Appendix L
Neighborhoods and Community Impacts Technical Memorandum

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Chicago Red Line Extension Project

Neighborhood and Community Impacts

Technical Memorandum

August 13, 2013
Updated September 13, 2015

Prepared for:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Prepared by:
GWC Transit Group
125 S. Wacker Drive
Suite 600
Chicago, IL 60606

cta

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Abbreviations

BRT	Bus Rapid Transit
CHA	Chicago Housing Authority
CMAP	Chicago Metropolitan Agency for Planning
CTA	Chicago Transit Authority
EIS	Environmental Impact Statement
FSRRFS	Far South Railroad Relocation Feasibility Study
FTA	Federal Transit Administration
IDOT	Illinois Department of Transportation
MWRD	Metropolitan Water Reclamation District
NEPA	National Environmental Policy Act
PUMA	public use microdata area
RLE	Red Line Extension
ROW	right-of-way
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPRR	Union Pacific Railroad
USDOT	United States Department of Transportation

Section 1
Summary

This technical memorandum analyzes the potential impacts of the Red Line Extension (RLE) Project on neighborhoods and communities. For the purposes of this analysis, the affected environment includes the Village of Calumet Park and the Chicago community areas of Washington Heights, Roseland, Morgan Park, West Pullman, Pullman, and Riverdale.

The alternatives analyzed include the No Build Alternative, the Bus Rapid Transit (BRT) Alternative, the Union Pacific Railroad (UPRR) Rail Alternative, and the Halsted Rail Alternative. The No Build Alternative would not involve any new construction beyond projects that are already planned and funded. The BRT Alternative would add enhanced bus service along Michigan Avenue connecting the 95th Street Terminal to 130th Street. The UPRR Alternative would extend the Chicago Transit Authority's (CTA's) Red Line heavy rail service from the existing 95th Street Terminal to 130th Street, primarily along the existing UPRR freight right-of-way (ROW). The UPRR Rail Alternative has three options for the positioning of the CTA tracks along the UPRR corridor: the ROW, East, and West Options. The Halsted Rail Alternative would extend the Red Line from 95th Street Terminal to Vermont Avenue, primarily along the median of Halsted Street.

This technical memorandum evaluates the potential impacts of the alternatives, including the yard and shop sites at 120th Street for the UPRR Rail Alternative and at 119th Street for the Halsted Rail Alternative, in accordance with the National Environmental Policy Act (NEPA). Criteria for evaluation include consideration of changes to community character, cohesion, resources, mobility, and development. The overall impacts of the RLE Project would be beneficial. The rail alternatives would improve quality of life, provide better access to jobs, and support the economic development of the Far South Side. Some location-specific adverse impacts would also occur as a result of the alternatives. Potential mitigation measures are identified to address potential adverse impacts where possible. The impact findings for the RLE alternatives are as follows:

- The No Build Alternative would not have adverse neighborhood and community impacts; however, it would lack the livability, mobility, and other community benefits that the other alternatives would provide.
- The BRT Alternative would not have adverse neighborhood and community impacts after mitigation, and impacts would be beneficial overall. The BRT Alternative would provide minor improvements in transit service, mobility, community character, and cohesion; however, it would have fewer livability, mobility, and other community benefits than the rail alternatives.
- The UPRR Rail Alternative ROW Option would not have adverse neighborhood and community impacts after mitigation, and impacts would be beneficial overall. The new rail

extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would provide substantial livability and mobility improvements for the neighborhoods in the project area, and help spur economic development near stations. It would also reduce the isolation of Altgeld Gardens and the other Riverdale residential areas. The ROW Option would also require the fewest displacements of any of the rail alternatives.

- The UPRR Rail Alternative East Option would have adverse impacts at 117th Street and Prairie Avenue in West Pullman because of visual impacts from the elevated track structure that could not be mitigated. Mitigation measures would not be sufficient to offset these impacts. The East Option would also provide benefits similar to those of the ROW Option. The East Option would require the greatest number of displacements of any of the rail alternatives.

- The UPRR Rail Alternative West Option would have adverse impacts that could not be mitigated because of visual impacts from the elevated track structure between 99th and 103rd Streets in Washington Heights. The 103rd Street station area in Roseland and Washington Heights, and at the Michigan Avenue station park & ride facility in West Pullman would also result in adverse visual impacts. Mitigation measures would not be sufficient to offset these impacts. The West Option would also provide benefits similar to the ROW Option and the East Option. The West Option would require fewer displacements than the East Option, and a greater proportion of the displacements would be industrial instead of residential.

- The Halsted Rail Alternative would have an adverse impact that cannot be mitigated in the West Pullman community along Green Street between Vermont Avenue and 128th Place. The single-family homes on the east side of the block would be acquired and removed to construct a seven-story park & ride garage. The garage would be out of scale and inconsistent with the single-story residential character of the neighborhood. No available mitigation measures would effectively offset this adverse impact. The Halsted Rail Alternative would also provide beneficial livability and mobility improvements for the neighborhoods in the project area, and help revive the Halsted Street commercial corridor. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve communities that are geographically isolated, but would not directly serve Altgeld Gardens.

All other impacts would be mitigated, or would be beneficial, as discussed further in Section 5.

Updated July 28, 2015
In August 2014, based on the technical analysis and public input until then, CTA announced the NEPA Preferred Alternative—the UPRR Rail Alternative. CTA is considering two alignment (route) options of this alternative: the East Option and the West Option. At this time, CTA is also considering only the South Station Option of the 130th Street Station. In late 2014 and early 2015, CTA conducted additional engineering on the East and West Options to refine the East and West Option alignments. Appendix A of this technical memorandum summarizes the refined alignments

and any additional or different impacts that would result. The information in Appendix A supersedes information presented in other chapters of this technical memorandum.

Section 2
Project Description

The CTA is proposing to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding. The proposed RLE would include four stations. Each station would include bus transfer and parking facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line. The CTA is also planning 95th Street Terminal improvements that are anticipated to be completed prior to the proposed RLE construction.

The project area is 11 miles south of the Chicago central business district (commonly referred to as the Loop) and encompasses approximately 20 square miles. The boundaries of the project area are 95th Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Calumet-Sag Channel/Little Calumet River and 134th Street on the south. The I-57 Expressway and I-94 Bishop Ford Freeway cross the western and eastern edges of the project area, respectively. Lake Calumet is in the eastern portion of the project area. The project area encompasses parts of nine community areas in the City of Chicago and the eastern section of the Village of Calumet Park. Chicago community areas include Beverly, Washington Heights, Roseland, Morgan Park, Pullman, West Pullman, Riverdale, Hegewisch, and South Deering. The project area comprises residential (primarily single-family), industrial (both existing and vacant), transportation (including freight), and commercial development.

The Draft Environmental Impact Statement (EIS) focuses on the following alternatives (shown in Figure 2-1), which emerged from the Alternatives Analysis and the NEPA scoping process:

- No Build Alternative
- BRT Alternative
- UPRR Rail Alternative
  - ROW Option
  - East Option
  - West Option
- Halsted Rail Alternative

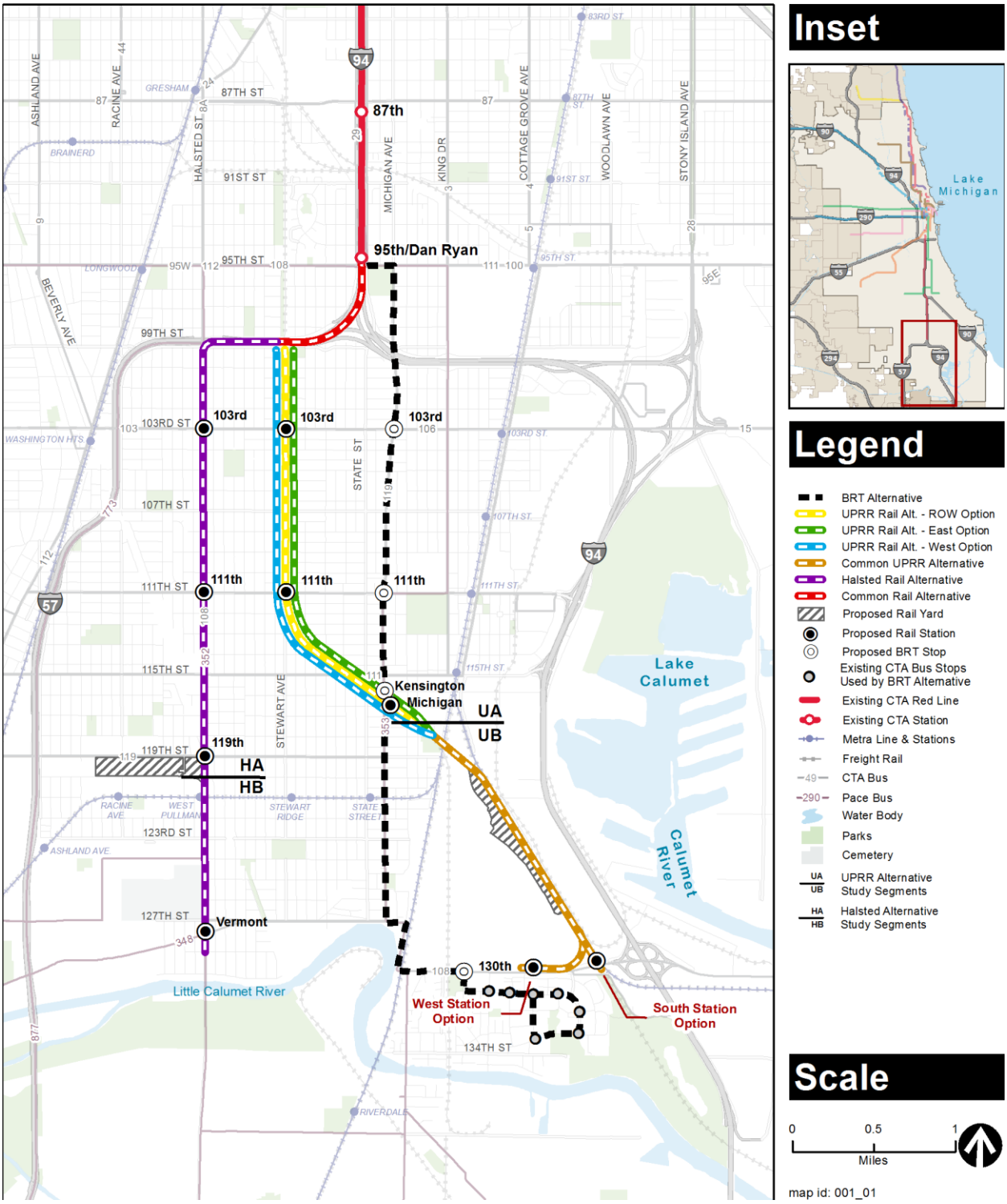

Figure 2-1: Red Line Extension Project Alternatives

The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of extending the Red Line. The No Build Alternative is carried into the Draft EIS phase of the project development regardless of its performance versus the build alternatives under consideration. No new infrastructure would be constructed as part of the No Build Alternative other than committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) Fiscal Year 2010–2015 Transportation Improvement. The Transportation Improvement Program projects within the project area consist of improvements to the 95th Street Terminal, four bridge reconstructions, several road improvement projects including resurfacing and coordination of signal timing on 95th Street, work on Metra's facilities, construction of a bicycle/pedestrian multi-use trail, and preservation of historic facilities. The No Build Alternative includes regular maintenance of existing track and structures, and bus transit service would be focused on the preservation of existing services and projects. All elements of the No Build Alternative are included in each of the other alternatives. Under this alternative, travel times would not improve from existing conditions.

The BRT Alternative (formerly referred to as the Transportation Systems Management Alternative) is a 5.0-mile, limited-stop, enhanced BRT route, which is assumed to operate 24 hours per day between the existing 95th Street Terminal and the intersection of 130th Street and Eberhart Avenue. No dedicated bus lanes would be provided for the BRT Alternative; however, parking lanes would be removed for some portions of the alignment and four stops with improved bus shelters and park & ride facilities would be created at 103rd Street and Michigan Avenue, 111th Street and Michigan Avenue, Kensington Avenue and Michigan Avenue, and 130th Street and Eberhart Avenue. Although BRT service elements would not continue south of the 130th Street stop, the bus route would continue through Altgeld Gardens along the existing route with six stops. The BRT Alternative would be consistent with bus routing changes that may occur as part of improvements to the 95th Street Terminal. Under this alternative, travel times between 130th Street and the Loop would improve over existing conditions.

The UPRR Rail Alternative is a 5.3-mile extension of the heavy rail transit Red Line from its existing 95th Street Terminal to 130th Street, just west of I-94. The Chicago Transit Board designated the UPRR Rail Alternative as the Locally Preferred Alternative at its August 12, 2009 board meeting. This alternative includes construction and operation of new heavy rail transit tracks, mostly in existing transportation corridors. The UPRR Rail Alternative has three options for alignment (ROW, East, and West), all of which would include operation on elevated structure from 95th Street to just past the Canadian National/Metra Electric District tracks near 119th Street. The alignment would then transition to at-grade through an industrial area with no public through streets, terminating at 130th Street in the vicinity of Altgeld Gardens. Four new stations would be constructed at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. The 130th Street station would be the terminal station, with two options under evaluation: the South Station Option and the West Station Option. A new yard and shop facility would be sited near 120th Street and Cottage Grove Avenue. The bus routes in the vicinity of the UPRR Rail Alternative would be modified to enhance connectivity between the Red Line and the bus network. The hours of operation and service frequency for the UPRR Rail Alternative are assumed to be the same as

for the current Red Line. Under this alternative, travel times between 130th Street and the Loop would improve substantially over existing conditions.

The Halsted Rail Alternative is a 5.0-mile heavy rail transit extension of the existing Red Line. In this alternative, the Red Line would operate on an elevated structure running south from 95th Street along I-57 until Halsted Street. The alignment would then turn south and continue along Halsted Street to the intersection of Halsted Street and Vermont Avenue near 127th Street. This alternative would include four new stations at 103rd Street, 111th Street, 119th Street, and Vermont Avenue. The Vermont Avenue station would be the terminal station. A new yard and shop would be sited west of Halsted Street and between the 119th Street and Vermont Avenue stations. The bus routes in the vicinity of the Halsted Rail Alternative would be modified to enhance connectivity to the Red Line. The hours of operation and service frequency for the Halsted Rail Alternative are assumed to be the same as for the current Red Line. Under this alternative, travel times between 127th Street and the Loop would improve substantially over existing conditions. This alternative would not extend rail to Altgeld Gardens, which would be served by bus connecting to the Vermont terminal station.

Section 3
Methods for Impact Evaluation

Major transit infrastructure projects can affect the social and physical environment of neighborhoods and communities. Construction and operation of the RLE Project could result in changes to the physical layout of the surrounding areas, demographics, and land uses. The project could also change the sense of neighborhoods in local communities. This technical memorandum describes the methods used for the analysis of potential physical and social impacts on existing communities and neighborhoods.

3.1 Regulatory Framework

3.1.1 Federal

Federal regulations for analysis of potential impacts on communities and neighborhoods include NEPA and guidelines provided by the United States Department of Transportation (USDOT) Federal Transit Administration (FTA). A summary of the federal guidance for determining impact significance is presented in Section 3.2.

3.1.2 State

State regulations for analysis of potential impacts on communities and neighborhoods include the 2007 Illinois Department of Transportation (IDOT) *Community Impact Assessment Manual*. Section 3.2 describes the thresholds of significance identified by this manual.

3.1.3 Local

There are no identified local regulations at this time related to neighborhood and community impacts. As part of the project's technical research and analysis phase, this section may be updated with relevant citations of regional and local land use plans and zoning.

3.2 Impact Analysis Thresholds

NEPA does not set specific thresholds of significance for community impacts. Guidance provided by USDOT and IDOT was used as the basis for a qualitative evaluation of community impacts. The community impacts analysis was structured according to the IDOT Community Impact Assessment Manual, which includes four primary impact categories: community impacts as a result of relocations, community impacts as a result of economic development, community impacts as a result of land use changes, and community (cohesion) impacts. The USDOT (2008) guidance identifies qualitative criteria in question form for consideration when determining whether an adverse impact would occur. For the purpose of this EIS, the IDOT impact categories were used as primary screening for impacts and the USDOT qualitative impact criteria were generally used as a secondary screening for impacts, as summarized below.

Some of the findings are made in conjunction with the analysis from the following technical memoranda: Displacements and Relocations of Existing Uses; Land Use and Economic

Development; Visual and Aesthetic Conditions; Parklands and Community Facilities; Transportation; Safety and Security; and Environmental Justice. The community impact analysis considered overall impacts as they relate to the following four primary impact categories and related qualitative criteria.

3.2.1 Relocation Impacts on Neighborhoods

The IDOT guidance states that the following must be included in the analysis: estimate of displaced households/businesses; discussion of available alternative housing/business locations in the area; description of actions proposed to mitigate relocation problems; discussion of early consultation with local governments, business owners, and social agencies; and statements indicating that housing of last resort will be available without discrimination. The USDOT guidance provides qualitative criteria in question form for analysts to consider when determining whether an adverse impact would occur, including the following:

- Changes in Population: Would the project cause redistribution of the populations or an influx or loss of population?
- Displacement of Public Facilities: Would the project result in relocation or displacement of public facilities or community centers (e.g., places of worship)?
- Residential Displacements: How many residences would be displaced? What type(s) (e.g., multi-unit homes, single-family, rural residential, others)? Would the displaced residents have special needs (e.g., disabled, minority, elderly residents)?
- Business Displacement: How many businesses would be displaced? What type(s)? Do they have unique characteristics, such as specialty products or a unique customer base?
- Relocation Sites: Would there be available sites to accommodate those displaced?

This analysis will consider the community impacts with respect to the above criteria.

3.2.2 Economic Impacts on Neighborhoods

The IDOT guidance states that the following discussions must be included in the analysis: local and regional economic impacts; impacts on the economic vitality of existing businesses; and impacts on established business districts. The USDOT guidance provides qualitative criteria in question form for analysts to consider when determining whether an adverse impact would occur, including the following:

- Business and Employment Impacts: Would the project encourage businesses to move to the area, relocate to other locations within the area, close, or move outside the area?
- Short-term Impacts: How would the local economy be affected by construction activities? Would there be both positive (jobs generated) and negative (detours and loss of access) impacts?

- Business Visibility: Would the project alter business visibility for traffic-based businesses? How would visibility and access changes alter business activity?
- Tax Base: What would be the impact on the tax base (from taxable property removed from base, changes in property values, changes in business activity)?
- Property Values: What would be the likely impact on property values caused by relocations or change in land use?

This analysis considers the community impacts with respect to the above criteria and also uses the Major Capital Investment Projects FY 2013 Final Rule as references.

3.2.3 Land Use Impacts on Neighborhoods

The IDOT guidance states that the following discussions must be included in the analysis: compliance with local planning; impact on existing land uses; and joint development. The USDOT guidance provides qualitative criteria in question form for analysts to consider when determining whether an adverse impact would occur, including the following:

- Land Use Patterns: Would the project open new areas for development? Would it induce changes in land use and density? What changes might be expected?
- Compatibility with Plans: Would the project be consistent with local land use plans and zoning?
- Compatibility with Plans: Would the project be compatible with community goals? Have aesthetics surfaced as a community concern?

This analysis considers the community impacts with respect to the above criteria and also uses the Capital Investment Program FY 2013 Annual Report Evaluation and Rating Process and Final Rule as references.

3.2.4 Community Cohesion Impacts on Neighborhoods

The IDOT guidance states that the following discussions must be included in the analysis: changes in neighborhoods or community cohesion; changes in travel patterns; impacts on schools, recreation areas, churches, businesses, police/fire protection districts; impacts on public safety; and benefits and/or adverse impacts on special groups (e.g., disabled persons). The USDOT guidance provides qualitative criteria in question form for analysts to consider when determining whether an adverse impact would occur, including the following:

- Community Cohesion and Interaction: How would the project affect interaction among persons and groups? How would it change social relationships and patterns?
- Isolation: Would certain people be separated or set apart from others?
- Social Values: Would the project cause a change in social values?

- Quality of Life: What would be the perceived impact on quality of life?
- Barrier Effect: Would a wall or barrier effect be created (such as from noise walls or fencing) or would a barrier be removed (such as an embankment)?
- Sounds: Would noise or vibration increase?
- Other Physical Intrusions: Would dust or odor increase or decrease? Would there be a shadowing impact on property?
- Aesthetics: Would the community's aesthetic character be changed?
- Pedestrian and Bicycle Access: How would the project affect non-motorist access to businesses, public services, schools, and other facilities? Would the project impede or enhance access between residences and community facilities and businesses? Would it shift traffic?
- Public Transportation: How would the project affect access to public transportation?
- Vehicular Access: How would the project affect short- and long-term vehicular access to businesses, public services, and other facilities? Would it affect parking availability?
- Use of Public Facilities: Would the project lead to or help alleviate overcrowding of public facilities (e.g., schools, libraries, and recreation facilities)?
- Pedestrian and Bicycle Safety: Would the project increase or decrease the likelihood of accidents for non-motorists?
- Crime: Would the project increase or decrease crime?
- Emergency Response: Would there be changes in emergency response time (fire, police, and emergency medical)?
- Effect on Neighborhoods: What would be the impacts on the neighborhood from which people move and into which people are relocated?
- This analysis considers the community impacts with respect to the above criteria.

3.3 Area of Potential Impact

The area of potential impact for the community and neighborhood resource analysis includes all communities and neighborhoods that would potentially be affected by the construction and operation of the RLE Project. If a portion of a community is within ½ mile of a build alternative alignment, the entire community is included in the area of potential impact. Thus, the analysis in this technical memorandum includes the following community areas of Chicago and the Village of Calumet Park that have portions within approximately ½ mile of the build alternative alignments and proposed facility locations, which could be affected by the RLE Project:

- Washington Heights
- Roseland
- Morgan Park
- West Pullman
- Pullman
- Riverdale
- Village of Calumet Park

Section 4 provides descriptions of these community areas. Other nearby neighborhoods, as well as communities along existing CTA lines, could be beneficially affected by the project because they would now be linked to the areas listed above. Any such impacts on these communities are discussed qualitatively.

3.4 Methods

This analysis of impacts on existing communities and neighborhoods was prepared according to the *Community Impact Assessment: A Quick Reference for Transportation* (USDOT 2008).

The analysis began with the development of community profiles to identify population, housing, and employment characteristics, unique community features and events, community linkages and mobility, and important public services. These community profiles were established using community data provided by the City of Chicago, applicable local land use plans, site visits, Census Bureau statistics, CMAP data, information from the City of Chicago and Village of Calumet Park websites, and public comments and input received on the project from the ongoing meetings and outreach activities.

Communities have a set of identifiable elements (both perceptual and physical) within a specific geographic area. Once a profile was established for each of the potentially affected communities, the report was prepared to describe short-term (temporary) and long-term (permanent) impacts from both construction and operation of the project alternatives on each of the distinct communities. The analysis included several aspects: the creation of physical, social, or psychological barriers within an established community or neighborhood; the disruption of access to community assets; and the displacement impacts on the community assets. This technical memorandum describes qualitative, and where possible, quantitative impacts associated with changes to the local communities. Analysis relied heavily on field visits to verify findings.

Each impact was examined based on the profile of the community or neighborhood in which it would occur. The criteria listed in Section 3.2 were used to assess the nature of potential impacts (temporary construction impacts or permanent operational impacts), and the potential mitigation measures that could be implemented to reduce or avoid them. Potential mitigation measures

were developed for all potential adverse impacts and are included in Section 6. Potential impacts that are considered controversial or have generated public concern were also examined in detail in this analysis, with a focus on community-based solutions. Beneficial impacts on the communities and neighborhoods are also described in this technical memorandum.

Consistent with the guidance and thresholds described in Section 3.2, community impacts discussions are grouped under the following three headings in Section 5:

- Character and Cohesion - Visual, noise, land use, and displacement impacts, as well as changes to the overall function and aesthetic of the community. Any addition or removal of physical divisions within the community or change in quality of life is also discussed under this heading.
- Community Resources - Impacts on the key resources identified in Section 4.
- Mobility and Development - Overall community impacts of changes in transportation options, business activity, access to jobs, and the potential for economic development.

Section 4
Affected Environment

This section describes the current demographic profiles of the communities adjacent to the alternative alignments. These communities comprise the affected environment for the project. The demographic data and community profiles presented in this section have been confirmed through field reconnaissance. All of the stations would provide connections to local buses and would include park & ride facilities, and therefore would serve a larger area than the ¼-mile walking radius typically assumed for transit projects. As such, demographic data is reported for census block groups, census tracts, community areas, public use microdata areas (PUMAs), and CMAP subzones as available, and is appropriate for the scale of the RLE Project.

4.1 Community Profiles

This section describes the community and neighborhood development patterns around the alignments and off-street storage yards in the City of Chicago and the Village of Calumet Park. Along all three alignments, the land use, demographic, and community characters of each neighborhood are similar. Figure 4-1 shows where the alignments would pass through the community areas described in this section.

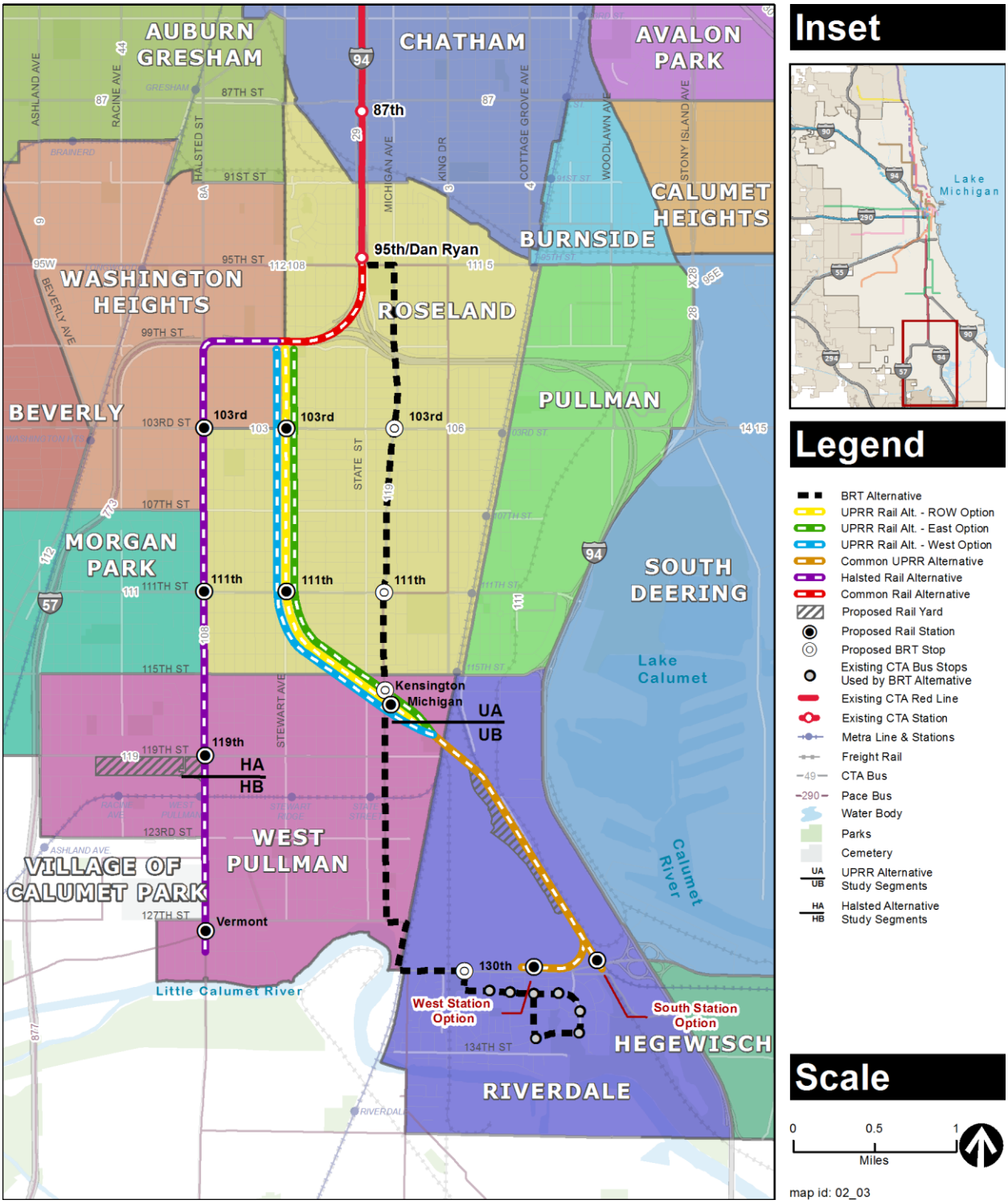

Figure 4-1: Project Area Communities

4.1.1 Washington Heights

The northwest corner of the project area is part of the Washington Heights community area, as shown in Figure 4-1. Washington Heights includes the neighborhood of Longwood Manor, which is north of I-57, and parts of Fernwood, which is in the northwest corner of the project area. The area primarily consists of single-family residential homes along a grid of one-way streets with low- to medium-density commercial areas along major arterial streets. As it is in much of the project area, residents of Washington Heights are mostly African American.

Near the UPRR corridor at the eastern edge of Washington Heights, the community area consists primarily of one-story, single-family houses. Blocks are well maintained, and many have community-organized block associations that provide neighborhood watch and other initiatives for the purposes of enhancing residents' safety and wellbeing. Fernwood Parkway, a narrow patch of parkland between 99th and 103rd Streets, separates the single-family residences along Eggleston Avenue from the UPRR ROW and is approximately 85 feet wide. The UPRR ROW acts as a barrier within the community, because most east-west streets terminate at the tracks. In Washington Heights, only 101st and 103rd Streets cross the UPRR tracks.

In Washington Heights, the Halsted Street corridor consists of one- to two-story businesses and commercial buildings, most of which have adjacent surface parking lots. Parking lots are typically between the buildings and the sidewalk, but some buildings do have direct street frontage. Most of the uses are auto-oriented, including auto body shops and gas stations, and there are two prominent communications towers on either side of Halsted Street just south of 99th Street. Other buildings include churches (both purpose-built church buildings and converted storefronts), household convenience services such as dry cleaners and check cashing, fast food restaurants, and occasional single-family residences.

A landscaped median runs along Halsted Street, containing well-maintained trees, groundcover, and lighted decorative clock pylons at major intersections. There is non-continuous landscaping along the sides of Halsted Street in some areas as well. Several of the lots and buildings along Halsted Street are vacant, which leaves discontinuities within the business district, but to a lesser extent than in the other communities along Halsted Street within the project area. The blocks on either side of Halsted Street contain mostly one-story, single-family homes, with occasional vacant lots and houses interspersed. Senior housing lies to the east of Halsted Street along 103rd Street. Because Halsted Street is a wide state highway (four lanes, plus a center median and curb parking), it acts as a geographic division between neighborhoods.

4.1.2 Roseland

The Roseland community covers a large portion of the RLE Project area, including the existing terminus of the Red Line at the 95th Street Terminal. All of the alternative alignments would pass through a portion of Roseland. Within the project area, the Roseland community generally encompasses the area east of Halsted Street, north of 115th Street, west of Cottage Grove Avenue, and extends beyond the northern boundary of the project area. The Roseland community area also includes portions of the Fernwood neighborhood.

Michigan Avenue is a retail and commercial corridor with several blocks containing single- and multi-family housing fronting the street. North of I-57, the street runs alongside a single-family residential neighborhood, Abbott Park, and Harlan Community Academy High School. Between I-57 and 103rd Street, Michigan Avenue is lined with auto-oriented uses, including several car lots, interspersed with vacant land and occasional stores. There are three senior housing facilities between 102nd Street and 115th Street, and the blocks on either side of Michigan Avenue consist primarily of single-family homes. A busy commercial area, among the most vibrant in the project area, exists between 111th and 115th Streets; the busiest segment is between 111th and 113th Streets. Vacant land and buildings fronting Michigan Avenue are scarce in this area, and businesses include clothing retail, restaurants, banks, and other community-oriented services. The area serves as a shopping destination for the Roseland area.

Along the UPRR ROW in the Roseland community, the neighborhoods comprise mostly single-family homes along one-way streets. Similar to the adjacent Washington Heights area, many blocks have community-organized block associations that provide neighborhood watch and other initiatives for the purposes of enhancing residents' safety and wellbeing. Vacant lots are infrequent in the northern part of the community, but are more common east of the UPRR ROW south of 108th Street, and on both sides of the tracks south of 111th Street. There are strips of vacant land on either side of the UPRR tracks, and some light industrial buildings are in this space between the houses and the tracks. The UPRR ROW acts as a barrier within the community, because most east-west streets and some north-south streets terminate at the UPRR tracks. Two parks border the east side of the UPRR ROW in Roseland: Wendell Smith Park between I-57 and 99th Street, and Block Park between 103rd and 104th Streets. Most of the community's commercial and activity areas are along major streets, away from the UPRR ROW.

Halsted Street, the western edge of the Roseland community between 103rd and 115th Streets, has a similar character throughout the project area, closely resembling that of the Washington Heights community. The street is a local commercial corridor lined with businesses and commercial spaces. Most businesses have parking lots fronting Halsted Street and contribute to the auto-oriented streetscape. Businesses include drug stores, discount retail, hair/beauty suppliers, automotive services, restaurants/fast food, healthcare and dental offices, check cashing, preschools, childcare, and other neighborhood-oriented services. Some storefronts have also been converted to religious institutions. There is a large nursing home between 109th and 110th Streets. Similar to the Washington Heights community, a landscaped median with clock pylons lines the center of Halsted Street. Vacant lots and buildings are more prevalent along this portion of Halsted Street than in areas further north in Washington Heights, which leaves discontinuities within the business district. Due to the width of Halsted Street, it acts as a geographic division between the Roseland community and the adjacent community of Morgan Park.

4.1.3 Morgan Park

Morgan Park borders the western edge of Halsted Street between 107th and 115th Streets. The character of Halsted Street in Morgan Park is similar to the adjacent areas of Roseland described in Section 4.1.2. The Halsted Street commercial corridor is lined with a number of auto-oriented businesses, with single-family residential homes on the blocks immediately to the west. At the

northwest corner of 115th and Halsted Streets, there is a large box retail style center and associated parking lot that is partially vacant. Other businesses along Halsted Street include grocery stores, banks, a supermarket, churches, restaurants, and strip malls. Several single-family homes and vacant lots and buildings are interspersed between the active businesses.

4.1.4 West Pullman

West Pullman would encompass portions of each of the build alternatives' footprints. Generally, the boundaries of West Pullman are I-57 on the west, 115th Street on the north, and the Metra Electric District rail corridor on the east. The southern boundary includes portions of 123rd Street and the Little Calumet River.

Michigan Avenue in the northern portion of West Pullman contains community-serving businesses, with some interspersed vacant buildings and parcels. Many of the commercial buildings have residential units above, and several storefronts have been converted for religious institution use. Notably, a large vacant parcel on the southwest corner of 115th Street and Michigan Avenue, adjacent to the UPRR ROW, is proposed for development into a supermarket center. The highest percentages of Hispanic residents in the project area live southeast of this intersection. As such, several Spanish-speaking businesses are located in this area. The blocks on either side of Michigan Avenue consist primarily of single-family homes. South of 120th Street, Michigan Avenue transitions to mostly single-family homes with few vacant lots. This neighborhood of single-family homes continues southward until Michigan Avenue terminates at 127th Street. The areas along the Little Calumet River south of 127th Street consist mostly of industrial uses.

The character of businesses along Halsted Street in West Pullman is similar to the other portions of Halsted Street within the RLE Project area; however, there is a higher proportion of vacant buildings and parcels. Businesses in the area include automotive services, check cashing, discount retail, grocery stores, restaurants, and fast food establishments. There are also several churches in the vicinity of 119th Street, in addition to a public library and an Illinois Department of Employment Security office. A portion of the Major Taylor Trail, a former rail ROW that has been converted into a bicycle and pedestrian trail, runs diagonally through the neighborhood and crosses Halsted Street at 119th Street via the intersection's signalized crosswalks. The blocks east and west of Halsted Street consist mostly of single-family residences, with some blocks exhibiting high numbers of vacant parcels. The highest concentration of vacant residential parcels along Halsted Street in West Pullman occurs east of Halsted Street between 119th Street and the Metra Electric District tracks. There are fewer vacant residential parcels south of 124th Street and very few south of 127th Street; however, vacant commercial parcels are still present on Halsted Street in these areas. A mid-rise senior housing development is on the east side of Halsted Street just north of the Metra Electric District tracks. West of Halsted Street between 119th and 122nd Streets, there are few residential properties, and most of the area consists of vacant and industrial uses, including warehouses, a salt storage dome, a firehouse, and a recently built solar power plant.

4.1.5 Pullman

The Pullman community comprises the northeast section of the project area, bounded by the Metra Electric District rail corridor on the west, I-94 to the east, 95th Street to the north, and 115th Street to the south. Although none of the alternative alignments pass through the Pullman community, portions of the community are within walking distance of the Michigan Avenue corridor in the Roseland community area, described in Section 4.8.2. This western portion of the Pullman community is mostly residential, with both single- and multi-family residences near 115th Street, and the large Palmer Park between 111th and 113th Streets. Pullman contains relatively few vacant parcels, and several churches are near 111th, 113th, and 115th Streets.

4.1.6 Riverdale

Riverdale is in the southeast portion of the project area, southwest of Lake Calumet and east of the Metra Electric District rail corridor. A large portion of the Riverdale area is industrial and municipal land. A large Metropolitan Water Reclamation District (MWRD) facility occupies a majority of the Riverdale community within the project area. There are three residential neighborhoods in Riverdale: Eden Green, Golden Gate, and the Altgeld Gardens housing project.

The Eden Green and Golden Gate neighborhoods are single-family residential areas and townhouse developments, and Altgeld Gardens is a Chicago Housing Authority (CHA) project built in 1945. The community of approximately 2,000 rowhouse units has its own schools, on-site social services, maintenance staff, and medical facilities. Approximately half of the units have been recently renovated, and the remaining units are currently vacant, awaiting redevelopment or renovation. There are few household-serving businesses or community services in the area, except for the handful of resident-focused resources in the Altgeld Gardens property, and a small grocery store on 130th Street. The area is largely isolated due to barriers on all sides of the residential developments: I-94 and the industrial areas to the east, the MWRD facility to the north, the UPRR ROW to the west, and the Little Calumet River to the west and south. The isolated location of the Riverdale area leaves few transit options for accessing jobs and services outside of the community.

4.1.7 Village of Calumet Park

The Village of Calumet Park is in the southwest portion of the project area, south and west of West Pullman. The village borders the western side of Halsted Street between 123rd and 127th Streets. Between 123rd and 124th Streets on Halsted Street are several businesses similar to those described in Roseland in Section 4.1.2 and Morgan Park in Section 4.1.3, with single-family residences on the blocks to the west. The remainder of the Halsted Street frontage in Calumet Park is occupied by the large Cedar Park Cemetery.

4.2 Population, Housing, and Employment

As reported in Table 4-1, the 2010 U.S. Census data was used for existing population and number of households in the RLE area of potential impact as a whole and for affected communities. The project area has a population of 117,070 with 40,185 households. Table 4-1 shows the project area population and the populations of affected communities through which the alternative alignments would pass (a subset of the larger project area). Roseland has the largest population

and Riverdale has the smallest population and number of households of all communities in the area of potential impact. The average household for the project area is 2.9 persons, and the average family size is 3.5 persons. West Pullman has the largest average household (3.2) and family size (3.7) of all affected communities.

Table 4-1: 2010 Population and Households within the Project Area as a Whole and in Affected Communities

Area	2010 Population	2010 Households
Project Area	**117,070**	**40,185**
Washington Heights	13,847	4,821
Roseland	37,895	12,940
Morgan Park	8,589	2,967
West Pullman	29,640	9,487
Pullman	7,325	2,940
Riverdale	6,482	2,099
Village of Calumet Park	6,925	2,550

Source: U.S. Census Bureau, 2010 Census, Summary File 1, Table P1, All Block Groups within Cook County

According to the real estate website zillow.com, the median Chicago home price in October 2012 was approximately $161,100, and the median rent was $1,501. Home and rental prices in the RLE affected community areas are from 20 to 50 percent lower than the citywide median, as shown in Table 4-2.

Table 4-2: October 2012 Median Home and Rental Prices in Affected Community Areas

Area	Median Home Price	Median Monthly Rental Price
Chicago (Citywide)	*$161,100*	*$1,501*
Washington Heights	$112,300	$1,257
Roseland	$85,200	$1,232
Morgan Park	$113,500	$1,277
West Pullman	$92,700	$1,228
Pullman	$91,500	$1,213
Riverdale	N/A	N/A
Village of Calumet Park	$75,200	$1,219

Source: zillow.com, Chicago Home Prices and Home Values in IL (October 2012); zillow.com, Calumet Park Home Prices and Home Values in IL (October 2012)

The local metropolitan planning organization, CMAP, prepares estimates for future regional demographics in the greater Chicago area. Table 4-3 shows population estimates, number of households, and employment counts for year 2010 and year 2030 for the project area as a whole and for affected communities. Due to different methods and geographical units of measurement (e.g., census block group versus CMAP subzone), 2010 population and number of household estimates vary between the U.S. Census and CMAP; as a result, the 2010 numbers for the project

area as shown in Table 4-3 are different from the numbers shown in Table 4-1. Table 4-3 presents CMAP data to show percent growth over a constant data set.

According to CMAP projections, population in the project area is expected to grow by 15 percent between 2010 and 2030. The largest population growth is projected for the Riverdale community, which is expected to grow 34 percent over the 20-year period. Riverdale is also home to Altgeld Gardens, a CHA public housing project that is currently undergoing renovation and possible redevelopment. Washington Heights and Pullman are expected to have the slowest population growth in the API. The number of households in the project area is expected to grow by 10 percent with the majority of new households occurring in Riverdale. Washington Heights and Pullman are projected to have little or no growth. Employment is expected to increase by 46 percent in the project area as a whole. In 2010, the majority of the project area's jobs were in the Roseland community. Roseland's employment is expected to increase by 11 percent. The most substantial job growth is projected to occur in West Pullman (201 percent increase) and Pullman, which is projected to double its 2010 employment by 2030. Both Washington Heights and Riverdale are projected to lose jobs over the 20-year period. Field visits have revealed that communities in the project area have been shrinking overall during recent decades, and that this trend will likely continue during the near future. The CMAP projections show the level of growth that would be possible, to ensure adequate planning for services and infrastructure.

Table 4-3: Future Population, Households, and Employment within the Project Area as a Whole and in Affected Communities

Area	Population			Households			Employment		
	2010	2030	% Growth	2010	2030	% Growth	2010	2030	% Growth
Project Area[1]	*107,303*	*123,493*	*15*	*36,964*	*40,362*	*9*	*11,103*	*16,194*	*46*
Washington Heights	14,073	14,706	4	4,965	4,984	0	950	902	-5
Roseland	36,174	42,323	17	12,491	13,819	11	4,429	4,907	11
Morgan Park	7,942	9,143	15	2,759	3,104	13	440	560	27
West Pullman	26,596	30,261	14	8,438	9,139	8	1,020	3,074	201
Pullman	8,297	8,838	7	3,399	3,417	1	1,893	3,798	101
Riverdale	7,463	9,990	34	2,480	2,993	21	941	899	-4
Village of Calumet Park	5,566	6,381	15	2,013	2,251	12	887	1,079	22

Source: Chicago Metropolitan Agency for Planning (CMAP), 2010

Note:

1. Due to different methods and geographical units of measurement (e.g., census block group versus CMAP subzone), 2010 population and number of household estimates vary between the U.S. Census and CMAP; as a result, the 2010 numbers for the project area shown here differ from the U.S. Census data shown in Table 4-1.

As shown in Table 4-4, the unemployment rate for the entire project area is 19.0 percent. The unemployment rates for the individual community areas range from a low of 17.0 percent in Morgan Park to a high of 34.8 percent in Riverdale. Unemployment in the project area is generally higher than in the rest of the City of Chicago, which has an overall unemployment rate of 12.0 percent.

Table 4-4: Unemployment Rate within the Project Area as a Whole and in Affected Communities

Area	Unemployment Rate
Project Area	**19.0%**
Washington Heights	18.8%
Roseland	21.2%
Morgan Park	17.0%
West Pullman	18.5%
Pullman	21.4%
Riverdale	34.8%
Village of Calumet Park	17.4%

Source: U.S. Census Bureau, U.S. 2010 Census, 2011 ACS 5-year estimates, Table S2301, All Census Tracts within Cook County
Note: Data not available at block group level

4.3 Ethnicity

The ethnicity of the project area is predominantly Black or African American. As shown in Table 4-5, all communities in the project area have a majority Black or African American population, ranging from just above 89 percent in the Village of Calumet Park to approximately 97 percent in Roseland and Washington Heights. After Black or African American, the second largest ethnicity in the area of potential impact is Hispanic at 4 percent. Pullman has the largest Hispanic population at 7.8 percent followed by the Village of Calumet Park at 6.2 percent and West Pullman at 5.1 percent. Pullman also has the largest white population at 7.1 percent followed by the Village of Calumet Park at 3.6 percent.

Table 4-5: Ethnicity within the Area of Project Area as a Whole and in Affected Communities

Area	White Alone	Black or African-American Alone	American Indian/ Native Alaskan Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Multiracial	Hispanic not Alone
Project Area	**2.1%**	**92.7%**	**0.2%**	**0.1%**	**0.0%**	**0.1%**	**1.0%**	**4.0%**
Washington Heights	0.6%	96.9%	0.2%	0.0%	0.0%	0.1%	0.9%	1.3%
Roseland	0.5%	97.3%	0.2%	0.1%	0.0%	0.1%	0.9%	1.0%
Morgan Park	1.0%	96.3%	0.0%	0.3%	0.1%	0.1%	1.0%	1.2%
West Pullman	0.6%	93.1%	0.2%	0.0%	0.0%	0.0%	1.0%	5.1%
Pullman	7.1%	83.6%	0.1%	0.1%	0.0%	0.1%	1.2%	7.8%
Riverdale	0.5%	96.4%	0.1%	0.0%	0.0%	0.1%	0.8%	2.0%
Village of Calumet Park	3.6%	89.1%	0.1%	0.3%	0.0%	0.1%	0.6%	6.2%

Source: U.S. Census Bureau, 2010 Census, Summary File 1, Table P5, All Block Groups within Cook County
Note: Hispanic population includes persons who identify as white or some other race, or combination of races.

4.4 Age

According to data from the 2010 U.S. Census, the median age in the project area is 37.1 years old. Median resident age varies slightly among communities in the project area, from a low of 25.7 years in Riverdale to a high of 41.6 in Washington Heights. Median ages are shown in Table 4-6, and age ranges are shown in Table 4-7. Compared to project area as a whole, a substantial percentage (42 percent) of the Riverdale population is under age 18.

Table 4-6: Median Age within the Project Area as a Whole and in Affected Communities

Area	Both Sexes	Male	Female
Project Area	**37.1**	**34.1**	**39.0**
Washington Heights	41.6	38.7	43.7
Roseland	38.0	35.6	40.0
Morgan Park	40.3	37.0	42.6
West Pullman	34.9	32.1	36.9
Pullman	37.7	33.0	40.8
Riverdale	25.7	20.9	24.8
Village of Calumet Park	36.9	33.6	38.6

Source: U.S. Census Bureau, U.S. 2010 Census, Summary File 1, Table P13, All Block Groups within Cook County

Table 4-7: Age Ranges within the Project Area as a Whole and in Affected Communities

Area	Under 18 Years	18 Years and Over
Project Area	**27%**	**73%**
Washington Heights	24%	76%
Roseland	26%	74%
Morgan Park	24%	76%
West Pullman	28%	72%
Pullman	26%	74%
Riverdale	42%	58%
Village of Calumet Park	26%	74%

Source: U.S. Census Bureau, U.S. 2010 Census, Summary File 1, Table P16, All Block Groups within Cook County

4.5 Languages Spoken at Home

According to the 2010 U.S. Census, English is the most spoken language at home in the project area with 92.6 percent of households speaking English only. As shown in Table 4-8, Spanish is the second most spoken language at home with over 6 percent of households speaking Spanish. The largest Spanish-speaking populations live in the Village of Calumet Park with 15.5 percent of households speaking Spanish. Pullman and West Pullman also have a large percentage of Spanish-speaking households with 10.4 percent and 6.7 percent, respectively. In fact, specific census tracts in the West Pullman and South Deering community areas and the Village of Calumet Park report over 30 percent of households speaking Spanish.

The 2010 U.S. Census data is consistent with findings of a Limited English Proficiency assessment conducted for the project area in 2009. According to the Limited English Proficiency study, 1.0 percent of households within census tracts in the project area are linguistically isolated. This statistic means that in 1.0 percent of households, all household members over the age of 14 had at least some difficulty speaking English.

Table 4-8: Languages Spoken at Home within the Project Area as a Whole and in Affected Communities

Area	English Only	Spanish or Spanish Creole	Other Indo-European Languages	Asian and Pacific Island Languages	Other Languages
Project Area	**92.6%**	**6.3%**	**0.6%**	**0.1%**	**0.4%**
Washington Heights	97.0%	1.8%	0.2%	0%	1.1%
Roseland	98.5%	0.9%	0.5%	0.1%	0.1%
Morgan Park	95.7%	2.3%	1.5%	0.5%	0.1%
West Pullman	92.8%	6.7%	0.2%	0%	0.4%
Pullman	89.4%	10.4%	0.3%	0%	0%
Riverdale	96.2%	2.9%	0%	0.5%	0.5%
Village of Calumet Park	82.7%	15.5%	1.3%	0.1%	0.5%

Source: U.S. Census Bureau, U.S. 2010 Census, 2010 ACS 5-year estimates, Table S1601, All Census Tracts within Cook County
Note: Data not available at block group level

4.6 Community Mobility

Two major highways, Interstate 94 (I-94) and Interstate 57 (I-57), and several major arterial streets pass through the project area. I-94, or the Dan Ryan Expressway, runs south to 99th Street before splitting into I-57 to the west and continuing as I-94 to the east. I-57 continues south on the eastern side of the Metra Rock Island District commuter rail line on the western side of the project area. I-94 continues south on the eastern side of the project area, west of Lake Calumet.

Although there is a substantial amount of roadway infrastructure in the area, highways frequently become congested, even during off-peak hours, which limits mobility for motorists. Roadway performance in the project area is constrained by narrow arterial streets and numerous at-grade rail crossings. Mobility is further inhibited by the limited options for connecting to the CTA's rail system. There is a network of bus lines operated by CTA and Pace, but buses are frequently delayed in the same arterial street congestion as automobiles. There are also no stations along the Dan Ryan branch of the Red Line that currently have park & ride facilities, which precludes residents from accessing the stations by car unless dropped off (kiss & ride). Bus lines cross the major arterial streets and many terminate at the 95th Street Terminal, serving several Metra stations en route.

The CTA Red Line service ends at the 95th Street Terminal in the median of I-94. A lack of park & ride, passenger drop- off, and pedestrian facilities limits access to the station. Customers accessing the station by bus experience measureable delays resulting from poor performance of surrounding arterial intersections, and insufficient space for bus loading, unloading, and layovers. Additional travel time and intersection performance data is provided in the *Transportation*

Technical Memorandum. The population south of the 95th Street Terminal exhibits the demographic characteristics of transit dependency, and consists primarily of minority and low-income residents, as discussed further in the *Environmental Justice Technical Memorandum*. Difficulty reaching the station by alternate modes of transportation isolates Far South Side and South Suburban residents and results in lengthy travel times by both auto and transit to jobs north of 95th Street, including the major employment centers in downtown Chicago. In particular, the Altgeld Gardens housing project, which is south of 130th Street, is physically isolated from other neighborhoods in the city, with few community-serving businesses within walking distance. Existing transit service is provided by the #34 bus route.

Three Metra commuter lines serve the project area: the Rock Island District, Metra Electric District, and the South Shore Line. The Rock Island District commuter rail line has two stations in the project area: the Longwood Station at 95th Street and Vincennes Avenue, and the Washington Heights Station at 103rd Street and Vincennes Avenue. The Metra Electric District commuter rail line has ten stations throughout the project area running southwest from 95th Street and Cottage Grove Avenue to 120th Street where it splits and runs west towards Ashland Avenue. The Metra South Shore Line, operated by the Northern Indiana Commuter Transportation District, operates between downtown Chicago and the South Bend Regional Airport in South Bend, Indiana. The South Shore Line shares the same track with Metra Electric District until 120th Street, where it diverges southeast towards Indiana. Although unaffected by automobile congestion, Metra service is infrequent, and some stations, including both of the Longwood and Washington Heights stations, have no service during mid-day and weekend periods.

Despite having an extensive sidewalk and crosswalk system, pedestrian mobility is limited by physical divisions between communities and public transit connections. These physical divisions include the two Metra rail corridors (one of which is shared by the South Shore Line), the I-57 and I-94 expressways, Lake Calumet, the Little Calumet River, and the UPRR ROW that runs north-south between Eggleston Avenue and Princeton Avenue before turning southeast at 111th Street. All of these are difficult to cross on foot, and effectively separate the communities on either side. Other rail lines operate in the area, but do not divide the communities affected by the project.

The project area also lacks bicycle infrastructure, as there is only one paved off-street bike trail and one on-street bike lane in the project area. The off-street bike trail, the Major Taylor Trail, runs southeast from 105th Street and Throop Street to the Whistler Woods Forest Preserve, south of Little Calumet River in Riverdale, Illinois. The only existing on-street bike lane starts at the 95th Street Terminal and extends south approximately 1,700 feet to Harlan Community Academy High School.

More information on existing transportation patterns and traffic levels in the project area is available in the *Transportation Technical Memorandum*.

4.7 Emergency Services

Police services in the project area are provided by municipal agencies. The City of Chicago Police Department serves the project area within Chicago city limits. The Calumet Park Police

Department has jurisdiction over the Village of Calumet Park. The nearest police stations serving the project area include the following, which are shown in Figure 4-3:

- Chicago Police District 22 - Morgan Park at 1900 W. Monterey Avenue in Chicago
- Chicago Police District 5 - Calumet at 727 E. 111th Street in Chicago
- Calumet Park Police Department at 12409 S. Throop Street in the Village of Calumet Park

Fire services are also provided by municipal agencies. The City of Chicago Fire Department serves the project area within Chicago city limits. The Calumet Park Fire Department has jurisdiction over the Village of Calumet Park. The nearest fire stations serving the project area include the following, which are shown in Figure 4-3:

- Chicago Fire Station E62 at 34 E. 114th Street in Chicago
- Chicago Fire Station E93 at 330 W. 104th Street in Chicago
- Chicago Fire Station E75 at 11958 S. State Street in Chicago
- Chicago Fire Station E115 at 11940 S. Peoria Street in Chicago
- Chicago Fire Station E120 11035 S. Homewood Avenue in Chicago
- Chicago Fire Station E80 at 12701 S. Doty Avenue in Chicago
- Calumet Park Fire Department 12457 S. Ashland Avenue in the Village of Calumet Park

The only hospital in the project area that provides emergency medical services is Roseland Community Hospital at 45 W. 111th Street in Chicago just east of State Street.

4.8 Community Resources

During the Alternatives Analysis and scoping process, stakeholders identified a number of key locations in the project area that play an important role in shaping and defining the community. These include landmarks, parks, community centers, and other places that serve as neighborhood focal points and contribute to community character and identity. Field analysis was also performed to supplement the list of identified community resources to be evaluated in this technical memorandum. Additional consideration was given to resources within ¼ mile of the alignments, because these resources would be close enough to be subject to project-related impacts. Parks and other community resources near the alignments are shown in Figures 4-2 and 4-3, respectively. Key resources with the most potential to be subject to project-related neighborhood/community impacts due to proximity to the alternative alignments are listed below. The resources primarily serve the surrounding communities, unless otherwise noted.

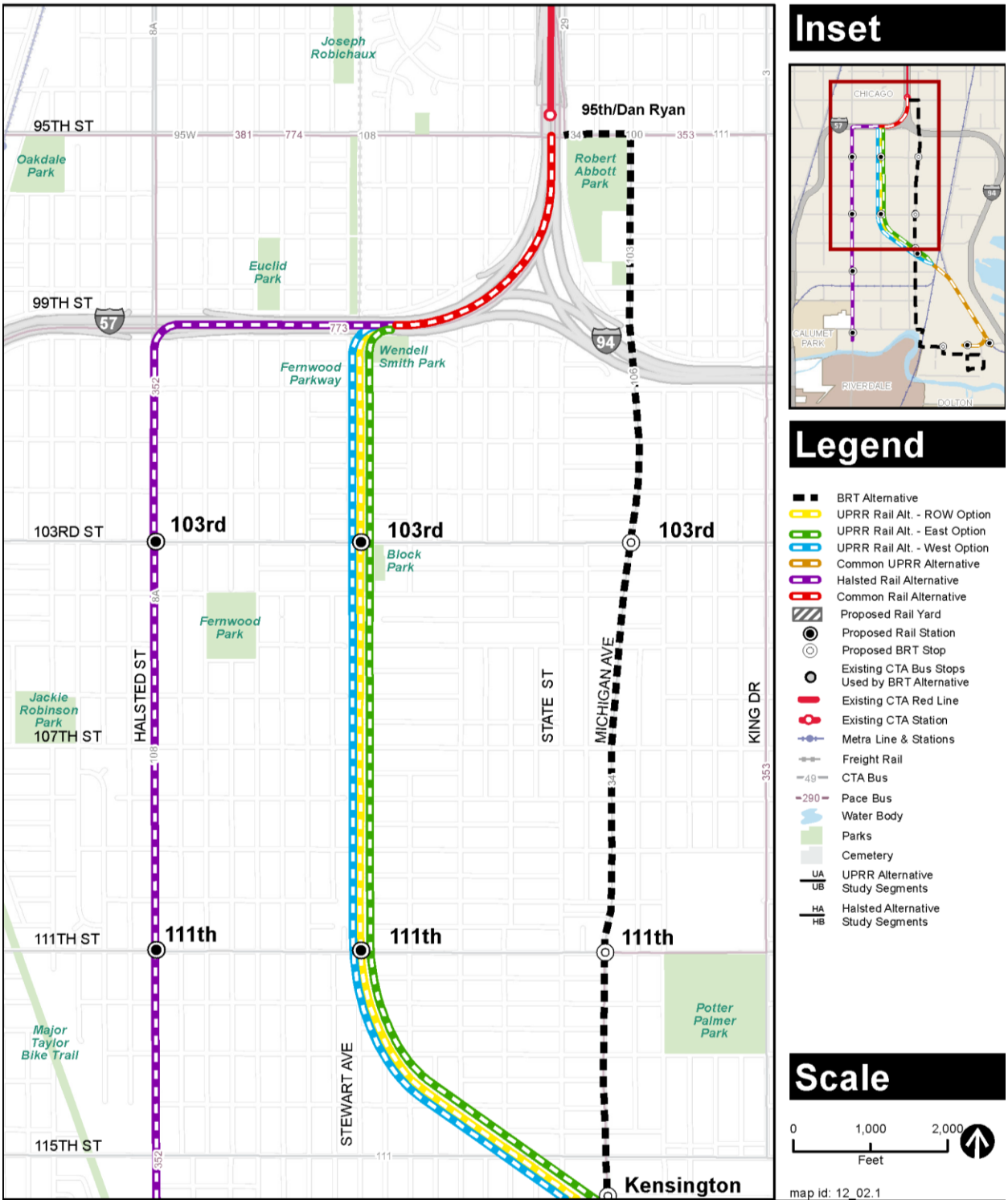

Figure 4-2a: Parks and Recreational Facilities (Northern Section)

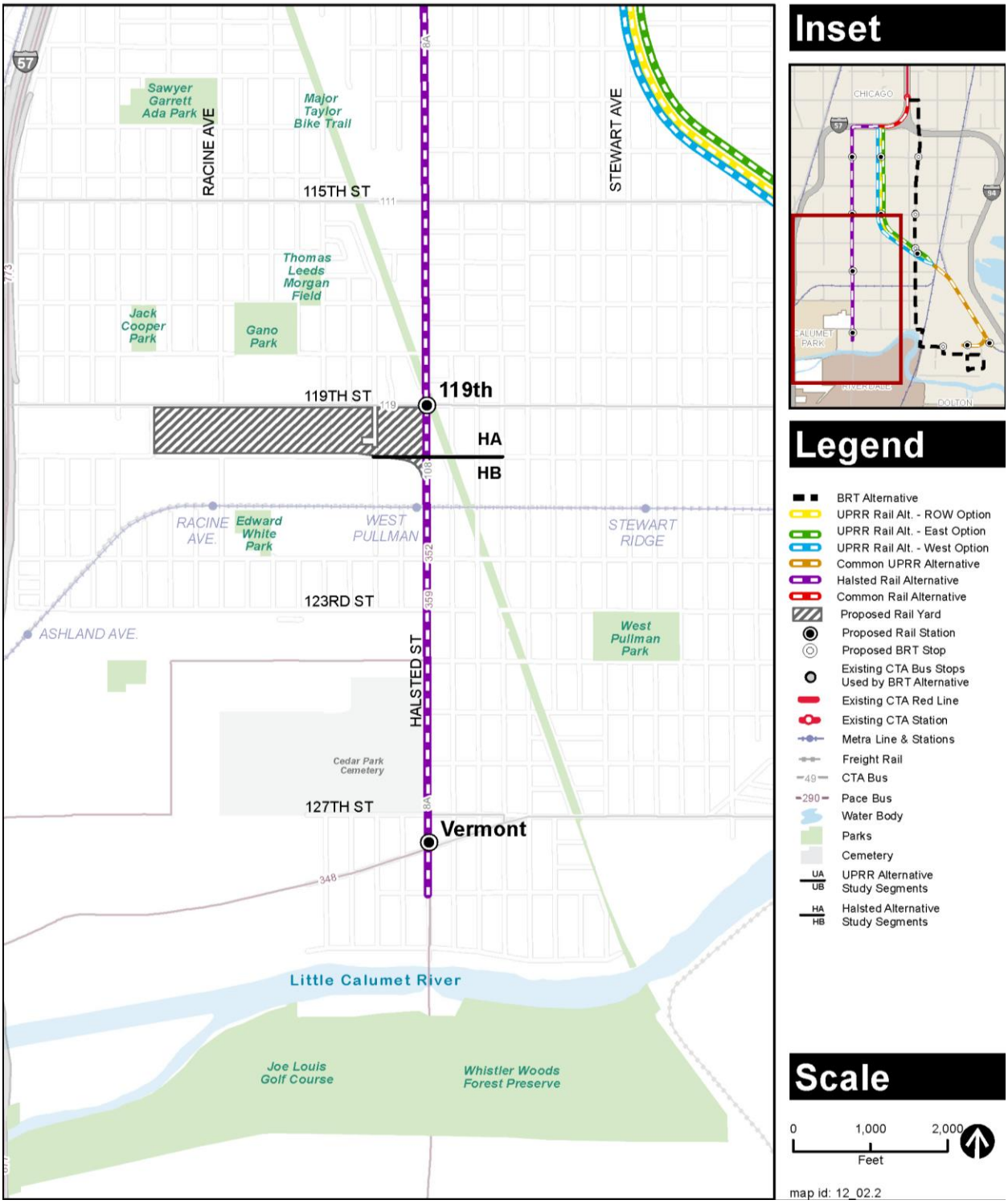

Figure 4-2b: Parks and Recreational Facilities (Southwestern Section)

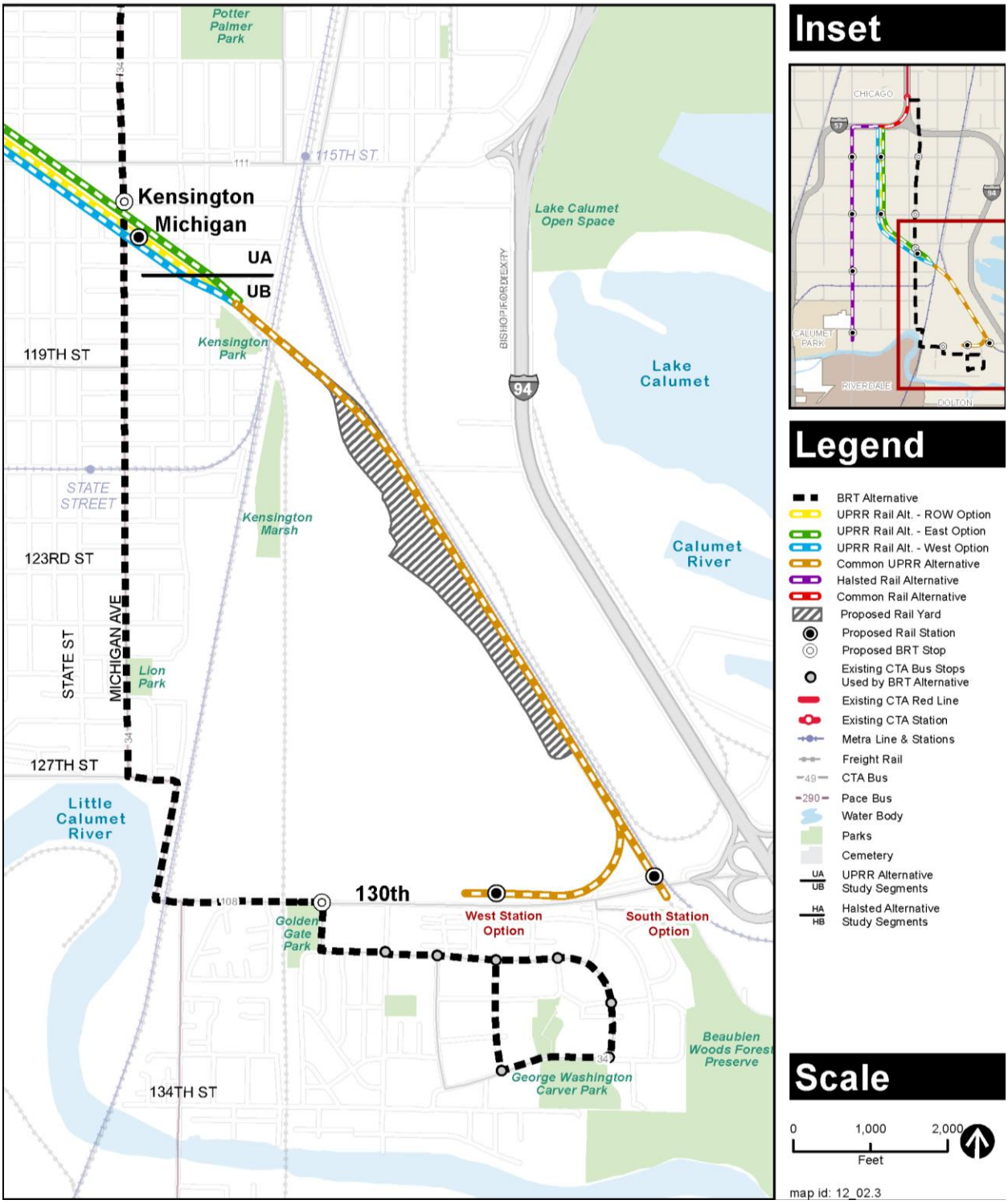

Figure 4-2c: Parks and Recreational Facilities (Southeastern Section)

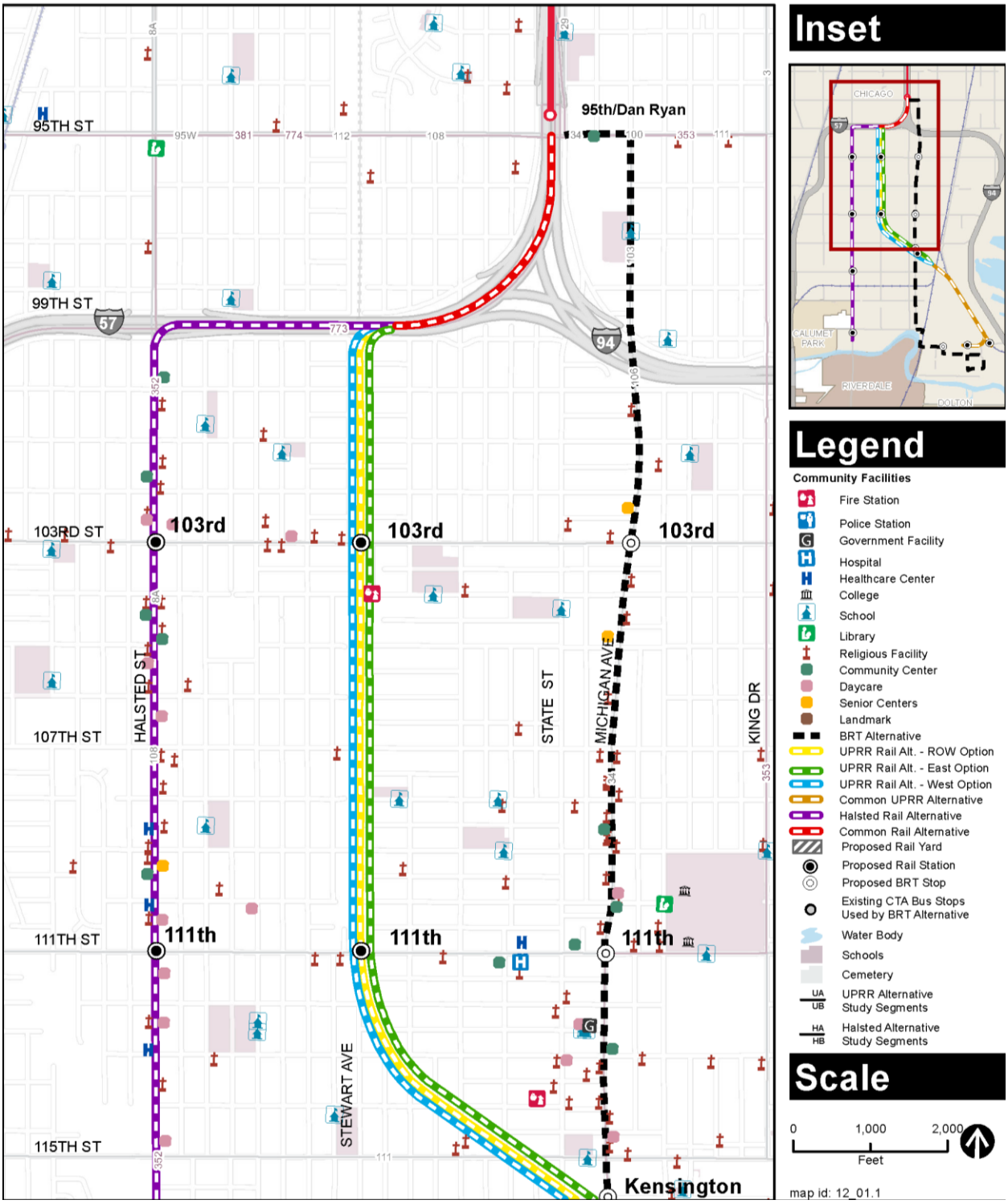

Figure 4-3a: Other Community Resources (Northern Section)

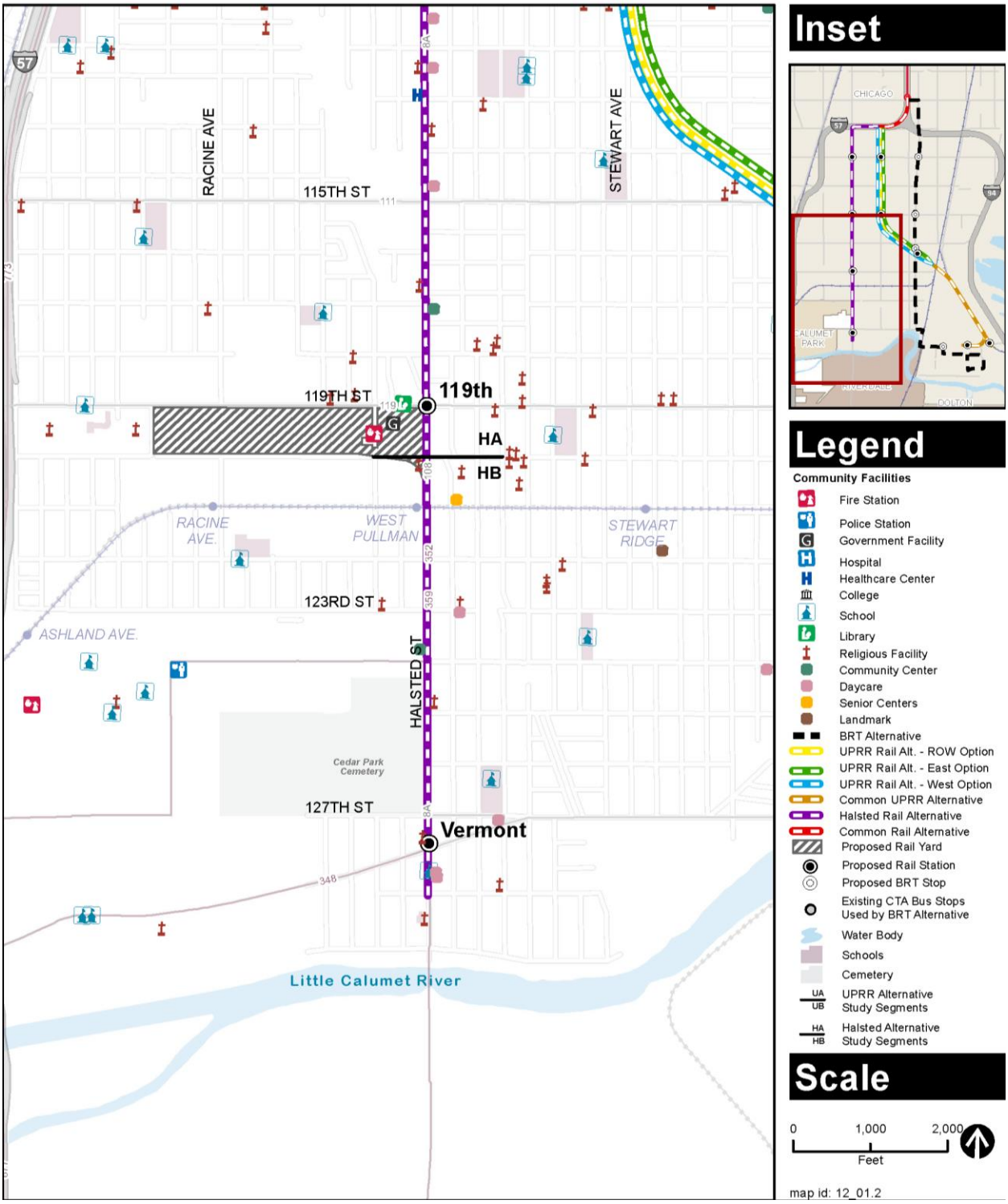

Figure 4-3b: Other Community Resources (Southwestern Section)

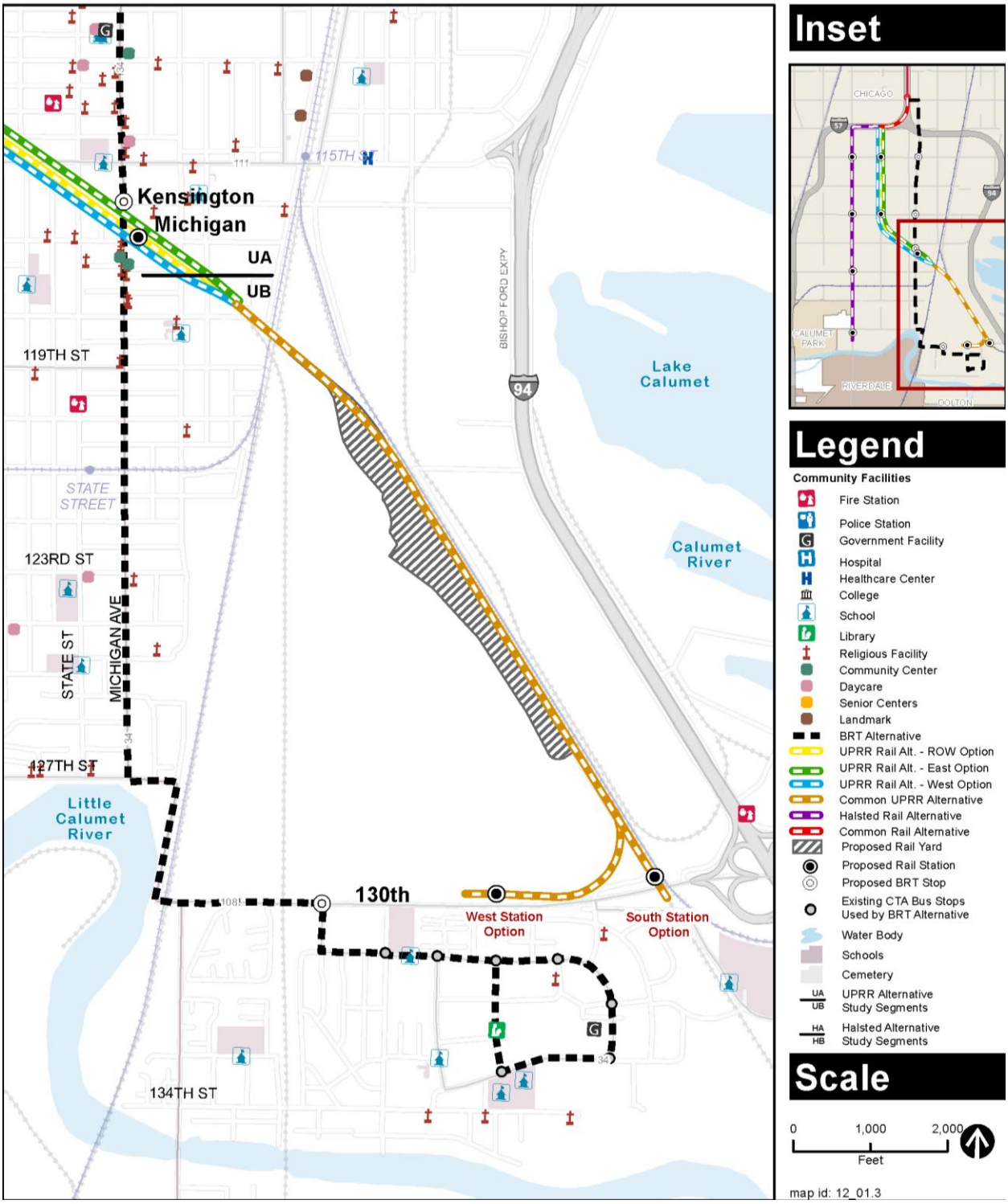

Figure 4-3c: Other Community Resources (Southeastern Section)

4.8.1 Bus Rapid Transit Alternative

Roseland

- Palmer Park at 201 E. 111th Street
- Chicago State University at 9501 S. Martin Luther King Drive (serves a substantial population outside of the immediate community area)
- Kohn Elementary School at 10414 S. State Street
- Bennet Elementary School at 10115 S. Prairie Avenue
- Gwendolyn Brooks College Preparatory Academy at 250 E. 111th Street
- Vivian E. Summers Preparatory School at 30 E. 112th Place
- Curtis Elementary School at 32 E. 115th Street
- Roseland Community Hospital at 45 W. 111th Street
- Alpha Medical Center at 11240 S. Michigan Avenue
- Roseland Family Medical Center at 11309 S. Michigan Avenue
- Roseland Neighborhood Health Center at 200 E. 115th Street
- Chicago Pullman Library at 11001 S. Indiana Avenue
- Multiple religious institutions along Michigan Avenue, particularly north of 117th Street

West Pullman

- Chicago International Charter School - Prairie Elementary at 11530 S. Prairie Avenue
- Gompers Middle School at 12302 S. State Street
- Owens Elementary School at 12450 S. State Street Lion Field; two baseball fields immediately east of Michigan Avenue between 124th Place and 125th Place

Riverdale

- Carver Elementary School at 901 E. 133rd Place
- Golden Gate Park at 13000 S. Eberhart Avenue
- Carver Park at 939 E. 132nd Street
- Chicago International Charter School - Bond Elementary at 13300 S. Langley Avenue

- Chicago International Charter School - Larry Hawkins High School at 801 E. 133rd Place
- Aldridge Elementary School at 630 E. 131st Street
- Dubois Elementary School at 330 E. 133rd Street
- Carver Military High School at 13100 S. Doty Avenue

Pullman

- The Pullman State Historic Site at 11111 S. Forrestville Avenue (attracts visitors from outside of the immediate community area)

4.8.2 Union Pacific Railroad Rail Alternative

Roseland

- Wendell Smith Park at 9912 S. Princeton Avenue just south of I-57 and approximately 120 feet east of the UPRR ROW
- Block Park at 236 W. 104th Street immediately east of UPRR ROW
- Agape Community Center at 342 W. 111th Street
- Roseland Community Hospital at 45 W. 111th Street
- Roseland Neighborhood Health Center at 200 E. 115th Street
- Moderate tree cover along UPRR ROW between 99th Street and 103th Street
- Langston Hughes Elementary School at 240 W. 104th Street
- Lavizzo Elementary School at 138 W. 109th Street
- Roseland Christian School at 314 W. 108th Street
- Curtis Elementary School at 32 E. 115th Street
- Multiple religious institutions at major cross streets, particularly Michigan Avenue

West Pullman

- Chicago International Charter School - Prairie Elementary at 11530 S. Prairie Avenue
- Kensington Playground Park at 345 E. 118th Street

4.8.3 Halsted Rail Alternative

- Landscaped median along majority of Halsted Street corridor
- Multiple religious institutions along Halsted Street and within two blocks on major cross streets, particularly 119th Street

Washington Heights

- Mt Vernon Park south of Mt. Vernon Elementary School, north of 107th Street
- Mt. Vernon Elementary School at 10540 S. Morgan Street
- Marcus Moziah Garvey Elementary School at 10309 S. Morgan Street

Roseland

- Dunne Technology Academy at 10845 S. Union Avenue
- Dunne Elementary School at 10845 S. Union Avenue
- Fernwood Park at 10436 S. Wallace Street
- Fenger High School at 11220 S. Wallace Street

West Pullman

- Brown Elementary School at 12607 S. Union Avenue
- West Pullman Library at 830 W. 119th Street
- Major Taylor Trail - crosses Halsted Street at 119th Street
- Illinois Department of Employment Security at 837 W. 119th Street

Morgan Park

- Southtown Medical Clinic at 11000 S. Halsted Street immediately west of Halsted

4.9 Livability

In partnership with the Developing Communities Project, CMAP is preparing the Red Line South Extension Livability Project report, which emphasizes how the RLE Project would increase access to jobs, streamline bus-rail connections, and generate economic development in the project area. Using demographic analysis, it highlights additional goals for the RLE Project, including the following:

- Reducing transfers and commute times, and addressing gaps in transit access
- Improving transit access for seniors and people with disabilities

- Addressing the mismatch between affordable housing and transit
- Attracting new residents and minimizing the vacant housing stock
- Improving employment and educational opportunities
- Improving access to shopping and other economic development opportunities
- Supporting existing businesses, homes, and neighborhoods
- Improving community health, safety, and security
- Decreasing traffic congestion
- Fostering community pride
- Connecting communities

These goals are consistent with the neighborhood and community benefits of a transit improvement project, and are taken into account in the analysis presented in Section 5.

Section 5
Impacts and Mitigations

This section describes the potential neighborhood and community impacts that each of the alternatives would have on the affected environment described in Section 4, along with potential mitigation measures. The analysis is focused on areas where adverse impacts could occur. Discussion of areas where no adverse impacts would occur is minimized wherever practical. Impacts of the alternatives are broken down into three types:

- Permanent Impacts: Long-term impacts that would be associated with the permanent infrastructure and operation of the project
- Construction Impacts: Temporary impacts that would be associated with construction activities would be limited to the duration of the construction phase of the project
- Cumulative Impacts: Contributions the project would make to adverse impacts in conjunction with other planned projects in the area

The impacts of the rail alternatives are broken down further into two segments (UA and UB for the UPRR Rail Alternative, and HA and HB for the Halsted Rail Alternative). Consistent with the methods described in Section 3, subsections are included for the following types of neighborhood and community impacts:

- Character and Cohesion: Visual, noise, land use, and displacement impacts, as well as changes to the overall function and aesthetic of the community. Any addition or removal of physical divisions within the community or change in quality of life is also discussed under this heading.
- Community Resources: Impacts on the key resources identified in Section 4.
- Mobility and Development: Overall community impacts of changes in transportation options, business activity, access to jobs, and the potential for economic development.

Table 5-1 summarizes the potential adverse impacts that would remain after mitigation for each of the alternatives.

Table 5-1: Summary of Benefits and Adverse Impacts Remaining after Mitigation

Alternative	Adverse Impacts After Mitigation	Benefits
No Build Alternative	None	None
Bus Rapid Transit Alternative	None	Minor improvements in transit service and mobility
Union Pacific Railroad Rail Alternative - Right-of-Way Option	None	Substantial livability and mobility improvements. Potential to spur economic development near stations. Red Line would serve communities that are geographically isolated, including Altgeld Gardens. Potential reuse of the Union Pacific Railroad rail corridor as a community space.
Union Pacific Railroad Rail Alternative - East Option	Community character - 117th Street and Prairie Avenue in West Pullman: Elevated track structure would displace two houses and encroach into the neighborhood beyond the line of trees that currently shields views of the existing Union Pacific Railroad right-of-way. Height would be out of scale with the existing character of the neighborhood.	Substantial livability and mobility improvements. Potential to spur economic development near stations. Red Line would serve communities that are geographically isolated, including Altgeld Gardens.
Union Pacific Railroad Rail Alternative - West Option	Community character - Fernwood Parkway in Washington Heights/Roseland: Elevated structure would run through the parkway. The structure would change the neighborhood setting of the park and the houses facing it along the west side of Eggleston Avenue.	Substantial livability and mobility improvements. Potential to spur economic development near stations. Red Line would serve communities that are geographically isolated, including Altgeld Gardens.
Halsted Rail Alternative	Community character – Green Street between Vermont Avenue and 128th Place in West Pullman: The garage would displace one block of homes and would be out of scale with the single-story residential character of the neighborhood.	Substantial livability and mobility improvements. Potential to spur economic development along the Halsted Street corridor. Red Line would serve communities that are geographically isolated, but would not serve Altgeld Gardens.

5.1 No Build Alternative

The No Build Alternative would not involve any new construction for the RLE Project. There would be no major service improvements or new transportation infrastructure beyond projects that are listed in CMAP's *GO TO 2040* plan and Transportation Improvement Program. The transit network within the project area would remain largely the same as it is now.

5.1.1 Permanent Impacts and Mitigations – No Build Alternative

Character and Cohesion

Because no project would be built, there would be no changes to community character and cohesion, and no impacts on community resources. No mitigation measures would be required. Although no impacts would occur, the No Build Alternative would lack the potential for streetscape enhancements around stations and improved quality of life that the build alternatives would provide.

Community Resources
The No Build Alternative would have no impact on community resources in the project area. The No Build Alternative would lack the benefits of improved transit access to community resources that the build alternatives would provide. No mitigation measures would be required.

Mobility and Development
The No Build Alternative would have no impact on mobility or community development. No mitigation measures would be required. As discussed in the *Transportation Technical Memorandum*, traffic is expected to worsen in the project area by year 2030, and the No Build Alternative would lack the mobility enhancements that the build alternatives would provide. Comments received during scoping reflect a strong local desire for community growth initiatives, which the No Build Alternative would fail to support due to its inability to attract new economic development interests to the community. The No Build Alternative would also fail to strengthen the transit link between the project area and the major employment centers to the north.

5.1.2 Construction Impacts and Mitigations – No Build Alternative

Character and Cohesion
There would be no construction impacts under the No Build Alternative. Community character, resources, and cohesion would remain unchanged. No mitigation measures would be required.

Community Resources
The No Build Alternative would not cause any construction-related disruption to community resources in the project area. No mitigation measures would be required.

Mobility and Development
The No Build Alternative would not have the construction-related mobility and business disruption associated with the build alternatives; however, it would fail to create new construction jobs or support economic growth in the project area. No adverse impacts would result, and no mitigation measures would be required.

5.1.3 Cumulative Impacts and Mitigations – No Build Alternative

Although the No Build Alternative would not cause any adverse impacts, the lack of improved transportation options and new infrastructure would do little to reverse the disinvestment in the project area that has occurred over the past several decades. No mitigation measures would be required.

5.2 Bus Rapid Transit Alternative

In addition to the provisions of the No Build Alternative, the BRT Alternative would provide enhanced bus service and stops from the existing 95th Street Terminal southward along Michigan Avenue to Altgeld Gardens in the Riverdale community. Surface parking lots would be added at the 103rd and 111th Street stops, and three-story parking garages would be added at the Kensington Avenue and 130th Street stops to accommodate park & ride customers.

5.2.1 Permanent Impacts and Mitigations – Bus Rapid Transit Alternative

Character and Cohesion

With the exception of four enhanced bus stops and new parking facilities, the BRT Alternative would result in few physical environment changes. Some increased noise would result from the more frequent bus service, but the entire route of the BRT Alternative is currently served by CTA local bus route #34, so buses are already a frequent presence along the route. No new physical divisions would be created in the project area by the increased service. Bus service would not increase to the extent that the additional buses would cause substantial additional noise, traffic, or visual changes. The placement of enhanced bus shelters, lighting, and crosswalks at the 103rd Street, 111th Street, Kensington Avenue, and 130th Street stops in Roseland and West Pullman would be a streetscape improvement. The provision of new marked and signalized crosswalks would also represent a safety improvement for pedestrians currently crossing Michigan Avenue in the vicinity of the stop locations. The additional buses and enhanced stops would be consistent with Michigan Avenue's existing character as a busy commercial and residential thoroughfare.

The new parking facilities would be the sole cause of displacements for the BRT Alternative, and the multi-level parking structures at the Kensington Avenue and 130th Street stops would be the most pronounced alterations to the built environment. The parking facilities would be built primarily on vacant land and existing parking lots, but displacement of a single-family home on the eastern side of Michigan Avenue south of 102nd Street and a vacant industrial building on Michigan Avenue between Kensington Avenue and the UPRR ROW would be required. These buildings are bordered by vacant lots on both sides, and their removal would not adversely affect community character or cohesion. The three-story parking structure with ground floor retail and community facilities at the Kensington Avenue site would invite active use of the ground floor space on this parcel, resulting in a beneficial impact. Because the remainder of the land to be used for parking facilities is already vacant, the conversion to park & ride use would not meaningfully change the existing neighborhood character, provided that appropriate landscape is planted to visually screen the structure. At the 130th Street stop, the three-story garage would be north of 130th Street, adjacent to the MWRD site and other non-community-oriented land uses. With no residences or other community elements in the immediate vicinity, the new garage would not adversely affect neighborhood character or cohesion and would be shielded with landscaping to offset visual impacts. All properties would be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), which would offset impacts on the displaced owners.

The BRT Alternative would be an overall beneficial change in the character and cohesion of the Roseland, West Pullman, and Riverdale communities, but not to the same extent as the rail alternatives. Impacts would not be adverse, and no mitigation measures would be required.

Community Resources
The BRT Alternative would not displace or otherwise negatively affect any of the community resources in the project area. The BRT Alternative's function as an express version of the existing #34 bus service would slightly shorten travel times for people who access community resources and activity centers near the stop locations by transit (see Section 4.8 for a list of resources near the proposed route). This benefit would be minor because the BRT Alternative would lack rail-like features to further enhance bus service and attract new riders. No adverse impacts would occur, and no mitigation measures would be required.

Mobility and Development
The BRT Alternative would shorten bus travel times along the Michigan Avenue corridor in Roseland, West Pullman, and Riverdale. It would partially meet the project purpose and need by enhancing the connection between these community areas and the 95th Street Terminal, modestly reducing travel times to the employment and activity centers north of the project area. The faster bus service would slightly reduce the isolation of Altgeld Gardens and the other Riverdale residential areas, but not enough to greatly improve economic development opportunities in the area. The BRT Alternative would also benefit the senior citizen housing along Michigan Avenue in the Roseland community, and the low-income populations along the entire alignment, as these groups are more likely to be transit-dependent. Although service would be faster, the BRT Alternative would not yield any new transit access beyond that already provided by the existing #34 bus. The lack of rail-like features to substantially enhance the bus service would limit the BRT Alternative's potential to attract new development or jobs to the project area. Some curb parking spaces along Michigan Avenue would be removed to accommodate the new bus stops, but the enhanced transit service would offset the loss of street parking. Transit mobility in the area would slightly improve as a result of the BRT Alternative, and impacts would be beneficial overall. No mitigation measures would be required.

5.2.2 Construction Impacts and Mitigations – Bus Rapid Transit Alternative

Character and Cohesion
Construction of the BRT Alternative would involve placement of new bus shelters, lighting, park & ride facilities, crosswalks, sidewalk improvements, ramps, traffic signals, and transit signal priority infrastructure along the route. Work would occur largely within the street; however, some off-street staging on adjacent publicly owned and vacant lots might occur. Some temporary road closures would be required, and would be scheduled at night and other low traffic times to the extent practicable and per IDOT approval.

The parking structure at the Kensington Avenue stop would require more intensive construction, but would be phased to minimize disruption. Temporary dust, noise, and visual impacts would occur, as well as minor intermittent traffic delays to accommodate trucks travelling to the construction site. Much of the land around the parking structure location is currently vacant, but there are residences to the east. Residents would experience these temporary impacts during construction, but impacts on the West Pullman community would not be adverse provided that best management practices are employed and nighttime construction near residences is limited to the extent practicable. Similar construction activities would be required for the 130th Street stop

parking structure in Riverdale, but community impacts would be minimal given the site's isolated location north of 130th Street, away from residences and businesses.

Community Resources
Construction of bus shelters, traffic signal control systems, and parking structures would be temporary, and could be scheduled so as not to conflict with community events. The magnitude of construction would not be great enough to affect nearby community resources. Access to community resources would be maintained during construction, via detours when necessary. Construction impacts would not be adverse, and no mitigation measures would be required.

Mobility and Development
Temporary road closures would be required, and would be scheduled at night and other low traffic times to the extent practicable. Bus and auto detours around these closures would temporarily impede mobility and inconvenience residents attempting to travel through the construction zones. The construction activities would not, however, impede mobility to the extent that they would cause adverse impacts. The BRT Alternative would create temporary construction jobs, which could have a beneficial impact on community development, although the employment increase would be greater for the rail alternatives. Impacts would not be adverse overall, and no mitigation measures would be required.

5.2.3 Cumulative Impacts and Mitigations – Bus Rapid Transit Alternative

While the permanent community impacts of the BRT Alternative would be beneficial overall, the minimal improvement of transportation options and new infrastructure would do little to reverse the disinvestment in the project area that has occurred over the past several decades. No mitigation measures would be required.

The temporary impacts described in Section 5.2.2 could contribute to a cumulative impact if other nearby projects were underway at the same time as BRT Alternative construction. Currently, no projects have been identified that would coincide with BRT Alternative construction. The CTA would coordinate activities with adjacent construction projects, if any, to minimize impacts on the community.

5.3 Union Pacific Railroad Rail Alternative - Right-of-Way Option

The UPRR Rail Alternative ROW Option would involve an extension of the Red Line from its current terminus at the 95th Street Terminal southward to 130th Street in the vicinity of Altgeld Gardens via existing highway medians and railroad corridors. The three options for the UPRR Rail Alternative are analyzed in two geographic segments:

- Segment UA: from 95th Street Terminal to Michigan Avenue station area, including the communities of Roseland, Washington Heights, and West Pullman
- Segment UB: south of the Michigan Avenue station area, in the Riverdale community

New stations would be constructed: at 103rd Street on the boundary between the Roseland and Washington Heights communities; at 111th Street in Roseland; at Michigan Avenue in West Pullman; and at 130th Street in Riverdale. All stations would have bus turnarounds and park & ride facilities. The park & ride facilities would be primarily surface parking lots, but multi-level parking structures would be constructed at the Michigan Avenue and 130th Street stations. The Chicago Department of Transportation is preparing the Far South Railroad Relocation Feasibility Study (FSRRFS). The study examines a possible project to move the existing freight operations out of the UPRR corridor, leaving the corridor vacant. The CTA would implement the ROW Option only if this separate project occurs prior to the RLE. If the relocation project does not occur, then CTA would need to choose either the East Option or West Option in order to pursue the UPRR Rail Alternative. Of the three UPRR Rail Alternative options under consideration, the ROW Option would have the fewest adverse impacts. The East and West Options would have greater impacts because the RLE tracks would be located 50 feet from the centerline of the existing UPRR tracks. The UPRR requires a 50-foot separation from active freight tracks for safety reasons.

5.3.1 Permanent Impacts and Mitigations – Union Pacific Railroad Rail Alternative - Right-of-Way Option

5.3.1.1 Segment UA

Character and Cohesion

The ROW Option tracks would be located entirely within highway medians and the existing UPRR ROW in Segment UA, with the exception of an elevated curve across the northwestern corner of Wendell Smith Park at the transition from the I-57 median to the freight ROW. The tracks would transition from at-grade to elevated just south of the existing 95th Street Terminal, and would remain elevated throughout the rest of Segment UA. The primary cause of displacements for the ROW Option would be the park & ride facilities. It is assumed that if the UPRR relocates freight operations out of the corridor, the empty ROW would be owned by the City of Chicago. The ROW Option alignment would run in the center of the UPRR ROW, resulting in the fewest displacements of the three UPRR Rail Alternative options.

The alignment from the 95th Street Terminal to the UPRR ROW would be isolated in the medians of I-94 and I-57, resulting in no community impacts. The elevated track structure would be above the highway grade, and visible from residential neighborhoods to the north and south of I-57, but would not change the character of the surrounding neighborhoods due to its highway median location. The elevated tracks would not worsen the existing barrier effect of the highway, because the highway already separates the neighborhoods on either side and is crossable only at overpasses. No noise-related community impacts would occur, as the adjacent homes are already exposed to considerable highway traffic noise.

Where the elevated alignment would curve southward onto the UPRR ROW, it would pass above the northwestern corner of Wendell Smith Park. There are no active recreational uses of this area of the park, and adverse impacts on the community could be avoided if the area beneath the elevated structure remained open for park use and new trees were planted to shield views of the elevated structure from homes fronting the park. The park is already exposed to considerable

noise levels from the adjacent highway, so the addition of the elevated structure would not dramatically change the park's character.

South of 99th Place, the elevated tracks would be located in the middle of the existing UPRR ROW for the remainder of Segment UA. The elevated structure would not substantially differ from the existing character of the freight railroad tracks. The structure would not introduce new separations between neighborhoods because the UPRR ROW already has limited grade crossings, and the ROW Option would not include their removal. With implementation of the potential project being studied in the FSRRFS, it would be possible to allow more crossing locations along the former freight ROW to enhance the connection between communities on both sides of the tracks. The new elevated structure would be taller than most buildings in the surrounding single-family neighborhoods, but substantial tree cover exists along the UPRR ROW between I-57 and 104th Street, and in intermittent patches between 104th Street and Michigan Avenue. Additional vegetation would be planted to supplement and fill gaps in the tree cover, effectively shielding the elevated structure from view of the adjacent neighborhoods and parks (Fernwood Parkway and Block Park). Substations would be located in the vacant areas bordering the UPRR ROW, adjacent to existing light industrial buildings and out of view from the fronts of adjoining homes. Noise levels along the UPRR ROW portion of Segment UA would be lower than they are under existing conditions due to removal of the freight operations as part of the potential project being studied in the FSRRFS.

At the 103rd Street station, vacant parcels and two vacant buildings would be acquired to accommodate the two surface parking lots and the bus turnaround. Given that there is currently little to no active use of these properties, the conversion to park & ride facilities would not adversely affect the community. The station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The station would also provide an attractive location for crossing the UPRR ROW, which would enhance the connection between the neighborhoods currently separated by the freight tracks. The station would be elevated above 103rd Street and would be prominently taller than surrounding buildings, but would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

At the 111th Street station, vacant parcels adjacent to the UPRR ROW on the north side of 111th Street would be acquired to accommodate two surface parking lots and the bus turnaround. These parcels currently contain surface parking and remnants of demolished building foundations. Impacts and benefits in the surrounding neighborhood would be similar to those associated with the 103rd Street station.

At the Michigan Avenue station, a combination of vacant, residential, and commercial properties would be acquired on both sides of Michigan Avenue north of 116th Street to construct a surface parking lot, a bus turnaround, and a three-story parking structure with ground floor retail and commercial space. Acquisitions for the parking structure would include the entire triangular area bounded by 116th Street, State Street, the UPRR ROW, and Michigan Avenue. Approximately 20 structures would be removed, most of which are residential (some vacant), with interspersed

commercial and storage uses along Wabash and Michigan Avenues. A vacant industrial building on the east side of Michigan Avenue just south of Kensington Avenue would also be removed to accommodate the surface parking lot. Compensation would be provided according to the Uniform Act, and there are multiple vacant, infill-ready lots in the neighborhood that could be used for relocation.

The City of Chicago is working with a developer (Crown Commercial Real Estate & Development, Inc.) on the Roseland Plaza redevelopment proposal, which would be adjacent to the Michigan Avenue station. The proposal provides for a strip mall within a 91,000 square foot property with 250 parking spaces. There would be 49,000 square feet of commercial space, which would include a grocery store, pharmacy, clothing store, and a bank. The City's Community Development Commission designated the developer in February 2005. The City approved the sale of its land and land write-down costs in May 2009. The developer received approval of its Planned Development application from the Chicago Plan Commission in October 2011.

The parking structure would be a visual alteration of existing neighborhood character and scale despite landscape screening, but the ground floor retail and community space, combined with the proposed supermarket complex north of the station site, would help activate the neighborhood and enhance the station's role as a focal point of community activity. Despite the concentration of residential displacements, the overall impacts of the station would be beneficial, and would contribute to a potential new activity center that enhances the connection between the Roseland and West Pullman communities.

Community Resources

The ROW Option would not result in displacement of any community resources in the project area, but the alignment would pass through the northwestern corner of Wendell Smith Park in Roseland. There are no active recreational uses of this area of the park, and adverse impacts on the community could be avoided if the area beneath the elevated structure remained open for park use and new trees were planted to shield views of the elevated structure from homes fronting the park. The trees planted to shield views of the structure would also serve as replacements for trees removed during the construction process. The park is already exposed to considerable noise levels from the adjacent highway, so the addition of the elevated structure would not dramatically change the park's character.

No other resources would be negatively affected. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents (see Section 4.8 for a list of resources near the proposed route), and this impact would be beneficial overall.

Mobility and Development

The ROW Option would substantially reduce travel times between the Washington Heights, Roseland, West Pullman, and Riverdale communities, and would enhance their connection with major employment and activity centers north of the project area. This enhancement would increase the number and variety of viable employment opportunities available to residents of

these communities, especially those who are transit-dependent. The extended Red Line service and park & ride facilities would also provide alternatives to solo driving, and would attract some motorists off of the nearby highways. More cars would drive into the area to access the park & ride lots, but the increased traffic would not be great enough to worsen congestion following implementation of the mitigation measures prescribed in the *Transportation Technical Memorandum*. Because the UPRR freight operations would have been relocated out of the corridor by the potential project being studied in the FSRRFS, the area near the extended Red Line tracks could potentially be used for a bike or pedestrian path, which would further improve mobility.

The areas around the 103rd and 111th Street stations consist of predominantly single-family homes, with small pockets of neighborhood-scale businesses around each station site. The new transit service and the subsequent increase in pedestrian traffic could attract new businesses to the area and support the growth and enhancement of these neighborhood retail and service nodes. The result would be an overall increase in community livability. There are also multiple vacant residential parcels that would become more attractive for infill development, given the convenience of the nearby Red Line service. Infill would likely occur without changing the overall scale of the neighborhood. The mobility and development impacts of the ROW Option would be beneficial.

The Michigan Avenue station would be located along an existing commercial corridor, and could encourage growth of a larger activity center on the surrounding vacant parcels. The retail and commercial space on the ground floor of the station's park & ride garage, combined with the proposed supermarket complex to the north of the station site, would help activate the neighborhood and enhance the station's role as a focal point of community activity and services. The station might also attract the vibrant commercial and entertainment district along Michigan Avenue between 111th and 113th Streets to expand south toward 115th Street, creating a contiguous transit-oriented retail and activity destination for the community. The station might also attract infill development on vacant parcels along Michigan Avenue and 115th Street that raises the overall density and livability of the neighborhood. The station would serve as a transit hub that brings additional commuters and visitors to the area, which could further boost economic development.

5.3.1.2 Segment UB

Character and Cohesion

Proceeding south from the Michigan Avenue station area, the UPRR Rail Alternative tracks would transition to an at-grade configuration and run along existing railroad corridors through industrial and vacant areas to 130th Street. The only residences, community resources, and community-oriented businesses currently in the area are south of 130th Street. No communities or neighborhoods exist in Segment UB north of 130th Street. As such, there would be no impacts north of 130th Street.

For the South Station Option, the 130th Street station would be constructed at grade on a vacant site partially underneath the 130th Street overpass immediately west of I-94. A bus turnaround, a

substation, and a seven-story parking structure would be constructed adjacent to the station north of 130th Street. The overpass would partly shield views of the parking structure from the nearby residences. Residences and other receptors would be far enough from the infrastructure that no impacts would occur. The South Station Option would improve the character of the area by adding a rail station on an otherwise unused site adjacent to a highway and an active railroad. One of the station entrances would be located south of 130th Street to provide access for Altgeld Gardens residents. Residents would be able to access the station without needing to cross 130th Street, which is a busy feeder road to I-94. Most riders would likely access the station by car, with the exception of pedestrians walking from Altgeld Gardens and the surrounding schools, but the station might attract commuter-serving businesses that would benefit local residents given that the area is isolated and there are few other businesses nearby. Impacts would be beneficial overall.

For the West Station Option, the 130th Street station would be constructed at grade on a vacant site north of 130th Street near Evans Avenue. Station facilities would include a bus turnaround, a surface parking lot, and a four-story parking garage. A substation would also be constructed in approximately the same location proposed for the South Station Option. The parking garage would be visible from the homes on the opposite side of 130th Street, but landscaping and trees would be planted to shield the garage and avoid visual impacts. Residences and other receptors would be far enough from the infrastructure that no impacts would occur. The station would improve the character of the area by adding a rail station on an otherwise unused site adjacent to the MWRD facilities. Unlike the South Station Option, residents from Altgeld Gardens and other homes in the area would need to cross 130th Street to access the station, but a signalized intersection with a crosswalk would be added at the intersection of 130th Street and Evans Avenue to facilitate pedestrian access. Most riders would likely access the station by car, with the exception of pedestrians walking from Altgeld Gardens and the surrounding schools, but the station might attract commuter-serving businesses that would benefit local residents given that the area is isolated and there are few other businesses nearby. Impacts would be beneficial overall.

Community Resources

The 130th Street station would provide new transit access to several schools in Riverdale and to the Altgeld Gardens public housing project. Altgeld Gardens has the fewest neighborhood-serving resources of any community in the project area; there are few stores or household services within walking distance, and residents exhibit demographic characteristics of transit dependency. The community is surrounded by several barriers, including I-94, two active railroad lines, MWRD land, and the Little Calumet River. The extended Red Line service would allow residents to easily access community resources in other neighborhoods, and perhaps serve as a focal point for the development of additional community resources in Riverdale. The South Station Option site would be closest to the housing units in the eastern portion of Altgeld Gardens, as well as Carver Military High School. The West Station Option would be closer to the center of the Altgeld Gardens project, Aldridge Elementary School and the other Riverdale residential areas to the west.

Mobility and Development

The UPRR Rail Alternative would substantially reduce travel times between the Washington Heights, Roseland, West Pullman, and Riverdale communities, and would enhance their connection with major employment and activity centers north of the project area. This enhancement would increase the number and variety of viable employment opportunities available to residents of these communities, especially those who are transit-dependent. The extended Red Line service and park & ride facilities would also provide alternatives to solo driving, and would attract some motorists off of the nearby highways. More cars would drive into the area to access the park & ride lots, but the increased traffic would not be great enough to worsen congestion following implementation of the mitigation measures prescribed in the *Transportation Technical Memorandum*.

There are few community-oriented land uses near the 130th Street station site, aside from Altgeld Gardens. Many residents lack automobile access. This reduced mobility is compounded by the isolated location of the complex and the scarcity of nearby jobs and services. The UPRR Rail Alternative would improve transit accessibility and provide residents with fast, reliable transit service to employment centers to the north and areas where more services are available. Riverdale residents who do have automobiles would also benefit from having a new transit alternative to driving.

Private development near 130th Street station is unlikely in the absence of public incentives due to the public ownership of nearly all surrounding land; however, the CHA is currently renovating and redeveloping some of the Altgeld Gardens units, which could result in a joint development and inclusion of more community services. The UPRR Rail Alternative would support this redevelopment effort and would help attract investment interests to the area. The alternative would also support the continued public housing use of the Altgeld Gardens complex by creating a high-quality, affordable transit link that provides residents access to Chicago's major employment centers.

5.3.2 Construction Impacts and Mitigations – Union Pacific Railroad Rail Alternative - Right-of-Way Option

5.3.2.1 Segment UA

Character and Cohesion

Community disruption would occur while construction activities are performed for the UPRR Rail Alternative, with intensive construction occurring over a period of approximately 3 years. Most of the construction activities and staging would occur within street ROW, properties acquired as part of the permanent envelope for the project, and potentially other nearby vacant parcels. Increased truck traffic to and from the alignment would also occur. Given the elevated configuration of most of the UPRR Rail Alternative, hoisting equipment might be visible above the roofs of existing buildings. Storage of materials, equipment, and trucks would introduce temporary intermittent visual impacts within communities, but these impacts would not be adverse given their temporary nature and CTA's use of best management practices. CTA would notify the community in advance of disruptive activities, such as building demolition, utility relocation, and necessary detours, and would perform work in a manner consistent with local ordinances. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive areas of the community, and would favor highways over local roads to the extent feasible.

Temporary dust, noise, and visual impacts would occur. Residents would experience these impacts during construction on an intermittent basis, but impacts on the Washington Heights, Roseland, and West Pullman communities would not be adverse provided that best management practices are employed and nighttime construction near residences is limited to the extent practicable. The Michigan Avenue station would require more intensive construction activities due to the multi-level parking structure, but construction would be phased to reduce impacts. Construction activities at any one location along the alignment would not last for the entire duration of the project construction phase.

Community Resources

Construction would be temporary, and major activities would be scheduled so as not to conflict with community events to the extent possible. Community resources adjacent to the alignment would be subject to temporary adverse impacts, but these would be mitigated through best management practices. Access to community resources would be maintained during construction, via detours when necessary.

Construction activities would be required in Wendell Smith Park in the Roseland community, where the elevated structure would pass through the northwest corner of the park property. The temporary inaccessibility of part of the park would not adversely affect park function, and impacts would be mitigated through best management practices and coordination with community members and the Chicago Park District. Alternate parks, such as Robert Abbott Park, would remain available for use during construction in Wendell Smith Park.

Mobility and Development
During construction of the UPRR Rail Alternative, temporary closures of streets crossing the alignment might be required. Detours would be provided to maintain access to adjacent properties, and bus transit service would detour around closures. Temporary traffic pattern changes might also be needed, such as full street closure, converting a two-way street to one-way operation, or reducing the number of available travel lanes. Temporary parking restrictions might also be implemented to facilitate construction activities.

Businesses around the alignment and parking structure could be affected by construction activities, construction-related traffic, and road and sidewalk closures. Temporary roadway delays due to truck traffic and the movement of construction equipment would occur. Construction would likely result in a temporary, intermittent decrease in accessibility to some businesses. This impact would be limited to businesses on streets near the UPRR Rail Alternative alignment. The CTA would provide adequate detours and minimize road closures to the extent practicable, but some adverse impacts on businesses might occur if people avoid the area altogether. This potentially adverse impact would be mitigated through early notification of construction activities, provision of temporary alternate access routes, and advertising programs to increase the visibility of affected businesses during construction.

5.3.2.2 Segment UB

Character and Cohesion
Construction of the UPRR Rail Alternative in Segment UB would occur north of 130th Street in industrial, railroad, and vacant areas. The 130th Street station site (both options) is the only part of the alignment in Segment UB that would be close to businesses or residences, and most of the construction activities would occur away from these sensitive land uses. Storage of materials, equipment, and trucks would introduce temporary intermittent visual impacts along 130th Street, and temporary dust, noise, and visual impacts would occur. These impacts would not be adverse given their temporary nature and CTA's use of best management practices. CTA would notify the community in advance of disruptive activities, such as utility relocation detours, and would perform work in a manner consistent with local ordinances. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive areas of the community, and would favor highways over local roads to the extent feasible. Impacts on the Riverdale community would not be adverse provided that best management practices are employed and nighttime construction near residences is limited to the extent practicable.

Community Resources
Construction would be temporary, and major activities would be scheduled so as not to conflict with community events to the extent possible. Community resources such as the schools near the 130th Street station location (both options) would be subject to temporary adverse impacts, but these would be mitigated through use of best management practices. Access to community resources would be maintained during construction, via detours when necessary.

Mobility and Development
Some temporary street and lane closures would be required during construction. Given the width of 130th Street and the amount of available space around it for staging, construction would not result in a decrease in access to businesses and residences. Detours would be provided to maintain access to adjacent properties, and bus transit service would detour around closures. Temporary roadway delays due to truck traffic and the movement of construction equipment would also occur. Potentially adverse impacts would also be mitigated through early notification of construction activities and provision of temporary alternate access routes.

5.3.3 Cumulative Impacts and Mitigations – Union Pacific Railroad Rail Alternative - Right-of-Way Option

5.3.3.1 Segment UA

The potential project being studied in the FSRRFS would include relocation of UPRR freight operations outside of the corridor prior to CTA's implementation of the ROW Option. This relocation would leave the ROW area near the Red Line tracks available for a possible bike or pedestrian path or other community-oriented use as a separate future project, which would provide more community mobility and livability benefits than the enhanced transit service alone. The potential project being studied in the FSRRFS would also allow more potential locations where residents could cross the UPRR ROW, which currently has grade crossings only at major streets.

At the Michigan Avenue station, the retail and commercial space on the ground floor of the station's park & ride garage, combined with the proposed supermarket complex north of the station site, would help activate the neighborhood and enhance the station's role as a focal point of community activity and services. This cumulative impact of the two projects would be beneficial for the community and its economic development. The station and retail improvements might also attract the vibrant commercial and entertainment district along Michigan Avenue between 111th and 113th Streets to expand south toward 115th Street, creating a contiguous transit-oriented retail and activity destination for the community.

The temporary construction impacts of the ROW Option described in Section 5.3.2 could contribute to a cumulative impact if other nearby projects were underway at the same time as the ROW Option construction. Currently, no projects have been identified that would have coinciding construction timelines. The CTA would coordinate activities with adjacent construction projects, if any, to minimize impacts on the community.

5.3.3.2 Segment UB

Most of Segment UB is in industrial and vacant areas, away from residences and community-oriented businesses and resources. Only the 130th Street station site (either station option) would be located near an established community. The temporary construction impacts of the UPRR Rail Alternative described in Section 5.3.2 could contribute to a cumulative impact if other nearby projects were underway around the 130th Street station site at the same time as the UPRR Rail Alternative construction. Currently, no projects have been identified that would have coinciding

construction timelines. The CTA would coordinate activities with adjacent construction projects, if any, to minimize impacts on the community.

5.3.4 120th Street Yard and Shop

5.3.4.1 Permanent Impacts and Mitigations

The permanent impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. As such, no community impacts would result from operation of the facility.

5.3.4.2 Construction Impacts and Mitigations

The construction impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. Construction activities would be far enough from established communities that no impacts would occur. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive community areas, and would favor highways over local roads to the extent feasible.

5.4 Union Pacific Railroad Rail Alternative - East Option

The UPRR Rail Alternative East Option would involve an extension of the Red Line from its current terminus at the 95th Street Terminal southward to 130th Street in the vicinity of Altgeld Gardens via existing highway medians and railroad corridors. The East Option would be different from the ROW Option in that the alignment would be located to the east of the existing UPRR tracks. The three options for the UPRR Rail Alternative are analyzed in two geographic segments, as described in Section 5.3 for the ROW Option.

New stations would be constructed: at 103rd Street on the boundary between the Roseland and Washington Heights communities; at 111th Street in Roseland; at Michigan Avenue in West Pullman; and at 130th Street in Riverdale. All stations would have bus turnarounds and park & ride facilities. The park & ride facilities would be primarily surface parking lots, but multi-level parking structures would be constructed at the Michigan Avenue and 130th Street stations. Compared to the ROW Option, the East and West Options would have greater impacts because the RLE tracks would be located 50 feet from the centerline of existing UPRR tracks. The UPRR requires a 50-foot separation from active freight tracks for safety reasons. This impact would be most pronounced for the East Option, which would have the greatest number of building displacements.

5.4.1 Permanent Impacts and Mitigations – Union Pacific Railroad Rail Alternative - East Option

5.4.1.1 Segment UA

Character and Cohesion

The East Option tracks would be located within highway medians and adjacent to the existing UPRR ROW in Segment UA, with the exception of an elevated curve across the western portion of Wendell Smith Park at the transition from the I-57 median to its route alongside the freight ROW. The tracks would transition from at-grade to elevated just south of the existing 95th Street Station, and remain elevated throughout the rest of Segment UA. The East Option would require the most displacements of any of the build alternatives because the RLE tracks would be located 50 feet from the centerline of the existing UPRR tracks. The UPRR requires a 50-foot separation from active freight tracks for safety reasons. As a result, the track structure footprint would require acquisition of residences on nearly every street it crosses. Additional displacements would also be needed to accommodate the park & ride facilities.

The alignment from the 95th Street Terminal to the UPRR ROW would be isolated in the medians of I-94 and I-57, resulting in no community impacts, as described for the ROW Option in Section 5.3.1.1.

Where the elevated alignment would curve southward along the eastern side of the UPRR ROW, it would pass above the western edge of Wendell Smith Park. There are no active recreational uses of this area of the park aside from a paved path, and adverse impacts on the community could be avoided if the area beneath the elevated structure remained open for park use and new trees were planted to shield views of the elevated structure from homes fronting the park. The park is already exposed to considerable noise levels from the adjacent highway, so the addition of the elevated structure would not dramatically change the park's character.

South of 99th Place, the elevated tracks would continue southward along the eastern side of the existing UPRR ROW for the remainder of Segment UA. The elevated structure would not substantially differ from the existing character of the freight railroad tracks, but would encroach into the residential neighborhood and would be more prominent due to its height. The structure would not introduce new separations between neighborhoods because the UPRR ROW already has limited grade crossings and acts as a barrier for pedestrians. Unlike the ROW Option, the East Option would not present any new opportunities for additional crossings, due to the UPRR's continued use of the ROW.

The new elevated structure would be closer to residences than the existing UPRR tracks, and would require removal of some homes. The CTA elevated structure would adhere to the minimum clearance and crash wall standards requested by UPRR. The elevated structure would be taller than most buildings in the surrounding single-family neighborhoods; however, substantial tree cover exists along the UPRR ROW between I-57 and 104th Street, and in intermittent patches between 104th Street and Michigan Avenue. Additional vegetation would be planted to supplement and fill gaps in the tree cover on both sides of the proposed elevated

structure, effectively shielding the structure from view of the adjacent neighborhoods and parks (Fernwood Parkway and the eastern portion of Block Park). The substation sites would be located in the vacant areas bordering the proposed ROW, adjacent to existing light industrial buildings and out of view from the fronts of adjoining homes.

The track structure would require acquisition of two or three parcels closest to the eastern side of the UPRR ROW on every east-west street from 99th Place to 102nd Place, and from 105th Place to the southern end of Segment UA. Some of these parcels are vacant or have light industrial uses, but most contain single-family houses. The buildings currently occupying these parcels would be displaced. Adverse community impacts would be avoided through compensation and relocation assistance in compliance with the Uniform Act. Sufficient vacant parcels and buildings exist in the immediate area to accommodate relocation. Most of the streets in this area, with the exception of major thoroughfares, terminate at the UPRR ROW. As such, the displaced homes would be adjacent to the UPRR tracks at the ends of blocks, and not in the center of the neighborhood, thus limiting the potentially adverse impact on community cohesion and allowing the blocks to retain their integrity. The elevated tracks would encroach upon the edges of neighborhoods, but would leave them otherwise intact. Although the CTA tracks would be close to existing homes, adverse noise impacts would be avoided by constructing a 3- to 4-foot noise barrier alongside the tracks wherever noise-sensitive land uses exist within 280 feet of the alignment. The visual impacts would be mitigated by planting additional trees to screen the appearance of the new structure.

At the 103rd Street station, vacant parcels and two vacant buildings would be acquired to accommodate the two surface parking lots and the bus turnaround. Given that there is currently little to no active use of these properties, the conversion to park & ride facilities would not adversely affect the community. The station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The safety features at the adjacent UPRR grade crossing would be improved to facilitate foot traffic between the station and park & ride lot. The improved safety features would also provide a more attractive location for crossing the UPRR ROW, which would enhance the connection between the neighborhoods currently separated by the freight tracks. The station and track structure would be elevated above 103rd Street and a portion of Block Park, and would be prominently taller than surrounding buildings. The affected portion does not contain any facilities, and contains an open grassy area with moderate tree cover. Keeping the park area beneath the tracks and station open to public use, improving of the recreational facilities at Block Park, and improving park space elsewhere in the neighborhood would all be suitable measures to mitigate the potentially adverse impacts. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

At the 111th Street station, vacant parcels adjacent to the UPRR ROW between 110th and 111th Streets would be acquired to accommodate the two surface parking lots and the bus turnaround. These parcels currently contain surface parking and remnants of demolished building foundations. Given that there is currently little to no active use of these properties, the conversion to park & ride facilities would not adversely affect the community. Impacts would be similar to

those around the 103rd Street station; however, there are no parks adjacent to the 111th Street station site.

The 111th Street station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The safety features at the adjacent UPRR grade crossing would be improved to facilitate foot traffic between the station and park & ride lot. The improved safety features would also provide a more attractive location for crossing the UPRR ROW, which would enhance the connection between the neighborhoods currently separated by the freight tracks. The station and track structure would be prominently taller than surrounding buildings; however, the station would be less visible than 103rd Street station because it would not be located above any cross streets. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

At 114th Street and Wentworth Avenue, the footprint of the elevated structure would require displacement of the Now Faith Church of God Holiness, which currently occupies a converted commercial/light industrial building. Given the availability of other buildings and vacant parcels in the immediate area, there would be no adverse impacts after compliance with the Uniform Act.

At the Michigan Avenue station, a combination of vacant, residential, and commercial properties would be acquired on both sides of Michigan Avenue north of 116th Street to construct a surface parking lot, a bus turnaround, and a three-story parking structure with ground floor retail and commercial space. Impacts on the surrounding neighborhood would be similar to those for the ROW Option; however, the station would be slightly further north. During visioning sessions held in 2010, community members indicated a desire for three- to four-story buildings near stations, which would be consistent with the scale of the proposed structure. Acquisitions for the parking structure would include the entire triangular area bounded by 116th Street, State Street, the UPRR ROW, and Michigan Avenue. Approximately 20 structures would be removed, most of which are residential (some vacant), with interspersed commercial and storage uses along Wabash and Michigan Avenues. A vacant industrial building on the east side of Michigan Avenue just south of Kensington Avenue would also be removed to accommodate the surface parking lot. Compensation would be provided according to the Uniform Act, and there are multiple vacant, infill-ready lots in the neighborhood that could be used for relocation.

Visual alteration impacts of the parking structure at the Michigan Avenue station, and the station's community character and cohesion benefits would be the same as described for the ROW Option in Section 5.3.1.1. Despite the concentration of residential displacements, the overall impacts of the station would be beneficial, and would contribute to a potential new activity center that enhances the connection between the Roseland and West Pullman communities.

At the southeastern end of the Michigan Avenue station area, near the intersection of 117th Street and Prairie Avenue in the West Pullman community, the elevated structure would displace two houses and encroach into the neighborhood beyond the line of trees that currently shields views of the UPRR ROW. The structure would be in front of several houses, and the height would be

out of scale with the existing character of the neighborhood. The structure's location above an intersection would preclude screening it with additional trees. This impact would be adverse, and would not be fully offset by mitigation. Figure 5-1 shows the potential change.

Figure 5-1(a): 117th Street and Prairie Avenue Looking Northwest - East Option (Existing View)

Figure 5-1(b): 117th Street and Prairie Avenue Looking Northwest - East Option (Visualization)

Community Resources
As mentioned above, the East Option would displace the Now Faith Church of God Holiness, and would cross portions of Block Park and Wendell Smith Park, all in Roseland. There are no active recreational uses in the affected portion of Wendell Smith Park aside from a paved path, and adverse impacts on the community could be avoided as described above for the ROW Option. As described for the ROW Option, the addition of the elevated structure would not dramatically change the park's character.

The affected portion of Block Park has few recreational purposes and is less attractive to users than the portion east of Harvard Avenue due to the proximity to the UPRR freight tracks and the presence of a large communication tower. Keeping the park area beneath the tracks and station open to public use, improving the recreational facilities at Block Park, and expanding park space elsewhere in the neighborhood would all be suitable measures to mitigate the potentially adverse impacts. New trees would be planted to shield views of the elevated structure from the park and to replace those removed during construction. The park is already exposed to considerable noise levels from the adjacent UPRR freight tracks, so the introduction of the elevated structure would not be adverse after mitigation.

At 114th Street and Wentworth Avenue, the footprint of the elevated structure would require displacement of the Now Faith Church of God Holiness, which currently occupies a converted commercial/light industrial building. Given the availability of other buildings and vacant parcels in the immediate area, there would be no adverse impacts after compliance with the Uniform Act. Another building in the area could be upgraded and adapted, or a new building could be provided for church use without residual adverse impacts on this community resource.

No other resources would be negatively affected. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents (see Section 4.8 for a list of resources near the proposed route), and this impact would be beneficial overall.

Mobility and Development
The East Option would have the same general mobility benefits as described in Section 5.3.1.1 for the ROW Option; however, the East Option would lack the benefit of possible future redevelopment of the UPRR ROW into a bike or pedestrian path, which the ROW Option would allow.

The mobility and development impacts of the East Option would be beneficial for the areas around the 103rd and 111th Street stations and would be the same as described in Section 5.3.1.1 for the ROW Option.

The mobility and development impacts of the East Option in the area of the Michigan Avenue station would be the same as described in Section 5.3.1.1 for the ROW Option.

5.4.1.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The permanent impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.1.2.

5.4.2 Construction Impacts and Mitigations – Union Pacific Railroad Rail Alternative - East Option

5.4.2.1 Segment UA

Character and Cohesion

Construction impacts on community character and cohesion for the East Option would be similar to those of the ROW Option, described in Section 5.3.2.1. A greater intensity of construction activities would occur for the East and West Options than for the ROW Option because more building demolition would be required. The East Option would require the greatest number of building acquisitions of the three UPRR Rail Alternative options.

Community Resources

Construction would be temporary, and major activities would be scheduled so as not to conflict with community events to the extent possible. Community resources adjacent to the alignment would be subject to temporary adverse impacts, but these would be mitigated through best management practices. Access to community resources would be maintained during construction, via detours when necessary.

Construction activities would be required in Wendell Smith Park and Block Park in the Roseland community, where the elevated structure would pass through the western portions of both park properties. The temporary inaccessibility of part of the park area would not adversely affect park function, and impacts would be mitigated through best management practices and coordinating with community members and the Chicago Park District. Alternate parks, such as Robert Abbott Park and Fernwood Park, would remain available for use during construction in Wendell Smith and Block Parks.

Mobility and Development

During construction of the UPRR Rail Alternative, temporary closures of streets crossing the alignment might be required. Detours would be provided to maintain access to adjacent properties, and bus transit service would detour around closures. Temporary traffic pattern changes might also be needed such as full street closure, converting a two-way street to one-way operation, or reducing the number of available travel lanes. Temporary parking restrictions might also be implemented to facilitate construction activities. A greater intensity of construction activities would occur for the East and West Options than the ROW Option because more building demolition would be required, so impacts would be more pronounced.

Impacts and mitigations for businesses around the alignment and parking structure would be the same as for the ROW Option, described in Section 5.3.2.1.

5.4.2.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The construction impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.2.2.

5.4.3 Cumulative Impacts and Mitigations – Union Pacific Railroad Rail Alternative - East Option

5.4.3.1 Segment UA

Cumulative impacts of the East Option at the Michigan Avenue station would be the same as described for the ROW Option in Section 5.3.3.1.

The temporary construction impacts of the East Option described in Section 5.4.2 could contribute to a cumulative impact if other nearby projects were underway at the same time as the East Option construction. Currently, no projects have been identified that would have coinciding construction timelines. The CTA would coordinate activities with adjacent construction projects, if any, to minimize impacts on the community.

The UPRR Rail Alternative would not contribute to any additional adverse cumulative impacts. The East Option would, however, lack the beneficial cumulative impacts with the potential project being studied in the FSRRFS, which the ROW Option would provide.

5.4.3.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The cumulative impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.3.2.

5.4.4 120th Street Yard and Shop

5.4.4.1 Permanent Impacts and Mitigations

The permanent impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. As such, no community impacts would result from operation of the facility.

5.4.4.2 Construction Impacts and Mitigations

The construction impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. Construction activities would be far enough from established communities that no impacts would occur. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive community areas, and would favor highways over local roads to the extent feasible.

5.5 Union Pacific Railroad Rail Alternative - West Option

The UPRR Rail Alternative West Option would include extension of the Red Line from its current terminus at 95th Street Terminal southward to 130th Street in the vicinity of Altgeld Gardens via existing highway medians and railroad corridors. The West Option would be different from the ROW and East Options in that the alignment would be located to the west of the existing UPRR tracks. The three options for the UPRR Rail Alternative are analyzed in two geographic segments, as described in Section 5.3 for the ROW Option.

Four new stations would be constructed: at 103rd Street on the boundary between the Roseland and Washington Heights communities; at 111th Street in Roseland; at Michigan Avenue in West Pullman; and at 130th Street in Riverdale. All stations would have bus turnarounds and park & ride facilities. The park & ride facilities would be primarily surface parking lots, but multi-level parking structures would be constructed at the Michigan Avenue and 130th Street stations. Compared to the ROW Option, the East and West Options would have greater impacts because RLE tracks would be located 50 feet from the centerline of existing UPRR tracks. The UPRR requires a 50-foot separation from active freight tracks for safety reasons. The West Option would require fewer displacements than the East Option, and a greater proportion of the displacements would be industrial instead of residential.

5.5.1 Permanent Impacts and Mitigations – Union Pacific Railroad Rail Alternative - West Option

5.5.1.1 Segment UA

Character and Cohesion

The West Option tracks would be located within highway medians and adjacent to the existing UPRR ROW in Segment UA, with the exception of an elevated curve across the western portion of Wendell Smith Park at the transition from the I-57 median to its route alongside the freight ROW. The tracks would transition from at-grade to elevated just south of the existing 95th Street Terminal, and remain elevated throughout the rest of Segment UA. The West Option would require more displacements than the ROW Option because the RLE tracks would be located 50 feet from the centerline of the existing UPRR tracks. The UPRR requires a 50-foot separation from active freight tracks for safety reasons. As a result, the track structure footprint would require acquisition of residences on nearly every street it crosses. Additional displacements would also be needed to accommodate the park

The alignment from the 95th Street Terminal to the UPRR ROW would be isolated in the medians of I-94 and I-57, resulting in no community impacts, as described for the ROW Option in Section 5.3.1.1.

Where the elevated alignment would curve southward toward the western side of the UPRR ROW, it would pass above the northwestern corner of Wendell Smith Park. The profile of the elevated structure would be taller than the ROW and East Options in this area. There are no active recreational uses of this area of the park, and adverse impacts on the community could be avoided as described for the ROW Option in Section 5.3.1.1.

Between 99th and 103rd Streets, the elevated structure would run along Fernwood Parkway. The parkway consists of grassy areas and trees, and contains no recreational features. The impact on this park could be offset by maintaining and improving the area underneath the elevated structure, or improving park facilities nearby. The change in community character due to the visual impacts of the new elevated structure along the parkway would, however, be adverse given that the existing conditions consist of an attractive open grass area. Mitigation measures, including screening the structure with additional landscaping, would not be sufficient to offset this impact. The structure would change the neighborhood setting of the park and the houses facing it along the west side of Eggleston Avenue. This impact is depicted in Figure 5-2.

Figure 5-2(a): Fernwood Parkway Looking South - West Option (Existing View)

Figure 5-2(b): Fernwood Parkway Looking South - West Option (Visualization)

At the 103rd Street station, vacant parcels and two vacant buildings would be acquired to accommodate a surface parking lot and bus turnaround, which would be an adverse visual impact. Given that there is currently little to no active use of these properties, the conversion to park & ride facilities would not adversely affect the community. The station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The safety features at the adjacent UPRR grade crossing would be improved to facilitate foot traffic between the station and bus turnaround. The improved safety features would also provide a more attractive location for crossing the UPRR ROW, which would enhance the connection

between the neighborhoods currently separated by the freight tracks. The station and track structure would be elevated above 103rd Street, and would be prominently taller than surrounding buildings. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

South of 103rd Street, the elevated tracks would continue southward through private property along the western side of the existing UPRR ROW for the remainder of Segment UA. The CTA elevated structure would adhere to the minimum clearance and crash wall standards requested by UPRR. The elevated structure would not substantially differ from the existing character of the freight railroad tracks, but would encroach into the primarily vacant and light industrial areas to the west of the UPRR ROW. The structure would not introduce new separations between neighborhoods because the UPRR ROW already has limited grade crossings and acts as a barrier for pedestrians. Unlike the ROW Option, the West Option would not present any new opportunities for additional crossings, due to the UPRR's continued use of the ROW.

The new elevated structure would be closer to residences than the existing UPRR tracks, and would require removal of several homes and light industrial buildings, but the overall displacement of residences would be substantially less than under the East Option. Adverse community impacts would be avoided through compensation and relocation assistance in compliance with the Uniform Act. Sufficient vacant parcels and buildings exist in the immediate area to accommodate relocation. The elevated structure would be taller than most buildings in the surrounding single-family neighborhoods; however, the elevated structure would primarily run behind and along the sides of the houses adjacent to the alignment, so the structure would not be highly visible except at cross streets. Additional vegetation would be planted to supplement and fill gaps in the tree cover, effectively shielding the elevated structure from view of the adjacent neighborhoods. The substation sites would be located in areas bordering the proposed ROW, and would be out of view of the fronts of adjoining homes.

Most of the streets in this area, with the exception of major thoroughfares, terminate at the UPRR ROW. As such, the displaced buildings would be adjacent to the UPRR tracks at the ends of blocks, and not in the center of the neighborhood, thus limiting the potentially adverse impact on community cohesion and allowing the blocks to retain their integrity. North of the Michigan Avenue station area, the majority of the displacements would be on light industrial or vacant parcels, which do not contribute to the character of the surrounding residential neighborhoods. The elevated tracks would encroach upon the edges of neighborhoods, but would leave them otherwise intact. Although the CTA tracks would be close to existing homes, adverse noise impacts would be avoided by constructing a 3- to 4-foot noise barrier alongside the tracks wherever noise-sensitive land uses exist within 280 feet of the alignment. The visual impacts would be mitigated by planting additional trees to screen the appearance of the new structure.

At the 111th Street station, vacant parcels adjacent to the west of the UPRR ROW between 110th and 111th Streets would be acquired to accommodate the surface parking lot and the bus turnaround. These parcels currently contain trees and remnants of demolished building

foundations. Given that there is currently little to no active use of these properties, the conversion to park & ride facilities would not adversely affect the community. Impacts would be similar to those around the 103rd Street station; however, there would be fewer pedestrians crossing the UPRR tracks because the parking, bus turnaround, and station would all be on the same side of the UPRR ROW.

The 111th Street station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The station and track structure would be prominently taller than surrounding buildings; however, the station would be less visible than 103rd Street station because it would not be located above any cross streets. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

At the Michigan Avenue station, a combination of vacant, residential, and commercial properties would be acquired on both sides of Michigan Avenue south of the UPRR ROW to construct a five-story parking structure with ground floor retail and commercial space. Acquisitions for the parking structure would include the entire triangular area bounded by 116th Street, State Street, the UPRR ROW, and Michigan Avenue. Approximately 20 structures would be removed, most of which are residential (some vacant), with interspersed commercial and storage uses along Wabash and Michigan Avenues. Compensation would be provided according to the Uniform Act, and there are multiple vacant, infill-ready lots in the neighborhood that could be used for relocation. The alteration of existing neighborhood scale and character due to the parking structure would be more pronounced than it would under the ROW and East Options because the parking structure would be two stories taller for the West Option; however, the station would otherwise have community character and cohesion benefits that would be the same as described for the ROW Option in Section 5.3.1.1. Screening, landscaping, architectural design that compliments the surrounding neighborhood, and "step back" massing to reduce the appearance of garage height could be used to reduce impacts.

Community Resources

As mentioned above, the West Option would cross a corner of Wendell Smith Park and the majority of Fernwood Parkway on the boundary between Roseland and Washington Heights. There are no active recreational uses in the affected areas of these parks, and adverse impacts on these community resources could be avoided if the area beneath the elevated structure remained open for park use and new trees were planted to replace ones shield views of the elevated structure from homes fronting the park. Additional recreational facilities would be added to these parks, or other parks in the neighborhood would be expanded to offset the addition of the elevated structure. The trees planted to shield views of the structure would also serve as replacements for trees removed during the construction process. As mentioned above, however, the adverse impacts on community character resulting from the elevated structure running in Fernwood Parkway would be unavoidable.

No other resources would be negatively affected. The new rail extension would facilitate access to community resources near the stations, especially for transit-dependent residents (see Section 4.8 for a list of resources near the proposed route), and this impact would be beneficial overall.

Mobility and Development
The mobility and development benefits and impacts for the West Option would be the same as those described for the East Option in Section 5.4.1.1.

5.5.1.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The permanent impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.1.2.

5.5.2 Construction Impacts and Mitigations – Union Pacific Railroad Rail Alternative - West Option

5.5.2.1 Segment UA

Character and Cohesion
Construction impacts on community character and cohesion for the West Option would be similar to those of the ROW Option, described in Section 5.4.1. A greater intensity of construction activities would occur for the East and West Options than the ROW Option because more building demolition would be required. The West Option would require fewer building acquisitions overall than the East Option.

Community Resources
Construction would be temporary, and major activities would be scheduled so as not to conflict with community events to the extent possible. Community resources adjacent to the alignment would be subject to temporary adverse impacts, but these would be mitigated through use of best management practices. Access to community resources would be maintained during construction, via detours when necessary.

Construction activities would be required in Wendell Smith Park and Fernwood Parkway near the boundary between the Roseland and Washington Heights communities, where the elevated structure would pass through the northwestern corner of Wendell Smith Park and the nearly the entire length of the Fernwood Parkway property south of 99th Street. The temporary inaccessibility of these park areas would be mitigated through best management practices and coordination with community members and the Chicago Park District. Alternate parks, such as Robert Abbott Park and Fernwood Park, would be available for use during construction in Wendell Smith Park and Fernwood Parkway.

Mobility and Development
The mobility and development impacts for the West Option would be the same as those described for the East Option in Section 5.4.1.2.

5.5.2.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The construction impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.2.2.

5.5.3 Cumulative Impacts and Mitigations – Union Pacific Railroad Rail Alternative - West Option

5.5.3.1 Segment UA

Cumulative impacts of the West Option at the Michigan Avenue station would be the same as described for the ROW Option in Section 5.3.3.1.

The temporary construction impacts of the West Option described in Section 5.5.2 could contribute to a cumulative impact if other nearby projects were underway at the same time as the West Option construction. Currently, no projects have been identified that would have coinciding construction timelines. The CTA would coordinate activities with adjacent construction projects, if any, to minimize impacts on the community.

The UPRR Rail Alternative would not contribute to any additional adverse cumulative impacts. The West Option would, however, lack the beneficial cumulative impacts with the potential project being studied in the FSRRFS, which the ROW Option would provide.

5.5.3.2 Segment UB

All of the UPRR Rail Alternative options would be the same in Segment UB, south of the Michigan Avenue station area. The cumulative impacts of the UPRR Rail Alternative in Segment UB are described in Section 5.3.3.2.

5.5.4 120th Street Yard and Shop

5.5.4.1 Permanent Impacts and Mitigations

The permanent impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. As such, no community impacts would result from operation of the facility.

5.5.4.2 Construction Impacts and Mitigations

The construction impacts of the 120th Street yard and shop would be the same for all options of the UPRR Rail Alternative. The 120th Street yard and shop would be located in industrial and vacant areas, away from residences and community-oriented businesses and resources. Construction activities would be far enough from established communities that no impacts would occur. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive community areas, and would favor highways over local roads to the extent feasible.

5.6 Halsted Rail Alternative

The Halsted Rail Alternative would involve extension of the Red Line from its current terminus at the 95th Street Terminal southward to Vermont Avenue via existing highway medians and the median of Halsted Street. The Halsted Rail Alternative is analyzed in two geographic segments:

- Segment HA: From the 95th Street Terminal to the 119th Street yard and shop area, including the communities of Roseland, Washington Heights, Morgan Park, and part of West Pullman
- Segment HB: south of the 119th Street yard and shop area, in the West Pullman community and the Village of Calumet Park

Four new stations would be constructed: at 103rd Street on the boundary between the Roseland and Washington Heights community areas; at 111th Street on the boundary between the Roseland and Morgan Park community areas; at 119th Street in the West Pullman area; and at Vermont Avenue in West Pullman. All stations would have bus turnarounds and park & ride facilities. The park & ride facilities would be primarily surface parking lots; however, a multi-level parking structure would be constructed at the Vermont Avenue station.

5.6.1 Permanent Impacts and Mitigations – Halsted Rail Alternative

5.6.1.1 Segment HA

Character and Cohesion

The Halsted Rail Alternative tracks would be located within highway medians and above the median of Halsted Street in Segment HA, with the exception of an elevated curve near the intersection of 99th and Halsted Streets at the transition from the I-57 median to its route down the center of Halsted Street. The tracks would transition from at-grade to elevated just south of the existing 95th Street Terminal, and would remain elevated throughout the rest of the alignment. The primary cause of displacements for the Halsted Rail Alternative would be the off-street park & ride facilities and the 119th Street yard and shop. The elevated structure itself would require few displacements because it would run primarily within existing public ROW. The Halsted Rail Alternative would have more displacements than the UPRR Rail Alternative ROW Option, but fewer than the East and West Options.

The alignment from the 95th Street Terminal to Halsted Street would be isolated in the medians of I-94 and I-57, resulting in no community impacts. The elevated track structure would be above the highway grade, and would be visible from residential neighborhoods to the north and south of I-57. The elevated structure would pass above the existing highway overpasses at Wentworth Avenue, the UPRR ROW, and Parnell Avenue, which would require it to be taller than the structure proposed for the UPRR Rail Alternative in some locations. The structure would not change the character of the surrounding neighborhoods due to its highway median location. The elevated tracks would not worsen the existing barrier effect of the highway, because the highway already separates the neighborhoods on either side, and is crossable only at overpasses. No noise-related community impacts would occur, as the adjacent homes are already exposed to considerable highway traffic noise.

Where the elevated structure would curve southward from the median of I-57 to the median of Halsted Street, the following displacements would be required: a gas station, a communication tower, a small utility building, and a small retail building just south of 99th Street. The introduction of the elevated structure in the area would be a negative visual change, especially in the area just south of 99th Street where there is a row of newly built retail space along the eastern side of Halsted Street. The negative visual change would not, however, be at the level of an adverse impact on community character. Displaced businesses would be able to relocate to other locations on Halsted Street, as there are several available vacant lots and buildings in the area.

Along most of the Halsted Street alignment, the surrounding land uses consist of automotive services, churches, vacant lots and buildings, surface parking, fast food restaurants, beauty supply and services, drug stores, check cashing, discount retail, and household-oriented services such as dry cleaners. Single-family homes and senior housing complexes are interspersed among the businesses throughout the corridor. The business areas are discontinuous due to the presence of parking lots and vacant space, and pedestrian activity is light. Halsted Street also acts as a barrier between neighborhoods due to its width; however, the landscaped median enhances the visual character of the area. Halsted Street is a designated state highway, and carries truck and bus traffic in addition to auto traffic.

The elevated structure would be out of scale with the predominantly single-story buildings along Halsted Street, but not inconsistent with its designation as a state transportation route. In most neighborhoods, the elevated structure would be the tallest structure. The mix of bents and center supports beneath the elevated structure would change the character of Halsted Street by shading the roadway and sidewalks and intensifying the visual separation between the two sides of the street.

The rail stations would enhance and improve the streetscape and bring additional pedestrians into the area, but this benefit would be tempered by the negative visual and aesthetic impacts of the elevated structure. Mitigation measures would include supplemental landscaping along the sidewalks to offset the reduction in median landscaping and partially shield views of the elevated structure. Parts of the structure, such as center supports and the closed deck trackway, may be shielded by the addition of street trees, but bents adjacent to the sidewalk may still be visible. Additional streetscape enhancements would be included. The overall community character impact of adding the elevated structure to the neighborhood would be negative, but not adverse, given the existing setting of a commercial thoroughfare with truck traffic. Moderate noise impacts would occur along the corridor, but could be mitigated with 3- to 4-foot noise barriers wherever the tracks are within 115 to 180 feet of sensitive receptors (threshold distance varies by location and anticipated train speeds).

Three substation facilities would be placed on existing vacant land along Halsted Street in Segment HA at 101st Street, 110th Street, and 119th Street. Good design practices would ensure that the substation buildings contribute to the streetscape by filling in some of the vacant spaces in the business corridor. Building displacements would occur mostly at station and yard areas, leaving most blocks of Halsted Street unaffected by property acquisition. Station and yard areas

are discussed in further detail below. Figure 5-3 shows a conceptual visualization of the proposed elevated structure on Halsted Street.

Figure 5-3(a): 100th and Halsted Streets Looking North - Halsted Rail Alternative (Existing View)

Figure 5-3(b): 100th and Halsted Streets Looking North - Halsted Rail Alternative (Visualization)

At the 103rd Street station, three commercial buildings and associated parking areas would be acquired for use as a park & ride lot and bus turnaround. The affected buildings currently house hair supply, party supply, and car loan businesses, as well as vacant storefronts. Given that there are other vacant properties available in the vicinity for the purposes of relocation, the conversion to park & ride facilities would not adversely affect the community following compliance with the

Uniform Act. The station would improve access to the senior housing complex on 103rd Street just west of Green Street, thereby enhancing mobility for community residents who are potentially transit-dependent. The station would also create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. The station would also serve as a focal point for the surrounding communities that are currently separated by Halsted Street; however, some of these benefits would be limited by the aesthetic impacts that the elevated structure and supports would have on the streetscape. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

The conceptual design of the 111th Street station would closely resemble the 103rd Street station. A fast food restaurant and an automotive shop would be acquired to make space for a park & ride lot on the northwest corner of 111th and Halsted Streets. The impacts and benefits of the 111th Street station would be similar to those of the 103rd Street station. The station would improve access to the senior housing/nursing complex on Halsted Street just north of 110th Street, thereby enhancing mobility for community residents who are potentially transit-dependent.

The property acquisitions at 119th Street station would be more extensive than at the 103rd and 111th Street stations. The block bounded by 119th, 120th, Peoria, and Halsted Streets would be acquired to accommodate a park & ride lot and bus turnaround. The block currently contains a large surface parking lot, automotive services, a vacant warehouse, check cashing, a supermarket, a household goods store, and an Illinois Department of Employment Security office. Compliance with the Uniform Act would mitigate the adverse community impacts associated with the business displacements, and the Illinois Department of Employment Security could be moved to other available office or storefront space nearby. Sufficient vacant commercial land exists on Halsted Street in the vicinity of 119th Street and areas southward to relocate the businesses within the same corridor. Given that the affected block already contains a substantial amount of surface parking and vacant space, replacement of the current land uses with a park & ride lot would not be an adverse change in community character. The park & ride lot is adjacent to land that has been identified for acquisition for the proposed 119th Street yard and shop, which is discussed further in Section 5.6.4. Elevated tracks leading to the yard and shop would branch off from the Halsted Street elevated structure at 120th Street, but would cross primarily industrial land that does not contain any community-oriented land uses or resources.

The 119th Street station would create a transit hub and would help revive the neighborhood with pedestrian activity, which would be beneficial. These impacts would primarily occur in areas east and north of the station, because the land to the southwest of the station would be permanently used for park & ride and yard and shop facilities. Some of these benefits would be limited by the aesthetic impacts that the elevated structure and supports would have on the streetscape, particularly along Halsted Street. The station would also serve as a focal point for the surrounding communities that are currently separated by Halsted Street; however, this impact would be limited by the amount of vacant and industrial land present on the blocks surrounding Halsted Street and the placement of the yard and shop facility southwest of the station. The new transit

infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

Community Resources

The Halsted Rail Alternative would displace one community resource in Segment HA: the Illinois Department of Employment Security office, which would be moved to another location nearby to avoid adverse impacts. No other resources would be negatively affected.

The new rail extension would also facilitate access to community resources near the station locations, especially for transit-dependent residents (see Section 4.8 for a list of resources near the proposed route), and this impact would be beneficial overall. This impact would be greatest at the 119th Street station, where the Major Taylor Trail crosses the intersection of 119th and Halsted Streets. Station area improvements would enhance this crossing and provide a beneficial connection between the new transit line and the existing bicycle and pedestrian trail. Additional community resources, including the West Pullman Library and several churches (some possibly not currently in use), are east of the 119th Street station site, and community members would benefit from enhanced transit connections to these resources.

Mobility and Development

The Halsted Rail Alternative would substantially reduce travel times between the Washington Heights, Roseland, Morgan Park, and West Pullman communities and the Village of Calumet Park, and would enhance their connection with major employment and activity centers north of the project area. This enhancement would increase the number and variety of viable employment opportunities available to residents of these communities, especially those who are transit-dependent. The extended Red Line service and park & ride facilities would also provide alternatives to solo driving, and would attract some motorists off of the nearby highways. More cars would drive into the area to access the park & ride lots, but the increased traffic would not be great enough to worsen congestion following implementation of the mitigation measures prescribed in the *Transportation Technical Memorandum*.

The area around the 103rd Street station location consists of businesses along Halsted and 103rd Streets, and primarily single-family residences on the surrounding blocks. The business area on 103rd Street extends approximately four blocks west of Halsted Street and two blocks to the east. There are several vacant parcels and buildings in the area, and the enhanced transit service could attract infill development and encourage growth of a community business hub around the station. The station would also provide additional mobility to the residents of the senior housing complex that is two blocks to the west. There are also multiple vacant residential parcels that would become more attractive for infill development, given the convenience of the nearby Red Line service. Infill would likely occur without changing the overall scale of the neighborhood. The mobility and development impacts of the Halsted Street Rail Alternative would be beneficial; however, the development potential along Halsted Street would be limited by the negative aesthetic and shading impacts of the proposed elevated structure in the median.

Development potential would be more limited around the 119th Street station location, given the relatively large amount of land that would be used for permanent rail facilities. The parcels on the four blocks of 119th Street to the east of the station location are almost entirely vacant, however, which would potentially allow for a sizeable transit-oriented development in the future. Toward the west, the land on the north side of 119th Street contains mostly public and religious institution uses. Some of the buildings along this portion of 119th Street are vacant, which would allow additional room for limited infill development. The south side of 119th Street between Halsted and Ada Streets would be used exclusively for the park & ride facility and the yard and shop area, neither of which would be conducive to community development. The park & ride lot would have a similar impact on the west side of Halsted Street to the south of the station. The mobility and development impacts would be beneficial overall, but not to as great an extent as at the other station areas. The 119th Street station would have the added benefit of providing access to the Major Taylor Trail, thereby enhancing the multi-modal connection between the Red Line and the pedestrian and bicycle trail.

5.6.1.2 Segment HB

Character and Cohesion

In Segment HB, most of the Halsted Street alignment contains businesses similar to Segment HA, with the exception of the Cedar Park Cemetery on the west side of Halsted Street between 124th and 127th Streets. The Metra Electric District grade crossing and West Pullman Station are between 120th and 122nd Streets. A substation would be located at 126th Street on land currently occupied by part of a surface parking lot. The elevated structure would be similar in appearance to the structure in Segment HA, and would have similar impacts on the character and cohesion of the surrounding community. The same mitigation measures for community and cohesion impacts identified for Segment HA in Section 5.6.1.1 would apply to Segment HB.

At the Vermont Avenue station, the commercial properties on both sides of Halsted Street would be acquired between Vermont Avenue and 128th Place. The single-family homes on the east side of Green Street between Vermont Avenue and 128th Place would also be acquired. The acquired property would be used for a surface park & ride lot on the east side of Halsted Street, and a seven-story park & ride structure on the west. The parking structure would include retail and community space on the ground floor. The displaced buildings along Halsted Street would include a daycare facility, a restaurant, several vacant buildings, and a partially vacant strip mall. Compliance with the Uniform Act would ensure that impacts are not adverse because there is sufficient available space in the area where the displaced businesses could relocate. Some might be able to relocate into the new retail space that would be built in the parking structure. Approximately 11 single-family homes would need to be acquired along Vermont and Green Streets. There are few vacant residential lots in the immediate area, but the magnitude of residential relocations could likely still be absorbed by the housing market in the neighborhood, and impacts would not be adverse after implementation of the Uniform Act.

The seven-story parking structure at the Vermont Avenue station would have an adverse impact on the neighborhood along Green Street between Vermont Avenue and 128th Place, which currently consists of single-family homes. The houses on the east side of Green Street would be

replaced by the parking structure, which would be out of scale and visually inconsistent with the single-story residential character of the neighborhood, as shown in Figure 5-4. No amount of mitigation or landscape screening would effectively offset this adverse impact.

Figure 5-4(a): Vermont Avenue Park & Ride Looking West - Halsted Rail Alternative (Existing View)

Figure 5-4(b): Vermont Avenue Park & Ride Looking West - Halsted Rail Alternative (Visualization)

Some of the adverse impacts on community character and cohesion would be balanced by the benefits of the improved transit service. The station would create a transit hub and would help

revive the neighborhood with pedestrian activity, which would be beneficial. Like the other stations, the Vermont Avenue station would also serve as a focal point for the surrounding communities that are currently separated by Halsted Street; however, some of these benefits would be limited by the aesthetic impacts that the elevated structure and supports would have on the streetscape. The new transit infrastructure would not adversely change the character of the neighborhood if landscape were planted to provide screening and good design practices were used.

Community Resources

The Halsted Rail Alternative would not displace any community resources in Segment HB. The benefits of enhanced access would be the same as those in Segment HA, described in Section 5.6.1.1.

Mobility and Development

The Halsted Rail Alternative would substantially reduce travel times between the Washington Heights, Roseland, Morgan Park, and West Pullman communities and the Village of Calumet Park, and would have the same general mobility benefits as it would in Segment HA, as described in Section 5.6.1.1.

The area around the Vermont Avenue station location consists of businesses along Halsted Street and primarily single-family residences on the surrounding blocks. There are no businesses fronting Vermont Avenue in the vicinity of Halsted Street, only single-family residences. Several of the commercial parcels along Halsted Street south of 127th Street are vacant and would potentially be available for future redevelopment. The station would increase the attractiveness of the area for businesses, and would encourage economic growth in the community. Infill would likely occur without changing the overall scale of the neighborhood. The mobility and development impacts of the Halsted Street Rail Alternative would be beneficial; however, the development potential along Halsted Street would be limited by the negative aesthetic and shading impacts of the proposed elevated structure in the median.

The Halsted Rail Alternative would lack the access and mobility benefits for the Altgeld Gardens community that the UPRR Rail Alternative would provide, but bus service from Altgeld Gardens would be routed to connect to the Vermont Avenue Station. Benefits would accrue to the West Pullman community and the Village of Calumet Park instead of the Riverdale community.

5.6.2 Construction Impacts and Mitigations – Halsted Rail Alternative

5.6.2.1 Segment HA

Character and Cohesion

Community disruption would occur while construction activities are performed for the Halsted Rail Alternative, with intensive construction occurring over a period of approximately 3 years. Construction activities would be more disruptive than they would under the UPRR Rail Alternative because the Halsted Rail Alternative elevated structure would be built in the median of a major commercial street instead of on private, off-street ROW.

Most of the construction activities and staging would occur within street ROW, properties acquired as part of the permanent envelope for the project, and potentially other nearby vacant parcels. Increased truck traffic to and from the alignment would also occur, particularly on Halsted Street and major east-west cross streets. Given the elevated configuration of most of the Halsted Rail Alternative, hoisting equipment would be visible above the roofs of existing buildings and in staging areas. Storage of materials, equipment, and trucks would introduce temporary intermittent visual impacts within communities, but these impacts would not be adverse given their temporary nature and CTA's use of best management practices. CTA would notify the community in advance of disruptive activities such as building demolition, utility relocation, and necessary detours, and would perform work in a manner consistent with local ordinances. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive areas of the community, and would favor highways over local roads to the extent feasible.

Temporary dust, noise, and visual impacts would occur. Residents would experience these impacts during construction on an intermittent basis, but impacts would not be adverse provided that best management practices are employed and nighttime construction near residences is limited to the extent practicable.

Community Resources

Construction would be temporary, and major activities would be scheduled so as not to conflict with community events to the extent possible. Community resources adjacent to the alignment would be subject to temporary adverse impacts, but these would be mitigated through best management practices. Access to community resources would be maintained during construction, via detours when necessary.

Mobility and Development

During construction of the Halsted Rail Alternative, Halsted Streets and its east-west cross streets would require temporary, intermittent roadway and lane closures. Detours would be provided to maintain access to adjacent properties, and bus transit service would detour around closures. Temporary traffic pattern changes might also be needed such as full street closure, converting a two-way street to one-way operation, or reducing the number of available travel lanes. Temporary parking restrictions might also be implemented to facilitate construction activities.

Businesses around the alignment and parking structure could be affected by construction activities, construction-related traffic, and road and sidewalk closures. Temporary roadway delays due to truck traffic and the movement of construction equipment would occur. Construction would likely result in a temporary, intermittent decrease in accessibility to some businesses. This impact would be limited to businesses on streets near the Halsted Rail Alternative alignment. The CTA would provide adequate detours and minimize road closures to the extent practicable, but some adverse impacts on businesses might occur, as people might avoid the area altogether. This potentially adverse impact would be mitigated through early notification of construction activities, provision of temporary alternate access routes, and advertising programs to increase the visibility of affected businesses during construction.

5.6.2.2 Segment HB

The construction impacts of the Halsted Rail Alternative in Segment HB would be similar to those in Segment HA described in 5.6.2.1, with the exception of the Vermont Avenue station. The Vermont Avenue station would require more intensive construction activities due to the multi-level parking structure, but construction would be phased to reduce impacts. Construction activities at any one location along the alignment would not last for the entire duration of the project construction phase.

5.6.3 Cumulative Impacts and Mitigations – Halsted Rail Alternative

5.6.3.1 Segment HA

There are no projects identified in the *Cumulative Impacts Technical Memorandum* that could cause cumulative impacts in conjunction with the Halsted Rail Alternative. Any developments in the vicinity of the Halsted Rail Alternative stations would, however, benefit from enhanced transit access.

The temporary construction impacts of the Halsted Rail Alternative described in Section 5.6.2 could contribute to a cumulative impact if other nearby projects were underway at the same time as the Halsted Rail Alternative construction. Currently, no projects have been identified that would have coinciding construction timelines. The CTA would coordinate activities with any adjacent construction projects to minimize impacts on the community.

5.6.3.2 Segment HB

The cumulative impacts analysis results for Segment HB would be the same as for Segment HA, described in Section 5.6.3.1.

5.6.4 119th Street Yard and Shop

5.6.4.1 Permanent Impacts and Mitigations

The 119th Street yard and shop would be constructed on primarily vacant industrial parcels, with the exception of the elevated tracks leading connecting the yard to the Halsted Street elevated structure at 120th Street. The tracks would displace two commercial buildings, one of which is vacant, and the Sure-Way Missionary Baptist Church, which occupies a converted building at the southwest corner of 120th and Halsted Streets. Given the availability of other buildings and vacant

parcels in the immediate area, there would be no adverse impacts after compliance with the Uniform Act. For the Sure-Way Missionary Baptist Church, another building in the area could be upgraded and adapted, or a new building could be provided for church use without residual adverse impacts on this community resource.

Although no adverse impacts are expected, the yard and shop and the adjacent park & ride lot for 119th Street station would occupy approximately one-quarter of the land area nearest to the station site. Neither the park & ride lot nor the yard and shop facility would contribute to the growth and development of the community. This would reduce the overall potential of the Halsted Rail Alternative to encourage new development in the 119th Street station area; however, the proposed rail yard and shop would be consistent with the brownfield site that currently exists on the property. Transit-supportive development would still be able to occur in the remainder of the station area.

5.6.4.2 Construction Impacts and Mitigations

Community disruption would occur while construction activities are performed for the 119th Street yard and shop, with intensive construction occurring over a period of up to 3 years. Most of the construction activities and staging would occur within the properties acquired as part of the permanent envelope for the project. Increased truck traffic to and from the yard and shop site would also occur, particularly on 119th and Halsted Streets. Hoisting equipment would be visible above the roofs of existing buildings. Storage of materials, equipment, and trucks would introduce temporary intermittent visual impacts, but these impacts would not be adverse given their temporary nature, CTA's use of best management practices, and the presence of few residences and businesses in the immediate vicinity of the yard and shop site. CTA would notify the community in advance of disruptive activities such as building demolition, utility relocation, and necessary detours, and would perform work in a manner consistent with local ordinances. Hauling routes would be designed to minimize the amount of trucks and equipment passing through sensitive areas of the community, and would favor highways over local roads to the extent feasible. The CTA would provide adequate detours and minimize road closures to the extent practicable. Temporary dust, noise, and visual impacts would occur on an intermittent basis, but impacts would not be adverse provided that best management practices were employed and nighttime construction near residences were limited to the extent practicable.

Section 6
Impacts Remaining After Mitigation

6.1 No Build Alternative

The No Build Alternative would have no adverse neighborhood and community impacts. No mitigation measures would be required. The No Build Alternative would lack the livability, mobility, and other community benefits that the other alternatives would provide.

6.2 Bus Rapid Transit Alternative

The BRT Alternative would have no adverse neighborhood and community impacts. No mitigation measures would be required. Impacts would be beneficial overall. The BRT Alternative would provide minor improvements in transit service, mobility, community character, and cohesion and it would have fewer livability, mobility, and other community benefits than the rail alternatives.

6.3 Union Pacific Railroad Rail Alternative – Right-of-Way Option

6.3.1 Segment UA

The UPRR Rail Alternative ROW Option would have no adverse neighborhood and community impacts after mitigation in Segment UA. Impacts would be beneficial overall. The UPRR Rail Alternative ROW Option would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would provide substantial livability and mobility improvements for the neighborhoods in the project area, and help spur economic development near stations. It would also serve the geographically isolated communities in the area.

6.3.2 Segment UB

The UPRR Rail Alternative ROW Option would have no adverse neighborhood and community impacts after mitigation in Segment UB. Impacts would be beneficial overall. The UPRR Rail Alternative ROW Option would facilitate access to community resources near the 130th Street Station, especially for transit-dependent residents. The new rail extension would provide substantial livability and mobility improvements for the neighborhoods in the project area, and help spur economic development near stations. It would also serve the geographically isolated communities in the area, including Altgeld Gardens.

6.3.3 120th Street Yard and Shop

The 120th Street yard and shop would have no adverse neighborhood and community impacts. No mitigation measures would be required.

6.4 Union Pacific Railroad Rail Alternative – East Option

6.4.1 Segment UA

The UPRR Rail Alternative East Option would have an adverse impact on the neighborhood around 117th Street and Prairie Avenue in Segment UA that could not be mitigated. At this location, the elevated track structure would displace two houses and encroach into the neighborhood beyond the line of trees that currently shields views of the existing UPRR ROW. The structure would be in front of several houses, and the height would be out of scale with the existing character of the neighborhood. Like the ROW Option, the East Option would also provide beneficial livability and mobility improvements for the neighborhoods in the project area, and help spur economic development near stations. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve the geographically isolated communities in the area.

6.4.2 Segment UB

The UPRR Rail Alternative East Option would have no adverse neighborhood and community impacts after mitigation in Segment UB. Like the ROW Option, the East Option would also provide beneficial livability and mobility improvements, and help spur economic development. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve the geographically isolated communities in the area, including Altgeld Gardens.

6.4.3 120th Street Yard and Shop

The 120th Street yard and shop would have no adverse neighborhood and community impacts. No mitigation measures would be required.

6.5 Union Pacific Railroad Rail Alternative – West Option

6.5.1 Segment UA

The UPRR Rail Alternative West Option would have the following adverse neighborhood and community impacts in Segment UA that could not be mitigated:

- Between 99th Street and 103rd Street, the elevated track structure would run along Fernwood Parkway. The change in community character would be adverse due to the visual impacts of the new elevated structure along the parkway. The structure would change the neighborhood setting of the park and the houses facing it along the west side of Eggleston Avenue. Mitigation measures, including screening the structure with additional landscaping, would not be sufficient to offset this impact.

- Near 103rd Street station, the vacant parcels and two vacant buildings would be acquired to accommodate a surface parking lot and bus turnaround, which would be an adverse visual impact. Mitigation measures would not be sufficient to offset this impact.

- The Michigan Avenue station park & ride would be an adverse visual impact because the parking structure would be two stories taller and therefore more pronounced for the West Option than for the ROW and East Options. Mitigation measures would not be sufficient to offset this impact.

Like the ROW and East Options, the West Option would also provide beneficial livability and mobility improvements for the neighborhoods in the project area, and help spur economic development near stations. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve the geographically isolated communities in the area.

6.5.2 Segment UB

The UPRR Rail Alternative West Option would have no adverse neighborhood and community impacts after mitigation in Segment UB. Like the ROW and East Options, the West Option would also provide beneficial livability and mobility improvements, and help spur economic development. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve the geographically isolated communities in the area, including Altgeld Gardens.

6.5.3 120th Street Yard and Shop

The 120th Street yard and shop would have no adverse neighborhood and community impacts. No mitigation measures would be required.

6.6 Halsted Rail Alternative

6.6.1 Segment HA

The Halsted Rail Alternative would have no adverse neighborhood and community impacts after mitigation in Segment HA. The Halsted Rail Alternative would also provide beneficial livability and mobility improvements for the neighborhoods in the project area, and help revive the Halsted Street commercial corridor. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve the geographically isolated communities in the area.

6.6.2 Segment HB

In the neighborhood along Green Street between Vermont Avenue and 128th Place, the Halsted Rail Alternative would have an adverse impact that could not be mitigated. The single-family homes on the east side of the block would be acquired and removed to construct a seven-story park & ride garage. The garage would be out of scale and inconsistent with the single-story residential character of the neighborhood. No available mitigation measures would effectively offset this adverse impact. The Halsted Rail Alternative would also provide beneficial livability and mobility improvements for the neighborhoods in the project area, and help revive the Halsted Street commercial corridor. The new rail extension would facilitate access to community resources near the station locations, especially for transit-dependent residents. It would also serve

the geographically isolated communities in the area, but would not directly serve Altgeld Gardens.

6.6.3 119th Street Yard and Shop

The 119th Street yard and shop would have no adverse neighborhood and community impacts. No mitigation measures would be required.

Section 7
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Appendix A
2014–2015 Red Line Extension Project Update

2014–2015 Red Line Extension Project Update

From 2012–2014, CTA evaluated benefits and impacts of four alternatives: the No Build Alternative, the Bus Rapid Transit Alternative (along Michigan Avenue), the Union Pacific Railroad (UPRR) Rail Alternative, and the Halsted Alternative. CTA evaluated three options of the UPRR Rail Alternative: Right-of-Way Option, East Option, and West Option. CTA also evaluated two options of the UPRR Rail Alternative 130th Street station: a South Station Option and a West Station Option. Based on the project description provided in Section 2 of this technical memorandum, CTA analyzed the impacts of these alternatives and station options. The benefits and impacts are included in the technical memoranda prepared in 2012–2014.

In August 2014, based on the technical analysis and public input, CTA announced the NEPA Preferred Alternative—the UPRR Rail Alternative. Additional conceptual engineering was conducted on the UPRR Rail Alternative to refine the East and West Option alignments. In addition, CTA is considering only the South Station Option of the 130th Street Station.

In late 2014 and early 2015, CTA conducted additional engineering and revised assumptions on the East and West Options to refine the alignments. The refinement of the East and West Options consisted of the following items:

- For the segment of the alignment along I-57, CTA shifted the proposed alignment from the median of I-57 to the north side of I-57 within the existing expressway right-of-way. The construction would be less complex, safer for construction workers, and have a shorter duration. The shift would also allow for fewer impacts to Wendell Smith Park for the East Option, and would allow for no permanent impacts to Wendell Smith Park for the West Option.

- CTA modified the curve speeds as the alignment heads south from I-57 along the UPRR tracks. The curve speed for both the East and West Options would be 35 mph.

- CTA shifted the East Option alignment near 103rd Street station to minimize impacts to Block Park and the Roseland Pumping Station.

- CTA modified the curves south of 103rd Street for both the East and West Options to 55 mph to maximize the train speed.

- CTA refined the layout of the 120th Street yard and shop to optimize yard operations. The refined layout of the yard would accommodate 340 train cars.

The refinement of the East and West Option alignments minimizes potential impacts to parks while providing flexibility for future design phases. The Draft Environmental Impact Statement contains the benefits and impacts of the refined East and West Option alignments and supersedes information presented in other chapters of this technical memorandum

Neighborhoods and Communities

The refined East and West Option alignments would result in additional permanent adverse impacts to neighborhoods and communities which were not discussed in this technical memorandum.

The refined alignment along the I-57 corridor in the Roseland community area would result in adverse impacts related to community character and cohesion in Roseland. The elevated track structure along the I-57 corridor would cause adverse visual impacts because of the change in the visual setting in the highway right-of-way along the north side of I-57 in Roseland. Figure 1 shows existing conditions and a photo simulation of the track structure in the I-57 right-of-way.

Figure 1: Photo of Existing Conditions and Photo Simulation of the Elevated Track Structure in the I-57 Right-of-Way, Facing East from Lafayette Avenue and Princeton Avenue