

Appendix L

Neighborhoods and Community Impacts Technical Memorandum

- Final EIS Addendum L, Neighborhoods and Community Impacts Technical Memorandum, July 2022



Chicago Red Line Extension Project

Neighborhood and Community Impacts Final EIS Addendum L

July 2022

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Abbreviations

ADA	Americans with Disabilities Act
API	Area of Potential Impact
CHA	Chicago Housing Authority
CMAP	Chicago Metropolitan Agency for Planning
CN/MED	Canadian National/Metra Electric District
Conrail	Consolidated Rail Corporation
CTA	Chicago Transit Authority
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FPCC	Forest Preserves of Cook County
IDOT	Illinois Department of Transportation
IHB	Indiana Harbor Belt
MWRD	Metropolitan Water Reclamation District of Greater Chicago
NEPA	National Environmental Policy Act

NS	Norfolk Southern Railway
RLE	Red Line Extension
UPRR	Union Pacific Railroad

Section 1 - Summary

This addendum provides an overview of the changes to the neighborhood and community characteristics that define the Red Line Extension (RLE) Project area for the Final Environmental Impact Statement (EIS), including character and cohesion, mobility, and community resources. The addendum updates the impacts under the No Build Alternative and the Preferred Alignment of the Union Pacific Railroad (UPRR) Rail Alternative, as compared with the Draft EIS.

The most recently available data from the Chicago Metropolitan Agency for Planning (CMAP), American Community Survey, and the U.S. Census (2014-2020) have been used to describe the neighborhood statistics. Changes to the overall affected environment since the Draft EIS, including changes to community resources, neighborhood demographics, and livability associated with the Area of Potential Impact (API), are described in the following sections. **Table 1-1** summarizes impacts and mitigation measures identified within this addendum since the Draft EIS.

Table 1-1: Neighborhoods and Communities - Impact Summary

Alternative	Permanent Impacts			Construction Impacts
	Community Character and Cohesion	Mobility	Community Resources	
No Build Alternative	No Impacts	No Impacts	No Impacts	No Impacts
Preferred Alignment	<p>In the communities of Washington Heights and Roseland, the elevated structure through Fernwood Parkway would change the neighborhood setting of the park and the houses facing it, which represents an adverse impact remaining after mitigation. The adverse impact would also include the 103rd Street station and the area near the 107th Place cross-over due to the change in residential character.</p> <p>There would be adverse visual impacts remaining after mitigation in the West Pullman community at 117th Street and Prairie Avenue due to the elevated structure and in the Riverdale community near the Altgeld Gardens neighborhood due to the 130th Street station park & ride facility.</p>	Beneficial impacts for all communities near the project.	Impacts would not be adverse after mitigation for all communities near the project.	Impacts would not be adverse after mitigation for all communities near the project.

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 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**.

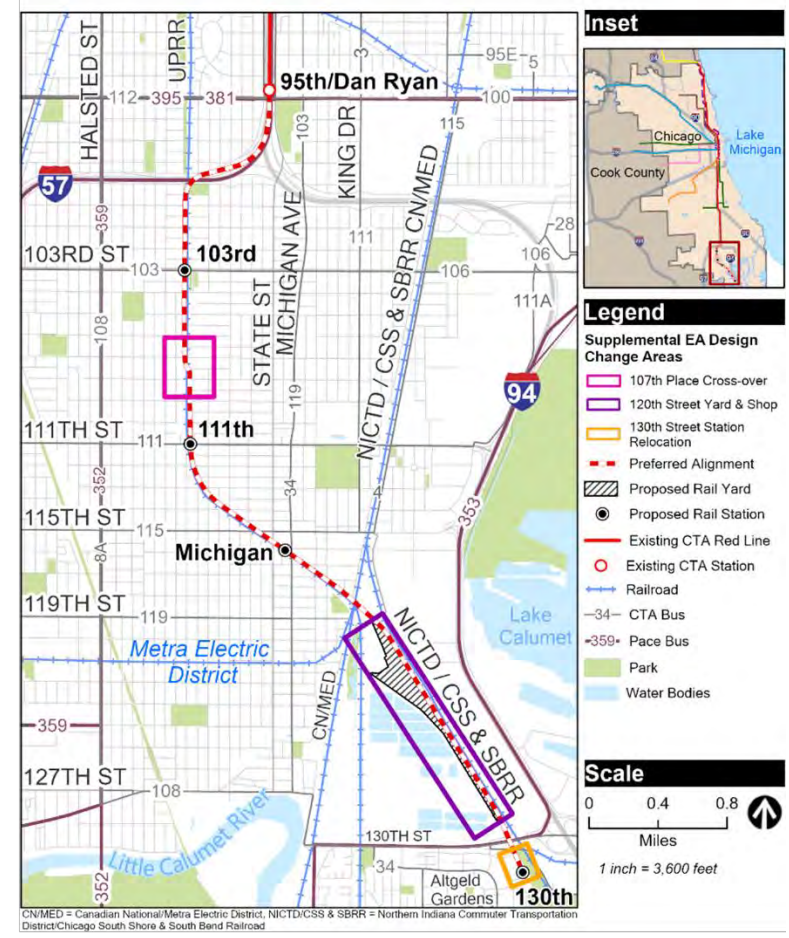
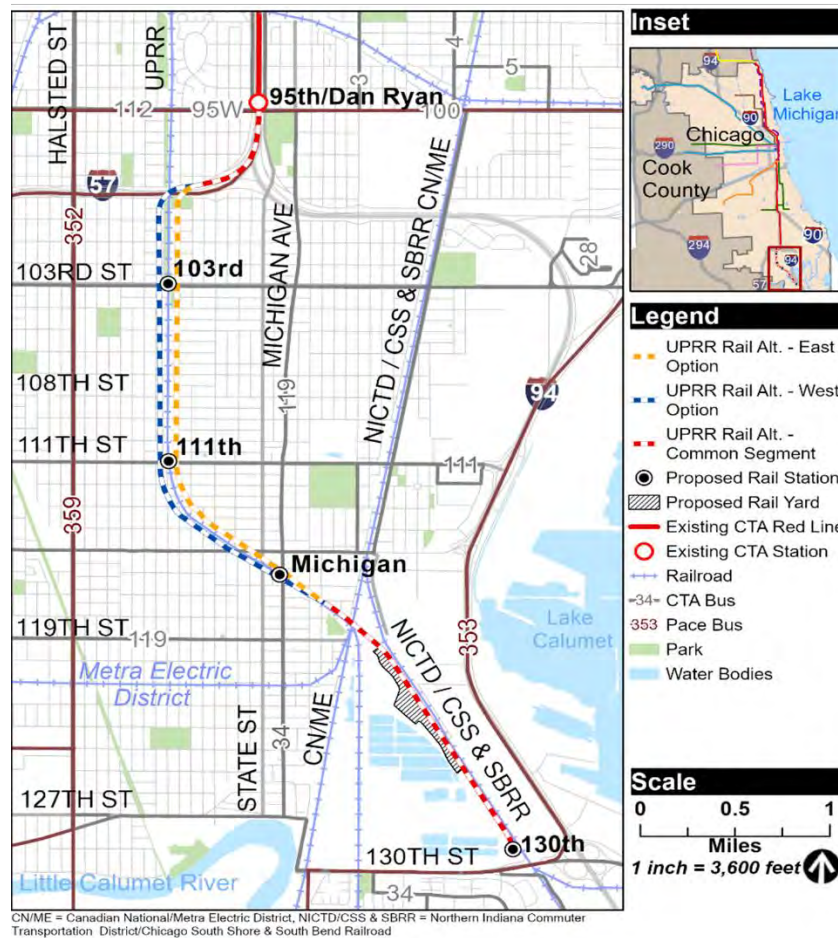


Figure 2-1: Left-East and West Options of the UPRR Rail Alternative (Draft EIS), Right-Preferred Alignment (Final EIS)

Section 3 - Methods for Impact Evaluation

Methods presented in **Appendix L** of the Draft EIS have been carried forward to analyze the neighborhood and community impacts. This section documents the consistency with the Draft EIS **Appendix L** and associated updates to the corresponding guidelines directing the methods.

3.1 Regulatory Framework

The Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) both have Community Impact Assessment Manuals (FHWA 2018, IDOT 2007a), which CTA used to evaluate potential neighborhood and community impacts of the Preferred Alignment. The analysis considers the following types of impacts:

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

Mobility - Overall community impacts of changes in transportation options, travel patterns, business activity, access to jobs, and access for emergency service providers. For the Final EIS, an impact on mobility would be adverse if transportation options, access to jobs, and access for emergency service providers would be reduced.

Community Resources - Impacts on key facilities in the API that play an important role in shaping and defining the community, such as landmarks, parks, community centers, and other places that serve as focal points or provide community services. For the Final EIS, an impact on community resources would be adverse if key facilities in the API would be directly affected or access to key facilities would be reduced.

The neighborhood and community impact analysis involved creating detailed demographic and community profiles based on existing community area boundaries within a ½ mile of stations and 500 feet from the Preferred Alignment. CTA conducted field investigations to identify physical, social, or perceived barriers within the established communities. In addition, the analysis considered other potential visual, noise, and environmental impacts that could have ripple effects on the surrounding neighborhood. Mitigation measures would offset identified impacts, with an

emphasis on community and transit-supportive solutions to address temporary construction impacts. The regulatory framework for analysis of neighborhood and community impacts has changed slightly since the issuance of the Draft EIS. Notably, a critical part of the federal framework, the FHWA's manual titled *Community Impact Assessment: A Quick Reference for Transportation*, was updated in 2018. This update was reviewed to inform the assessment of neighborhood and community impacts for the Preferred Alignment. Otherwise, the regulatory framework has not changed considerably since the Draft EIS.

3.2 Impact Analysis Thresholds

The National Environmental Policy Act (NEPA) does not set specific thresholds of significance for neighborhood and community impacts; however, there is merit in maintaining the approach taken in the Draft EIS based on FTA and IDOT community impact guidance as the basis for the thresholds of impact for this project. There is no change to the Impact Analysis Thresholds from the Draft EIS **Appendix L**.

3.3 Area of Potential Impact (API)

The API evaluated by the *Neighborhood and Community Impact Technical Memorandum (Appendix L)* has changed since the Draft EIS, to represent the reduction in alternatives (e.g., Halsted Street and Michigan Avenue Bus Rapid Transit alternatives, etc.) to only the Preferred Alignment that was derived from the East and West Options presented in the Draft EIS.

Figure 3-1 shows the community areas in and adjoining the API for the Preferred Alignment.

3.4 Methods

The analysis of potential neighborhood and community impacts of the Preferred Alignment was performed using the same methods as were documented in the Draft EIS consistent with the **Appendix L**.

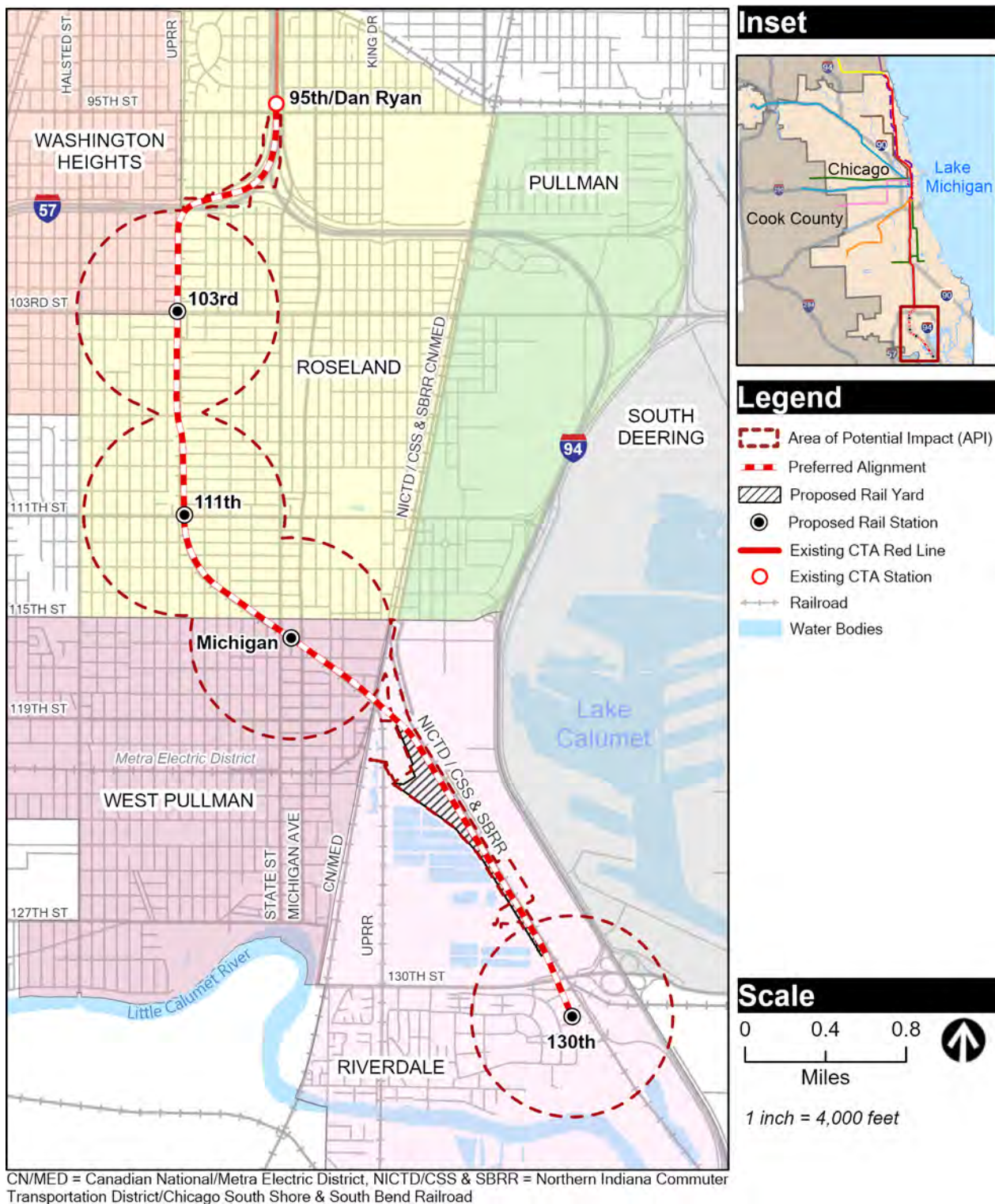


Figure 3-1: Community Areas in and Adjacent to the Area of Potential Impact (API)

Section 4 - Affected Environment

This section has been updated to reflect any changes to the neighborhood and community conditions in 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. This section describes the impacts of the Preferred Alignment on the surrounding neighborhood and community resources. The analysis considered the surrounding community context and character, community mobility, and community facilities near the project corridor such as schools, parks, and community centers. The *Transportation Technical Memorandum (Addendum H)*, *Parklands and Community Facilities Technical Memorandum (Addendum M)* and *Section 4(f) Replacement Park Analysis Technical Memorandum (Addendum Y)* contain additional details.

4.1 Community Profiles

The following provides a community profile for each community within the API and summarizes any changes to the neighborhoods if applicable since the Draft EIS publication in 2016.

4.1.1 Washington Heights

Washington Heights in the API primarily consists of single-family homes along a grid of one-way streets with low- to medium-density commercial areas with off-street parking along major arterial streets. Blocks are well maintained, and many have community-organized block associations that provide neighborhood watch programs and other initiatives.

4.1.2 Roseland

Roseland in the API consists primarily of single-family homes along one-way streets with block associations similar to Washington Heights. Michigan Avenue serves as a major retail and commercial corridor, and several blocks also contain single-family and multifamily housing. Michigan Avenue and 111th Street have been identified as corridors of focus within the INVEST South/West initiative, which are corridors that support existing business development and create opportunities for investment. Within Roseland, the greatest amount of retail activity occurs between 111th and 115th Streets, with the areas to the north consisting of automobile-oriented land uses. Subsequent to the issuance of the Draft EIS, the CTA 95th/Dan Ryan terminal improvements have been completed and are open to the public, including a new station house, a bus terminal, a pedestrian bridge, and a pick-up/drop-off area for vehicles. This facility was under construction during the Draft EIS.

4.1.3 West Pullman

West Pullman in the API includes portions of the Michigan Avenue commercial corridor, as well as several large industrial and utility properties. Along Michigan Avenue, many commercial buildings have residential units in their upper floors. Several Spanish-speaking businesses and households are also in the area.

4.1.4 Riverdale

Much of the Riverdale community area in the API is occupied by the Metropolitan Water Reclamation District of Greater Chicago (MWRD) facility and freight railroad properties. The southern portion of Riverdale contains the Altgeld Gardens and Philip Murray Homes neighborhood and the single-family Eden Green and Golden Gate neighborhoods. The Altgeld Gardens neighborhood is a CHA neighborhood built in 1945. Since the Draft EIS, units to the east of Greenwood Avenue (Blocks 11, 12, and 13) were demolished by CHA. The remaining units have been renovated since the Draft EIS was published.

4.2 Population, Housing, and Employment

U.S. Census data were used to report existing population and number of households in the RLE Project affected communities. **Table 4-1** presents the updated population statistics.

Table 4-1: 2020 Population and Households in Affected Communities

Area	Population	Households
Washington Heights	25,065	9,538
Roseland	38,816	15,080
West Pullman	26,104	9,650
Riverdale	7,622	2,523

Source: Chicago Metropolitan Agency for Planning (CMAP) Neighborhood Data, 2020 Census

Since the Draft EIS, housing and rental prices in the neighborhoods have increased. **Table 4-2** presents the updated housing costs.

Table 4-2: Housing Costs in Affected Communities

Area	Median Home Value	Median Monthly Rent
City of Chicago	\$246,500	\$930
API	\$117,792	\$807
Washington Heights	\$143,891	\$913
Roseland	\$123,015	\$863
West Pullman	\$105,809	\$780
Riverdale	\$68,267	\$474

Source: U.S. Census Bureau 2014-2018

Since the Draft EIS, unemployment rates have changed in the neighborhoods. **Table 4-3** presents current information related to unemployment rates in the neighborhoods.

Table 4-3: Unemployment Rates in Affected Communities

Area	Unemployment Rate
City of Chicago	8.9%
API	22.6%
Washington Heights	18.2%
Roseland	22.9%
West Pullman	23.4%
Riverdale	33.3%

Source: U.S. Census Bureau 2014-2018d

4.3 Racial Composition

Since the Draft EIS, racial composition rates have changed in the neighborhoods. **Table 4-4** presents current information related to racial composition in the neighborhoods.

Table 4-4: Racial Composition in Affected Communities

Area	White Alone	Hispanic	Black or African American Alone	American Indian/Native Alaskan Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Multiracial
City of Chicago	32.82%	28.99%	29.73%	0.12%	6.36%	0.01%	0.20%	1.76%
API	2.0%	3.7%	92.3%	0.1%	0.2%	0.0%	0.7%	1.0%
Washington Heights	1.0%	0.6%	96.9%	0.0%	0.1%	0.0%	0.0%	1.3%
Roseland	1.2%	1.2%	96.1%	0.1%	0.4%	0.0%	0.5%	0.5%
West Pullman	0.7%	5.7%	92.1%	0.1%	0.1%	0.0%	0.2%	1.2%
Riverdale	1.8%	2.6%	95.3%	0.0%	0.3%	0.0%	0.0%	0.0%

Source: U.S. Census Bureau 2014-2018a

4.4 Age

Since the Draft EIS, age percentages for those 65 and older have changed in the neighborhoods. **Table 4-5** presents current information related to age in the neighborhoods.

Table 4-5: Percentage of Population 65 Years and Older in Affected Communities

Area	Percent of Population
City of Chicago	12.0%
API	15.5%
Washington Heights	19.9%
Roseland	17.3%
West Pullman	14.7%
Riverdale	4.9%

4.5 Languages Spoken at Home

Since the Draft EIS, languages spoken at home have changed in the neighborhoods. **Table 4-6** presents information related to languages in the neighborhoods.

Table 4-6: Languages Spoken at Home in Affected Communities

Area	English	Spanish	Other Indo-European Languages	Asian or Pacific Island Languages	Other Languages
City of Chicago	66.3%	19.9%	7.6%	4.4%	1.8%
API	93.15%	4.95%	1.09%	0.29%	0.52%
Washington Heights	97.6%	1.0%	1.1%	0.3%	0.0%
Roseland	95.0%	2.2%	1.5%	0.5%	0.7%
West Pullman	90.9%	7.0%	1.2%	0.0%	0.9%
Riverdale	96.7%	2.7%	0.0%	0.3%	0.4%

Source: U.S. Census Bureau 2014-2018i

4.6 Community Mobility

The CTA 95th/Dan Ryan terminal improvements have been completed, including a new station house, a bus terminal, a pedestrian bridge, and a pick-up/drop-off area for vehicles. This facility was under construction during the Draft EIS. It is now complete and open to the public.

4.7 Emergency Services

The emergency services referenced in **Appendix L** of the Draft EIS were reviewed and there are no changes to the emergency services in the neighborhoods in the area of the Preferred Alignment.

4.8 Community Resources

The number of community resources has been updated since the publication of the Draft EIS to reflect resources within the API of the Preferred Alignment. There are 100 community facilities within the API of the Preferred Alignment compared to 76 community facilities within the API for the East and West Options in the Draft EIS. These include community facilities that are adjacent

to the Preferred Alignment and/or are within a ½ mile of a proposed station location. They include 62 religious facilities, 12 schools, 6 community centers, 3 fire stations, 4 healthcare centers or hospitals, 1 library, 9 landmarks, and 5 government facilities. Details about each community facility, including addresses and locations relative to the Preferred Alignment, can be found in the **Addendum M**. One community facility, Chicago Fire Department – Engine 93, is both a fire station and a landmark. Mary Magdalene Missionary Baptist Church is both a place of worship and a landmark. These two community facilities were included in the Fire Station and Landmark and in the Place of Worship and Landmark categories in **Addendum M**. However, they were counted only once in the total number of affected community facilities. **Figures 4-1** and **4-2** show the community facilities in the API.

The Agape Community Center at 342 W. 111th Street is located east of the Preferred Alignment. The Preferred Alignment would require the use of a City-owned parcel located west of the Agape Community Center. CTA has designed an alternative parking location on the east side of the Agape Community Center.

Figures 4-3 and **4-4** show the parklands in the API. Additional information can be found in **Addendum M**. The relocation of the 130th Street station following the publication of the Draft EIS brought the station closer to the Beaubien Woods Forest Preserve and George Washington Carver Park. Beaubien Woods Forest Preserve is a 279-acre forest preserve, owned by the Forest Preserves of Cook County (FPCC) and is located in Riverdale. The northern end of the Beaubien Woods Forest Preserve is a linear green space that parallels the Conrail tracks from just south of Old 130th Street to 132nd Street. This linear green space is open space except for an access road. The Beaubien Woods Forest Preserve has a boat launch area south of 132nd Street providing access to the Little Calumet River. George Washington Carver Park is a 19-acre park that offers a swimming pool and indoor and outdoor recreational facilities. It is owned by the Chicago Park District.

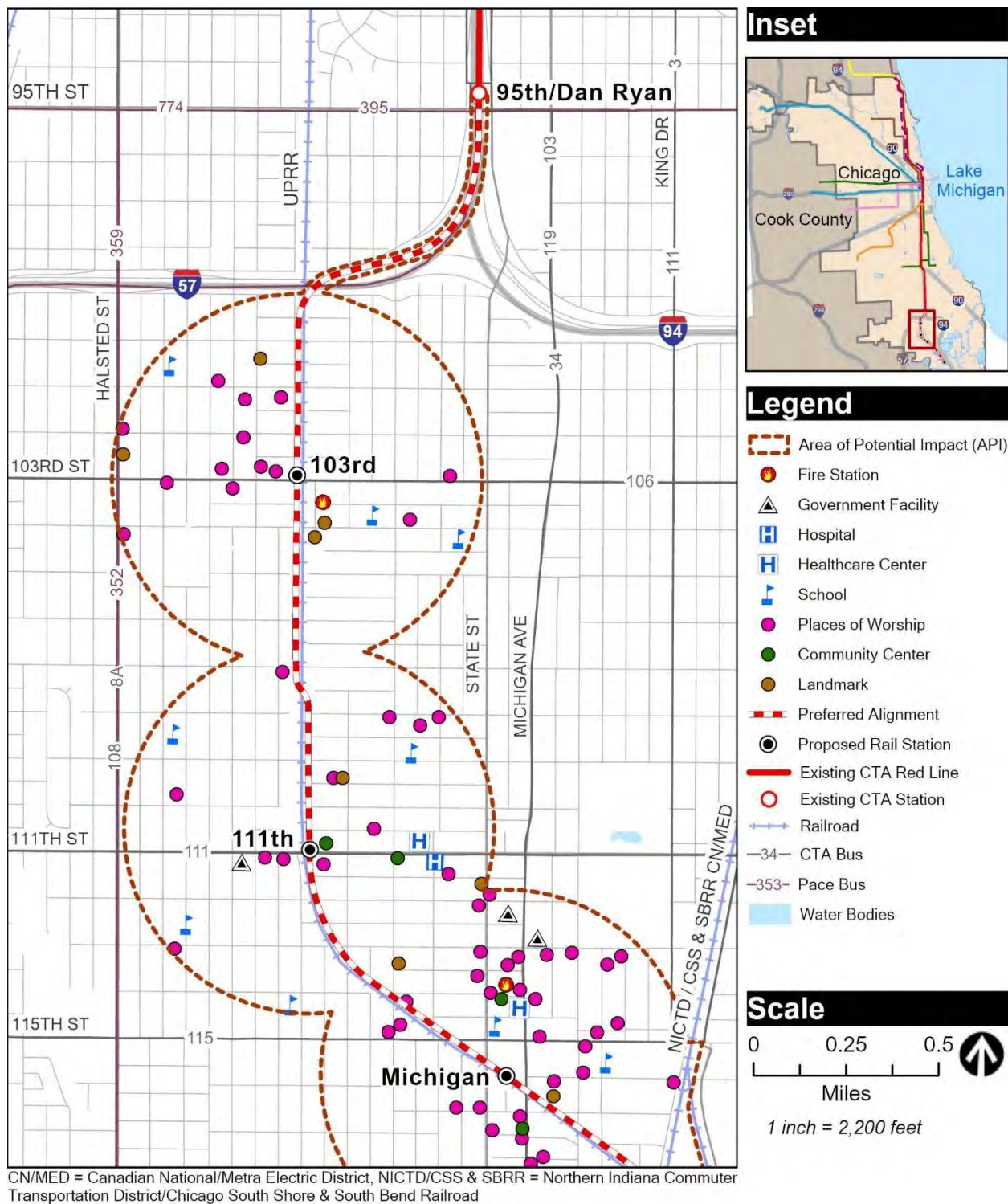


Figure 4-1: Community Facilities in the Area of Potential Impact (API) (1 of 2)

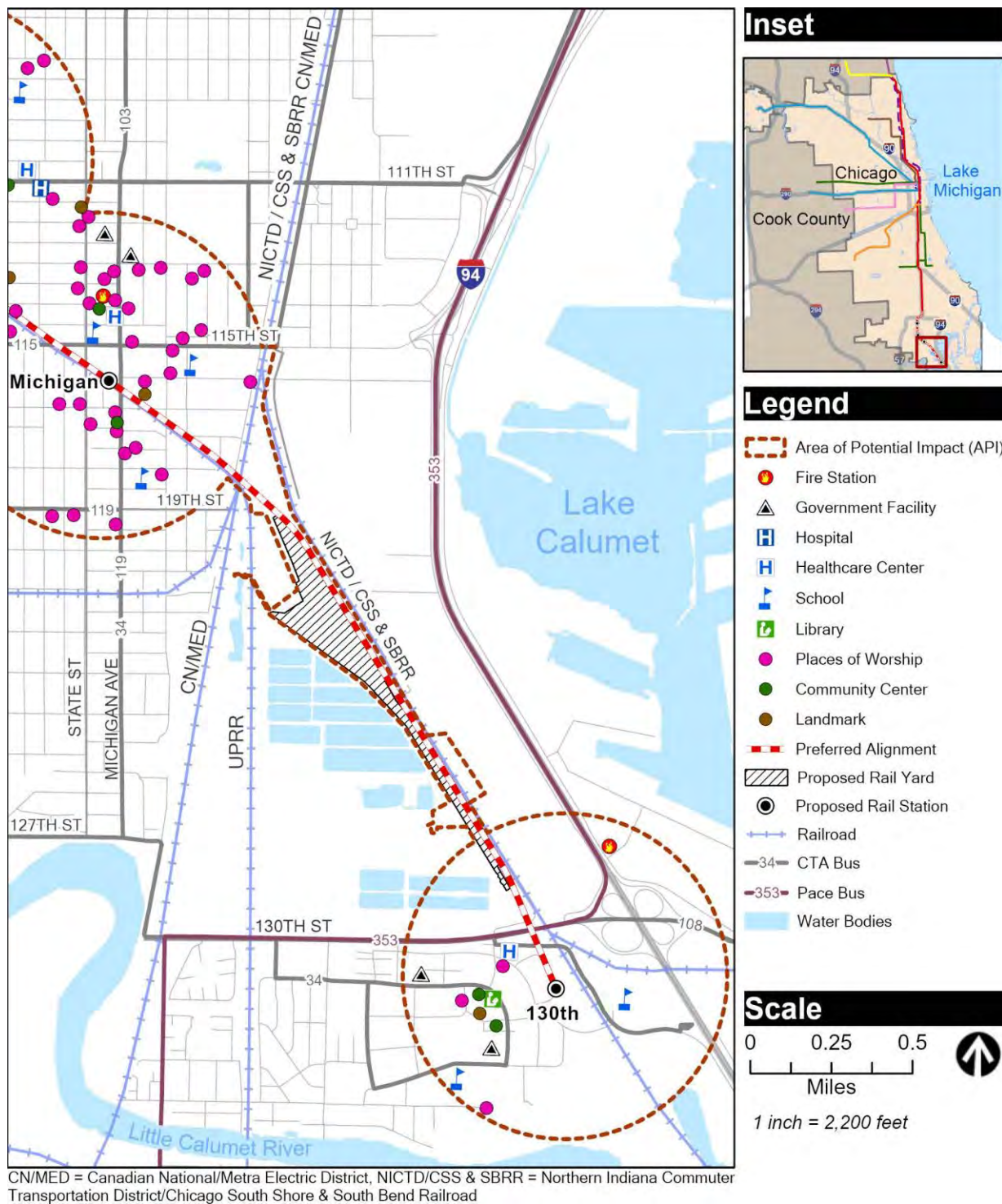


Figure 4-2: Community Facilities in the Area of Potential Impact (API) (2 of 2)

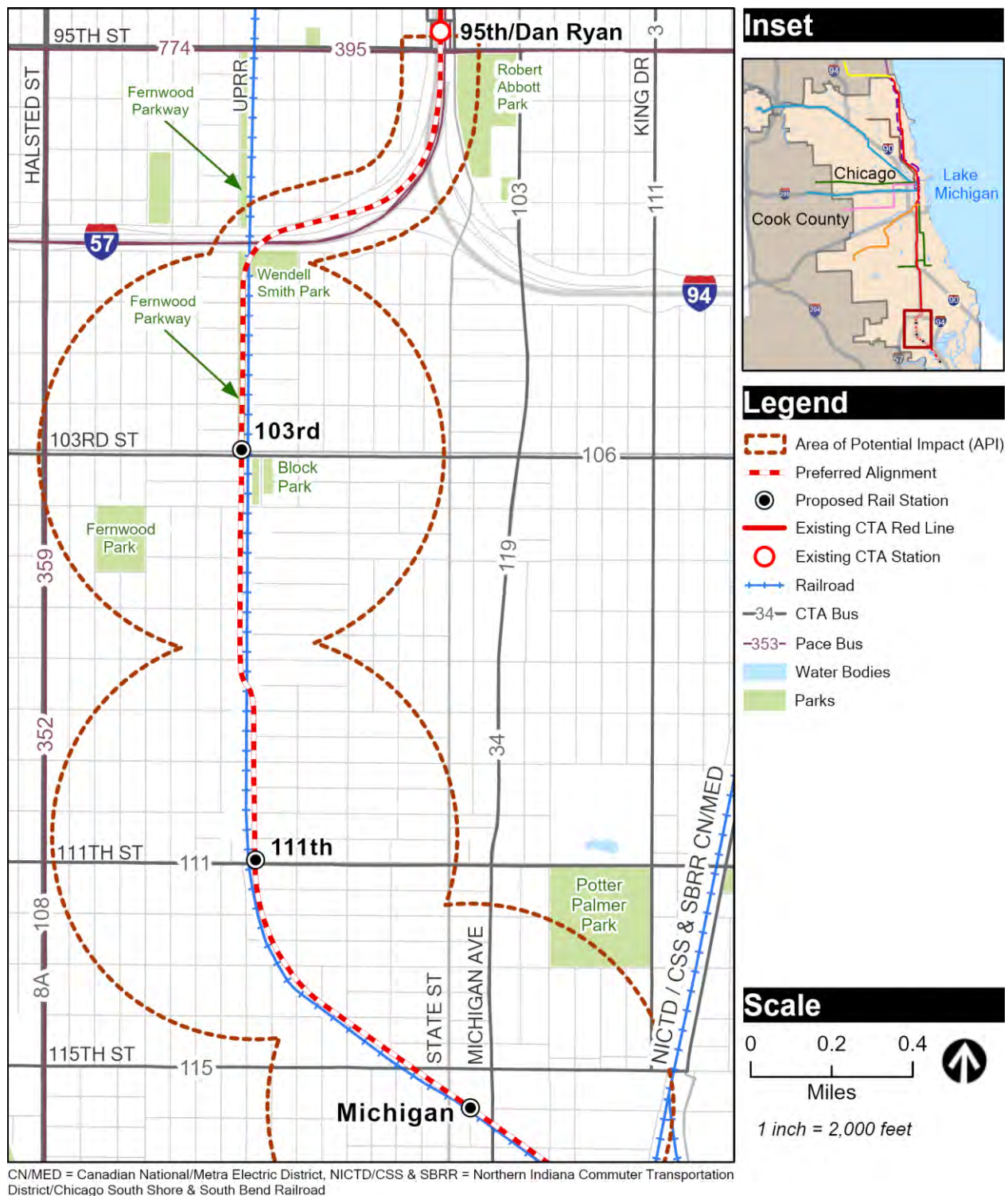
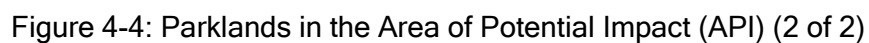


Figure 4-3: Parklands in the Area of Potential Impact (API) (1 of 2)



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. This analysis was prepared according to the *Community Impact Assessment: A Quick Reference for Transportation* (USDOT 2018).

- 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 the new or revised mitigation measures for identified project impacts, where applicable. Likewise, this section indicates what additional (or fewer) measures apply to the Preferred Alignment.

5.1 No Build Alternative

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 CMAP's *ONTO 2050 Plan* and Transportation Improvement Program. The transit network within the project area would remain largely the same as it is now.

5.1.1 Permanent Impacts and Mitigation - No Build Alternative

As described in **Appendix L** in the Draft EIS, because no RLE Project would be built, there would be no permanent impacts to community character and cohesion, community resources, and mobility or community development.

5.1.2 Construction Impacts and Mitigation - No Build Alternative

As described in **Appendix L** in the Draft EIS, because no RLE Project would be built, there would be no construction impacts to community character and cohesion, nor construction-related disruption to community resources in the project area. There also would be no construction-related mobility and business disruption associated with the RLE Project; however, it would fail to create new construction jobs or support economic growth in the project area.

5.1.3 Cumulative Impacts and Mitigation - No Build Alternative

As described in **Appendix L** in the Draft EIS, although the No Build Alternative would not cause any adverse impacts, the lack of improved transportation options and new infrastructure would do little to reverse the disinvestment in the project area that has occurred over the past several decades. No mitigation measures would be required.

5.2 Union Pacific Railroad Alternative - Preferred Alignment

5.2.1 Permanent Impacts and Mitigation - Preferred Alignment

The following summarizes the permanent impacts of the Preferred Alignment for each of the potential impact areas.

5.2.1.1 Community Character and Cohesion

The following permanent adverse impacts related to community character and cohesion have been updated since the publication of the Draft EIS include:

The removal of vegetation for the elevated structure of the Preferred Alignment would alter the viewshed of the remaining residences in Roseland, Washington Heights, and West Pullman. Because the relocated 130th Street station would include a park & ride facility with a four-level garage and surface parking lot, and other structures, there would also be adverse visual impacts in Riverdale due to the relocation of the 130th Street station for residences that front Greenwood Avenue. The residential character and scale would be noticeably altered by the addition of the RLE Project. Detailed information on the adverse visual impacts and associated mitigation measures can be found in *Visual and Aesthetic Conditions Technical Memorandum (Addendum N)*.

5.2.1.2 Mobility

There would be beneficial impacts on mobility throughout Roseland, Washington Heights, West Pullman, and Riverdale. As discussed in *Transportation Technical Memorandum (Addendum H)*, there would be increased access to transportation options, beneficial impacts to travel patterns, increased opportunities for business activity, better access to jobs, and no change in access for emergency service providers. There would be beneficial impacts to pedestrian and bicycle access as gaps in sidewalks near stations would be improved and would be Americans with Disabilities Act (ADA)-compliant. The existing at-grade crossings would be improved with gates at the sidewalks and increased lighting.

Because the 130th Street station has been relocated to the south side of 130th Street since the Draft EIS, Old 130th Street would require closure. In Riverdale, the closure of Old 130th Street would eliminate one of three access routes to the Carver Military Academy High School. However, closure of this route would not result in an adverse impact because the primary access to the school is from 130th Street to Ellis Avenue to Greenwood Avenue to 132nd Street. The secondary access from Doty Avenue from the south would remain unchanged. This change in access to the high school is not considered an adverse impact because two access points would remain. No mitigation measures would be required.

The closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from Old 130th Street. Closure of this connection would not result in an adverse impact because the primary access to Beaubien Woods Forest Preserve is from Ellis Avenue to Greenwood Avenue to 132nd Street.

5.2.1.3 Community Resources

Community resources in Roseland would be affected by the RLE Project. For Wendell Smith Park detailed information on the impacts and associated mitigation measures can be found in **Addendum Y**. Two churches within the API would be displaced because they fall within the proposed right-of-way for the Preferred Alignment. The Now Faith Church of God Holiness was disclosed in the Draft EIS. In Roseland, the New St. Mary Church of Prayer located at 341 W. 111th Street is a place of worship east of the Preferred Alignment. The entire building and parcel would be potentially affected by the project and the parcel used as parking for the 111th Street station. This is a new displacement because this proposed parcel use had not been identified when the Draft EIS was completed. The Preferred Alignment would require the use of a City-owned parcel that would affect its current use by the Agape Community Center for parking. However, the impacts to the Agape Community Center would not be adverse with mitigation. CTA would continue to coordinate with the Agape Community Center to include an alternative parking location for the Agape Community Center in the final design of the RLE Project. CTA would also maintain truck access to the north side of the Agape Community Center building.

In Washington Heights, Fernwood Parkway detailed information on the impacts and associated mitigation measures can be found in **Addendum Y**. Aside from Wendell Smith Park discussed in the Roseland impacts above, no other community parklands discussed in **Section 4.3** would be affected by the RLE Project. In addition, no community resources in West Pullman would be affected by the RLE Project.

In Riverdale, the 130th Street station access road requires closure of Old 130th Street at the new RLE track crossing. Old 130th Street provides an existing connection to the Beaubien Woods Forest

Preserve access road east of the new RLE at-grade track crossing. Closure of Old 130th Street would eliminate the access road connection into the Beaubien Woods Forest Preserve from Old 130th Street. However, the main access route to the Beaubien Woods Forest Preserve would continue to be from Ellis Avenue to Greenwood Avenue to 132nd Street. The relocation of the 130th Street station was not part of the Draft EIS. Impacts to the Beaubien Woods Forest Preserve are new and were not disclosed in the Draft EIS and, therefore, did not include the closure of Old 130th Street or removal of any trees south of 130th Street. However, with mitigation measures, no adverse impacts to Beaubien Woods Forest Preserve are anticipated. The mitigation and enhancement measures for Beaubien Woods Forest Preserve would follow the lower-impact scenario discussed in FPCC's mitigation concurrence letter to offset the diminished access to the boat launch access road. CTA would uphold their role in the mitigation measures agreed upon by the FPCC. Mitigation and enhancement measures are currently anticipated to include the following:

- Transfer of two City-owned parcels into FPCC ownership
- \$250,000 payment to FPCC for ecological restoration, habitat enhancement and beautification of expanded Beaubien Woods Boat Launch land
- New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
- Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
- Forest Preserve advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses

FPCC provided their mitigation concurrence letter on May 13, 2021. This letter and other FPCC and CTA coordination is included in **Addendum M**.

The relocation of the 130th Street station also affects the eastern portion of TCA Health because a portion of its property it would be located within the proposed right-of-way; this parcel would be partially acquired as part of the RLE Project. CTA would continue to coordinate with TCA Health to maintain access to the TCA Health parking lot and replace parking space impacts, if any, at a ratio of 1 to 1 in the final design of the RLE Project. With mitigation measures, the impacts to TCA Health would not be adverse.

5.2.2 Construction Impacts and Mitigation - Preferred Alignment

Community disruption would occur temporarily during construction for the Preferred Alignment. Most of the construction activities and staging would occur within street right-of-way, properties to be acquired as part of the project's permanent envelope, and potentially other nearby vacant

parcels through the establishment of temporary construction easements. 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**; noise and vibration mitigation can be found in the *Noise and Vibration Technical Memorandum (Addendum O)*; dust mitigation can be found in the *Air Quality Technical Memorandum (Addendum U)*. Construction impacts and mitigation recommended for neighborhoods and community facilities under the Preferred Alignment would be similar to the East and West Options in the Draft EIS.

Neighborhoods would experience visual impacts, noise, and dust during construction on an intermittent basis, but impacts on the Washington Heights, Roseland, and West Pullman communities would not be adverse through the use of best maintenance practices. The 120th Street yard and shop would be located far enough from established communities so that no construction impacts would occur. Mitigation measures associated with visual impacts, noise, and dust can be found in **Addenda N, O, and U**, respectively.

Construction activities would result in additional truck traffic and temporary street closures throughout Roseland, Washington Heights, West Pullman, and Riverdale. Anticipated hauling routes would be coordinated throughout the RLE Project to minimize the number of trucks and equipment passing through sensitive areas of the community and would utilize highways and major arterials over local roads to the extent feasible and practicable. Religious facilities, schools, community centers, and other facilities near the alignment and stations would be subject to temporary adverse impacts associated with potential traffic detours; however, access would be maintained throughout the duration of the project. Detours would be provided to maintain access to adjacent properties during construction, and CTA would coordinate with Pace so bus transit service would detour around roadway closures. Businesses around the alignment and parking structures could be affected by construction activities, construction-related traffic, and road and sidewalk closures. Temporary roadway delays due to truck traffic and construction equipment would occur.

CTA would provide early notification of construction activities and provision of temporary alternative access routes for the community and advertising programs to increase the visibility of affected businesses during construction. Contractors would perform work in a manner consistent with local ordinances.

Construction-related impacts on neighborhoods and communities under the Preferred Alignment would not be adverse after implementation of mitigation measures as described above.

5.2.3 Cumulative Impacts and Mitigation - Preferred Alignment

Cumulative impacts include those from the RLE Project in addition to those of other past, present, and reasonably foreseeable projects. Consistent with the cumulative impacts under the UPRR East and West Options, construction and operation of the RLE Project would not reduce the overall quality or distribution of parklands and community facilities in the area. Therefore, there would be no adverse cumulative impacts because of the RLE Project. Improved transit in the area would result in benefits by improving access to parklands and community facilities in the area.

Section 6 - Impacts Remaining after Mitigation

This section describes the permanent impacts of the 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 neighborhoods and communities as a result of the No Build Alternative.

6.2 Union Pacific Railroad Alternative - Preferred Alignment

Impacts remaining after mitigation are the same as in the Draft EIS for the communities of Washington Heights and Roseland. In the communities of Washington Heights and Roseland, the elevated structure through Fernwood Parkway would change the neighborhood setting of the park and the houses facing it, which represents an adverse impact remaining after mitigation. In West Pullman, impacts would not be adverse after mitigation. In Riverdale, there would be an adverse impact after mitigation due to the four-level height of the proposed 130th Street station parking garage changing the residential character of the neighborhood.

Section 7 - References Cited

The following are new references, updated from the Draft EIS **Appendix L**.

United States Census Bureau. American Community Survey (ACS) 2018 5-year estimates data profiles. Accessed at <https://www.census.gov/data.html>. Accessed on November 9, 2021.

Chicago Metropolitan Agency for Planning (CMAP). 2017. ON TO 2050. Accessed at <https://www.cmap.illinois.gov/2050>. Accessed on November 9, 2020.

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United States Department of Transportation (USDOT), Federal Highway Administration. 2018. Community Impact Assessment: A Quick Reference for Transportation. 2018. Accessed at http://www.ciatrans.net/CIA_Quick_Reference/Purpose.html. Accessed on May 25, 2020.

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