

Potential Property Impacts

Lawrence to Bryn Mawr Modernization

In order to increase train speeds, reduce delays and modernize stations, the agency has identified a minimal number of properties that would need to be purchased in order to construct the Lawrence to Bryn Mawr Modernization Project. A total of 2 non-residential buildings would be acquired for the project. In addition, some air rights and temporary construction easements would be required.

Many possible alternatives were considered through planning and development of this project, with the goal of minimizing property impacts.

The CTA is working with a dedicated team of community liaisons who have been contacting property owners, business owners, and renters and will continue to do so as the CTA moves forward with the planning process.

The CTA's goal is to make this as easy as possible on owners and renters. For the time being, there is no need for any owner or renter to relocate.

CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, to assure full protection of the rights of each property owner.

Among other requirements, these guidelines state that CTA must offer fair market value for any property it seeks to acquire. In some cases property owners may be eligible for compensation at their original purchase price, if higher than the fair market value.

Additionally, the CTA must provide financial assistance and relocation services for property owners as well as commercial and residential tenants who must move because of the RPM Project. All owners and renters were mailed information via regular and certified postal mail. In addition, relocation consultants have made in-person visits to the locations listed in order to provide additional information and collect feedback.

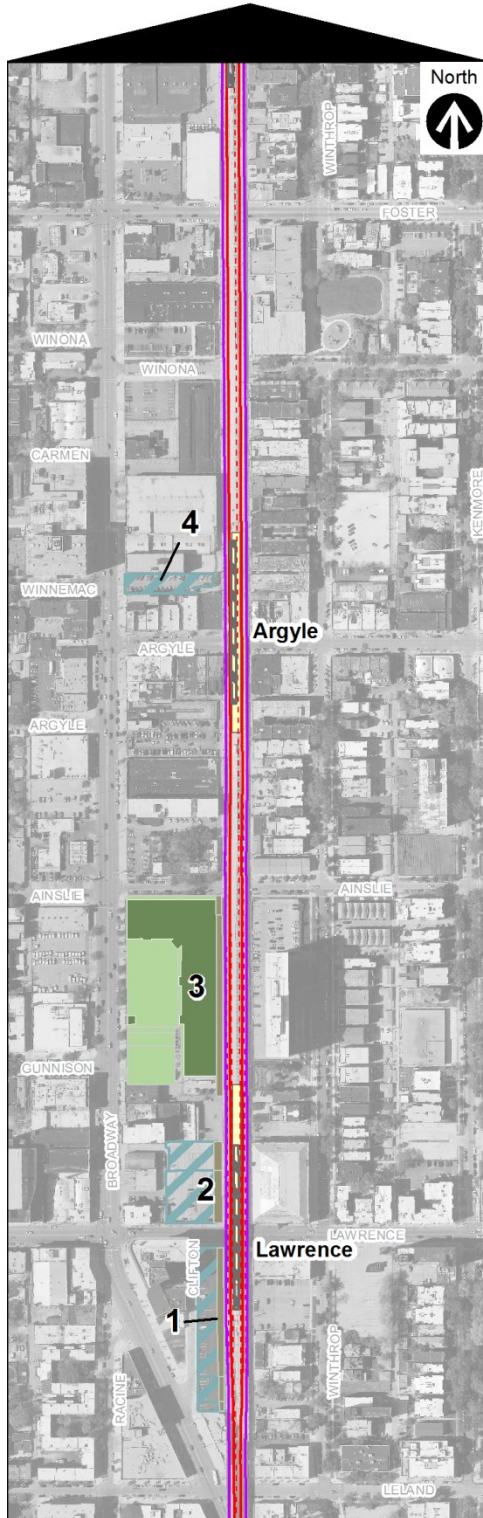
CTA's relocation consultant is Melody Carvajal and is available to speak with owners and renters at (773) 490-2934 or melodyc@mckissackmw.com.

Lawrence to Bryn Mawr Modernization Project

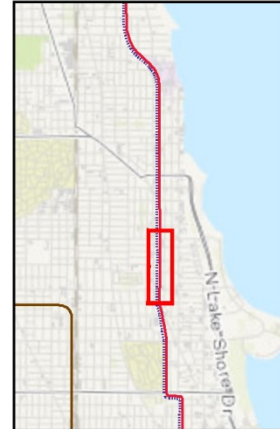
ID #	Address	Current Use	Type of Acquisition
1	4723 N. Clifton Avenue/ 1123 W. Lawrence Avenue	Private Surface Parking	Temporary Construction Easement Permanent Air Rights
2	1130 W. Lawrence Avenue/ 4819 N. Broadway	City of Chicago Surface Parking	Temporary Construction Easement Permanent Air Rights
3	4837–4887 N. Broadway	Commercial Strip Mall	Permanent Air Rights
4	5033 N. Broadway	Private Surface Parking	Temporary Construction Easement
5	5343 N. Broadway	Grocery Store Surface Parking Only	Temporary Construction Easement
6	5625 N. Broadway	New Car Dealership	Full Land Acquisition and Demolition of Primary Building
7	5657 N. Broadway	Used Car Dealership	Full Land Acquisition and Demolition of Primary Building

Notes:

- (1) Items #6 and #7 are permanent property displacements resulting from the project. Other properties on this list will be used for either temporary construction easements or air rights once the project is constructed.
- (2) In addition to property displacements noted in this table, vacant CTA-owned retail buildings underneath and adjacent to the elevated track structure at Argyle, Berwyn, and Bryn Mawr stations would be demolished to reconstruct modern, enhanced stations. These are CTA-owned buildings only and do not propose to take private property adjacent to the elevated track.



Inset



Legend

Proposed Track Alignment

- Purple Line Tracks
- Red Line Tracks
- Proposed Platforms

Existing Track Alignment

- Purple Line Tracks
- Red Line Tracks
- Existing Platforms

Building Impact

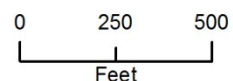
- New Permanent
- Permanent
- No Longer Required

Land Impact

- New Permanent
- Permanent
- Air Rights
- No Longer Required
- Temporary

Scale

1 inch = 500 feet



LBMM Displacements



Lawrence to Bryn Mawr Modernization Property Owner: Frequently Asked Questions

Why does CTA need the RPM Program?

Most of the tracks and bridges along the Red and Purple lines are nearly 100 years old. Continuing to operate a busy rail line on this outdated infrastructure results in unusually high maintenance costs, frequent repairs that disrupt service and slow travel, and outdated, inadequate stations that cannot accommodate modern amenities for our customers, including elevators for ADA accessibility.

In addition, the Red Line is operating at full capacity, and CTA cannot add trains to meet rising demand. The North branch of the Red and Purple lines carries more than 20 percent of all CTA rail rides, and rush-hour ridership has jumped 40 percent just in the last five years. CTA needs to rebuild these lines to modern standards to alleviate overcrowding and add capacity for future growth. This work means that CTA may acquire some private property bordering the Red and Purple Lines to accommodate the rebuild. Major improvement projects like this often require the purchase of property. In some cases, this acquisition will result in the relocation of property owners.

Why doesn't CTA alter its plans so it doesn't impact neighboring properties?

Many large transit infrastructure projects like the RPM Project require property acquisition. In 2008, for instance, CTA acquired approximately 100 properties in order to rebuild and add capacity to the Brown Line, a project which brought significant station improvements and added train capacity that CTA customers enjoy today.

For the RPM Project, CTA considered many possible alternatives before determining which properties may be necessary for the RPM Project. CTA utilized innovative engineering techniques in RPM Project planning to reduce neighboring property impacts as much as possible, including implementing alley-spanning structures and adjusting platform widths and positions.

What are my rights as a property owner?

If CTA ultimately determines it is necessary to purchase your property, it is required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, along with state and federal statutes, all of which protect the rights of property owners. What this means is CTA will treat property owners fairly, to minimize hardships, and will seek cooperative settlements of property acquisitions.

You can read more about your rights under applicable federal laws here:

http://www.fhwa.dot.gov/real_estate/practitioners/uniform_act/acquisition/real_property.cfm

http://www.fhwa.dot.gov/real_estate/publications/rights/sec00.cfm

What type of compensation will I receive?

In the event that CTA ultimately determines it is necessary to purchase private property for the RPM Project, it is required by federal law to offer to purchase each property for an amount that is no less than fair market value as determined by an independent appraisal. In some circumstances, if current appraisals are less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price.

In addition, CTA must provide financial assistance and relocation services, as required by federal rules, for property owners as well as commercial and residential occupants who must move because of the RPM Project.

How will CTA determine the purchase price for my property?

If CTA determines it is necessary to purchase your property for the RPM Project, it is required to hire an independent appraiser to inspect the property to determine fair market value. In that case, you, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You or your representative may provide information about improvements to the property and any special features that may affect the value of the property to ensure that these facts are considered in the appraisal. CTA may also consider the property's original purchase price and may look at similar properties in the local real estate market that have recently sold when making a purchase offer.

What if I don't own this property but rent an apartment or condo, or lease space for my business?

Non-owners who are leasing housing or commercial property that must be relocated because of the RPM Project are also protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act. If needed, CTA will provide financial assistance and relocation services to assist these residents and business owners in finding a new home or business location.

When will CTA notify me of their intent to purchase my property?

At this time, CTA does not plan to pursue acquisition of private property for Phase One of the RPM Project until the environmental review is complete and Project funding is secured. CTA is in the process of developing draft environmental studies for delivery to the Federal Transit Administration as part of the process to request federal funding.

If CTA acquires my property, when will I be required to move?

If CTA determines it needs to acquire private property for RPM Phase One construction, a timeline for property acquisition will be determined after funding is secured. Should CTA need to acquire your property, you will be given adequate time to make plans for relocation.



If CTA acquires my property, will you provide any help to me in relocating?

If you are required to move, a relocation agent will contact you, answer your questions, and provide additional information about relocation assistance advisory services and relocation payments eligibility. The goal of the relocation agents is to facilitate a smooth transition to the replacement dwelling.

I have additional questions, who should I call?

Contact CTA's relocation consultant Melody Carvajal by telephone at (773) 490-2934 or by e-mail at melodyc@mckissackmw.com.