Appendix M
Parklands and Community Facilities Technical Memorandum

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Chicago Red Line Extension Project

Parklands and Community Facilities

Technical Memorandum

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Abbreviations

BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
CN	Canadian National
CTA	Chicago Transit Authority
EIS	Environmental Impact Statement
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IHB	Indiana Harbor Belt
NEPA	National Environmental Policy Act
RLE	Red Line Extension
ROW	right-of-way
UPRR	Union Pacific Railroad

Section 1
Summary

This technical memorandum analyzes the potential impacts on parklands and community facilities of alternatives for the Red Line Extension (RLE) Project. The RLE Project would result in short- and long-term adverse and beneficial impacts on parklands and community facilities in the project area. The alternatives are as follows:

- No Build Alternative
- Bus Rapid Transit (BRT) Alternative
- Union Pacific Railroad (UPRR) Rail Alternative
  - Right-of-way (ROW) Option
  - East Option
  - West Option
- Halsted Rail Alternative

Parklands

The area of potential impact (API) has 18 parklands within it; 3 of these would have permanent impacts. Permanent impacts on parklands would result if the ROW of an alternative passed through a park. Table 1-1 names the permanently affected parklands, the alternative that would affect them, and the amount of land affected within each park. The permanent impacts would be mitigated such that the impacts would not be adverse.

Table 1-1: Acres of Parklands Affected by the Red Line Extension Project Alternatives

Parkland	Bus Rapid Transit Alternative	UPRR Rail Alternative - ROW Option	UPRR Rail Alternative - East Option	UPRR Rail Alternative - West Option	Halsted Rail Alternative
Wendell Smith Park	0	0.23	0.40	0.17	0
Fernwood Parkway	0	0	0	1.90	0
Block Park	0	0	0.80	0	0
Total	0	0.23	1.20	2.07	0

Notes: UPRR = Union Pacific Railroad, ROW = right-of-way

Wendell Smith Park

At Wendell Smith Park, the UPRR Rail Alternative East Option would have the greatest impact of all the UPRR options and would displace a portion of the walking trail, which is one of the park's recreational amenities. The UPRR Rail Alternative ROW Option and West Option would affect the walking trail; however, these impacts would be minimal because the trail would be rerouted around the affected area or the trail may be avoided completely. Overall, the UPRR Rail ROW

Option and West Option would not result in the displacement of amenities that are critical to the functional or recreational use of the park. After mitigation, the impacts on Wendell Smith Park would not be adverse.

Fernwood Parkway

The area affected in Fernwood Parkway is open space only. The operation of the UPRR West Option would acquire 1.9 acres of the park for permanent ROW and would create two park fragments, one between the Chicago Transit Authority (CTA) ROW and UPRR ROW, the other between CTA ROW and Eggleston Avenue. During the Section 4(f) process, it may be determined that impacts on the parkland within the permanent ROW and created by the park fragments could be mitigated by improving nearby park space (e.g., the unaffected northern portion of Fernwood Parkway), and by converting nearby vacant land into new parks. Most of Fernwood Parkway could remain as open park space if public access were to be allowed under the elevated structure after construction. If the space under the structure were to remain open, then there would be a visual impact on the park and some impact due to the shading created by the structure. However, the combination of impacts would not diminish recreational opportunities, as no recreational amenities or organized recreational activities currently occur in Fernwood Parkway. The impacts on parklands would not be adverse after mitigation.

Block Park

The area affected in Block Park is open space only; the operation of the UPRR East Option would reduce the amount of open space by adding an auxiliary entrance for the 103rd Street station and rail infrastructure in the park. The unaffected land would be returned to open space after construction. The impacts would not diminish recreational opportunities, as no recreational amenities or organized recreational activities currently occur in the affected portion of Block Park; however, some open space would be acquired for permanent ROW and some of the remaining open space within the western parcel of the park would be shaded by the rail infrastructure. After mitigation, the impacts on Block Park would not be adverse.

Mitigation Options for Impacts on Parklands

Ongoing coordination with the Chicago Park District and the Chicago Water Department has been occurring to determine the preferred mitigation for the permanent impacts on these parks and will continue for the purposes of mitigation measure implementation. Some impacts could be minimized by the project design. For example, opportunities exist for retaining some of the park uses if public access is allowed under the elevated CTA structure. Another mitigation option is to make improvements to the affected park or another nearby park in lieu of replacing parkland. Fernwood Parkway and Block Park are generally underutilized open spaces; however, they are next to the 103rd Street station proposed for the UPRR Rail Alternative (all options). One in-lieu option would be to make improvements to the parklands around the 103rd Street station to better integrate the spaces into the station area, which would serve future transit users. Another in-lieu option would be to make use (as park space) of unused portions of parcels displaced for the project. Section 4(f) of the Department of Transportation Act requires a detailed analysis of all practicable means of minimizing harm to parks. The *Section 4(f) Technical Memorandum* provides details about the Section 4(f) process and identifies practicable mitigation alternatives.

Beneficial Impacts on Parklands - Improved Access

The introduction of new and faster transit services in the project area would improve access to those parklands within walking distance (approximately ½ mile) from the proposed stops/stations. Of the alternatives, the UPRR Rail Alternative options would improve access to the most parks (nine) while the BRT Alternative would improve access to the least (three) as documented in Table 1-2.

Table 1-2: Parklands within Walking Distance of a Proposed Station/Stop

Parkland	Bus Rapid Transit Alternative	Union Pacific Railroad Rail Alternative	Halsted Rail Alternative
Wendell Smith Park		X	
Fernwood Parkway		X	X
Block Park		X	
Fernwood Park		X	X
Jackie Robinson Park			X
Major Taylor Bike Trail			X
Thomas Leed Morgan Field			X
Edward White Park			X
Potter Palmer Park	X	X	
Kensington Park	X	X	
Lion Field			
Golden Gate Park	X	X	
George Washington Carver Park		X	
Beaubien Woods Forest Preserve		X	
Whistler Woods Forest Preserve			X
Joe Louis Golf Course			X
Total	**3**	**9**	**8**

Beneficial Impacts on Parklands - Noise and the UPRR Rail Alternative ROW Option

Unlike the other build alternatives, the UPRR Rail Alternative ROW Option assumes that the existing UPRR freight rail traffic would be relocated to another corridor as part of a separate, unrelated project. While the UPRR Rail Alternative ROW Option would generate noise, the net impact for adjacent noise-sensitive receptors such as parks would be a net benefit because the noise from the freight rail traffic would no longer be present. Three parklands (Wendell Smith Park, Fernwood Parkway, and Kensington Park) would experience a net benefit in terms of noise impacts compared to the No Build Alternative and the other two UPRR Rail Alternative options.

Community Facilities

There are 230 community facilities in the API, of which 4 would be displaced. In addition, 37 community facilities adjacent to the BRT Alternative alignment and 22 community facilities adjacent to the Halsted Rail Alternative alignment would be subject to noise impacts after mitigation. Table 1-3 describes the community facilities that would be affected by the RLE Project. Of the build alternatives, the BRT Alternative would affect the greatest number of community facilities.

Table 1-3: Community Facilities Affected by the Project Alternatives

Alternative	Community Facility
Bus Rapid Transit	• Adverse Noise - 37 community facilities that are noise-sensitive receptors *(See Section 5.2.1.2 for a list of noise-sensitive community facilities)*
UPRR Rail ROW Option	None
UPRR Rail East Option	• Displacement - Now Faith Church of God Holiness
UPRR Rail West Option	• Displacement - Grace Temple Church of God Established in Christ
120th Street Yard and Shop	None
Halsted Rail	• Displacement - Illinois Department of Employment Security • Adverse Noise - 22 community facilities that are noise-sensitive receptors *(See Section 5.6.1 for a list of noise-sensitive community facilities)*
119th Street Yard and Shop	• Displacement - Sure-Way Missionary Baptist Church

UPRR = Union Pacific Railroad, ROW = right-of-way

Noise Impacts of the BRT Alternative

The BRT Alternative would add approximately 75,000 bus trips per year to the BRT alignment when compared to the No Build Alternative. This change would result in moderate noise impacts on the 37 community facilities that are noise-sensitive receptors adjacent to the alignment of the BRT Alternative. Noise barriers are not feasible along the BRT alignment and moderate noise impacts would remain after mitigation.

Now Faith Church of God Holiness

The proposed ROW for the UPRR Rail Alternative East Option would displace Now Faith Church of God Holiness. This displacement would require replacement in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). According to the *Displacements and Relocations of Existing Uses Technical Memorandum* one available replacement property is zoned for a place of worship use in the project area. Other available property in the community would have to be rezoned for religious use in order to be a comparable replacement property. The displacement of Now Faith Church of God Holiness would not be adverse after mitigation if the church were relocated to a comparable replacement property within the community and if the relocation were to occur prior to starting construction in order to minimize interruption of its services.

Grace Temple Church of God Established in Christ

The proposed ROW for the UPRR Rail Alternative West Option would displace Grace Temple Church of God Established in Christ. The displacement of this property would comply with the requirements of the Uniform Act. As noted above, one available replacement property is zoned for a place of worship in the project area, and other available property in the community would have to be rezoned for religious use in order to be considered a comparable replacement property. If the church were relocated within the community prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation.

Illinois Department of Employment Security
The Illinois Department of Employment Security would be displaced as a result of the park & ride facilities at the 119th Street station for the Halsted Rail Alternative. Comparable replacement properties exist within the project area. If this office were relocated before construction and within the same community to avoid loss of services, then there would be no adverse impact after mitigation.

Noise Impacts of the Halsted Rail Alternative
The Halsted Rail Alternative would run in the median of Halsted Street and would generate moderate to severe noise impacts for adjacent community facilities that are noise-sensitive receptors. Twenty-two community facilities (places of worship and senior housing) would be affected by noise along the Halsted Rail Alternative alignment. Noise barriers would be built to reduce the noise impacts; however, moderate noise impacts would remain after mitigation.

Sure-Way Missionary Baptist Church
The 119th Street yard and shop would be built to support the Halsted Rail Alternative and would displace Sure-Way Missionary Baptist Church. The displacement of this property would comply with the requirements of the Uniform Act. As noted above, one available replacement property is zoned for a place of worship in the project area, and other available property in the community would have to be rezoned for religious use in order to be a comparable replacement property. If the church were relocated within the community prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation.

Beneficial Impacts on Community Facilities - Improved Access
As explained for the parklands, the introduction of new and faster transit services in the project area would improve access to facilities within walking distance. The BRT Alternative would improve access to the greatest number of community facilities (88), followed by the Halsted Rail Alternative (79), and the UPRR Rail Alternative (72) as shown in Table 1-4. These improvements in access would be beneficial.

Table 1-4: Community Facilities within Walking Distance of a Proposed Station/Stop

Alternative	Community Facility
Bus Rapid Transit	88
Union Pacific Railroad Rail (All Options)	74
Halsted Rail Alternative	81

Beneficial Impacts on Community Facilities - Noise and the UPRR Rail Alternative ROW Option
The UPRR Rail Alternative ROW Option assumes that the existing UPRR freight rail traffic would be relocated to a different corridor as a result of a separate and unrelated project. While the UPRR Rail Alternative ROW Option would generate noise, the net impact for adjacent noise-sensitive places of worship would be a net benefit because the noise from the freight rail traffic would no longer be present. Now Faith Church of God Holiness and New Christian Joy Missionary Baptist

Church would experience a net benefit in terms of noise impacts when compared to the No Build Alternative and the other two UPRR Rail Alternative options.

2014–2015 Red Line Extension Project Update

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 C of this technical memorandum summarizes the refined alignments and any additional or different impacts that would result. The information in Appendix C 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

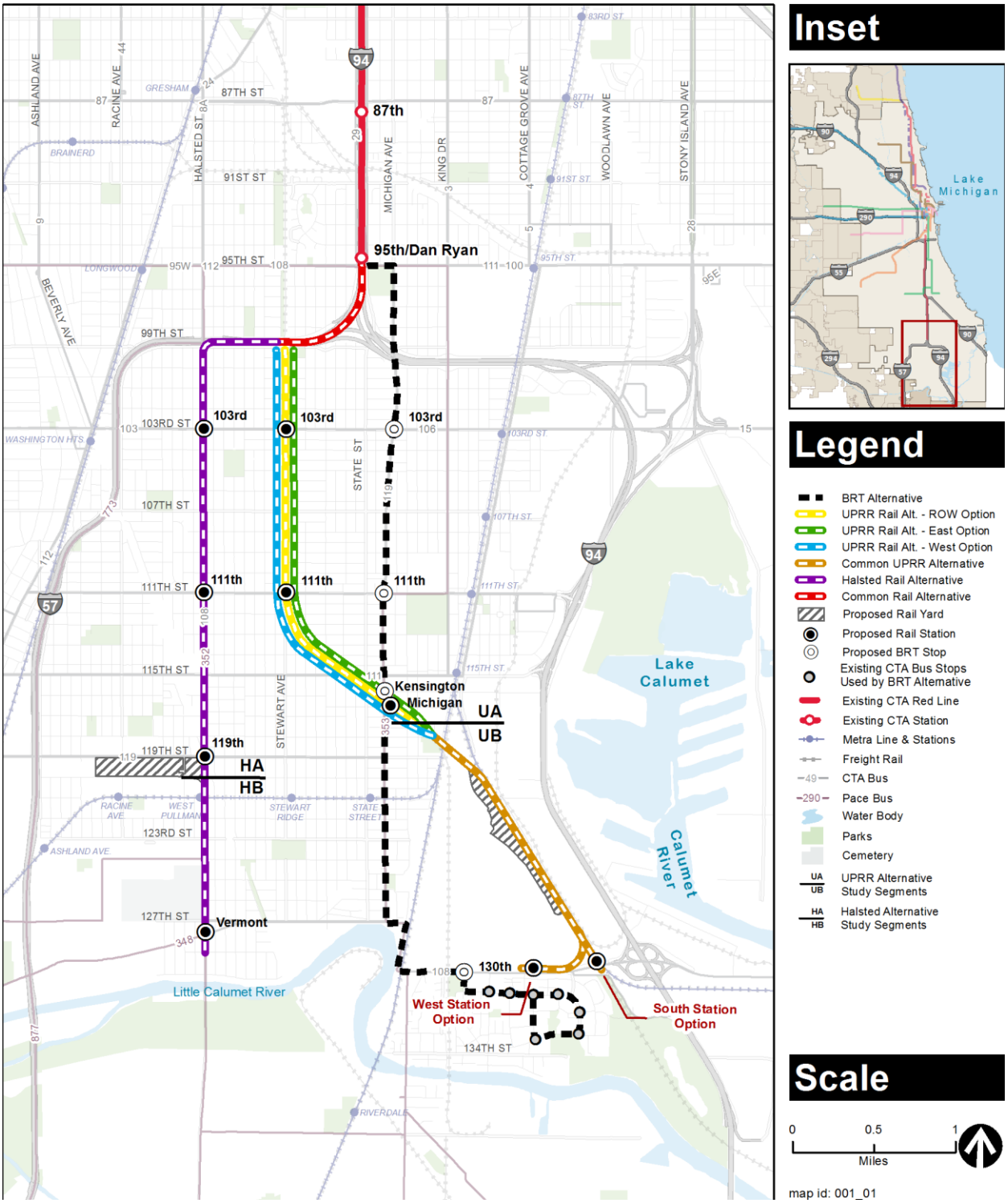


Figure 2-1: Red Line Extension Project Alternatives

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 CMAP Fiscal Year 2010–2015 Transportation Improvement Program and the improvements to 95th Street Terminal. The Transportation Improvement Program projects within the project area consist of 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

This section describes the process used to conduct a qualitative and quantitative analysis of potential direct and cumulative impacts on parklands and community facilities that would result from the construction and operation of the RLE Project.

3.1 Regulatory Framework

Parklands and community facilities are protected by federal and state laws and regulations that require the proponents of federally funded or permitted projects to consider the projects' potential impacts on parklands and community facilities. In addition, state and local agencies develop long-range plans to serve their communities. As such, state and local entities have a stake in potential impacts that would occur on properties within their purview. Consideration must be given to these planning efforts. Coordination with the public is required, as is coordination with agencies that have responsibility, interest, or jurisdiction over potentially affected properties.

3.1.1 Federal

The preparation of an EIS for every major federal action significantly affecting the human environment is required by NEPA. These impacts include impacts on economic, social and environmental resources, including community cohesion and the availability of and access to public facilities and services. The NEPA implementation regulations that affect Department of Transportation agencies are codified in 23 Code of Federal Regulations (CFR) 771 and also in 40 CFR 1500–1508.

Access to public services is also addressed in the Uniform Fire Code. The National Fire Protection Association develops and publishes consensus codes and standards intended to minimize the possibility and impacts of fire and other human health risks. Topics addressed in the code include fire department access to the community.

Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, affords special protection to public recreational lands and facilities, including local parks that are open and available to the general public for recreational purposes, significant historic sites, and natural wildlife refuges. Federally funded projects are prohibited from using (i.e., having impacts on the constructive use of the facility or taking of the land) Section 4(f) lands, without examining all feasible alternatives and using all practicable measures to minimize harm. This topic is analyzed in the *Section 4(f) Technical Memorandum*.

State and local governments often obtain grants through Section 6(f) of the Land and Water Conservation Act to acquire parkland and/or make improvements. Section 6(f) prohibits the conversion of property acquired or developed with these funds to non-recreational use without the approval of the Department of the Interior's National Park Service. If no practical alternative exists, replacement lands of equal value, location, and usefulness must be provided. If any potentially affected parkland is determined to have used Section 6(f) funds, coordination with the National Park Service and the Illinois Department of Natural Resources (IDNR) would be

required. The impacts on parklands regulated under Section 6(f) are analyzed in the *Section 4(f) Technical Memorandum*.

3.1.2 State

The IDNR is responsible for managing state parks and state wildlife and recreation areas, and is responsible for administering 6(f) Land and Water Conservation Act funds for the state. The IDNR also develops strategic plans such as the *State of Illinois Urban and Community Forestry Strategic Plan 2005-2015*. The vision statement of this plan includes "building sustainable local community forestry programs that will preserve the health and integrity of the trees," which "will provide a safe and beneficial environment for over 80 percent of Illinois citizens" (IDNR 2005).

Changes in access to community facilities, both temporary and permanent, can lead to decline in quality of life and safety for a community. The Illinois Department of Transportation (IDOT) provides guidance for determining the impacts on community facilities in its 2007 *Community Impact Assessment Manual*. According to this manual, community facilities include "those organizations [that] fulfill a social function or provide services to the population of a community." These facilities include parklands and recreational facilities, public service facilities such as fire and police stations, religious facilities, and educational facilities (IDOT 2007).

3.1.3 Local

Parklands and community facilities are managed by local agencies. As such, coordination with agencies from Cook County and the City of Chicago would be required and the components and implementation of the proposed project alternatives would be required to conform to local policies.

The Chicago Park District manages approximately 8,000 acres of parkland and 580 parks throughout the Chicago metropolitan area. According to the Chicago Park District's *2011–2015 Capital Improvement Plan*, several key goals have been established to prioritize acquisition of parklands, creation of new amenities, and maintenance of existing parklands:

- Create an open and fully accessible park system so that persons of all abilities can have access to parks for recreation and the enjoyment of nature.
- Foster partnerships with public and private entities to help fund priority capital improvement projects.
- Incorporate green and sustainable practices into all capital improvement projects.
- Provide facilities that encourage physical activity.

The Chicago Metropolitan Agency for Planning (CMAP) has devised a long-term comprehensive regional plan, *GO TO 2040*, which details goals and objectives to address the region's challenges over the next 30 years. These goals include creating livable communities and a sense of place by expanding and improving parks and open space and improving the walkability of communities and access to transportation options (CMAP 2010).

3.2 Impact Analysis Thresholds

This memorandum inventories all parklands within an API defined as a corridor encompassing the area within 500 feet of the permanent ROW for each of the RLE alternatives and within ½ mile around each of the proposed stations/stops. The API for community facilities includes properties within or immediately adjacent to the proposed ROW of each alternative and within ½ mile around each of the proposed stations/stops. The analysis describes the features, attributes, or activities of each parkland and community facility that would be affected by construction and/or operation of each alternative and whether these impacts would be temporary or permanent. It then discusses mitigation measures for impacts on affected facilities.

Impacts are described using the following terms:

- Adverse - a permanent negative impact or temporary negative impact that diminishes the overall character or use of the facility
- Adverse after Mitigation - a permanent negative impact or temporary negative impact that diminishes the overall character or use of the facility after mitigation is applied
- Not Adverse - no negative impact
- Not Adverse after Mitigation - a permanent negative impact or temporary negative impact that can be mitigated such that the resulting impact is not adverse
- Beneficial - a permanent positive impact

3.2.1 Community Facilities

NEPA does not define any significance thresholds as it relates to community facilities; however, the 2007 IDOT *Community Impact Assessment Manual* provides qualitative guidance for conducting impact assessments on community facilities; this guidance is described under Section 3.4.

3.3 Area of Potential Impact

The API includes parklands within 500 feet of an alternative's ROW and within ½ mile around the proposed stations/stops and community facilities within or adjacent to the permanent ROW of an alternative and within ½ mile around the proposed stations/stops.

3.4 Methods

Analysis of impacts on parklands and community facilities for the RLE Project will be conducted pursuant to NEPA guidance (40 CFR 1508). The following steps were taken to evaluate the proposed alternatives for the RLE Project, including the No Build Alternative.

Step 1. An inventory of parklands and community facilities was created. This inventory included the following:

- **Public Parklands and Recreational Facilities**
  - National/state/county/local parklands
  - Wildlife and waterfowl refuges
  - Museums
  - Recreational/community facilities
  - Existing or planned trails
  - Planned parks or other recreational facilities
- **Public Services and Religious Facilities**
  - Fire stations
  - Police stations
  - Libraries
  - Government facilities/offices
  - Medical facilities (hospitals, senior care centers)
  - Places of worship
  - Cemeteries
- **Public Educational Facilities**
  - Elementary/middle/high schools
  - Colleges or trade schools

Private facilities such as educational facilities and daycare centers were not analyzed in this report. Private schools, universities, technical schools and/or daycare facilities were not considered to be a "community facility" because they are not readily accessible for use by the general public.

Step 2. An overlay analysis was conducted using the inventory of parklands and community facilities and the API. This process identifies potentially affected properties and facilities.

Step 3. Community Facilities. To determine the extent of impacts on community facilities, the following questions, based on the recommendations in the 2007 IDOT *Community Impact Assessment Manual,* were considered:

- Would there be temporary or permanent change in access to and from community facilities?
- Would major services or facilities be altered or displaced?
- Would barrier impacts be created as a result of the proposed project?
- Would travel time be altered for vehicular or pedestrian traffic?
- Would the usage of existing facilities and services be altered?
- Would alternate facilities be available within a reasonable distance?

The answers to these questions were informed in part by the findings in the *Transportation, Noise and Vibration, Air Quality, Safety and Security,* and the *Displacements and Relocations of Existing Uses Technical Memoranda*, which were used to determine the extent of potential adverse impacts on community facilities and to help identify options to avoid, minimize, and mitigate the adverse impacts. The analysis of impacts on community facilities was incorporated into the *Neighborhood and Community Impacts Technical Memorandum*.

Step 4. Parklands Determine whether the construction and operation of the RLE Project alternatives would result in adverse, adverse after mitigation, not adverse, not adverse after mitigation, or beneficial impacts on the features, attributes, or activities that occur at parklands and whether these impacts would be permanent or temporary.

The analysis of impact on parklands was incorporated in the *Land Use and Economic Development Technical Memorandum*.

Section 4
Affected Environment

This section describes and illustrates the location of the existing parklands and community facilities within the project area.

4.1 Parklands

There are 18 parklands within the API for the RLE Project. As shown in Table 4-1, there are 6 parklands in the API for the BRT Alternative, 10 parklands in the API for the UPRR Rail Alternative (all options), and the 11 parklands in the API for the Halsted Rail Alternative. These parklands are within 500 feet of an alternative's ROW and/or are within ½ mile of the proposed stations/stops.

Table 4-1: Parklands within the Area of Potential Impact

Parkland	Bus Rapid Transit Alternative	UPRR Rail Alternative (All Options)	Halsted Rail Alternative
Robert Abbott Park	X	X	X
Wendell Smith Park		X	X
Fernwood Parkway		X	X
Euclid Park			X
Block Park		X	
Fernwood Park		X	X
Jackie Robinson Park			X
Thomas Leed Morgan Field			X
Major Taylor Bike Trail			X
Edward White Park			X
Potter Palmer Park	X	X	
Kensington Park	X	X	
Lion Field (Roseland Little League)	X		
Golden Gate Park	X	X	
George Washington Carver Park	X	X	
Beaubien Woods Forest Preserve		X	
Whistler Woods Forest Preserve			X
Joe Louis Golf Course			X
Total Affected Parks	**6**	**10**	**11**

UPRR = Union Pacific Railroad

Figure 4-1 shows the locations of these parklands. The amenities in these parklands range from undeveloped open space to facilities that provide diverse recreational, cultural, and community activities.

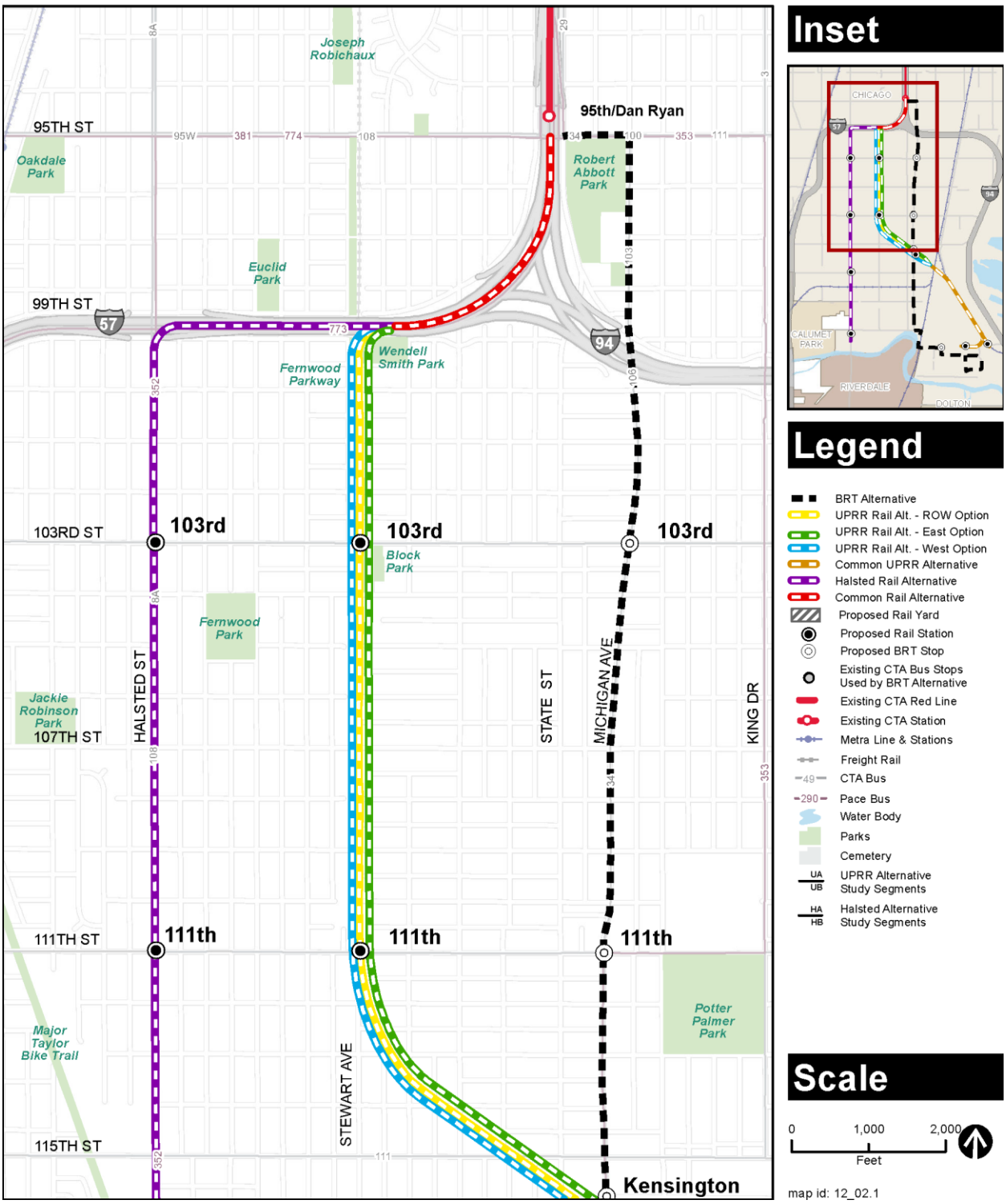


Figure 4-1: Parklands in the Area of Potential Impact (1 of 3)

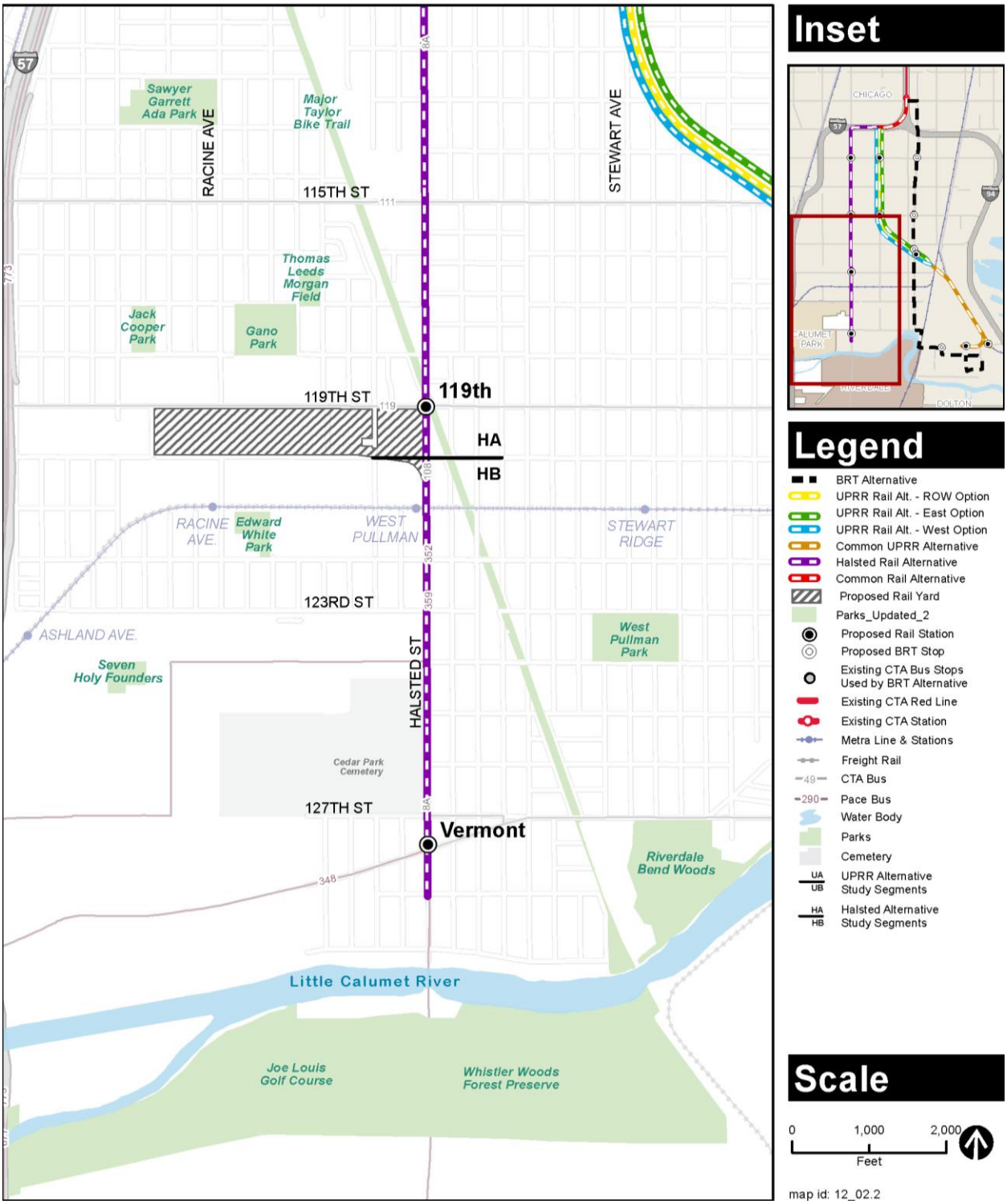


Figure 4-1: Parklands in the Area of Potential Impact (2 of 3)

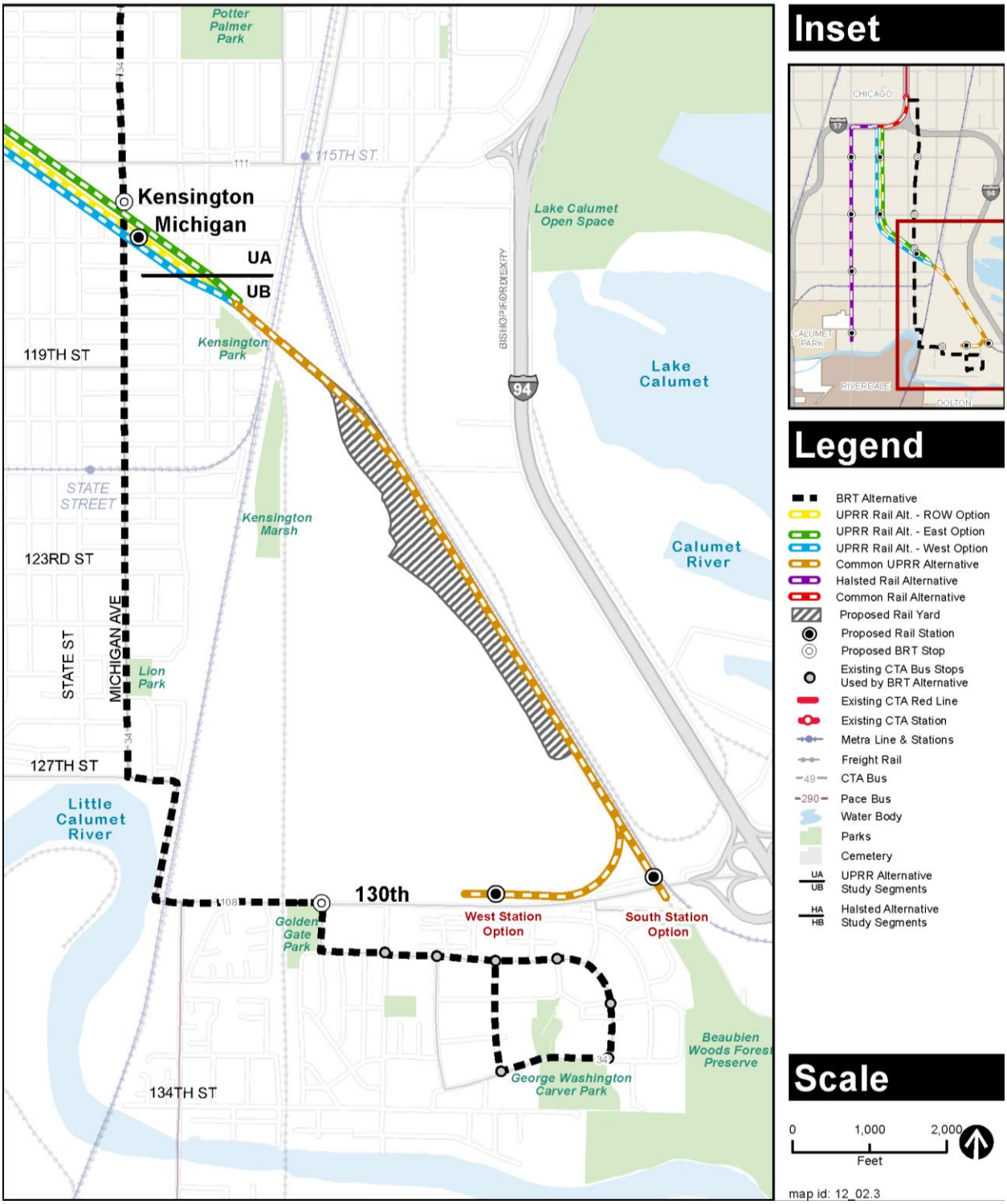


Figure 4-1: Parklands in the Area of Potential Impact (3 of 3)

4.1.1 Description of Parklands with the Potential to be Affected Permanently

Of the 18 parklands within the API, 3 would be permanently affected by the project because they fall within the proposed ROW for one or more build alternative. The other 15 parks are in areas less likely to be permanently affected because they are farther away from the project area. The parklands with the potential to be affected permanently are described in more detail below.

Wendell Smith Park
Princeton Avenue between 99th Street and 99th Place

In 1961, the Chicago Park District purchased land in the growing Roseland neighborhood to establish a community space and by 1970, the land had been transformed into a park with a small recreation building. The 4-acre park was named in honor of Wendell Smith (1914–1972), an African-American sports reporter who was known for championing for equality of black sportsmen throughout his life. While working as a reporter, Smith played a role in bringing racial equality to baseball by introducing Jackie Robinson to Branch Rickey, general manager of the Brooklyn Dodgers, which later recruited Robinson to the team. Smith moved to Chicago in 1947 and became the first full-time black sportswriter for a large daily newspaper.

Wendell Smith Park is approximately 4.7 acres (340 feet wide by 610 feet long). Along the northern boundary, a 0.8-acre (58-foot by 610-foot) portion of the park is owned by the City of Chicago but managed by the Chicago Park District. This City–owned land is managed as open space but is held as ROW for 99th Street. Wendell Smith Park is an actively used facility with basketball courts, baseball fields, a play lot, recreation building, and 0.33 mile of walking trails. Regularly scheduled activities at Wendell Smith Park include 5-on-5 basketball tournaments, baseball/softball games, and concerts in the park. The park is also actively used by day camps and for activities organized by the Chicago Park District (Chicago Park District 2011).

According to the Chicago Park District's *2010–2014 Capital Improvement Plan*, several improvements to the park have been made in the past few years, including the rehabilitation of the basketball courts in 2009; these improvements were paid for by non-Chicago Park District funds. In addition, improvements were made to the recreation building and the sidewalks in Fiscal Year 2009–2010 (Chicago Park District 2009). Figures 4-2 through 4-4 provide westerly views of the park's facilities from Princeton Avenue. Figure 4-5 shows an aerial view of Wendell Smith Park. The UPRR Rail Alternative alignments (all options) would pass through the northwest corner of Wendell Smith Park.

Figure 4-2: Entrance to Wendell Smith Park (facing west)

Figure 4-3: Wendell Smith Park Playground (facing southwest)

Figure 4-4: Wendell Smith Park Basketball Courts (facing west)

(Source: Google Maps, 2011)
Figure 4-5: Aerial View of Wendell Smith Park

Fernwood Parkway
Eggleston Avenue between 95th Street and 103rd Street

Fernwood Parkway was established in 1887 by the newly formed Village of Fernwood and included a green space that was planted with trees and lawn. The original park extended along Eggleston Avenue from 99th Street to 103rd Street and was later expanded northward to 95th Street. When

the Village was annexed by the City of Chicago in 1891, management of Fernwood Parkway was assumed by the City. In the early 20th century, Fernwood Parkway was improved through the City's Special Park Commission, including the planting of more trees and vegetation, and the installation of a wading lagoon and iron fencing. By the late 1920s, the City's Bureau of Parks and Recreation decided that the lagoon would be filled in. In 1959, management of the park was transferred to the Chicago Park District. The most recent improvements to Fernwood Parkway occurred in the 1960s and 1970s and included regrading, plantings, and the installation of new lighting (Chicago Park District 2011).

Within the area of analysis, Fernwood Parkway is divided into two parcels that are separated by 101st Street. The northern parcel, from 99th Street to 101st Street, is approximately 2.4 acres and is 78 feet wide by 1,325 feet long. The southern parcel, from 101st Street to 103rd Street, is approximately 2.9 acres and is 78 feet wide by 1,277 feet long. Both the northern and southern parcels of Fernwood Parkway serve as open space and do not contain recreational facilities or amenities such as sidewalks or benches. According to the *2010–2014 Capital Improvement Plan*, there are no future improvement projects scheduled for Fernwood Parkway (Chicago Park District 2009). Figure 4-6 shows Fernwood Parkway from 100th Street and Eggleston Avenue looking north and Figure 4-7 is looking south. The UPRR Rail Alternative West Option alignment would pass through the center of Fernwood Parkway from 99th Street to 103rd Street.

Figure 4-6: Fernwood Parkway at 100th Street and Eggleston Avenue (facing north)

Figure 4-7: Fernwood Parkway at 100th Street and Eggleston Avenue (facing south)

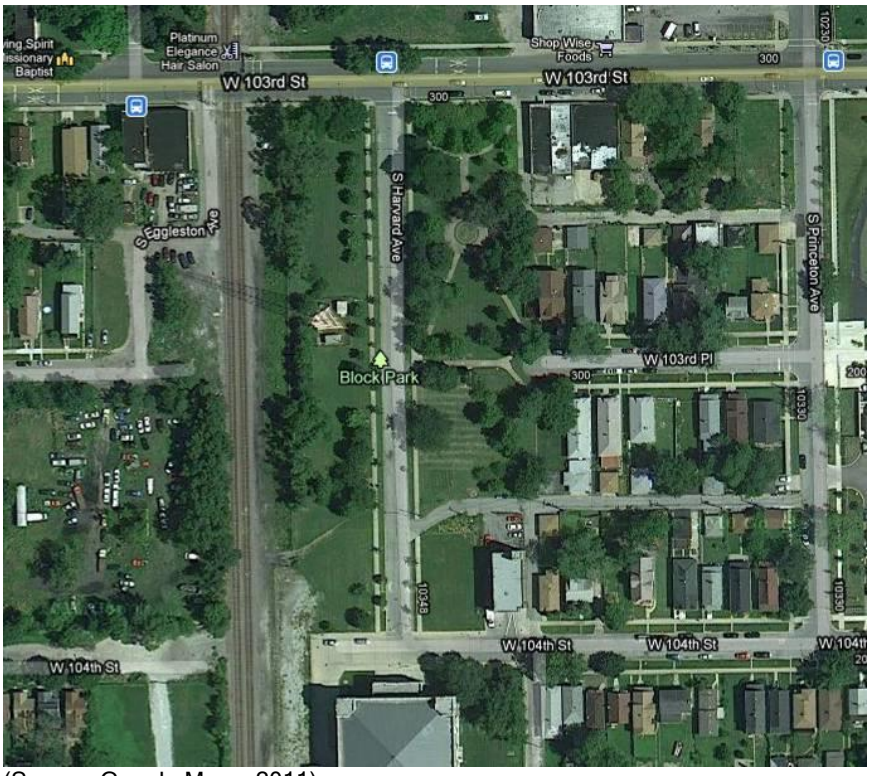
Block (Griffith Natatorium) Park
Between 103rd Street and 104th Street and on either side on Harvard Avenue

When the City of Chicago purchased property for a pumping station in the Roseland neighborhood in 1912, it donated the excess land to the Special Park Commission for the creation of a park and a swimming pool or natatorium. During this time, the Special Park Commission was focused on the need for parks and playgrounds, particularly in crowded immigrant neighborhoods. The Commission began working with civic organizations to promote park creation and encouraged donation of land for these purposes. Block Park was originally two parks: Griffith Natatorium, which included a swimming pool, changing facilities, and a gymnasium; and Roseland Park, which included the green space around the pool facility. Roseland Park was later renamed in honor of Eugene H. Block, an alderman of the 33rd and 9th wards, chairman of the Special Parks Commission, and later chairman of the City Council Committee on Parks, Playgrounds and Recreation. In 1959, the Chicago Park District began leasing the two parks from the City of Chicago Department of Water Management and consolidated the two parks under the name Block Park. The natatorium facility was razed in 1998 and the site was converted to open space (Chicago Park District 2011). Today ownership of the land remains with the Chicago Department of Water Management.

Block Park is divided into two parcels by Harvard Avenue. The east parcel is approximately 1.4 acres (130 feet wide by 460 feet long) and includes amenities such as benches, walking paths, and sidewalks. The west parcel is approximately 1.3 acres (90 feet wide by 600 feet long) and is generally open space with a sidewalk and no other park amenities. In addition, a radio tower and two utility structures are on the west parcel. Figures 4-8 and 4-9 show current views of the park; Figure 4-10 shows an aerial view. The UPRR Rail Alternative East Option alignment would pass through the west parcel of Block Park.

Figure 4-8: Block Park Facing South with the Roseland Pumping Station in the Background (facing south)

Figure 4-9: West Parcel (left) of Block Park and East Parcel (right) of Block Park



(Source: Google Maps, 2011)
Figure 4-10: Aerial View of Block Park

4.2 Community Facilities

There are 230 community facilities within the API of the RLE Project. As shown in Table 4-2, 91 community facilities are within the API for the BRT Alternative, 73 for the UPRR Rail Alternative ROW Option, 75 for the East Option, 74 for the West Option, and 81 for the Halsted Rail Alternative. As Chapter 3 describes, these include community facilities that are adjacent to an alternative's ROW and/or are within ½ mile of a proposed station/stop location. Details about each community facility, including addresses and locations relative to each build alternative, can be found in Appendix A. Figure 4-11 shows the locations of these community facilities relative to the build alternatives.

Table 4-2: Community Facilities within the Area of Potential Impact

Facility Type	Bus Rapid Transit Alternative	UPRR Rail Alternative - ROW Option	UPRR Rail Alternative - East Option	UPRR Rail Alternative - West Option	Halsted Rail Alternative
Cemetery	0	0	0	0	1
City Facility	1	0	0	0	0
Community Center	5	2	2	2	7
Fire Station	2	4	5	4	1
Healthcare Facility	3	3	3	3	3
Library	2	1	1	1	1
Place of Worship	61	46	47	47	57

Facility Type	Bus Rapid Transit Alternative	UPRR Rail Alternative - ROW Option	UPRR Rail Alternative - East Option	UPRR Rail Alternative - West Option	Halsted Rail Alternative
School	13	15	15	15	8
Senior Center	3	0	0	0	2
State Facility	1	2	2	2	1
Total Number of Affected Community Facilities	91	73	75	74	81

UPRR = Union Pacific Railroad, “ROW = right-of-way

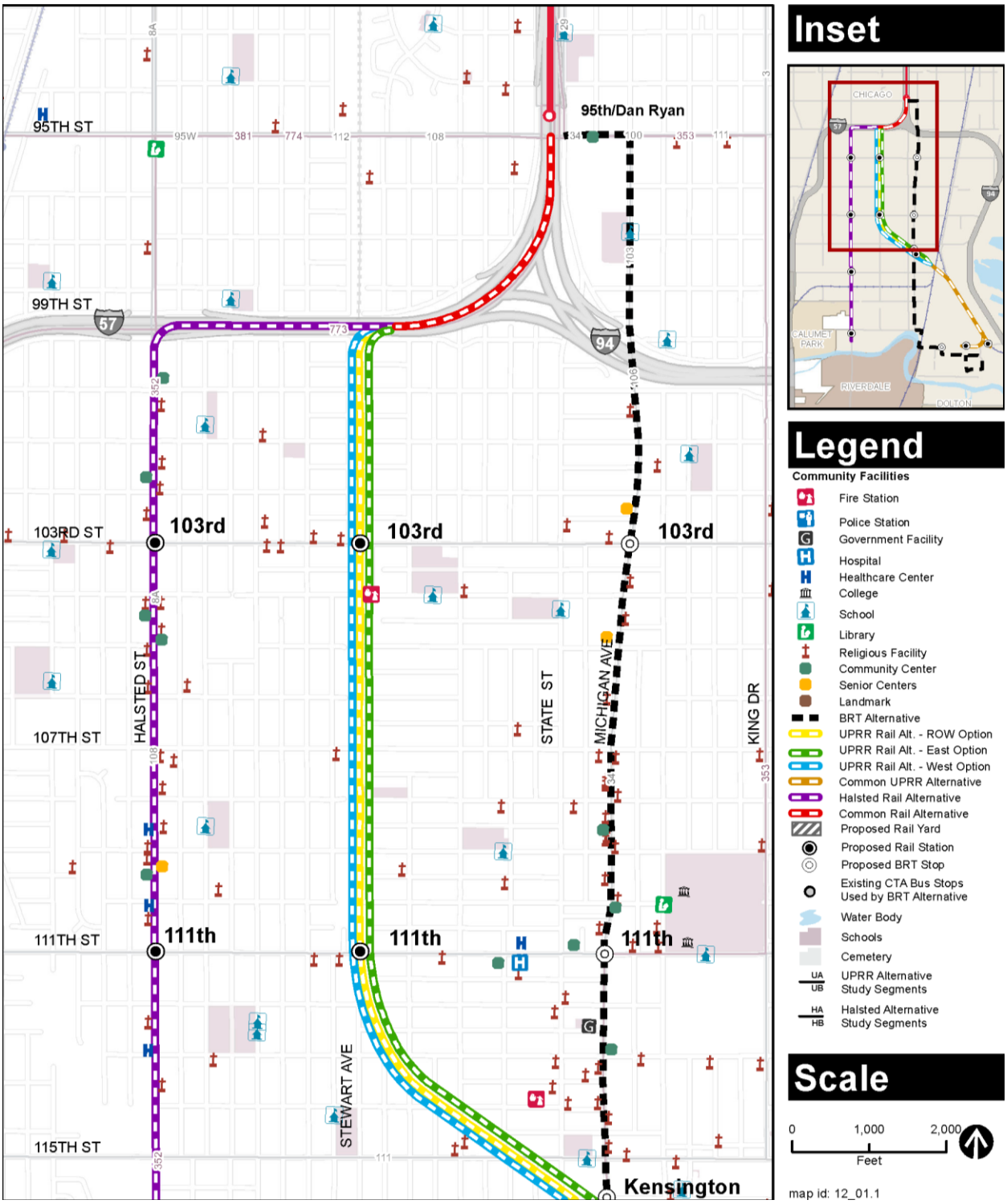


Figure 4-11: Community Facilities in the Area of Potential Impact (1 of 3)

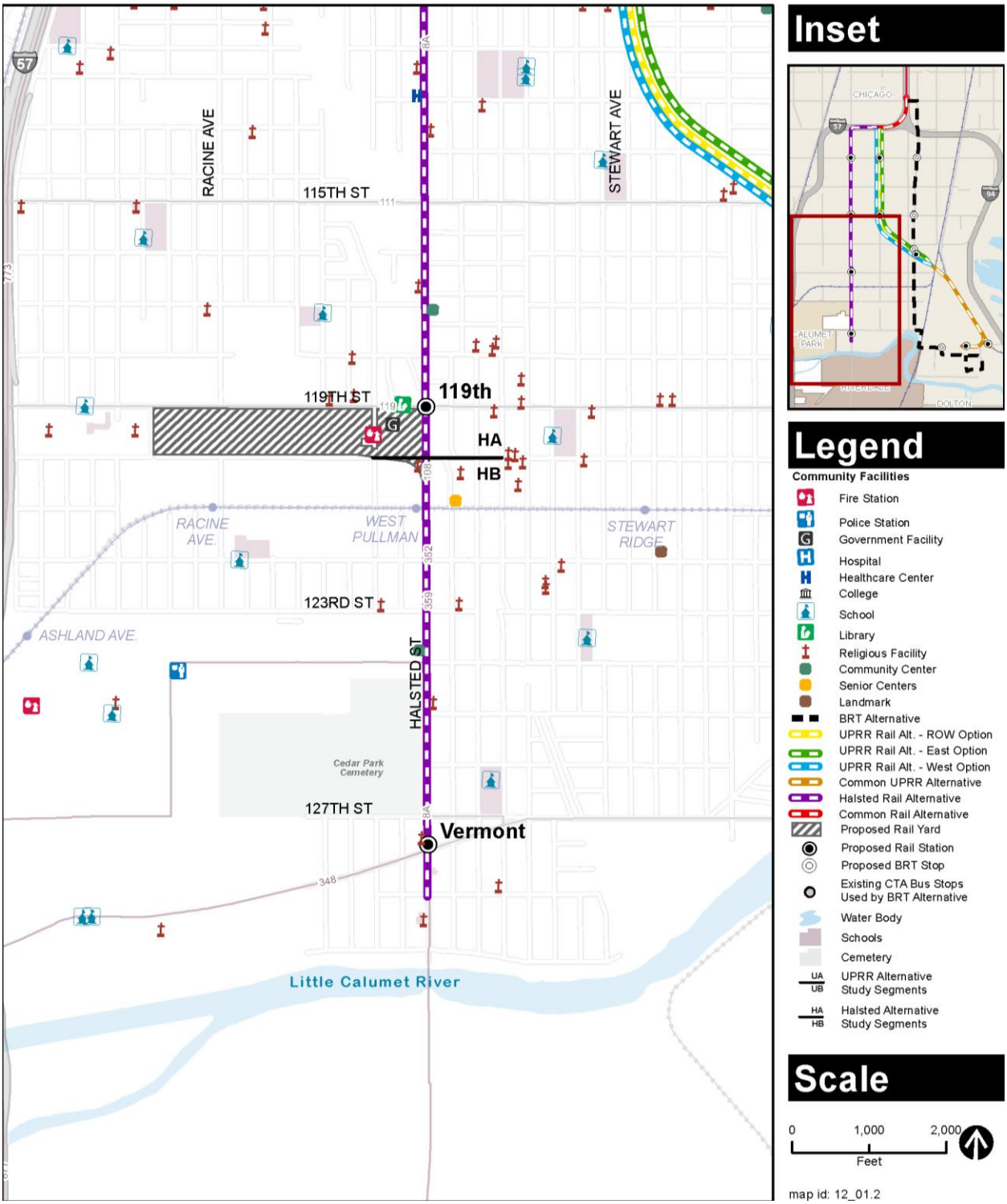


Figure 4-11: Community Facilities in the Area of Potential Impact (2 of 3)

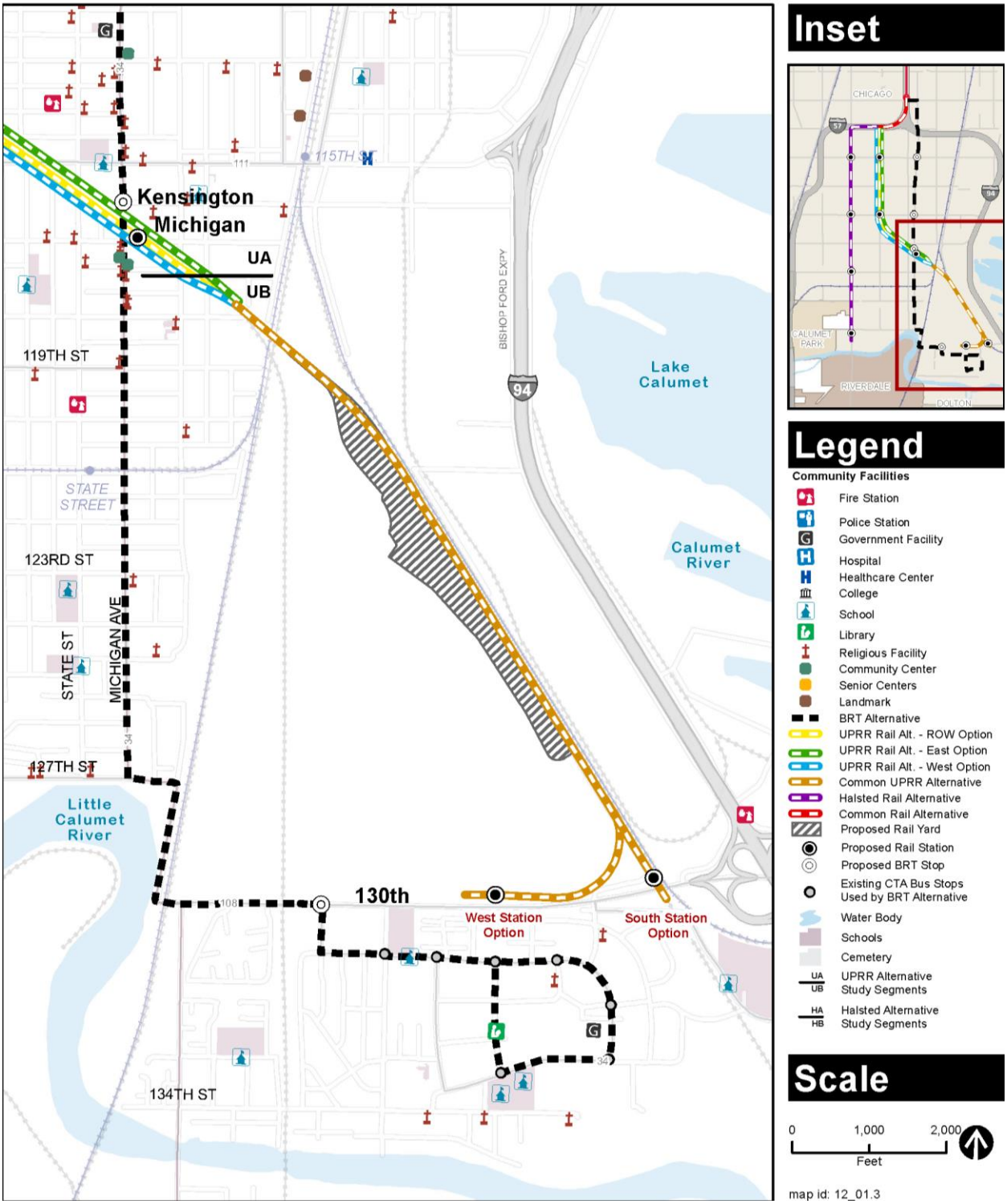


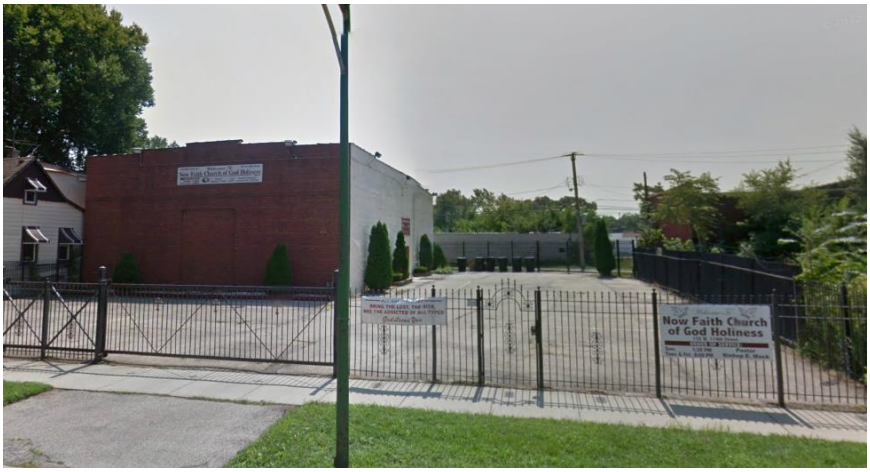
Figure 4-11: Community Facilities in the Area of Potential Impact (3 of 3)

4.2.1 Description of Potentially Displaced Community Facilities

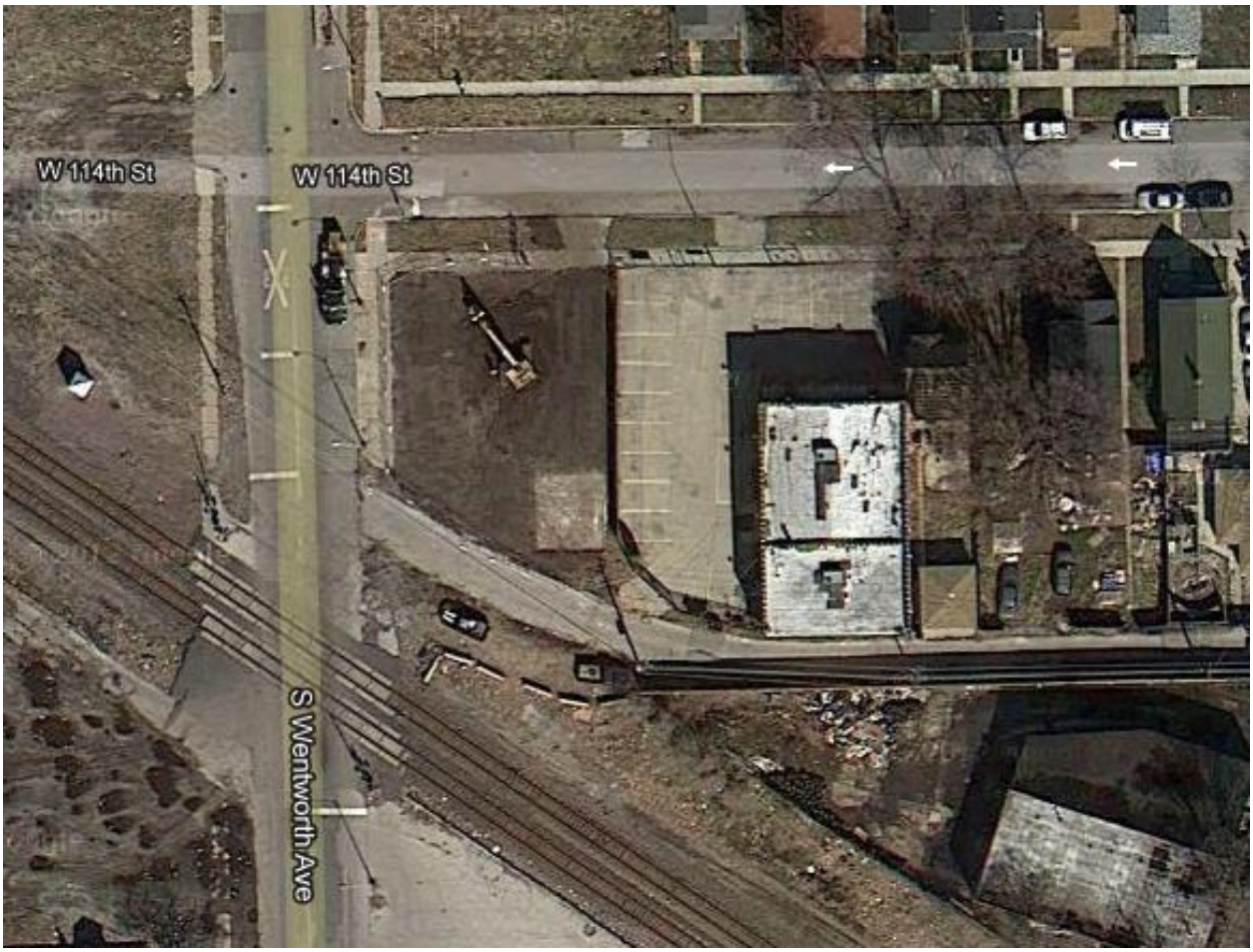
Of the 230 community facilities within the API, 4 would be displaced because they fall within the proposed ROW for one or more build alternative. The other 225 community facilities are outside the proposed ROW for the build alternatives and would not be displaced. The potentially displaced community facilities are described in more detail below.

Now Faith Church of God Holiness
135 W. 114th Street near Wentworth Avenue

Now Faith Church of God Holiness (Figures 4-12 and 4-13) is a small place of worship east of the existing UPRR freight rail ROW. The building is approximately 5,000 square feet and is on a parcel that is approximately 0.3 acre. The entire building and parcel would be affected by the proposed permanent envelope of the UPRR East Option (See Section 5).



(Source: Google Maps Street View, 2012)
Figure 4-12: Now Faith Church of God Holiness



(Source: Google Maps, 2012)
Figure 4-13: Aerial View of Now Faith Church of God Holiness

Grace Temple Church of God Established in Christ
11601 S. Michigan Avenue at 116th Street

Grace Temple Church of God Established in Christ (Figures 4-14 and 4-15) is a place of worship within a former residential building that is west of the existing UPRR freight rail embankment. The building is approximately 1,500 square feet and is on two parcels that make up approximately 0.14 acre, combined. The entire building and parcel would be affected by the proposed permanent envelope of the UPRR West Option (See Section 5).

(Source: Google Maps Street View, August 2011)
Figure 4-14: Grace Temple Church of God Established in Christ

(Source: Google Maps, 2012)
Figure 4-15: Aerial View of Grace Temple Church of God Established in Christ

Sure-Way Missionary Baptist Church
12000 S. Halsted Street at 120th Street

Sure-Way Missionary Baptist Church (Figures 4-16 and 4-17) was incorporated in 1986 and is led by Reverend Eddie M. Miller. The facility includes a worship building and a parking lot. The building is approximately 6,200 square feet and is on a parcel that is approximately 0.5 acre. The entire building and parcel would be affected by the proposed permanent envelope of the Halsted Rail Alternative (See Section 5).

(Source: Google Maps Street View, 2012)
Figure 4-16: Sure-Way Missionary Baptist Church

(Source: Google Maps, 2012)
Figure 4-17: Aerial View of Sure-Way Missionary Baptist Church

Illinois Department of Employment Security
837 W. 119th Street between Halsted Street and Peoria Street

The Illinois Department of Employment Security (Figures 4-18 and 4-19) provides unemployment insurance and employment services and guidance to workers, job seekers, and employers. Services include job development, recruitment opportunities for job seekers, seminars and job search workshops, veteran employment services, migrant seasonal farm workers program, reentry employment services for formerly incarcerated individuals, employment services for young adults (16–24 years of age), and fidelity bonding and work opportunity tax credit assistance for employers who hire at-risk employees. This office is open to the public Monday through Friday from 8:30 AM to 5:00 PM. The Department of Employment Security office is part of a larger shopping center at 119th Street and Halsted Street. The entire parcel and the shopping center would be permanently affected by the proposed permanent envelope of the Halsted Rail Alternative (See Section 5).

Figure 4-18: Illinois Department of Employment Security

(Source: Google Maps, 2012)

Figure 4-19: Aerial View of the Illinois Department of Employment Security

Section 5
Impacts and Mitigations

This section describes the permanent and construction impacts that would result from the RLE Project. Impacts on parklands and community facilities are described as adverse, adverse after mitigation, not adverse, not adverse after mitigation, or beneficial. This section also presents potential mitigation options that would be used to avoid, minimize, and/or mitigate adverse impacts.

5.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system plus any committed transportation improvements that are already in the CMAP Fiscal Year 2010–2015 Transportation Improvement Program as well as improvements to the 95th Street Terminal, as described in Section 2. All elements of the No Build Alternative are included in each of the build alternatives.

5.1.1 Permanent Impacts and Mitigations - No Build Alternative

The No Build Alternative would not affect existing parklands in the project area, nor would it change the existing access to community facilities for patrons, employees and residents in the project area overall. Existing bus transit routes in the project area would not change as part of the No Build Alternative; therefore, there would be no change in access to parklands and/or community facilities.

5.1.2 Construction Impacts and Mitigations - No Build Alternative

Under the No Build Alternative no construction activities would take place beyond the currently scheduled improvements.

5.1.3 Cumulative Impacts and Mitigations - No Build Alternative

The No Build Alternative would not change the overall distribution or character of parklands and community facilities along the RLE Project corridor. The overall health of parklands within the project area is stable based on field observations and a review of the past and future park improvement projects identified for the project area in the Chicago Park District's 2011–2015 and 2012–2016 Capital Improvement Plans. These plans identify the locations for improvements and the resources to acquire new and/or improve existing parklands in the project area. The No Build Alternative would not contribute to a decline in the health of community facilities.

5.2 Bus Rapid Transit Alternative

The proposed BRT Alternative would include a 5-mile BRT route, which would operate between the existing 95th Street Terminal and the intersection of 130th Street and Eberhart Avenue via 95th Street, Michigan Avenue, 127th Street, Indiana Avenue, and 130th Street. The BRT Alternative would have four stops with improved bus shelters located at 103rd Street and Michigan Avenue (103rd Street stop); 111th Street and Michigan Avenue (111th Street stop); Kensington Avenue and Michigan Avenue (Kensington Avenue stop); and 130th Street and Eberhart Avenue (130th Street

stop). The BRT service would end at the 130th Street stop; however, the bus route would continue through Altgeld Gardens and would use the existing bus stops at 131st Street and Langley Avenue; 131st Street and Corliss Avenue; 131st Street and Ingleside Avenue; 132nd Street and Ellis Avenue; 133rd Street and Ellis Avenue; and 133rd Place and Corliss Avenue. Surface parking lots, each with a capacity for 200 spaces, would be located at the 103rd Street and 111th Street stops. A three-story parking garage would be built at the Kensington Avenue stop (1,000 space capacity). The ground level of the parking garage would be available for retail and/or community facilities. The 130th Street stop would also include a three-story parking garage (1,400 space capacity). Existing parking lanes would be removed for some portions of the alignment. Under the BRT Alternative, the existing 103rd Street Garage would be used to store vehicles.

No dedicated bus lanes would be provided for the BRT Alternative; however, BRT vehicles would use traffic signal priority at signalized intersections along 95th Street, Michigan Avenue, and 130th Street.

The BRT Alternative would offer a 5-minute improvement in travel time from the 95th Street Terminal to 130th Street during the morning peak hours, compared to the existing transit services under the No Build Alternative.

5.2.1 Permanent Impacts and Mitigations - Bus Rapid Transit Alternative

This section describes the permanent impacts that would result from the operation of the BRT Alternative and it discusses options to avoid, minimize, or mitigate adverse impacts.

5.2.1.1 Parklands

Implementation of the BRT Alternative would not displace any parkland because the proposed ROW would not cross a park. This alternative's alignment would be within 500 feet of four parklands (Robert Abbott Park, Lion Field, Golden Gate Park, and George Washington Carver Park). These parks would not be subject to impacts greater than with the No Action Alternative because there are existing bus transit services that serve the same corridor and they pass by these parks. There are three parklands within walking distance (approximately ½ mile) of the proposed BRT stops (Kensington Park, Potter Palmer Park and Golden Gate Park). The BRT Alternative would offer minimal improvement in access to these parks.

Golden Gate Park

The parking facility at the 130th Street stop would be across 130th Street from the main entrance to Golden Gate Park. The operation of the parking facilities at the 130th Street stop would generate more vehicle traffic in the immediate area when compared to the existing condition; increased traffic would affect access to the park. The increased traffic flow would primarily occur during the morning and evening peak travel times. These changes would not adversely affect the level of service on 130th Street after transportation mitigation (such as optimized signal timing) was applied. In addition, there are alternate routes to access the park through the Altgeld Gardens neighborhood. The impacts on Golden Gate Park would not be adverse after mitigation.

Parklands within ½ mile of a BRT Stop Location

The addition of BRT services would improve access to the parklands within walking distance (approximately ½ mile) of the proposed BRT stops, particularly for geographically isolated neighborhoods such as Altgeld Gardens. Bus service is already provided along this corridor; however, the BRT Alternative would provide more frequent and faster service. This improvement would be considered beneficial, but not substantial, when compared to the No Build Alternative. As shown in Table 5-1, there are three parklands within walking distance of a BRT stop location.

Table 5-1: Parklands within ½ mile of Stops - Bus Rapid Transit Alternative

Station	Name of Parkland
103rd Street	None
111th Street	Potter Palmer Park
Kensington Avenue	Kensington Park Potter Palmer Park
130th Street	Golden Gate Park

5.2.1.2 Community Facilities

The BRT Alternative would not displace any community facilities. Of the 91 community facilities in the API for the BRT Alternative, 45 are adjacent to the proposed alignment and 88 community facilities are within ½ mile of a BRT stop location; these facilities would have impacts as a result of their proximity to the route, park & ride facilities, and/or stops.

Of the 45 community facilities adjacent to the alignment, 37 are noise-sensitive receptors (schools, libraries, senior housing, and places of worship, listed below) per the definitions found in the *Noise and Vibration Technical Memorandum*. These facilities would have moderate noise impacts as a result of the BRT Alternative. Moderate noise impacts are described as a change in noise that is noticeable but not sufficient to cause a strong, adverse community reaction. The BRT buses would travel along local streets with small blocks, numerous cross streets, and driveways; therefore, noise abatement mitigation, such as barriers, would not be feasible for the BRT Alternative (see the *Noise and Vibration Memorandum* for more details).

Noise-Sensitive Receptors Affected by the Bus Rapid Transit Alternative

- Harlan Community High School
- Damascus Baptist Church
- Rose Haven Manor Senior Housing
- New Tabernacle Baptist Church
- Pentecostal Church of God
- Victory Centre of Roseland Senior Housing
- Harris Temple Church of God in Christ
- Lilydale Progressive Missionary Baptist Church
- St. John Pentecostal Holiness Church of Deliverance
- The Straight Way Pentecostal Church
- Beacon Light Ministries
- New Testament Baptist Church
- Word Alive Church Ministry
- Love Abide Missionary Baptist Church
- Mosque of Umar
- Greater Change Evangelistic
- Miracle Temple
- South of Praise Evangelistic Center
- New Covenant Church Deliverance
- True Word Ministries

- Christian Love Deliverance Church of God in Christ
- Holy Miracle - Christ the Hope of Glory Ministries
- Revelation Baptist Church
- St. Ephraim Coptic
- Roseland Christian Ministries
- Out of a Need Missionary Church Temple
- New St. John Missionary Baptist Church
- Galilee Baptist Church
- Carver Primary School
- Celestial Church of Christ
- Cottage Grove Holy Temple Church
- Word of Knowledge Ministries
- Full Gospel Christian Center Church
- Greater New Eagle Missionary Baptist Church
- Aldridge Elementary School
- Altgeld Library
- Carver Middle School

The parking facility at the 103rd Street stop would be located immediately across Michigan Avenue from Rose Haven Manor Senior Housing; the parking facility at the 111th Street stop would be immediately adjacent to New Testament Baptist Church; and the parking facility at 130th Street stop would be across 130th Street from Aldridge Elementary School. These parking facilities would generate new vehicle traffic. The change in localized traffic volumes would not adversely affect level of service of the roadway network, but would affect pedestrian safety around the parking facilities. The mitigation measures presented in the *Transportation Technical Memorandum* would mitigate the potential adverse safety impacts for pedestrians and patrons of adjacent community facilities. The impacts on community facilities would not be adverse after mitigation.

As mentioned above, the parking garage for the Kensington Avenue stop would include space for retail and community facilities. The operation of the BRT Alternative would benefit the community by offering new and modernized space for the community facilities that locate there.

Community Facilities within ½ mile of a BRT Stop Location

The BRT Alternative would result in a 5-minute improvement in travel time from the 95th Street Terminal to 130th Street compared to the No Build Alternative. As shown in Table 5-2, there are 88 community facilities within walking distance (approximately ½ mile) of the proposed bus stop locations. The improved transit travel time would improve access to these 88 community facilities (see Appendix A for a complete list of facilities within walking distance of the bus stops). These benefits would not be substantial compared to those of the No Build Alternative, because bus transit services that serve similar stop locations are already provided along this route.

Table 5-2: Community Facilities within ½ mile of Stops - Bus Rapid Transit Alternative

Facility Type	Number
City Facility	1
Community Center	6
Fire Station	2
Healthcare Facility	3
Library	2
Place of Worship	59
School	12
Senior Center	2
State Facility	1
Total	**88**

5.2.2 Construction Impacts and Mitigations - Bus Rapid Transit Alternative

Construction of the BRT Alternative would include the construction of new BRT bus stops and the construction of parking facilities at each stop. As such, construction activities would be localized around the bus stop areas. Impacts on parklands and community facilities would include temporary air quality and noise impacts and temporary changes in access; however, these impacts would not be adverse after mitigation.

5.2.2.1 Parklands

Golden Gate Park

Golden Gate Park would have temporary impacts during the construction of the parking garage at the 130th Street stop because of its location with 500 feet of construction activities. The temporary impacts would include noise impacts from construction equipment, impacts on air quality resulting from fugitive dust, and/or an increase in vehicle activity within the localized area and temporary reduction in access to the park due to detours. Mitigation options include, but are not limited to, using construction best management practices, instituting a construction Dust Control Plan, alerting park users of construction activities, and providing safe and clearly marked detour routes. After mitigation, there would be no adverse impacts on Golden Gate Park as a result of construction activities.

5.2.2.2 Community Facilities

The community facilities adjacent to construction activities would have temporary impacts; these facilities include Rose Haven Manor Senior Housing (103rd Street stop), New Testament Baptist Church (111th Street stop), and Aldridge Elementary School (130th Street stop). The construction impacts would include noise impacts, impacts on air quality, and temporary changes to traffic flow and/or parking in the localized area. The same mitigation strategies proposed for the parklands would be applied to mitigate for the adverse impacts on community facilities. Other mitigation options include planning detour routes that allow for access to/from and through the construction areas and designating alternative parking. After mitigation, there would be no adverse impacts on community facilities as a result of construction activities.

5.2.2.2.1 Construction Activities and Emergency Responders

Construction activities at the stop locations and parking facilities would temporarily reduce accessibility of the roadway network, which would cause delays for emergency responders, thereby affecting their ability to provide timely emergency services. These impacts would be mitigated by coordinating the construction schedule with the Chicago Office of Emergency Management and Communications and would require planning detour routes that allow for access to/from and through the construction areas. In particular, the construction plan for the 111th Street stop and parking facilities would be coordinated with the Roseland Community Hospital and the emergency service providers that require access to this hospital. The duration of construction activities for the BRT Alternatives would be shorter than for the rail alternatives; as such, the construction impacts on emergency responders would be fewer with the BRT Alternative that the rail alternatives. After mitigation, the construction impacts on emergency responders would not be adverse.

5.2.3 Cumulative Impacts and Mitigations - Bus Rapid Transit Alternative

The construction and operation of the BRT Alternative would not reduce the overall health of the parklands and/or community facilities in the project area. As such, no adverse cumulative impacts would occur. Improved transit in the project area would result in improved access to parklands and community facilities within and beyond the project area, and within walking distance of the larger network of CTA stop and stations.

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

The UPRR Rail Alternative ROW Option is an extension of the existing Red Line (5.4 miles with the South Station Option, or 5.7 miles with the West Station Option) that would operate in the existing UPRR ROW. The UPRR trains would relocate to another corridor as part of a separate, earlier project that may occur regardless of RLE implementation. The City of Chicago is performing this separate, independent study to evaluate relocating the UPRR trains to another corridor. The CTA trains would operate on an elevated structure heading south from the 95th Street station in the median of I-57 for nearly ½ mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of Prairie Avenue, the alignment would cross over the Canadian National (CN)/Metra tracks near 119th Street, where it would transition to an at-grade profile and then continue southeast along the former Michigan Central/Indiana Harbor Belt (IHB) railroad ROW to terminate at 130th Street.

Three intermediate stops would be included at 103rd Street, 111th Street, and Michigan Avenue with a terminal station at 130th Street. There are two station options for 130th Street: the South Option, which would be along the IHB ROW at 130th Street; and the West Option, which would be on the north side of 130th Street west of the IHB route.

Bus and park & ride facilities would be provided at each station with a total capacity of up to 3,700 parking spaces. The 103rd Street station would include two parking lots, one northeast and one southwest of 103rd Street and the UPRR track, each with a capacity of 100 vehicles; the northeastern parking lot would include a bus turnaround to serve the CTA bus route #9. The 111th Street station would include two parking lots, one northwest and one northeast of 111th Street and

the UPRR track, each with a capacity of 100 vehicles; the northwest parking lot would include a bus turnaround to serve the Pace bus route #352. The Michigan Avenue station would include a three-story parking garage with a capacity for 750 vehicles (the ground level of the garage would be available for retail and/or community facilities use and would include a bus turnaround for the CTA bus route #119 and the Pace bus route #359) A surface parking lot with the capacity for 175 vehicles would be located east of the tracks between 116th Street and Kensington Avenue. The 130th Street station (West or South Option) would include four bus bays, an overhead canopy, a vehicle drop-off area, and weather-protected bicycle parking. The South Option would include a seven-story parking garage with a capacity for 2,300 vehicles. The West Option would include a surface parking lot with the capacity for 350 vehicles and a four-story parking garage with the capacity of 1,950 vehicles.

An at-grade, 270-car yard and shop facility would be built east of the CN/Metra Electric tracks and west of the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad tracks at approximately 120th Street and Cottage Grove Avenue (120th Street yard and shop). The 120th Street yard and shop would also include a small amount of parking for staff. The existing 98th Street Yard and Shop and the south end of the existing tracks would continue to be used for Red Line trains.

Electric substations have been proposed for several locations: west of the CTA tracks between 104th and 105th Street; west of the CTA tracks between Perry Avenue and Lafayette Avenue; west of the CTA tracks north of the proposed parking structure (if the 130th Street South Station Option is the preferred station location), or along the CTA tracks near (if the 130th Street West Station Option is the preferred station location); and within the 120th Street yard and shop facility.

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

This section describes the permanent impacts that would result from the operation of the UPRR Rail Alternative ROW Option and it discusses options to avoid, minimize or mitigate adverse impacts.

5.3.1.1 Segment UA

Segment UA is the northern project area for all three options of the UPRR Rail Alternative. It extends from the existing 95th Street Terminal in the north to just south of the proposed Michigan Avenue station in the south.

5.3.1.1.1 Parklands

The permanent ROW for the UPRR Rail Alternative ROW Option would cross Wendell Smith Park. There are three parks within 500 feet of the ROW: Robert Abbott Park, Fernwood Parkway, and Block Park. These parks would be affected due to their proximity to the proposed tracks, park & ride facilities, and/or stations. In Segment UA, there are six parklands within walking distance (approximately ½ mile) of a proposed station; improved access to these parks would be a benefit of station proximity. Impacts on each park are described below.

Wendell Smith Park

The UPRR Rail Alterative ROW Option would affect Wendell Smith Park. The UPRR Rail ROW Option alignment would run through the northwestern corner of the park. Of the 4.72 acres of the park, approximately 0.23 acre (10,019 square feet) would be within the ROW of the project; this impact would leave an isolated park fragment, between the UPRR and CTA ROWs, of approximately 4,350 square feet (Figure 5-1). The acreage in the ROW and the park fragment includes open space, trees at the park's edge, and the northwest corner of the walking trail.

After construction, the space under the proposed CTA structure would be returned to park use as open space and would provide access to the park fragment. Even if the affected land did not retain its park use, Wendell Smith Park would largely retain its active recreational use because the major amenities in the park would not be in the affected area.

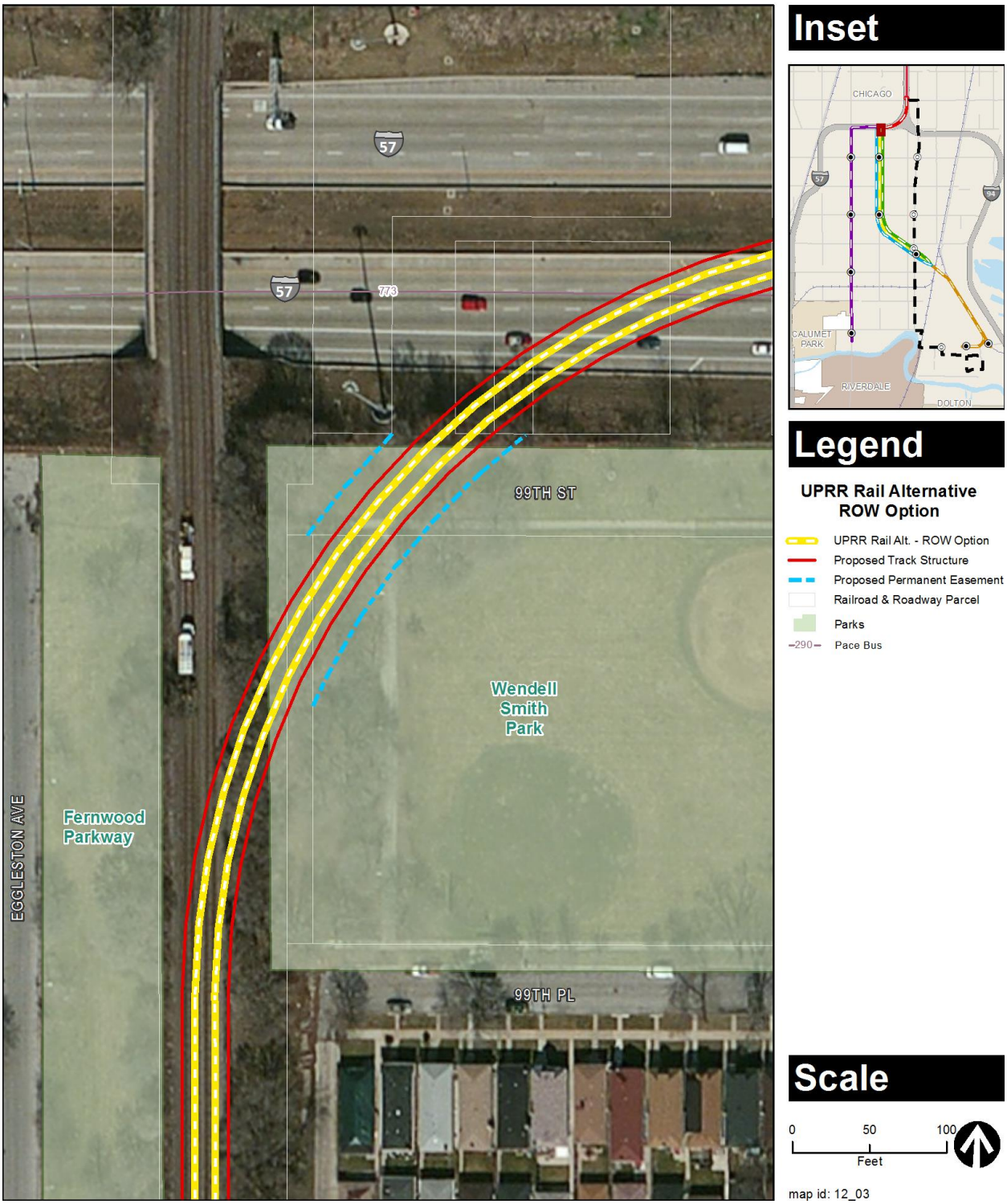
The operation of the UPRR Rail ROW Option would change the visual aesthetic of Wendell Smith Park by adding an elevated rail structure to the park property. The existing visual character of Wendell Smith Park is described in the *Visual and Aesthetic Conditions Technical Memorandum* as having high visual quality. The addition of the rail structure in the park would reduce the visual quality to moderate; however, mitigation such as landscaping would be applied such that the long-term visual impact would not be adverse.

The section of the UPRR Rail ROW Option alignment through the Wendell Smith Park would be curved, which would generate some noise and vibration. The UPRR Rail ROW Option assumes that the freight rail traffic would be relocated to another corridor as part of a separate, earlier project that may occur regardless of RLE implementation; as such, the freight rail noise would no longer be present. The removal of the freight train traffic would reduce the noise impacts such that the net noise impacts of the UPRR Rail ROW Option at Wendell Smith Park would be an overall improvement over the existing condition and no noise mitigation would be needed (see the *Noise and Vibration Technical Memorandum* for more details).

The identification of mitigation options for impacts on Wendell Smith Park would require coordination with the Chicago Park District. Mitigation strategies would include making use of the property under the CTA structure for open space and/or making improvements to Wendell Smith Park such as landscaping, aesthetic improvements on or near the elevated structure, and trail rerouting with tree replanting, which would mitigate impacts on park amenities. The impacts on Wendell Smith Park would not be adverse after mitigation is applied.

Robert Abbott Park

Robert Abbott Park is southeast of the 95th Street Terminal on 95th Street between Michigan Avenue and State Street. While the UPRR Rail Alternative ROW Option would operate within 500 feet of the park, it would not generate greater impacts than the existing condition. Robert Abbott Park currently has impacts associated with its location adjacent to the I-94/I-57 interchange, the bus and rail transit activities at the 95th Street Terminal, and nearby rail yard activities. The addition of the UPRR Rail ROW Option would generate noise and vibration; however, it would not be adverse to Robert Abbott Park, as it would not interfere with the functional and/or recreational use of the park.



(Source: Chicago Park District, 2012)

Figure 5-1: Impacts on Wendell Smith Park - Union Pacific Railroad Rail Alternative Right-Of-Way Option

Block Park and Fernwood Parkway
Block Park and Fernwood Parkway are near the proposed 103rd Street station and are adjacent to the alignment and parking facilities proposed for this station. The addition of a passenger rail line, a station, and parking facilities near these parklands would result in more vehicle and pedestrian traffic in and around the parks, which may result in traffic and/or pedestrian safety concerns. The mitigation measures proposed in the *Transportation Technical Memorandum* would adequately improve safety. After mitigation, the impacts on Block Park and Fernwood Parkway would not be adverse.

The UPRR Rail ROW Option would not diminish the overall functional use of either park. Today, Block Park has few amenities and Fernwood Parkway is open space only; neither park offers organized activities and they appear to be underutilized based on field observation. The operation of the proposed 103rd Street station and the increased foot traffic may generate more use of these parks and may create an opportunity to improve the parklands' amenities to better integrate Block Park and/or Fernwood Parkway into the station area. Improvements could include adding more seating, improving the landscaping/garden area, adding an outdoor clock, attracting a vendor (such as a newsstand, or coffee cart) and/or incorporating aesthetic elements of the station area design into the parks.

Parklands within ½ mile of a Station Location in Segment UA
The addition of rail transit services would improve access to the parklands within walking distance (approximately ½ mile) of the proposed stations in Segment UA, particularly for geographically isolated neighborhoods such as Altgeld Gardens, and would result in a beneficial impact on the parks. As shown in Table 5-3, there are 6 parklands within walking distance of a proposed station.

Table 5-3: Parklands within ½ mile of Stations - Union Pacific Railroad Rail Alternative Right-Of-Way Option - Segment UA

Station	Name of Parkland
103rd Street	Wendell Smith Park Fernwood Parkway Block Park Fernwood Park
111th Street	None
Michigan Avenue	Kensington Park Potter Palmer Park

5.3.1.1.2 Community Facilities
No community facilities would be displaced as a result of the UPRR Rail Alternative ROW Option. One community facility, New Christian Joy Missionary Baptist Church, is adjacent to the proposed ROW and would have impacts. Fifty-one community facilities are within approximately ½ mile of one or more of the stations proposed for Segment UA; these facilities would have benefits as a result of their proximity to the stations.

New Christian Joy Missionary Baptist Church
New Christian Joy Missionary Baptist Church would have impacts due to its proximity to the proposed parking facility at the Michigan Avenue station. New Christian Joy Missionary Baptist Church is at 11594 S. State Street. The increased peak-hour traffic would result in congestion and reduced accessibility to this church; however, through transportation mitigation, the UPRR Rail ROW Option would not reduce the level of service of the roadway network around the Michigan Avenue station. New Christian Joy Missionary Baptist Church would not have adverse impacts after mitigation.

As mentioned above, the proposed parking garage at the Michigan Avenue station would include space for retail and community facilities. The operation of the UPRR Rail ROW Option would benefit the community by offering new and modernized space for the community facilities that locate there.

Community Facilities within ½ mile of a Station
The UPRR Rail Alternative ROW Option would result in a 20-minute improvement in travel time from the 95th Street Terminal to 130th Street compared to the No Build Alternative (includes wait time and transfer time at 95th Street Terminal). The improved travel time would improve access to the community facilities within walking distance (approximately ½ mile) of the new rail stations, which would result in a beneficial impact. As shown in Table 5-4, 51 community facilities are within ½ mile of a station location in Segment UA (see Appendix A for a complete list).

Table 5-4: Community Facilities within ½ mile of Stations - Union Pacific Railroad Rail Alternative - Right-Of-Way Option - Segment UA

Facility Type	Number
Community Center	1
Fire Station	2
Healthcare Facility	2
Place of Worship	36
School	9
State Facility	1
Total	51

Noise-Sensitive Community Facilities
The UPRR Rail Alternative ROW Option assumes that the UPRR freight rail traffic would be relocated to another corridor as a result of a separate, unrelated project. While the UPRR Rail Alternative ROW Option would generate noise, the net noise would be less than under existing conditions because the freight rail traffic would be absent. Two noise-sensitive community facilities (Now Faith Church of God Holiness and New Christian Joy Missionary Baptist Church) would experience less noise from the UPRR Rail Alternative ROW Option than with the No Action Alternative.

Operations and Emergency Responders
The operation of the UPRR Rail ROW Option would result in a change in traffic patterns, particularly around the station areas. These changes would cause delays for emergency

responders, thereby adversely affecting their ability to provide timely emergency services. Transportation planning associated with this project would be coordinated with the Chicago Office of Emergency Management and Communications (see the *Safety and Security Technical Memorandum* for more details about the impacts of the project on emergency responders). The impacts on emergency responders would not be adverse after mitigation.

5.3.1.2 Segment UB

Segment UB is the southern project area for all three options of the UPRR Rail Alternative. It extends from just south of the Michigan Avenue station on the north to the proposed 130th Street station (South and West Options) on the south.

5.3.1.2.1 Parklands

The permanent ROW for the UPRR Rail ROW Option would not cross any parkland in Segment UB and would not displace parklands. There are two parks within 500 feet of the ROW: Kensington Park and Beaubien Woods Forest Preserve. These parks would be affected due to their proximity to the tracks, park & ride, and/or stations. In Segment UB there are three parklands within walking distance (approximately ½ mile) of a proposed station; improved access to these parks would be a benefit of station proximity. Impacts on each park are described below.

Kensington Park

Kensington Park is east and south of Prairie Avenue and 118th Street and is bordered to the east by the existing UPRR freight rail ROW. The operation of the UPRR Rail ROW Option would not affect the functional or recreational use of the park. The electrified CTA trains would produce less noise than is generated by the existing freight rail traffic, which would result in a net noise improvement. As such, no noise mitigation would be needed (see the *Noise and Vibration Technical Memorandum* for more details). The impacts on Kensington Park would not be adverse.

Beaubien Woods Forest Preserve

The entrance to the Beaubien Woods Forest Preserve is across Doty Avenue from the 130th Street South Station Option site. This entrance serves the boat launch and does not directly connect to the remainder of the preserve. This section of the preserve is bordered on the west by the Altgeld Gardens neighborhood and on the east by freight rail tracks. The 130th Street South Station Option would improve transit access to the woods. Pedestrian and vehicle traffic would likely use 130th Street to access the station, which would not affect access to the boat launch.

Parklands within ½ mile of a Station

The addition of high capacity rail transit services would improve transit access to the parklands within walking distance (approximately ½ mile) of the proposed stations, which would be a beneficial impact on the parks. As shown in Table 5-5, there are three parklands within walking distance of the proposed station locations.

Table 5-5: Parklands within ½ mile of Rail Stations - Union Pacific Railroad Alternative - Right-Of-Way Option - Segment UB

Station	Name of Parkland
130th Street West Option	Golden Gate Park Beaubien Woods Nature Preserve George Washington Carver Park
130th Street South Option	Beaubien Woods Nature Preserve George Washington Carver Park

5.3.1.2.2 Community Facilities

No community facilities in Segment UB would be displaced as a result of the UPRR Rail Alternative ROW Option. No community facilities are adjacent to the proposed ROW in Segment UB; however, Aldridge Elementary School is near the parking facility location for the 130th Street West Option. There are 23 community facilities within walking distance (approximately ½ mile) of the proposed stations in Segment UB. Improved access to these facilities would be a benefit of station proximity.

Aldridge Elementary School

Aldridge Elementary School is at 131st Street; it is across 130th Street from the 130th Street West Station Option site near one of the proposed parking facility's access points. One of the school's entrances and its playground and play yard face 130th Street. As it currently exists, there are no school zone signs or sidewalks on 130th Street; this suggests that children do not use 130th Street to access the school. Increased peak hour vehicular traffic in this area would generate traffic congestion in the localized area but would not pose a hazard to the school children. Transportation mitigation strategies presented in the *Transportation Technical Memorandum* would offset potential traffic impacts such that there would be no adverse impacts at Aldridge Elementary School after mitigation.

Community Facilities within ½ mile of a Station

The UPRR Rail ROW Option would result in improved travel time and would improve access to the community facilities within walking distance (approximately ½ mile) of the new rail stations, which would be a beneficial impact on community facilities. As shown in Table 5-6, there are 23 community facilities with walking distance of the proposed station options in Segment UB (see Appendix A for a complete list).

Table 5-6: Community Facilities within ½ mile of the Proposed Station Locations - Union Pacific Railroad Rail Alternative Right-Of-Way Option - Segment UB

Facility Type	Number
Community Center	1
Fire Station	2
Healthcare Facility	1
Library	1
Place of Worship	12
School	5
State Facility	1
Total	**23**

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

The UPRR Rail Alternative ROW Option would require the construction of elevated structure from 95th Street to the CN/Metra Electric tracks near 119th Street, and at-grade track from approximately 119th Street to 130th Street. Where the track would cross roadways and/or rail lines, viaducts would be built and a grade separation would be constructed on the property of the Metropolitan Water Reclamation District of Greater Chicago. Four stations would be built (103rd Street, 111th Street, Michigan Avenue, and 130th Street West or South Option). Construction would also include the bus and park & ride facilities at all stations, the 120th Street yard and shop, and substations, as described above.

5.3.2.1 Segment UA

5.3.2.1.1 Parklands

Construction activities would occur in Wendell Smith Park and would temporarily affect this park. Robert Abbott Park, Fernwood Parkway and Block Park are within 500 feet of the proposed ROW and would have temporary construction impacts.

Wendell Smith Park

Construction activities for the UPRR Rail ROW Option would occur in the northwest corner of Wendell Smith Park, where the alignment would cross through the park. This portion of the park, in addition to the park remnant between the proposed ROW and the existing UPRR freight rail ROW, would be temporarily inaccessible for public use during construction. This section of Wendell Smith Park contains few amenities (open space, trees, and a small section of the walking trail) so the temporary closure would not affect the functional or recreational use of the park. Construction activities would occur adjacent to the baseball field and open space. Depending on the timing and schedule, construction would interfere with the organized activities that occur in Wendell Smith Park such as baseball/softball games and/or concerts in the park. Construction activities would generate temporary noise and air quality impacts, and/or change access to, or parking around the park. These impacts would be temporary in nature and would be mitigated through the use of construction best management practices; by alerting parkland users of construction activities; and by providing clearly marked detour routes and alternate parking. Coordination with the Chicago Park District would result in options to mitigate impacts on any of

the organized park activities; for example the recreational activities would be temporarily relocated to a nearby park, such as Robert Abbott Park, while construction is underway. After mitigation, construction of the UPRR Rail ROW Option would not adversely affect Wendell Smith Park.

Robert Abbott Park
This park would be separated from the construction activities for the UPRR Rail ROW Option by the I-57/I-94 interchange and State Street. Because of this separation, no construction impacts on the Robert Abbott Park would occur.

Fernwood Parkway and Block Park
The impacts of construction on Fernwood Parkway and Block Park would include temporary noise impacts, air quality impacts, and changes in access to the parks. These impacts would be minimal because the parks do not offer organized recreational activities and are largely underutilized, based on field observation. Construction activities would not interfere with the use of Fernwood Parkway or Block Park; however, access to these parklands would be temporarily altered while the structure, station and parking facilities at the 103rd Street Station are under construction. In addition to using construction best management practices to mitigate noise and air quality impacts, mitigation would include alerting park users of temporary closures and/or reduction in access to the parks and providing safe and clearly marked detour routes. Similar amenities are available at Fernwood Park, which is within walking distance of Fernwood Parkway and Block Park; as such, affected parkland users would have an alternate place to recreate during construction. Construction of the UPRR Rail ROW Option would not adversely affect Fernwood Parkway or Block Park after mitigation.

5.3.2.1.2 Community Facilities
Construction of the UPRR Rail Alternative ROW Option would temporarily affect New Christian Joy Missionary Baptist Church because it is adjacent to the proposed ROW.

Now Faith Church of God Holiness and New Christian Joy Missionary Baptist Church
Construction associated with the building of the elevated structure would occur near Now Faith Church of God Holiness and would have temporary impacts. Construction activities at the Michigan Avenue station would temporarily affect New Christian Joy Missionary Baptist Church. Construction noise impacts would interrupt services conducted at these churches and the temporary changes in access and available parking would make it more difficult for church patrons to access the facilities. These temporary impacts would be mitigated by providing information about construction schedules and changes in parking and/or detours to the churches to share with its patrons. Best management practices would be used as part of UPRR Rail ROW Option construction to minimize the temporary noise impacts and clearly marked detour routes and designated alternate parking would mitigate the temporary changes in access. After mitigation, these churches would not have adverse impacts.

5.3.2.1.3 Construction Activities and Emergency Responders
Construction activities at the station locations and at viaducts would temporarily reduce accessibility of the roadway network, which would cause delays for emergency responders. The scheduling of construction activities would be coordinated with the Chicago Office of Emergency

Management and Communications. In particular, the construction plans for the 103rd Street station and parking facilities would be coordinated with the adjacent Chicago Fire Department - Engine 93 and the construction plans for the 111th Street station and parking facilities would be coordinated with Roseland Community Hospital and the emergency service providers that require access to this hospital. Additional mitigation measures ensuring that there is access both to/from and through the construction zone area; this access would be achieved by making sure that adjacent through streets are not temporarily closed at the same time.

5.3.2.2 Segment UB

5.3.2.2.1 Parklands

No parklands would be displaced in Segment UB as a result of construction for the ROW Option. Kensington Park and the park entrance to Beaubien Woods Nature Preserve are within 500 feet of where construction activities would occur in Segment UB; these parks would have the temporary impacts of construction.

Kensington Park

Kensington Park is within 500 feet of the construction activities that would occur between Prairie Avenue and CN/Metra Electric rail tracks; however, because of the street configuration in this area, construction vehicles would need to access to the project via the Kensington Park parking lot (via 118th Street). Construction impacts on Kensington Park would include temporary noise and air quality impacts and reduced parking.

Mitigation options would include, but not be limited to, using best management practices to reduce the construction noise and air quality impacts from fugitive dust and/or construction vehicle activity in the localized area; providing clearly marked and safe alternate access routes to the park and alternate parking spaces; and coordinating with the Chicago Park District to determine whether scheduled recreational activities would need to be relocated during the construction timeframe. After mitigation, Kensington Park would not have adverse impacts.

Beaubien Woods Forest Preserve

The 130th Street South Station Option would be in close proximity to the entrance to Beaubien Woods Nature Preserve. Construction activities at this location would temporarily affect the park entrance on Doty Avenue. This entrance primarily serves the boat launch. Any temporary change in access to the boat launch would be mitigated through coordination with the Forest Preserve District of Cook County; boat launch users would be notified of temporary changes in access and temporary signage would direct users to a clearly marked detour route, for example, via 132nd Street.

5.3.2.2.2 Community Facilities

Aldridge Elementary School is in close proximity to the 130th Street West Station Option site and would have impacts associated with construction activities.

Aldridge Elementary School

One of the school's entrances and its playground and play yard face 130th Street. Construction would temporary affect access to this school entrance if construction required a detour from 130th Street. There is, however, an auxiliary entrance to the school at 131st Street, so the change in

access would not be anticipated to be adverse. Construction activities would result in temporary noise and air quality impacts; however, these impacts would largely be limited to the times when the school yard is in use and the impacts would not be substantial because the school yard is separated from the construction activities by 130th Street. The adverse impacts would be mitigated using construction best management practices, clearly marked detour routes, and notification to the school regarding the construction schedule.

5.3.3 Cumulative Impacts and Mitigations - Union Pacific Railroad Rail Alternative - ROW Option

The construction and operation of the UPRR Rail Alternative ROW Option would not reduce the overall health of the parklands and/or community facilities in the project area. As such, no adverse cumulative impacts would occur. Improved transit in the project area would result in cumulative benefits by improving access, via transit, to parklands and community facilities within and beyond the project area and within walking distance of the larger CTA network.

5.3.4 120th Street Yard and Shop

There are no parklands or community facilities in proximity to the 120th Street yard and shop site; therefore, no adverse impacts would result from the construction or operation of the yard and shop.

5.4 Union Pacific Railroad Rail Alternative - East Option

The UPRR Rail Alternative East Option would be similar to the UPRR Rail Alternative ROW Option; the major difference would be the alignment: the East Option would operate immediately adjacent and east of the UPRR ROW between I-57 and the CN/Metra Electric track. The UPRR is considering the addition of a third track east of its existing two tracks. The proposed CTA structure would, where feasible, be built 50 feet from the centerline of the easternmost UPRR track, assuming a third track is built. Pier protection crash walls would be installed where a 50-foot buffer is not feasible, such as at the 103rd Street station, and between State Street and Michigan Avenue.

The other major difference between the East Option and the UPRR Rail ROW Option is the proposed configuration of the bus and park & ride facilities at the stations:

- At the 103rd Street station the East Option would include a surface parking lot with the capacity for 75 vehicles east of the tracks and north of 103rd Street, with a turnaround for CTA bus route #9. This station would also have a surface parking lot with the capacity for 125 vehicles west of the tracks between 103rd Street and 103rd Place.

- The 111th Street station would include a surface parking lot with the capacity for 55 vehicles east of the tracks and north of 110th Place, and a second surface parking lot with the capacity for 145 vehicles west of the tracks between 111th Street and 110th Street; a turnaround for the Pace bus route #352 would be incorporated into the west parking lot.

- The facilities at the Michigan Avenue station would be essentially the same as the ROW and East Options; however, for the East Option the parking garage would accommodate 825 vehicles and the surface parking lot would accommodate 175 vehicles.

The 130th Street station would have the same configuration and amenities in all three UPRR Rail Alternative options.

Substations would be included in the East Option: west of the UPRR ROW between 104th and 105th Streets; west of the UPRR ROW between Perry Avenue and Lafayette Avenue; west of the CTA tracks south of the 120th Street yard and shop site; and within the 120th Street yard and shop facility.

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

This section describes the permanent impacts that would result from the operation of the UPRR Rail Alternative East Option and discusses measures to avoid, minimize, or mitigate adverse impacts.

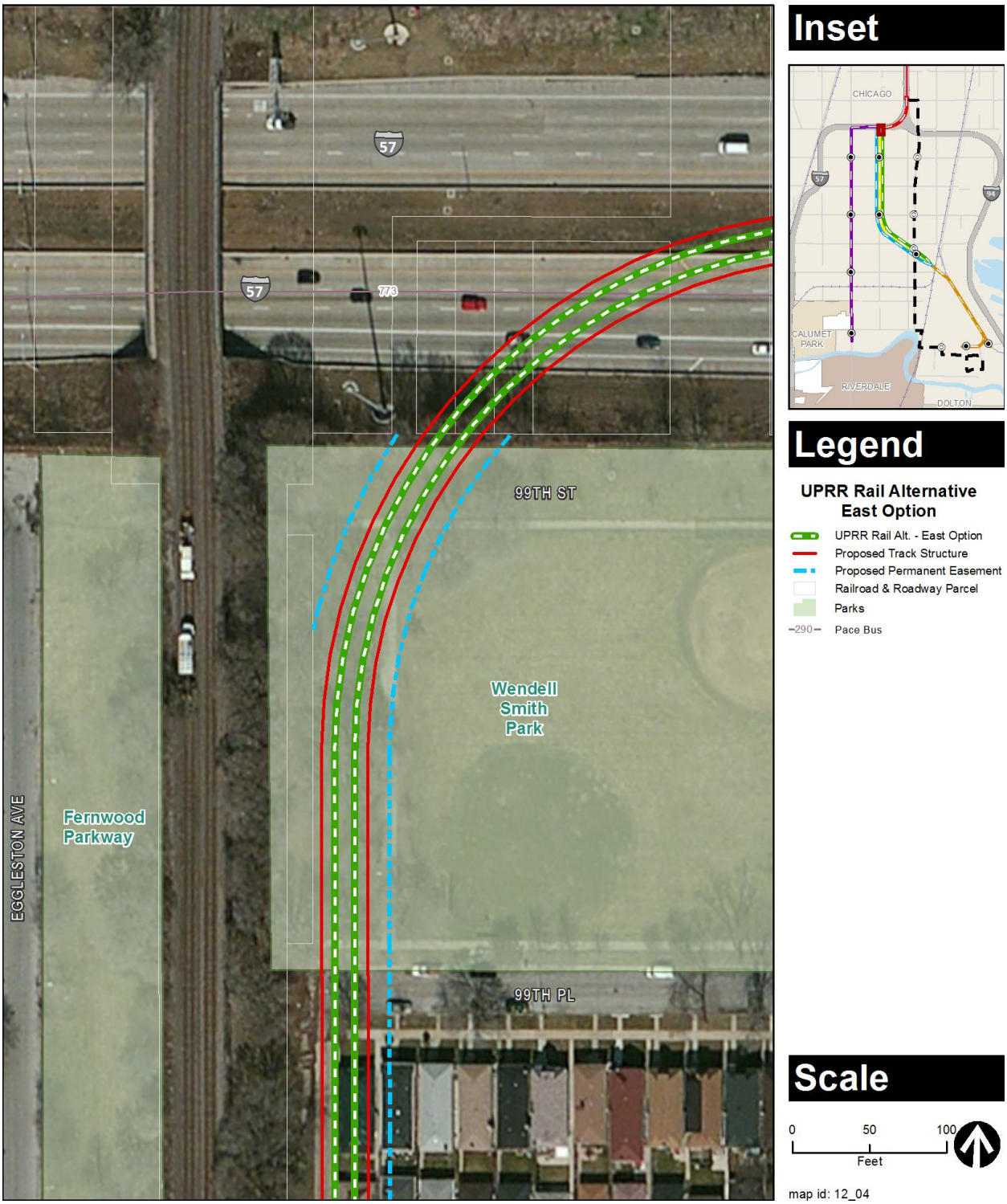
5.4.1.1 Segment UA

5.4.1.1.1 Parklands

The ROW for the UPRR Rail Alterative East Option would pass through Wendell Smith Park and Block Park and would result in adverse impacts. There are also two parks within 500 feet of the proposed ROW: Robert Abbott Park and Fernwood Parkway. These parks would have impacts due to their proximity to the proposed track, park & ride facilities, and/or stations. As with the UPRR Rail ROW Option, the stations proposed for the East Option in Segment UA would be within walking distance (approximately ½ mile) of six parklands; improved access to these parks would be a benefit of station proximity.

Wendell Smith Park

Like the UPRR Rail ROW Option, the East Option would affect the northwestern portion of Wendell Smith Park; however, the ROW for the East Option would displace a larger portion of the park than the UPRR Rail ROW Option. The ROW for the East Option would cross 0.40 acre (17,424 square feet) of the park and would leave an isolated park fragment that is approximately 13,719 square feet (Figure 5-2). This acreage includes trees, the west portion of the walking trail, and several benches.



(Source: Chicago Park District, 2012)

Figure 5-2: Impacts on Wendell Smith Park - Union Pacific Railroad Rail Alternative - East Option

The East Option would result in similar impacts on Wendell Smith Park as the UPRR Rail ROW Option. One major difference between the UPRR Rail ROW Option and the East Option is that the East Option would affect a larger portion of open space and a larger portion of the walking trail and would affect several benches. These impacts would interfere with the recreational use of the walking trail. These amenities would be returned to the park after construction is complete, if public access were to be allowed under the CTA structure. Another mitigation option includes making improvements in Wendell Smith Park.

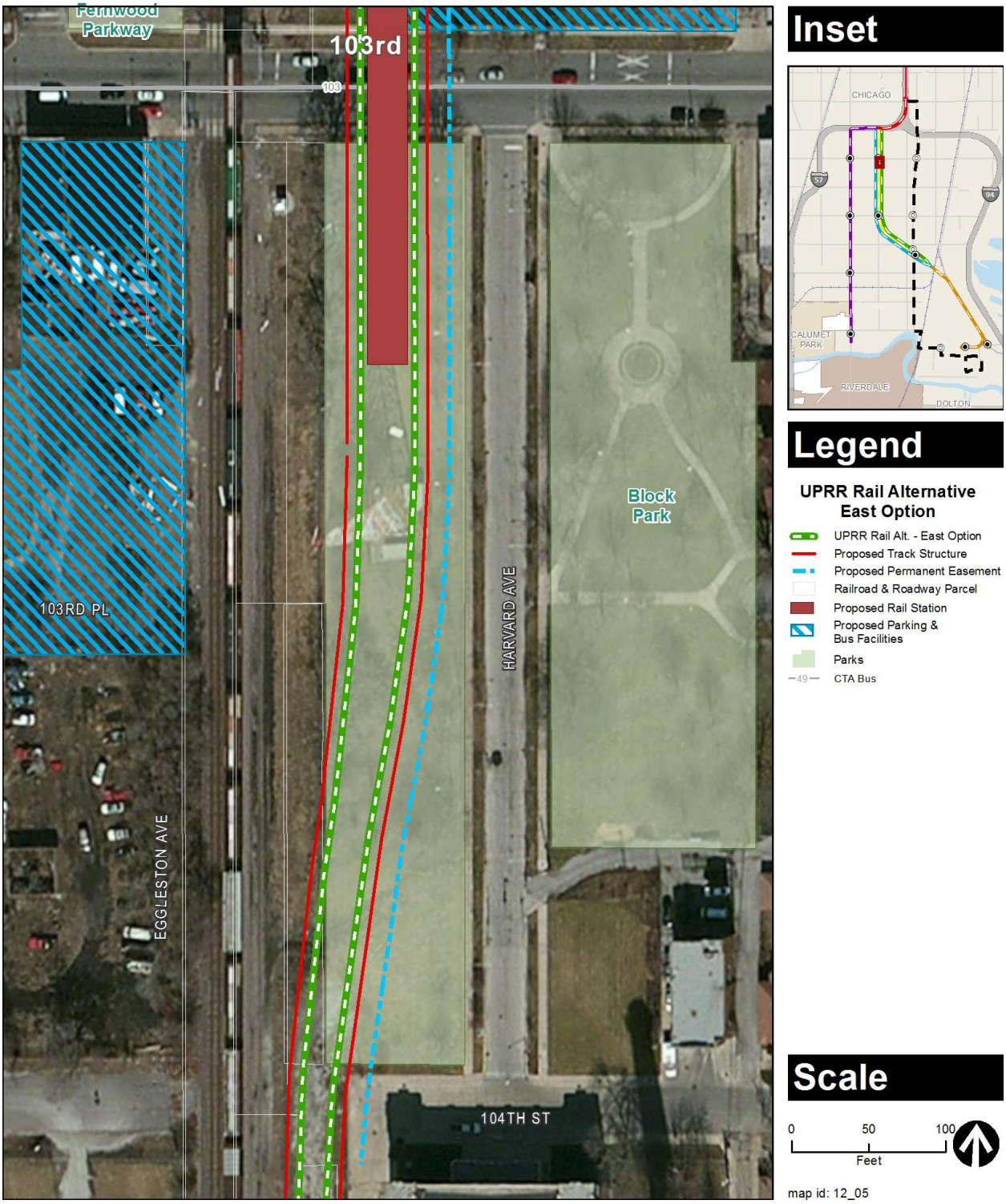
Another difference between the ROW and East Options is that the UPRR freight rail traffic would continue to run in its existing corridor with the East Option; in consequence, the East Option would result in greater noise impacts when compared to the No Build Alternative and the ROW Option. The noise impacts would be mitigated through the use of noise barriers; as such, no adverse noise impacts would occur after mitigation.

Both the ROW and the East Option would change the visual aesthetic of the park by adding an elevated rail structure in the park. The existing visual condition of Wendell Smith Park is considered high quality. Like the UPRR Rail ROW Option, under the East Option the visual quality would be reduced to moderate. Landscaping would be added to the park to mitigate for the visual impacts. The impacts on Wendell Smith Park would not be adverse after mitigation.

Block Park

Block Park is 2.6-acre passive parkland made up of two open space parcels, walking trails, and benches; no organized activities occur in Block Park and the park appears to be underutilized based on field observations. The ROW for the East Option would run through the west parcel and would affect 0.80 acre (34,848 square feet) and would leave two fragments: 0.10 acre (4,356 square feet) west of the CTA ROW and 0.34 acre (14,810 square feet) to the east (Figure 5-3). The acreage within the ROW would include open space and a radio tower.

The area in Block Park that would be affected is open space only; the East Option would reduce the amount of open space by adding an auxiliary entrance for the 103rd Street station and rail infrastructure in the western parcel. If public access is allowed under the CTA structure, the unaffected land in the western parcel would be returned to open space use but may be shaded by the rail infrastructure. The west parcel would likely be displaced if public access under the track is not allowed; the remaining fragments would be too small to be functional park space. The radio tower would be displaced but this displacement would not affect the parkland's use. The impacts would not diminish recreational opportunities, as no recreational amenities or organized recreational activities currently occur in Block Park. The Chicago Park District leases Block Park from the Chicago Water Department and, according to early communications with the Park District, the terms of this lease have likely expired (see Appendix B).



(Source: Chicago Park District, 2012)

Figure 5-3: Impacts on Block Park - Union Pacific Railroad Rail Alternative - East Option

The east parcel of Block Park would have a visual change as a result of the operation of the UPRR Rail Alternative East Option. The existing visual character of Block Park is described as having a moderate visual quality in the *Visual and Aesthetic Conditions Technical Memorandum.* The presence of the elevated track and station would result in a change; however, the visual quality would remain moderate. The visual impacts would be mitigated through landscaping and would result in no adverse impacts after mitigation.

The operation of the East Option would generate moderate noise impacts. These impacts might .detract from the enjoyment of the park but would not change its functional use. The noise impacts would be mitigated with noise barriers such that no adverse impacts would remain after mitigation.

The operation of the proposed 103rd Street Station would generate more foot traffic near Block Park and might create an opportunity to improve the amenities as a means of mitigation for the impacts on the open space. Improvements may include, but not limited to, adding more seating, improving the landscaping/garden area, adding an outdoor clock, attracting a vendor (for example a newsstand, or coffee cart) and/or incorporating aesthetic elements of the station area design into the park. Other mitigation alternatives would include making improvements to another nearby park in lieu of improvements to Block Park, acquiring land for a new park space and/or making use park use of parcel remnants that would be displaced by the project. See the *Displacements and Relocations of Existing Uses Technical Memorandum* for the locations of parcel fragments in reference to Block Park. After mitigation, the impacts on Block Park would not be adverse.

Like the UPRR Rail ROW Option, the East Option would provide beneficial impacts in the form of improved access to Block Park from other neighborhoods within the ½-mile walking distance of stations, particularly for geographically isolated neighborhoods such as Altgeld Gardens.

Robert Abbott Park and Fernwood Parkway
The operation of the UPRR Rail Alternative East Option would have the same impacts on Robert Abbott Park and Fernwood Parkway as those described for the UPRR Rail ROW Option. The same mitigation strategies identified for the UPRR Rail ROW Option would be applied to mitigate the impacts of the East Option. No adverse impacts on these parks would occur after mitigation.

Parklands within ½ mile of a Station
The addition of high capacity rail transit services would improve transit access to the parklands within walking distance (approximately ½ mile) of the proposed stations, particularly for geographically isolated neighborhoods such as Altgeld Gardens. The East Option would improve access to, and result in benefits to the same parklands as identified for the UPRR Rail ROW Option.

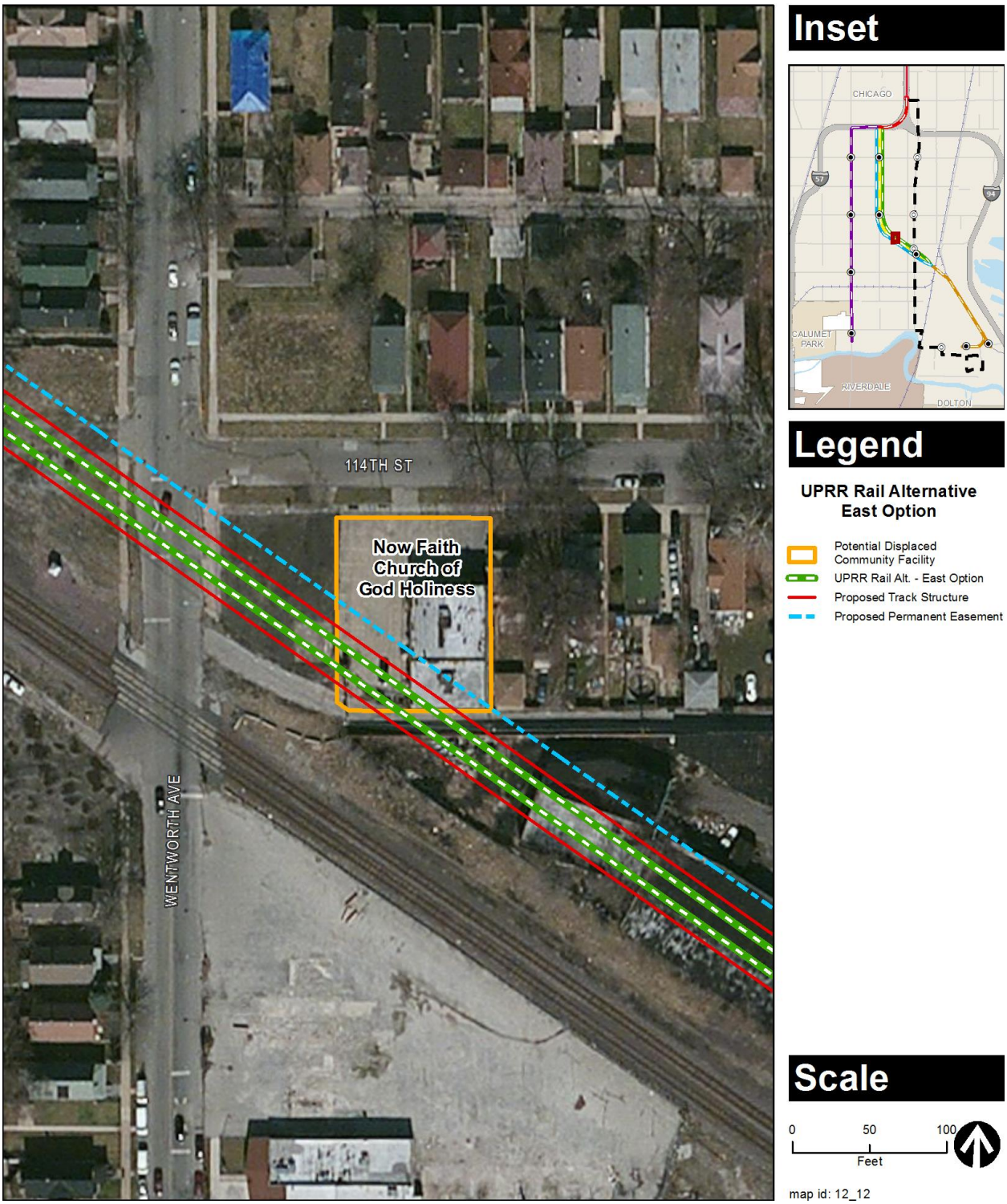
5.4.1.1.2 Community Facilities
The UPRR Rail Alternative East Option would result in the displacement of Now Faith Church of God Holiness and would affect the same community facilities that were discussed for the UPRR Rail ROW Option. New Christian Joy Missionary Baptist Church is adjacent to the proposed ROW at the Michigan Avenue station and would be affected, and the 51 community facilities that are

within ½ mile of a station location in Segment UA would have beneficial impacts (see Appendix A for a complete list).

Now Faith Church of God Holiness
The ROW for the UPRR Rail Alternative East Option would displace this place of worship and its parking lot (Figure 5-4). The displacement of this property would have to comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum,* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable replacement property. If the church was relocated within the community in accordance with the Uniform Act prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation.

New Christian Joy Missionary Baptist Church
The operation of the Michigan Avenue station and parking facilities for the East Option would have the same impacts on the New Christian Joy Missionary Baptist Church as the UPRR Rail ROW Option. The same mitigation options identified for the UPRR Rail ROW Option would be applied to mitigate for the impacts of the East Option.

Community Facilities within ½ mile of a Station
Like the UPRR Rail ROW Option, the East Option would result in a 20-minute improvement in travel time (including wait time and transfer time) from the 95th Street Terminal to 130th Street and would improve access to community facilities within walking distance ½ mile) of the proposed stations in Segment UA. The 51 affected community facilities identified for the UPRR Rail ROW Option would be the same for the East Option; these facilities would have benefits because of their proximity to the proposed stations in Segment UA (see Appendix A for a complete list).



(Source: City of Chicago and Google Maps Aerial View, 2012)

Figure 5-4: Impacts on Now Faith Church of God Holiness - Union Pacific Railroad Alternative - East Option

5.4.1.2 Segment UB

5.4.1.2.1 Parklands

No parklands would be crossed by the ROW for the East Option in Segment UB; therefore, no displacement of parklands would occur. The impacts on parklands discussed for the UPRR Rail ROW Option would be the same for the East Option; as such, the same mitigation measures would be applied.

5.4.1.2.2 Community Facilities

No community facilities would be displaced as a result of the East Option in Segment UB. The East Option would have the same potential impacts on community facilities as the UPRR Rail ROW Option and the same mitigation measures identified for the impacts of the UPRR Rail ROW Option would be applied to the impacts of the East Option.

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

The UPRR Alternative - East Option would include similar construction activities as the UPRR Rail ROW Option; however, the elevated structure from 95th Street to the CN/Metra Electric tracks near 119th Street would be immediately east of the existing UPRR ROW as opposed to within it. Like the UPRR Rail ROW Option, the East Option would have viaducts and several grade separations; four stations (103rd Street, 111th Street, Michigan Avenue, and 130th Street West or South Option) including bus and park & ride facilities at all stations; the 120th Street yard and shop; and several substations.

5.4.2.1 Segment UA

5.4.2.1.1 Parklands

Construction of the UPRR Rail Alternative East Option would temporarily affect Wendell Smith Park and Block Park, and would affect Fernwood Parkway.

Wendell Smith Park

The UPRR Rail Alternative East Option would have similar impacts on Wendell Smith Park as the UPRR Rail ROW Option; however, more of the parkland would be within the construction envelope with the East Option. Despite this difference, the impacts would be the same and similar mitigation strategies would be applied to mitigate the construction impacts on Wendell Smith Park. Coordination with the Chicago Park District would occur to discuss whether some of the organized park activities would need to take place in other nearby parks, such as Robert Abbott Park, while construction is underway. After mitigation, there would be no adverse construction impacts on Wendell Smith Park.

Block Park

Construction activities would occur in the west parcel of Block Park within the proposed ROW. The west parcel would be inaccessible during construction. The temporary impacts of construction would also occur in the east parcel of the park. The construction impacts (such as noise, air quality impacts, and changes in access) would be temporary and would be minimal because Block Park does not serve a recreational use, construction activities would not interfere with its current use, and Block Park currently has noise from the adjacent UPRR freight rail

traffic. Mitigation strategies include alerting park users of temporary construction activities, providing safe and clearly marked detour routes, and referring park users to other nearby parks, such as Fernwood Park, as a place to enjoy passive recreation while construction is underway. Other mitigation options would include, but not be limited to, using construction best management practices to reduce the adverse impacts associated with noise and air quality. After mitigation, the impacts on Block Park would not be adverse.

Fernwood Parkway
Construction of the East Option would have the same impacts on Fernwood Parkway as those described for the UPRR Rail ROW Option; the same mitigation strategies identified for the UPRR Rail ROW Option would be applied to mitigate the impacts of the East Option. After mitigation, the impacts on Fernwood Parkway would not be adverse.

5.4.2.1.2 Community Facilities
Like the UPRR Rail Alternative ROW Option, East Option construction would not displace any community facilities. Construction activities associated with the East Option would temporarily affect the New Christian Joy Missionary Baptist Church at 11594 S. State Street and Miracle Temple at 137 E. Kensington Avenue. Now Faith Church of God Holiness would be displaced prior to construction of the East Option so it would not be subject to construction impacts. The mitigation options proposed for the UPRR Rail ROW Option for construction impacts on community facilities would be used to mitigate for the impacts on the two places of worship affected by the East Option. After mitigation, the impacts on community facilities would not be adverse.

5.4.2.1.3 Construction Activities and Emergency Responders
Construction activities at the station locations and at viaducts would temporarily increase congestion and reduce accessibility of the roadway network, which would cause delays for emergency responders. The scheduling of construction activities would be coordinated with the Chicago Office of Emergency Management and Communications. In particular, the construction plans for the 103rd Street station and parking facilities would be coordinated with the adjacent Chicago Fire Department - Engine 93, and the construction plans for the 111th Street station and parking facilities would be coordinated with Roseland Community Hospital and the emergency service providers that require access to this hospital. Other mitigation options would include ensuring continual access to/from and through the construction zones by not temporarily closing adjacent streets at the same time.

5.4.2.2 Segment UB
5.4.2.2.1 Parklands
The construction impacts on parklands discussed for the UPRR Rail Alternative ROW Option in Segment UB would be the same for the East Option; as such, the same mitigation measures would be applied. After mitigation, there would be no adverse impacts.

5.4.2.2.2 Community Facilities

The construction impacts on community facilities discussed for the UPRR Rail Alternative ROW Option in Segment UB would be the same for the East Option; as such, the same mitigation measures would be applied. After mitigation, there would be no adverse impacts.

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

The construction and operation of the UPRR Rail Alternative East Option would not reduce the overall health and/or distribution of parklands and community facilities in the project area, after mitigation. As such, no adverse cumulative impacts would occur. Like the UPRR Rail Alternative ROW Option, improved transit in the project area with the East Option would result in cumulative benefits by improving access, via transit, to parklands and community facilities within and beyond the project area and within walking distance of the larger CTA network.

5.4.4 120th Street Yard and Shop

There are no parklands or community facilities in proximity to the 120th Street yard and shop site; therefore, no adverse impacts would result from the construction or operation of the yard and shop.

5.5 Union Pacific Railroad Rail Alternative - West Option

The UPRR Rail Alternative West Option would be similar to the UPRR Rail ROW Option and the East Option; the major difference is the alignment: the West Option would operate immediately adjacent to and west of UPRR ROW between I-57 and the CN/Metra Electric track. The proposed CTA structure would, where feasible, be built 50 feet from the centerline of the westernmost UPRR track. Pier protection crash walls would be installed where a 50-foot buffer is not feasible, such as at 99th Street, at Prairie Avenue, and the UPRR crossing.

The West Option would have a different configuration of bus and park & ride facilities at stations than the ROW and East Options:

- At the 103rd Street station, the West Option would include a surface parking lot with the capacity for 200 vehicles west of the tracks between 103rd Street and 104th Street; a turnaround for CTA bus route #9 would be included at the northeast corner of 103rd Street at the UPRR tracks.

- The 111th Street station would include a surface parking lot with the capacity for 200 vehicles west of the tracks between 110th Place and 110th Street; a turnaround for Pace bus route #352 would be incorporated into the parking lot.

- The facilities at the Michigan Avenue station would include a five-story parking garage west of the track and northeast of the 116th Street and State Street intersection. The garage would accommodate 1,000 vehicles and the ground level would be available for retail and/or community facilities; a bus turnaround would be provided to serve CTA bus route #119 and Pace bus route #359.

The 130th Street station would have the same configuration and amenities in all three UPRR Rail Alternative options.

Substations would be included in the West Option: east of the UPRR ROW between 105th Street and 105th Place; west of the UPRR ROW between Perry Avenue and Lafayette Avenue; west of the CTA track south of the 120th Street yard and shop site; and within the proposed yard.

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

This section describes the permanent impacts that would result from the operation of the UPRR Rail Alternative West Option and discusses options to avoid, minimize or mitigate adverse impacts.

5.5.1.1 Segment UA

5.5.1.1.1 Parklands

The ROW for the UPRR Rail Alterative West Option would run through Wendell Smith Park and Fernwood Parkway. Robert Abbott Park and Block Park are within 500 feet of the proposed ROW and would be affected due to their proximity. As with the ROW and East Options, the stations proposed for the West Option in Segment UA would be within ½ mile of six parklands; improved access to these parklands would be a benefit of being walkable from a station.

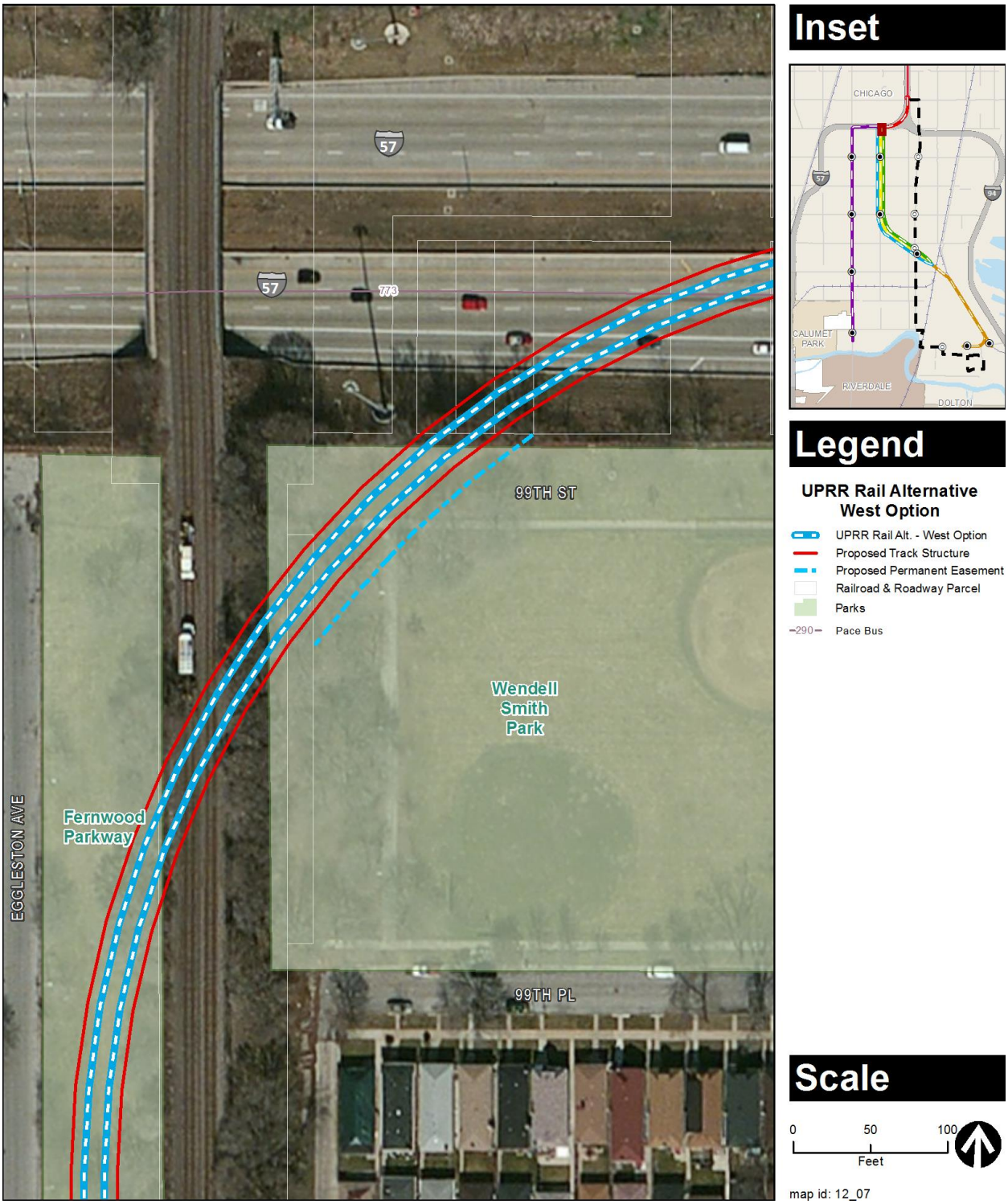
Wendell Smith Park

The ROW for the West Option would run through the northwestern corner of the Wendell Smith Park and would affect 0.17 acre of the park (7,405 square feet). An isolated park fragment, approximately 4,167 square feet, would remain in the northwest corner of the park (Figure 5-5). Of the three UPRR Rail Alternatives, the UPRR Rail Alternative West Option would affect the least amount of land in Wendell Smith Park.

The West Option would affect the smallest amount of open space and trail when compared to the other UPRR Rail Options. Like the ROW Option, the West Option would affect a small portion of the trail and would largely leave the functional use of this amenity unharmed. For both Options, the trail would be rerouted around the affected area or possibly be avoided completely. As such, the same mitigation measures identified for the UPRR Rail ROW Option would be applied to the West Option.

Like the ROW and East options, the West Option would result in visual impacts because the rail infrastructure would be in Wendell Smith Park. The same mitigation measures described for the ROW and East Options would be applied to the West Option and would result in not adverse impacts after mitigation.

Operation of the West Option would result in the same noise impacts as described for the East Option and the same mitigation strategies would be applied. Both the West and East Options would result in greater noise impacts when compared to the No Build Alternative and the ROW Option. After mitigation, the noise impacts would not be adverse.



(Source: Chicago Park District, 2012)

Figure 5-5: Impacts on Wendell Smith Park - Union Pacific Railroad Rail Alternative - West Option

Fernwood Parkway

The UPRR Rail Alternative West Option would run through two of the four parcels that make up Fernwood Parkway; the affected parcels are between 101st Street and I-57, and between 101st Street and 103rd Street. Fernwood Parkway is 9.26 acres of green space with grass and some trees; there are no active or passive recreational amenities in this park. Approximately 1.90 acres (82,958 square feet) of Fernwood Parkway would be affected by the ROW of the project and two isolated park fragments would be created to the east and west of the ROW; approximately 1.48 acres would be created between the UPRR and CTA ROWs, and approximately 1.27 acres would be created between the CTA ROW and Eggleston Avenue (see Figure 5-6).

Depending on the decisions made during the Section 4(f) process, it may be determined that mitigation could be applied to another, nearby parkland (e.g., the northern, unaffected parcels of Fernwood Parkway), and/or new park space would be acquired. It may also be possible to create a similar linear park from the displaced parcel remnants that would not be needed for the West Option. See the *Displacements and Relocations of Existing Uses Technical Memorandum* for the locations of potential parcel fragments near Fernwood Parkway. The *Section 4(f) Technical Memorandum* provides details on practicable measures to minimize impacts to Fernwood Parkway.

The West Option would result in moderate noise impacts; however, noise barriers would be installed to mitigate these impacts. No adverse noise impacts would result in Fernwood Parkway after mitigation.

Fernwood Parkway is considered to have a high visual quality and the West Option would result in a high visual impact in that the impacts would not be completely mitigated through the use of landscaping. The visual impact might reduce the enjoyment of the park for park users somewhat but would have a much greater impact on the surrounding residential community than on park users. Other in lieu improvements, such as the addition of a trail, hardscaping, or the addition of other passive recreational amenities such as benches, could be added to enhance the park beyond its existing condition. After mitigation, the parklands impacts on Fernwood Parkway would not be adverse.

Robert Abbott Park

Like operation of the ROW and East Options, the operation of the West Option would not affect the functional or recreational use of Robert Abbott Park.

(Source: Chicago Park District, 2012)

Figure 5-6: Impacts on Fernwood Parkway - Union Pacific Railroad Rail Alternative - West Option

Block Park

The operation of the UPRR Rail Alternative West Option would result in some of the same impacts on Block Park as described for the UPRR Rail ROW Option; however, the number and scale of impacts would be much smaller with the West Option, because the bus and parking amenities for the West Option would be on the west side of the existing UPRR freight rail ROW only and would not be immediately adjacent to Block Park. In comparison, the UPRR Rail ROW Option would include bus and parking facilities on both the east and west sides of the UPRR freight rail ROW and adjacent to Block Park. Most of the pedestrian and vehicle activity associated with the West Option would also occur west of the UPRR freight rail ROW and on the other side of these tracks from Block Park. Traffic management and planning and pedestrian amenities would be used to mitigate any adverse impacts that would occur at Block Park. After mitigation, the impacts on Block Park would not be adverse.

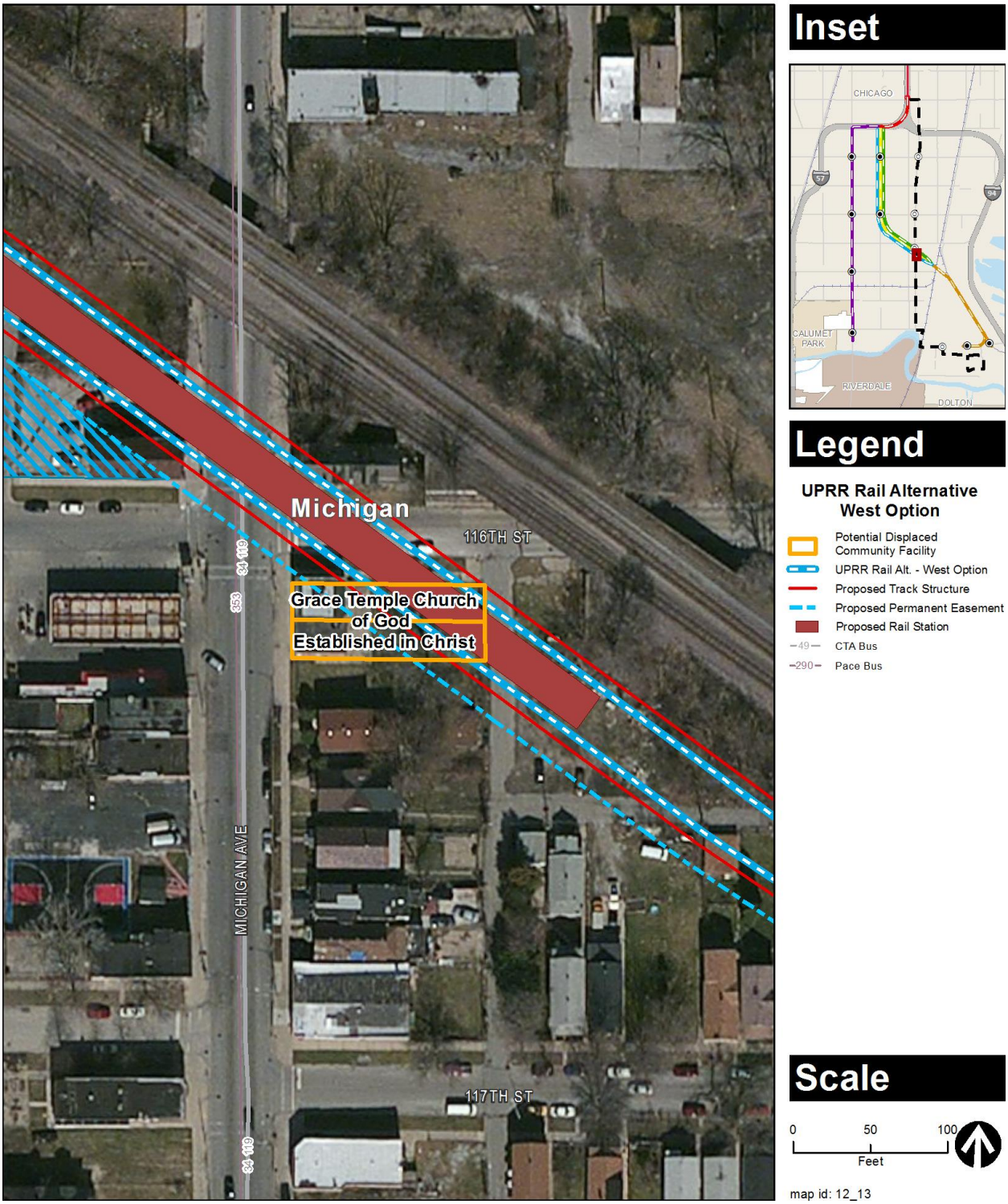
5.5.1.1.2 Community Facilities

The UPRR Rail Alternative West Option would result in the displacement of Grace Temple Church of God Established in Christ. The operation of the UPRR Rail Alternative West Option would result in the same impacts on New Christian Joy Missionary Baptist Church as the ROW and East Options. The same mitigation measures identified for the ROW and East Options for impacts on the church would be applied to mitigate the impacts of the West Option. No adverse impacts on community facilities would occur after mitigation.

The same beneficial impacts described for the ROW and East Options would occur for the 51 community facilities within ½ mile of the proposed stations (see Appendix A for a complete list of facilities).

Grace Temple Church of God Established in Christ

The ROW for West Option would displace this place of worship (Figure 5-7). The displacement of this property would have to comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable property. If the church were relocated within the community in accordance with the Uniform Act prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation.



(Source: City of Chicago and Google Maps Aerial View, 2013)

Figure 5-7: Impacts on Grace Temple Church of God in Christ - Union Pacific Railroad Alternative - West Option

5.5.1.2 Segment UB

5.5.1.2.1 Parklands

No parklands would be crossed by the ROW for the West Option in Segment UB; as such, no displacement of parklands would occur in Segment UB. The other impacts on parklands discussed for the ROW and East Options would be the same for the West Option; as such, the same mitigation measures would be applied. After mitigation, there would be no adverse impacts on parklands in Segment UB.

5.5.1.2.2 Community Facilities

No community facilities would be displaced as a result of the UPRR Rail Alternative West Option in Segment UB; therefore, no adverse impacts would occur. The West Option would have the same impacts the as the ROW and East Options and the same mitigation would be applied to mitigate the impacts of the West Option. No adverse impacts on community facilities would occur after mitigation.

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

The UPRR Alternative West Option would include similar construction activities as the ROW and East Options; however, the elevated structure from 95th Street to the CN/Metra Electric tracks near 119th Street would be immediately west of the existing UPRR ROW. Like the ROW and East Options, the West Option would involve construction of viaducts; several grade separations; four stations (103rd Street, 111th Street, Michigan Avenue, and 130th Street West or South Option) including bus and park & ride facilities at all stations; the 120th Street yard and shop; and several substations.

5.5.2.1 Segment UA

5.5.2.1.1 Parklands

Construction activities for the West Option would occur in Wendell Smith Park and Fernwood Parkway and would result in temporary impacts. Robert Abbott Park and Block Park are within 500 feet of the ROW in Segment UA and would have some impacts.

Wendell Smith Park

The construction impacts of the West Option would be the same as described for the UPRR Rail ROW Option; however, the amount of parkland within the construction zone would be smaller for the West Option. The amount of the land in the construction zone would not change the types of potential impacts that would occur in Wendell Smith Park. The impacts and mitigation strategies described for the UPRR Rail ROW Option would be the same for the West Option.

Fernwood Parkway

Construction activities would also occur in the portion of Fernwood Parkway that would be affected by the ROW of the project. Because Fernwood Parkway is narrow, and the proposed ROW would generally pass through the center of the park, it is likely that the park would not be accessible during construction. Fernwood Parkway does not offer recreational amenities or activities and is largely underutilized based of field observation and discussions about the park

with the Chicago Park District. The construction impacts on this park would be minimal because the park is not often used; however, some users would be affected. There are other parks within walking distance that offer open space, such as the northern parcels of Fernwood Parkway, Fernwood Park, or Block Park. Coordination with the Chicago Park District would result in the posting of signage to notify park users of the schedule for construction activities and to map the location of other comparable facilities in the neighborhood. After mitigation, the overall construction impacts would be not adverse.

Robert Abbott Park
Based on its location relative to the alignment of the West Option, it is not likely that this park would have impacts as a result of the construction. Robert Abbott Park would be separated from the West Option alignment by a highway.

Block Park
The construction activities for the West Option would be on the other side of the UPRR freight rail track from Block Park; as such, the only likely construction impact on the park would be temporarily reduced access. There are several ways to access Block Park; therefore, this impact would not be adverse. Any temporary detours that might be required near the park would be clearly posted to mitigate the temporary impacts of a reduction in access.

5.5.2.1.2 Community Facilities
Construction associated with the West Option would have the same impact on Now Faith Church of God Holiness and New Christian Joy Missionary Baptist Church as described for the ROW Option. The mitigation strategies described for the ROW Option would be applied for the West Option, as well.

Construction Activities and Emergency Responders
Construction activities at the station locations and at viaducts would temporarily reduce accessibility of the roadway network, which would cause delays for emergency responders. The scheduling of construction activities would be coordinated with the Chicago fire and police departments and all medical facilities that provide emergency services. In particular, the construction plans for the 103rd Street station and parking facilities would be coordinated with the adjacent Chicago Fire Department - Engine 93, and the construction plans for the 111th Street station and parking facilities would be coordinated with Roseland Community Hospital and the emergency service providers that require access to this hospital (see the *Safety and Security Technical Memorandum* for more details about the impacts on emergency responders).

5.5.2.2 Segment UB

5.5.2.2.1 Parklands
The construction impacts on parklands discussed for the ROW and East Options would be the same for the West Option; as such, the same mitigation measures would be applied.

5.5.2.2.2 Community Facilities
The construction impacts on community facilities discussed for the ROW and East Options would be the same for the West Option; as such, the same mitigation measures would be applied.

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

The construction and operation of the UPRR Rail Alternative West Option would not reduce the overall health and/or distribution of parklands and/or community facilities in the project area. As such, no adverse cumulative impacts would be anticipated. Like the ROW and East Options, improved transit in the project area with the West Option would result in cumulative benefits by improving access, via transit, to parklands and community facilities within and beyond the project area and within walking distance of the larger CTA network.

5.5.4 120th Street Yard and Shop

There are no parklands or community facilities in proximity to the 120th Street yard and shop site; therefore, no adverse impacts would result from the construction or operation of the yard and shop.

5.6 Halsted Rail Alternative

The Halsted Rail Alternative would be a 5-mile extension of the existing Red Line that would operate on an elevated structure within the median of Halsted Street. The CTA trains would continue south from the 95th Street Station in the median of I-57 until reaching Halsted Street. The alignment would then turn south and continue along Halsted Street until the intersection of Halsted Street and Vermont Street.

Four stations would be built with ADA accessible elevators; stations would be built at 103rd Street, 111th Street, 119th Street and a terminal station would be built at Vermont Street. The 103rd, 111th and 119th Street stations would include 14-foot-wide and 520-foot-long side platforms and the Vermont Street station would be configured as an island platform that would be 26 feet wide and 520 feet long. The primary entrance to the Vermont Street station would be ADA accessible.

Bus and park & ride facilities would be provided at each station with a total capacity of up to 3,700 parking spaces by 2030. The 103rd Street station would include a surface park & ride lot on the northwest of the 103rd Street and Halsted Street intersection; this lot would accommodate 200 vehicles and would include a turnaround for CTA bus route #9. The 111th Street station would include a surface park & ride lot on the northwest corner of the 111th Street and Halsted Street intersection; this lot would accommodate 200 vehicles. The 119th Street station would have a surface park & ride lot to the southwest of the 119th Street and Halsted Street intersection that would accommodate 1,000 vehicles and would include a turnaround for Pace bus route #359. The Vermont Street station would include a surface park & ride lot east of Halsted Street and between Vermont Street and 128th Street; this lot would accommodate 300 vehicles and a seven-story parking garage with the capacity for 2,000 vehicles west of Halsted Street and between Vermont Street and 128th Street. The ground level of the parking garage would be available for CTA office space, retail/commercial space, and/or community facilities. The Vermont Street station would also include bus bays for CTA bus route #8A and Pace bus routes #348 and #352.

The 119th Street yard and shop would be south of the 119th Street station, north of Vermont Street and west of the proposed park & ride lot at the 119th Street station. The track height would

transition from elevated at station height to at-grade between Halsted Street and Morgan Street. The rail yard would be at-grade and would include a small amount of parking for employees.

Several electric substations would be constructed: the northeast corner of Halsted Street and 101st Street; the southeast corner of 110th Street and Halsted Street; along Halsted Street between 120th Street and the CN/Metra Electric tracks; the southeast corner of 126th Street and Halsted Street; and at the entrance of the 119th Street yard and shop along Peoria Street.

5.6.1 Permanent Impacts and Mitigations - Halsted Rail Alternative

This section describes the permanent impacts on parklands and community facilities that would result from the operation of the Halsted Rail Alternative and discusses options to avoid, minimize, or mitigate adverse impacts.

5.6.1.1 Segment HA

Segment HA is the northern project area for the Halsted Rail Alternative. It extends from the existing 95th Street Terminal in the north to just south of the proposed 119th Street station in the south. The 119th Street yard and shop would be partially in Segment HA; however, the operational and construction impacts are analyzed separately in Section 5.8.4.

5.6.1.1.1 Parklands

The proposed ROW for the Halsted Rail Alternative would not cross any parkland in Segment HA; therefore, no displacement of parklands would occur. Robert Abbott Park, Euclid Park Wendell Smith Park, and Major Taylor Bike Trail are within 500 feet of the ROW; they would have impacts as a result of their proximity to the proposed tracks, park & ride facilities, and/or stations. Five parks are within walking distance (½ mile) of a proposed station location in Segment HA; these parklands would have the benefit of improved accessibility as a result of their proximity to the stations.

Robert Abbott Park, Euclid Park and Wendell Smith Park

Based on the location of these three parks relative to the Halsted Rail Alternative ROW, no impacts on Robert Abbot Park, Euclid Park, and Wendell Smith Park would occur. All three are separated from the Halsted Rail Alternative ROW by a major highway; as such, any possible operational impact would not be greater than those of the No Build Alternative.

Major Taylor Bike Trail

Major Taylor Bike Trail is in the public ROW at the intersection of Halsted Street and 119th Street to cross Halsted Street. This bike trail connects 105th Street (just west of I-57) to 129th Street (at the Little Calumet River) and serves both for recreation and as an alternative means of north-south transportation. The infrastructure planned near the 119th/Halsted Street intersection includes a station, a rail yard and a substation; the impacts of operating these facilities would include a change in pedestrian/bicycle flow through this intersection. In order for this park to continue to serve its recreational and transportation functions, the changes at this intersection would allow for safe and clearly marked pedestrian and bicycle access across Halsted Street. The transportation plans for this intersection would be communicated to trail users and the Friends of

Major Taylor Trail, a non-profit organization that oversees the use and maintenance of the trail. After mitigation, the impacts on Major Taylor Bike Trail would not be adverse.

Parklands within ½ mile of a Station
The addition of high capacity rail transit services would improve transit access to the parklands within walking distance (approximately ½ mile) of the proposed stations. As shown in Table 5-7, there are six parklands within ½ mile of the station locations in Segment HA.

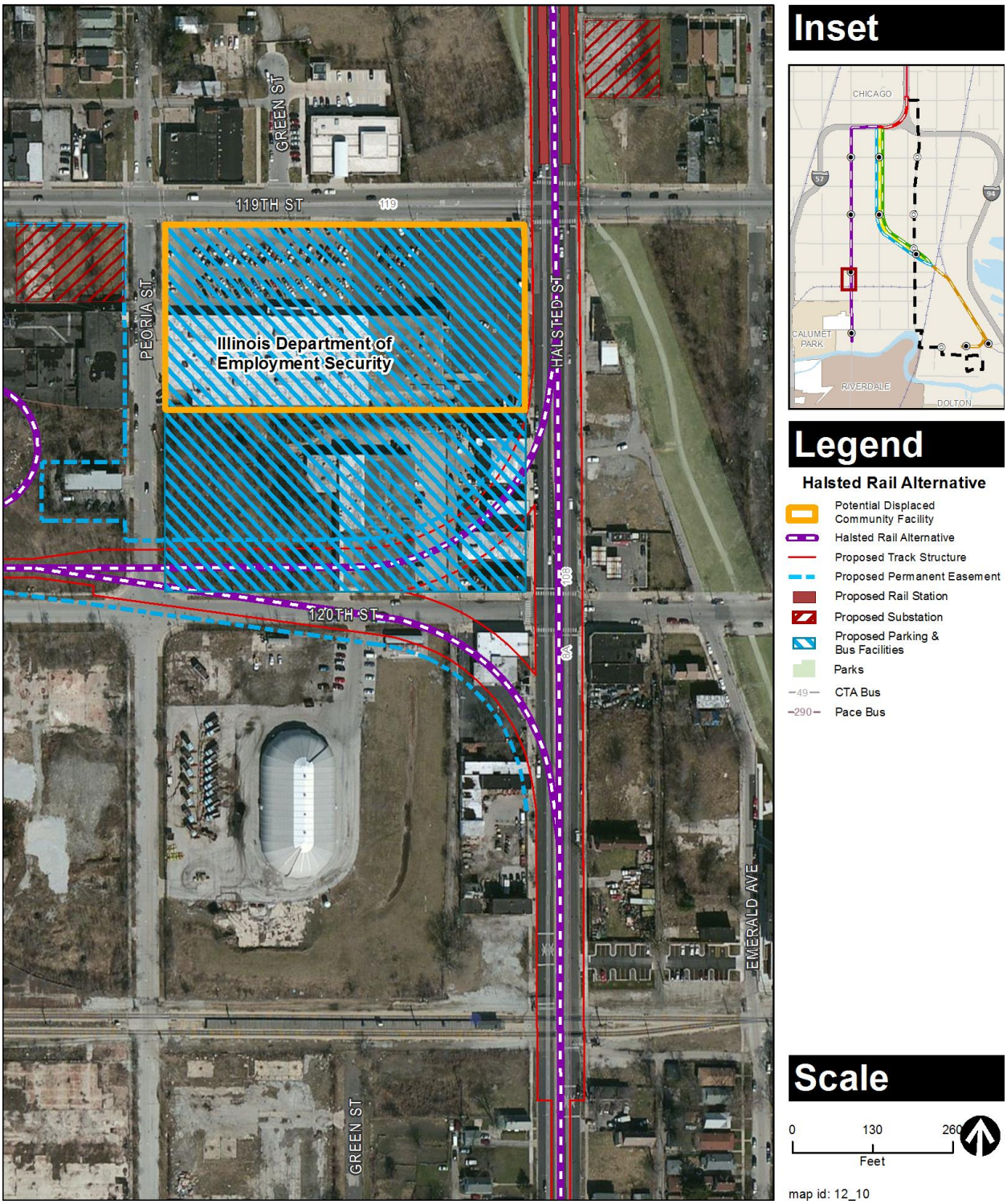
Table 5-7: Parklands within ½ mile of Station Locations - Halsted Rail Alternative - Segment HA

Station	Name of Parkland
103rd Street	Fernwood Parkway Fernwood Park Jackie Robinson Park
111th Street	Major Taylor Bike Trail
119th Street	Major Taylor Bike Trail Thomas Leed Morgan Field Edward White Park

5.6.1.1.2 Community Facilities
The Illinois Department of Employment Security office would be displaced as a result of the operation of the Halsted Rail Alternative in Segment HA. In addition, there are 33 community facilities adjacent to the proposed ROW, of which 18 are noise-sensitive receptors. These facilities would have impacts due to their proximity to the project. Seventy-three community facilities are within ½ mile of the station locations in the Segment HA; these facilities would have the benefits of station proximity (see Appendix A for a complete list).

The Illinois Department of Employment Security office
The Illinois Department of Employment Security office is in a shopping center at the intersection of 119th Street and Halsted Street; it would be displaced as a result of the operation of the park & ride facilities at the 119th Street station (see Figure 5-8).

The next closest Employment Security office to the project area is the Woodlawn office, at 1515 E. 71st Street, which is approximately 9 miles away from the Halsted office. The Halsted facility provides essential employment assistance services for traditionally underserved populations and the general population in the community; as such, it is important that it be relocated within the community. The displacement of this facility would have to comply with the requirements of the Uniform Act. There is comparable property within the same general area that would be available to accommodate the relocation of this office (see the *Displacements and Relocations of Existing Uses Technical Memorandum* for more details about available replacement property). If the office were to be replaced and relocated, according to the Uniform Act, within the community and prior to its displacement, then there would be no long-term adverse impacts after mitigation.



(Source: City of Chicago, 2012)

Figure 5-8: Impacts on the Illinois Department of Employment Security - Halsted Rail Alternative - Segment HA

West Pullman Library

West Pullman Library is at 830 W. 119th Street and would be across 119th Street from the park & ride facilities at the 119th Street station and within a block of the 119th Street station and the 119th Street yard and shop. Quiet is assumed to be a part of a library's environment; however, based on its location, this library would not have noise impacts as a result of the Halsted Rail Alternative. The operation of the Halsted Rail Alternative facilities would generate more vehicle, rail, and pedestrian traffic in the localized area. The increased traffic flow could result in localized congestion; however, transportation changes would be mitigated through the transportation management plans devised to manage the change in traffic patterns as presented in the *Transportation Technical Memorandum*. The adjacency of the 119th Street station would improve access to the library via transit. The level of service on the roadway network around the library would not be adversely affected after mitigation. As such, West Pullman Library would not have adverse impacts after mitigation.

Impacts on Community Facilities Adjacent to the Halsted Rail Alternative Alignment

There are 17 places of worship and one senior housing facility (Renaissance Park South) on Halsted Street that are defined as noise-sensitive receptors. The operation of the Halsted Rail Alternative would result in moderate to severe noise impacts on these places of worship. These impacts would be minimized using noise barriers; however, moderate noise impacts would remain. After mitigation, the operational noise would result in impacts on the adjacent noise-sensitive receptors (places of worship are listed below).

- Gospel Truth Missionary Baptist Church
- Gatling's Chapel Funeral Home
- Rehoboth Apostolic Worship Center
- The Whole Word of God Christian Outreach
- Messiah Baptist Church
- Covenant Faith Church of God
- Missing Peace Church of Living Hope
- Shiloh Missionary Baptist Church
- Way of Holiness Mission
- Bellevue Ministry Center
- Cherubim & Seraphim Church
- Logos Baptist Assembly
- Greater Mt. Eagle Baptist Church
- Christ Church of Chicago
- Sheldon Heights Church of Christ
- Christ the Way of Holiness
- Tabernacle Number One God's House of Holiness in Christ

The Halsted Rail Alternative would change the lane configuration on Halsted Street somewhat by reducing some street parking and adding new turn lanes at intersections. These changes would affect how vehicle traffic accesses the community facilities on Halsted Street. For those community facilities adjacent to parking facilities, the increased traffic flow would result in congestion that reduces accessibility to the facilities. These impacts would be mitigated with the transportation management measures presented in the *Transportation Technical Memorandum*; these measures were devised to ensure that the existing roadway network around the Halsted Rail Alternative alignment would not be affected adversely. The addition of rail transit service would reduce the demand for parking along Halsted Street, as it would encourage a mode shift from personal vehicles to rail transit.

Community Facilities within ½ mile of a Station
The Halsted Rail Alternative would result in a 17.5-minute improvement in travel time from the 95th Street Terminal to 129th Street. The improved travel time would improve access, thereby resulting in benefits to the community facilities within walking distance (approximately ½ mile) of the new rail stations as shown in Table 5-8.

Table 5-8: Community Facilities within ½ mile of Stations - Halsted Rail Alternative - Segment HA

Facility Type	Number
Community Center	6
Fire Station	1
Healthcare Facility	3
Library	1
Place of Worship	52
School	7
Senior Center	2
State Facility	1
Total	73

5.6.1.2 Segment HB

Segment HB is the southern project area for the Halsted Rail Alternative. It extends from the proposed 119th Street station to the proposed Vermont Street station. The 119th Street yard and shop would be partially in Segment HB; however, the operational and construction impacts are analyzed separately in Section 5.8.4.

5.6.1.2.1 Parklands

The proposed ROW for the Halsted Rail Alternative would not cross any parkland; therefore, no impacts would occur on parklands in Segment HB. No parklands are within 500 feet in Segment HB; however, two parks (Whistler Woods Forest Preserve and Joe Louis Golf Course) are within ½ mile of the Vermont Street station location. The addition of high capacity rail transit services would improve access to the two parks within ½ mile of Vermont Street station, thereby resulting in benefits.

5.6.1.2.2 Community Facilities

No community facilities would be displaced as a result of the operation of the Halsted Rail Alternative in Segment HB. There are five community facilities adjacent to the ROW, of which four are considered noise-sensitive receptors (one cemetery and three places of worship). The sensitive receptors would have some impacts. Eight community facilities within ½ mile of Vermont Street station would have benefits as result of improved transit (and thereby improved accessibility).

Impacts on Community Facilities Adjacent to the Halsted Rail Alternative Alignment
The operation of the Halsted Rail Alternative would result in moderate to severe noise impacts on the four noise-sensitive community facilities on Halsted Street in Segment HB (see list below). The noise impacts would be minimized through the use of noise barriers; however, moderate

noise impacts would remain. After mitigation, the operational noise would result in impacts on the four community facilities that are noise-sensitive receptors in Segment HB.

- Light of Zion Ministries
- St. Peter & Paul Church
- Cedar Park Cemetery
- Christ Spiritual Way of Truth

As mentioned above, the parking garage for the Vermont Street station would include space for commercial uses and/or community facilities. The operation of the Halsted Rail Alternative would benefit the community by offering new and modernized space for the community facilities that locate there.

Community Facilities within ½ mile of a Station

The Halsted Rail Alternative would result in a 17.5-minute improvement in travel time from the 95th Street Terminal to Vermont Street. The improved travel time would improve access to the community facilities within walking distance (approximately ½ mile) of the new rail stations as shown in Table 5-9.

Table 5-9: Community Facilities within ½ mile of Stations - Halsted Rail Alternative - Segment HB

Facility Type	Number
Cemetery	1
Community Center	1
Place of Worship	5
School	1
Total	8

5.6.2 Construction Impacts and Mitigations - Halsted Rail Alternative

Construction of the Halsted Rail Alternative includes the building of elevated structure, stations, bus and park & ride facilities, and substations in and around Halsted Street.

5.6.2.1 Segment HA

5.6.2.1.1 Parklands

Construction activities associated with the Halsted Rail Alternative would not occur in any parkland but would occur in close proximity to Major Taylor Bike Trail. The impacts on the trail would be the temporary rerouting of pedestrian/bicycle traffic across the intersection of 119th Street and Halsted Street while the elevated structure, station, and other facilities are being built. This impact would be mitigated by communicating the temporary access changes to trail users and the Friends of Major Taylor Bike Trail and by providing safety and clearly marked alternative routes for pedestrians and bicycles to cross the street. After mitigation, the impacts on Major Taylor Bike Trail would not be adverse.

5.6.2.1.2 Community Facilities

The Halsted Rail Alternative would be built in the median of Halsted Street from just south of 99th Street to the Vermont Street station. Construction activities would temporarily affect the flow of vehicle and pedestrian traffic and street parking on Halsted Street. These impacts would

temporarily make it more difficult for patrons to access the community facilities on and around Halsted Street; however, clear signage, safe detour routes, and alternate parking options would be provided during construction. There would be no adverse transportation impacts after mitigation.

Construction would also result in temporary noise that would affect community facilities on Halsted Street and/or adjacent to the proposed stations and park & ride facilities. While construction noise is unpleasant, it is temporary and would not interfere with any community facility's ability to provide service. Construction best management practices would be implemented to mitigate noise impacts. The noise impacts would not be adverse after mitigation.

Construction would generate fugitive dust and other air quality impacts from construction vehicles. Children and the elderly are most susceptible to air toxics; as such, adjacent schools and the senior center may be more sensitive to temporary air quality impacts than other community facilities. Construction best management practices (such capturing dust and reducing construction vehicle idling time) would be used to mitigate these temporary impacts. There would be no adverse air quality impacts on community facilities after mitigation.

Construction Activities and Emergency Responders
Construction activities would temporarily reduce accessibility of the roadway network, which would cause delays for emergency responders. The scheduling of construction activities would be coordinated with the Chicago Office of Emergency Management and Communications. In particular, the construction plans for the 119th Street station and parking facilities would be coordinated with the adjacent Chicago Fire Department - Engine 115. Other mitigation would include ensuring that adjacent major cross streets were not temporarily closed at the same time. There would be no adverse impacts after mitigation.

5.6.2.2 Segment HB

5.6.2.2.1 Parklands

No parklands are within the proposed ROW or within 500 feet of the proposed ROW for the Halsted Rail Alternative. Construction activities would not affect parklands in Segment HB.

5.6.2.2.2 Community Facilities

As it would be for Segment HA, construction activities in Segment HB would temporarily change the vehicle and pedestrian access and parking availability along and around Halsted Street; however, clear signage, safe detour routes, and alternate parking would be provided as mitigation for these impacts. After mitigation, the transportation impacts would not be adverse.

Construction would also result in temporary noise impacts on the community facilities on Halsted Street and/or adjacent to the proposed stations and park & ride facilities. These impacts would be temporary and would not interfere with the community facilities' ability to provide services if mitigation strategies such as construction best management practices were applied. After mitigation, the temporary noise impacts would not be adverse.

5.6.3 Cumulative Impacts and Mitigations - Halsted Rail Alternative

The construction and operation of the Halsted Rail Alternative would not reduce the overall health of the parklands and/or community facilities in the project area. As such, no adverse cumulative impacts would occur. The project would result in benefits overall, with improved access to community facilities within and beyond the project area and within walking distance of CTA's greater rail network.

5.6.4 119th Street Yard and Shop

The 119th Street yard and shop would be south of the 119th Street station and west of the park & ride facility. The CTA track would transition from elevated to at-grade track between Halsted Street and Morgan Street. The yard would include a small amount of parking for employees.

5.6.4.1 Permanent Impacts and Mitigations

This section describes the permanent impacts that would result from the operation of the 119th Street yard and shop and it discusses strategies to avoid, minimize, or mitigate adverse impacts.

5.6.4.1.1 Parklands

The proposed ROW for the 119th yard and shop does not cross or pass within 500 feet of any parkland; as such, no parklands would be affected by its operation.

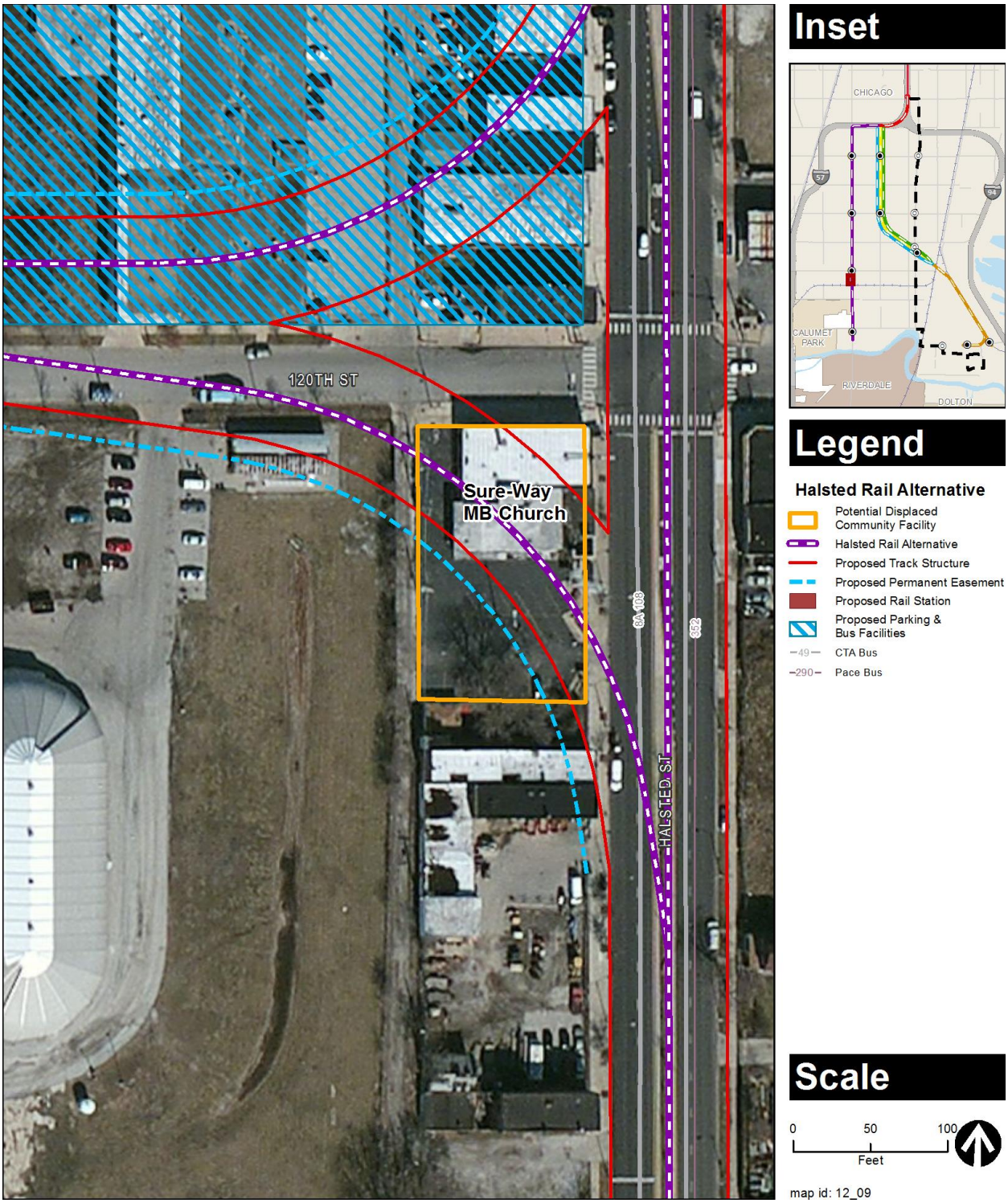
5.6.4.1.2 Community Facilities

One place of worship would be displaced as a result of operating the 119th Street yard and shop; this displacement would result in an adverse impact. One fire station and one place of worship are adjacent to the proposed facility; these community facilities would have impacts.

Sure-Way Missionary Baptist Church

Sure-Way Missionary Baptist Church, at 12000 S. Halsted Street, is in the ROW proposed for the southernmost yard entrance (see Figure 5-9).

The displacement of this property would have to comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable property. If the church were relocated within the community in accordance with the Uniform Act prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation. If the church were relocated outside of the project area, the impact would be not substantially adverse after mitigation; the adverse impact would not be substantial because there are other similar churches within the community and the relocation would occur in accordance with the Uniform Act.



(Source: City of Chicago, 2012)

Figure 5-9: Impacts on Sure-Way Missionary Baptist Church - Halsted Rail Alternative - 119th Street Yard and Shop

5.6.4.2 Construction Impacts and Mitigations

Construction of the 119th Street yard and shop would include the construction of the rail entrances that transition from elevated to at-grade track, the at-grade rail yard and shop, and minimal parking for employees.

5.6.4.2.1 Parklands

The proposed ROW for the 119th Street yard and shop does not cross or pass within 500 feet of any parkland; as such, no parklands would be affected by its construction.

5.6.4.2.2 Community Facilities

The Chicago Fire Department - Engine 115 and Mt. Zion First Holy Miracle Church would have impacts from the construction of the 119th Street yard and shop. Impacts on the fire station would include temporary changes in access. The scheduling of construction activities and detours would be coordinated with the Chicago Office of Emergency Management and Communications. Mt. Zion First Holy Miracle Church would be affected by temporary changes in access and construction noise. The construction impacts would be temporary and would be mitigated by using construction best management practices and by providing clearly marked and safe detour routes. Construction of the 119th Street yard and shop would not result in adverse impacts after mitigation.

Section 6
Impacts Remaining After Mitigation

6.1 No Build Alternative

The No Build Alternative would not result in permanent or temporary impacts on parklands or community facilities; therefore, no mitigation strategies would be needed.

6.2 BRT Alternative

The BRT Alternative alignment would not pass through any parkland and would not displace any community facilities. Most adverse impacts of operations would be mitigated; however, there are 35 community facilities that are noise-sensitive receptors that would have moderate noise impacts after mitigation. No parkland or community facilities would have adverse construction impacts after mitigation.

The BRT Alternative would result in moderate noise impacts on the 35 community facilities that are noise-sensitive receptors adjacent to the BRT alignment. These noise impacts would not be mitigated because noise barriers are not feasible along the alignment. Moderate noise impacts would remain after mitigation.

By improving travel time, BRT Alternative operation would improve access to parklands and community facilities within walking distance (½ mile) of the proposed BRT stops when compared to the No Build Alternative; there are 3 parklands and 88 community facilities within ½ mile of a proposed BRT stop location.

The parking garage at the Kensington Avenue stop would provide space for retail and community facilities. This garage would result in a benefit to the community overall because it would provide new and modernized space that would be used by community facilities.

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

The UPRR Rail Alternative ROW Option would result in permanent adverse and beneficial impacts as a result of its operation. After mitigation, no parkland or community facilities would be subject to adverse construction impacts.

6.3.1 Segment UA

In segment UA, the UPRR Rail Alternative ROW Option alignment would pass through Wendell Smith Park but would not displace any community facilities. All of the adverse impacts of operations would be mitigated. After mitigation, no parkland or community facilities would have adverse construction impacts.

Wendell Smith Park

The ROW for the UPRR Rail ROW Option would run through the northwest corner of Wendell Smith Park; this impact would largely leave the functional and recreational use of the park intact. Options to avoid, minimize, and mitigate most of the adverse impacts on this park exist; however,

the presence of the rail structure in the park would still be adverse without additional mitigation. Mitigations options could include, but would not be limited to, using the space under the CTA track as parkland and making improvements within Wendell Smith Park. Impacts on the trail would be avoided; the trail would be rerouted around the affected area or avoided completely. After mitigation, there would be no adverse impacts on Wendell Smith Park.

Parklands and Community Facilities within ½ Mile of a Station
By improving travel time, operation of the UPRR Rail ROW Option in Segment UA would improve access to parklands and community facilities within walking distance (½ mile) of the proposed stations in Segment UA when compared to the No Build Alternative. There are 6 parklands and 51 community facilities within ½ mile of a station location in Segment UA.

New Space for Community Facilities
The parking garage at the Michigan Avenue station would provide space for retail and community facilities; this would result in a benefit to the community overall because it would provide new and modernized space that would be used by community facilities.

6.3.2 Segment UB

The UPRR Rail Alternative ROW Option alignment would not pass through any parkland and would not displace any community facilities in Segment UB. By improving travel time, operations in Segment UB would improve access to parklands and community facilities within walking distance (½ mile) of the proposed station when compared to the No Build Alternative; there are 3 parklands and 23 community facilities within ½ mile of a station location in Segment UB.

6.3.3 120th Street Yard and Shop

There are no parklands or community facilities in, adjacent to or within 500 feet of the proposed ROW for the 120th Street yard and shop. As such, there would be no impacts on parklands or community facilities as a result of the operation and/or construction of the 120th Street yard and shop.

6.4 Union Pacific Railroad Rail Alternative - East Option

The UPRR Rail Alternative East Option would result in permanent adverse and beneficial impacts as a result of its operation. Most of the permanent adverse impacts would be mitigated. The displacement of Now Faith Church of God Holiness would not be adverse after mitigation if it were relocated within the project area. After mitigation, no parkland or community facilities would have adverse construction impacts.

6.4.1 Segment UA

In segment UA, the UPRR Rail Alternative East Option alignment would pass through Wendell Smith Park and Block Park and would displace Now Faith Church of God Holiness.

Wendell Smith Park
The ROW proposed for East Option would run through the northwest corner of Wendell Smith Park; this impact would largely leave the functional and recreational use of the park intact.

Coordination with the Chicago Park District is being conducted as part of the Section 4(f) process and practicable mitigation measures are being identified. As it would be for the UPRR rail ROW Option, there are means to avoid, minimize, and mitigate most of the adverse impacts on this park as a result of the East Option; however, the presence of the rail structure in the park and the impacts on the trail would still be adverse without additional mitigation. Mitigation options would be similar to those of the UPRR Rail ROW Option; however, additional mitigation measures would be required to address the impacts on the trail. The trail could be rerouted within the park and/or other improvements could be made within Wendell Smith Park. After mitigation there would be no adverse impacts on Wendell Smith Park.

Block Park

The ROW for the East Option would run through the west parcel of Block Park; this parcel is open space only and does not contain any active and/or passive recreational amenities. Options to avoid, minimize and mitigate most of the adverse impacts on this park exist; however, the presence of the rail structure and the auxiliary entrance for the 103rd Street station in the park would still be adverse without additional mitigation. Mitigation alternatives are being developed through the Section 4(f) process, through coordination with the Chicago Park District and practicable measures to minimize harm are being identified. These mitigation options may include making improvements in the remaining parcel of Block Park After mitigation, there would be no adverse impacts on Block Park.

Now Faith Church of God Holiness

The ROW proposed for East Option would displace Now Faith Church of God Holiness. The displacement of this property would comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable property. If the church were relocated within the community prior to starting construction, to minimize interruption of its services, the impact would not be adverse after mitigation.

Parklands and Community Facilities within ½ Mile of a Station

By improving travel time, operation of the East Option in Segment UA would improve access to parklands and community facilities within walking distance (½ mile) of the proposed stations in Segment UA when compared to the No Build Alternative. There are 6 parklands and 51 community facilities within ½ mile of a station location in Segment UA.

New Space for Community Facilities

The parking garage at the Michigan Avenue station would provide space for community facilities; this would result in a benefit to the community overall because it would provide new and modernized space for community facilities that locate there.

6.4.2 Segment UB

The UPRR Rail Alternative East Option alignment would not pass through any parkland and would not displace any community facilities in Segment UB; therefore, there would be no adverse

impacts. By improving travel time, operations in Segment UB would improve access to parklands and community facilities within walking distance (½ mile) of the proposed station when compared to the No Build Alternative; there are 3 parklands and 23 community facilities within ½ mile of a station location in Segment UB.

6.4.3 120th Street Yard and Shop

There are no parklands or community facilities in, adjacent to or within 500 feet of the proposed ROW for the 120th Street yard and shop. As such, there would be no impacts on parklands or community facilities as a result of the operation and/or construction of the 120th Street yard and shop.

6.5 Union Pacific Railroad Rail Alternative - West Option

The UPRR Rail Alternative West Option would result in beneficial and adverse impacts as a result of its operation. Most of the adverse impact would be mitigated; however, there would be some remaining visual impacts at Fernwood Parkway after mitigation. The UPRR Rail Alternative West Option would result in permanent impacts to one community facility, Grace Temple Church of God Established in Christ; however, the impact would not be adverse after mitigation if it were to be relocated within the project area. No parkland or community facilities would have adverse construction impacts after mitigation is applied.

6.5.1 Segment UA

In segment UA, the UPRR Rail Alternative West Option would pass through Wendell Smith Park and Fernwood Parkway, and would displace Grace Temple Church of God Established in Christ.

Wendell Smith Park

The ROW proposed for the West Option would run through the northwest corner of Wendell Smith Park; this impact would largely leave the functional and recreational use of the park intact. As it would be for the ROW Option, there are means to avoid, minimize, and mitigate most of the adverse impacts on this park as a result of the West Option; however, the presence of the rail structure in the park would still be adverse without additional mitigation. Mitigation options would be the same as for the ROW Option. After mitigation, there would be no adverse impacts on Wendell Smith Park.

Fernwood Parkway

The ROW proposed for West Option would run through two of the four parcels that make up Fernwood Parkway; these parcels are open space only and do not contain any active or passive recreational amenities. The permanent ROW would acquire 1.9 acres of the park and would create two park fragments. There are options to mitigate the adverse impacts created by the elevated rail structure. Depending on the decisions made during the Section 4(f) process, mitigation could be applied to a nearby parkland (e.g., the northern, unaffected parcels of Fernwood Parkway), or conversion of vacant parcels into new park space. It may also be possible to create a similar linear park from the displaced parcel remnants that would not be needed for the West Option. The visual quality of Fernwood Parkway is considered high and the West Option would result in high visual impacts that would not be completely mitigated. These visual impacts would have a greater

impact on the surrounding single-family neighborhood around the park than on park users and would not be substantially adverse after mitigation.

Coordination with the Chicago Park District has been taking place through the Section 4(f) process to identify means to reduce the overall harm. After mitigation, the parklands impacts on Fernwood Parkway would not be adverse.

Grace Temple Church of God Established in Christ
The ROW proposed for West Option would displace Grace Temple Church of God Established in Christ. The displacement of this property would comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable property. If the church were relocated within the community prior to starting construction, to minimize interruption of its services, the impact would not be adverse after mitigation.

Parklands and Community Facilities within ½ Mile of a Station
By improving travel time, operation of the West Option in Segment UA would improve access to parklands and community facilities within walking distance (½ mile) of the proposed stations in Segment UA when compared to the No Build Alternative. There are 6 parklands and 51 community facilities within ½ mile of a station location in Segment UA.

New Space for Community Facilities
The parking garage at the Michigan Avenue station would provide space for retail and community facilities; this would result in a benefit to the community overall because it would provide new and modernized space for community facilities that locate there.

6.5.2 Segment UB

The UPRR Rail Alternative West Option would not pass through any parkland and would not displace any community facilities in Segment UB. By improving travel time, operations in Segment UB would improve access to parklands and community facilities within walking distance (½ mile) of the proposed station when compared to the No Build Alternative; there are 3 parklands and 23 community facilities within ½ mile of a station location in Segment UB.

6.5.3 120th Street Yard and Shop

There are no parklands or community facilities in, adjacent to or within 500 feet of the proposed ROW for the 120th Street yard and shop. As such, there would be no impacts on parklands or community facilities as a result of the operation and/or construction of the 120th Street yard and shop.

6.6 Halsted Rail Alternative

The Halsted Rail Alternative would result in permanent benefits and adverse impacts as a result of its operation. After mitigation, no parkland or community facilities would have adverse construction impacts.

6.6.1 Segment HA

The Halsted Rail Alternative would not pass through any parkland in Segment HA; however, the ROW would displace one community facility. After mitigation, moderate noise impacts would remain as a result of the operation of the Halsted Rail Alternative, which would affect adjacent noise-sensitive receptors. No parkland or community facilities would have adverse construction impacts after mitigation is applied.

Illinois Department of Employment Security

The ROW proposed for park & ride facility at the 119th Street station would displace the Illinois Department of Employment Security office. This facility provides a vital service to the community and the closest alternate office to the project area is 9 miles away. The displacement of this property would comply with the requirements of the Uniform Act. There is comparable replacement property available within the neighborhood to relocate this facility (see the *Displacements and Relocations of Existing Uses Technical Memorandum* for more details on available property near the employment office). As such, there would be no adverse impact on this facility after mitigation.

Community Facilities Adjacent to the Halsted Rail Alternative Alignment

There are 19 noise-sensitive receptors adjacent to the Halsted Rail Alternative alignment in Segment HA. These community facilities would have moderate to severe noise impacts; however, noise barriers would be used to minimize these impacts. After mitigation, moderate noise impacts on these noise-sensitive receptors would remain.

Parklands and Community Facilities within ½ Mile of a Station

By improving travel time, operation of the Halsted Rail Alternative would improve access to parklands and community facilities within walking distance (½ mile) of the proposed stations in Segment HA when compared to the No Build Alternative; there are 6 parklands and 73 community facilities within ½ mile of a station location.

6.6.2 Segment HB

The Halsted Rail Alternative alignment would not pass through any parkland or displace any community facilities; however, there would be some impacts on community facilities after mitigation. After mitigation, no parkland or community facilities would have construction impacts.

Community Facilities Adjacent to the Halsted Rail Alternative Alignment

There are four noise-sensitive receptors adjacent to the Halsted Rail Alternative alignment in Segment HB. These community facilities would have moderate to severe noise impacts; however, noise barriers would be used to minimize these impacts. After mitigation, moderate noise impacts on these noise-sensitive receptors would remain.

Parklands and Community Facilities within ½ Mile of a Station

By improving travel time, operation of the Halsted Rail Alternative would improve access to parklands and community facilities within walking distance (½ mile) of the proposed stations in

Segment HB when compared to the No Build Alternative; there are 2 parklands and 8 community facilities within ½ mile of a station location.

New Space for Community Facilities
The parking garage at the Vermont Street station would provide space for retail and community facilities; this would result in a benefit to the community overall because it would provide new and modernized space.

6.6.3 119th Street Yard and Shop

The 119th Street yard and shop would not pass through any parkland; however, the ROW would displace a place of worship. After mitigation, no parkland or community facilities would have adverse construction impacts.

Sure-Way Missionary Baptist Church
The ROW for the southernmost entrance to the 119th Street yard and shop would displace Sure-Way Missionary Baptist Church. This church is relatively small and with the exception of its sign, the building does not contain architectural features that would identify it as a place of worship. The displacement of this property would comply with the requirements of the Uniform Act. According to the *Displacements and Relocations of Existing Uses Technical Memorandum* there is one replacement property that is zoned for a place of worship in the project area. Other available property in the community would have to be rezoned for religious use in order to be considered a comparable property. If the church were relocated within the community in accordance with the Uniform Act prior to starting construction to minimize interruption of its services, the impact would not be adverse after mitigation.

Section 7
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Appendix A
Community Facilities

Tables A-1 through A-5 provide the name and address of the community facilities that are within the community facilities area of potential impact for each of the build alternatives. These tables also locate community facilities in reference to the alternative's alignment, proposed right-of way (ROW), and proposed stop/station locations.

Table A-1: Community Facilities in Area of Potential Impact - Bus Rapid Transit Alternative

Type	Name	Address	Adjacent	½ mile from Stop
Senior Center	Satellite Senior Center at Abbott Park	49 E. 95th Street	X	
School	Harlan Community Academy High School	9652 S. Michigan Avenue	X	
School	Shedd Elementary School	200 E. 99th Street		X
Place of Worship	Damascus Baptist Church	10014 S. Michigan Avenue	X	X
School	Bennett Elementary School	10115 S. Prairie Avenue		X
Place of Worship	Salem Baptist Church	10126 S. Indiana Avenue		X
Senior Center	Rose Haven Manor Senior Housing	10200-10220 S. Michigan Avenue	X	X
Place of Worship	St. John de la Salle Catholic Church	10205 S. King Drive		X
Place of Worship	Emmanuel Reformer Church	10241 S. State Street		X
Place of Worship	Kingdom Hall of Jehovah's Witnesses	60 E. 103rd Street		X
Place of Worship	Pullman Christian Reformer Church	424 W. 103rd Street		X
Place of Worship	New Tabernacle Baptist Church	10413 S. Michigan Avenue	X	X
Place of Worship	Christian Missionary Baptist Church	130 W. 104th Street		X
Place of Worship	Great Way Full Gospel	10359 S. King Drive		X
School	Kohn Elementary School	10414 S. State Street		X
Place of Worship	Pentecostal Church of God	10429 S. Michigan Avenue	X	X
Senior Center	Victory Centre of Roseland Senior Housing	10450 S. Michigan Avenue	X	X

Type	Name	Address	Adjacent	½ mile from Stop
Place of Worship	Harris Temple Church of God in Christ	10558 S. Michigan Avenue	X	
Place of Worship	Lilydale Progressive Missionary Baptist Church	10706 S. Michigan Avenue	X	X
Place of Worship	St. John Pentecostal Holiness Church of Deliverance	10707 S. Michigan Avenue	X	X
Place of Worship	The Straight Way Pentecostal Church	10740 S. Michigan Avenue	X	X
Place of Worship	Christian Love Deliverance Church of God in Christ	10742 S. Michigan Avenue	X	X
Place of Worship	Holy Miracle - Christ, the Hope of Glory Ministries	10757 S. Michigan Avenue	X	X
Place of Worship	Beacon of Joy SDA Church	101 W. 108th Street		X
Place of Worship	Universal Community Missionary	10809 S. State Street		X
Place of Worship	Revelation Baptist Church	10818 S. Michigan Avenue	X	X
Community Center	Stamps Funeral Home	10834 S. Michigan Avenue	X	X
Place of Worship	St. Ephraim Coptic	10844 S. Michigan Avenue	X	X
Place of Worship	Roseland Christian Ministries	10846 S. Michigan Avenue	X	X
Place of Worship	Out of a Need Missionary Church Temple	10857 S. Michigan Avenue	X	X
School	Lavizzo Elementary School	138 W. 109th Street		X
Place of Worship	Zion Lutheran Church	312 E. 109th Street		X
School	Brooks College Prep Academy High School	250 E. 111th Street		X
Place of Worship	New St. John Missionary Baptist Church	10930 S. Michigan Avenue	X	X
Place of Worship	Mary Magdalene Missionary Baptist Church	111 W. 109th Place		X
Library	Chicago Pullman Library	11001 S. Indiana Avenue		X
Place of Worship	Galilee Baptist Church	10955 S. Michigan Avenue	X	X

Type	Name	Address	Adjacent	½ mile from Stop
Community Center	Neighborhood Housing Services of Chicago	11001 S. Michigan Avenue	X	X
Place of Worship	Beacon Light Ministries	11026 S. Michigan Avenue	X	X
Healthcare Facility	Chicago Family Health Center	45 W. 111th Street		X
Community Center	A Place for You	11040 S. Wabash Avenue		X
Place of Worship	First Corinthians Baptist Church	134 E. 111th Street		X
Place of Worship	St. George and St. Matthias Episcopal Church	164 E. 111th Street		X
Community Center	Human Resources Development Institute	101 W. 11th Street		X
Hospital	Roseland Community Hospital	45 W. 111th Street		X
Place of Worship	New Testament Baptist Church	2 E. 112th Street	X	X
Place of Worship	Cornerstone Presbyterian Church	11210 S. State Street		X
School	Vivian E. Summers Alternative High School	30 E. 112th Place		X
State Facility	Illinois Department of Human Services Food Center	11253 S. Michigan Avenue	X	X
Place of Worship	Starlight St. James Missionary Baptist Church	11300 S. State Street		X
Place of Worship	New Pasadena Missionary Baptist Church	11300 S. Indiana Avenue		X
Place of Worship	Word Alive Church Ministry	11312 S. Michigan Avenue	X	X
Place of Worship	House of Inspiration Church of God in Christ	659 W. 107th Street		X
Place of Worship	St. James Temple Church of God	11336 S. State Street		X
Fire Station	Chicago Fire Department - Engine 62	34 E. 114th Street		X
Place of Worship	First Corinthians Baptist Church	11341 S. State Street		X
Place of Worship	Love Abide Missionary Baptist Church	11352 S. Michigan Avenue	X	X

Type	Name	Address	Adjacent	½ mile from Stop
Place of Worship	Mosque of Umar	11409 S. Michigan Avenue	X	X
Place of Worship	Greater Change Evangelistic	11477 S. Michigan Avenue	X	X
Place of Worship	Paradise Temple Church of God in Christ	11437 S. Forest Avenue		X
Place of Worship	Mt. Holy Rock Missionary Baptist Church	11441 S. Wentworth Avenue		X
Place of Worship	Christian Covenant Missionary Baptist Church	200 W. 115th Street		X
School	Curtis Elementary School	32 E. 115th Street		X
Place of Worship	Faith United Missionary Baptist Church	120 E. 115th Street		X
Place of Worship	St. John Missionary Baptist Church	211 E. 115th Street		X
Place of Worship	Crown of Light Missionary Baptist Church	11500 S. Front Avenue		X
Place of Worship	St. Anthony's Church	11533 S. Prairie Avenue		X
Place of Worship	Miracle Temple	137 E. Kensington Avenue	X	X
Place of Worship	Christian Life Ministries	11592 S. Lafayette Avenue		X
Place of Worship	New Christian Joy Missionary Baptist Church	11594 S. State Street		X
Place of Worship	South of Praise Evangelistic Center	11602 S. Michigan Avenue	X	X
Place of Worship	New Covenant Church Deliverance	11608 S. Michigan Avenue	X	X
Place of Worship	Bethel Apostolic Faith Church	11613 S. State Street		X
Community Center	Kids Off the Block Youth Center	11625 S. Michigan Avenue	X	X
Place of Worship	True Word Ministries	11700 S. Michigan Avenue	X	X
Place of Worship	Celestial Church of Christ	11705 S. Michigan Avenue	X	X
School	Songhai Elementary Learning Institute	11725 S. Perry Avenue		X

Type	Name	Address	Adjacent	½ mile from Stop
Place of Worship	Cottage Grove Holy Temple Church	11739 S. Michigan Avenue	X	X
Place of Worship	Word of Knowledge Ministries	11743 S. Michigan Avenue	X	X
Place of Worship	Saint Salomea Catholic Church	148 E. 118th Place		X
Place of Worship	Full Gospel Christian Center Church	11852 S. Michigan Avenue	X	X
Fire Station	Chicago Fire Department - Engine 75	11958 S. State Street		X
Place of Worship	Greater New Eagle Missionary Baptist Church	12301 S. Michigan Avenue	X	X
School	Aldridge Elementary School	630 E. 131st Street	X	X
School	Dubois Elementary School	330 E. 133rd Street		X
Library	Altgeld Library	13281 S. Corliss Avenue	X	X
School	Carver Middle School	901 E. 133rd Place	X	X
School	Carver Primary School	901 E. 133rd Place	X	X
Healthcare Facility	Altgeld Murray Clinic	972 E. 133rd Street	X	X
City Facility	Chicago Housing Authority	976 E. 132nd Place	X	X
Community Center	Catholic Charities Outreach	13150 S. Ingleside Avenue	X	X

Table A-2: Community Facilities in the Area of Potential Impact - Union Pacific Railroad Rail Alternative - All Options

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UA	School	Fernwood Elementary School	10041 S. Union Avenue				X
	Place of Worship	Fernwood United Methodist Church	10047 S. Wallace Street				X
	Place of Worship	Rehoboth Apostolic Worship Center	10159 S. Halsted Street				X
	Place of Worship	New Macedonia Baptist Church	458 W. 103rd Street				X

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UA	Place of Worship	Loving Spirit Missionary Baptist Church	424 W. 103rd Street				X
	Place of Worship	God's House - Holiness in Christ	538 W. 103rd Street				X
	Place of Worship	Ambassadors for Christ Church	535 W. 103rd Street				X
	Fire Station	Chicago Fire Department, Engine 93	330 W. 104th Street			X	X
	School	Hughes Elementary School	226 W. 104th Street				X
	Place of Worship	Christian Missionary Baptist Church	130 W. 104th Street				X
	School	Kohn Elementary School	10414 S. State Street				X
	Place of Worship	Mount Ebal Missionary Baptist Church	425 W. 107th Street				X
	Place of Worship	Beacon of Joy SDA Church	101 W. 108th Street				X
	School	Dunne Elementary School	10845 S. Union Avenue				X
	School	Lavizzo Elementary School	138 W. 109th Street				X
	Place of Worship	Mary Magdalene Missionary	318 W. 109th Place				X
	Place of Worship	Mary Magdalene Missionary Baptist Church	111 W. 109th Place				X
	Place of Worship	Allen Metropolitan Christian Methodist Episcopal Church	10937 S. Union Avenue				X
	Healthcare Facility	Chicago Family Health Center	45 W. 111th Street				X
	Place of Worship	Christ Cathedral Baptist Church	445 W. 111th Street				X

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UA	Place of Worship	Church of God in Christ State Temple	421 W. 111th Street				X
	Community Center	A Place for You	11040 S. Wabash Avenue				X
	Healthcare Facility	Roseland Community Hospital	45 W. 111th Street				X
	Place of Worship	Christ Temple Cathedral Church	44 W. 111th Place				X
	School	Fenger Academy High School	11220 S. Wallace Street				X
	State Facility	Illinois Department of Human Services Food Center	11253 S. Michigan Avenue				X
	Place of Worship	Lilydale First Baptist Church	640 W. 113th Street				X
	School	Haley Elementary Academy	11411 S. Eggleston Avenue				X
	Place of Worship	Starlight St. James Missionary Baptist Church	11300 S. State Street				X
	Place of Worship	New Pasadena Missionary Baptist Church	11300 S. Indiana Avenue				X
	Place of Worship	Reformation Lutheran Church	11310 S. Forest Avenue				X
	Place of Worship	Word Alive Church Ministry	11312 S. Michigan Avenue				X
	Place of Worship	House of Inspiration Church of God in Christ	659 W. 107th Street				X
	Place of Worship	St. James Temple Church of God	11336 S. State Street				X
	Fire Station	Chicago Fire Department - Engine 62	34 E. 114th Street				X
	Place of Worship	First Corinthians Baptist Church	134 E. 111th Street				X

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UA	Place of Worship	Now Faith Church of God Holiness	135 W. 114th Street		X	X	X
	Place of Worship	Love Abide Missionary Baptist Church	11352 S. Michigan Avenue				X
	Place of Worship	Mosque of Umar	11409 S. Michigan Avenue				X
	Place of Worship	Paradise Temple Church of God in Christ	11437 S. Forest Avenue				X
	Place of Worship	Mt. Holy Rock Missionary Baptist Church	11441 S. Wentworth Avenue				X
	Place of Worship	Christian Covenant Missionary Baptist Church	200 W. 115th Street				X
	School	Curtis Elementary School	32 E. 115th Street				X
	Place of Worship	Greater Change Evangelistic	11477 S. Michigan Avenue				X
	Place of Worship	Faith United Missionary Baptist Church	120 E. 115th Street				X
	Place of Worship	St. John Missionary Baptist Church	211 E. 115th Street				X
	School	CICS Prairie	11530 S. Prairie Avenue				X
	Place of Worship	St. Anthony's Church	11533 S. Prairie Avenue				X
	Place of Worship	Miracle Temple	137 E. Kensington Avenue			X	
	Place of Worship	New Christian Joy Missionary Baptist Church	11594 S. State Street	X	X	X	X
	Place of Worship	Christian Life Ministries	11592 S. Lafayette Avenue				X
	Place of Worship	Grace Temple Church of God Established in Christ	11601 S. Michigan Avenue	X			X

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UB	Place of Worship	South of Praise Evangelistic Center	11602 S. Michigan Avenue				X
	Place of Worship	New Covenant Church Deliverance	11608 S. Michigan Avenue				X
	Place of Worship	Bethel Apostolic Faith Church	11613 S. State Street				X
	Community Center	Kids Off the Block	11625 S. Michigan Avenue				X
	Place of Worship	True Word Ministries	11700 S. Michigan Avenue				X
	Place of Worship	Celestial Church of Christ	11705 S. Michigan Avenue				X
	School	Songhai Elementary Learning Institute	11725 Perry Avenue				X
	Place of Worship	Cottage Grove Holy Temple Church	11739 S. Michigan Avenue				X
	Place of Worship	Word of Knowledge Ministries	11743 S. Michigan Avenue				X
	Place of Worship	Saint Salomea Catholic Church	148 E. 118th Place				X
	Place of Worship	Full Gospel Christian Center Church	11852 S. Michigan Avenue				X
	Place of Worship	Greater Canaan Missionary Baptist Church	41 W. 119th Street				X
	Fire Station	Chicago Fire Department - Engine 75	11958 S. State Street				X
	Fire Station	Chicago Fire Department - Engine 80	12701 S. Doty Avenue				X
	Place of Worship	United Church of Altgeld Garden	13040 S. Dobson Avenue				X
	School	Aldridge Elementary School	630 E. 131st Street	X	X	X	X

Segment	Type	Name	Address	Adjacent			½ Mile from Station
				West	ROW	East	
UB	Place of Worship	Catholic Charities Outreach	13150 S. Ingleside Avenue				X
	Healthcare Facility	Altgeld Murray Clinic	972 E. 133rd Street				X
	School	Carver Military Academy High School	13100 S. Doty Avenue				X
	Library	Altgeld Library	13281 Corliss Avenue				X
	State Facility	Chicago Housing Authority	976 E. 132nd Place				X
	School	Carver Middle School	801 E. 133rd Street				X
	School	Carver Primary School	901 E. 113rd Street				X

Table A-3: Community Facilities within the Area of the Potential Impact - Halsted Rail Alternative

Segment	Type	Name	Address	Adjacent to ROW	½ Mile from Station
HA	Community Center	Far South Community Development Corporation	9923 S. Halsted Street	X	X
	Place of Worship	Gospel Truth Missionary Baptist Church	10015 S. Halsted Street	X	X
	School	Fernwood Elementary School	10041 S. Union Avenue		X
	Place of Worship	Fernwood United Methodist Church	10047 S. Wallace Street		X
	Place of Worship	Gatling's Chapel Funeral Home	10133 S. Halsted Street	X	X
	Community Center	Paul Hall Family Center	10140 S. Halsted Street	X	X
	Place of Worship	Rehoboth Apostolic Worship Center	10159 S. Halsted Street	X	X
	Place of Worship	The Whole Word of God Christian Outreach	10222-224 S. Halsted Street	X	X
	Place of Worship	Prayer Center Baptist Church	10235 S. Wallace Street		X
	Place of Worship	New Macedonia Baptist Church	458 W. 103rd Street		X
	Place of Worship	Loving Spirit Missionary Baptist Church	424 W. 103rd Street		X
	Place of Worship	God's House-Holiness in Christ	551 W. 103rd Street		X
	Place of Worship	Ambassadors for Christ Church	531 W. 103rd Street		X
	Place of Worship	Oasis of Hope - Sanctuary of Prayer Christian Church	851 W. 103rd Street		X
	Place of Worship	Prayer & Faith Outreach Ministries	944 W. 103rd Street		X
	School	Garvey Elementary School	10309 S. Morgan Street		X
	Place of Worship	Gospel Temple Missionary Baptist Church	1040 W. 103rd Street		X
	Place of Worship	Tabernacle Number One Church	1151 W. 103rd Street		X

Segment	Type	Name	Address	Adjacent to ROW	½ Mile from Station
HA	Place of Worship	Way of Holiness Mission	10407-409 S. Halsted Street	X	X
	Place of Worship	Messiah Baptist Church	10400 S. Halsted Street	X	X
	Community Center	The South Side Help Center	10420 S. Halsted Street	X	X
	Place of Worship	Covenant Faith Church of God	10505 S. Halsted Street	X	X
	Community Center	Shared Manna Food Pantry	10505 S. Halsted Street	X	X
	Place of Worship	Missing Peace Church of Living Hope	10504 S. Halsted Street	X	X
	School	Mount Vernon Elementary School	10540 S. Morgan Street		X
	Place of Worship	House of God	10555 S. Emerald Avenue		X
	Place of Worship	Shiloh Missionary Baptist Church	10540 S. Halsted Street	X	X
	Place of Worship	Bellevue Ministry Center	10715 S. Halsted Street	X	X
	Place of Worship	Bellevue Baptist Church	10730 S. Emerald Avenue		X
	Place of Worship	Cherubim & Seraphim Church	10751 S. Halsted Street	X	X
	Place of Worship	Logos Baptist Assembly	10805 S. Halsted Street	X	X
	Healthcare Facility	Urban Family Health Center	10830 S. Halsted Street	X	X
	School	Dunne Elementary School	10845 S. Union Avenue		X
	Place of Worship	Greater Mt. Eagle Baptist Church	10856 S. Halsted Street	X	X
	Place of Worship	Tabernacle Number One God's House of Holiness in Christ	10906 S. Halsted Street	X	X
	Senior Center	Renaissance Park South	10935 S. Halsted Street	X	X
	Place of Worship	Hamlett Lena Church	10916 S. Sangamon Street		X
	Community Center	SGA Roseland Children's Youth & Family Center	10928 S. Halsted Street	X	X

Segment	Type	Name	Address	Adjacent to ROW	½ Mile from Station
HA	Place of Worship	Allen Metropolitan Christian Methodist Episcopal Church	10946 S. Lowe Avenue		X
	Healthcare Facility	Southtown Medical Center	11000 S. Halsted Street	X	X
	Place of Worship	Christ Church of Chicago	11020 S. Halsted Street	X	X
	Place of Worship	Church of God in Christ State Temple	421 W. 111th Street		X
	Place of Worship	Christ Cathedral Baptist Church	445 W. 111th Street		X
	Place of Worship	Holy Zion Healing Temple	1037 W. 112th Place		X
	Place of Worship	Christ the Way of Holiness	11200 S. Halsted Street	X	X
	School	Fenger Academy High School	11220 S. Wallace Street		X
	Healthcare Facility	Planned Parenthood	11250 S. Halsted Street	X	X
	Place of Worship	Lilydale First Baptist Church	640 W. 113th Street		X
	Place of Worship	Sheldon Heights Church of Christ	11325-55 S. Halsted Street	X	X
	Community Center	Community Assistance Programs	11444 S. Halsted Street	X	X
	Place of Worship	Light of Zion Ministries	11636 S. Halsted Street	X	X
	School	Higgins Elementary Community Academy	11710 S. Morgan Street		X
	Place of Worship	West Pullman Baptist Church	656 W. 118th Street		X
	Place of Worship	St. James Church of God in Christ	640 W. 118th Street		X
	Place of Worship	Redeeming Grace Church	11801 S. Sangamon Street		X
	Place of Worship	Original New Paradise	11830 S. Wallace Street		X
	Library	West Pullman Library	830 W. 119th Street	X	X
	Place of Worship	Christian Service Missionary	914 W. 119th Street	X	X
	Place of Worship	Mt. Zion First Holy Miracle	956 W. 119th Street	X	X

Segment	Type	Name	Address	Adjacent to ROW	½ Mile from Station
HA	State Facility	Illinois Department of Employment Security	837 W. 119th Street	X	X
	Place of Worship	House of Prayer Missionary Baptist Church	641 W. 119th Street		X
	Place of Worship	New Mt. Zion Missionary Baptist Church	604 W. 119th Street		X
	Place of Worship	Unveiled Ministries	437 W. 119th Street		X
	Fire Station	Chicago Fire Department - Engine 115	11940 S. Peoria Street	X	X
	School	West Pullman Elementary School	11941 S. Parnell Avenue		X
	Place of Worship	Lively Stone Apostolic Church	620 W. 120th Street		X
	Place of Worship	New Jerusalem Temple	619 W. 120th Street		X
	Place of Worship	House of Rhema	607 W. 120th Street		X
	Place of Worship	Fellowship United Methodist Church of West Pullman	12001 S. Normal Avenue		X
	Place of Worship	Sure-Way Missionary Baptist Church	12000 S. Halsted Street	X	X
	Place of Worship	Divine Love Missionary Baptist Church	713 W. 120th Street		X
	Place of Worship	New Life Full Gospel Christian	12030 S. Wallace Street		X
	Senior Center	Hancock Senior Center	12045 S. Emerald Avenue		X
HB	Place of Worship	St. Titus Church	12257 S. Emerald Avenue		X
	Community Center	Chicago South Community Development Corporation	12338 S. Halsted Street	X	X
	Place of Worship	St. Peter & Paul Church	12433 S. Halsted Street	X	X
	Cemetery	Cedar Park Cemetery	12540 S. Halsted Street	X	X

Segment	Type	Name	Address	Adjacent to ROW	½ Mile from Station
HB	School	Brown Elementary Community Academy	12607 S. Union Avenue		X
	Place of Worship	Christ Spiritual Way of Truth	12730 S. Halsted Street	X	X
	Place of Worship	Colonial Village Church-Christ	12814 S. Lowe Avenue		X
	Place of Worship	Praise Temple	12900 S. Halsted Street	X	X

Appendix B
Notes for Early Coordination with the Chicago Park District

Notes from the following meetings are included in this appendix:

- *April 18, 2011*
- *July 24, 2013*
- *May 8, 2014*
- *April 8, 2015*

Appendix B updated in May 2015.

MEETING NOTES

RE: **CTA-CWC-Chicago Park District Meeting**
Red Line South Extension Project

MEETING DATE: **April 18, 2011**

CHAIRPERSON: **Sonali Tandon, CTA**

LOCATION: **at CTA and via Conference Call**

TO: **Distribution and All Attendees**

ATTENDEES:

Name	*Initials*	*Organization / Title*
Sonali Tandon	ST	CTA
Steve Hands	SH	CTA
Joe Iacobucci	JI	CTA
Helene Kornblatt	HK	CWC Transit Group
Claudia Lea	CL	CWC Transit Group
Joseph Bornstein	JB	Chicago Park District

PREPARED BY: Claudia Lea

ISSUE DATE: April 19, 2011

Meeting called to order at 1:30 pm

Project Background
Sonali Tandon discussed the project background, including the Alternatives Analysis process, the determination of a Locally Preferred Alternative (Union Pacific Railroad Heavy Rail Transit Alternative – UPRR HRT Alternative), the scoping process, as well as an overview of the EIS process.

Helene Kornblatt provided background regarding the 4(f) process: Section 4(f) of the Department of Transportation Act of 1966 prohibits the Federal Transit Administration (FTA) from approving a project or program that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or historic site except if the Administration determines that the other alternatives are not feasible. All parkland that is used for a transit project needs to be compensated. A 4(f) report will need to be completed as part of the EIS.

West Option
The UPRR HRT West Option would intersect Fernwood Park, located along the proposed alignment between 99th Street and 103rd Street. Fernwood Park is a linear park which runs between the UPRR

tracks and Eggleston Avenue. There are limited improvements to the park (no sidewalks), and it is not programmed much as a park. Abandoned houses and vacant lots are located along the park.

Joseph Bornstein indicated that CPD would be amenable to talking about this park. JB stated that if any of the park is used for the Red Line Extension, the remainder of the park will be unusable, and CTA will be responsible for a one-to-one acreage trade for the entire park area between 99th and 103rd Street. JB indicated that there would likely be land available to create new parks given the vacant land in the near vicinity of the park, but CTA will need to see what the community would like. CPD has no current plans for improvements to Fernwood Park. CTA will recommend several sites in the vicinity of Fernwood Park that would replace the entire Fernwood Park area (4.5 acres), and will begin by reviewing City of Chicago owned property.

East Option

The UPRR HRT East Option would intersect Wendell Smith Park, located on South Princeton Avenue between 99th Street and 99th Place. Wendell Smith Park is 4 acres in size and has basketball courts, baseball fields, a play lot, a recreation building, and 0.33 miles of walking trails. There are regularly-scheduled basketball, baseball, and softball games, concerts, and day camps that take place at the park. The UPRR HRT East Option would run through the northwest corner of the park. Impacts to the park would involve the loss of trees in the unused and unkempt northwest corner of the park, a total of 0.66 acres of impacted area.

The East Option would also run through the eastern parcel of Block Park. Block Park is located on two parcels, to the east and west of South Harvard Avenue, and runs along the eastern boundary of the UPRR. A natatorium was located on this property until 1998. A radio tower is located on the property at this time. Approximately 0.69 acres of the park would be impacted by the UPRR HRT East Option; the total parcel area is 1.26 acres. Following the meeting, JB provided information that the potentially impacted parcel is leased property from the Water Department. He indicated that the lease on the property is most likely expired, and CTA may need to work with the Water Department regarding the future of their parcels.

Process

- CTA will need to get feedback from the community regarding their wants and needs
- CPD does one-for-one land swaps
- CPD requires a two-acre minimum for new parks. CPD would prefer new parks to be greater than two acres, if possible.
- Land actions need to go though the CPD Board, which is a relatively quick process.
- CTA will need to discuss findings with FTA prior to proceeding.
- Funding for the park development will need to be discussed with FTA.
- CPD estimates that it costs ~$1 million per acre for development of property into usable park land, which includes lighting, improvements, etc.

Next Steps

As CTA begins to draft the EIS, they will get back in touch with CPD regarding potential sites and compensation, based on FTA's feedback. At this time, the EIS is not funded. CPD has no plans for further park development in the vicinity of the LPA.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

MEETING NOTES

RE: **Chicago Park District Meeting**
Red Line Extension Draft EIS

MEETING DATE: **Wednesday, July 24, 2013 1:00PM**

LOCATION: **Chicago Park District Offices**

ATTENDEES:

Name	***Initials***	***Organization***
Sonali Tandon	ST	CTA
Rob Rejman	RR	Chicago Park District
Doreen O'Donnell	DO	Chicago Park District
Helene Kornblatt	HK	CWC Transit Group
Kansai Uchida	KU	CWC Transit Group

PREPARED BY: Kansai Uchida

ISSUE DATE: Thursday, July 25, 2013

- CTA is currently preparing the Draft Environmental Impact Statement for the Red Line Extension project. The ultimate funding sources and schedule for project implementation are still being determined.
- CPD's policy regarding other agencies' use of their property is replacement (whether the property is active or not). Replacement does not need to be in the same location.
- CTA, CPD, and CWC reviewed draft conceptual plan and profile drawings for the UPRR Rail Alternative options at Wendell Smith Park, Fernwood Parkway, and Block Park.
- CPD recently renewed its lease on Block Park for 25 years.
- CPD recognized that a Fernwood Parkway alignment might mean fewer residential displacements. If CPD received equal acreage nearby, they would have the opportunity to provide a better park for the neighborhood than the existing Fernwood Parkway.
- CWC described the potential Section 4(f) findings:
    - Use of Wendell Smith Park under all of the UPRR Rail Alternative Options
    - Use of Fernwood Parkway under the UPRR Rail Alternative West Option
    - De minimis impact on Block Park under the UPRR Rail Alternative East Option
- CPD understands the accessibility benefits that the extension would provide to the community. CPD sees this as an opportunity to improve existing parks or create a new park in alternate locations that would better serve the neighborhood.
- CPD will conduct an internal analysis of the needs of the community, and potential parks for improvement or new park lands to compensate for parks that may be affected by RLE project alternatives.

- CPD would like to have a representative attend a future meeting that CTA may have with Friends of the Parks.
- ST provided a copy of map showing Red Line Extension alternatives.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Meeting Notes

Date: Thursday, May 8, 2014

Meeting: CTA with Chicago Park District and Friends of the Parks

Meeting Purpose: CTA to share RLE Project updates and Parks Impacts

Present:
Erika Sellke, Chicago Park District
Cassandra Francis, Friends of the Parks
Sylvia Jones, Friends of the Parks
Sonali Tandon, Chicago Transit Authority
Virginia Jackson, CWC Transit Group
Jenifer Palmer, CWC Transit Group

Time: 1:00 pm to 2:00 pm

Location: CTA Headquarters, 567 West Lake Street, 10th Floor, Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served Far South Side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by bringing construction jobs to the area and increasing access to jobs outside of the project area.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a Bus Rapid Transit (BRT) Alternative along Michigan Avenue, and the No Build Alternative.

- CTA is preparing an Environmental Impact Statement (EIS)
  CTA has been evaluating the project alternatives and has begun to prepare a Draft EIS which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

- Parks Impacts
  CTA has been analyzing the potential impacts of the project from a number of different perspectives, including potential for displacements, noise and vibration, impacts to historic properties and others and understands this meeting is mainly to discuss findings with respect to parks. Based on the analysis, the No-Build, BRT and Halsted Rail Alternative have no associated potential park impacts. All UPRR Alternatives have an impact to Wendell Smith Park due to the overlap with the park and elevated structure/vertical clearances. There would be temporary occupancy of a small portion of the park during construction, but the area underneath the elevated structure would remain open after construction. Depending upon the UPRR alternative selected, the acreage impacted varies.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternatives, the UPRR East Alternative has potential impact to Block Park. The affected area includes an isolated portion of the park's open space and a communications tower and is in an area of the park that does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the eastern half of the park. While there would be some temporary construction impacts, no permanent incorporation is needed as the area underneath the elevated track structure would remain open after construction.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternatives, the UPRR West Alternative has potential permanent impact to Fernwood Parkway. The West Option alignment would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets and would affect about 1.9 acres of the park. Temporary closure of the section of the park overlapped by the elevated structure would be necessary during construction. Public use of the park could resume after construction, as long as the area underneath the elevated structure is reopened. However, much of the park between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Concrete aerial supports would be placed permanently in the park space. The West Option would result in a permanent incorporation of the park space and if this option is selected, CTA would work with the Chicago Parks District on appropriate mitigation. Some options have already been discussed with the City, including creating replacement park space nearby and/or adding enhanced recreational features to improve Fernwood Parkway's functionality as a park. The end result would potentially be a net benefit for park users.

Questions and Comments from Meeting Participants

- Discussion ensued about appropriated funds for project development and Sylvia Jones noted that it was her understanding that $1.5 Billion was to be appropriated in 2009 for the Red Line Extension. CTA stated that funding for the EIS planning study had been received and was used to fund this portion of the project. Once the Final EIS is submitted and a Record of Decision is determined by the Federal Transit Administration (FTA), the project would become eligible under the federally competitive New Starts grant funding. Additional local and state funding sources would be needed at that time for further project development.
- Sylvia Jones asked about the future parking fee for the proposed park and ride facility. This has not yet been determined by CTA and would be dependent upon the alternative selected to move forward. As the project develops further, CTA will evaluate the size and scale needed for the park and ride facilities.
- CTA asked about any areas of community concern with regard to the potential for park impacts of proposed alternatives. Discussion ensued about specific parks in the surrounding community. Sylvia Jones asked about impacts to Princeton Park and Trinity Church. Based on review of study area mapping, these facilities are located near 95th Street, east of Eggleston. CTA noted that these areas are outside of the proposed alternatives' alignments and study area. Similarly, CTA was asked whether the study reviewed potential impacts to Kensington Park. CTA noted that this had been reviewed but was outside of the area of potential effect.
- Sylvia Jones noted that Carver Park in Altgeld Gardens is a good example park in the area.
- Cassandra Francis asked that Major Taylor Bike Trail be added to the park impacts mapping, as appropriate. Major Taylor Bike Trail is not impacted by the project, but should be shown for reference purposes.
- Discussion ensued about potential impacts from all UPRR alternatives on Wendell Smith Park. It is understood that this is not a permanent incorporation and that only a small portion of parkland is affected. However, Ms. Francis noted that leaving the area of overlap between the park and elevated structure afterwards does change the nature of the park use.
- Cassandra Francis had concerns about impacts to parks from the UP Rail alternatives and noted that replacement of parks should be considered as part of the mitigation efforts for Block Park as well as Fernwood Parkway. CTA explained that the portion of Block Park that would be impacted is not used for recreational activity currently and does not contain any amenities. If the UPRR West Option is selected, and Fernwood Parkway is impacted, CTA would work with the Chicago Parks Department on appropriate mitigation, including creating replacement park area nearby and other amenities.
- Ms. Francis noted that she would like to work with Erika Sellke at the Chicago Parks Department to conduct a field visit of the potentially impacted parks and determine ways to enhance compact, integrated park areas within the project study area.

Follow Up

CTA Government and Community Relations staff will provide Ms. Jones with a copy of the Section 106 (Historic) Effects Report.

Friends of the Parks and Chicago Parks Department staff will further coordinate a field visit to discuss the potential impacts on parks and appropriate mitigation. CTA offered to coordinate and be part of these field visits if desired.

Friends of the Parks will look for other properties in the area that could be used for parkland mitigation.

MEETING NOTES

RE: **Chicago Park District Coordination Meeting**
Chicago Transit Authority Red Line Extension Project

DATE: **April 8, 2015, 9:00 a.m.**

LOCATION: **Chicago Park District, 541 N. Fairbanks Court, Chicago, IL**

ATTENDEES:

Name	***Initials***	***Organization***
Sonali Tandon	ST	CTA
Jenifer Palmer	JP	CWC Transit Group
Michael Lange	MH	CPD
Doreen O'Donnell	DO	CPD
Rob Rejman	RR	CPD

PREPARED BY: **Jenifer Palmer**

ISSUE DATE: **April 15, 2015**

MEETING NOTES:

- Sonali Tandon (CTA) provided an update on the status of the Red Line Extension Project. Since CTA last met with the Chicago Park District (CPD), there have been some new developments. CTA is preparing a Draft Environmental Impact Statement (EIS) and has narrowed the number of alternatives under consideration to two options of the Union Pacific Railroad Rail Alternative—the East Option and the West Option.

- After the Draft EIS phase, only one option will move forward for further study in the Final EIS. This is a community-driven project and public feedback on the environmental impacts of each option will help in refining the alignment and in selection of a single preferred option.

- There are a number of environmental resource areas studied in the Draft EIS in addition to parks, such as property displacements and noise and vibration, which could have an effect on community decision-making. CTA's goal, therefore, is to work with CPD on further detailing appropriate mitigation measures for each of these options that will result in a no adverse effect to parks following implementation of measures and which allows the public an opportunity to review the park impacts of the two options after mitigation.

- CPD stated that they would provide further information on appropriate mitigation measures for each option that are responsive to community needs and would allow the public to weigh in on

the park impacts and mitigation measures in line with other considerations on a preferred option.

- CTA shared maps and information on impacts for each option. The alignment has been refined to reduce park impacts and CTA is continuing to coordinate with Illinois Department of Transportation to seek concurrence on refinements in the I-57 segment. For the East Option, park impacts include a portion of Wendell Smith Park and a portion of Block Park. The West Option would impact Fernwood Parkway – a fewer number of parks but greater acreage affected. CPD noted that mitigation measures should note acre-for-acre replacement in either option.

- CTA shared potential mitigation measures for CPD comment, including replacement park provisions, maintaining park area beneath the structure, restoration/landscaping of any disturbed areas, and incorporating design features into the final transportation infrastructure to enhance parks while maintaining safety of the transit facility. For the West Option, there would also be a potential for creating a bike path beneath the elevated structure. CTA would still need to use the area for maintenance purposes.

- CPD noted that when clipping portions of a park, maintaining the park underneath is not as desirable a mitigation measure from a CPD perspective as replacement. The bike path concept is a very desirable one, especially if it could be a connector to other bike park plans that CPD has (i.e., Calumet). There may also be some interesting opportunities/ideas with regard to both options and providing replacement park space near stations. While a park next to the new station might be a non-continuous park, it would have the potential to enhance the surrounding area and provide better park access and connectivity. When parks are incorporated near transit, they are known to attract greater transit-oriented development.

- CTA shared some additional information on requirements under the National Environmental Policy Act and Section 4(f) as it relates to park impacts. Findings related to Section 4(f) will consider not only the impacts to parks, but the significance of parks and the mitigation measures proposed for the determination of a no adverse effect finding on each option after implementation of mitigation measures.

- Obtaining consensus from CPD, as the official with jurisdiction over findings of the impacts and mitigation measures proposed for each option, will allow the continued community-driven process for selection of a preferred option. A public meeting and comment period on findings of all environmental impacts and mitigation measures proposed is expected to occur in spring 2016.

- As a next step, CTA will send CPD a letter (and the materials reviewed during the meeting) that will outline the major items where CTA would like feedback from CPD.

- CTA shared with CPD next steps in the coordination process. These steps will help formalize mitigation measures and impact findings for both options, which can then be shared with the public for further input and feedback on a preferred option.

Appendix C
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

Parklands and Community Facilities

The refined East and West Option alignments would reduce impacts to parklands in the project area.

Union Pacific Railroad Alternative - East Option

The East Option alignment would run through the northwestern corner of Wendell Smith Park, as shown in **Figure 1**. Of the 4.7 acres of the park, approximately 0.7 acre would be overlapped by the elevated structure and its associated clearances. The overlap area includes open space, trees, benches, and a portion of the park's walking trail. The outfield of an existing baseball field would be used. Piers would be located in the park, and the bottom of the elevated structure would be approximately 15 feet above ground level. Temporary closure of the overlapped portion of Wendell Smith Park would be necessary during construction.

The East Option alignment would also run through the west parcel of Block Park. The elevated structure and its associated clearances would overlap 0.9 acre of the park's west parcel, which is 1.3 acres in size, as shown in **Figure 2**. An auxiliary station entrance would also be located in the park, along its western edge. The affected parcel includes an isolated portion of the park's open space and a communications tower, and does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the east parcel of the park. Some temporary closure of the overlapped area would be necessary during construction.

Union Pacific Railroad Alternative - West Option

The West Option track structure would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets. Approximately 1.9 acres of the parkway, which is 2.4 acres in size, would be overlapped by the elevated structure and its associated clearances, as shown in **Figure 3**. The parkway functions as open space, and does not contain recreational amenities. Temporary closure of the overlapped section of the parkway would be necessary during construction. Public use of the parkway could resume after construction, as long as the area beneath the elevated track structure were reopened, but much of the parkway between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Elevated track structure supports would be placed permanently in the park space.

Construction of the West Option would also affect the northwestern corner of Wendell Smith Park. Temporary closure of the overlapped portion of Wendell Smith Park would be necessary during construction. The West Option would have no permanent impacts on Wendell Smith Park.

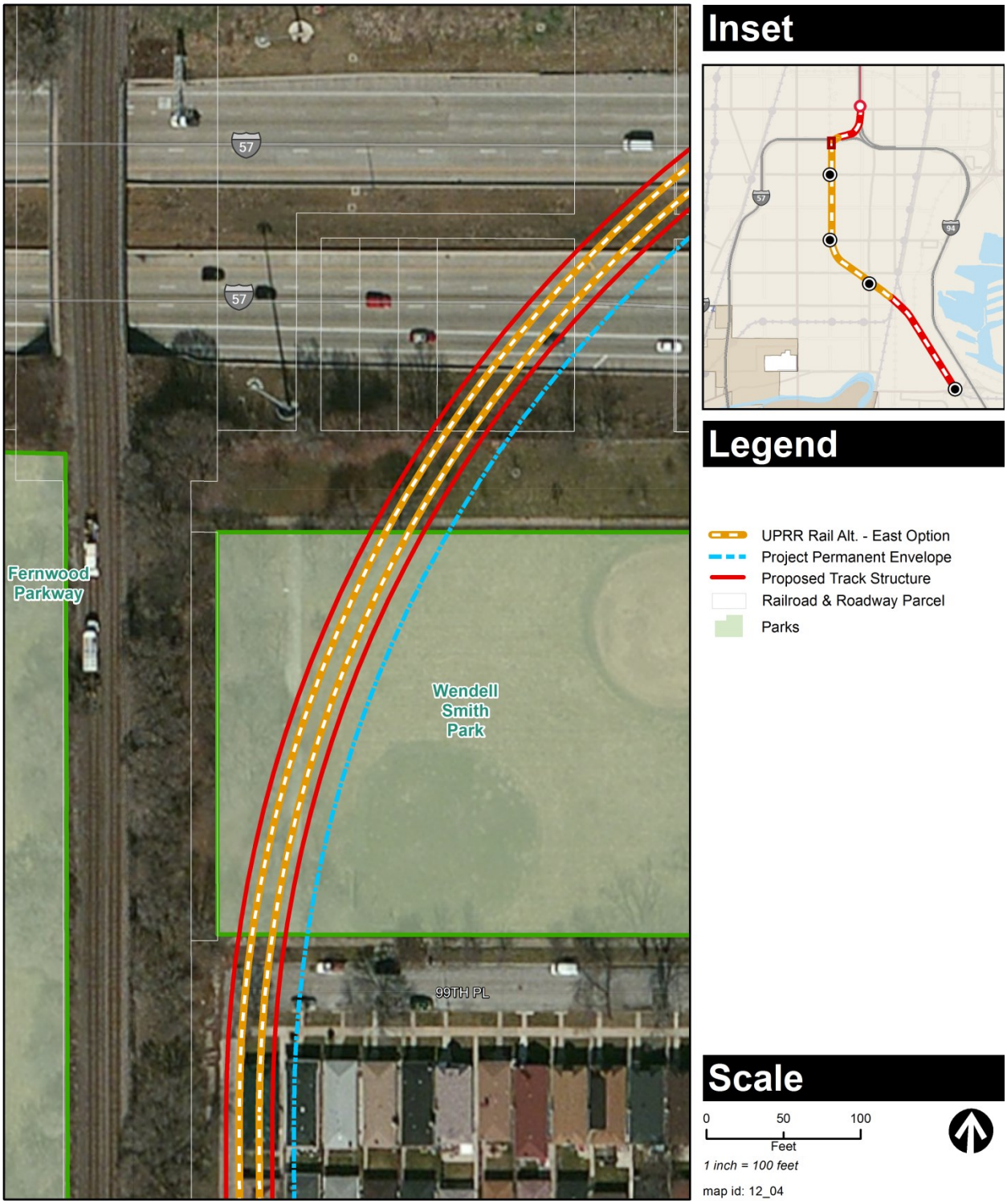

Figure 1: Impacts on Wendell Smith Park - Union Pacific Railroad Alternative East Option

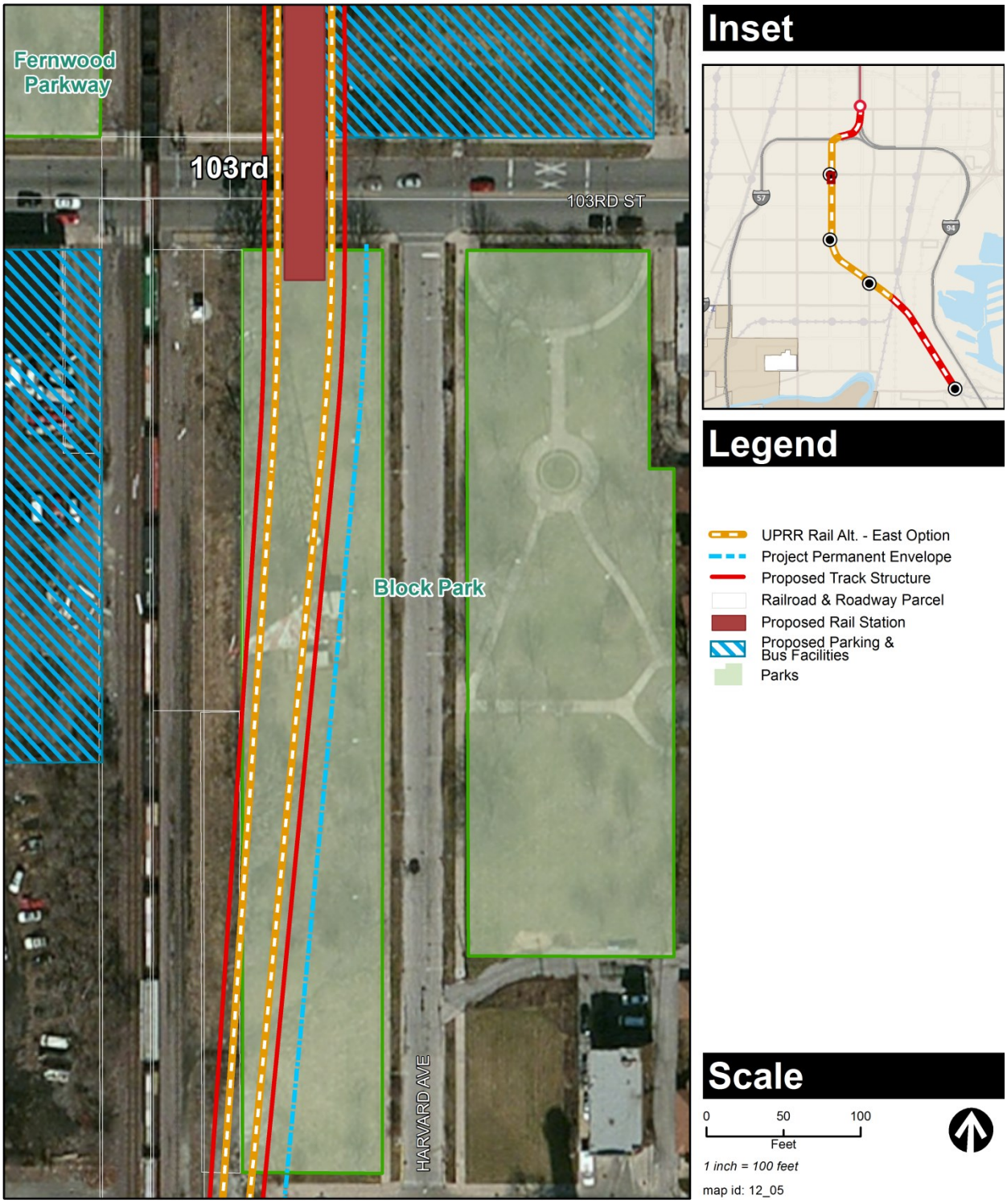

Figure 2: Impacts on Block Park - Union Pacific Railroad Alternative East Option

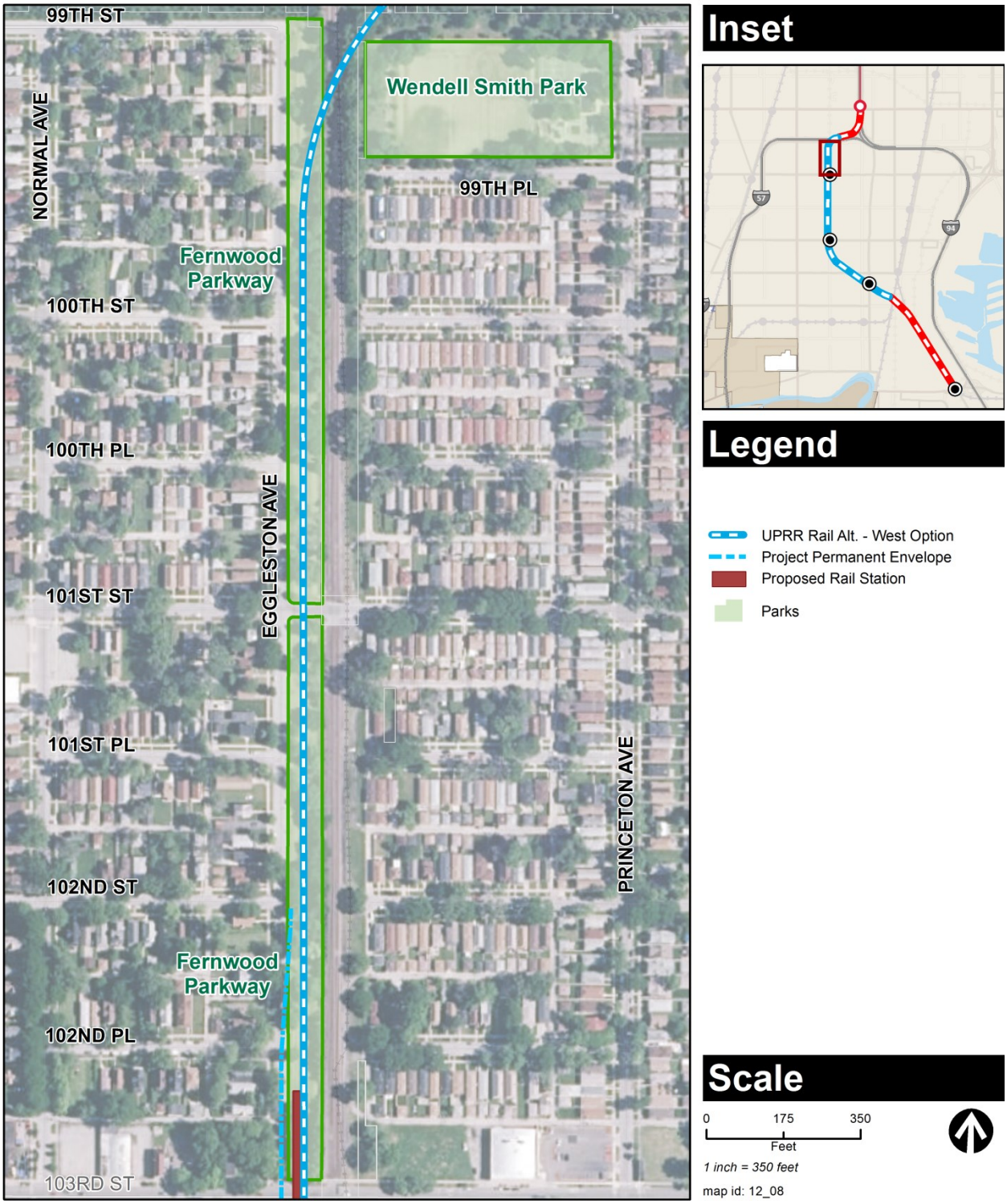

Figure 3: Impacts on Fernwood Parkway - Union Pacific Railroad Alternative West Option