

## Appendix J

### Land Use and Economic Development Technical Memorandum

- Final EIS Addendum J, Land Use and Economic Development Technical Memorandum, July 2022



# Chicago Red Line Extension Project

## Land Use and Economic Development Final EIS Addendum J

July 2022

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## Abbreviations

API	area of potential impact
CMAP	Chicago Metropolitan Agency for Planning
CTA	Chicago Transit Authority
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
IDOT	Illinois Department of Transportation
MWRD	Metropolitan Water Reclamation District
NEPA	National Environmental Policy Act
NS	Norfolk Southern
RLE	Red Line Extension
UPRR	Union Pacific Railroad

## Section 1 - Summary

This technical memorandum analyzes the potential impacts of the Preferred Alignment of the Union Pacific Railroad (UPRR) Rail Alternative on land use and economic development and updates any changes since the Draft Environmental Impact Statement (EIS).

As stated in **Appendix J** of the Draft EIS, per Federal Transit Administration (FTA) guidance, a land use change would cause an adverse impact if it would result in any of the following:

- An alignment would not be compatible with surrounding land uses.
- An alignment would encourage land use and development that is inconsistent with local plans, goals, and objectives.

The area of potential impact (API) for determining potential land use and economic development impacts and benefits for the Red Line Extension (RLE) Project includes parcels directly adjacent to the full length of the Preferred Alignment, as well as those parcels within a ½ mile radius of station locations per FTA guidance. The Preferred Alignment was analyzed for potential impacts on existing and expected land use types, densities, and character. Since the Draft EIS, there have been no changes to permanent and construction impacts for land use and economic development.

**Table 1-1** summarizes the land use and economic impacts of the Preferred Alignment and No Build Alternative.

Table 1-1: Land Use and Economic Development

Alternative	Permanent Impacts		Construction Impacts
	Land Use	Economic Development	
No Build Alternative	No impact	No impact	No impact
Preferred Alignment	Impacts would not be adverse after mitigation	Beneficial	Impacts would not be adverse after mitigation

## Section 2 - Project Description and Background

The Chicago Transit Authority (CTA), as project sponsor to the FTA, proposes to extend the existing Red Line heavy rail transit service 5.6 miles south from the existing 95th/Dan Ryan terminal to Chicago's Far South Side. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line. The Red Line provides rapid transit services 24/7 and is the most heavily traveled rail line in the CTA System.

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient railcar storage yard and shop facility.

CTA undertook an extensive Alternatives Analysis process from 2006 to 2009 that considered multiple modes and corridor options for the RLE Project. The Chicago Transit Board designated the UPRR Rail Alternative as the Locally Preferred Alternative on August 12, 2009. Based on further technical analysis and public input, CTA selected the UPRR Rail Alternative as the NEPA Preferred Alternative in August 2014. The Draft EIS, published on October 6, 2016, disclosed the environmental benefits and impacts of the No Build Alternative and the two UPRR Rail Alternative options: the East Option and the West Option shown in **Figure 2-1**.

Subsequent to the publication of the Draft EIS, continued design and outreach by CTA resulted in the selection of the Preferred Alignment for the RLE Project. The Preferred Alignment was announced to the public on January 26, 2018. The Preferred Alignment is a hybrid of the East and West Options of the UPRR Rail Alternative presented in the Draft EIS. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options.

The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the proximity of the East Option to their tracks. UPRR noted that the location of the Roseland Pumping Station could not accommodate UPRR's requested clearance of 25 feet between the centerlines of the UPRR's potential tracks and the proposed East Option. Therefore, all hybrid options considered in selecting the Preferred Alignment started with the West Option and crossed over from the west to the east side of the UPRR tracks south of the pumping station and north of 115th Street to minimize property impacts. Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified the vicinity of 108th Place as the cross-over location that would provide the greatest benefit. A cross-over in the vicinity of 108th Place would preserve viable businesses; minimize impacts on schools, residences, and the historic Roseland Pumping Station; and preserve properties slated for future development surrounding the station areas. However, additional engineering refined the alignment further, which moved the

UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height and would lower the profile of the elevated structure.

After the announcement of the Preferred Alignment in 2018, CTA continued to conduct stakeholder coordination and further develop design plans. Norfolk Southern Railway (NS) shared their plans for future potential access to Canadian National/Metra Electric District (CN/MED) tracks to the north of Kensington Yard and the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The 120th Street yard and shop presented in the Draft EIS would have precluded future potential access to those tracks as well as access to All American Recycling located west of the railroad tracks (11900 S. Cottage Grove Avenue). The All American Recycling facility is served by the NS via its joint ownership of Conrail and the Indiana Harbor Belt Railroad (IHB). This coordination with NS resulted in additional adjustments to the Preferred Alignment near the 120th Street yard and shop. The 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west to accommodate NS railroad access to the All American Recycling and potential improvements to the national freight rail network, namely a future connection from the NS track to CN tracks along the MED corridor. In addition, this design refinement would provide a rail connection to facilitate rail delivery of ballast, ties, and other material to support CTA operations.

In 2019, CTA began exploring an opportunity to relocate the 130th Street station, the terminating station of the RLE Project, to a location south of 130th Street. The Draft EIS had originally proposed the station location north of 130th Street. In 2017, after publication of the Draft EIS, the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, creating an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups of residents in the station area with these agencies and groups expressing support for the station relocation. The design refinement relocated the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

Since the publication of the Draft EIS and selection of the Preferred Alignment, three design refinements were made as discussed above: (1) the location of the 107th Place cross-over between UPRR East and West alignment options evaluated in the Draft EIS required for selection of a hybrid Preferred Alignment; (2) refinement of the 120th Street yard and shop location; and (3) relocation of the 130th Street station to extend the Preferred Alignment farther south so the 130th Street station would be within the Altgeld Gardens neighborhood. These design refinements were evaluated in a Supplemental Environmental Assessment (EA). The agency coordination and outreach associated



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with the Supplemental EA have influenced the design refinements incorporated into the Preferred Alignment and that is analyzed in this Final EIS.

Additional details about the Preferred Alignment may be found in **Appendix E**.



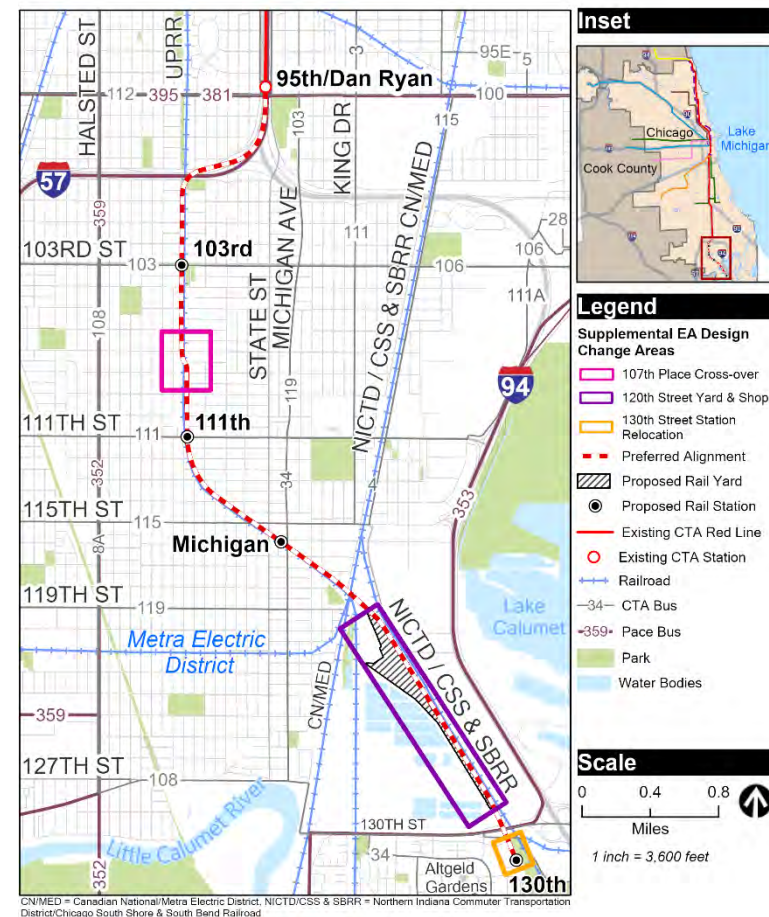
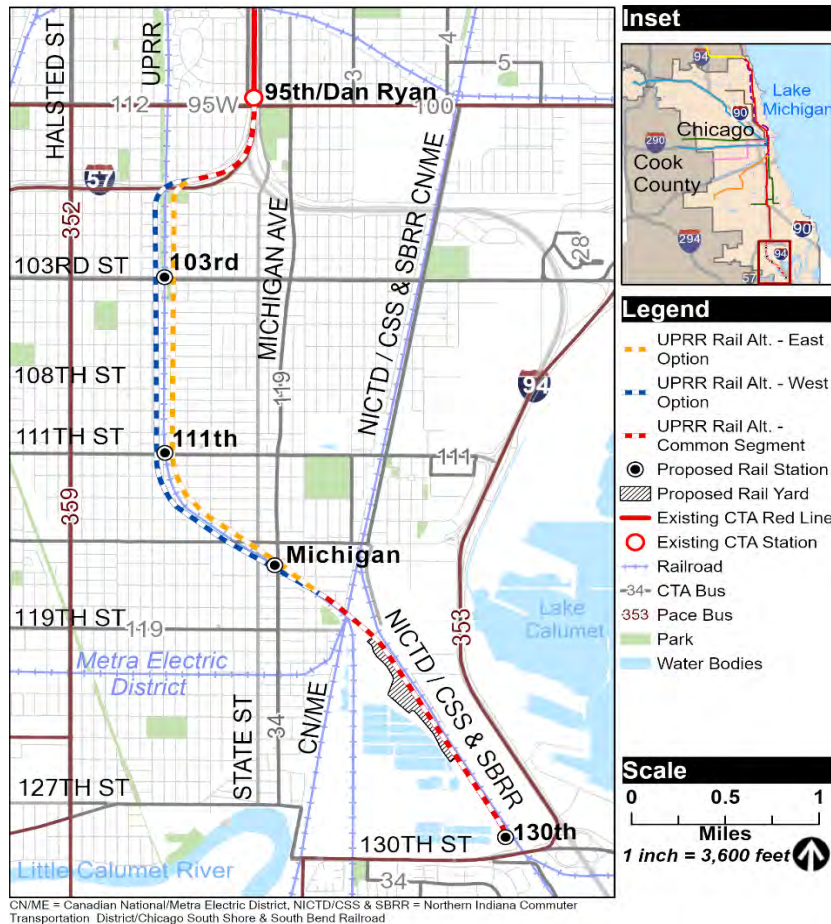


Figure 2-1: Left- East and West Options of the UPRR Rail Alternative (Draft EIS), Right- Preferred Alignment (Final EIS)

## Section 3 - Methods for Impact Evaluation

Methods presented in **Appendix J** of the Draft EIS have been carried forward to analyze the potential land use and economic development impacts since the Draft EIS. This section documents the consistency with the Draft EIS **Appendix J** and the associated updates to the corresponding guidelines directing the methods.

### 3.1 Regulatory Framework

There are no changes to the applicable federal or state regulations referenced in **Appendix J** of the Draft EIS. **Appendix J** further notes there are no local regulations requiring environmental analysis of land use impacts. Local and regional land use plans were reviewed to inform the assessment for the Preferred Alignment. See **Section 4** of this addendum documenting the plans referenced.

### 3.2 Impact Analysis Thresholds

The National Environmental Policy Act (NEPA) does not set specific thresholds of significance for land use and economic development; however, there is merit in maintaining the approach taken in the Draft EIS based on FTA and the Illinois Department of Transportation (IDOT) land use criteria guidance as the basis for the thresholds of impact for this project. There is no change to the impact analysis thresholds from Draft EIS **Appendix J**.

### 3.3 Area of Potential Impact

The Draft EIS API was developed per *Guidelines and Standards for Assessing Transit-Supportive Land Use Methods* (FTA 2004) and those guidelines have been superseded by *Planning for Transit-Supportive Development: A Practitioner's Guide* (FTA 2014). However, the updated guidance has no impact on the approach to developing the API for the Preferred Alignment. Consistent with the Draft EIS approach, the API for determining potential land use and economic development impacts and benefits for the Preferred Alignment includes parcels directly adjacent to the full length of the Preferred Alignment, as well as those parcels within a ½ mile radius of stations. Because of the relocation of the 130th Street station and refinement of the 120th Street yard and shop, the API for the Preferred Alignment differs from the API for the East and West Options in the Draft EIS.

Although there is no change to the approach to identifying an API, the Preferred Alignment was not defined in the Draft EIS. The Preferred Alignment API has been developed for the Final EIS and is shown in **Figure 3-1**.

### **3.4 Methods**

The analysis of potential land use impacts of the Preferred Alignment was performed using the same methods as were documented in the Draft EIS.



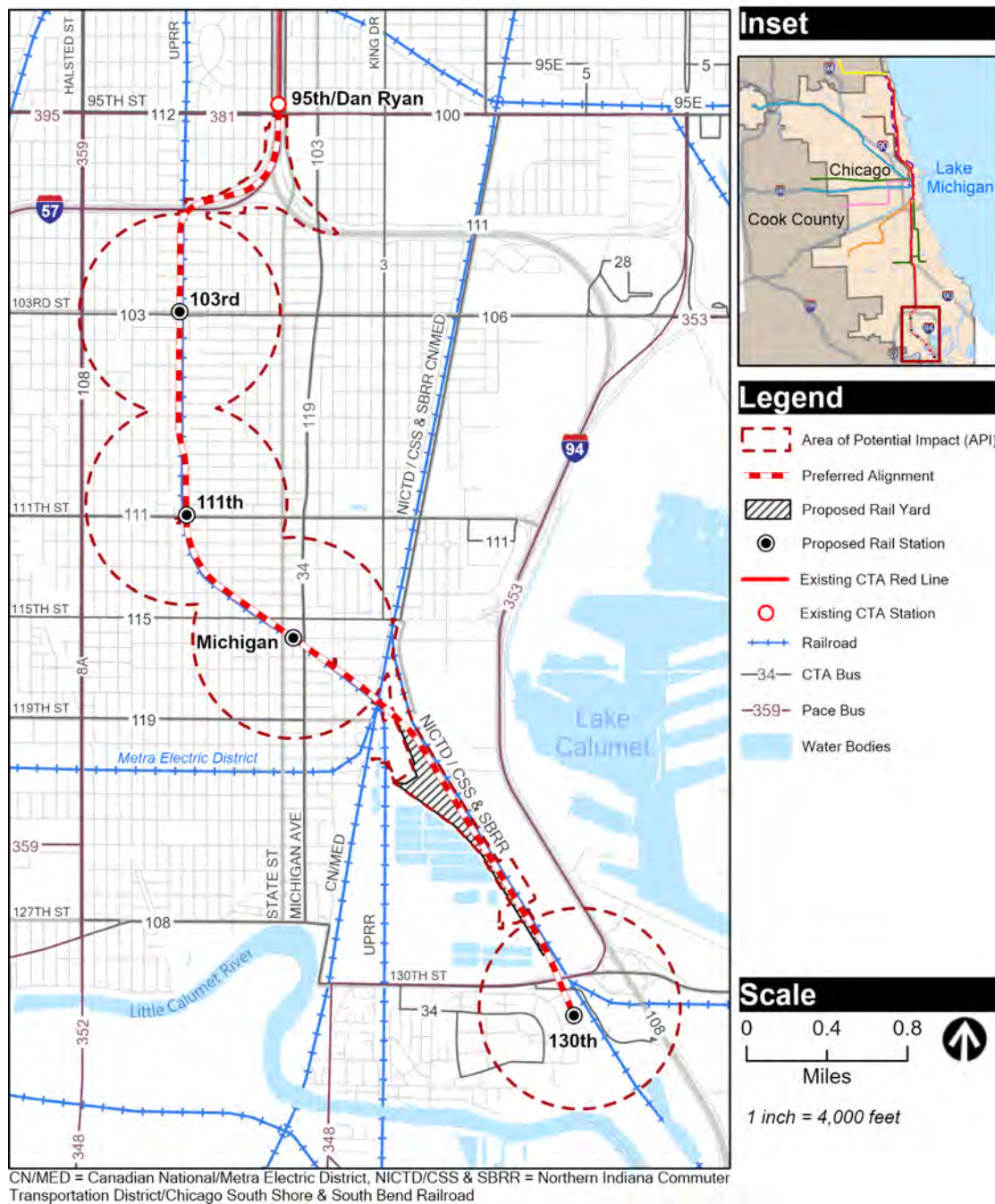


Figure 3-1: Preferred Alignment and Area of Potential Impact (API)

## Section 4 - Affected Environment

This section describes any updates to the existing and planned land use conditions in the API for land use and economic resources since the publication of the Draft EIS. This section documents updates to the baseline data and planning horizon, as well as any changes to the land use and economic development planning and policy framework in the communities and jurisdictions affected by the Preferred Alignment.

Where appropriate, Draft EIS data from **Appendix J** have been included for comparison to provide context to the updates in this addendum. Consistent with the Draft EIS, the analysis includes any changes to the existing and planned land uses within ½ mile radius of station locations (referred to as station areas) and the alignment between station areas.

### 4.1 Existing Land Uses

The following summarizes whether there have been changes to the existing land uses within the API since the Draft EIS publication in 2016. See **Figure 4-1** for a map of the existing land uses in the API.

95th/Dan Ryan terminal – The terminal, including a new station house, bus terminal, pedestrian bridge, and a pick-up/drop-off area for vehicles, was under construction during the Draft EIS. It is now complete and open to the public. The existing land uses surrounding the terminal prior to construction were primarily residential with some commercial uses along 95th Street. Properties that were acquired for the project were rezoned for transportation use.

103rd Street station area – Land uses within the 103rd Street station area have not generally changed since the Draft EIS and are mainly single-family residential.

107th Place cross-over – A cross-over location at 107th Place is part of the Preferred Alignment. The existing land uses in the cross-over area include residential, commercial, industrial, and vacant land.

111th Street station area – Land uses within the 111th Street station area have not generally changed since the Draft EIS. Land uses include single-family residential and industrial uses.

Michigan Avenue station area – Land uses to the northwest of the Michigan Avenue station have not generally changed since the Draft EIS. Land uses are mostly single-family residential, with some

multi-family and vacant land. The station with surface parking lot is proposed in an area that is primarily vacant land with one industrial use.

120th Street yard and shop – The existing land uses remain the same for the yard and shop facility as they did for the Draft EIS. The area includes vacant land as well as industrial and transportation uses associated with utilities and railroad operations. The footprint of the 120th Street yard and shop was shifted approximately 100 feet to the west and has been reduced slightly since publication of the Draft EIS.

130th Street station area – The 130th Street station area has changed since the Draft EIS. The new station area would be located south of 130th Street and east of Greenwood Avenue. The parcel previously consisted of multifamily housing units for the Altgeld Gardens neighborhood. In 2017, approximately 500 housing units in this area (Blocks 11, 12, and 13) were demolished. This parcel is now vacant.





## 4.2 Planned Land Uses

The current City of Chicago zoning district codes and associated standards were updated on December 18, 2019. However, there are no changes to the zoning tables presented in **Appendix J** in the Draft EIS. See **Figure 4-2** for an updated zoning map of the API.

The City does not have a city-wide comprehensive plan with a future land use map. **Table 4-3** in **Appendix J** in the Draft EIS compared zoned land uses within ½ mile of the UPRR Rail Alternative. There have been no changes to the zoning classifications that are within ½ mile of the station areas since the Draft EIS.



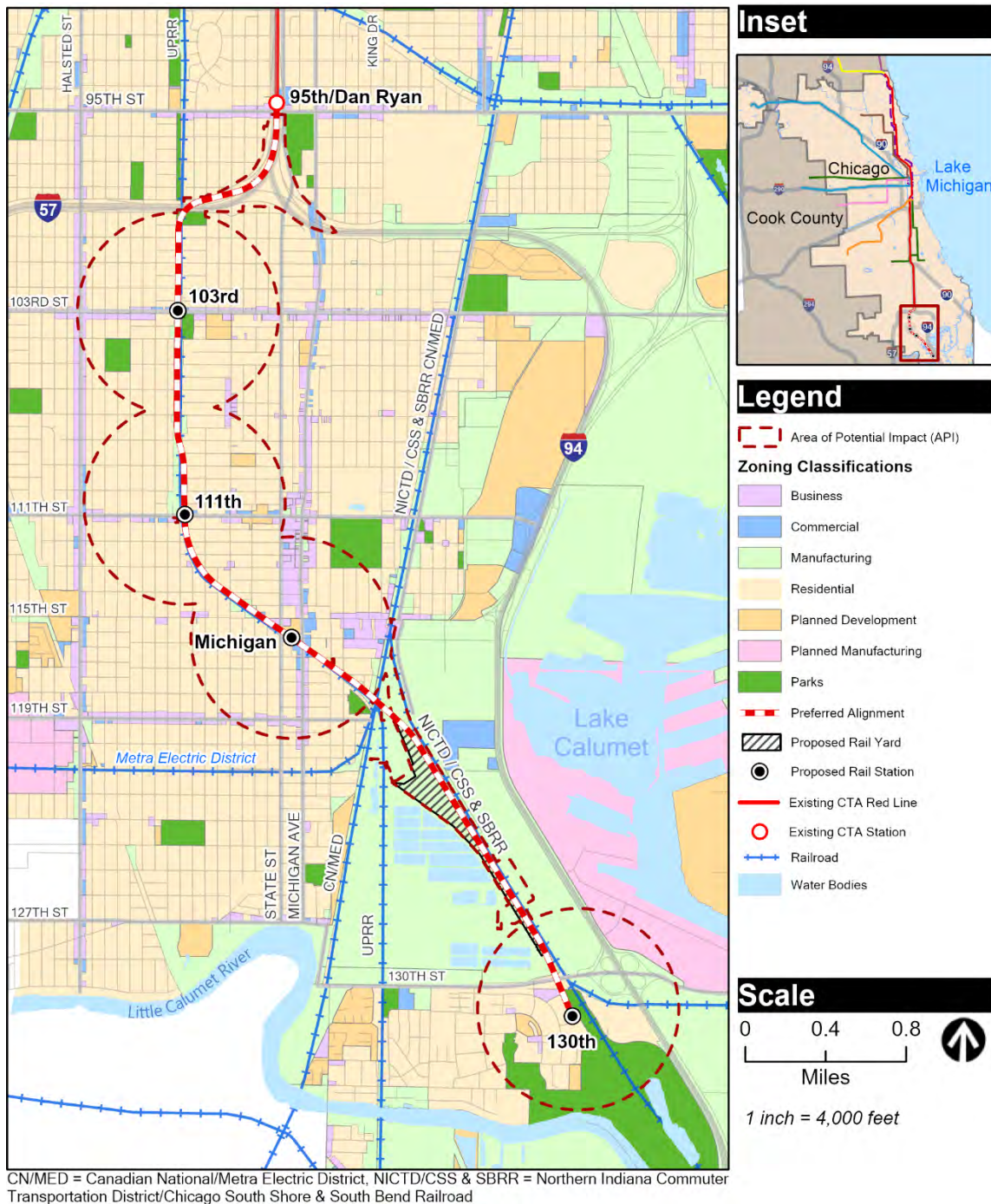


Figure 4-2: Zoning Classifications in the API

## 4.3 Land Use and Economic Development Plans

The plans and policies referenced in **Appendix J** of the Draft EIS were reviewed and this section documents updates to previous resources and new references developed since those documented in the Draft EIS. Consistent with **Appendix J** of the Draft EIS, the following categories were reviewed for new or updated plans or policies:

- Supportive zoning regulations near transit stations
- Tools to implement land use policies
- Performance of transit supportive policies
- Plans and policies to maintain or increase affordable housing
- Transit investment and regional land use

### 4.3.1 Land Use Plans

**Table 4-1** summarizes the updates to Land Use Plans referenced in the Draft EIS and includes new plans released since the Draft EIS.

Table 4-1: Updated Land Use Plans

Plans Referenced in Draft EIS	Updates (if applicable)
<i>GO TO 2040</i> (Chicago Metropolitan Agency for Planning (CMAP) 2010)	<i>ON TO 2050</i> (CMAP 2018)
<i>Transit-Friendly Development Guide</i> (CTA 2009)	No update; still relevant to Final EIS
<i>Calumet Area Land Use Plan</i> (City of Chicago 2002)	No update; still relevant to Final EIS
<i>CitySpace: An Open Space Plan for Chicago</i> (City of Chicago, Chicago Park District, and Forest Preserve District of Cook County 1998)	No update; still relevant to Final EIS
<i>What Will Your Station Look Like?</i> (Developing Communities Project, Inc. and CMAP 2010)	No update; still relevant to Final EIS

Plans Referenced in Draft EIS	Updates (if applicable)
New, not previously referenced	<i>Washington Heights/95th Street Planning Priorities Report</i> (CMAP 2016)
New, not previously referenced	<i>119th Street Corridor Plan</i> , West Pullman, Chicago (CMAP 2015)
New, not previously referenced	<i>Roseland Medical District: Existing Conditions Report &amp; Market Analysis</i> (CMAP 2019)
New, not previously referenced	<i>Altgeld Gardens-Philip Murray Homes Master Plan</i> (Chicago Housing Authority (CHA) 2013)
New, not previously referenced	<i>Transit Supportive Development (TSD) Comprehensive Plan</i> (CTA 2021- ongoing)

The following summarizes the Land Use Plans not reviewed in the Draft EIS as shown in **Table 4-1**.

- **ON TO 2050 (CMAP 2018)**

*ON TO 2050* builds on the agency's first comprehensive regional plan, *GO TO 2040*, and identifies three clear, overarching principles:

- 1) Inclusive growth: Growing our economy through opportunity for all.
- 2) Resilience: Preparing for rapid changes, both known and unknown.
- 3) Prioritized Investment: Carefully targeting resources to maximize benefit.

These principles inform every recommendation in *ON TO 2050*'s five chapters of Community, Prosperity, Environment, Governance, and Mobility. The RLE Project is highlighted as a "regionally significant project" within the Mobility chapter of *ON TO 2050*.

- **Washington Heights/95th Street Planning Priorities Report (CMAP 2016)**

The *Washington Heights/95th Street Planning Priorities Report* (CMAP 2016) includes six focus areas: Capacity Building and Community Engagement, Land Use, Housing, Economic Development, Transportation, and Health and Education. Using two recent projects as catalysts (the renovated CTA 95th/Dan Ryan terminal and the Carter G. Woodson Regional Library), the report recommends the importance of building on existing resources to reduce the effects of economic decline and disinvestment along 95th Street. The report states that the availability of residential land uses can be a catalyst for economic growth in the Washington Heights neighborhood. It also states that the focus for commercial development opportunities should be the 95th/Dan Ryan terminal, particularly on blocks on the south side of 95th Street between

the Dan Ryan Expressway and Parnell Avenue. It also identifies opportunities to attract health care centric facilities and the development of a business and technology incubator on 95th Street.

- **119th Street Corridor Plan (CMAP 2016)**

The *119th Street Corridor Plan* (CMAP 2016) addresses the City of Chicago's West Pullman Community Area and stretches four blocks north and south of 119th Street from I-57 to Union Avenue. The vision of the 119th Street Corridor Plan is to attract jobs, industry, and resources to create a vital economic corridor on the Far South Side of Chicago and support the diverse and proud residential neighborhoods in the West Pullman community. The Plan recommends updating zoning to attract private investment, creating a new Special Service Area (SSA), attracting 200,000 square feet of new industrial development on 119th between Racine and Peoria Streets, attracting new restaurants and a bike café, creating a new urban farm between Aberdeen and Peoria Streets south of the railroad tracks, and creating a marketplace at the northeast corner of 119th and Halsted Streets.

- **Roseland Medical District Existing Conditions Report & Market Analysis (CMAP 2019)**

The *Roseland Medical District* (CMAP 2019) report centers on the 111th Street Corridor and the Roseland Medical District within the Roseland community. The report prioritized the main issues of the corridor and surrounding community, formulating a plan of action including assessments of mobility, land use, and development potential, as well as community engagement and visioning. As an anchor institution, Roseland Community Hospital is a key partner in leading the surrounding area's development. Recommendations include adding affordable multifamily and senior housing options along 111th Street and complimentary health-focused businesses within the 111th Street corridor.

- **Altgeld Gardens-Phillip Murray Homes Master Plan (CHA 2013)**

The *Altgeld Gardens-Phillip Murray Homes Master Plan* (CHA 2013) charts a course for opportunities for diverse housing options, access to job and training, efficient transportation infrastructure, expanded learning and recreational spaces, historic preservation, and sustainable design. The Plan states that the RLE Project would provide residents with greater accessibility to jobs, retail, and services in other parts of the city.

- **Transit Supportive Development (TSD) Comprehensive Plan (CTA 2021-ongoing)**

The RLE Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE Project. The TSD Plan is led by CTA and in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. The TSD Plan is the community's vision for future development along the RLE corridor. This Plan identifies methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment (CTA 2020-ongoing).



### 4.3.2 Economic Development Plans and Studies

**Table 4-2** summarizes the updates to the Economic Development Plans referenced in the Draft EIS and plans not previously reviewed.

Table 4-2: Updated Economic Development Plans

Plans Referenced in Draft EIS	Updates (if applicable)
<i>Chicago Sustainable Industries, Phase One: A Manufacturing Work Plan for the 21st Century</i> (Chicago 2011)	No update; still relevant to Final EIS
<i>130th Street Station Market/Access Study</i> (Chicago Department of Transportation (CDOT) 2010)	No update; still relevant to Final EIS
<i>What Will Your Station Look Like?</i> (Developing Communities Project, Inc. (DCP); CMAP; Center for Neighborhood Technology, CNT 2010)	No update; still relevant to Final EIS
<i>Plan Forward: Communities That Work</i> (CHA 2013)	No update; still relevant to Final EIS
<i>Improving Access, Increasing Livability: The CTA Red Line South Extension</i> (CMAP, DCP, CTA 2012)	No update; still relevant to Final EIS
<i>Transit Equity Matters: A Regional Analysis of the Red Line and Two Other Proposed CTA Transit Line Extensions</i> (University of Illinois at Chicago Voorhees Center 2009)	No update; still relevant to Final EIS
<i>Draft Comprehensive Economic Development Strategy Report</i> (Cook County 2009)	<i>Draft Comprehensive Economic Development Strategy Report</i> (Cook County 2019)
New; not previously referenced	<i>The Real Estate Mantra - Locate Near Public Transportation</i> (Center for Neighborhood Technology 2019)
New; not previously referenced	<i>A Plan for Economic Growth</i> (World Business Chicago 2012)
New; not previously referenced	INVEST South/West (City of Chicago 2019)

The following summarizes the economic development plans not reviewed in the Draft EIS per **Table 4-2:**

- **Draft Comprehensive Economic Development Strategy Report (Cook County 2019)**

This report is an update to the 2009 report that was referenced in the Draft EIS. This report outlines the Cook County Department of Planning and Development's vision and five key focus areas, each with a policy goal and strategies for implementation. The report not only fulfills the planning requirements of the U.S. Economic Development Administration and Department of Housing and Urban Development, but also signaled a clear intent to coordinate investments across County departments to maximize their impact.

- **The Real Estate Mantra - Locate Near Public Transportation (Center for Neighborhood Technology 2019)**

This report compares the performance of residential and commercial property sales near fixed-guideway stations with areas without public transit access between 2012 and 2016 in seven regions around the United States. Research results indicate that the presence of fixed-guideway public transportation (rail and bus rapid transit) has a strong correlation to higher property values.

- **A Plan for Economic Growth (World Business Chicago 2012)**

This report provides a framework for greater Chicago to define priorities and undertake an integrated and unified agenda for economic growth. The Plan describes the foundations for growth that are necessary for metropolitan economies to move toward and embrace the "next economy." It also measures how well Chicago is doing in comparison with past performance, national performance, and the performance of peer regions.

- **INVEST South/West (City of Chicago 2019)**

*INVEST South/West* is a community initiative implemented by the City of Chicago to marshal the resources of multiple City departments, community organizations and corporate and philanthropic partners towards 10 communities on Chicago's South and West sides. With a focus on 12 key commercial corridors in the 10 communities, *INVEST South/West* collectively supports infrastructure development, improved programming for residents and businesses and policies that impact each of the community areas surrounding the corridors to create lasting impact. Target areas include the Roseland, Pullman and West Pullman areas which are within the API. Priority corridors include South Michigan Avenue and 111th Street.

### 4.3.3 Transit-Supportive Policies

**Table 4-3** summarizes the updates to the Transit-Supportive Policy documents not already addressed in **Section 4.3.1** or **Section 4.3.2** but referenced in the Draft EIS.

Table 4-3: Updated Transit-Supportive Policies

Plans Referenced in Draft EIS	Updates (if applicable)
<i>2004 Guidelines and Standards for Assessing Transit-Supportive Land Use</i> (FTA 2004)	<i>Planning for Transit-Supportive Development: A Practitioner's Guide</i> (FTA 2014)
<i>Moving Beyond Congestion Strategic Plan</i> (Regional Transportation Authority (RTA) 2007)	<i>Invest in Transit Strategic Plan</i> (RTA 2018-2023)
<i>The Case for Transit-Oriented Development in the Greater Roseland Area</i> (University of Illinois at Chicago Voorhees Center 2005)	No update; still relevant to the Final EIS
New, not previously referenced	<i>Equitable Transit-Oriented Development (eTOD) Policy Plan</i> (City of Chicago 2020)

The following reviews the Transit-Supportive Policy Reports not previously referenced in the Draft EIS:

- ***Planning for Transit-Supportive Development: A Practitioner's Guide* (FTA 2014)**  
This is a resource document and a guide of best practices, guidance, success stories and lessons learned to assist transit agencies, local governments, and others in integrating transit planning with local land use planning.
- ***Invest in Transit Strategic Plan* (RTA 2018-2023)**  
*Invest in Transit* is the region's plan for pursuing dependable funding streams that will enable the Chicago area transit agencies to provide vital services well into the future. The report outlines strategies for achieving these goals and includes a list of priority projects that agencies cannot complete at current funding levels, but which are necessary to ensure continued high-quality transit for the region.

- **The City of Chicago Equitable Transit-Oriented Development (eTOD) Policy Plan (City of Chicago, 2020)**

The Chicago eTOD Policy Plan outlines a comprehensive set of actions for the City of Chicago to take to advance racial equity, wealth building, public health, and climate resilience goals through equitable Transit-Oriented Development (eTOD).

#### 4.3.4 Corridor Economic Environment Update

The following table shows the population and employment data for the 2018 Base Year, the 2050 No Build, and the 2050 Growth scenario. Comparison statistics are shown for the corridor, as compared to growth rates in the overall city, central business district and within the half mile station areas. In particular, employment is expected to grow in the corridor by 78% by the year 2050. Note that the quantitative data for the station areas are measured for the area within ½ mile of the stations; the corridor between the station areas is the data from the parcels directly affected by the alignment (generally, those parcels within the API).

Table 4-4: Updated Quantitative Land Use and Economic Development Data for the Preferred Alignment

City of Chicago	2018 Base Year	2050 No Build	2050 Growth
Total Population	2,705,988	3,072,856	14%
Total Employment	1,373,969	1,516,209	10%
<b>Central Business District</b>			
Total Employment	668,454	643,855	-4%
Employment-Portion Metropolitan Area	49%	42%	
Central Business District Land Area (sq mi)	4.02	4.02	
Employment Density (jobs per sq mi)	166,282	160,163	
<b>Corridor</b>			
Total Population	24,556	32,979	26%
Total Employment	2,887	5,127	78%
Population-Portion Metropolitan Area	0.91%	1.07%	
Employment-Portion Metropolitan Area	0.21%	0.37%	
Corridor Land Area (sq mi)	3.76	3.76	
Population Density (persons per sq mi)	6,531	8,771	
Employment Density (jobs per sq mi)	768	1,364	
<b>All Station Areas</b>			
Housing Units	10,200	11,696	15%
Population	23,863	32,268	35%
Employment	2,720	4,441	63%



City of Chicago	2018 Base Year	2050 No Build	2050 Growth
Land Area (sq mi)	3.57	3.57	
Housing Unit Density (units per sq mi)	2,859	3,276	
Population Density (persons per sq mi)	6,689	9,039	
Employment Density (jobs per sq mi)	763	1,244	
<b>103rd Street Station Area</b>			
Housing Units	3,595	3,902	9%
Population	8,393	10,418	24%
Employment	262	810	209%
Land Area (sq mi)	0.89	0.89	
Housing Unit Density (units per sq mi)	4,048	4,393	
Population Density (persons per sq mi)	9,450	11,730	
Employment Density (jobs per sq mi)	295	912	
<b>111th Street Station Area</b>			
Housing Units	3,337	6,377	91%
Population	8,603	17,411	102%
Employment	1,819	2,555	40%
Land Area (sq mi)	0.92	0.92	
Housing Unit Density (units per sq mi)	3,642	6,931	
Population Density (persons per sq mi)	9,390	18,925	
Employment Density (jobs per sq mi)	1,985	2,777	
<b>Michigan Avenue Station Area</b>			
Housing Units	3,317	4,289	29%
Population	7,275	12,307	69%
Employment	713	1,634	129%
Land Area (sq mi)	0.90	0.90	
Housing Unit Density (units per sq mi)	3,706	4,792	
Population Density (persons per sq mi)	8,127	13,750	
Employment Density (jobs per sq mi)	797	1,825	
<b>130th Street Station Area</b>			
Housing Units	1,307	740	-43%
Population	2,785	2,121	-24%
Employment	299	801	168%
Land Area (sq mi)	1.05	1.05	
Housing Unit Density (units per sq mi)	1,245	705	
Population Density (persons per sq mi)	2,653	2,021	
Employment Density (jobs per sq mi)	285	763	

Source: CMAP ON TO 2050 population and employment projections, US Census data 2015-2018

All of the station areas except for the 130th Street station area show population growing, with the 111th Street station area seeing the strongest growth. In all station areas, future population estimates

have been revised upward since the Draft EIS (future year projections are now available for 2050, instead of 2030). Employment is expected to grow faster than population overall in all of the station areas except for the 111th Street station area. As with population, the expected growth rate of jobs has increased since the Draft EIS.

## Section 5 - Impacts and Mitigation

Consistent with the Draft EIS, the impacts and mitigation summaries are organized into three impact categories—permanent, construction, and cumulative—with references to affected communities:

- Permanent impacts relate to system operations after the project has been constructed, as well as land acquisitions necessary for the permanent right-of-way.
- Construction impacts are temporary and are anticipated to occur for the construction phase of the project, up to five years, including construction staging and utility relocations.
- Cumulative impacts are those of the project combined with other past, present, or near future projects within the API.

Consistent with **Appendix J** of the Draft EIS, the same definitions for impact categories were used: i.e., beneficial, no impact, not adverse, and adverse. In addition, a comparison was made to determine if the impact determination resulting from this analysis has changed relative to the determination documented in **Appendix J** of the Draft EIS. The comparison showed no changes in permanent or construction impacts on land use or economic development since the Draft EIS. See **Table 5-1** for a summary of impacts.

Table 5-1: Summary of Permanent and Construction Impacts

Alternative	Permanent Impacts		Construction Impacts
	Land Use	Economic Development	
No Build Alternative	No impact	No impact	No impact
Preferred Alignment	Impacts would not be adverse after mitigation	Beneficial	Impacts would not be adverse after mitigation

This section also documents the new or revised mitigation measures for identified project impacts, where applicable. If there is no change in the mitigation, this section indicates where there is no change when compared to the East and West Options evaluated in the Draft EIS. Likewise, this section indicates what additional (or fewer) mitigation measures apply to the Preferred Alignment.

## **5.1 No Build Alternative**

An assessment was made to identify whether there would be any impacts to land use or economic development, either permanent, from construction, or cumulative on the communities affected by the No Build Alternative. Since the Draft EIS, there have been no changes to impacts of the No Build Alternative and remain as no impacts.

## **5.2 Union Pacific Railroad Alternative - Preferred Alignment**

An assessment was made to identify whether there would be any impacts to land use or economic development, either permanent, from construction, or cumulative on the communities affected by the Preferred Alignment. Since the Draft EIS, there have been no changes to impacts on land use and economic development of the Preferred Alignment. Impacts under the Preferred Alignment remain as not adverse in terms of land use impacts and construction impacts, and beneficial in terms of economic development.

### **5.2.1 Permanent Impacts and Mitigation - Preferred Alignment**

The Preferred Alignment would cause displacements as a result of construction of the track structure and park & ride facilities. The Preferred Alignment would affect the land uses of 14 additional parcels that were not affected by either the East or West Options. These parcels are located in the vicinity of the 107th Place cross-over and would be permanently acquired for staging of construction equipment and for the overhead RLE supports to cross the UPRR track. With compensation and relocation assistance to be provided, the displacement impacts would not be adverse. Where stations, substation and park & ride facilities would be inconsistent with current zoning CTA would coordinate with City of Chicago to rezone the parcels or receive appropriate zoning approvals (e.g., special use permit, variance, etc.).

Implementation of the Preferred Alignment could foster economic benefits by providing new public transit options and opportunities for economic development. The CTA prepared a Transit-Supportive Development (TSD) plan that would help minimize adverse impacts due to incompatible land use types resulting from the RLE Project.

### **5.2.2 Construction Impacts and Mitigation - Preferred Alignment**

Construction activities would cause temporary impacts such as truck traffic, roadway detours, noise, vibration, and dust. Mitigation associated with truck traffic and roadway detours can be

found in **Addendum H** and **Addendum L**; noise and vibration mitigation can be found in **Addendum O**; dust mitigation can be found in **Addendum U**. There could be short-term economic benefits due to jobs created by construction. Construction could be disruptive to businesses along the alignment, which would be an adverse impact. Construction impacts and mitigation recommended for land use and economic development under the Preferred Alignment would be similar to the East and West Options in the Draft EIS.

To minimize the adverse impact, CTA would develop and implement a Construction Outreach and Coordination Plan. CTA would coordinate with the communities, businesses, and aldermen's local ward offices to finalize and implement a Construction Outreach and Coordination Plan. The plan would include a Business Outreach Program to assist local businesses and residents affected by construction. The plan would be tailored to business and community needs and would include a series of initiatives to minimize construction disruption to businesses and the surrounding community. Examples of these initiatives include a community calendar to inform residents of the construction schedule and avoid affecting special events or festivals, advertising campaigns, any provisions for additional parking during construction and signage.

### **5.2.3 Cumulative Impacts and Mitigation - Preferred Alignment**

The Preferred Alignment cumulative land use and economic development impacts would be similar to those described in **Appendix J** of the Draft EIS.

## **Section 6 - Impacts Remaining after Mitigation**

This section describes the permanent impacts of the RLE Project remaining after mitigating for impacts as described in **Section 5**.

### **6.1 No Build Alternative**

Consistent with the findings of the Draft EIS, there would be no adverse impacts on land use or on economic development as a result of the No Build Alternative.

### **6.2 Union Pacific Railroad Alternative - Preferred Alignment**

Consistent with the results of the Draft EIS analysis for the East and West Options, there would be no permanent or construction-related adverse impacts on land use and economic development for the Preferred Alignment after mitigation measures are implemented.

## Section 7 - References Cited

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