

Appendix K

Displacements and Relocation of Existing Uses by Alternative Technical Memorandum

- Final EIS Addendum K, Displacements and Relocation of Existing Uses, July 2022
 - Attachment A: Displacements and Relocations of Existing Uses Map and Table of Affected Parcels



Chicago Red Line Extension Project

Displacements and Relocation of Existing Uses

Final EIS Addendum K

July 2022

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Attachment A Displacements and Relocations of Existing Uses Map and Table of Affected
Parcels, April 2022

API	area of potential impact
CHA	Chicago Housing Authority
CMAP	Chicago Metropolitan Agency for Planning
CN/MED	Canadian National/Metra Electric District
CTA	Chicago Transit Authority
EA	Environmental Assessment
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
IHB	Indiana Harbor Belt Railroad
MWRD	Metropolitan Water Reclamation District
NS	Norfolk Southern
RLE	Red Line Extension
TIP	Transportation Improvement Program
UPRR	Union Pacific Railroad

Section 1 - Summary

This technical memorandum analyzes the potential impacts of displacements and relocations resulting from the Chicago Transit Authority (CTA) Red Line Extension (RLE) Project. It updates the analyses of displacements and relocations under the Preferred Alignment of the Union Pacific Railroad (UPRR) Rail Alternative, as compared with the Draft Environmental Impact Statement (EIS.)

According to Federal Transit Administration (FTA) and State of Illinois guidance, displacements and relocations would be considered adverse if they would have one or more of the following results:

- Displacement of substantial numbers of existing housing units (a concentrated number of units in one neighborhood), particularly affordable housing, and/or employer units, necessitating the construction of replacement units elsewhere. This analysis uses the definition of affordable housing provided by the Illinois Housing Development Authority for the Chicago Metro area, which is based on data provided by the U.S. Department of Housing and Urban Development.
- Displacement of a substantial number of residents or employees, necessitating construction of replacement housing or employment locations elsewhere.

Displacements and relocations for the RLE Project include affected parcels for right-of-way necessary for the implementation of the Preferred Alignment, as shown in **Figure 1-1**. The affected parcels include the associated transit stations, electric substations, park & ride facilities, and the yard and shop as well as accommodations for construction staging areas. Construction staging areas provide space to store equipment and materials, load trucks, and have workers perform parts of the construction process. Construction staging areas are currently anticipated to be within the project right-of-way or within property acquired for stations, park & ride facilities, and the yard and shop. In addition, some parcels may be affected due to park replacement needs necessitated by the mitigation measures to address impacts to parklands from the RLE Project.

Federal and state laws require that property owners be paid not less than fair market value for their land and buildings, and that they and their tenants be assisted in finding replacement business sites or dwellings. These protections, compensation, and relocation assistance are guaranteed by the Uniform Relocation and Real Property Assistance Act of 1970, as amended (Uniform Act, 42 United States Code [USC] 4601, et seq.). For displaced residents, the Uniform Act requires that replacement housing must be “decent, safe, and sanitary,” and be functionally equivalent in the number of rooms and living space, location, and general improvements. Replacement dwellings must meet all

minimum federal housing requirements and conform to state and local occupancy codes. Relocation assistance would follow the guidelines set forth in Title 49, Part 24 of the Code of Federal Regulations (49 CFR Part 24 and FTA Circular 5010.1E dated July 16, 2018, as revised). Relocation benefits may also be available to businesses and non-profit organizations that may be displaced. Payments may be made for the following: moving costs; tangible personal property loss as a result of relocation or discontinuance of operations; and reestablishment expenses and costs incurred in finding a replacement site. The Uniform Act requires that relocation services and/or payments be made to residential and business owners and to residential and business tenants.

Table 1-1 lists the overall displacement impacts after mitigation and compares them to the No Build Alternative.

Table 1-1: Displacements and Relocation of Existing Uses - Impact Summary

Alternative	Total Affected Parcels	Building Displacements	Permanent Impacts	Construction Impacts
No Build Alternative	0	0	No Impacts	No Impacts
Preferred Alignment	228	97	Impacts would not be adverse after mitigation	No Impacts



Figure 1-1: Preferred Alignment

Section 2 - Project Description and Background

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 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**.

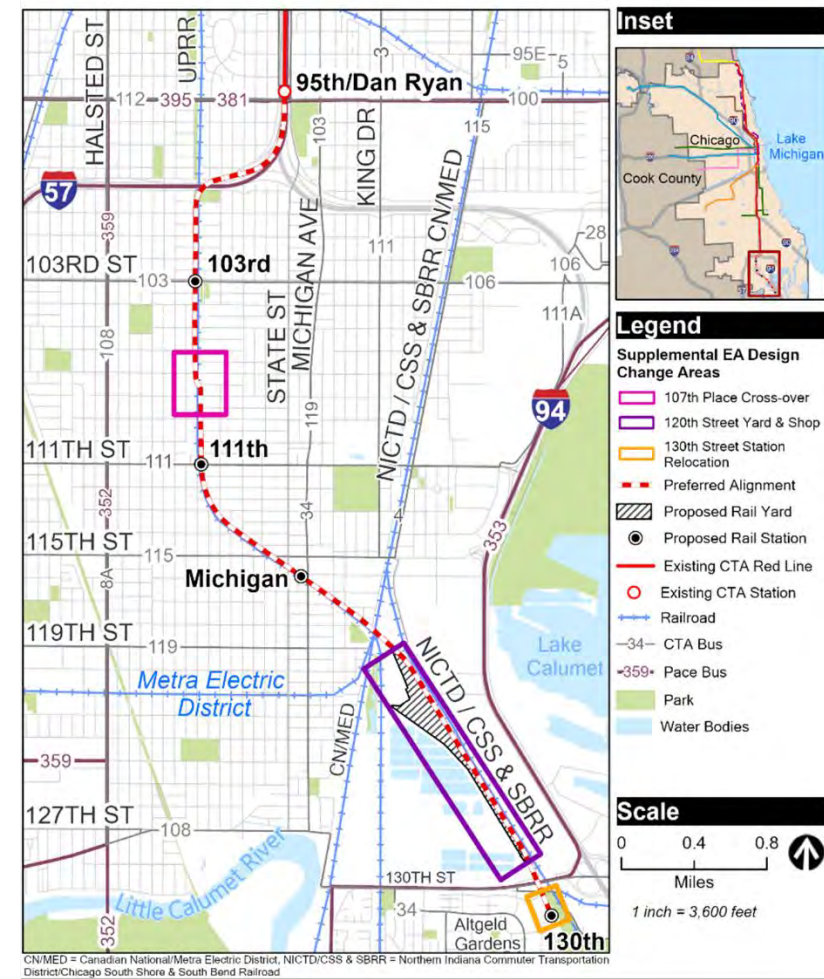


Figure 2-1: Left- East and West Options of the UPRR Rail Alternative (Draft EIS), Right- Preferred Alignment (Final EIS)

Section 3 - Methods for Impact Evaluation

Methods presented in **Appendix K** have been carried forward from the Draft EIS to analyze the displacement and relocation impacts. This section documents the consistency with the Draft EIS and associated updates to the corresponding guidelines directing the methods.

3.1 Regulatory Framework

Since the Draft EIS, there are no changes to the applicable state or federal regulations.

3.2 Impact Analysis Thresholds

There is no change to the impact analysis thresholds from the Draft EIS.

3.3 Area of Potential Impact

The affected parcels have been refined since the Draft EIS with the selection of the Preferred Alignment and the advancement of the project through preliminary engineering. This provided additional details to refine the identification of displacements and relocations. Consistent with the approach for the Draft EIS, the area of potential impact continues to be limited to within and directly adjacent to the future right of way needed. The *Displacements and Relocations of Existing Uses Map and Table of Affected Parcels* (**Attachment A**) contains the figures for parcels affected by the Preferred Alignment.

3.4 Methods

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

Section 4 - Affected Environment

This section describes any updates of the affected environment within the API 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 communities and jurisdictions affected by the Preferred Alignment.

For purposes of this evaluation of property displacements and relocation of existing uses, the affected environment is limited to the areas within and directly adjacent to the Preferred Alignment right-of-way. The following descriptions of the affected environment are similar to those for the West Option of the UPRR Rail Alternative in the Draft EIS.

95th Street to 99th Street

The API includes the 95th Street/Dan Ryan terminal and would be within the medians of I-94 and I-57, which are considered a transportation use. The transportation use continues as the API transitions from the I-57 median to the west UPRR right-of-way at approximately 99th Street. This includes the current CTA substation at 96th Street and Lafayette Avenue.

99th Street to 103rd Street Station

The API includes a linear open space (Fernwood Parkway) that is directly across the street from single-family residences facing the open space. The 103rd Street station with a park & ride lot is proposed in an area of the API with open space and vacant commercial property. The adjacent uses are single-family residential properties.

The following describes the affected environment that includes the cross-over necessitated by the Preferred Alignment, which is a hybrid of the East and West Options. The affected environment thereafter is similar to that described in the Draft EIS for the East Option of the UPRR Rail Alternative; however, it extends farther south to include the relocated 130th Street station.

103rd Street Station to 111th Street Station

The API crosses from west to east near 107th Place over the UPRR and includes residential, commercial, and industrial uses, and vacant land. The 111th Street station with a park & ride facility is proposed in an area of the API with vacant land and single-family and multifamily residential uses.

11th Street Station to 115th Street

The API includes vacant land as well as single-family residential and industrial uses.

115th Street to Michigan Avenue Station

The API includes primarily single-family residential uses and vacant land. However, there is some multifamily residential use. The Michigan Avenue station with a surface parking lot is proposed in an area of the API that is primarily vacant land with one industrial use. Adjacent uses include some single-family residential.

Michigan Avenue Station to Front Avenue

The API is mostly residential with some public property that accommodates sanitation operations and transportation uses.

Front Avenue to 132nd Street

The API encompasses industrial, transportation, and utility uses. The 130th Street station with a four-level parking garage and park & ride lot is proposed in an area of the API that is vacant. Adjacent uses include commercial for healthcare services and multifamily residential.

The API accommodates the area for the proposed new yard and shop for CTA's Red Line near 120th Street and Cottage Grove Avenue. This area includes vacant land as well as industrial and transportation uses associated with utilities and railroad operations with similar adjacent uses.

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.

This section also documents any 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 of the UPRR Alternative evaluated in the Draft EIS. Likewise, this section indicates what additional (or fewer) measures apply to the Preferred Alignment.

5.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system plus any committed transportation improvements that are already in the current Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program (TIP). No new infrastructure would be built as part of the RLE Project under the No Build Alternative. The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is often used for comparison purposes to assess the relative benefits and impacts of implementing the Preferred Alignment.

The impacts have not changed since the Draft EIS because the No Build Alternative would not involve any new construction for the RLE Project. There would be no major service improvements or new transportation infrastructure beyond projects that are listed in the ON TO 2050 plan and TIP. The transit network within the project area would remain largely the same as it is now.

5.2 Union Pacific Railroad Alternative - Preferred Alignment

5.2.1 Permanent Impacts and Mitigation - Preferred Alignment

Table 5-1 summarizes the impacts on different land uses by the Preferred Alignment and compares them with the impacts documented in the Draft EIS for both the East and West Options. Parcels used as easements are not considered permanent impacts and are not included in this table. However, easements needed have been identified and are called out in the text of each section. As shown, the Preferred Alignment would require 228 parcel acquisitions and 97 building displacements. The increase in parcels affected as compared to the West Option in the Draft EIS includes but is not limited to the addition of parking areas; proposed changes to the 120th Street yard and shop; moving the proposed 130th Street station south; and refined engineering and constructability considerations. Another change from the Draft EIS is that the percentage of total vacant parcels has increased.

A total of 78 additional parcels would be needed for easements related to the overhead RLE crossing of railroad tracks at three locations, construction access, and infrastructure needed for the 120th Street yard and shop. For the aerial structure and yard construction, agreements would be negotiated with Cook County or IDOT (29 parcels in the right-of-way of I-57); various railroads (13 parcels from CN, CSX, UPRR, NS, and Metra) and the Metropolitan Water Reclamation District (MWRD) (10 parcels related to construction activities near the 120th Street yard and shop). Twenty-six other agreements would need to be signed for additional construction access, with private property owners.

A detailed list of all of the impacted parcels (full acquisitions, partial acquisitions, and easements) can be found in **Attachment A**.

Table 5-1: Summary of Preferred Alignment Impacts Compared to the Draft EIS

Land Use Type	Total Affected Parcels			Building Displacements		
	East Option	West Option	Preferred Alignment	East Option	West Option	Preferred Alignment
Vacant	50	41	96	---	---	---
Single-family Residential	87	35	50	75	22	47
Multifamily Residential	16	4	18	15	4	18
Commercial	6	13	9	3	6	4
Mixed-use (Commercial/Residential)	1	2	---	1	2	---
Institutional (Place of Worship)	1	2	2	1	1	2
Institutional (School)	2	---	7	---	---	5
Industrial	17	18	26	10	11	19
Utility	15	15	3	---	---	---
Transportation (Railroad)	29	47	11	---	---	---
Public	34	24	5	1	---	2
Parkland	2	4	1	---	---	---
Totals	260	205	228	106	46	97

CTA would provide informational resources, permitting support, and points of contact for displaced business owners to find suitable sites for relocation. CTA has undertaken early outreach to potentially affected property owners by contacting each owner and tenant (based on available public records). CTA's Uniform Act, public-outreach specialists would provide specific outreach as a one-stop resource to potentially displaced residents and/or businesses to answer questions regarding relocation rights, requirements, processes, and anticipated timelines. With compensation and relocation assistance to displaced property owners and renters provided by CTA per the Uniform Act (42 USC § 4601, et seq.), the impact would be considered not adverse because of the general availability of similar real estate near the project. Displaced businesses and residents are expected to be able to relocate near the RLE Project because of the existing availability of replacement housing, commercial buildings, and vacant parcels. In addition, the beneficial impacts of the project would include new rail transit with four stations, greater accessibility to the region, improved access to jobs, and new development opportunities in the vicinity of the project. CTA would continue to coordinate with the Chicago Department of Planning and Development on the Transit Supportive Development (TSD) Plan to maximize the economic development and

community benefits of the RLE Project. The new stations would improve regional accessibility and help attract new development to the area, thereby reducing the long-term impacts of displacements.

Figures 5-1 and **5-2** highlight the affected parcels on a project area map, while detailed parcel maps are included in **Attachment A**. The following subsections describe the impacts by dividing the Preferred Alignment corridor into sections.

95th Street to 99th Street

The alignment would start at the 95th/Dan Ryan terminal and would be within the medians of I-94 and I-57, which are considered a transportation use. The alignment would transition from the I-57 median to the west UPRR right-of-way at approximately 99th Street.

The alignment would be within the medians of I-94 and I-57, which are interstate highways under the jurisdiction of IDOT and the FHWA. A total of 29 parcel easement agreements would be required for the aerial structure of the RLE Project in this section. One public building would need to be displaced (owned by the CTA) and one parcel of vacant land acquired for a substation.

99th Street to 103rd Street Station

As the part of the transition from the I-57 median to the UPRR corridor, the alignment would be elevated over the northwest corner of the City-owned 99th Street right-of-way, which is currently used as Wendell Smith Park property but remains a transportation use. (see **Appendix M** *Parklands and Community Facilities*). West of the UPRR, the alignment would cross a linear open space (Fernwood Parkway). An easement would be needed from the Chicago Park District for Wendell Smith Park as well as two easements from the UPRR.



Figure 5-1: Affected Parcels (1 of 2)



Figure 5-2: Affected Parcels (2 of 2)

The 103rd Street station and alignment would straddle 103rd Street, which is the boundary between the Washington Heights neighborhood to the north and the Roseland neighborhood to the south. One parcel owned by the Chicago Park District would be affected (Fernwood Parkway) north of 103rd Street. South of 103rd Street, the station, substation, and park & ride lot would affect ten parcels and displace one vacant commercial building, four single-family residences and one multifamily residence within the Roseland neighborhood (**Table 5-2**). Four parcel easement agreements would be needed for an aerial crossing and construction access.

Table 5-2: Permanent Displacements 99th Street to 103rd Street Station

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	2	---
Single-family Residential	4	4
Multifamily Residential	1	1
Commercial	2	1
Parkland	1	---
Totals	10	6

103rd Street Station to 111th Street Station

The alignment would cross from west to east near 107th Place and would affect property with residential, commercial, and industrial uses, and vacant land. The 111th Street station would be built on vacant land. A park & ride lot would be located between 111th Street and 111th Place on vacant land and parcels with single-family and multifamily residential uses. Another park & ride would be located on 111th Place on vacant land, surrounded by single-family residential uses.

As a result, the Preferred Alignment would affect 80 parcels and displace 37 buildings within the Roseland neighborhood (**Table 5-3**). Seventeen parcel easement agreements would be needed for an aerial crossing and construction access.

Table 5-3: Permanent Displacements 103rd Street Station to 111th Street Station

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	29	---
Single-family Residential	13	13
Multifamily Residential	5	3
Commercial	5	2
Institutional (Place of Worship)	1	1
Institutional (School)	7	5
Industrial	17	13
Public	2	---
Transportation (Railroad)	1	---
Totals	80	37

111th Street Station to 115th Street

The alignment would affect several single-family residential properties per street, as well as industrial parcels and vacant land. As a result, the Preferred Alignment would affect 56 parcels and displace 31 buildings within the Roseland neighborhood (Table 5-4). One parcel easement agreement would be needed for construction access.

Table 5-4: Permanent Displacements 111th Street Station to 115th Street

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	22	---
Single-family Residential	22	22
Multifamily Residential	5	5
Institutional (Place of Worship)	1	1
Industrial	3	3
Transportation (Railroad)	3	---
Totals	56	31

115th Street to Michigan Avenue Station

The alignment would affect properties with primarily single-family residential uses and vacant land. An electric substation would be located on 116th Street on a site that has a multifamily building on it and is adjacent to other multifamily properties. The Michigan Avenue station would affect

primarily vacant land. Adjacent to the station, a surface parking lot would be located east of State Street on vacant property. A bus turnaround would be located along Michigan Avenue between Kensington Avenue and 116th Street on land that is mostly vacant except for one vacant industrial building. The adjacent properties contain single-family residences.

As a result, the Preferred Alignment would affect 24 properties and displace three buildings within West Pullman (**Table 5-5**). No parcel easement agreements are needed.

Table 5-5: Permanent Displacements 115th Street to Michigan Avenue Station

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	21	---
Single-family Residential	1	1
Multifamily Residential	1	1
Commercial	1	1
Totals	24	3

Michigan Avenue Station to Front Avenue

Between 117th Street and Front Avenue, the alignment would run through a variety of properties including residential, public, industrial, and vacant land. As a result, the Preferred Alignment would affect 39 properties and displace 19 buildings within West Pullman (**Table 5-6**). Eight parcel easement agreements would be needed for construction access.

Table 5-6: Permanent Displacements Michigan Avenue Station to Front Avenue

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	16	---
Single-family Residential	9	8
Multifamily Residential	7	7
Industrial	4	2
Public	3	2
Totals	39	19

Front Avenue to 130th Street Station

South of Front Avenue, the alignment would transition from an aerial structure to an at-grade alignment and would remain at grade until crossing 130th Street below grade. The alignment would

run through several industrial, railroad, and utility properties. A yard would be built in the vicinity of 120th Street and Cottage Grove Avenue. Twenty-two properties would be needed for easements, including one for the yard and the others for construction or aerial crossings. South of Front Avenue, the Preferred Alignment would affect 18 parcels within the Riverdale neighborhood with one industrial building displaced. **Table 5-7** lists the number of affected parcels and displacements by land use type and the number of buildings displaced. Nineteen parcel easement agreements would be needed for construction access, infrastructure for the 120th Street yard and shop, and aerial crossings.

Table 5-7: Permanent Displacements Front Avenue to 130th Street Station

Land Use Type	Total Affected Parcels	Building Displacements
Vacant	5	---
Commercial	1	---
Industrial	2	1
Utility	3	---
Transportation (Railroad)	7	---
Totals	18	1

5.2.2 Construction Impacts and Mitigation - Preferred Alignment

Because all construction activities would occur on land acquired for the permanent right-of-way, there would be no temporary displacement or relocation impacts associated solely with the construction phase.

5.2.3 Cumulative Impacts and Mitigation - Preferred Alignment

No other projects identified in **Appendix T Cumulative Impacts Technical Memorandum** would cause displacements within the API. If any future displacements would occur as part of a separate project prior to CTA's construction of the RLE Project, CTA would coordinate efforts to minimize cumulative displacement impacts.

Section 6 - Impacts Remaining after Mitigation

This section describes the permanent impacts of the Preferred Alignment 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 displacements or relocations associated with the No Build Alternative.

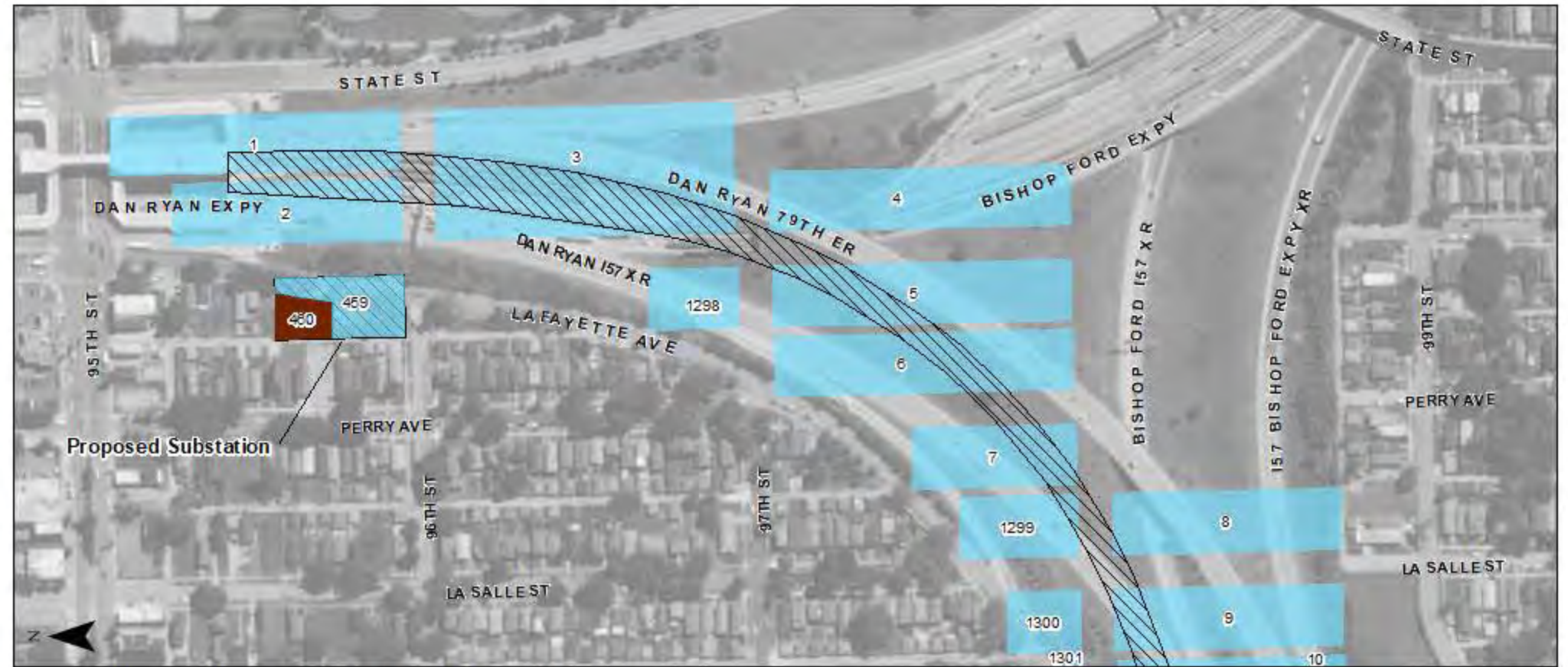
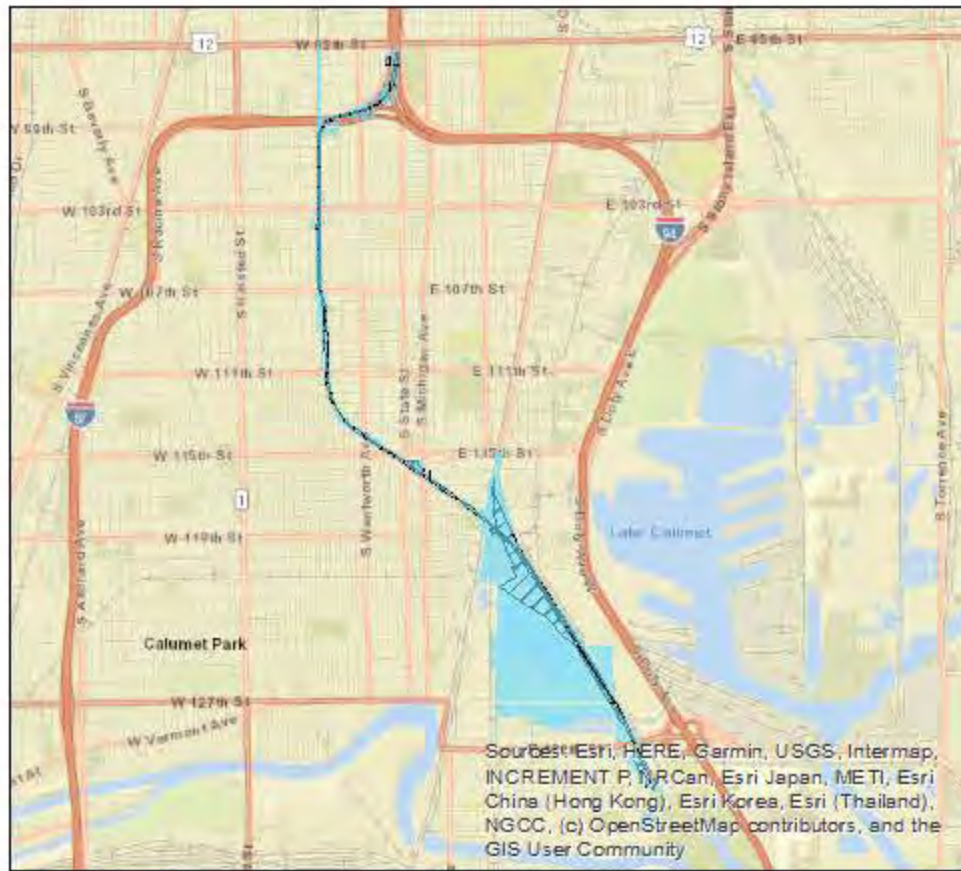
6.2 Union Pacific Railroad Alternative - Preferred Alignment

Due to the requirements of the Uniform Act, there would be no adverse impacts remaining after mitigation for the Preferred Alignment. There is no change from the same determination made for the East and West Options of the UPRR Alternative in the Draft EIS.

Section 7 - References Cited

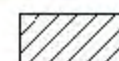
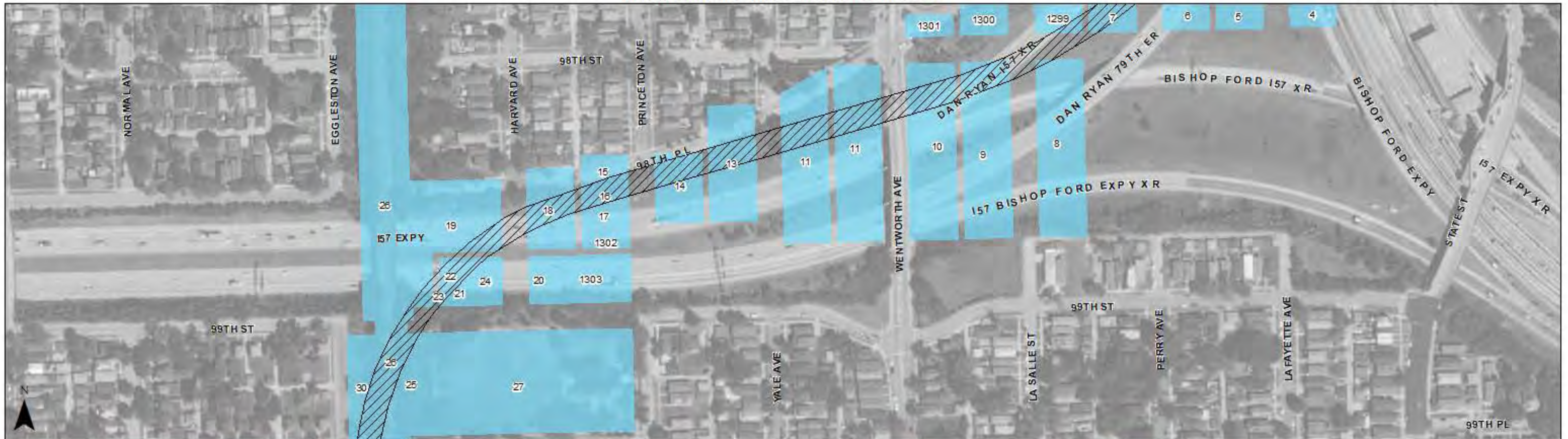
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Attachment A - Displacements and Relocations of Existing Uses Map and Table of Affected Parcels



95th Street Station to the Dan Ryan/Bishop Ford Interchange

Dan Ryan/Bishop Ford Interchange to 99th Street



Red Line Extension Project Footprint



Displaced Building



Affected Parcel

Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to final refinements as project engineering progresses, the actual displacements for the Preferred Alignment may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the entire lot, however, often only portions of the lot would be required. Property acquisitions will be confirmed as project engineering progresses.

RED AHEAD

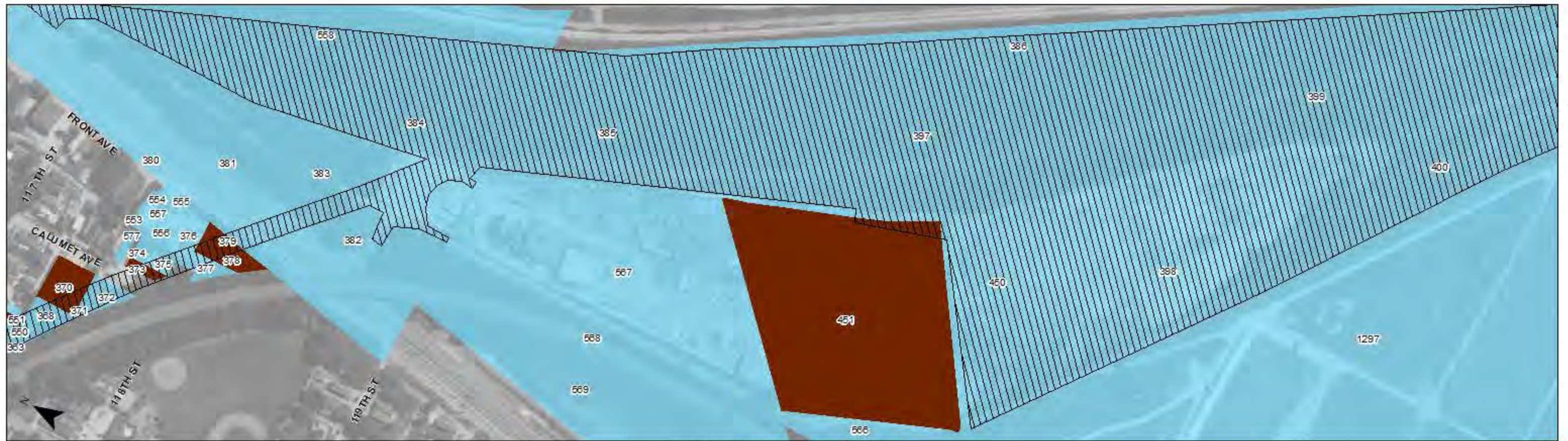




99th Place to 105th Street

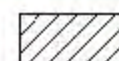
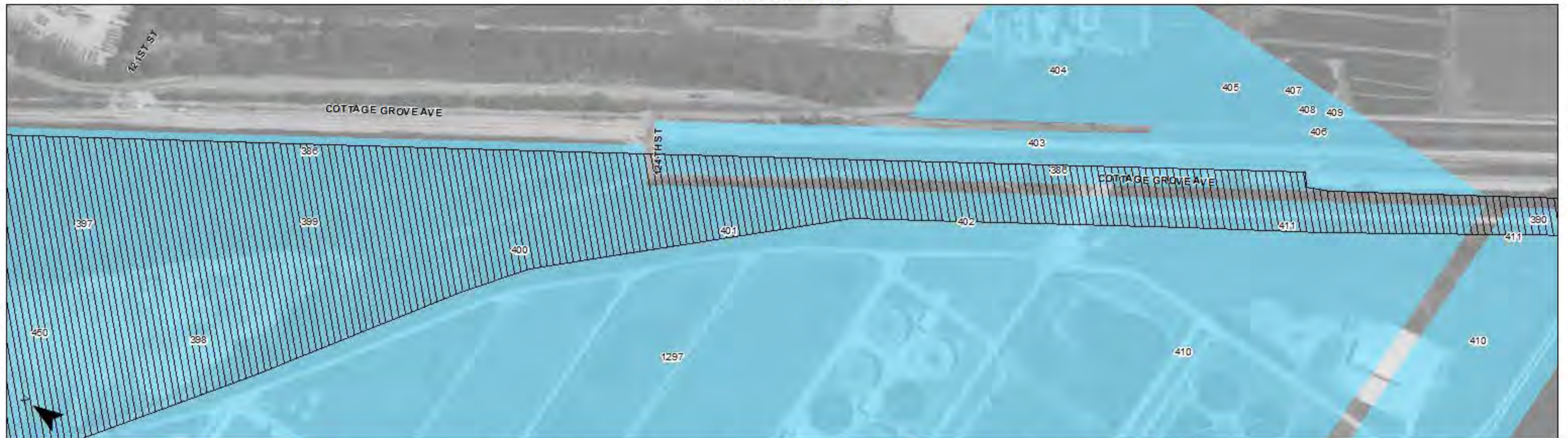
105th Street to 110th Place





Calumet Avenue to 121st Street

121st Street to MWRD



Red Line Extension Project Footprint



Displaced Building

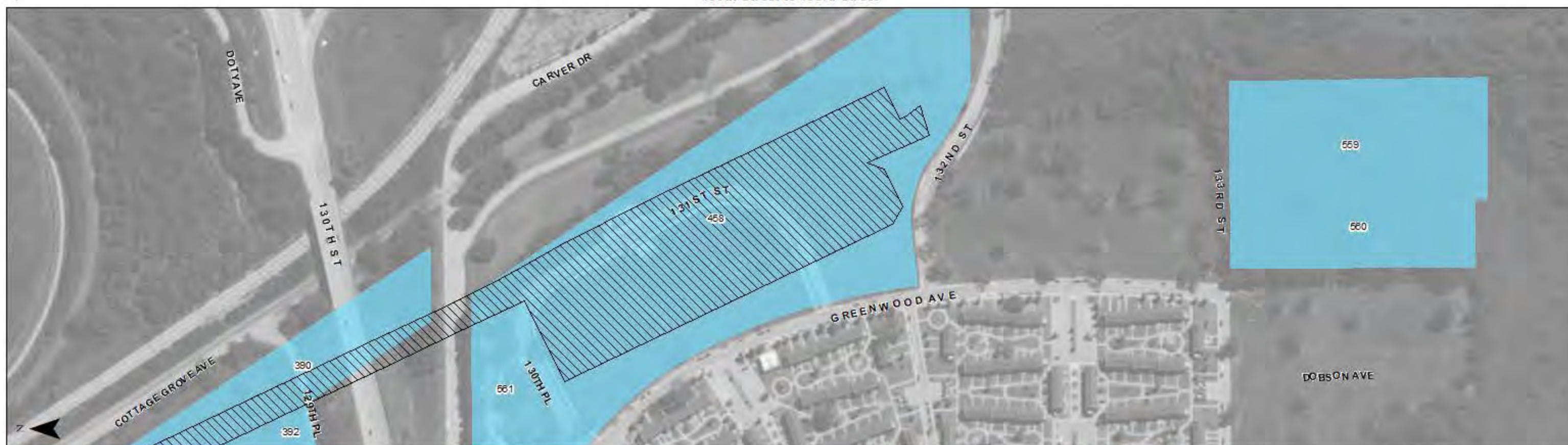
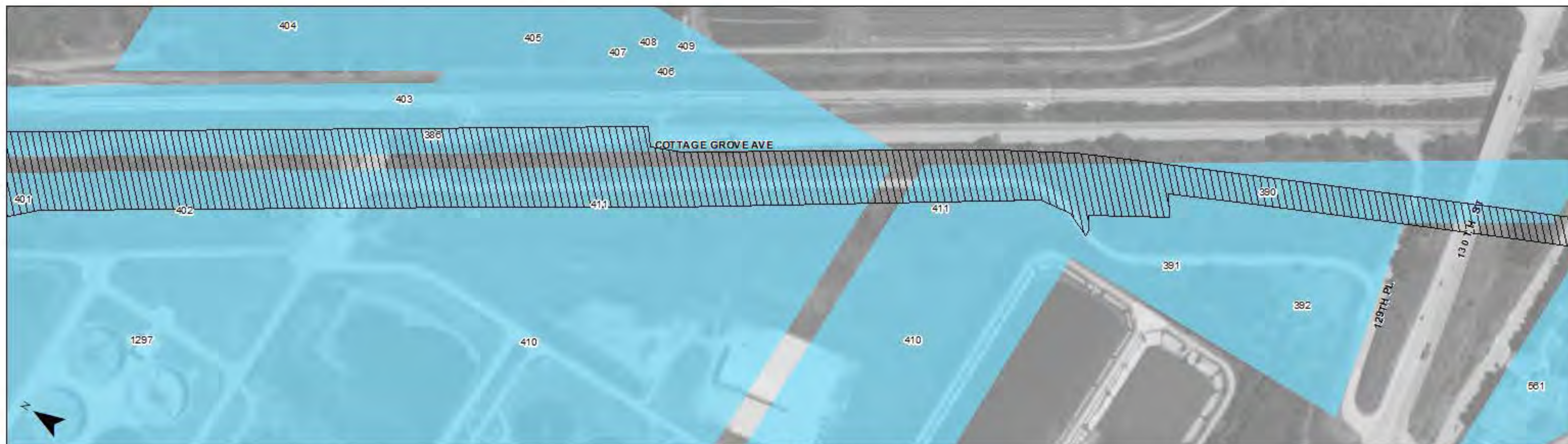


Affected Parcel

RED AHEAD



Parcels and buildings that may be displaced are shown to illustrate maximum impacts and possible locations. Due to final refinements as project engineering progresses, the actual displacements for the Preferred Alignment may vary from what is shown. Some of the properties shown may not ultimately need to be acquired. Land only property impacts are shown on the entire lot, however, often only portions of the lot would be required. Property acquisitions will be confirmed as project engineering progresses.



Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
1	1	25-09-207-050-0000	9512 S. State Street	Public	Easement	Construction
2	2	25-09-207-049-0000	9511 W. 95th Street	Public	Easement	Construction
3	3	25-09-215-001-0000	9600 S. Lafayette Avenue	Public	Easement	Construction
4	4	25-09-223-043-0000	9721 S. Lafayette Avenue	Public	Easement	Construction
5	5	25-09-222-042-0000	9720 S. Lafayette Avenue	Public	Easement	Construction
6	6	25-09-222-041-0000	9701 S. Princeton Avenue	Public	Easement	Construction
7	7	25-09-221-042-0000	9710 S. Perry Avenue	Public	Easement	Construction
8	8	25-09-229-041-0000	9801 S. LaSalle Street	Public	Easement	Construction
9	9	25-09-228-042-0000	9800 S. LaSalle Street	Public	Easement	Construction
10	10	25-09-228-041-0000	9801 S. Wentworth Avenue	Public	Easement	Construction
11	11	25-09-227-041-0000	9807 S. Yale Avenue	Public	Easement	Construction
12	13	25-09-226-045-0000	9808 S. Yale Avenue	Public	Easement	Construction
13	14	25-09-226-041-0000	9817 S. Princeton Avenue	Public	Easement	Construction
14	15	25-09-225-047-0000	9820 S. Princeton Avenue	Public	Easement	Construction
15	16	25-09-225-026-0000	9822 S. Princeton Avenue	Public	Easement	Construction
16	17	25-09-225-043-0000	9824 S. Princeton Avenue	Public	Easement	Construction
17	18	25-09-225-044-0000	9825 S. Harvard Avenue	Public	Easement	Construction
18	19	25-09-224-019-0000	9822 S. Harvard Avenue	Public	Easement	Construction
19	20	25-09-225-048-0000	350 W. 99th Street	Public	Easement	Construction
20	21	25-09-224-011-0000	354 W. 99th Street	Public	Easement	Construction
21	22	25-09-224-010-0000	352 W. 99th Street	Public	Easement	Construction
22	23	25-09-224-009-0000	350 W. 99th Street	Public	Easement	Construction
23	24	25-09-224-020-0000	356 W. 99th Street	Public	Easement	Construction
24	25	25-09-400-046-0000	341 W. 99th Street	Railroad	Easement	Construction
25	26	25-09-500-002-0000	351 W. 99th Street	Railroad	Easement	Construction
26	27	25-09-400-047-0000	312 W. 99th Place	Park	Easement	Construction
27	30	25-09-999-001-0000	No Street Address	Park	Full Acquisition	Right-of-way
28	65	25-09-424-060-0000	340 W. 103rd Street	Vacant	Full Acquisition	Right-of-way
29	67	25-16-105-034-0000	405 W. 103rd Street	Multi Family	Full Acquisition	Right-of-way
30	68	25-16-105-036-0000	401 W. 103rd Street	Vacant	Full Acquisition	Right-of-way
31	69	25-16-105-035-0000	403 W. 103rd Street	Commercial	Full Acquisition	Right-of-way
32	70	25-16-105-033-0000	400 W. 103rd Place	Commercial	Full Acquisition	Right-of-way
33	77	25-16-113-024-0000	401 W. 104th Street	School	Full Acquisition	Right-of-way
34	79	25-16-113-028-0000	10413 S. Eggleston Avenue	School	Full Acquisition	Right-of-way
35	81	25-16-113-029-0000	405 W. 104th Street	School	Full Acquisition	Right-of-way
36	83	25-16-113-031-0000	400 W. 105th Street	Vacant	Full Acquisition	Right-of-way
37	85	25-16-121-024-0000	411 W. 105th Street	Vacant	Full Acquisition	Right-of-way
38	87	25-16-999-001-0000	No Street Address	Railroad	Easement	Construction
39	88	25-16-121-025-0000	10514 S. Stewart Avenue	Vacant	Full Acquisition	Right-of-way
40	93	25-16-121-031-0000	10520 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
41	94	25-16-121-032-0000	10528 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
42	95	25-16-121-022-0000	10530 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
43	98	25-16-121-027-0000	10548 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
44	101	25-16-121-028-0000	10552 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
45	102	25-16-121-029-0000	10558 S. Stewart Avenue	Industrial	Full Acquisition	Right-of-way
46	105	25-16-129-030-0000	10638 S. Stewart Avenue	Vacant	Full Acquisition	Right-of-way
47	109	25-16-129-031-0000	10632 S. Stewart Avenue	Vacant	Full Acquisition	Right-of-way
48	111	25-16-129-029-0000	410 W. 107th Street	Industrial	Full Acquisition	Right-of-way
49	114	25-16-129-028-0000	400 W. 107th Street	Industrial	Full Acquisition	Right-of-way
50	115	25-16-400-001-0000	346 W. 107th Place	Industrial	Full Acquisition	Right-of-way
51	116	25-16-307-025-0000	405 W. 107th Street	Vacant	Full Acquisition	Right-of-way
52	117	25-16-401-001-0000	347 W 107th Place	Industrial	Full Acquisition	Right-of-way
53	118	25-16-307-022-0000	400 W. 108th Street	Vacant	Easement	Construction
54	119	25-16-401-016-0000	252 W. 108th Street	School	Full Acquisition	Right-of-way
55	120	25-16-401-017-0000	252 W. 108th Street	School	Easement	Construction
56	121	25-16-315-025-0000	405 W. 108th Street	Vacant	Full Acquisition	Right-of-way
57	122	25-16-407-001-0000	351 W. 108th Street	Vacant	Full Acquisition	Right-of-way
58	123	25-16-407-002-0000	349 W. 108th Street	Vacant	Full Acquisition	Right-of-way
59	124	25-16-315-026-0000	405 W. 108th Street	Vacant	Full Acquisition	Right-of-way
60	125	25-16-407-019-0000	352 W. 108th Place	Vacant	Full Acquisition	Right-of-way
61	126	25-16-407-020-0000	348 W. 108th Place	Single Family	Full Acquisition	Right-of-way

Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
62	127	25-16-315-027-0000	410 W. 109th Street	Vacant	Full Acquisition	Right-of-way
63	128	25-16-411-001-0000	351 W. 108th Place	Vacant	Full Acquisition	Right-of-way
64	129	25-16-411-002-0000	349 W. 108th Place	Single Family	Full Acquisition	Right-of-way
65	130	25-16-315-024-0000	410 W. 109th Street	Industrial	Full Acquisition	Right-of-way
66	131	25-16-411-020-0000	350 W. 109th Street	Single Family	Full Acquisition	Right-of-way
67	132	25-16-411-019-0000	354 W. 109th Street	Single Family	Full Acquisition	Right-of-way
68	133	25-16-415-001-0000	355 W. 109th Street	Vacant	Full Acquisition	Right-of-way
69	134	25-16-415-002-0000	351 W. 109th Street	Single Family	Full Acquisition	Right-of-way
70	136	25-16-415-021-0000	354 W. 109th Place	Vacant	Full Acquisition	Right-of-way
71	137	25-16-415-022-0000	350 W. 109th Place	Multi Family	Full Acquisition	Right-of-way
72	139	25-16-419-032-0000	355 W. 109th Place	Vacant	Full Acquisition	Right-of-way
73	141	25-16-419-036-0000	356 W. 110th Street	Industrial	Full Acquisition	Right-of-way
74	142	25-16-419-014-0000	352 W. 110th Street	Industrial	Full Acquisition	Right-of-way
75	143	25-16-419-015-0000	350 W. 110th Street	Industrial	Full Acquisition	Right-of-way
76	145	25-16-423-036-0000	349 W. 110th Street	Vacant	Full Acquisition	Right-of-way
77	146	25-16-423-037-0000	353 W. 110th Street	Vacant	Full Acquisition	Right-of-way
78	148	25-16-423-024-0000	336 W. 110th Place	Vacant	Easement	Construction
79	149	25-16-423-019-0000	348 W. 110th Place	Public	Full Acquisition	Right-of-way
80	150	25-16-423-023-0000	338 W. 110th Place	Vacant	Easement	Construction
81	151	25-16-423-022-0000	340 W. 110th Place	Vacant	Easement	Construction
82	152	25-16-423-021-0000	342 W. 110th Place	Vacant	Easement	Construction
83	153	25-16-423-020-0000	346 W. 110th Place	Vacant	Easement	Construction
84	154	25-16-423-018-0000	352 W. 110th Place	Vacant	Full Acquisition	Right-of-way
85	157	25-16-427-001-0000	356 W. 111th Street	Public	Full Acquisition	Right-of-way
86	160	25-21-501-003-0000	501 E. 112th Street	Railroad	Partial Acquisition	Right-of-way
87	161	25-21-200-001-0000	349 W. 111th Street	Multi Family	Full Acquisition	Right-of-way
88	162	25-21-107-007-0000	405 W. 111th Street	Commercial	Full Acquisition	Right-of-way
89	163	25-21-107-008-0000	401 W. 111th Street	Commercial	Full Acquisition	Right-of-way
90	166	25-21-200-014-0000	348 W. 111th Place	Single Family	Full Acquisition	Right-of-way
91	169	25-21-200-015-0000	344 W. 111th Place	Single Family	Full Acquisition	Right-of-way
92	173	25-21-204-001-0000	345 W. 111th Place	Vacant	Full Acquisition	Right-of-way
93	174	25-21-204-002-0000	341 W. 111th Place	Vacant	Full Acquisition	Right-of-way
94	179	25-21-204-015-0000	340 W. 112th Street	Multi Family	Full Acquisition	Right-of-way
95	181	25-21-204-016-0000	336 W. 112th Street	Vacant	Full Acquisition	Right-of-way
96	182	25-21-208-003-0000	339 W. 112th Street	Vacant	Full Acquisition	Right-of-way
97	183	25-21-208-004-0000	335 W. 112th Street	Vacant	Full Acquisition	Right-of-way
98	184	25-21-208-005-0000	333 W. 112th Street	Vacant	Full Acquisition	Right-of-way
99	186	25-21-208-016-0000	330 W. 112th Place	Single Family	Full Acquisition	Right-of-way
100	187	25-21-208-017-0000	330 W. 112th Place	Single Family	Full Acquisition	Right-of-way
101	189	25-21-208-018-0000	328 W. 112th Place	Single Family	Full Acquisition	Right-of-way
102	192	25-21-212-010-0000	325 W. 112th Place	Single Family	Full Acquisition	Right-of-way
103	194	25-21-212-011-0000	319 W. 112th Place	Multi Family	Full Acquisition	Right-of-way
104	195	25-21-212-012-0000	317 W. 112th Place	Single Family	Full Acquisition	Right-of-way
105	196	25-21-212-019-0000	320 W. 113th Street	Vacant	Full Acquisition	Right-of-way
106	198	25-21-212-020-0000	320 W. 113th Street	Single Family	Full Acquisition	Right-of-way
107	199	25-21-212-021-0000	316 W. 113th Street	Single Family	Full Acquisition	Right-of-way
108	201	25-21-212-022-0000	312 W. 113th Street	Single Family	Full Acquisition	Right-of-way
109	202	25-21-212-023-0000	310 W. 113th Street	Single Family	Full Acquisition	Right-of-way
110	204	25-21-217-001-0000	309 W. 113th Street	Multi Family	Full Acquisition	Right-of-way
111	205	25-21-217-002-0000	307 W. 113th Street	Multi Family	Full Acquisition	Right-of-way
112	206	25-21-217-003-0000	303 W. 113th Street	Single Family	Full Acquisition	Right-of-way
113	207	25-21-217-012-0000	11332 S. Princeton Avenue	Railroad	Full Acquisition	Right-of-way
114	209	25-21-218-024-0000	11315 S. Princeton Avenue	Vacant	Full Acquisition	Right-of-way
115	210	25-21-218-025-0000	11319 S. Princeton Avenue	Single Family	Full Acquisition	Right-of-way
116	211	25-21-218-026-0000	11321 S. Princeton Avenue	Single Family	Full Acquisition	Right-of-way
117	212	25-21-218-027-0000	11325 S. Princeton Avenue	Single Family	Full Acquisition	Right-of-way
118	214	25-21-218-028-0000	11327 S. Princeton Avenue	Single Family	Full Acquisition	Right-of-way
119	216	25-21-218-020-0000	11330 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
120	218	25-21-218-021-0000	11334 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
121	219	25-21-218-022-0000	11336 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
122	221	25-21-218-023-0000	11342 S. Yale Avenue	Vacant	Full Acquisition	Right-of-way

Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
123	222	25-21-219-014-0000	11343 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
124	223	25-21-219-015-0000	11345 S. Yale Avenue	Vacant	Full Acquisition	Right-of-way
125	224	25-21-219-016-0000	11347 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
126	225	25-21-219-017-0000	11351 S. Wentworth Avenue	Vacant	Full Acquisition	Right-of-way
127	227	25-21-219-018-0000	11355 S. Wentworth Avenue	Vacant	Full Acquisition	Right-of-way
128	228	25-21-219-036-0000	11352 S. Wentworth Avenue	Single Family	Full Acquisition	Right-of-way
129	229	25-21-219-037-0000	11358 S. Wentworth Avenue	Vacant	Full Acquisition	Right-of-way
130	230	25-21-501-001-0000	401 W. 111th Street	Railroad	Partial Acquisition	Right-of-way
131	233	25-21-228-001-0000	149 W. 114th Street	Vacant	Full Acquisition	Right-of-way
132	236	25-21-228-002-0000	135 W. 114th Street	Church	Full Acquisition	Right-of-way
133	238	25-21-228-003-0000	131 W. 114th Street	Vacant	Full Acquisition	Right-of-way
134	240	25-21-228-046-0000	11424 S. Perry Avenue	Industrial	Partial Acquisition	Right-of-way
135	242	25-21-228-047-0000	11424 S. Perry Avenue	Industrial	Partial Acquisition	Right-of-way
136	245	25-21-228-023-0000	11426 S. Perry Avenue	Industrial	Partial Acquisition	Right-of-way
137	248	25-21-230-035-0000	11439 S. Perry Avenue	Vacant	Full Acquisition	Right-of-way
138	249	25-21-230-034-0000	52 W. 115th Street	Vacant	Full Acquisition	Right-of-way
139	253	25-21-230-036-0000	52 W. 115th Street	Vacant	Full Acquisition	Right-of-way
140	255	25-21-230-019-0000	46 W. 115th Street	Vacant	Full Acquisition	Right-of-way
141	257	25-21-230-020-0000	44 W. 115th Street	Railroad	Full Acquisition	Right-of-way
142	258	25-21-230-021-0000	42 W. 115th Street	Vacant	Full Acquisition	Right-of-way
143	259	25-21-230-022-0000	40 W. 115th Street	Multi Family	Full Acquisition	Right-of-way
144	260	25-21-406-029-0000	35 W. 115th Street	Commercial	Full Acquisition	Right-of-way
145	263	25-21-407-001-0000	23 W. 115th Street	Single Family	Full Acquisition	Right-of-way
146	265	25-21-407-002-0000	17 W. 115th Street	Multi Family	Full Acquisition	Right-of-way
147	266	25-21-407-003-0000	11 W. 115th Street	Vacant	Full Acquisition	Right-of-way
148	267	25-21-407-007-0000	11516 S. State Street	Vacant	Full Acquisition	Right-of-way
149	269	25-21-407-029-0000	11514 S. State Street	Vacant	Full Acquisition	Right-of-way
150	276	25-22-300-007-0000	11527 S. State Street	Vacant	Full Acquisition	Right-of-way
151	282	25-22-300-019-0000	11562 S. Wabash Avenue	Vacant	Partial Acquisition	Right-of-way
152	286	25-22-304-047-0000	113 E. Kensington Avenue	Vacant	Full Acquisition	Right-of-way
153	288	25-22-300-068-0000	11552 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
154	290	25-22-304-049-0000	11557 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
155	291	25-22-300-058-0000	11578 S. Michigan Avenue	Vacant	Partial Acquisition	Right-of-way
156	294	25-22-304-005-0000	11563 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
157	296	25-22-304-00-60000	11565 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
158	298	25-22-304-007-0000	11567 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
159	307	25-22-304-008-0000	11579 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
160	311	25-22-304-027-0000	120 E. 116th Street	Vacant	Full Acquisition	Right-of-way
161	313	25-22-304-028-0000	122 E. 116th Street	Vacant	Full Acquisition	Right-of-way
162	314	25-22-304-029-0000	124 E. 116th Street	Vacant	Full Acquisition	Right-of-way
163	315	25-22-304-030-0000	128 E. 116th Street	Vacant	Full Acquisition	Right-of-way
164	316	25-22-304-031-0000	130 E. 116th Street	Vacant	Full Acquisition	Right-of-way
165	317	25-22-304-032-0000	132 E. 116th Street	Vacant	Full Acquisition	Right-of-way
166	318	25-22-304-034-0000	136 E. 116th Street	Vacant	Full Acquisition	Right-of-way
167	319	25-22-304-033-0000	134 E. 116th Street	Vacant	Full Acquisition	Right-of-way
168	336	25-22-308-014-0000	151 E. 116th Street	Multi Family	Full Acquisition	Right-of-way
169	338	25-22-308-015-0000	153 E. 116th Street	Multi Family	Full Acquisition	Right-of-way
170	341	25-22-308-016-0000	155 E. 116th Street	Single Family	Full Acquisition	Right-of-way
171	343	25-22-308-017-0000	157 E. 116th Street	Single Family	Full Acquisition	Right-of-way
172	345	25-22-308-018-0000	159 E. 116th Street	Single Family	Full Acquisition	Right-of-way
173	346	25-22-308-019-0000	163 E. 116th Street	Single Family	Full Acquisition	Right-of-way
174	347	25-22-308-020-0000	165 E. 116th Street	Single Family	Full Acquisition	Right-of-way
175	354	25-22-311-013-0000	11631 S. Indiana Avenue	Public	Full Acquisition	Right-of-way
176	356	25-22-311-021-0000	11630 S. Prairie Avenue	Single Family	Full Acquisition	Right-of-way
177	357	25-22-311-024-0000	11632 S. Prairie Avenue	Multi Family	Full Acquisition	Right-of-way
178	358	25-22-311-025-0000	11634 S. Prairie Avenue	Multi Family	Full Acquisition	Right-of-way
179	363	25-22-316-001-0000	319 E. 117th Street	Public	Full Acquisition	Right-of-way
180	368	25-22-316-035-0000	11712 S. Calumet Avenue	Vacant	Full Acquisition	Right-of-way
181	370	25-22-316-034-0000	11722 S. Calumet Avenue	Multi Family	Full Acquisition	Right-of-way
182	371	25-22-316-030-0000	11726 S. Calumet Avenue	Vacant	Full Acquisition	Right-of-way
183	372	25-22-316-031-0000	11728 S. Calumet Avenue	Vacant	Full Acquisition	Right-of-way

Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
184	373	25-22-317-013-0000	354 E. 118th Street	Single Family	Full Acquisition	Right-of-way
185	374	25-22-317-014-0000	356 E. 118th Street	Vacant	Full Acquisition	Right-of-way
186	375	25-22-317-015-0000	358 E. 118th Street	Vacant	Full Acquisition	Right-of-way
187	376	25-22-317-030-0000	11742 S. Front Avenue	Industrial	Full Acquisition	Right-of-way
188	377	25-22-317-031-0000	11810 S. Calumet Avenue	Industrial	Full Acquisition	Right-of-way
189	378	25-22-317-032-0000	11810 S. Calumet Avenue	Industrial	Full Acquisition	Right-of-way
190	379	25-22-317-033-0000	375 E. 118th Street	Industrial	Full Acquisition	Right-of-way
191	380	25-22-317-035-0000	11800 S. Front Avenue	Railroad	Easement	Construction
192	381	25-22-501-005-0000	360 E. 119th Street	Railroad	Easement	Construction
193	382	25-22-325-001-0000	370 E. 119th Street	Railroad	Partial Acquisition	Right-of-way
194	383	25-22-400-026-0000	11600 S. Cottage Grove Avenue	Industrial	Partial Acquisition	Right-of-way
195	384	25-22-400-027-0000	11600 S. Cottage Grove Avenue	Railroad	Partial Acquisition	Right-of-way
196	385	25-27-108-009-0000	11900 S. Cottage Grove Avenue	Railroad	Partial Acquisition	Right-of-way
197	386	25-27-502-001-0000	12330 S. Cottage Grove Avenue	Railroad	Easement	Construction
198	390	25-26-300-017-0000	12807 S. Cottage Grove Avenue	Utility	Full Acquisition	Right-of-way
199	391	25-26-300-015-0000	12813 S. Cottage Grove Avenue	Utility	Easement	Construction
200	392	25-26-300-014-0000	12817 S. Cottage Grove Avenue	Utility	Easement	Construction
201	397	25-22-401-034-0000	1355 E. 121st Street	Railroad	Full Acquisition	Right-of-way
202	398	25-27-200-007-0000	12256 S. Cottage Grove Avenue	Vacant	Full Acquisition	Right-of-way
203	399	25-27-200-009-0000	12256 S. Cottage Grove Avenue	Railroad	Full Acquisition	Right-of-way
204	400	25-27-200-010-0000	12256 S. Cottage Grove Avenue	Railroad	Full Acquisition	Right-of-way
205	401	25-27-200-012-0000	12534 S. Cottage Grove Avenue	Railroad	Full Acquisition	Right-of-way
206	402	25-27-200-013-0000	12546 S. Cottage Grove Avenue	Utility	Full Acquisition	Right-of-way
207	403	25-27-503-001-0000	12320 S. Cottage Grove Avenue	Railroad	Easement	Construction
208	404	25-27-200-004-0000	12500 S. Cottage Grove Avenue	Utility	Easement	Construction
209	405	25-27-400-003-0000	12606 S. Cottage Grove Avenue	Utility	Easement	Construction
210	406	25-27-400-002-0000	12600 S. Cottage Grove Avenue	Railroad	Easement	Construction
211	407	25-27-400-007-0000	12614 S. Cottage Grove Avenue	Utility	Easement	Construction
212	408	25-27-400-005-0000	12608 S. Cottage Grove Avenue	Utility	Easement	Construction
213	409	25-27-400-006-0000	12610 S. Cottage Grove Avenue	Utility	Easement	Construction
214	410	25-27-301-007-0000	300 E. 127th Street	Utility	Easement	Construction
215	411	25-27-400-009-0000	12618 S. Cottage Grove Avenue	Utility	Full Acquisition	Right-of-way
216	412	25-21-200-002-0000	347 W. 111th Street	Multi Family	Full Acquisition	Right-of-way
217	423	25-22-311-012-0000	11633 S. Indiana Avenue	Public	Full Acquisition	Right-of-way
218	424	25-22-311-020-0000	11626 S. Prairie Avenue	Single Family	Full Acquisition	Right-of-way
219	425	25-22-300-006-0000	11525 S. State Street	Vacant	Full Acquisition	Right-of-way
220	445	25-16-415-003-0000	349 W. 109th Street	Single Family	Full Acquisition	Right-of-way
221	446	25-16-415-023-0000	348 W. 109th Place	Single Family	Full Acquisition	Right-of-way
222	447	25-16-500-017-0000	362 W. 108th Place	Railroad	Easement	Construction
223	448	25-16-500-018-0000	364 W. 109th Street	Railroad	Easement	Construction
224	449	25-16-500-028-0000	359 W. 109th Street	Railroad	Easement	Construction
225	450	25-22-401-038-0000	12200 S. Cottage Grove Avenue	Vacant	Full Acquisition	Right-of-way
226	451	25-22-401-037-0000	12120 S. Cottage Grove Avenue	Industrial	Partial Acquisition	Right-of-way
227	452	25-16-107-035-0000	414 W. 104th Street	Vacant	Full Acquisition	Right-of-way
228	453	25-16-107-034-0000	408 W. 104th Street	Vacant	Full Acquisition	Right-of-way
229	458	25-35-100-020-0000	969 E. 130th Street	Vacant	Partial Acquisition	Right-of-way
230	459	25-09-206-052-0000	9522 S. Lafayette Avenue	Vacant	Full Acquisition	Right-of-way
231	460	25-09-206-053-0000	No Street Address	Public	Existing CTA Property	Right-of-way
232	512	25-16-113-027-0000	10411 S. Eggleston Avenue	School	Full Acquisition	Right-of-way
233	513	25-16-113-034-0000	10416 S. Eggleston Avenue	School	Full Acquisition	Right-of-way
234	514	25-16-113-035-0000	407 W. 104th Street	School	Full Acquisition	Right-of-way
235	515	25-16-307-024-0000	413 W. 107th Street	Commercial	Full Acquisition	Right-of-way
236	516	25-16-401-025-0000	363 W. 107th Street	Industrial	Full Acquisition	Right-of-way
237	517	25-16-411-021-0000	348 W. 109th Street	Single Family	Full Acquisition	Right-of-way
238	518	25-16-411-022-0000	346 W. 109th Street	Single Family	Full Acquisition	Right-of-way
239	519	25-16-411-023-0000	342 W. 109th Street	Vacant	Full Acquisition	Right-of-way
240	520	25-16-411-024-0000	340 W. 109th Street	Vacant	Full Acquisition	Right-of-way
241	521	25-16-411-025-0000	338 W. 109th Street	Vacant	Full Acquisition	Right-of-way
242	522	25-16-411-026-0000	334 W. 109th Street	Vacant	Full Acquisition	Right-of-way
243	523	25-16-411-027-0000	332 W. 109th Street	Vacant	Full Acquisition	Right-of-way
244	524	25-16-427-018-0000	344 W. 111th Street	Church	Easement	Construction

Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
245	525	25-16-427-019-0000	342 W. 111th Street	Church	Easement	Construction
246	526	25-16-427-020-0000	340 W. 111th Street	Church	Easement	Construction
247	527	25-16-427-021-0000	330 W. 111th Street	Industrial	Full Acquisition	Mitigation
248	528	25-21-200-003-0000	343 W. 111th Street	Multi Family	Full Acquisition	Right-of-way
249	529	25-21-200-004-0000	341 W. 111th Street	Church	Full Acquisition	Right-of-way
250	530	25-21-200-016-0000	340 W. 111th Place	Multi Family	Full Acquisition	Right-of-way
251	531	25-21-200-017-0000	334 W. 111th Place	Vacant	Full Acquisition	Right-of-way
252	532	25-21-200-027-0000	333 W. 111th Street	Single Family	Full Acquisition	Right-of-way
253	533	25-21-200-028-0000	333 W. 111th Street	Vacant	Full Acquisition	Right-of-way
254	534	25-21-204-003-0000	337 W. 111th Place	Vacant	Full Acquisition	Right-of-way
255	535	25-21-204-027-0000	333 W. 111th Place	Vacant	Full Acquisition	Right-of-way
256	536	25-21-212-024-0000	306 W. 113th Street	Single Family	Full Acquisition	Right-of-way
257	537	25-21-218-019-0000	11326 S. Yale Avenue	Single Family	Full Acquisition	Right-of-way
258	538	25-21-228-022-0000	11414 S. Perry Avenue	Industrial	Easement	Construction
259	540	25-22-300-005-0000	11517 S. State Street	Vacant	Full Acquisition	Right-of-way
260	541	25-22-300-038-0000	11516 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
261	542	25-22-300-040-0000	11528 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
262	543	25-22-300-041-0000	11526 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
263	544	25-22-300-042-0000	11530 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
264	545	25-22-300-043-0000	11534 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
265	546	25-22-300-053-0000	11542 S. Michigan Avenue	Vacant	Full Acquisition	Right-of-way
266	547	25-22-304-035-0000	140 E. 116th Street	Vacant	Full Acquisition	Right-of-way
267	548	25-22-304-036-0000	142 E. 116th Street	Vacant	Full Acquisition	Right-of-way
268	549	25-22-311-019-0000	11624 S. Prairie Avenue	Single Family	Full Acquisition	Right-of-way
269	550	25-22-316-002-0000	321 E. 117th Street	Vacant	Full Acquisition	Right-of-way
270	551	25-22-316-003-0000	325 E. 117th Street	Multi Family	Full Acquisition	Right-of-way
271	552	25-22-316-004-0000	327 E. 117th Street	Vacant	Full Acquisition	Right-of-way
272	553	25-22-317-026-0000	11728 S. Front Avenue	Industrial	Easement	Construction
273	554	25-22-317-027-0000	11730 S. Front Avenue	Industrial	Easement	Construction
274	555	25-22-317-028-0000	11734 S. Front Avenue	Industrial	Easement	Construction
275	556	25-22-317-029-0000	11736 S. Front Avenue	Industrial	Easement	Construction
276	557	25-22-317-034-0000	11732 S. Front Avenue	Industrial	Easement	Construction
277	558	25-22-400-001-0000	11528 S. Cottage Grove Avenue	Railroad	Easement	Construction
278	559	25-35-100-010-0000	500 E. 134th Street	Vacant	Full Acquisition	Mitigation
279	560	25-35-100-016-0000	1108 E. 133rd Street	Vacant	Full Acquisition	Mitigation
280	561	25-35-100-021-0000	1029 E. 130th Street	Commercial	Partial Acquisition	Right-of-way
281	563	25-16-105-029-0000	418 W. 103rd Place	Single Family	Full Acquisition	Right-of-way
282	564	25-16-105-030-0000	420 W. 103rd Place	Single Family	Full Acquisition	Right-of-way
283	565	25-16-105-032-0000	412 W. 103rd Place	Single Family	Full Acquisition	Right-of-way
284	566	25-22-401-039-0000	12300 E.Oakwood Boulevard	Vacant	Easement	Construction
285	567	25-27-108-008-0000	11900 S. Cottage Grove Avenue	Industrial	Easement	Construction
286	568	25-27-501-001-0000	11900 S. Front Avenue	Railroad	Easement	Construction
287	569	25-27-108-006-0000	12001 S. Front Avenue	Utility	Easement	Construction
288	570	25-21-107-005-0000	409 W. 111th Street	Commercial	Full Acquisition	Right-of-way
289	571	25-21-107-006-0000	407 W. 111th Street	Commercial	Full Acquisition	Right-of-way
290	572	25-16-415-004-0000	347 W. 109th Street	Single Family	Full Acquisition	Right-of-way
291	573	25-16-415-024-0000	344 W. 109th Place	Vacant	Easement	Construction
292	574	25-16-415-025-0000	342 W 109th Place	Vacant	Easement	Construction
293	575	25-22-311-001-0000	201 E. 116th Street	Vacant	Easement	Construction
294	576	25-22-311-002-0000	203 E. 116th Street	Vacant	Easement	Construction
295	577	25-22-317-012-0000	11731 S. Calumet Avenue	Vacant	Easement	Construction
296	691	25-16-105-015-0000	409 W. 103rd Street	Single Family	Full Acquisition	Right-of-way
297	1281	25-16-400-070-0000	358 W. 107th Place	Industrial	Full Acquisition	Right-of-way
298	1282	25-16-401-018-0000	252 W. 108th Street	School	Easement	Construction
299	1283	25-16-401-024-0000	246 W. 108th Street	School	Easement	Construction
300	1296	25-16-113-030-0000	416 W. 105th Street	Vacant	Full Acquisition	Right-of-way
301	1297	25-27-133-003-0000	12530 S. Cottage Grove Avenue	Utility	Easement	Construction
302	1298	25-09-214-041-0000	9604 S. Lafayette Avenue	Public	Easement	Construction
303	1299	25-09-221-041-0000	9727 S. LaSalle Street	Public	Easement	Construction
304	1300	25-09-220-042-0000	9744 S. LaSalle Street	Public	Easement	Construction
305	1301	25-09-220-041-0000	9753 S. Wentworth Avenue	Public	Easement	Construction
306	1302	25-09-225-030-0000	9826 S. Princeton Avenue	Public	Easement	Construction

Count	Map ID	Parcel ID	Address	Land Use (2020)	Displacement Type	Displacement Use
307	1303	25-09-225-045-0000	352 W. 99th Street	Public	Easement	Construction