

August 3, 2016  
Project No. 3896-300-01-03a

# **PHASE I ENVIRONMENTAL SITE ASSESSMENT**

**COOK COUNTY WEST SUBURBAN  
COALITION**

**MAYWOOD PARK RACETRACK  
MELROSE PARK, ILLINOIS**

PREPARED BY



## EXECUTIVE SUMMARY

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The Cook County West Suburban Coalition (the *user*) retained **Weaver Consultants Group North Central, LLC** (WCG) to perform a *Phase I Environmental Site Assessment* (ESA) of Maywood Park located at 1820 North 5<sup>th</sup> Avenue, 1532 North 5<sup>th</sup> Avenue and 1856 North 5<sup>th</sup> Avenue in Maywood, Illinois as well as 8600 West North Avenue in Melrose Park, Illinois (the Property). WCG performed this Phase I ESA in general compliance with the American Society for Testing Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (ASTM E 1527-13) in an effort to identify, to the extent feasible, the presence of *recognized environmental conditions* with respect to the Property as defined in ASTM E 1527-13. Limiting conditions, exceptions to, or deletions from this practice are described in **Sections 1.5** and **10.0** of this *report*.

The Property is comprised of approximately 55.85 acres of land improved with a former horse racetrack, asphalt parking lot, and thirty-eight (38) buildings including but limited to a main building grandstand, a maintenance garage, barns and dorms, offices, paddocks, and a lime storage building. The Property has recently become unoccupied but was formerly used as a horse racetrack. The northeast portion of the Property is leased to CDL Training, a semi-truck driver training school. WCG understands from Mr. Paul Tarlton, Maywood Park Racetrack Property Manager and Supervisor, that Maywood Park Racetrack has occupied the Property since at least 1946, and was previously used as part of the Cook County Fairgrounds.

Based on our review of historical records, the Property was developed prior to 1938 as a racetrack and parking with agricultural fields on the western portion. 5<sup>th</sup> Avenue separates the central portion of the Property from the western portion, and railroad tracks split the central portion from the northeast portion. Between 1938 and 1951, the Property was improved with a driveway and buildings in the vicinity of the track. A building was also present at the western portion of the Property. Parking and storage was located in the northeast portion of the Property.

By 1955, the Property is improved with a parking lot west of 5<sup>th</sup> Avenue, four additional rectangular shaped buildings in the vicinity of the track, and vehicles and stored equipment appear along the northeast portion of the Property.

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By 1962, the Property appears improved with four additional rectangular shaped buildings, three located west of 5<sup>th</sup> Avenue and one located in the central portion, and an asphalt-paved parking lot. Between 1962 and 1972, the Property appears improved with larger asphalt-paved parking lots. Barns located on the north side of the central portion appear to have been demolished with new barns constructed replacing older barns further south. The parking lot west of 5<sup>th</sup> Avenue has expanded and rectangular at least two buildings are present in the northeast portion of this parcel.

By 1978, the Property appears improved with additional buildings on the parcel west of 5<sup>th</sup> Avenue and generally remains in this configuration aside from the addition and removal of small ancillary structures, likely sheds and storage barns, through 2008. Between 2008 and 2012, a building on the northeast corner of the western portion of the Property is no longer present. The Property remains in use with barns and a large paved parking lot on the western portion, a racetrack, barns, and parking on the central portion, and a parking lot on the eastern portion. The Property remains in this configuration to the present day.

On July 5, 2016, WCG representatives Ms. Chrystine Shelton and Ms. Sarah McGinnis visually assessed the Property for *recognized environmental conditions*, including but not limited to, the presence of *hazardous substances, hazardous wastes, petroleum products, other wastes, underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyl (PCB)-containing equipment, or other potential Findings for the Property.*

WCG also performed a review of commercially available government records in an effort to identify *recognized environmental conditions* in connection with the Property. This records review addressed not only the Property, but also surrounding properties. The records review also included *reasonably ascertainable* historical data, which can be helpful in identifying the past uses of the Property and surrounding areas, as it may relate to the environmental condition of the Property.

Finally, WCG performed *interviews* with various government agencies and other parties with possible knowledge of the Property and surrounding properties in an effort to identify current and past uses of the Property and surrounding areas, as they may relate to the environmental condition of the Property.

ASTM E 1527-13 defines a *recognized environmental condition* as the presence or likely presence of any *hazardous substances or petroleum products* in, on, or at a *property*: (1)

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due to any *release* to the *environment*; (2) under conditions indicative of a *release* to the *environment*; or (3) under conditions that pose a *material threat* of a future *release* to the *environment*. *De minimis* conditions are not *recognized environmental conditions*.

Based upon the assessments described in this *report*, this Phase I ESA has revealed no evidence of *recognized environmental conditions* (RECs) in connection with the Property, except for the following:

- The potential presence of surface and subsurface impacts associated with apparent petroleum related staining east of the maintenance garage.
- The potential presence of subsurface impacts associated with two USTs located in the vicinity of the maintenance garage.
- The potential presence of surface and subsurface impacts associated with drums, ASTs, and petroleum related staining observed at the interior and exterior areas of the maintenance garage and associated with maintenance activities on the Property.
- The potential presence of subsurface impacts associated with former USTs and an associated open LUST incident on the western portion of the Property.

This Executive Summary provides a brief overview of the findings of this Phase I ESA. Although the Executive Summary is an integral part of the *report*, it does not substitute for reading the entire *report* or the appended or referenced documents to fully understand the findings and conclusions of this Phase I ESA.