Appendix D
Environmental Assessment Technical Memoranda

D-1: Individual Property Displacement Information Sheets and Market Study

D-2: Land Use and Economic Development Technical Memorandum

D-3: Neighborhood, Community, and Business Impacts Technical Memorandum

D-4: Historic and Cultural Resources Technical Memorandum

D-5: Noise and Vibration Technical Memorandum

D-6: Hazardous Materials Technical Memorandum

D-7: Environmental Justice Technical Memorandum

D-8: Resources with Limited or No Impacts Technical Memorandum

D-9: Section 4(f) Magnitude of Cost Comparison

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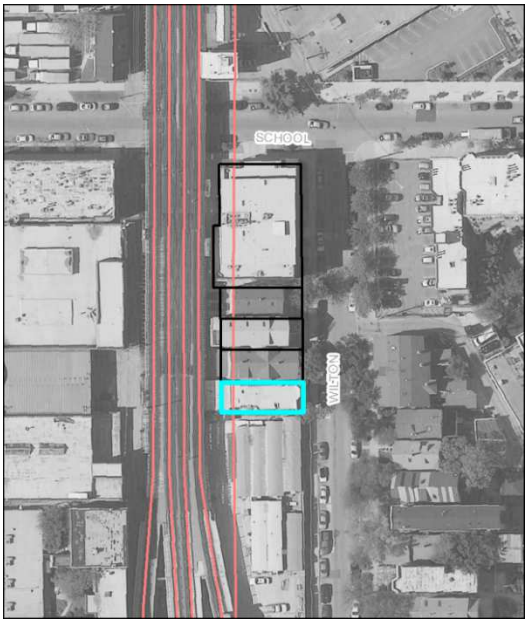
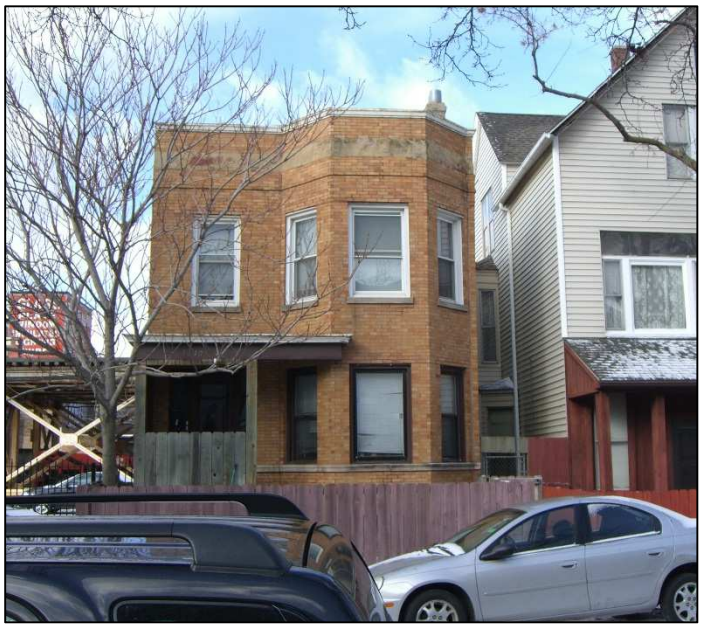
D-9: Section 4(f) Magnitude of Cost Comparison

3240 N. Wilton Avenue, Chicago, IL 60657

Property Description	Two-Story Residential Apartment Building (Multiple Units)
Number of Units	1 Single-Family Dwelling Unit
Tax Property Index Number	14-20-425-018-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,582 square feet
Minimum Permanent Right-of-Way Overlap	551 square feet
Minimum Percent of Area Required	35%
Maximum Remaining Area	1,031 square feet

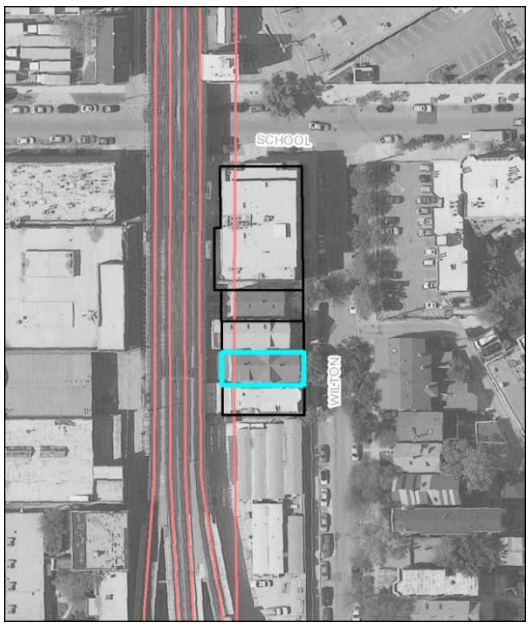


Proposed Alignment
Potentially Displaced Property



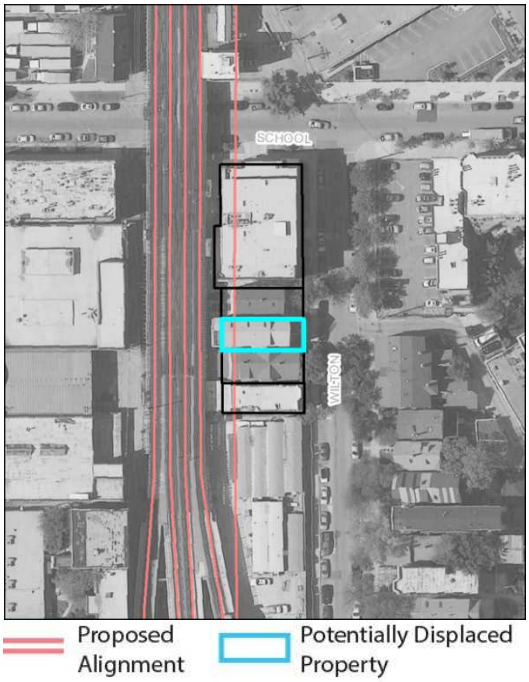
3242 N. Wilton Avenue, Chicago IL 60657

Property Description	Two-Story Residential Apartment Building (Multiple Units)
Number of Units	2 residential Units
Tax Property Index Number	14-20-425-017-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,716 square feet
Minimum Permanent Right-of-Way Overlap	598 square feet
Minimum Percent of Area Required	35%
Maximum Remaining Area	1,118 square feet



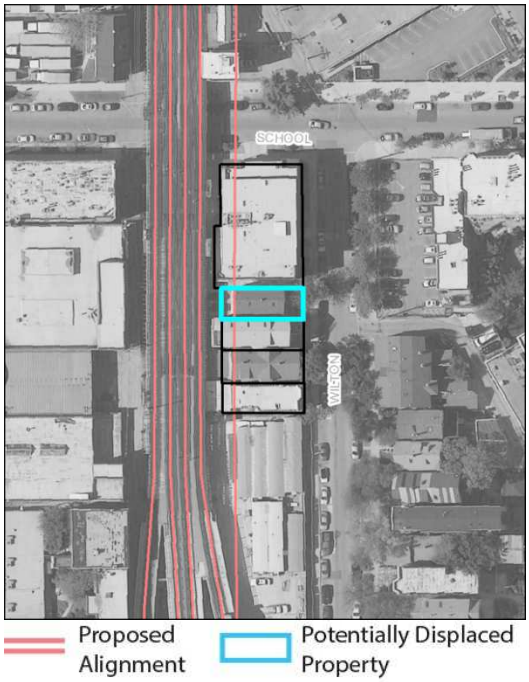
3244 N. Wilton Avenue, Chicago, IL 60657

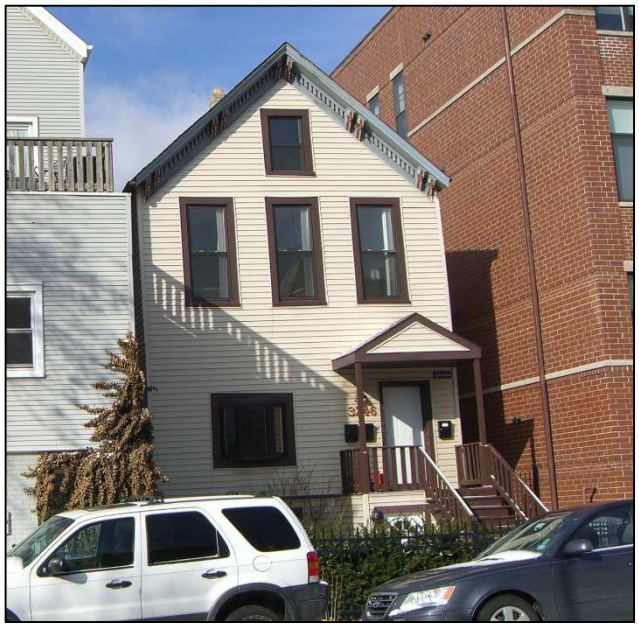
Property Description	Three-Story Residential Apartment Building (Multiple Units)
Number of Units	4 Residential Units
Tax Property Index Number	14-20-425-016-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,648 square feet
Minimum Permanent Right-of-Way Overlap	574 square feet
Minimum Percent of Area Required	35%
Maximum Remaining Area	1,075 square feet



3246 N. Wilton Avenue, Chicago, IL 60657

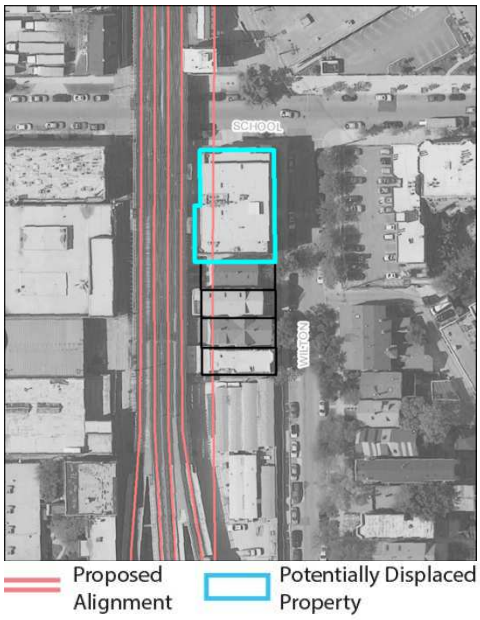
Property Description	Two-Story Residential Apartment Building (Multiple Units)
Number of Units	3 Residential Units
Tax Property Index Number	14-20-425-015-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,650 square feet
Minimum Permanent Right-of-Way Overlap	575 square feet
Minimum Percent of Area Required	35%
Maximum Remaining Area	1,075 square feet





3252 N. Wilton Avenue, Chicago, IL 60657

Property Description	Five-Story Residential Condominium (Multiple Units)
Number of Units	14 Residential Units; 15 Parking Spaces
Tax Property Index Numbers*	14-20-425-032-1001; 14-20-425-032-1002; 14-20-425-032-1003; 14-20-425-032-1004; 14-20-425-032-1005; 14-20-425-032-1006; 14-20-425-032-1007; 14-20-425-032-1008; 14-20-425-032-1009; 14-20-425-032-1010; 14-20-425-032-1011; 14-20-425-032-1012; 14-20-425-032-1013; 14-20-425-032-1014; 14-20-425-032-1015; 14-20-425-032-1016; 14-20-425-032-1017; 14-20-425-032-1018; 14-20-425-032-1019; 14-20-425-032-1020; 14-20-425-032-1021; 14-20-425-032-1022; 14-20-425-032-1023; 14-20-425-032-1024; 14-20-425-032-1025; 14-20-425-032-1026; 14-20-425-032-1027; 14-20-425-032-1028; 14-20-425-032-1029;
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	6,830 square feet
Minimum Permanent Right-of-Way Overlap	2,856 square feet
Minimum Percent of Area Required	42%
Maximum Remaining Area	3,974 square feet



* Multiple tax property index numbers (PINs) may be associated with what would be considered by visual inspection as one parcel of land due to redevelopment activities and inclusion of alleys designated under separate PINs.

3324 N. Clark Street, Chicago, IL 60640

Property Description	Mixed-Use Commercial and Residential (Multiple Units)
Number of Units	1 Commercial Unit; 7 Residential Units
Tax Property Index Number	14-20-418-032-0000
Type of Property Acquisition	Air Rights - Approximately 6% of Land on Rear of Property
Historic Designation	Not Eligible
Total Lot Area	3,806 square feet
Minimum Permanent Right-of-Way Overlap	228 square feet
Minimum Percent of Area Required	Not Applicable
Maximum Remaining Area	Not Applicable

3326 N. Clark Street, Chicago, IL 60657

Property Description	Residential Apartment Building (Multiple Units)
Number of Units	1 Commercial Unit; 6 Residential Units
Tax Property Index Number	14-20-418-031-0000
Type of Property Acquisition	Air Rights - approximately 14% of land on rear of property, over parking lot
Historic Designation	Not Eligible
Total Lot Area	3,804 square feet
Minimum Permanent Right-of-Way Overlap	524 square feet
Minimum Percent of Area Required	Not Applicable
Maximum Remaining Area	Not Applicable

3328 N. Clark Street, Chicago, IL 60657

Property Description	Residential Apartment Building (Multiple Units)
Number of Units	1 Commercial Unit; 4 Residential Units
Tax Property Index Number	14-20-418-030-0000
Type of Property Acquisition	Partial Land Acquisition and Demolition of Rear Building
Historic Designation	Not Eligible
Total Lot Area	3,807 square feet
Minimum Permanent Right-of-Way Overlap	798 square feet
Minimum Percent of Area Required	0%
Maximum Remaining Area	Not Applicable

3330 N. Clark Street, Chicago, IL 60657

Property Description	Former One Story Commercial Building (Vacant Lot - Destroyed by fire 2013)
Number of Units	Not Applicable
Tax Property Index Number	14-20-418-029-0000
Type of Property Acquisition	Full Land Acquisition
Historic Designation	Not Eligible
Total Lot Area	9,676 square feet
Minimum Permanent Right-of-Way Overlap	2,110 square feet
Minimum Percent of Area Required	22%
Maximum Remaining Area	7,566 square feet

3334-3342 N. Clark Street, Chicago, IL 60657

Property Description	Three-story Commercial Building
Business Name/Number of Units	Moksha Yoga Center Inc; Cassava Bread, LLC; Gordon In Lakeview Salon & Spa; Susan Donovan, CPA; North Side Housing And Supportive Services, Inc; The Pure Mix; Luxe Basics LLC; Invision; C/Fan Designs.
Tax Property Index Numbers*	14-20-418-028-0000; 14-20-418-027-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	6,748 square feet
Minimum Permanent Right-of-Way Overlap	1,660 square feet
Minimum Percent of Area Required	25%
Maximum Remaining Area	5,088 square feet

Proposed Alignment

Potentially Displaced Property

* Multiple tax property index numbers (PINs) may be associated with what would be considered by visual inspection as one parcel of land due to redevelopment activities and inclusion of alleys designated under separate PINs.

3346-3348 N. Clark Street, Chicago, IL 60657

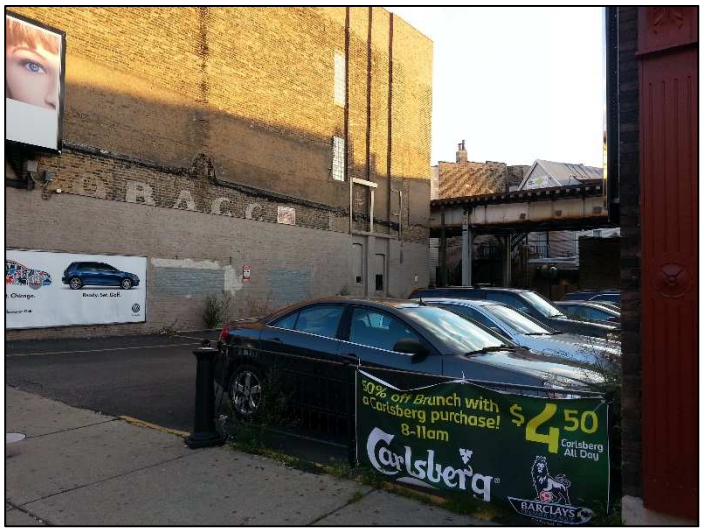
Property Description	Two-Story Commercial
Business Name/Number of Units	Bolat African Cuisine.
Tax Property Index Number	14-20-418-026-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,800 square feet
Minimum Permanent Right-of-Way Overlap	743 square feet
Minimum Percent of Area Required	41%
Maximum Remaining Area	1,057 square feet

3366 N Clark Street, Chicago, IL 60657

Property Description	Three-Story Mixed-Use Commercial/Residential Building (Vacant Storefront)
Business Name/Number of Units	5 Residential Units; Commercial Unit is Vacant
Tax Property Index Number	14-20-418-007-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	2,334 square feet
Minimum Permanent Right-of-Way Overlap	1,874 square feet
Minimum Percent of Area Required	80%
Maximum Remaining Area	460 square feet

3368 N Clark Street, Chicago, IL 60657

Property Description	Surface Parking Lot
Business Name/Number of Units	Not Applicable
Tax Property Index Number	14-20-418-005-0000
Type of Property Acquisition	Full Land Acquisition
Historic Designation	Not Eligible
Total Lot Area	1,848 square feet
Minimum Permanent Right-of-Way Overlap	1,159 square feet
Minimum Percent of Area Required	63%
Maximum Remaining Area	689 square feet



947 W. Roscoe Street, Chicago, IL 60657

Property Description	Two-Story Mixed-Use Commercial/Residential Building
Business Name/Number of Units	Johnny O'Hagan's; 1 Residential Unit
Tax Property Index Number	14-20-418-003-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	5,815 square feet
Minimum Permanent Right-of-Way Overlap	3,339 square feet
Minimum Percent of Area Required	57%
Maximum Remaining Area	2,476 square feet

3406 N. Sheffield Avenue, Chicago, IL 60657

Property Description	Two-Story Commercial Building (Under Reconstruction)
Business Name/Number of Units	N/A
Tax Property Index Number	14-20-412-041-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	6,692 square feet
Minimum Permanent Right-of-Way Overlap	3,262 square feet
Minimum Percent of Area Required	49%
Maximum Remaining Area	3,430 square feet

3401-3409 N. Clark Street, Chicago, IL 60657

Property Description	Two-Story Commercial Building
Business Name/Number of Units	The Big Cheese Wrigleyville, LLC; Fiesta Cantina; Sombrero
Tax Property Index Number	14-20-413-005-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	2,602 square feet
Minimum Permanent Right-of-Way Overlap	2,165 square feet
Minimum Percent of Area Required	83%
Maximum Remaining Area	437 square feet

3413 N. Clark Street, Chicago, IL 60657

Property Description	Three-Story Mixed-Use Commercial and Residential Building
Business Name/Number of Units	Beggars Pizza; 2 Residential Units
Tax Property Index Number	14-20-413-004-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	1,505 square feet
Minimum Permanent Right-of-Way Overlap	771 square feet
Minimum Percent of Area Required	51%
Maximum Remaining Area	734 square feet

3415-3419 N. Clark Street, Chicago, IL 60657

Property Description	One-Story Commercial Building
Business Name/Number of Units	Beer on Clark; Clark Street Beach
Tax Property Index Number	14-20-413-003-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	4,097 square feet
Minimum Permanent Right-of-Way Overlap	1,521 square feet
Minimum Percent of Area Required	37%
Maximum Remaining Area	2,576 square feet

3421 N. Clark Street, Chicago, IL 60657

Property Description	One-story Commercial Building
Business Name/Number of Units	Gold Crown Liquors
Tax Property Index Number	14-20-413-002-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	5,578 square feet
Minimum Permanent Right-of-Way Overlap	1,486 square feet
Minimum Percent of Area Required	27%
Maximum Remaining Area	4,092 square feet

Proposed Alignment

Potentially Displaced Property

947-949 W. Newport, Chicago, IL 60657

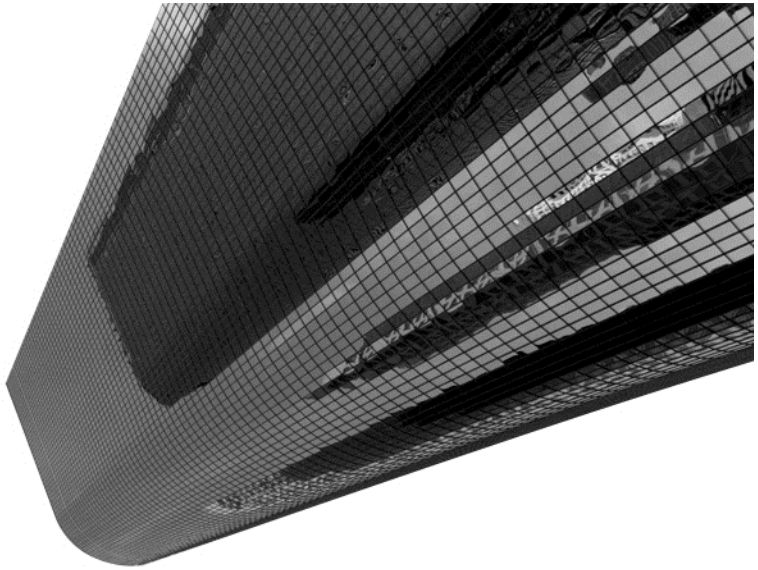
Property Description	Three-Story Residential Building
Business Name/Number of Units	6 Residential Units
Tax Property Index Number	14-20-413-088-0000
Type of Property Acquisition	Full Land Acquisition and Demolition of Primary Buildings
Historic Designation	Not Eligible
Total Lot Area	3,052 square feet
Minimum Permanent Right-of-Way Overlap	815 square feet
Minimum Percent of Area Required	27%
Maximum Remaining Area	2,237 square feet

3427 N. Clark Street, Chicago, IL 60657

Property Description	Surface Parking Lot
Business Name/Number of Units	Not Applicable
Tax Property Index Number	14-20-413-087-0000
Type of Property Acquisition	Full Land Acquisition
Historic Designation	Not Eligible
Total Lot Area	3,330 square feet
Minimum Permanent Right-of-Way Overlap	0 square feet
Minimum Percent of Area Required	42%
Maximum Remaining Area	1,931 square feet

JONES LANG LASALLE®

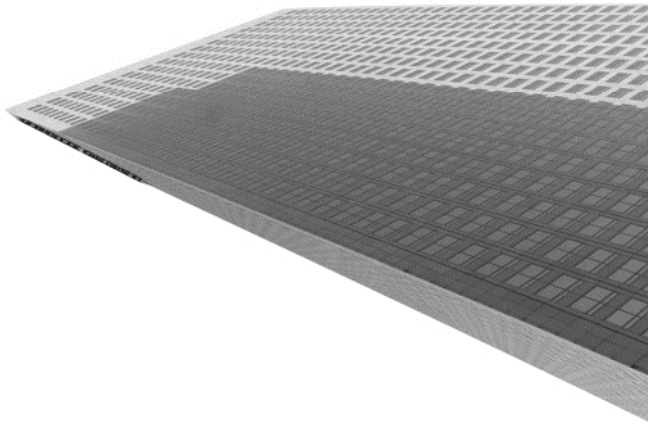
Real value in a changing world



CTA RPM Analysis:

Red-Purple Bypass

Market Assessment



September 2013

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II.	Area Overview	Page 6
III.	Market Analysis	Page 17
IV.	Development Concepts	Page 39

Section I

Executive Summary

Potential Development Scenarios – Red-Purple Bypass

The parcels acquired to support RPM upgrades near Belmont Station will likely support new development of both residential and retail land uses.

- Development of acquired sites for the Red-Purple Bypass should meet strong demand from the development community wishing to serve unmet local demand and spending power in the Lakeview market.
- Primary land uses justified by the market will be residential and retail, both individually and in mixed use. The primary driver of residential new supply in Chicago has been rental multifamily development, but there are indications that the for-sale market segment (e.g., condo) is starting to recover.
- There is potential for higher density than what has historically been built, based on the precedent set by the approved plan for the Addison Park development on Clark. However, the small site sizes of the acquired parcels near Belmont Station mitigate against anything of substantial scale.
- Parking relief contemplated by the TOD ordinance may allow more intense development of certain properties.

Potential Future Land Uses

Product Type	Development Potential	Comments
Multifamily ***(Rental)***	High	Demand for multifamily product remains strong, however record levels of delivery may dilute demand. Potential buyers are either choosing to stay in the rental market for greater flexibility or are unable to obtain financing to purchase a home.
Retail	High	Low density in-line retail development along Belmont, Clark & Sheffield viable as a result of neighborhood density and large numbers of visitors to Wrigley Field.
Residential ***(For-Sale)***	Medium / High	Large scale new condo development remains economically challenging due to financing constraints. Smaller developments have been successful predominantly in submarkets closer to the CBD. Inventory of new product is at a record low and will drive demand for new development as the market and economy continues to improve.
Student Housing	Low	Distance from DePaul & Loyola will preclude traditional student housing development. Multifamily development will attract students, but a pure student housing development is not likely feasible.
Office	Low	Non-traditional office market. Large scale office development is concentrated downtown (Loop and proximate submarkets) and there has been limited demand for new product since the downturn in the economy.

Section II

Area Overview

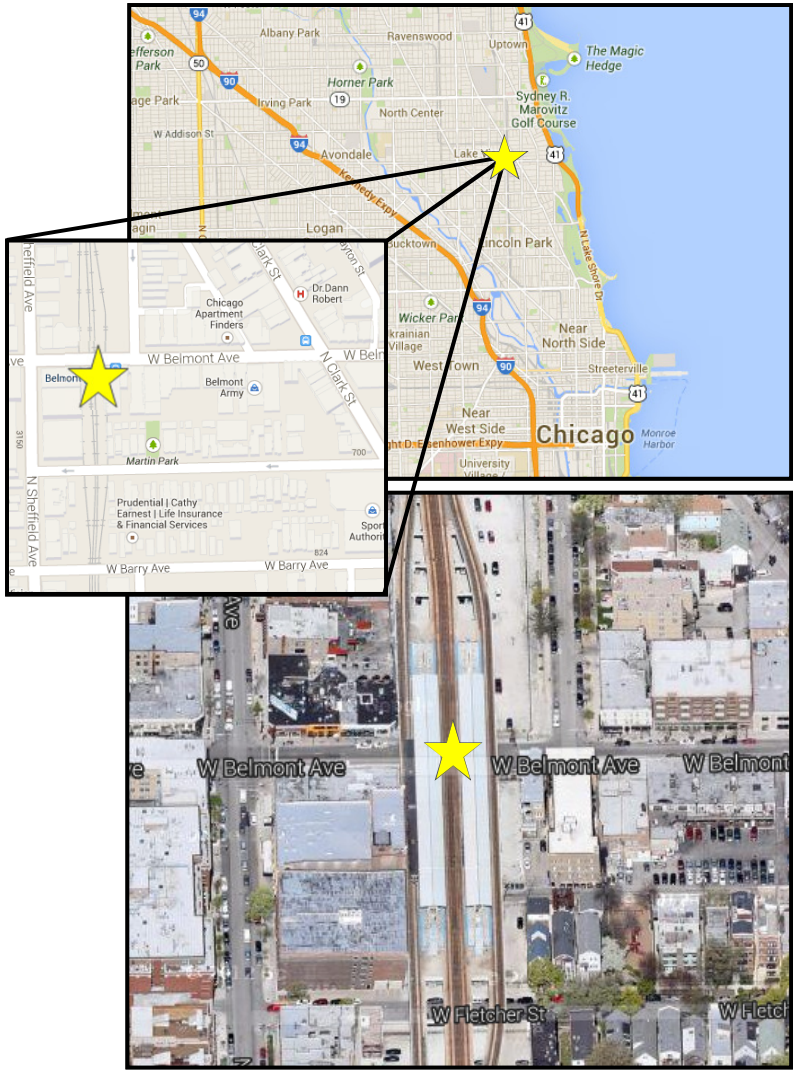
In This Section

- Station and Impacted Area
- Lakeview Market
- Zoning and Land Use Analysis
- Public Incentives

Belmont Station Overview

Station Characteristics	
Address	945 W. Belmont Ave.
Tracks	4 Tracks
Type	Elevated
Year Built	1900 / Renovated 2006-09
Condition	Good
Connections	CTA Routes #77 (and #22 on Clark St)
Adjacent Uses	Retail / Commercial / Residential

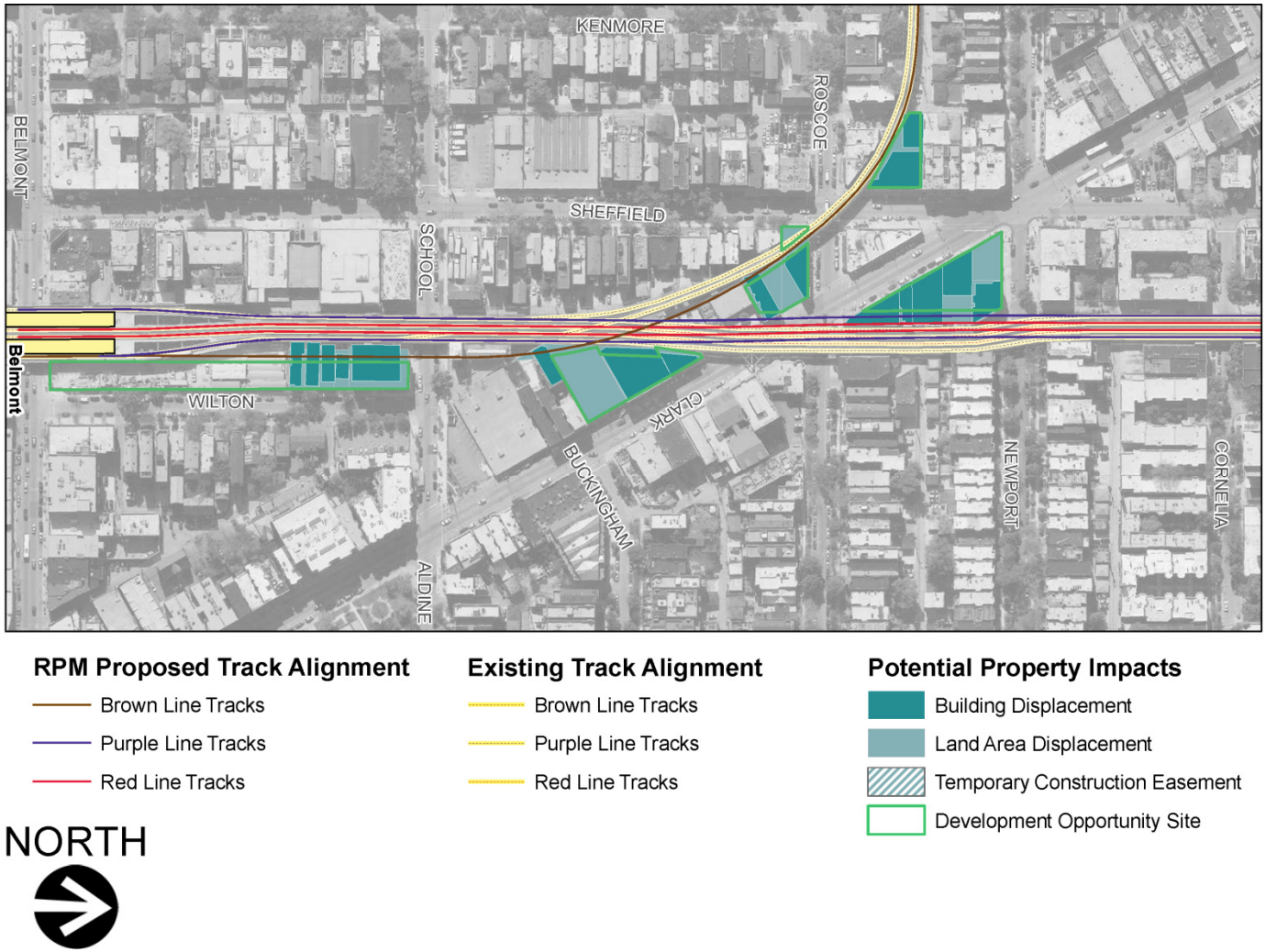
SWOT Analysis	
Strengths	• Access to public transit for +/- 4.4 million yearly Belmont riders • Culturally diverse neighborhood with strong appeal towards 25 to 34 year age groups
Weaknesses	• Approximately 1 mile from DePaul University (south) and 4.25 miles from CBD (south)
Opportunities	• As economic conditions improve, demand will justify more residential and retail developments
Threats	• Unanticipated economic recession



Belmont Station Property Impacts

The bottleneck where the Brown Line splits from the Red Line will be removed by building a flyover for the northbound Brown Line track.

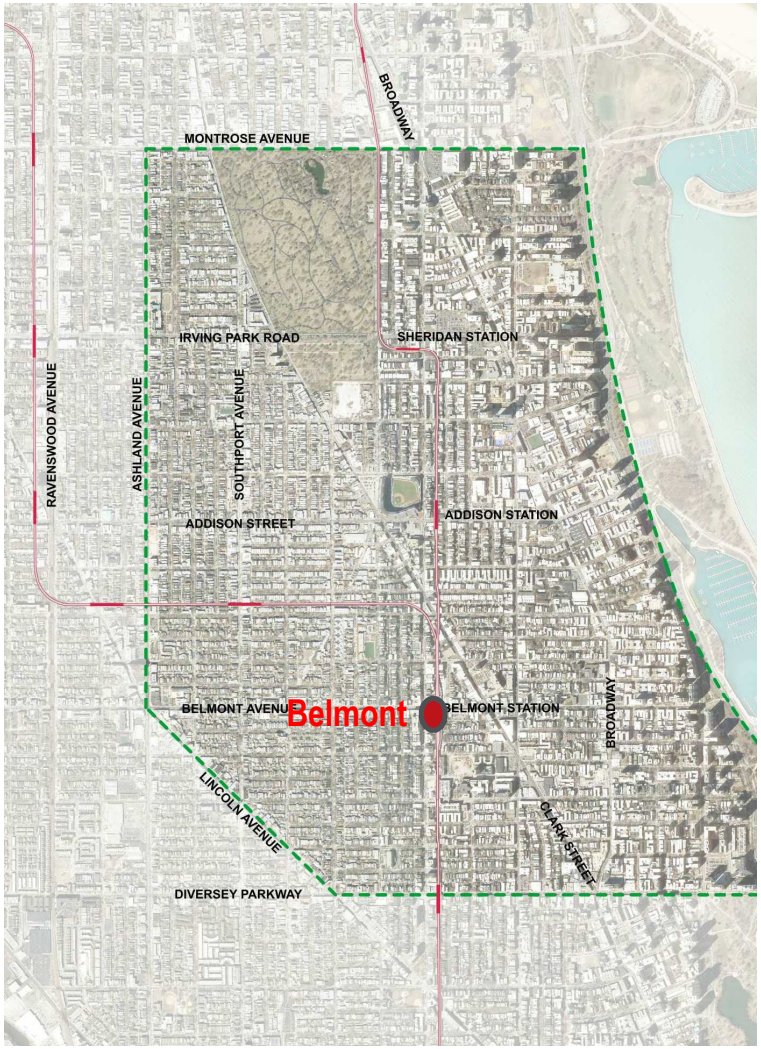
That realignment will require the acquisition and demolition of certain properties along that right-of-way.



Lakeview Market

- Located on the north side of Chicago, the Lakeview market is bounded by Montrose Avenue on the north, Diversey Parkway on the south, Lake Shore Drive on the east and Ashland Avenue/Lincoln Avenue on the west.
- The area is commonly divided into smaller neighborhoods: Lakeview East, West Lakeview and Wrigleyville.
- A 2013 Money Magazine study rated Lakeview the 3rd best big city neighborhood in the country due to affordable housing and proximity to amenities including parks, a golf course, and Lake Michigan beaches and bike paths.
- Primary commercial corridors in Lakeview tend to be dense and pedestrian oriented. These corridors include Clark Street, Addison Street, Belmont Avenue and Sheffield Avenue. Irving Park Road, Halsted and Broadway are also predominantly commercial.

Lakeview Market Boundaries



LEGEND

LAKEVIEW BOUNDARY

Belmont Avenue & North Clark Street exude vibrancy and energy

- Sidewalk widths are generous, but lack adequate capacity during major neighborhood events. The corridor has minimal curb cuts which increase pedestrian appeal. Traffic due to Wrigley Field events causes neighborhood disruption.
- Adjacencies to public transportation, Lake Michigan, entertainment and affordable housing options create a dynamic neighborhood environment that appeals to a younger demographic within both corridors.

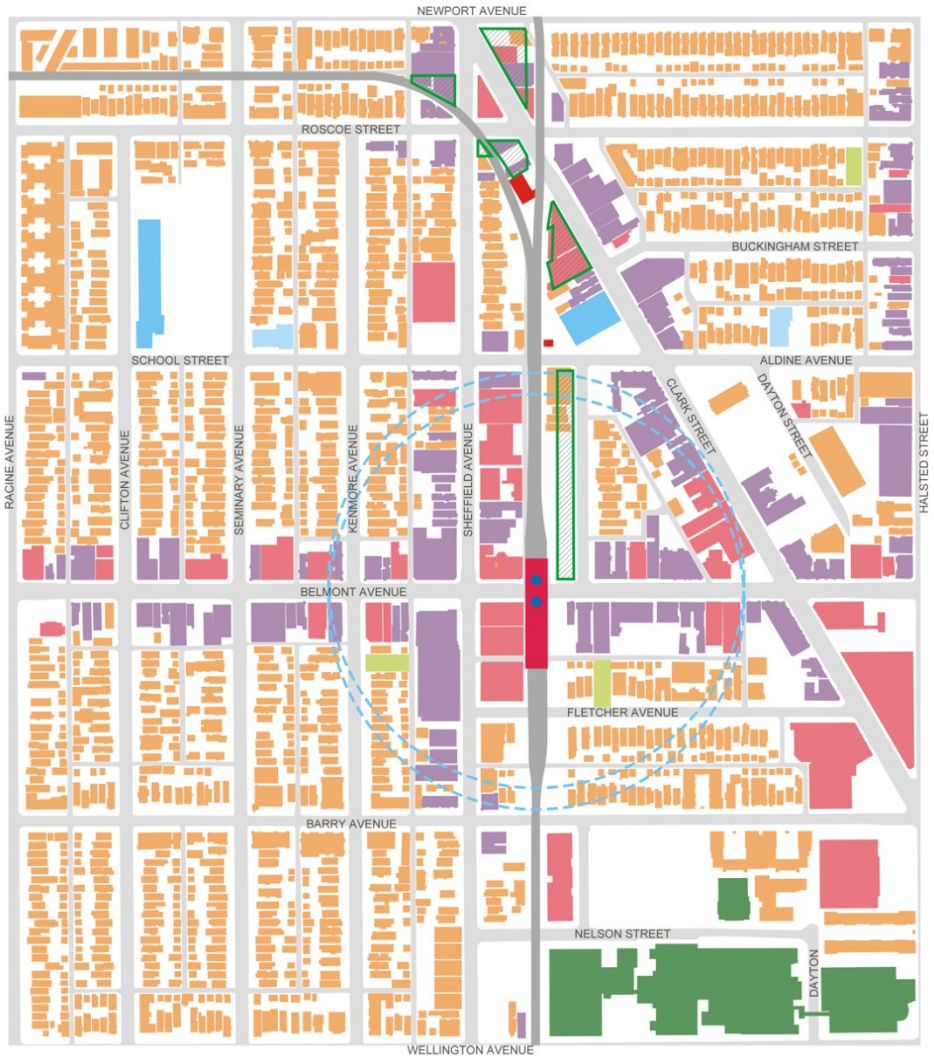
Clark Street

- Clark Street is a major thoroughfare on Chicago's north side, running generally northwest/southeast. Average daily traffic counts in Lakeview are 12,600. The corridor is primarily characterized by street level retail, restaurant and entertainment uses with residential units above. North Clark Street is the primary destination for dining and entertainment for both residents and visitors to Wrigley Field.

Belmont Avenue

- Belmont Avenue is a heavily traveled east/west corridor. Average daily traffic counts in Lakeview are 20,900. The thoroughfare is characterized by high and mid rise development from Lake Michigan to Broadway. Low and mid rise product with street level retail and apartments are predominately found from Broadway to Ashland Avenue.

Belmont Station
Land Use Map



LEGEND

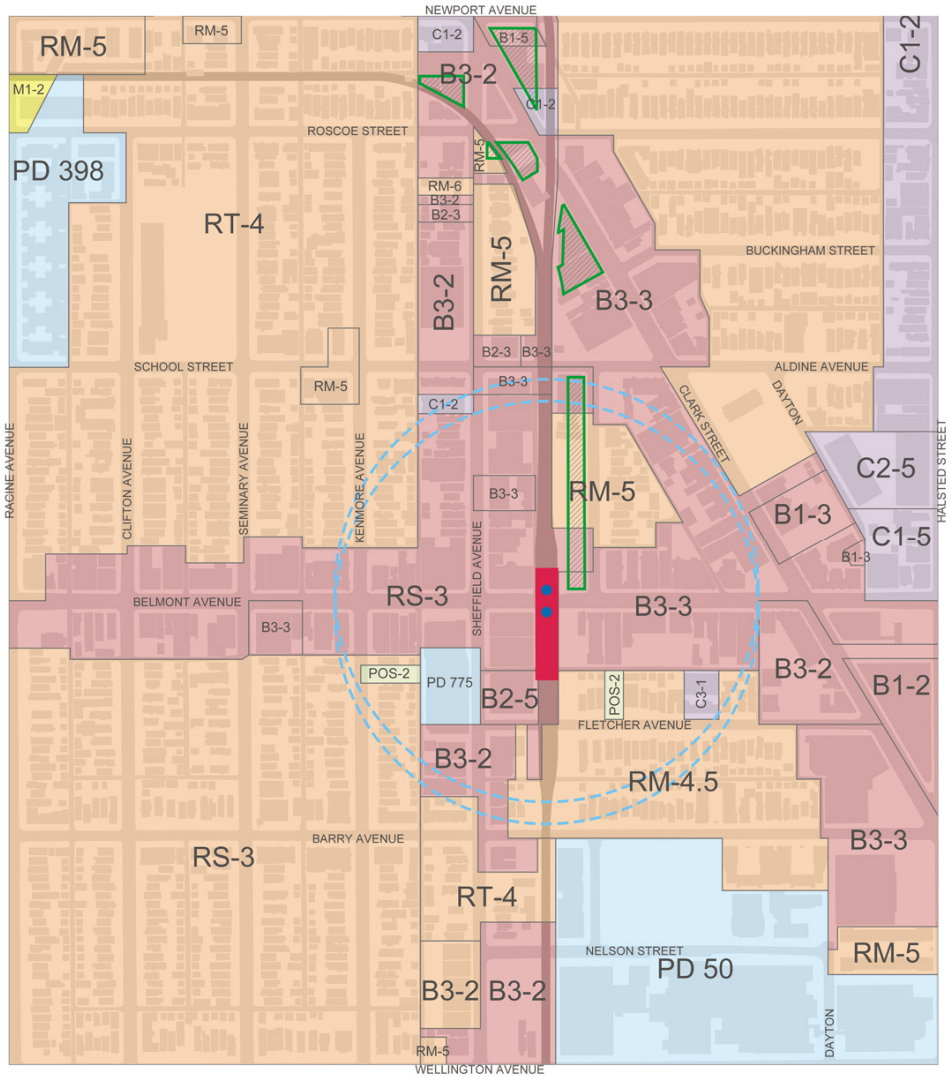
- RESIDENTIAL
- MIXED USE
- COMMERCIAL
- MEDICAL
- CHURCH
- SCHOOL
- COMMUNITY CENTER
- LIBRARY
- POLICE/FIRE
- STATION
- CTA
- GREEN SPACE
- EXISTING ENTRANCE
- EXISTING 600ft RADIUS
- TOD AREA
- PROPOSED ENTRANCE
- PROPOSED 600ft RADIUS

Current Zoning and Land Uses

Land uses in the market area are dominated by residential and mixed uses

- The Lakeview area is characterized by a wide variety of development densities with single and multiunit residential on the side streets and mixed use development along the major corridors
- Residential zoning in the neighborhoods is intended to accommodate detached housing, low density attached, and multiunit properties. Maximum building heights are typically 3 to 5 stories and allowable FAR ranges from 1.0 to 3.0.
- The predominant business zonings in the study area allow for mixed use development with residential units above. Maximum as-of-right FAR is generally 3. The B3 designation allows for bars and restaurant serving alcohol and is the prevalent zoning adjacent to Wrigley Field.
- Short walk to higher density zoning with up to 6.5 FAR located closer to Lake Michigan.

Belmont Station Zoning Map



LEGEND

- RESIDENTIAL
- BUSINESS
- COMMERCIAL
- MANUFACTURING
- POS
- PD
- EXISTING ENTRANCE
- EXISTING 600ft RADIUS
- TOD AREA
- PROPOSED ENTRANCE
- PROPOSED 600ft RADIUS

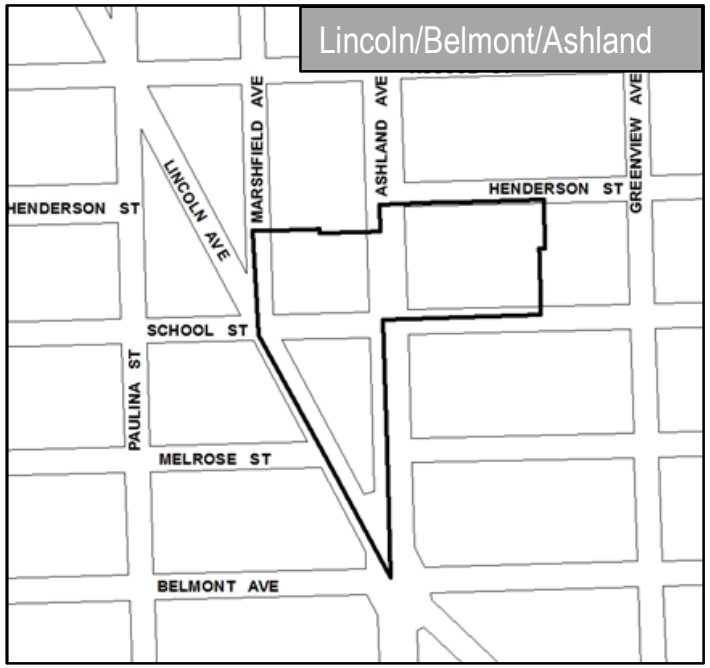
Proposed TOD Ordinance

Proposed ordinance seeks to provide parking relief and increased densities at transit served locations

- Increases to density, building height and floor area ratio (FAR) are included as is a reduction in parking requirements; however increases to density and building height must still be approved through a "type 1" rezoning procedure and increases to FAR must be through an approved planned development (PD).
- Parking reductions of up to 50% for residential and 100% for non-residential however this relief is provided only with "notice" to the alderman.
- Based on the additional requirements for the approval of these TOD incentives the market may not perceive these incentives to be "as of right". Ultimately Aldermanic prerogative will still drive development decisions.

Available public incentives fall outside the primary market area

- The Lincoln/Belmont/Ashland TIF district is located northwest and northeast of the designated intersection. The 9 acre district was originally created to address the growing retail vacancies in the area due to the closure of the Wiebolt's department store. The district was established in 1994 and expires in 2017. The majority of the district lies just outside the designated market study area.



Section III

Market Analysis

In This Section

- Economic and Demographic Overview
- Retail Market
- Multifamily Rental Market
- For-Sale Residential Market
- Development Activity

Economic and Demographic Trends – Chicago

- Chicago's economic recovery continues to slowly improve but remains vulnerable.
- The recession battered the Chicago area market. Chicago's unemployment rate rose to 9.2% in July 2013, up from 9.1% in June, and remains considerably higher than U.S. rate of 7.4%
- Chicago's 2012 population was estimated to be 2.71 MM, a 0.7% increase over 2010 estimated population.
- Chicago's median household income was reported at $47,371 compared to the State of Illinois' median income of $56,576.

Outlook
STRENGTHS
Major business and financial center – balanced economy
Substantial convention and tourism industry
High per capita income and well-educated work force
Improving residential market
WEAKNESSES
Poor state and local fiscal health
Below average population growth
Violent crime issues

Source: IL Department of Employment Security, Economic Information and Analysis. & US Census Bureau

Economic Overview - Lakeview

Wrigley Field

- Built in 1914 with seating capacity of 41,009
- 81 games, 2 concerts and 3.1 million attendees annually
- Cubs organization has proposed a $500 MM renovation and redevelopment, including a new 175-room hotel and 6-story office building along Clark Street frontage
- Anchors Wrigleyville's 40+ 'sports-themed' bars

Boystown

- Historic center of Chicago's LGBT community and regional nightlife destination
- This business district stretches along Halsted from Belmont to Irving Park
- 195 businesses belong to the neighborhood's North Halsted Business Alliance SSA
- The annual Pride parade, organized by the SSA, attracts over 1 million attendees in a single day
- Market Days, the Midwest's largest street fair, attracts 100,000 people over two days

Demographic Overview - Lakeview

Increasing population and household formation confirms the desirability of this area

- The Lakeview population increased from 94,870 in 2010 to 97,499 in 2013, an increase of approximately 2.75% (well above the city-wide increase of .7%). Over the next five years the Lakeview population is projected to further increase by 3.8%. Primary limitation to further population growth is available housing.
- The median household income is $63,021, considerably more than the that of Chicago and the State of Illinois. Over the next five years income is projected to remain relatively flat.
- Approximately 38% of the current population is between the ages of 25 and 34. The median age of 32.9 is generally in line with the Chicago median of 32.3.
- The number of households increased 2.6% from 56,387 to 57,864 between 2010 and 2013. Household growth is projected to increase 3.8% over the next five years.

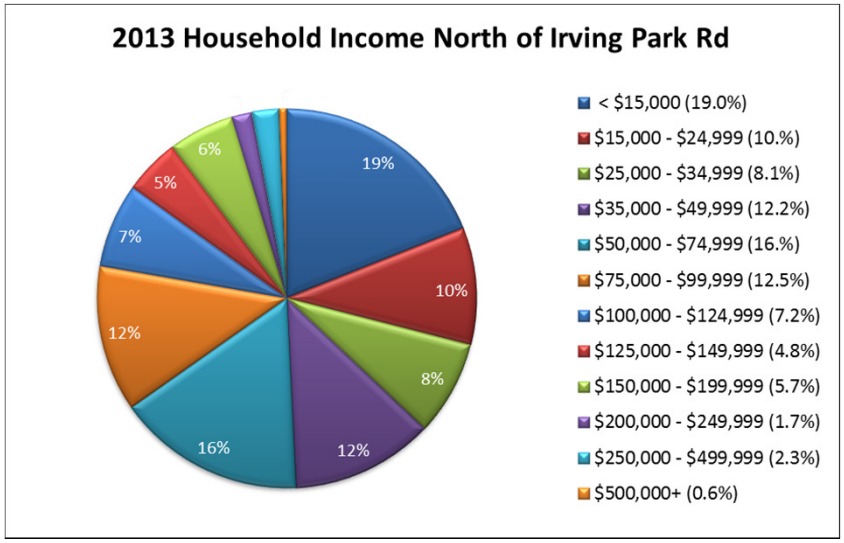
Source: Claritas

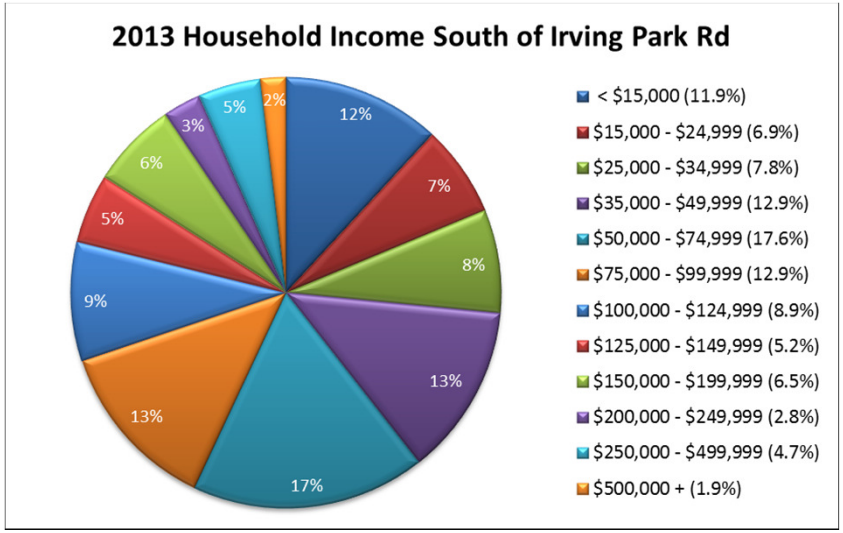
Demographic Overview – Lakeview Cont.

Irving Park Road acts as dividing line of demographics

The population north of Irving Park has been steadily declining since 2000 while south of Irving Park has seen consistent increases in both population and household formation. Both sub-areas are expected to experience moderate increases over the next five years as demand for urban city living continues to increase.

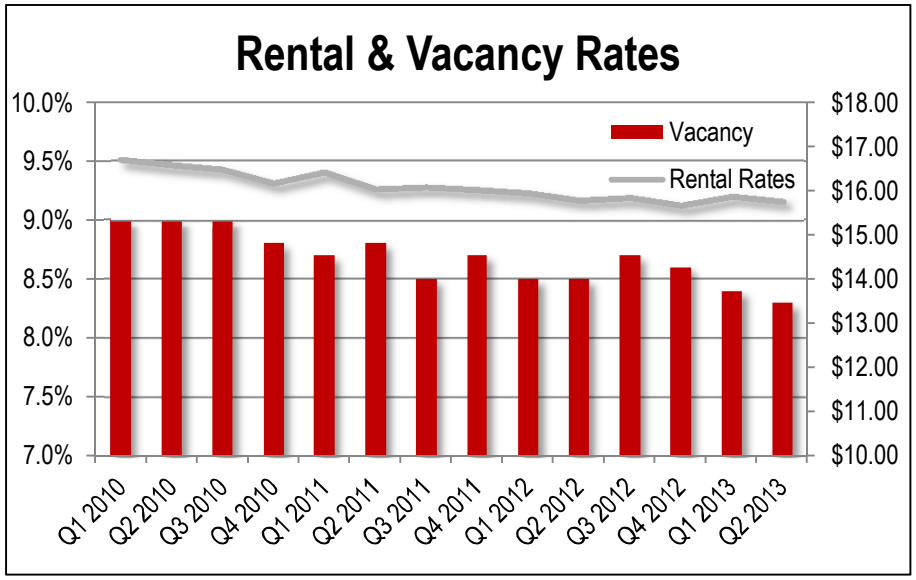
- Median income levels north of Irving Park are approximately $14,000 less than the median income south of Irving Park Road. The population south of Irving Park also enjoys a greater concentration of residents earning more than $100,000.





Increasing consumer confidence has shown improvement in core retail markets, but asking rents continue their downward trend

- As of 2Q13, the retail market in metropolitan Chicago consisted of about 500 MM square feet (SF) across some 35,100 buildings.
- The quarter ended with a slightly decreased vacancy rate of 8.3%, down from 8.4% in the previous quarter. The market has experienced three consecutive quarters of positive absorption. Additionally, over the last year the market has seen a decline in the amount of sublease space on the market.



Source: CoStar Chicago Retail Report

- The average quoted rental rates are down from their levels in 1Q13. Quoted rents ended 2Q13 at $15.77 per square foot (PSF) triple net (NNN) have generally been trending downward since 2012.
- 13 new properties were delivered in 2Q13 totaling 436,000 SF. Over the past four quarters a total of 1.3 million SF was delivered to the market with an additional 1.5 million SF currently under construction.

Retail Market Trends – Chicago

Areas proximate to Chicago's CBD enjoying strongest performance

- Traditional suburban retailers are actively seeking urban infill locations in order to benefit from population density.
- The Near North area has a tremendous pipeline of new development, concentrated at Division & Larrabee and Clybourn & Halsted:
  - Announcements and projects under construction include: Target, Nordstrom Rack, Dick's Sporting Goods, Mariano's Fresh Market (multiple locations including Clybourn Corridor in addition to the South Loop, Ravenswood, Bucktown) Williams-Sonoma, Earls Kitchen & Bar, Sephora, Kings Bowl America, as well as Arc Light Cinemas
  - The majority of new retail developments are anchored by grocery stores and may lead to market saturation.

Proposed Target at 3201 N Ashland

Nordstrom Rack at 101 E Chicago Ave

Retail Market Overview – Lakeview

- Retail concentrations (i.e. dining, shopping, entertainment) are dense and tend to be pedestrian oriented along Clark Street, Addison Street and Sheffield Avenue and adjacent to Wrigley Field. Retail uses on Irving Park Road and Broadway tend to be more auto-oriented, requiring off-street parking.

- The density of Lakeview attracts big box retailers but they have experienced challenges entering the market due to parking requirements and neighborhood opposition. National big box retailers have experimented with new concepts designed to meet the realities of urban settings.

- Extremely tight vacancy along Clark Street indicates that demand remains strong along this corridor. Greater vacancy can be observed along Sheridan and Irving Park Road.

Wal-Mart Express at 3636 N Broadway St

Proposed Mariano's at 3030 N. Broadway

Retail Market Trends - Lakeview

Market performing well despite challenging economy

- The Lakeview market comprises 816 properties totaling 7.5 MM SF and features smaller, in-line retailers serving the neighborhood. There are a small number of larger shopping centers with national anchor tenants. These tend to be clustered along Broadway and at Clark and Diversey.

- Asking rents in the submarket range from $12.00 - $65.00 PSF NNN, with an average asking rent of $30.40 PSF NNN. The highest asking rates are typically for small space closest to Wrigley Field.

- Lakeview has not seen a significant new retail delivery since 1Q12 when 15,000 SF of multi tenanted space was delivered to the market at 3415 N. Southport Ave and a 10,000 SF Walgreens at 953 W. Irving Park Road. However, substantial developments are in the pipeline such as Addison Park on Clark which contemplates 170,000 SF of retail space located at Clark & Addison and a 100,000 SF Target store at Belmont & Ashland.

- The retail vacancy rate at the end of 2Q13 was down slightly ending the quarter at 3.6% from 3.8% in 1Q13. The vacancy rate is trending down year over year from 4.7% in 2Q11 and 3.7% in 2Q12. The market currently has 325,000 SF available and YTD net absorption has been negative 55,000 SF.

- While the proposed new developments in the pipeline seek financing and neighborhood approvals, the market will likely continue to absorb existing vacant space and place upward pressure on rents as retailers compete to serve this affluent demographic.

Source: CoStar > 2,500 SF

Substantial demand for a variety of retail in the Lakeview market

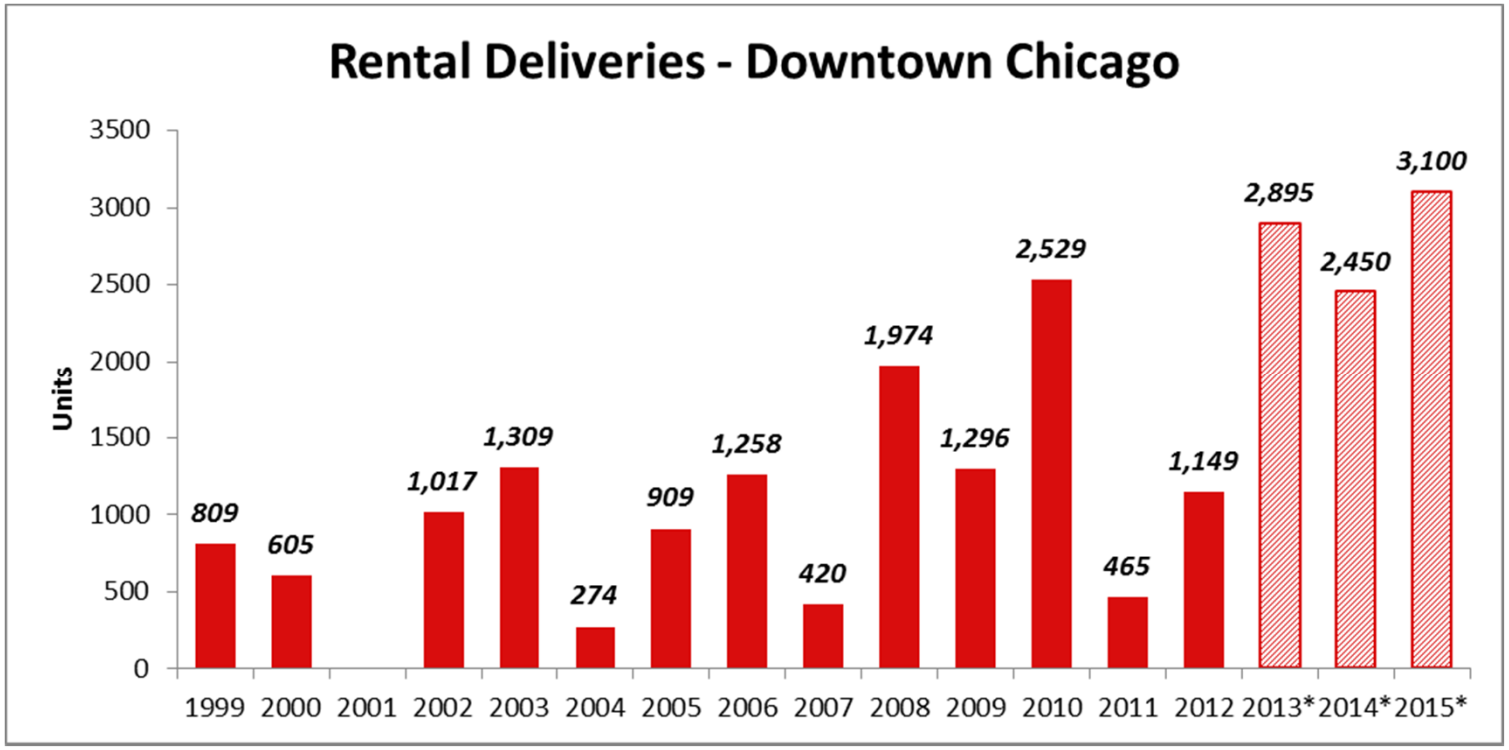
- A Retail Gap Analysis measures the value of consumer expenditures made by residents in a particular area against the total value of retail sales occurring in the area. Subtracting consumer expenditures from the actual sales results in either a gap or surplus of retail goods and services. This analysis is measured across a variety of retail categories to determine where the specific gap/surplus exists.
- Lakeview showed virtually no underserved retail segments.
- Most retail categories exhibited a positive trade gap, meaning that there was a net injection of sales into the market by consumers from other market areas. A significant factor in this surplus is attributable to the sheer volume of visitors to the area as a result of Wrigley Field.

Multifamily Market Overview – Chicago

- The Chicago apartment market continues to exhibit strong demand, however, anticipated deliveries of new supply will place downward pressure on occupancy levels and will level the growth rate in rents. Most new supply is coming in submarkets immediately surrounding the CBD.
- Over the last two years an average of 1,152 units have been absorbed per year. When considering the total future potential deliveries of approximately 6,550 units through the end of 2014 and another forecasted 3,000 units in 2015, an eventual oversupply is becoming more apparent.
- The Class "A" and "B" markets are experiencing a slowdown in absorption and owners are softening rental escalations in order to maintain occupancy. Rents are expected to remain flat the balance of the year. The pace of future absorption will determine 2014 rent trends.
- The Class "A" market reports 94.2% occupancy which is down 180 basis points from a year ago. Occupancy rates are projected to fall further through 2014 and 2015 as additional supply is delivered to the market. Demand is also expected to decline as the cost of renting outpaces that of home ownership and more renters enter the for-sale market.

Source: Appraisal Research Counselors

New Product Delivery – Chicago



*Forecast estimated by Appraisal Research Counselors

Record levels of delivery expected in 2013, 2014 and 2015 with new development primarily concentrated in the downtown submarkets.

Multifamily Market Overview - Lakeview

- The rental market in Lakeview is comprised mostly of older product, with 69% of the inventory constructed prior to 1970 and very little new product delivered after 1990.
- Product generally consists of low to mid-rise product with high rise development concentrated along the lakefront.
- Vacancy is currently at 2.6%, the lowest rate recorded since 2001, and is expected to be less than 1% over the next 5 years.
- The average asking rent is $1.67 PSF/month and outpaces the city-wide average of $1.44 PSF/month. Rent growth over the next 5 year is predicted to increase marginally by 1.7%.
- There has been limited new development since 2008 and no new product has been delivered to the market in the last 12 months.

Source: REIS

Lakeview Rental Rates

Average Effective Rents and Unit Sizes			
Unit Type	Rent (Per Month)	Average Unit Size (SF)	Average Rent ($/PSF/Month)
Studio	$875	457	$1.91
1 Bedroom	$1,187	736	$1.61
2 Bedroom	$1,630	1134	$1.44
3 Bedroom	$3,055	1780	$1.72

Source: Reis, Inc. (2Q13)

Potential New Deliveries - Lakeview

- New deliveries have been mostly comprised of repurposed vacant properties or smaller underutilized, vacant sites.
- Several redevelopment projects are planned for the area, including the renovation of the former Anderson Brothers Movers building at 3141 N. Sheffield into 80 loft style apartments and the conversion of the Hotel Chateau at 3838 N. Broadway into 138 apartments.
- As demand for residential property continues to increase, the market will see more ambitious development plans and proposals. New construction will surge as developers attempt to add to the market's limited supply. The key factor will be whether rents are sufficiently high to justify new construction.
- Currently under construction, Halsted Flats is a new 15-story residential and commercial tower boasting 269 rental units and 10,900 SF of street level retail. The development, located at 3740 N. Halsted, is slated to open March 2014.

For-Sale Residential Market - Chicago

- The market is starting to see signs that demand for for-sale product is returning. New ground up development that is feasible based on today's lending environment tend to be lower density developments with larger units than usually found in rental product.
- Belgravia Group completed a very successful project in the West Loop "CA 3" and "CA 23" and has plans to build a 50 unit mid-rise 3 bedroom, 3 bath development in this market.
- Between 2007 to 2009 the new condo market delivered over 3,000 units per year as compared with only 575 units from 2010 to 2013, with no new deliveries reported in 2011 or 2012. The market currently has less than 650 unsold developer units available, significantly lower than the historical average of 4,800. The South Loop appears to have the most unsold inventory with slightly more than 300 units.
- In Q2 2013, 146 units were sold suggesting a total remaining inventory level of approximately one year. Developers are re-evaluating development opportunities as the for-sale market continues to absorb the remaining supply.
- Within the last year, many developers have re-started sales programs in buildings where the previous unsold inventory had been rented. As leases expire, landlords are not renewing tenants and are instead preparing the unit to be sold.

For-Sale Residential Market - Lakeview

- The residential market is experiencing signs of increased demand, limited supply and price appreciation. According to Trulia, the Lakeview market recorded 35 sales between May 13th and July 13th, reflecting an increase in velocity of more than 200% over the same time period in 2012.
- Market supply is still being constrained by owners who would like to sell but are "under water".
- Contrarian Capital Management and Conlon & Co have had great success with a rental-turned-condo high rise at 2930 N. Sheridan Road where they have sold 65 of 67 units in 10 months. They plan to begin marketing another 63 units at 3033 N. Sheridan. The joint venture acquired both properties for $14 million through a deed-in-lieu of foreclosure when the former developer failed to pay off a $76.4 million loan. The conversion project targets entry-level buyers with price points of $165,000 to $350,000.
- The Lakeview luxury residential market is rebounding and speculative construction is beginning to occur. LG Development recently paid $3.7 million for 11 vacant single family lots adjacent to Lincoln Park 2550. They plan to build 3 large single family homes on the lots. One of the homes has already sold and the other two will be built on spec with estimated sale prices between $3.2 million and $3.9 million.

Development Activity - Lakeview

- Until recently, new development was concentrated in markets proximate to the Central Business District. However, within the last 3 to 6 months, a number of new projects have been announced creating a shift toward increased neighborhood development activity.

- Lakeview is an established infill submarket with strong demand drivers. This positions the neighborhood for a robust recovery as general economic conditions continue to improve.

- The majority of new residential development has been focused on the conversion and re-purposing of existing buildings. New ground-up construction will follow as market conditions continue to improve.

- High density projects like Addison Park on Clark continue to face significant community opposition and financing challenges. The future outcome will be an excellent indicator of market demand and community acceptance for new development in the neighborhood.

Completed/Under Construction

Lakeview Developments – *Completed*				
#	Name & Address	Developer	Units	Property Type & Description
1	***Lincoln Park 2550*** 2550 North Lakeview	Ricker-Murphy Development	218	39 story condo high rise with 132 of 218 units sold, completed in Dec. 2012
2	2930 N. Sheridan	Contrarian Capital Management LLC and Conlon & Co	67	Former rental building turned condo that was acquired via a deed-in-lieu of foreclosure
3	3033 N. Sheridan	Contrarian Capital Management LLC and Conlon & Co	63	Former rental building turned condo that was acquired via a deed-in-lieu of foreclosure

Lakeview Developments - *Under Construction*				
#	Name & Address	Developer	Units	Property Type & Description
4	***Halsted Flats*** 3740 N. Halsted	Harlem Irving Companies	269	15 story building with 10,900 SF of street level retail and commercial space; 108,896 SF maximum buildable area

Since the downturn in the economy, there have been limited new deliveries to the market. Recently three condo projects have been completed (2 of the 3 represent a conversion) and delivered to the market.

While announcement of new developments have increased significantly over the past 6 months, there is only one project in the market that is currently under construction. The remainder of the projects are either proposed or have been approved but have not yet broken ground.

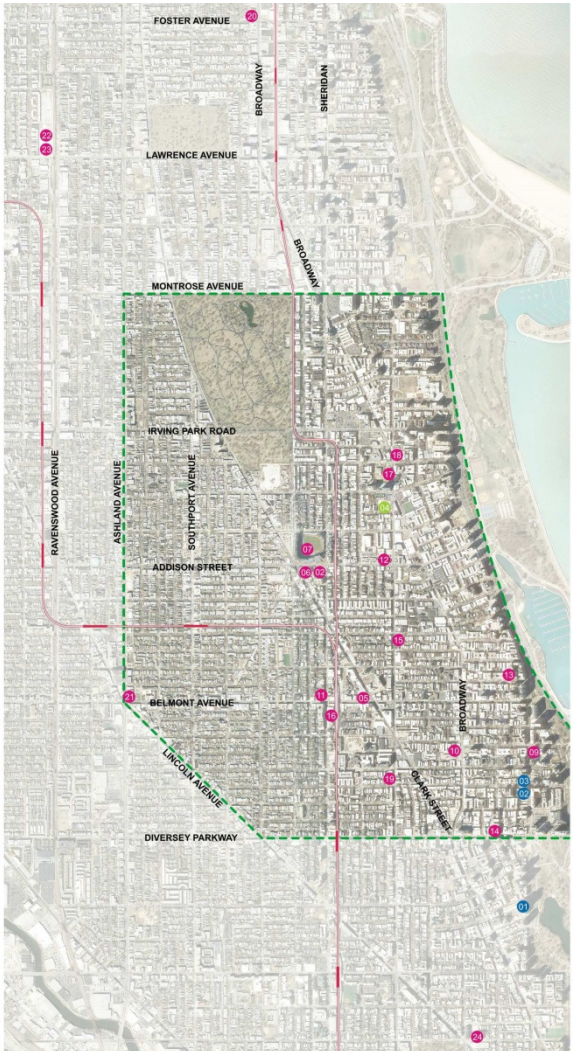
Proposed/Planned

Lakeview Developments - *Proposed/Planned*				
#	Name & Address	Developer	Units	Property Type & Description
5	850-856 W. Belmont	Blitzlake Capital Partners	N/A	Mixed use 12 story tower with retail and multi-family
6	***Addison Park on Clark*** Clark & Addison	M&R Development	148	Mixed use building with multifamily and 168,780 SF of retail space; maximum total buildable area: 371,129 SF
7	***Wrigley Field*** Clark & Addison	TBD	N/A	Wrigley Field improvements including a 5,700 SF scoreboard, 650 SF transparent sign, and a 6 story office tower
8	Clark & Addison	TBD	175	Hotel development with 40,000 SF of health club space and potential pedestrian connection bridge to Wrigley Field
9	2950 N. Sheridan	Forman Realty	79	19 story residential condominium development with approximately 192 parking spaces for building and public use
10	***Mariano's Waterloo Residential Building*** 3030 N. Broadway	Urban Broadway Mezz	N/A	Mixed use development with a Mariano's on the ground floor and residential condominium spaces above
11	***Thresholds Affordable Housing*** 3208 N. Sheffield	Brinshore Development	51	Affordable housing development targeting at risk of homelessness individuals and mentally ill
12	***Former 23rd Distract Town hall District Police Station*** 3600 N. Halsted	Heartland Housing	90	Affordable senior rental housing geared towards the LGBT community
13	***HarborView*** 434 W. Melrose St.	TBD	26	10 story apartment tower with a maximum FAR area of approximately 47,956 SF
14	***Parkway Point*** 506-514 W. Diversey	Mark Kozlowski	118	Two phase residential project with ground floor retail and approximately 188 parking spaces
15	***The Out Chicago Hotel*** 3343 N. Halsted	Parkview Developers	N/A	8 story hotel built on the Mark's Chinese & Mini Bar building and site

Proposed/Planned

Lakeview Developments - *Proposed/Planned*				
#	Name & Address	Developer	Units	Property Type & Description
16	***Former Anderson Brothers Moving Building*** 3141 N. Sheffield	Kearby Kaiser	160	Redeveloped industrial building into apartments with potential street level retail space
17	***Hotel Chateau*** 3838 N. Broadway	BJB Properties	138	Hotel renovation project
18	Broadway & Sheridan	TBD	90	7 story tower with 2,000 SF of retail and 50 parking spaces
19	***Former Sappano's Paint & Wallpaper Co. Building*** 2940 N. Halsted St.	Shepherd Real Estate Subsidiary LLC	25	Planned demolition of retail building in preparation for 4 story apartment building
20	***Former Piser Weinstein Menorah Chapel*** 5206 N. Broadway	Chody Real Estate Corp	N/A	20,000 SF retail center
21	***Target*** 3201 N. Ashland	TBD	130	Mixed use project with 100,000 SF of ground level retail and 130 multifamily units
22	***Ravenswood Station*** 1800 W. Lawrence	Silver Rock Development	N/A	Retail development with planned 115,000 SF of space.
23	***Ravenswood Terrace*** 1801 W Argyle	Belgravia Group	150	Low rise apartment complex with three 3-story townhome structures and two 5-story buildings.
24	***Webster Square*** 550 W. Webster	Sandz Development	195	Planned conversion of former hospital and new construction of condo units.

Lakeview Development Map



LEGEND

COMPLETED DEVELOPMENTS

- 01 2550 LINCOLN PARK, 2550 N. LAKEVIEW
- 02 2930 N. SHERIDAN
- 03 3033 N. SHERIDAN

DEVELOPMENTS UNDER CONSTRUCTION

- 04 HALSTED FLATS, 3740 N. HALSTED

PROPOSED/PLANNED DEVELOPMENTS

- 05 850-856 W. BELMONT
- 06 ADDISON PARK ON CLARK, CLARK & ADDISON
- 07 WRIGLEY FIELD, CLARK & ADDISON
- 08 CLARK & ADDISON
- 09 2950 N SHERIDAN
- 10 MARIANO'S WATERLOO RESIDENTIAL BUILDING, 3030 N BROADWAY
- 11 THRESHOLD'S AFFORDABLE HOUSING, 3208 N. SHEFFIELD
- 12 3600 N. HALSTED
- 13 HARBOR VIEW, 434 W. MELROSE
- 14 PARKWAY POINT, 506-514 W. DIVERSEY
- 15 THE OUT CHICAGO HOTEL, 3343 N. HALSTED
- 16 3141 N. SHEFFIELD
- 17 HOTEL CHATEAU, 3838 N. BROADWAY
- 18 BROADWAY & SHERIDAN
- 19 2940 N. HALSTED
- 20 5206 N. BROADWAY
- 21 TARGET, 3201 N. ASHLAND
- 22 RAVENSWOOD STATION, 1800 W. LAWRENCE
- 23 RAVENSWOOD TERRACE, 1800 W. LAWRENCE
- 24 WEBSTER SQUARE, 550 W. WEBSTER

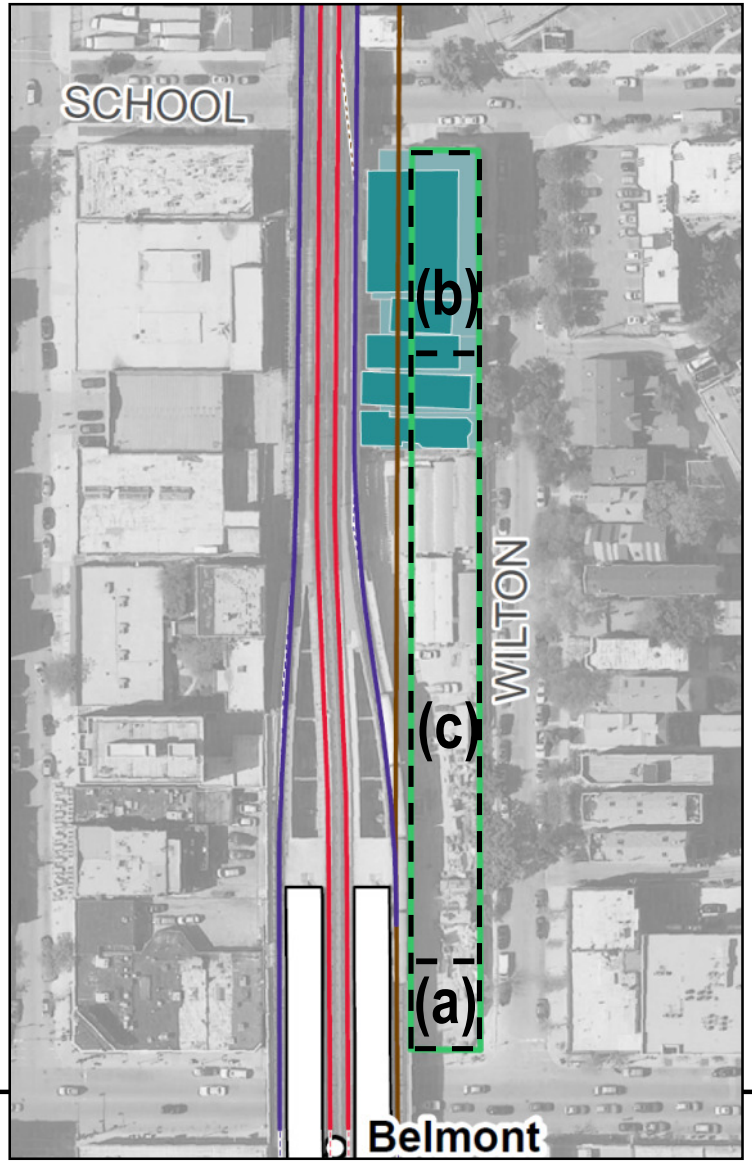
LAKEVIEW BOUNDARY

Section IV

Development Concepts

Wilton Properties

- Portions of these properties are required for the permanent Red-Purple Bypass tracks
- The remainder property could be up to three separate development parcels
- All properties are within the 600' TOD distance allowing for higher density and lower parking requirements
- Parcel (a) could be a mixed use, multi-story development: 15 residential units and 1,500 sf of retail
- Parcel (b) has the potential to be a 36 unit residential mid-rise building
- Parcel (c) has the potential to be 15 individual townhomes



NORTH

Jones Lang LaSalle
Goodman Williams Group
Real Estate Research
UrbanWorks
cta

Wilton Properties (a) – Mixed Use

Current Condition

Potential Redevelopment

Wilton Properties (b) – Residential Mid-Rise

Current Condition

Potential Redevelopment

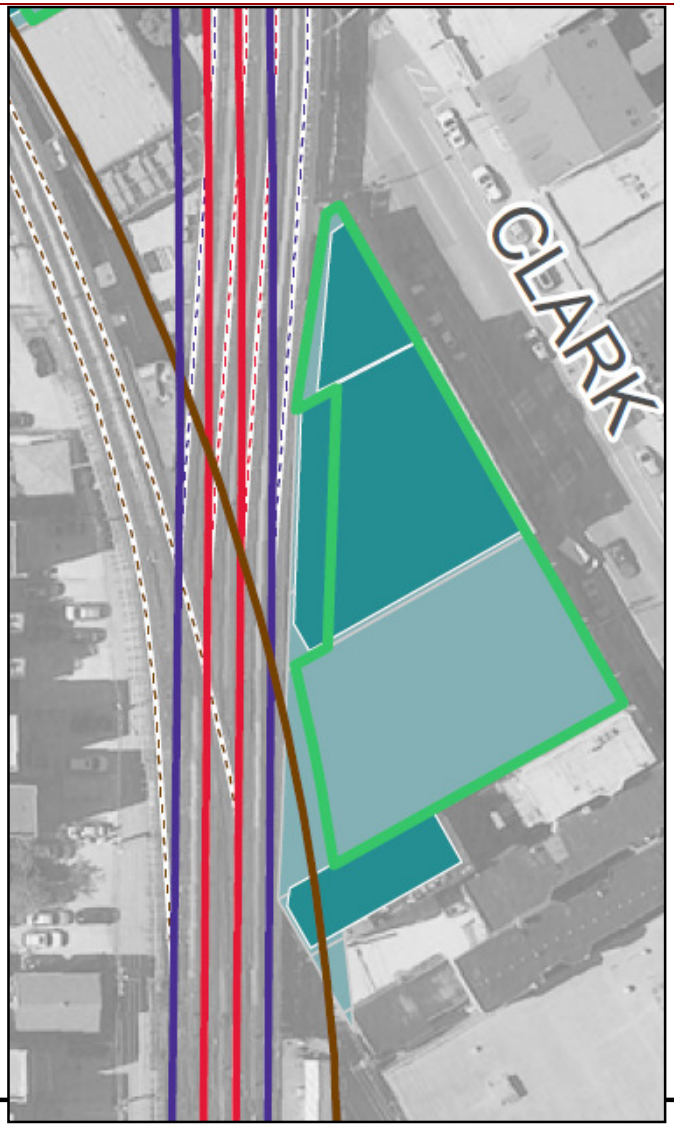
Wilton Properties (c) – Individual Townhomes

Current Condition

Potential Redevelopment

3300-3348 N Clark

- Portions of these properties are required for the permanent Red-Purple Bypass tracks and support structures
- The remaining properties would be assembled into a redevelopment parcel
- This property is not within the 600' TOD distance
- Due to parking requirements, JLL found that only 6 residential units and 8,000 sf of retail could be added
- With a reduced parking requirement, or counting "under-L" parking, a significantly larger development would be possible



NORTH

3300-3348 N Clark – Mixed Use

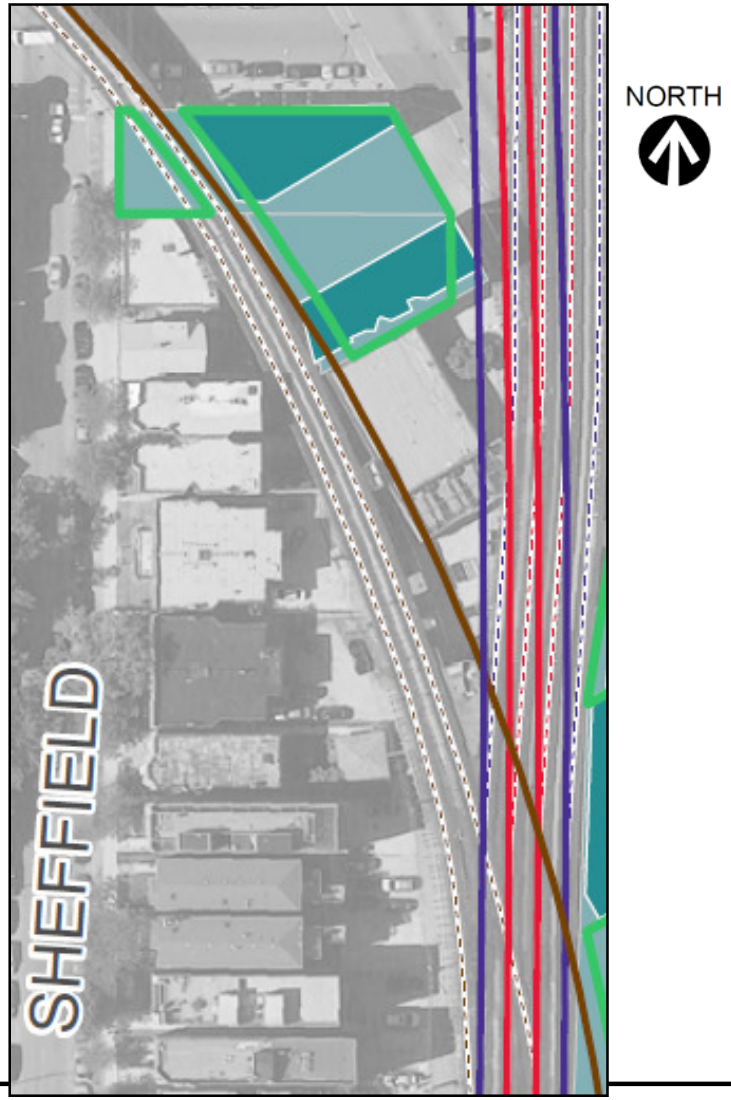
Assuming reduced parking requirement

Current Condition

Potential Redevelopment

3354 N Clark + 947 W Roscoe

- Portions of these properties are required for the permanent Red-Purple Bypass tracks and support structures
- The remaining properties would be assembled
- This property is not within the 600' TOD distance
- Due to parking requirements, JLL found that only 4 residential units and 4,000 sf of retail could be added
- With a reduced parking requirement, or counting "under-L" parking, a significantly larger development would be possible



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cta

3354 N Clark + 947 W Roscoe– Mixed Use

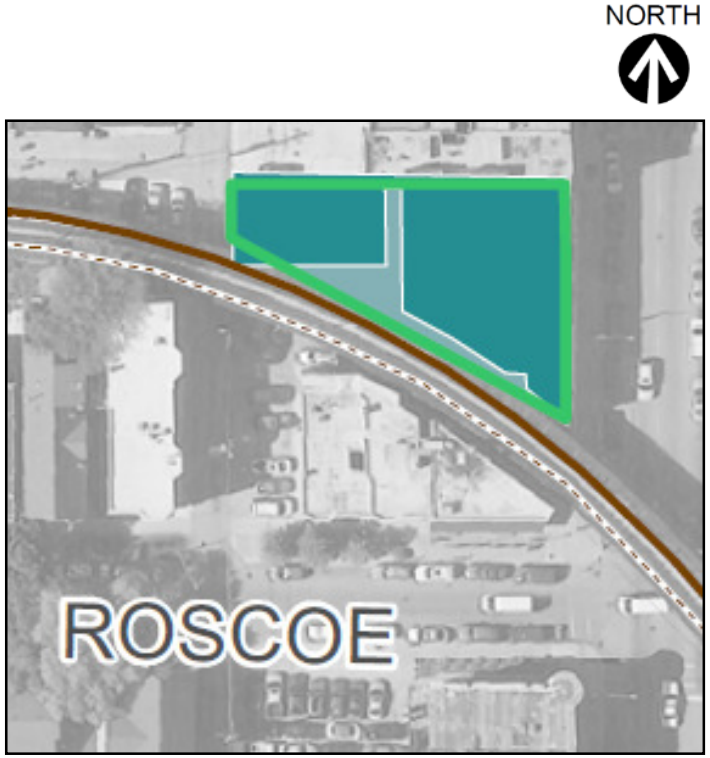
Assuming reduced parking requirement

Current Condition

Potential Redevelopment

3406 N Sheffield Ave.

- A portion of this property is required for the permanent Red-Purple Bypass tracks
- The remainder could be redeveloped
- This property is not within the 600' TOD distance
- Due to odd shape and required parking for residential JLL determined a retail only (4,000 sf) development is possible
- To minimize service disruption on the Brown Line, the remaining property may be smaller than shown from a redevelopment perspective

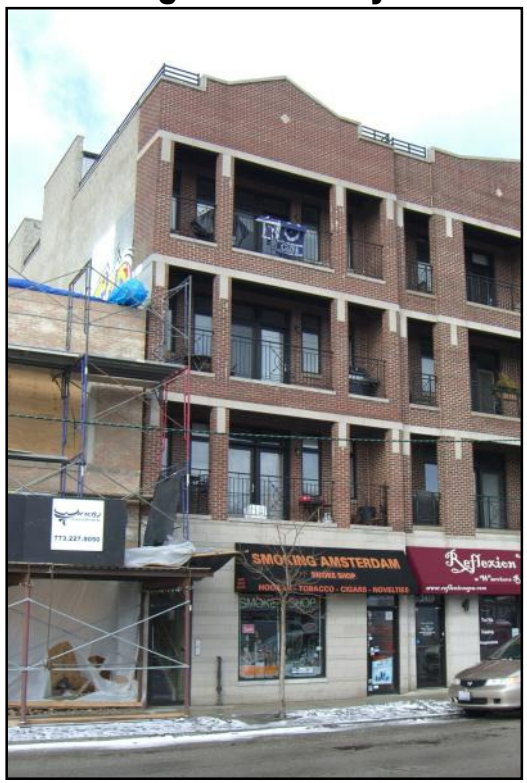


3406 N Sheffield Ave

Assuming reduced parking requirement

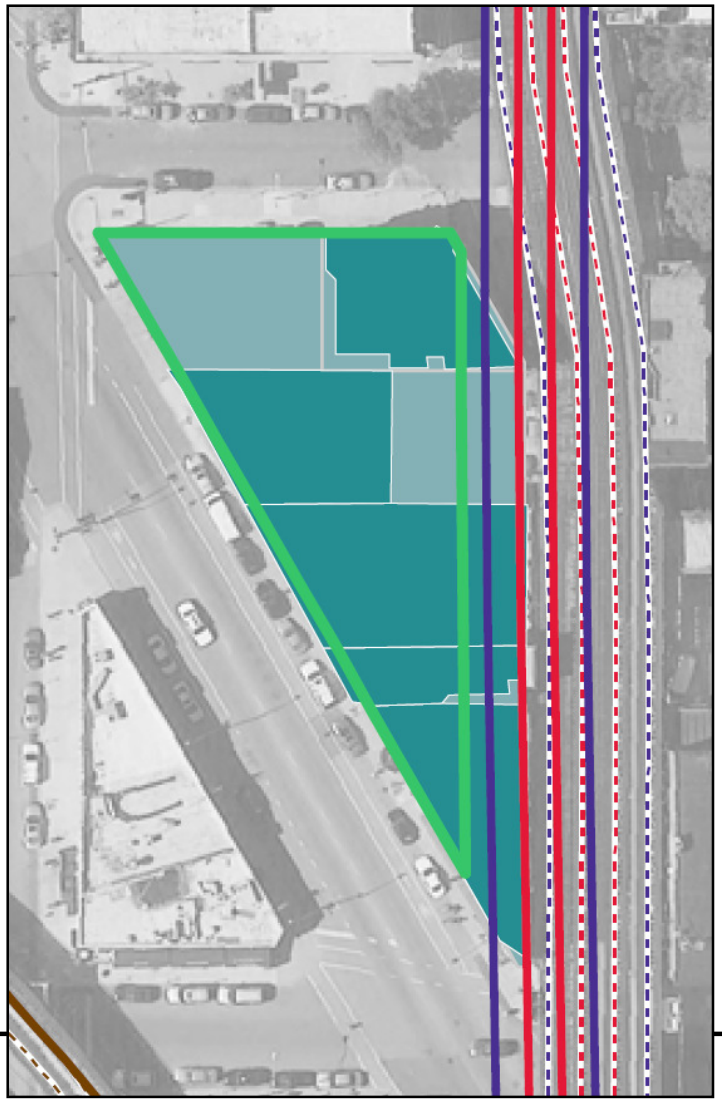
Current Condition

Example of Similar Potential Redevelopment – Building immediately north



3401-3427 N Clark + 949 W Newport

- Portions of these properties are required for the permanent Red and Purple Line tracks
- One building on this block is currently eligible for the National Historic register
- The remaining properties would be assembled into a redevelopment parcel
- This property is not within the 600' TOD distance
- Due to parking requirements, only 4 residential units and 7,500 sf of retail could be added unless development can secure a variance
- With a reduced parking requirement, or counting "under-L" parking, a significantly larger development would be possible



NORTH

Jones Lang LaSalle | Goodman Williams Group Real Estate Research | UrbanWorks | cta

3354 N Clark + 947 W Roscoe – Mixed Use

Assuming reduced parking requirement

Current Condition

Example of Similar Potential Redevelopment – Proposed mixed-use building at Paulina Brown Line station

Appendix D
Environmental Assessment Technical Memoranda

D-1: Individual Property Displacement Information Sheets and Market Study

D-2: Land Use and Economic Development Technical Memorandum

D-3: Neighborhood, Community, and Business Impacts Technical Memorandum

D-4: Historic and Cultural Resources Technical Memorandum

D-5: Noise and Vibration Technical Memorandum

D-6: Hazardous Materials Technical Memorandum

D-7: Environmental Justice Technical Memorandum

D-8: Resources with Limited or No Impacts Technical Memorandum

D-9: Section 4(f) Magnitude of Cost Comparison

RED AHEAD
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rpm Modernization
Improving your commute. Improving your community.

Red-Purple Bypass Project

Land Use and Economic Development
Technical Memorandum

March 10, 2015

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

Prepared by:
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cta

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Section 1
Introduction

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct a fifth track bypass just north of Belmont station where the CTA rail system Red, Purple, and Brown line tracks converge at an existing flat junction. Improvements as part of this project would also reconstruct approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. This project, known as the Red-Purple Bypass Project, would modernize infrastructure and expand capacity, reduce passenger travel times, and improve system mobility and safety at one of the largest bottlenecks in the CTA rail system.

This memorandum describes the potential impacts of the Red-Purple Bypass Project with regard to surrounding land use and economic development plans, describes the impacts of the project on existing and proposed land use and economic development plans in the project area, and evaluates consistency of the project with those plans as well as conformance with zoning requirements.

Two alternatives are under consideration: the No Build Alternative and the Build Alternative.

1.1 No Build Alternative

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 implementing the Red-Purple Bypass Project. The No Build Alternative would maintain the status quo, and would not expand system capacity.

The No Build Alternative represents future conditions if the Red-Purple Bypass Project were not implemented. The alternative would include typical repairs to the existing flat junction and the associated mainline tracks based on historic funding levels needed to keep the lines functional. Capital expenditures would be minor compared to the Build Alternative. Functional improvements under the No Build Alternative would be insufficient to respond to ridership demand, and would not modernize the system. Some expenditure would be made to keep the system operating; however, service quality and effective capacity would decline over time, and maintenance costs would rise due to continued aging of the infrastructure. The No Build Alternative would not involve substantial changes to the existing infrastructure or major construction activities. Travel times would likely continue to increase and service reliability would continue to degrade in order to safely operate on deteriorating infrastructure.

1.2 Build Alternative

The Build Alternative consists of constructing a fifth track bypass for the northbound Brown Line and reconstructing approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on

the north. The improvements would address current and increased ridership demands, decrease travel times, raise overall system reliability and safety, reduce noise levels, and provide a modern track structure with a renewed useful life of 60 to 80 years while supporting future growth and development in the project area and beyond. **Figure 1-1** provides a map of the project limits.

1.2.1 Fifth Track Bypass

Currently, northbound Brown Line trains must cross the north- and southbound Red Line tracks and the southbound Purple Line track at Clark Junction. This flat junction configuration causes signal delays because Red, Purple, and Brown line trains must wait for each other to pass through the junction before proceeding. The Build Alternative would provide a grade-separated junction allowing northbound Brown Line trains to cross unimpeded over and above the other tracks on a new aerial structure, resulting in increased capacity to all three lines while also improving travel time and overall system reliability and safety. A new track would be built to the east of the existing tracks, ramp up, and curve westward over the mainline tracks to merge onto the existing Brown Line track elevated structure just west of Sheffield Avenue. Based on conceptual engineering, the bypass track is expected to rise approximately 40 to 45 feet above the existing ground level (up to 22 feet above the existing tracks) at its highest point. **Figure 1-2** shows a picture of the existing four-track system at Belmont station facing north and an artistic conceptual rendering of the proposed bypass.

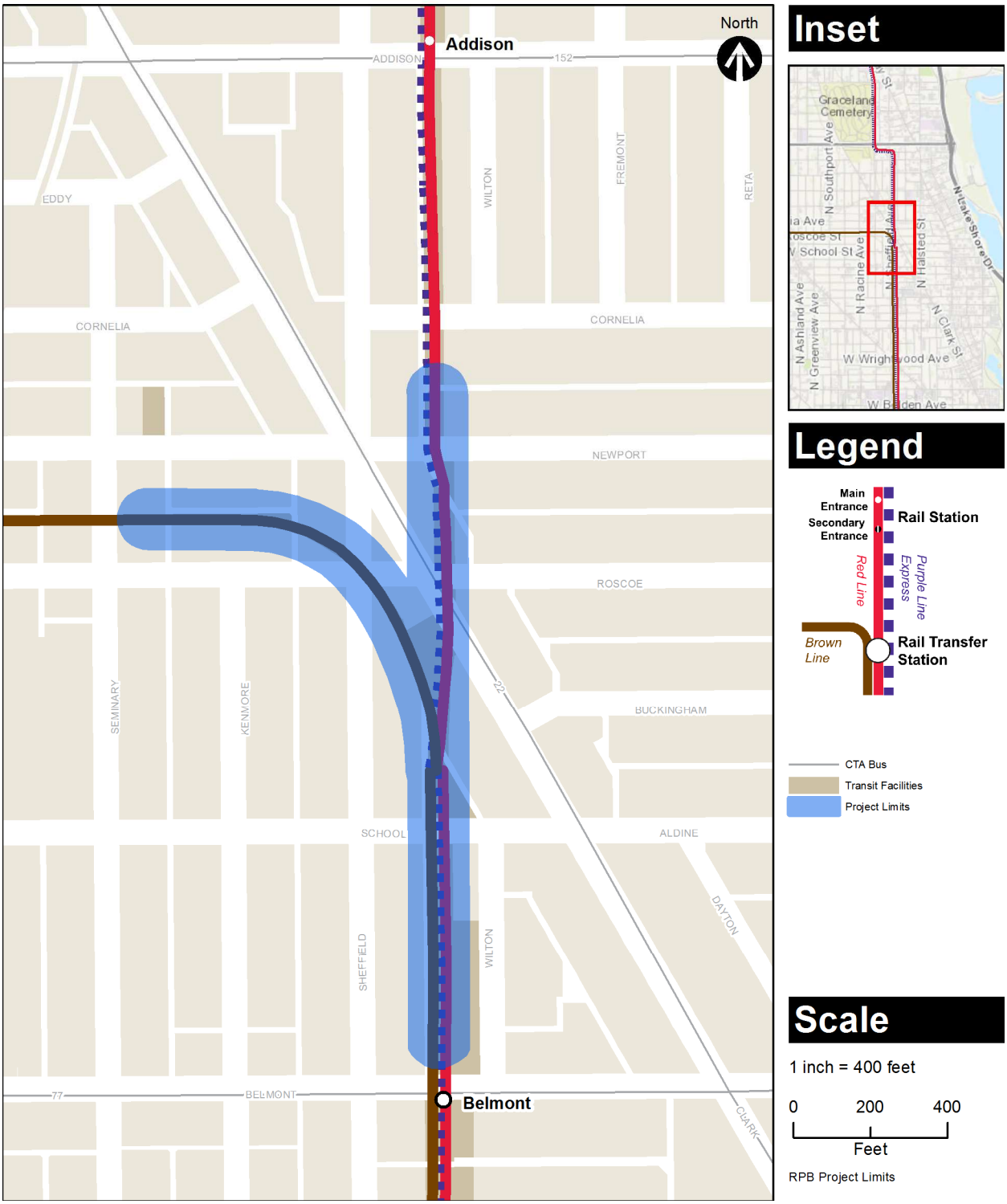


Figure 1-1: Red-Purple Bypass Project Limits

Figure 1-2: Photo and Artistic Conceptual Rendering of Proposed Red-Purple Bypass, Facing North from Belmont Station

1.2.2 Mainline Track

The existing mainline tracks are directly underneath the location of the proposed bypass. These tracks date back to the turn of the 20th century and have not been fully replaced since this time.

The existing track geometry north of Clark Junction requires Red and Purple line trains on all four tracks to maneuver through two short-radius curves between School Street and Newport Avenue, partly beneath the location of the proposed new bypass tracks. These short-radius curves restrict train speeds; increase travel time, noise levels, and rail wear; and reduce passenger comfort with undesirable side-to-side movements. As part of the Red-Purple Bypass Project, these existing short-radius curves would be realigned to eliminate unnecessary speed restrictions, improving

train speeds, travel time, and ride quality. If not improved, these speed-restricted curves would limit speeds for the Red and Purple lines even after the flat junction capacity constraint is removed. The existing open-deck, steel structure with jointed rail, which is over 115 years old, would be modernized from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. The modernized track structure would be wider than the existing track structure to meet modern design standards, including provisions for worker safety. To minimize noise and vibration impacts from faster and more frequent trains, the proposed structure would use a closed-deck aerial structure with direct-fixation track and welded rail. Noise barriers (approximately 3 to 5 feet in height) are proposed on both sides of the track deck for the full length of the project limits to reduce noise transmission at and below track level. At specific locations special trackwork, signals, signal equipment, and relay houses would be included.

The project would be constructed with minimal service disruptions. Improvements in the area would lead to several building displacements in the vicinity to accommodate permanent right-of-way and construction needs. Portions of the land acquired for permanent right-of-way would be needed for the final track realignment; the remainder of property would become available for potential redevelopment after construction.

Section 2
Regulatory Framework and Methodology

2.1 Regulatory Framework

Regional and local planning bodies govern land use and zoning regulations. Within Chicago, CMAP acts as the regional planning body and defines the regional planning principles, while the City of Chicago regulates land use policies and zoning within its local jurisdictional boundaries. Existing land use, zoning, and relevant land use and economic development plans were evaluated for the area within ¼ mile of the project alignment to determine compatibility with the proposed project. The City of Chicago also recently increased incentives for quality development near transit stations through a transit-oriented development (TOD) ordinance (amendments to the Chicago Zoning Ordinance, Title 17), which was reviewed for consistency with the Build Alternative.

2.2 Methodology

Existing land use, zoning, and relevant land use and economic development plans were evaluated within ¼ mile of the project alignment to determine compatibility with the proposed project. This ¼-mile buffer was used to represent a reasonable walking distance for an existing transit route in a dense, urban environment. The project could directly or indirectly affect land uses and economic development plans within this ¼-mile buffer.

For this analysis, a land use change would result in an impact if it would be incompatible with surrounding land uses or would encourage land use and development inconsistent with local plans, goals, and objectives.

An economic development impact may result if there are: direct or indirect taxation changes; substantial displacements of businesses and individuals, defined in this analysis as those of a magnitude that would preclude relocation in the immediate area due to lack of available real estate; disruption of business activities; or impacts that would influence regional construction costs.

CTA conducted an analysis to determine whether the Build Alternative would cause land use and economic impacts. This analysis included reviewing existing land use plans and zoning maps and using field observations of the project area to determine consistency of the project with the goals and policies presented in the regional and local land use plans of the City of Chicago and CMAP.

A list of the applicable land use plans is provided below. One of the most relevant plans, Chicago CMAP *GO TO 2040* Comprehensive Regional Plan (*GO TO 2040*) (2010) describes the transportation and land use goals for the Chicago region. It includes the Red and Purple Modernization (RPM) Program as a priority infrastructure project in its fiscally constrained list of capital investments; therefore, the No Build Alternative would be inconsistent with this plan by definition.

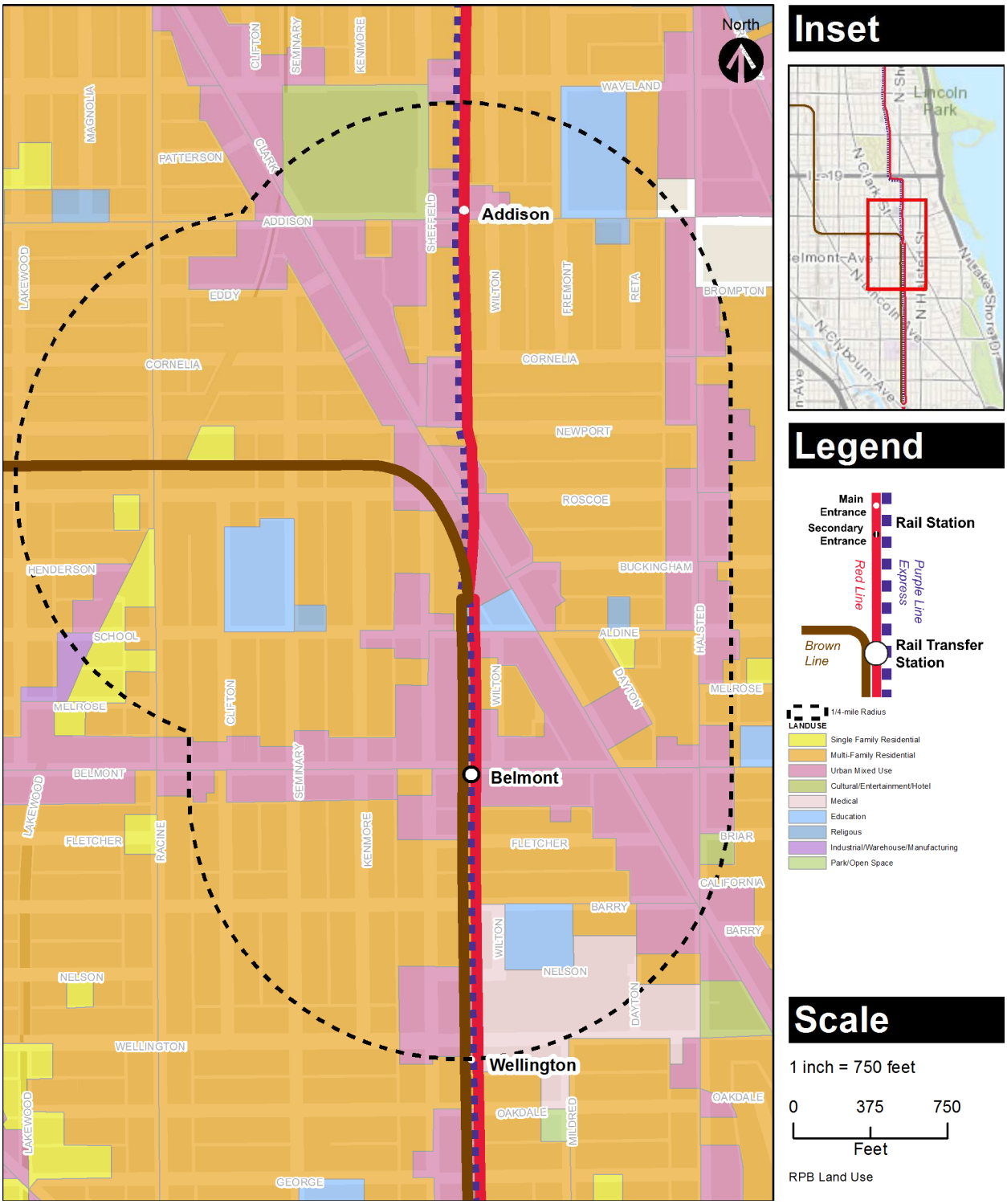
The analysis of environmental impacts takes into account relevant land use and economic development plans, existing land uses and zoning, and describes impacts based on community area.

A qualitative evaluation covered the potential benefits associated with TOD, livability, access to jobs, and local economic activity. As part of the community outreach for the project, CTA reviewed near-term development activities and plans to verify that there would be no indirect impacts from the Build Alternative on planned development.

Section 3
Existing Conditions

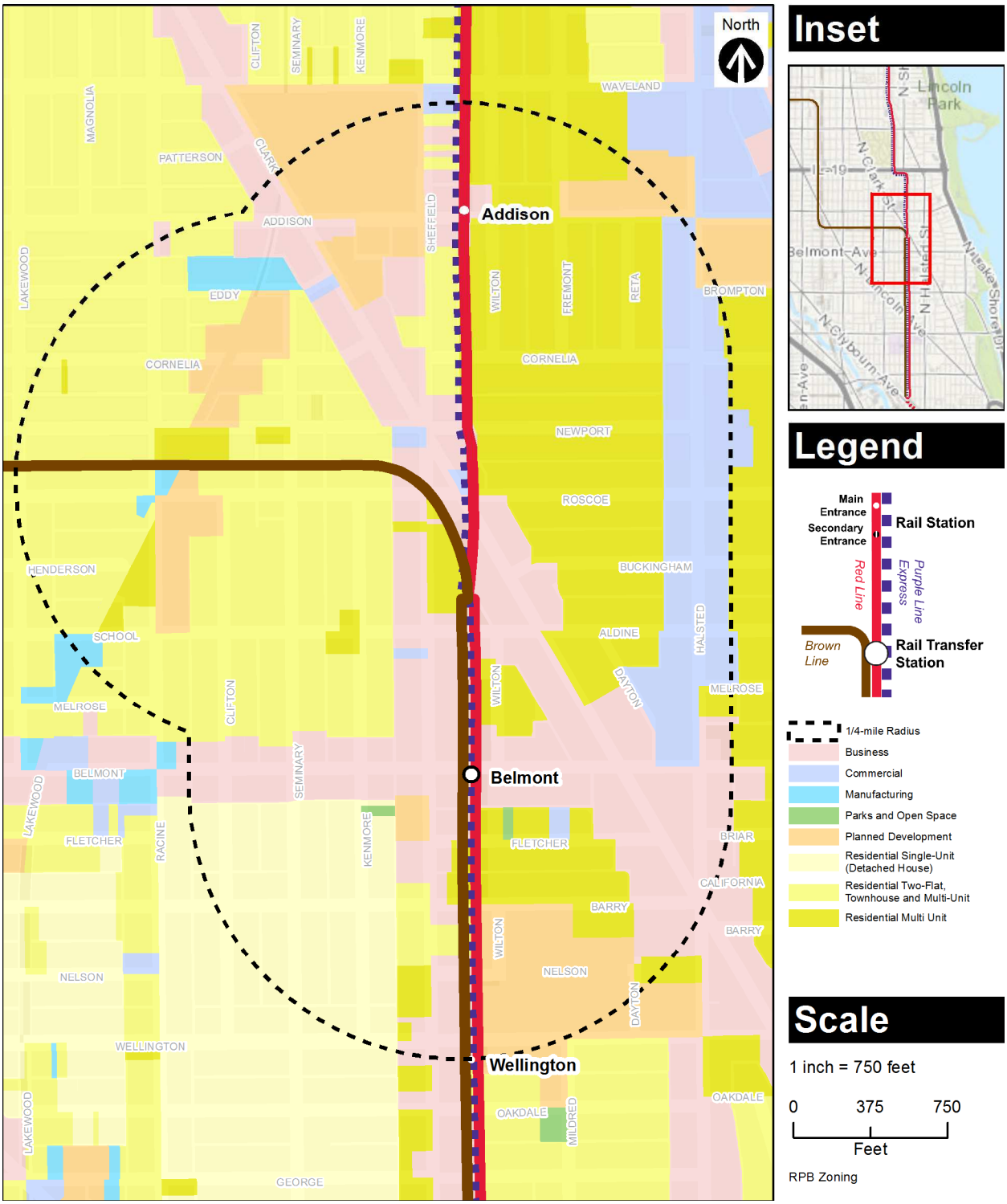
3.1 Existing and Planned Land Uses

The land use and zoning in the project area is transit-supportive. Because Clark Junction dates back to 1907, local zoning has adapted and development has taken advantage of the benefits of transit. The majority of land uses adjacent to the project area are multifamily residential and urban mixed-use. The area is a social district with many bars and restaurants, and is also an extension of the Wrigleyville neighborhood just north of the project limits, the location of Wrigley Field, home of the Chicago Cubs Major League Baseball team. **Figures 3-1** and **3-2** show current land use and zoning designations for parcels within ¼ mile of the project alignment.



Source: CMAP 2005

Figure 1: Existing Land Uses in the Project Area



Source: City of Chicago 2012

Figure 2: Current Zoning in the Project Area

3.2 Land Use Plans and Policy

In the Chicago metropolitan area, land use planning and development is guided by regional planning goals and objectives implemented through local land use plans and codes. The following are the land use plans, community plans, and redevelopment plans and projects relevant to the project area, as well as brief assessments of their applicability to the Red-Purple Bypass Project.

3.2.1 Regional Plans and Policies

3.2.1.1 Chicago Metropolitan Agency for Planning *GO TO 2040 Comprehensive Regional Plan*

CMAP serves as the regional planning body and produced *GO TO 2040* as the comprehensive regional plan to help the seven counties and 284 communities in the Chicago metropolitan area plan together for sustainable growth through the mid-century and beyond (CMAP 2010). The plan focuses on four elements: livable communities, human capital, efficient governance, and regional mobility. The link between transportation and land use is recognized by CMAP as an important element of building livable communities.

The plan states that "growth that emphasizes access to transit and other transportation alternatives can reduce our reliance on cars, helping to reduce congestion and transportation costs for everyone." It also states that "the public sector cannot create a market for redevelopment where none exists, but it can invest in infrastructure and institute regulatory changes to make redevelopment more viable." Finally, *GO TO 2040* states that "community choices about land use and housing should also emphasize principles that improve livability, such as support for transit, walking, and bicycling."

While the plan uses broad terms, it prioritizes updating and maintaining the existing transit system over expansion. The plan also discusses livability—the ability to access services easily within a community—as a main goal for the region, and specifically discusses how access for disabled populations is an important element towards achieving livability.

Local land use decisions should focus on the interrelationship of transportation, land use, and housing, with an emphasis on development patterns that support the use of public transit and access to jobs. Improving public transit is a central element of the plan, and supportive land use planning is needed to make transit work well.

3.2.1.2 Connecting Cook County

Cook County is currently developing *Connecting Cook County*, a long range transportation plan. The plan's goal is to "serve as a road map for the design and implementation of a fully integrated multijurisdictional transportation system that serves individuals and businesses and improves the County's competitiveness" (Cook County 2014).

3.2.2 City of Chicago Plans and Policies

3.2.2.1 Transit Friendly Development Guide

The *Transit Friendly Development Guide: Station Area Typology* (CTA, City of Chicago 2009) designates each of the CTA's 144 rail stations with one of seven typologies that are common across the rail system. The designations are intended to shape the public's expectations about potential development, while identifying the nearby zoning and infrastructure assets that maximize each station as a community anchor. Both the nearby Addison and Belmont stations are identified as a "major activity centers."

3.2.2.2 The Lakefront Plan of Chicago

The *Lakefront Plan of Chicago* (City of Chicago 1972) applies to the lakefront parks east of the project area. The plan mainly addresses maintaining the parks through erosion control, planning, and managed development. The plan also seeks access and circulation improvements to prevent any new roadway access through the parks themselves. Transit connectivity to the lakefront, some of which is provided by the Red Line, is identified as important in keeping open space easily accessible to the City of Chicago residents and visitors.

3.2.2.3 Cityspace: An Open Space Plan for Chicago

The *Cityspace Plan* (City of Chicago, Chicago Park District, and Forest Preserve District of Cook County 1998) is a comprehensive plan for creating and preserving open space throughout the City of Chicago. The plan incorporates the efforts of the City of Chicago, the Chicago Park District, the Forest Preserve District of Cook County, and Chicago Public Schools. The plan has two basic goals for the City:

- Each community needs enough acres of open space available to serve the residents who live there.
- Residents of every community deserve to have parks or other open spaces that are within reasonable travel distances.

The plan targets land surrounding schools, inland waterways, and vacant lots as potential park spaces.

3.2.2.4 44th Ward Master Plan

The 44th Ward Master Plan (44th Ward Community Directed Development Council 2006) is a plan which guides the Ward in managing ongoing opportunities for business, social, and physical development of the Lakeview community area. It includes guidelines for appropriate and desirable development, and for the maintenance of the quality of life for all who live in, do business, and visit the Ward.

3.3 Economic Development Plans and Policy

3.3.1 Regional Plans and Policies

3.3.1.1 Cook County Comprehensive Economic Development Strategy

The Cook County *Comprehensive Economic Development Strategy CEDS Report* (Cook County 2009) seeks to adopt a cooperative regional approach to business development and retention issues. The County identifies its strong access to freight and multimodal transportation as an asset. It aims to support planning and development for new public transit lines and promote the region's commitment to strong infrastructure.

3.3.2 City of Chicago Plans and Policies

There are currently no specific economic development plans for the City of Chicago applicable to the project area.

Section 4
Environmental Impacts

The following sections summarize the potential land use and economic development impacts of the No Build and Build Alternatives.

4.1 No Build Alternative

Under the No Build Alternative, the project would not be constructed and no impacts on current land use or zoning would occur. There would be no major construction associated with No Build Alternative; therefore, no construction-related land use and economic development impacts would occur.

4.2 Build Alternative

4.2.1 Construction

4.2.1.1 Land Use Impacts

Construction of the Build Alternative would displace 16 buildings. Properties used for construction would shift from their current use, including commercial, residential, and mixed-use, to be used for construction activities. All rail right-of-way is considered a "minor utility" in the zoning code and is an allowable use in all designated zoning districts.

4.2.1.2 Economic Development Impacts

Construction of the Build Alternative would have a temporary adverse impact on economic development in the project area because of property displacements (including commercial, residential, and mixed-use properties) and associated project construction. Construction activities would occur in the project area, but would not substantially influence regional construction costs given the large size of Chicago's construction industry. The Build Alternative would provide construction employment; the increased construction employment would offset some of the jobs temporarily affected by business displacements.

The acquisition of private property for public use would temporarily reduce property tax revenues. Impacts would be temporary pending redevelopment of parcels acquired and would not be substantial given the small number of parcels proposed for acquisition.

4.2.2 Permanent

4.2.2.1 Land Use Impacts

The Build Alternative would not result in permanent impacts on land use in the project area. After construction, remaining portions of sites identified for permanent right-of-way and construction needs may be assembled for redevelopment. The potential redevelopment would be

Section 5
Measures to Avoid or Minimize Harm

Mitigation measures are proposed to minimize the duration of land use and economic development impacts from construction of the Build Alternative:

- Before construction, CTA would work with DPD, chambers of commerce, the alderman's office, and the community to develop a Neighborhood Plan to determinate appropriate expansion to the existing TOD ordinance boundary so that it could potentially include more of the potential redevelopment sites in the project area.

- CTA would work with DPD to provide incentives to encourage any potential redevelopment, consistent with regional and local development plans, as soon as construction activities allow. The incentives would minimize the duration of temporary construction impacts and encourage mixed-use, pedestrian–friendly development. Incentives could include public/private partnerships, density bonuses, reduced development fees, reduced parking requirements, and/or expedited permitting. This measure could spur land uses that support regional and local development plans after the project is complete by easing the path to construction for developers on parcels required for construction.

Section 6
References

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Appendix D
Environmental Assessment Technical Memoranda

D-1: Individual Property Displacement Information Sheets and Market Study

D-2: Land Use and Economic Development Technical Memorandum

D-3: Neighborhood, Community, and Business Impacts Technical Memorandum

D-4: Historic and Cultural Resources Technical Memorandum

D-5: Noise and Vibration Technical Memorandum

D-6: Hazardous Materials Technical Memorandum

D-7: Environmental Justice Technical Memorandum

D-8: Resources with Limited or No Impacts Technical Memorandum

D-9: Section 4(f) Magnitude of Cost Comparison

RED AHEAD
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Red-Purple Bypass Project

Neighborhood, Community, and Business Impacts
Technical Memorandum

March 10, 2015

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

Prepared by:
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Chicago, IL 60606

cta

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Attachment A: Community Facilities

Section 1
Introduction

The Chicago Transit Authority (CTA), as a project sponsor to the Federal Transit Administration (FTA), proposes to construct a fifth track bypass just north of Belmont station where the CTA rail system Red, Purple, and Brown line tracks converge at an existing flat junction. Improvements as part of this project would also reconstruct approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. This project, known as the Red-Purple Bypass Project, would modernize infrastructure and expand capacity, reduce passenger travel times, and improve system mobility and safety at one of the largest bottlenecks in the CTA rail system.

This technical memorandum discusses the impacts on surrounding businesses and communities as a result of the Red-Purple Bypass Project. The permanent impacts of the Build Alternative would be overwhelmingly positive, providing enhanced travel options and amenities within the corridor that would benefit residents and businesses in the project area. Construction would temporarily impact the surrounding community; measures to minimize impacts are described below.

Two alternatives are under consideration: the No Build Alternative and the Build Alternative.

1.1 No Build Alternative

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 implementing the Red-Purple Bypass Project. The No Build Alternative would maintain the status quo, and would not expand system capacity.

The No Build Alternative represents future conditions if the Red-Purple Bypass Project were not implemented. The alternative would include typical repairs to the existing flat junction and the associated mainline tracks based on historic funding levels needed to keep the lines functional. Capital expenditures would be minor compared to the Build Alternative. Functional improvements under the No Build Alternative would be insufficient to respond to ridership demand, and would not modernize the system. Some expenditure would be made to keep the system operating; however, service quality and effective capacity would decline over time, and maintenance costs would rise due to continued aging of the infrastructure. The No Build Alternative would not involve substantial changes to the existing infrastructure or major construction activities. Travel times would likely continue to increase and service reliability would continue to degrade in order to safely operate on deteriorating infrastructure.

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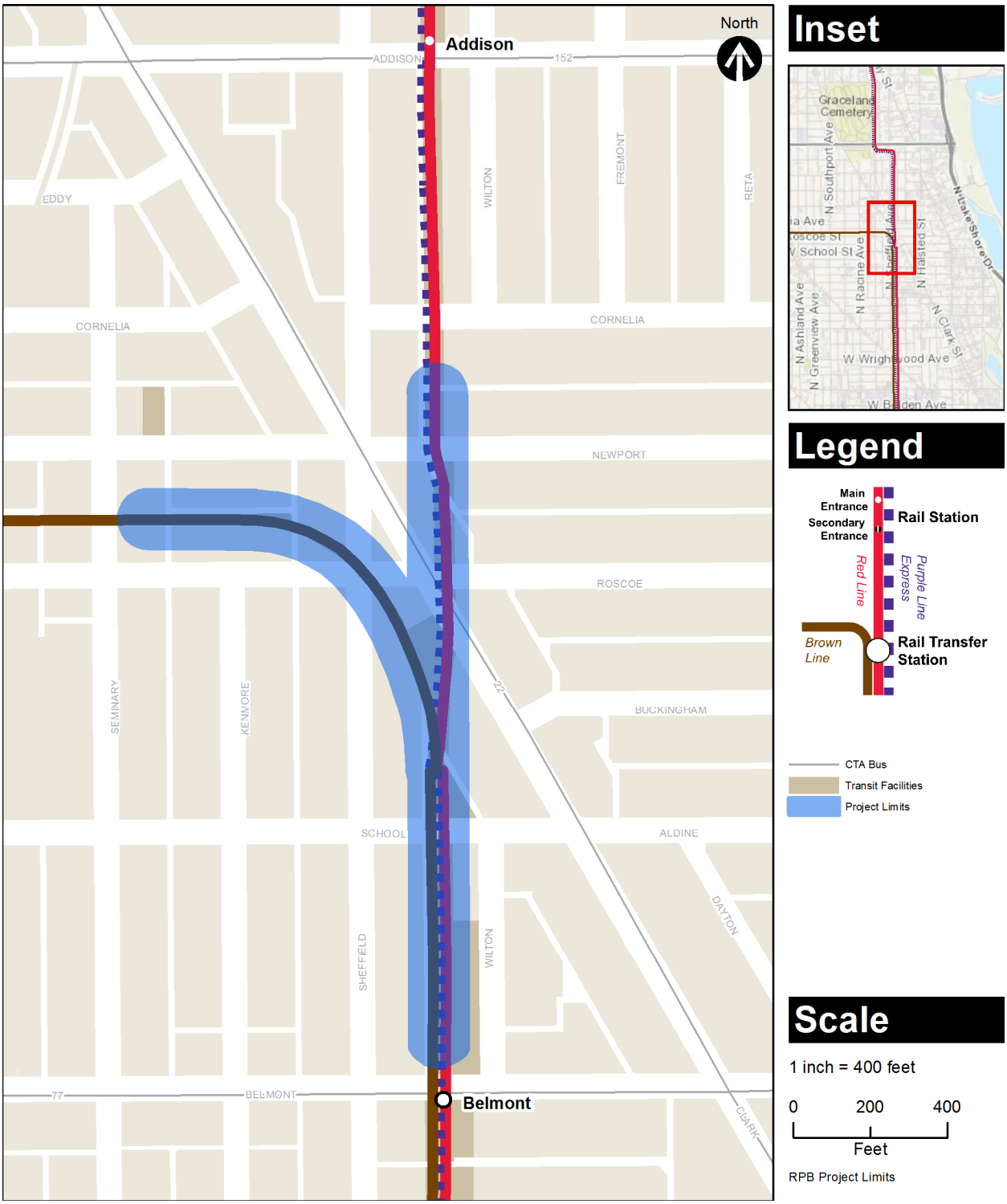
Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. The improvements would address current and increased ridership demands, decrease travel times, raise overall system reliability and safety, reduce noise levels, and provide a modern track structure with a renewed useful life of 60 to 80 years while supporting future growth and development in the project area and beyond. **Figure 1-1** provides a map of the project limits.

1.2.1 Fifth Track Bypass

Currently, northbound Brown Line trains must cross the north- and southbound Red Line tracks and the southbound Purple Line track at Clark Junction. This flat junction configuration causes signal delays because Red, Purple, and Brown line trains must wait for each other to pass through the junction before proceeding. The Build Alternative would provide a grade-separated junction allowing northbound Brown Line trains to cross unimpeded over and above the other tracks on a new aerial structure, resulting in increased capacity to all three lines while also improving travel time and overall system reliability and safety. A new track would be built to the east of the existing tracks, ramp up, and curve westward over the mainline tracks to merge onto the existing Brown Line track elevated structure just west of Sheffield Avenue. Based on conceptual engineering, the bypass track is expected to rise approximately 40 to 45 feet above the existing ground level (up to 22 feet above the existing tracks) at its highest point. **Figure 1-2** shows a picture of the existing four-track system at Belmont station facing north and an artistic conceptual rendering of the proposed bypass.



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The existing mainline tracks are directly underneath the location of the proposed bypass. These tracks date back to the turn of the 20th century and have not been fully replaced since this time.

The existing track geometry north of Clark Junction requires Red and Purple line trains on all four tracks to maneuver through two short-radius curves between School Street and Newport Avenue, partly beneath the location of the proposed new bypass tracks. These short-radius curves restrict train speeds; increase travel time, noise levels, and rail wear; and reduce passenger comfort with undesirable side-to-side movements. As part of the Red-Purple Bypass Project, these existing short-radius curves would be realigned to eliminate unnecessary speed restrictions, improving

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The project would be constructed with minimal service disruptions. Improvements in the area would lead to several building displacements in the vicinity to accommodate permanent right-of-way and construction needs. Portions of the land acquired for permanent right-of-way would be needed for the final track realignment; the remainder of property would become available for potential redevelopment after construction.

Section 2
Regulatory Framework and Methodology

The U.S. Department of Transportation (USDOT) and Illinois Department of Transportation (IDOT) both have Community Impact Assessment manuals, which CTA used as the basis for qualitative evaluation of the potential neighborhood and community impacts of the project. (USDOT 1996, IDOT 2007) The analysis considered the following types of impacts:

- **Community Character and Cohesion** - Impacts on community character and cohesion occur due to commercial and residential displacements and changes in land use, visual/aesthetics, noise levels, and population/demographics. Community character is an attribute of a geographic area with identifiable characteristics that make it unique. Community cohesion is an attribute of a geographic area where segmentation or division of the area would reduce its desirability to current and future residents.

- **Mobility** - Overall community impacts of changes in transportation options, station access, travel patterns, parking, physical barriers, and access for emergency service providers.

- **Community Resources** - Impacts on key facilities in the project area that play an important role in shaping and defining the community, such as landmarks, parks, community centers, and other places that serve as focal points or provide community services.

Analysis to determine whether each alternative would cause adverse neighborhood and community impacts was conducted using the following steps:

- Development of detailed community profiles using fieldwork and demographic research. Profiles include population, housing, and employment characteristics.

- Identification of key community resources within the immediate vicinity of the project area and construction areas, using field visits and scoping comments.

- Identification of any physical, social, or perceived barriers within an established community or neighborhood.

- Examination of each potential impact (including those identified during the visual, noise, and other environmental analyses performed for the Red-Purple Bypass Project) in consideration of the community profiles, to determine whether rippling effects could occur on the surrounding neighborhood.

- Development of potential mitigation measures that could offset the identified impacts, with emphasis on community- and transit-supportive solutions to address temporary construction impacts.

Neighborhood and community impacts were evaluated within ¼ mile of the project area, which represents a typical walking distance within a transit corridor.

Impacts on businesses were evaluated based on an independent market analysis that was conducted for the Lakeview community area to determine potential impacts from project property displacements, and consideration of the duration of construction proposed. Potential mitigation measures are proposed to offset identified impacts, with an emphasis on community and transit-supportive solutions to address temporary construction impacts. (Jones Lang LaSalle, 2013)

Section 3
Existing Conditions

3.1 Project Area Demographics

The project area is within the Lakeview community area, which contains dense, urban development with a diverse population. CTA trains have served Lakeview since 1900. By providing convenient access to downtown Chicago, CTA rail has helped induce new commercial and residential development. **Table 3-1** provides an overview of Lakeview's demographics.

Table 3-1: Lakeview Community Area Profile

Category	Lakeview Community Area Total	City of Chicago Total
Population	96,539	2,698,831
Households	52,568	1,033,022
Employment	21,321	1,252,656
% Minority Population	20%	67%
% Elderly Population	7%	10%
% Renter-Occupied Households	63%	52%
% Owner-Occupied Households	37%	47%
Median Home Value	$434,188	$269,200
Average Household Size (# persons)	1.84	2.56
Average Gross Rent per Month	$1,283	$ 885

Source: U.S. Census Bureau 2012a, 2012b, 2012c, 2012d, 2012h, 2012i, 2012k

Much of the population living within ¼ mile of the project limits relies on transit. Belmont station is a major transfer station providing access to many areas of the city through the Red, Purple, and Brown lines. There are 11,727 people living within ¼ mile of the project area, representing 5,501 households and 4,005 jobs (U.S. Census Bureau 2012). In addition, over 145,000 weekday train trips occur through Clark Junction (CTA 2014b). While Lakeview comprises a number of distinct neighborhoods, the project area (generally Central Lakeview) is somewhat less cohesive, acting as a transition between the Wrigleyville neighborhood to the north and the Lakeview East neighborhood east of the project area.

Table 3-2 highlights general socioeconomic characteristics of the project area communities. **Figures 3-1 through 3-4** display the demographic factors geographically based on Census Block Groups.

Table 3-2: Project Area Profile

Demographic Factor	Project Area (within ¼ mile)	Density (number per acre)
2012 Population	11,727	49.2
2012 Households	5,501	23.1
2011 Jobs	4,005	16.8
2012 Households with No Vehicles Available	1,447 (26% of project area total)	6.1
Average Commute Time	33.5 minutes (based on zip code)	--

Source: U.S. Census Bureau 2012a, 2012c, 2012k

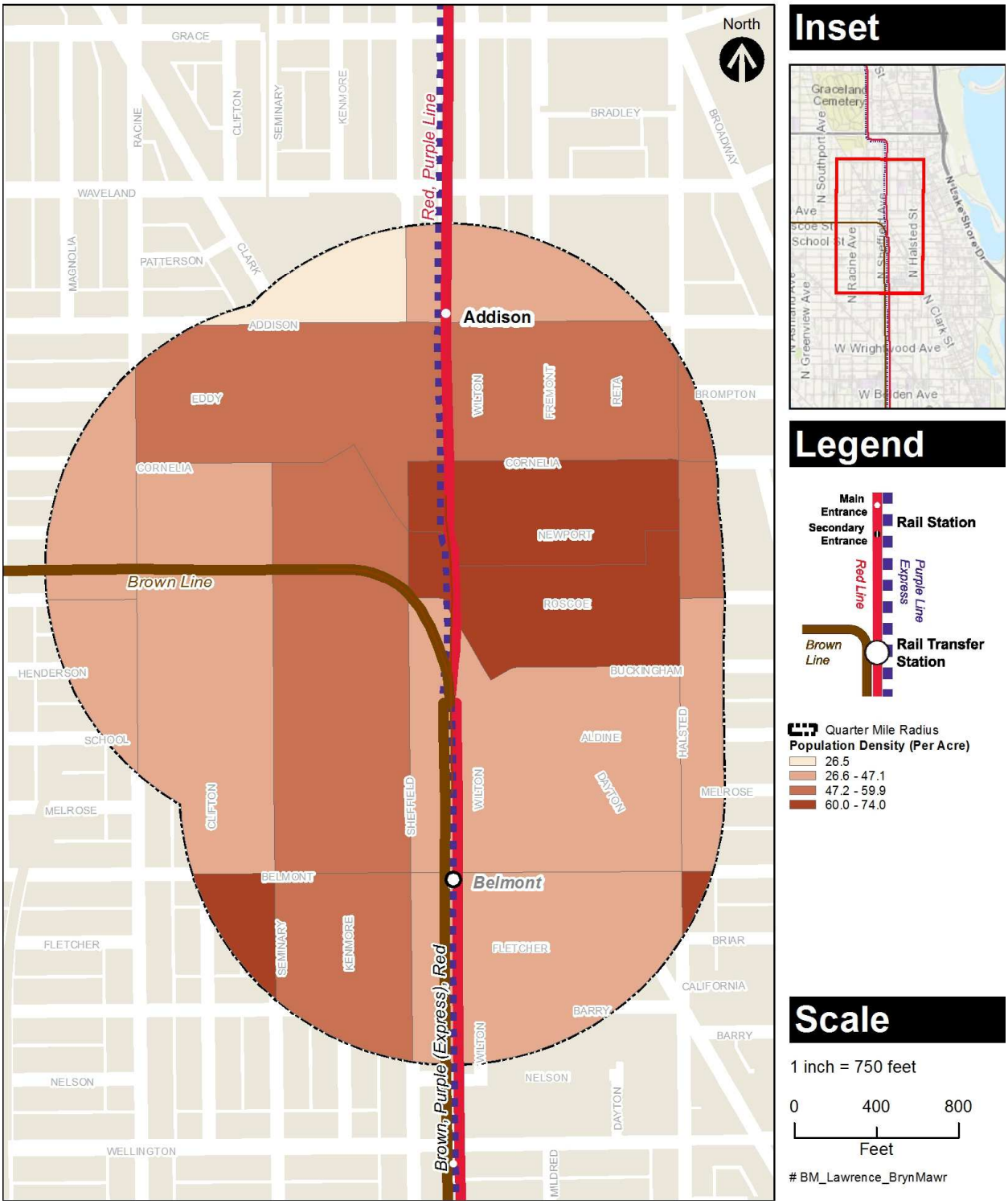

Figure 3-1: 2012 Population Density

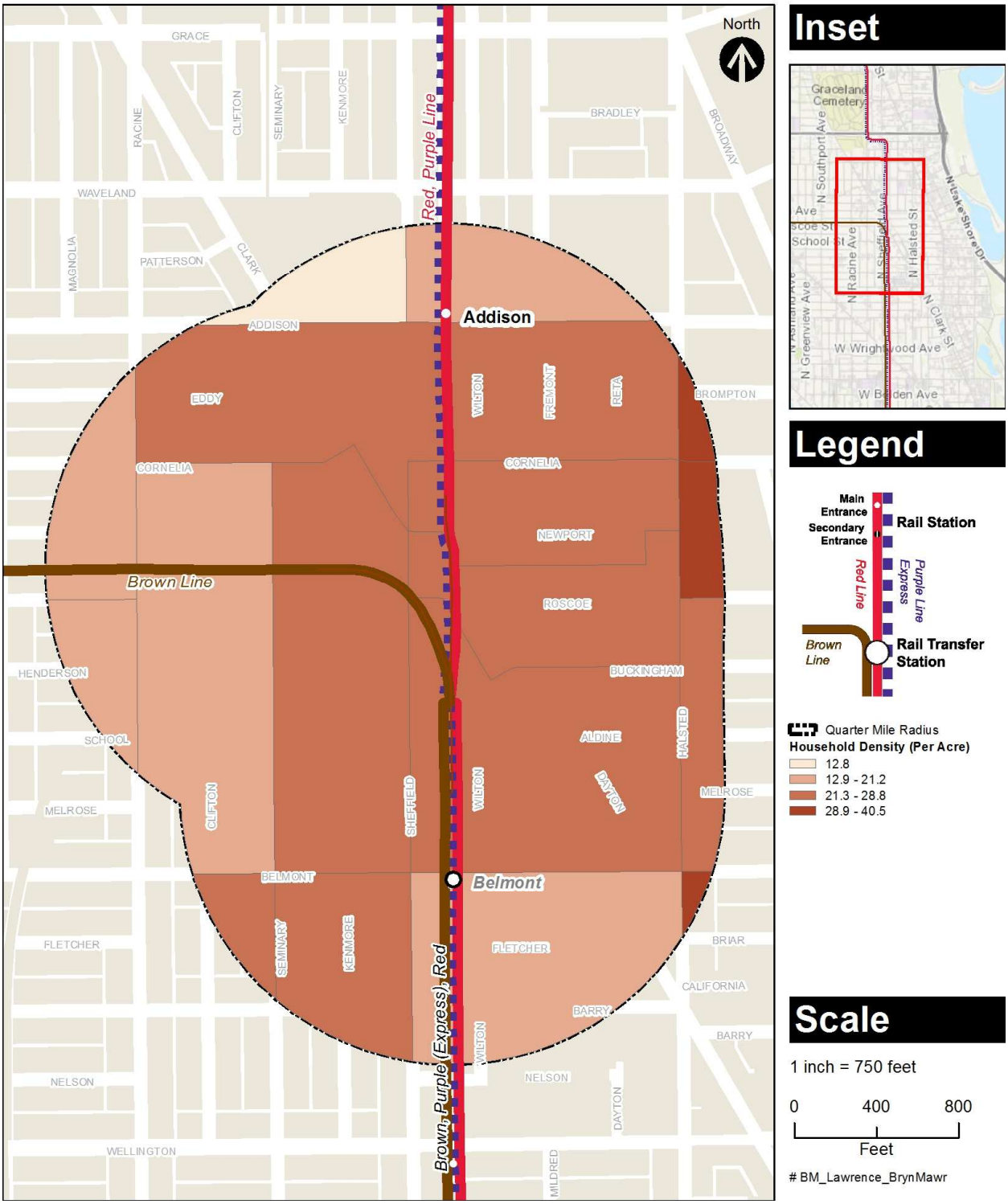

Figure 3-2: 2012 Household Density

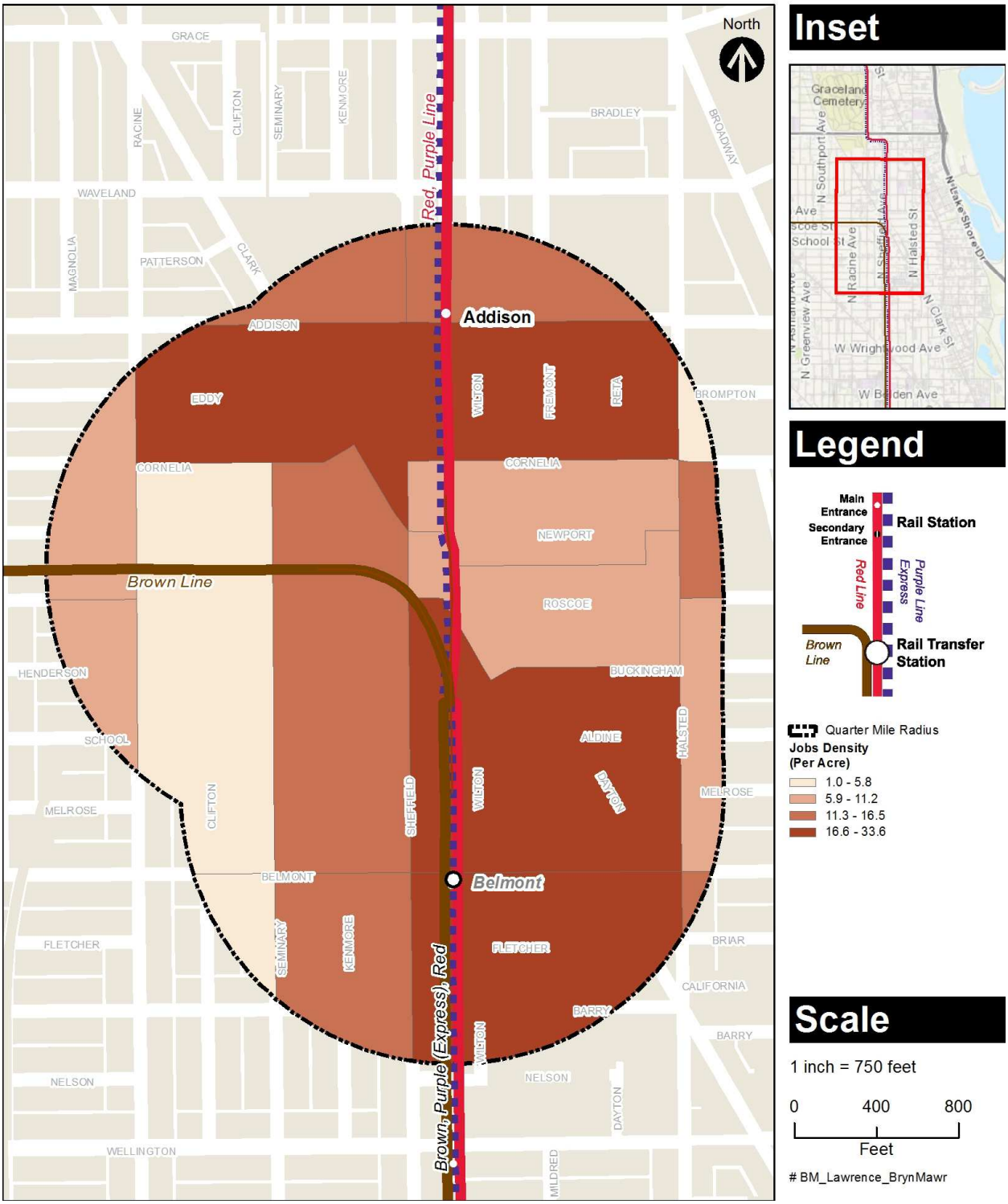

Figure 3-3: 2011 Job Density

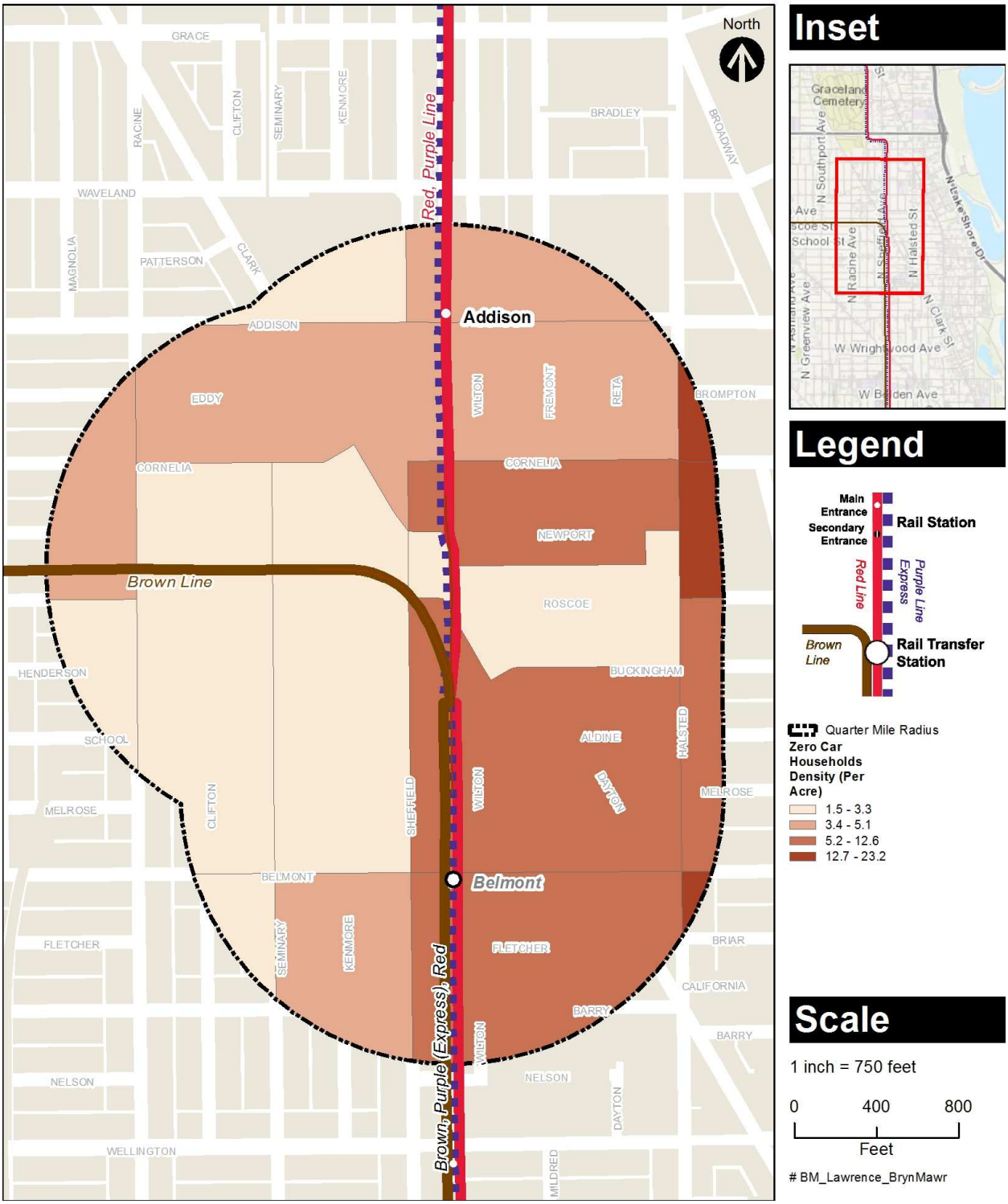

Figure 3-4: 2012 No Vehicle Available Density

A third (33%) of the households in the project area do not have a vehicle. The average commute time for workers living in the area, is 33.5 minutes, which is the same as the citywide average. **Figure 2-5** shows commute time cohorts for workers residing within a ¼ mile of the project area.

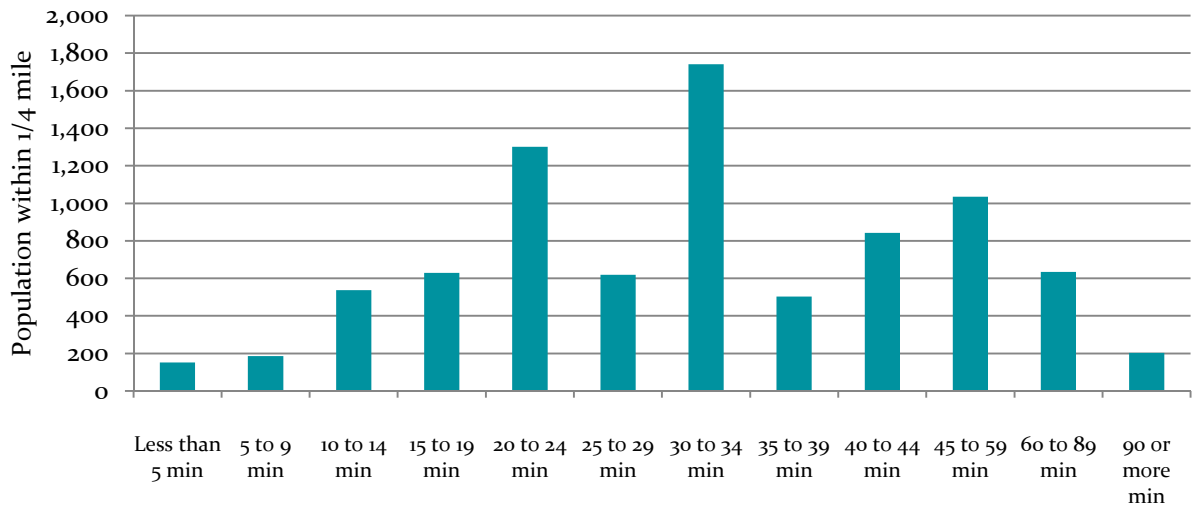

Figure 3-5: Commute Time for Residents

3.2 Community Description

Lakeview has been a rail corridor dating back to 1900.

3.2.1 Historical Development

Lakeview Township was established in 1857 and annexed by the City of Chicago in 1889. The Lakeview community experienced residential development due to new railroad lines and major commercial and recreational facilities, including what would become Wrigley Field (1914). The original elevated rail line included stations at Clark Street and Grace Street, which was consistent with the spacing of stations at ¼-mile intervals, but they were later removed. In the mid-twentieth century developers built many high-rise apartment buildings to accommodate new residents who could not afford homes.

3.2.2 Community Boundaries

Lakeview is bounded by Diversey Avenue to the south, Lake Michigan to the east, Irving Park Road and Montrose Avenue to the north, and the Union Pacific Railroad (UPRR) tracks parallel to Ravenswood Avenue to the west. During the late twentieth century, realtors and business associations developed the following neighborhood identities within the Lakeview community area: Graceland West, Lakeview, Lakeview East, Roscoe Village, South East Ravenswood, and Wrigleyville.

3.2.3 Community Character and Cohesion

The major north-south arterials in Lakeview (Sheffield Avenue, Clark Street, Halsted Street, and Broadway) serve as the primary commercial districts for the adjacent neighborhoods. The major east-west arterials (Belmont Avenue and Addison Street) serve as secondary commercial districts. The remaining streets within the project area in Lakeview are both commercial and residential. The community character of the area is associated with Wrigley Field, home of the Chicago Cubs, and contains numerous bars, restaurants, and boutique shops. Clark Street is the primary commercial corridor through the project area. Residential uses in the area are primarily multifamily.

3.2.4 Community Facilities

Community facilities, such as schools, parks, and community centers are not located within or adjacent to the proposed construction areas. Additional information about community facilities within ½ mile of the project alignment are included in **Attachment A**. A map is provided in **Attachment A** as well.

Section 4
Environmental Impacts

The following sections summarize the potential neighborhood and community impacts of the No Build and Build Alternatives.

4.1 No Build Alternative

There would be no major construction activities associated with the No Build Alternative. No construction-related neighborhood and community impacts would occur.

4.2 Build Alternative

4.2.1 Construction

The Build Alternative would result in temporary adverse impacts on the surrounding neighborhoods, businesses, and communities due to construction activities. Major construction activities, which could have impacts on the surrounding community and businesses, are anticipated to last approximately 48 to 61 months. Temporary construction impacts could include noise, vibration, dust, temporary utility disruption, detours, altered access to businesses and residences, negative visual and aesthetic changes from demolition and construction, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic throughout the project area. Parcels used for construction and other related activities may affect the community street life and cohesion, which in turn could affect businesses within the project area. Temporary detours, alleyway closures, and partial line closures would reduce mobility throughout the project area, particularly for transit-dependent passengers.

Construction would take place within existing CTA right-of-way and properties acquired to accommodate the expanded right-of-way required for the project. Combined, these properties are sufficient in size to support construction of the project, while limiting street closures and other construction-related impacts in the neighborhood. Through the mitigation measures discussed in **Section 5**, temporary impacts on neighborhoods, businesses, and communities due to construction would be addressed. No impacts on community resources are anticipated to result from construction, because the resources lie outside the project area. Temporary detours or road closures would have minimal impact on community resources because other routes would provide continued access during construction.

The temporary adverse construction-related impacts would include:

- Community Character
    - Noise, dust, detours, altered access to businesses and residences, negative visual and aesthetic changes, changes in emergency vehicle routing, construction vehicle emissions, and truck traffic throughout the project area.

- Parcels used during construction may impact the community street life and cohesion.

- Mobility
  - Temporary detours and partial line closures would reduce mobility throughout the project area, particularly for transit-dependent passengers.

4.2.2 Permanent

Permanent impacts to neighborhoods, communities and businesses are summarized below.

Community Character

The neighborhood adjacent to the bypass has developed around the existing rail infrastructure and rail is part of the community context. Community character near the project area would be temporarily affected by property displacements and potential vacancy of lots after construction. None of the proposed displacements are community gathering places. Based on the market assessment conducted for the community area, Lakeview is an established infill submarket with strong economic demand drivers for redevelopment. Additional mitigation measures are proposed in **Section 5** for both before and after construction, to address the impacts of property acquisition on community cohesion and to minimize the duration of vacant land remaining in the community after construction.

Mobility

The Build Alternative would improve mobility, including faster train speeds and passenger capacity expansion. The Build Alternative would provide more reliable transit access to jobs in the project area and elsewhere on the CTA train system.

Community Resources

Access to nearby community resources would be enhanced as a result of the mobility improvements.

Section 5
Measures to Avoid or Minimize Harm

During construction, CTA and the project contractor would implement construction BMPs for coordination with city services, maintenance of access, advertisements for businesses in the construction areas, directions to alternate services, screening of construction sites, erosion and dust control, maintenance of equipment, temporary noise barriers, vibration monitoring, and hazardous materials handling.

Before construction and before issuance of construction permits, CTA would develop and implement a Construction Outreach and Coordination Plan. The plan would include specific programs to assist local businesses and residents affected by construction. CTA Government and Community Relations staff would work with the Ward 44 alderman's office to provide continued outreach to affected neighborhoods and communities during construction.

The following mitigation measures are proposed to minimize impacts during construction:

- CTA would work with community chambers of commerce and/or development corporations to help develop advertising plans to strengthen local visibility and patronage for businesses affected by temporary access changes during construction.
- CTA would work with DPD, chambers of commerce, the Ward 44 alderman's office, and the community to develop redevelopment plans and policies that append or update existing neighborhood plans and business district plans. This would be done in concert with development of a Neighborhood Plan, and together would ensure that proposed redevelopment is consistent with neighborhood and community character.
- CTA would manage construction stages with the contractor to maintain access, or provide alternate access to businesses, residences, and community facilities affected by temporary access changes during construction.
- CTA would require the contractor to provide off-street parking for workers to maintain on-street parking availability for the general public.
- CTA would provide alternate transit service options when construction would affect transit, with enhanced service modifications during special community events and festivals.
- CDOT would implement traffic detours, as necessary, when construction would affect traffic.

The following mitigation measure is proposed to minimize impacts after construction:

- CTA would work with DPD, the Ward 44 alderman's office, and developers to provide incentives to encourage any potential redevelopment, consistent with regional and local

development plans, as soon as construction activities allow. The incentives would minimize the duration of vacant land impacts and encourage mixed-use, pedestrian–friendly development. Incentives could include public/private partnerships, density bonuses, reduced development fees, reduced parking requirements, and/or expedited permitting.

Section 6
References

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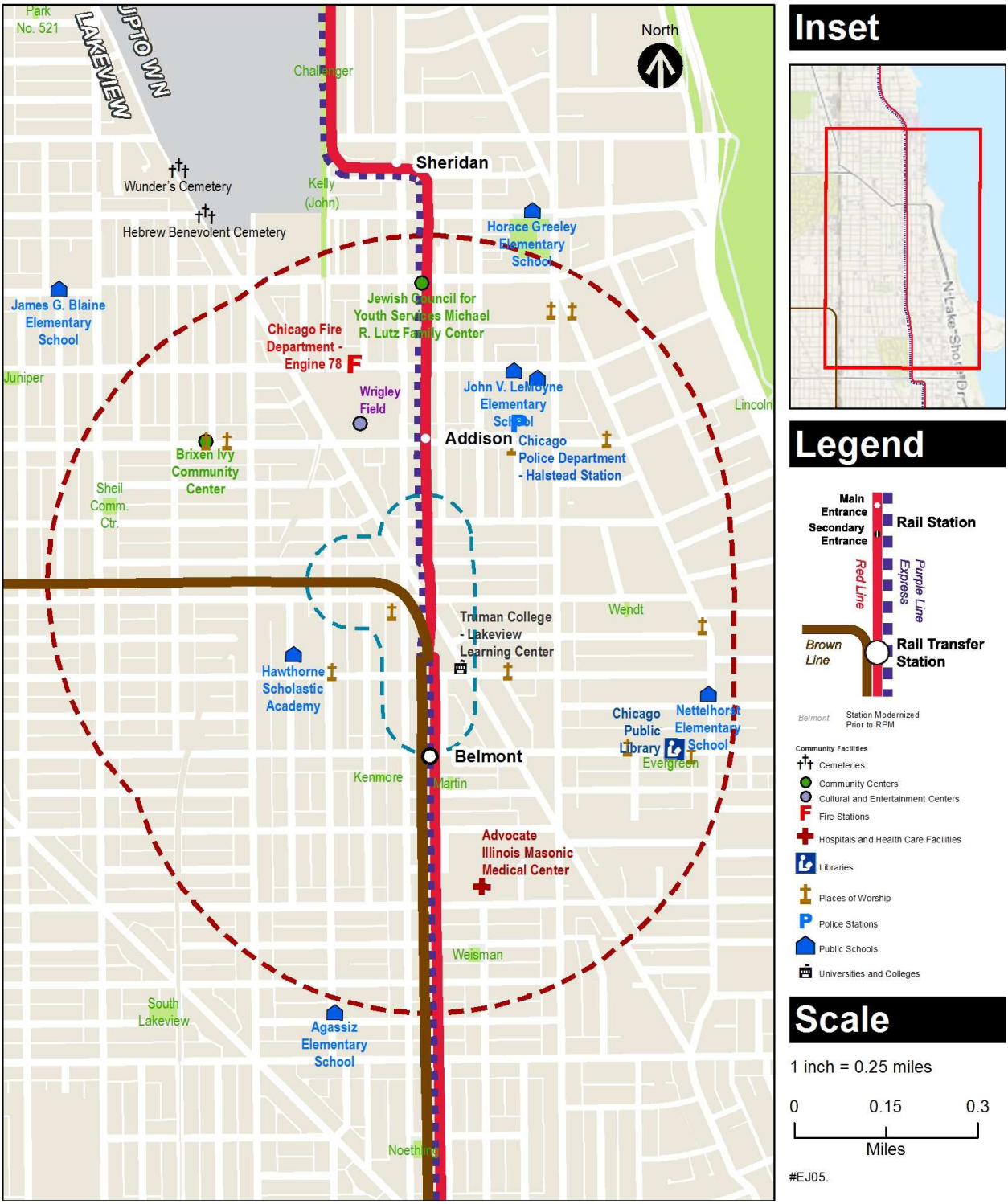
Attachment A
Community Facilities



Community Facilities within ½ Mile of Project Alignment

Parks within ½ mile of the Alignment

Note: No parks are located immediately adjacent to the project alignment.

Parkland Name and Address	Characteristics
Weisman (Albert) Playlot Park 901 W. Oakdale Avenue Chicago, IL 60657	Managed by the Chicago Park District; 0.30 acre; amenities include a softball field, a playground, a water spray feature, picnic tables, benches, drinking fountains, an interactive fish tank mosaic and landscaped gardens; no programmed activities.
Martin (Johnny) Playlot Park 922 W. Fletcher Street Chicago, IL 60657	Managed by the Chicago Park District; 0.15 acre; amenities include a playground, a sandbox and benches; no programmed activities.
Kenmore Playlot Park 3141 N. Kenmore Avenue Chicago, IL 60657	Managed by the Chicago Park District; 0.14 acre; amenities include a playground; no programmed activities.
Wendt (Kenneth) Playlot Park 667 W. Roscoe Street Chicago, IL 60657	Managed by the Chicago Park District; 0.15 acre; amenities include a playground; no programmed activities.
Gill (Joseph) Park 825 W. Sheridan Road Chicago, IL 60613	Managed by the Chicago Park District; 2.14 acres; amenities include a playground, junior baseball field and a field house with a fitness center, indoor pool, gymnasium, a kitchen and meetings spaces; afterschool program and year-around programmed activities for children, teens and adults.
Kelly (John) Playlot Park 3800 N. Seminary Avenue Chicago, IL 60613	Managed by the Chicago Park District; 1.39 acres; amenities include a playground, walking trail and benches; no programmed activities.
Ann Sather Park 1047 W. Irving Park Road Chicago, IL 60613	Sponsored by Alderman Tom Tunney on private property; 0.09 acre; amenities include seating, landscaped gardens, a pavilion, and a sculpture; no programmed activities.

Source: Chicago Park District 2012

Community Facilities within ½ mile of the Alignment

Note: No community facilities are located immediately adjacent to the project alignment.

Facility Type	Facility Name	Facility Address
Community Centers	Brixen Ivy Community Center	1242 W. Addison Street Chicago, IL 60613
	Jewish Council for Youth Services Michael R. Lutz Family Center	957 W. Grace Street Chicago, IL 60613
Cultural and Entertainment Centers	Wrigley Field	1060 W. Addison Street Chicago, IL 60613
Fire Stations	Chicago Fire Department - Engine 78	1052 W. Waveland Avenue Chicago, IL 60613

Facility Type	Facility Name	Facility Address
Hospitals and Health Care Facilities	Advocate Illinois Masonic Medical Center	836 W. Wellington Avenue Chicago, IL 60657
Libraries	Chicago Public Library	644 W. Belmont Avenue Chicago, IL 60657
Places of Worship	Our Lady of Mount Carmel Church	708 W. Belmont Avenue Chicago, IL 60657
	North Side Mosque of Chicago	1017 W. Roscoe Street Chicago, IL 60657
	St. Peters Episcopal Church	621 W. Belmont Avenue Chicago, IL 60657
	Resurrection Lutheran Church	3303 N. Seminary Avenue Chicago, IL 60657
	Chicagoland Community Church	836 W. Aldine Avenue Chicago, IL 60657
	Broadway United Methodist Church	3338 N. Broadway Street Chicago, IL 60657
	Missio Dei Chicago	1242 W. Addison Street Chicago, IL 60613
	Holy Trinity Lutheran Church	1218 W. Addison Street Chicago, IL 60613
	Lakeview Lutheran Church	835 W. Addison Street Chicago, IL 60613
	Lakeview Presbyterian Church	716 W. Addison Street Chicago, IL 60613
	Faith Tabernacle Church	3750 N. Halstead Street Chicago, IL 60613
	Anshe Emet Synagogue	3751 N. Broadway Street Chicago, IL 60613
Police Stations	Chicago Police Department - Halstead Station	850 W. Addison Street Chicago, IL 60613
Public Elementary, Middle, and High Schools	Inter-American Elementary Magnet School	851 W. Waveland Avenue Chicago, IL 60613
	Nettelhorst Elementary School	3252 N. Broadway Street Chicago, IL 60657
	Hawthorne Scholastic Academy	3319 N. Clifton Avenue Chicago, IL 60657
	John V. LeMoyne Elementary School	851 W. Waveland Avenue Chicago, IL 60613
Pre-Schools	Truman College - Lakeview Learning Center	3310 N. Clark Street Chicago, IL 60657

Source: City of Chicago, Google Maps 2014