City of Harvey will issue a decision document at the end of the 30-day public comment period to confirm the corrective action alternative approved by USEPA and IEPA. This document will be included in the AR file. The City of Harvey will maintain the AR file to reflect the status of the cleanup, public comments, response to public comments, and other significant decisions regarding environmental remediation

Any significant changes to development agreements, conditional use permits or remediation plans will be discussed before the Harvey City Council. All Harvey City Council meetings are open to the public.