

Appendix M

Parklands and Community Facilities Technical Memorandum

- Final EIS Addendum M, Parklands and Community Facilities Technical Memorandum, July 2022
 - Attachment A - Coordination



Chicago Red Line Extension Project

Parklands and Community Facilities Final EIS Addendum M

July 2022

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Abbreviations

ADA	Americans with Disabilities Act
API	Area of Potential Impact
BMPs	Best Management Practices
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
FPCC	Forest Preserves of Cook County
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IHB	Indiana Harbor Belt
NEPA	National Environmental Policy Act
NS	Norfolk Southern Railway
RLE	Red Line Extension
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
UPRR	Union Pacific Railroad

Section 1 - Summary

This addendum analyzes the potential impacts on parklands and community facilities for the Preferred Alignment of the Union Pacific Railroad (UPRR) Rail Alternative, as compared with the Draft EIS. Consistent with the conclusions outlined in **Appendix M** of the Draft Environmental Impact Statement (EIS), the Red Line Extension (RLE) Project would result in adverse and beneficial impacts on parklands and community facilities in the area of potential impact (API).

1.1 Parklands

The API has nine parklands within it. Two parklands, Fernwood Parkway and Beaubien Woods Forest Preserve, would have permanent adverse impacts, whereas one park, Wendell Smith Park, would have only temporary construction impacts. Impacts on these three parklands would be mitigated.

During construction of the Preferred Alignment, there would be temporary and minor construction activities within Wendell Smith Park for a short duration, which would require the temporarily closure of the northwest corner of Wendell Smith Park.

The introduction of new and faster transit services would provide a permanent, beneficial impact to parklands within walking distance (approximately ½ mile) from the proposed station locations.

Fernwood Parkway

Approximately 4.5 acres of Fernwood Parkway would be affected as a result of the Preferred Alignment. Permanent impacts would result from the use of Fernwood Parkway for the elevated structure. This would result in a permanent incorporation of Fernwood Parkway between 99th Street and 103rd Street. Mitigation measures for impacts to Fernwood Parkway would include landscaping and replacement of the impacted acres of parkland with pocket parks located in the Washington Heights community area, directly adjacent to the Major Taylor Trail, or additional areas based on future coordination at a replacement ratio of 1 to 1, for a total of 4.5 acres of replacement parks.

Impacts to Fernwood Parkway under the Preferred Alignment were also noted in the Draft EIS. However, impacts to Fernwood Parkway in the Final EIS would be higher (4.5 acres) than those disclosed in the Draft EIS (1.6 acres under the UPRR East Option and 1.9 acres under the UPRR West Option).

Wendell Smith Park

The Preferred Alignment would be elevated over the northwest corner of the City-owned 99th Street right-of-way. Some trees would need to be removed in this area of the park for construction

equipment staging and construction access. To mitigate trees proposed to be removed, there would be tree replacement and restoration of park landscaping. Landscaping would also help mitigate the change in visual aesthetic of the park due to the placement of the elevated track structure over the northwest corner of the City-owned 99th Street right-of-way. Noise barriers would mitigate noise impacts from operation of the Preferred Alignment, whereas construction Best Management Practices (BMPs) would be implemented to mitigate noise impacts during construction of the Preferred Alignment.

The Draft EIS disclosed 0.7 acre of impacts to Wendell Smith Park. As comparison, the northwest corner of Wendell Smith Park would be temporarily closed during construction of the RLE Project (approximately 0.1 acre).

Beaubien Woods Forest Preserve

The 130th Street station would close Old 130th Street at the new RLE tracks, which would eliminate a connection to the access road 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. **Section 5.2.1.1** discusses the proposed mitigation and enhancement measures.

The 130th Street station was located north of 130th Street in the Draft EIS whereas the Beaubien Woods Forest Preserve is south of 130th Street. Impacts to the Beaubien Woods Forest Preserve are new and were not in the Draft EIS.

Beneficial Impacts on Parklands – Improved Access

The introduction of new and faster transit services in the project area would improve access to those parklands within walking distance (approximately ½ mile) from the proposed stations, such as Beaubien Woods Forest Preserve.

1.2 Community Facilities

There are 100 community facilities in the API. Two facilities, New St. Mary Church of Prayer and Now Faith Church of God Holiness, would be displaced as summarized below. Agape Community Center and TCA Health would not be displaced. Permanent impacts on parking at facilities would not be adverse after mitigation.

A few additional community facilities would have noise impacts from operation and/or construction of the Preferred Alignment. The introduction of new and faster transit services would provide a permanent, beneficial impact to community facilities by providing improved walking distances and accessibility.

Agape Community Center

The Preferred Alignment would require the use of a City-owned parcel located west of the Agape Community Center that would affect its current use by the Agape Community Center as parking. The Chicago Transit Authority (CTA) has coordinated with the Agape Community Center and incorporated into the design an alternative parking location on the east side of the Agape Community Center. The design includes accommodation for trucks to access the garages at the rear of the building located on the north side of the Agape Community Center. Mitigation measures are described in **Addendum L**.

Noise Impacts from Operation and Construction of the Preferred Alignment

Agape Community Center and My Holy Rock Missionary Baptist Church would have moderate noise impacts from operation of the Preferred Alignment. Kingdom Global Outreach Ministries would have severe noise impacts. However, there would be no permanent noise impacts on community facilities after mitigation.

Construction of the elevated structure would have temporary noise impacts on Agape Community Center, adjacent to the Preferred Alignment. These noise impacts could interrupt services conducted at Agape Community Center. Mitigation measures would be the same as those described in **Appendix M** of the Draft EIS, such as providing information about construction schedules and changes in parking and/or detours to Agape Community Center to share with its patrons.

New St. Mary Church of Prayer

Proposed parking for the 111th Street station would displace the New St. Mary Church of Prayer. CTA would work with the church to relocate the facility to available property within the community. The displacement would require replacement in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). Compensation and relocation assistance would be provided to this organization per the Uniform Act. The impact would be considered not adverse because of the general availability of similar real estate near the project that would be of a suitable size to accommodate the relocation.

Impacts to New St. Mary Church of Prayer are new; this facility was not identified in the Draft EIS as being potentially displaced.

Now Faith Church of God Holiness

The proposed right-of-way for the Preferred Alignment would displace Now Faith Church of God Holiness. The same mitigation measures for the New St. Mary Church of Prayer would apply to

Now Faith Church of God Holiness. The impact would be considered not adverse because of the general availability of similar real estate near the project that would be of a suitable size to accommodate the relocation. This community facility was also identified in **Appendix M** of the Draft EIS as a potentially displaced community facility under the UPRR East Option.

TCA Health

TCA Health would be permanently and temporarily impacted during construction. The eastern portion of TCA Health would be located within the proposed RLE Project right-of-way. The proposed exit driveway from the 130th Street station onto Old 130th Street would run through the eastern portion of the TCA Health property; therefore, this property would be partially acquired as part of the RLE Project. TCA Health would remain in operation and access would be maintained during construction. Impacts to TCA Health are new; this facility was not identified in the Draft EIS as being impacted. Mitigation measures are described in **Addendum L**.

Beneficial Impacts on Community Resources – Improved Access

As explained for parklands, the introduction of new and faster transit services in the project area would improve access to facilities within walking distance.

Section 2 - Project Description and Background

CTA, as project sponsor to the Federal Transit Administration (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.

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**.

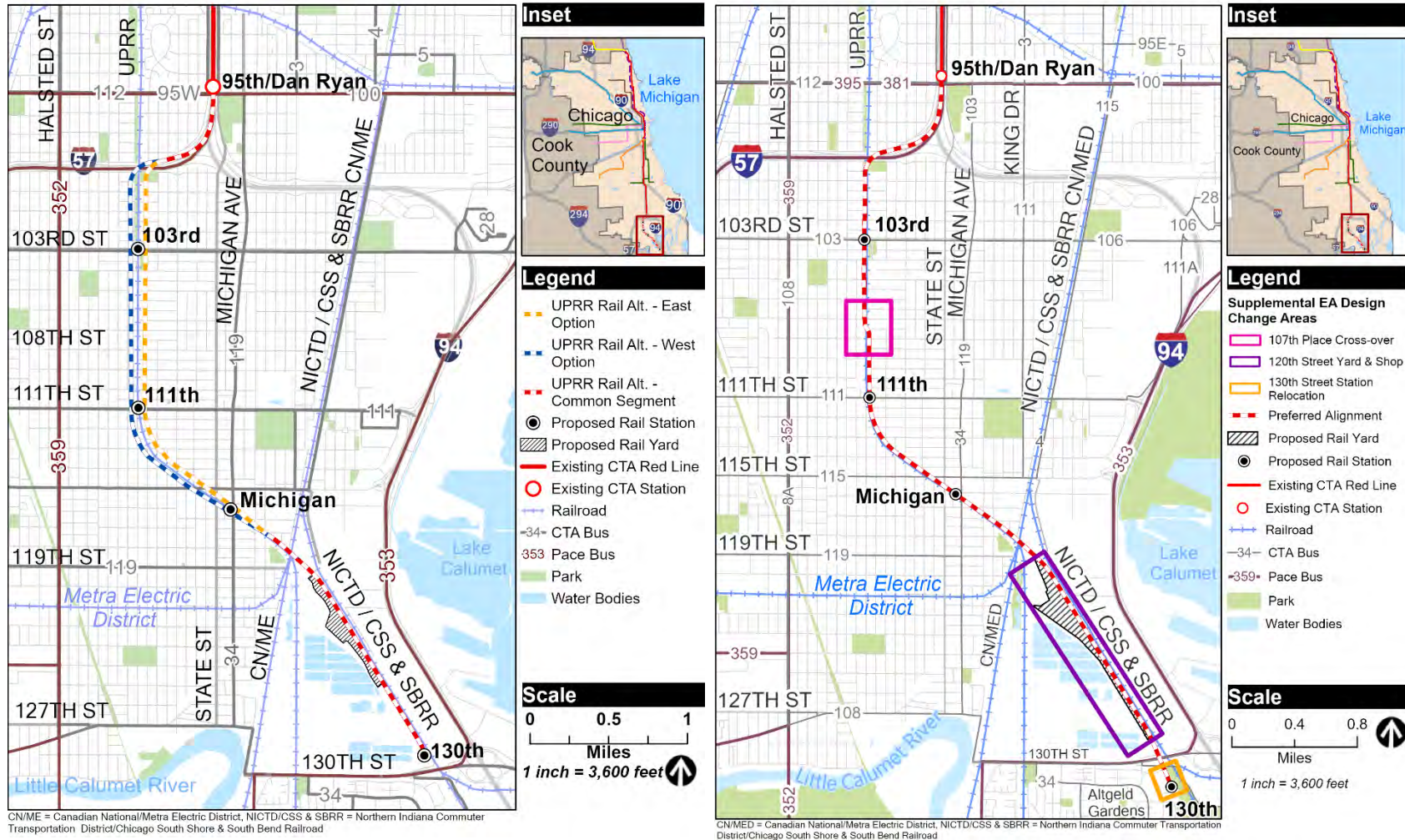


Figure 2-1: Left - East and West Options of the UPRR Rail Alternative (Draft EIS), Right - Preferred Alignment (Final EIS)

Section 3 - Methods for Impact Evaluation

Methods presented in **Appendix M** for the Draft EIS analysis have been carried forward to evaluate impacts to parklands and community facilities. This section documents the methodology for evaluating this resource, consistency with the methodology used in the Draft EIS, and any methodological changes.

3.1 Regulatory Framework

There are no changes to the applicable federal regulations referenced in **Appendix M** of the Draft EIS. Although state and local regulations regarding parklands and community facilities have not changed since publication of the Draft EIS, updates and new plans (discussed below) have been developed at the state and local level to manage these resources.

The Illinois Department of Natural Resources (IDNR), in cooperation with the Illinois Forestry Development Council, has prepared the *Illinois Forest Action Plan: 2020 – 2030. A Statewide Forest Resource Assessment and Strategy*. This document identifies tree threats as well as opportunities and strategies for forests in Illinois (IDNR 2019).

At the local level, the Chicago Park District issued its *2021 – 2025 Capital Improvement Plan*, which describes the funding sources and uses for acquisition and development of parklands, facility rehabilitation, and site improvements (Chicago Park District 2021).

The Chicago Metropolitan Agency for Planning (CMAP) *GO TO 2040* has been superseded by *ON TO 2050*, which details goals and objectives to address the region's challenges over the next several years.

3.2 Impact Analysis Thresholds

There are no specific thresholds for parklands identified under the National Environmental Policy Act (NEPA). The definition of impacts on parklands (i.e., adverse, adverse after mitigation, not adverse, not adverse after mitigation, and beneficial) in **Appendix M** of the Draft EIS is still applicable and was used for the Final EIS evaluation.

There are no impact analysis thresholds related to community facilities. However, the 2007 *Community Impact Assessment Manual* from the Illinois Department of Transportation (IDOT) provides qualitative guidance for conducting impact assessments on community facilities, as outlined in **Appendix M** of the Draft EIS. This methodology was consistently used for the Final EIS.

3.3 Area of Potential Impact

Consistent with **Appendix M** of the Draft EIS, the API includes parklands within 500 feet of the Preferred Alignment and within ½ mile around the proposed stations. The API also includes community facilities within or adjacent to the Preferred Alignment and within ½ mile around the proposed stations.

3.4 Methods

The analysis of parklands and community facilities of the Preferred Alignment was performed using the same methods as were documented in and consistent with **Appendix M** of the Draft EIS.

Section 4 - Affected Environment

This section describes any updates to the existing conditions for parklands and community facilities near the RLE Project since the publication of the Draft EIS. This section documents updates to the baseline data and planning horizon, as well as any changes to planning for parklands and community facilities and policy framework in the communities and jurisdictions affected by the Preferred Alignment.

4.1 Parklands

There are nine parklands within the API for the Preferred Alignment, as compared to 10 within the API for the UPRR East and West Options. Golden Gate Park was within the API for the 130th Street station in the Draft EIS. However, it is outside the API for the relocated 130th Street station. **Table 4-1** compares the parklands within the API in **Appendix M** of the Draft EIS to the parklands within the Final EIS API. **Figure 4-1** and **Figure 4-2** depict the locations of these parklands.

Table 4-1: Parklands within the Area of Potential Impact

Parkland	Draft EIS (UPRR Rail Alternative)	Preferred Alignment
Robert Abbott Park	X	X
Fernwood Parkway	X	X
Wendell Smith Park	X	X
Block Park	X	X
Fernwood Park	X	X
Potter Palmer Park	X	X
Kensington Park	X	X
Golden Gate Park	X	
George Washington Carver Park	X	X
Beaubien Woods Forest Preserve	X	X
Total Affected Parks	10	9

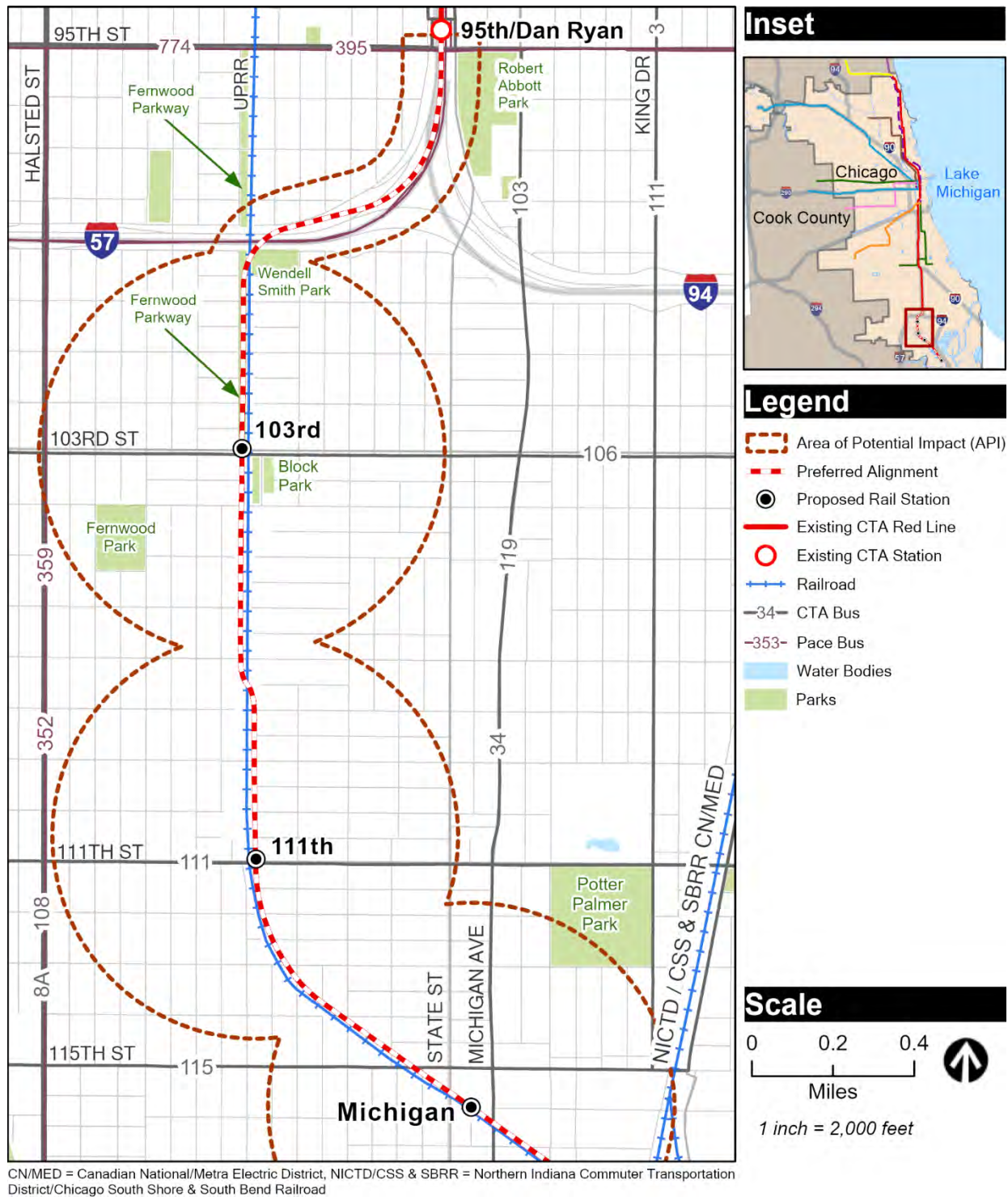


Figure 4-1: Parklands in the Area of Potential Impact (1 of 2)

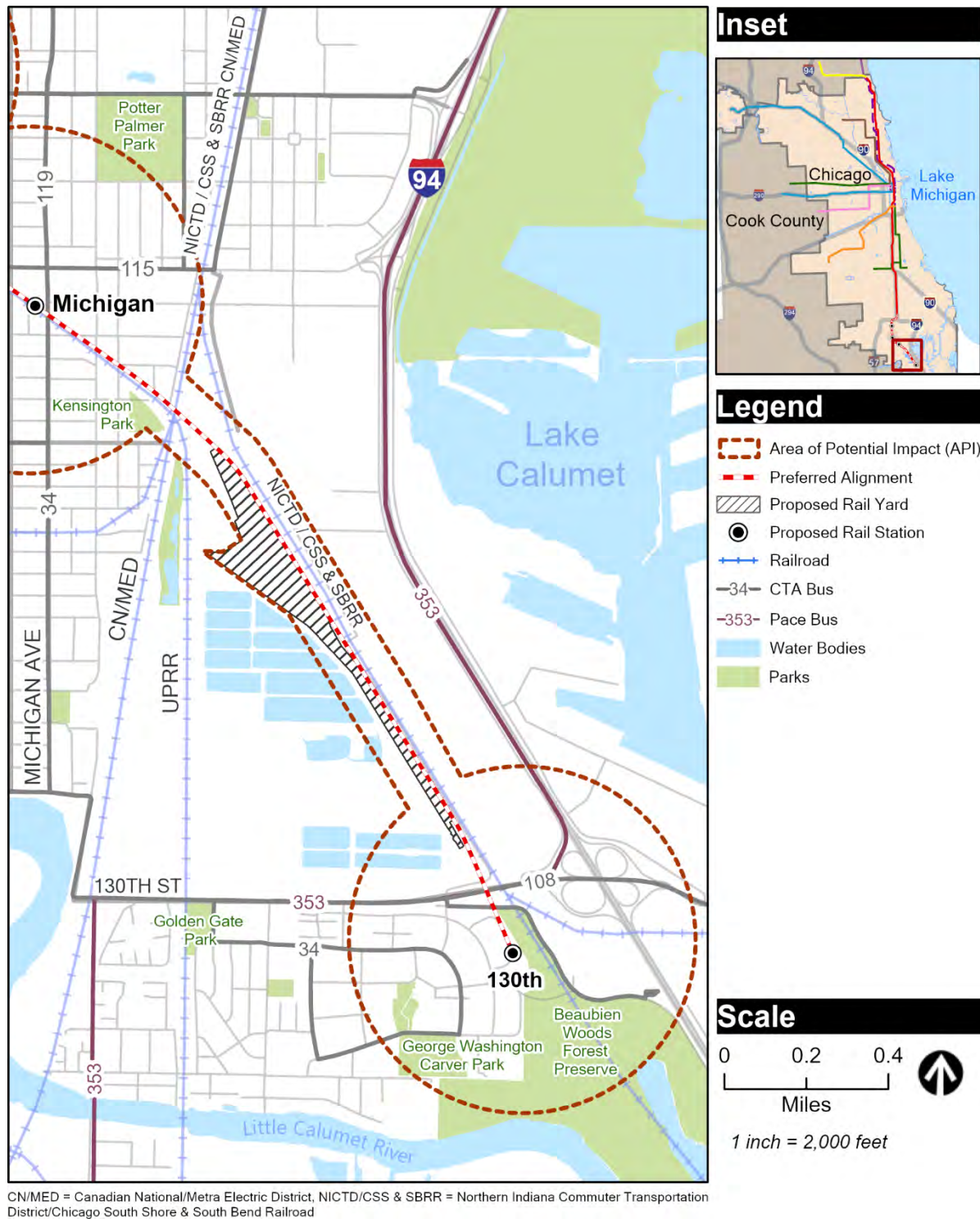


Figure 4-2: Parklands in the Area of Potential Impact (2 of 2)

4.2 Community Facilities

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, as shown in **Table 4-2**. These include community facilities that are adjacent to the Preferred Alignment and/or are within a ½ mile of a proposed station location. Details about each community facility, including addresses and locations relative to the Preferred Alignment, can be found in **Table 4-3**. 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 **Table 4-2**. However, they were counted only once in the total number of affected community facilities. Community facilities highlighted in orange in **Table 4-3** were not included in the Draft EIS.

Figures 4-3 and **4-4** show the locations of these community facilities relative to the Preferred Alignment.

Table 4-2: Community Facilities within the Area of Potential Impact

Facility Type	Draft EIS (UPRR Rail Alternative - East and West Options)	Preferred Alignment
Government Facility	2	5
Community Center	2	6
Fire Station	4	3
Healthcare Facility or Hospital	3	4
Landmark	2	9
Library	1	1
Place of Worship	47	62
School	15	12
Total Number of Affected Community Facilities	76	100*

Note: * Two community facilities were included in two categories but counted once in the total number of affected community facilities. This is the reason the total number of affected community facilities is 100 instead of 102.

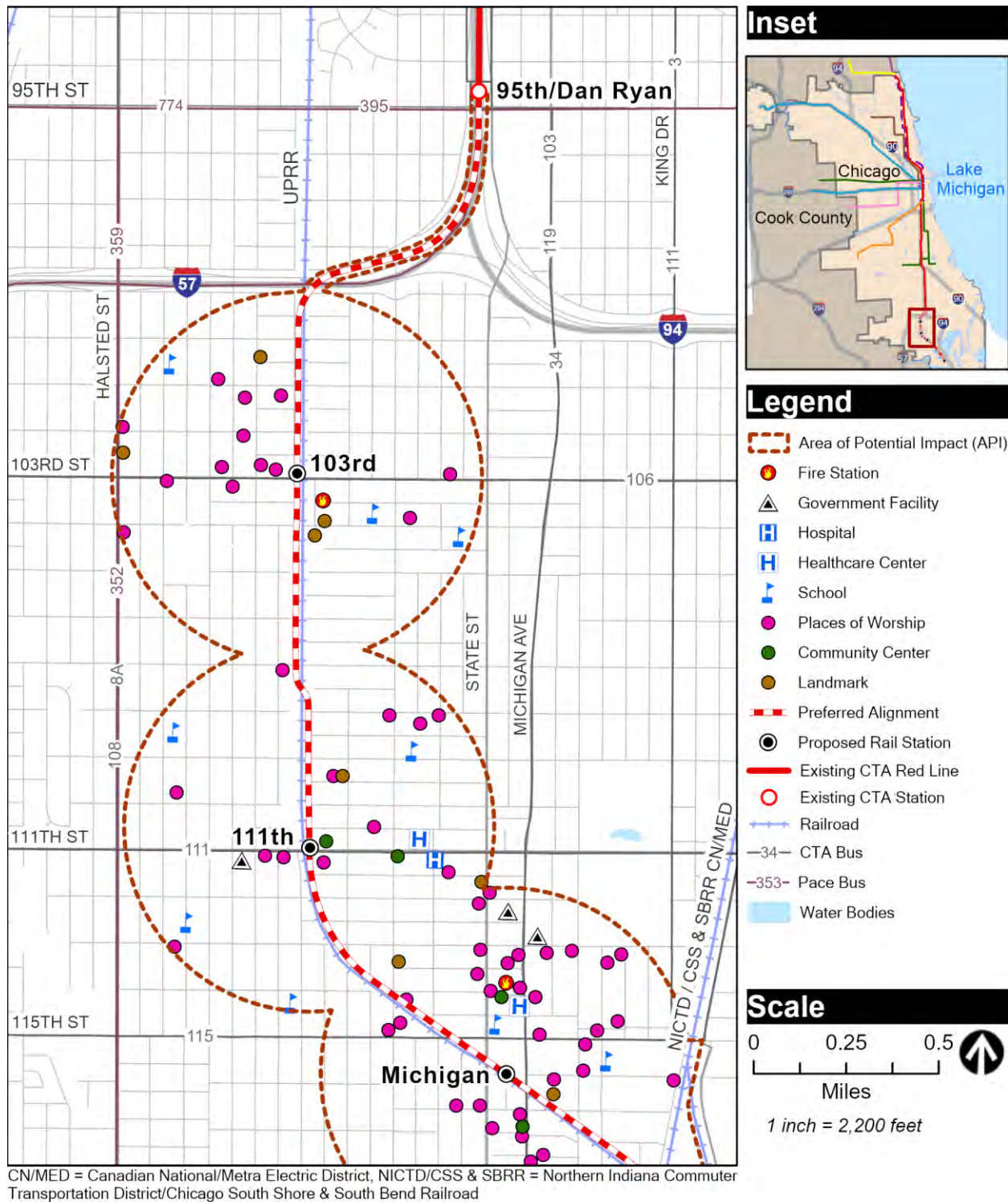


Figure 4-3: Community Facilities in the Area of Potential Impact (1 of 2)

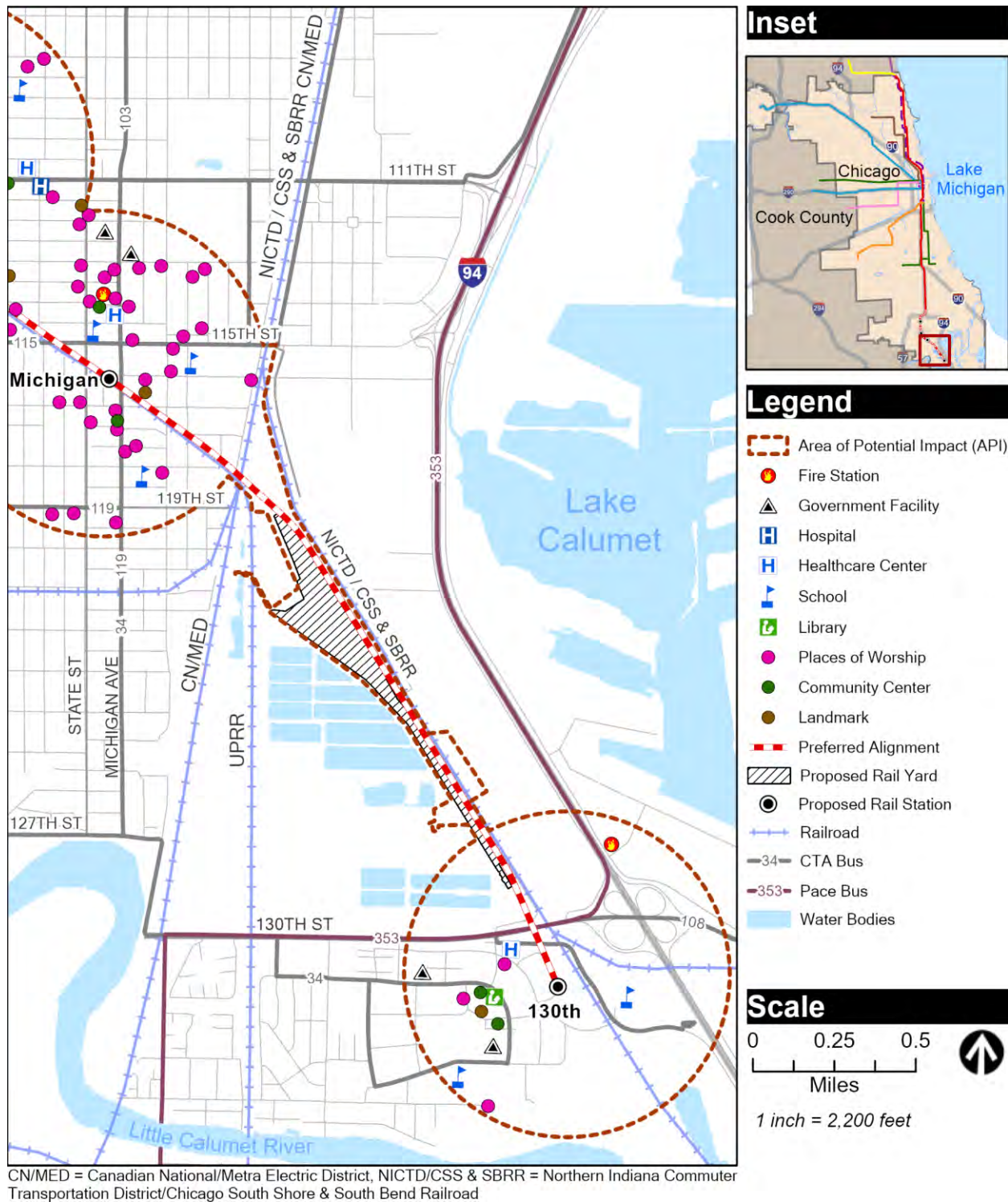


Figure 4-4: Community Facilities in the Area of Potential Impact (2 of 2)

Table 4-3: Community Facilities in the Area of Potential Impact*

Facility Type	Name	Address	Adjacent	½ Mile from Station or 500 Feet from Preferred Alignment
Landmark	Eclectic Neo Traditional Home	444 W. 100th Place		X
School	Fernwood Elementary School	10041 S. Union Avenue		X
Place of Worship	Fernwood United Methodist Church	10057 S. Wallace Street		X
Place of Worship	Victory Worship Cathedral	10115 S. Parnell Avenue		X
Place of Worship	Kingdom Global Outreach Ministries	10132 S. Eggleston Avenue		X
Place of Worship	Southtown Church of Christ	W. 102nd Street		X
Place of Worship	Rehoboth Apostolic Worship Center	10159 S. Halsted Street		X
Landmark	Classical Revival Substation	10227 S. Halsted Street		X
Place of Worship	The Way of Holiness Mission Ministries	10401 S. Halsted Street		X
Place of Worship	New Macedonia Baptist Church	432 W. 103rd Street		X
Place of Worship	Loving Spirit Missionary Baptist	424 W. 103rd Street		X
Place of Worship	Ambassadors for Christ Church	531 W. 103rd Street		X
Place of Worship	God's House of Holiness in Christ	538 W. 103rd Street		X
Place of Worship	Faith Temple Coptic Church	625 W. 103rd Street		X
Fire Station and Landmark	Chicago Fire Department - Engine 93	330 W. 104th Street		X
Landmark	Roseland Pumping Station	351 W. 104th Street		X

School	Langston Hughes Elementary School	240 W. 104th Street		X
Place of Worship	Arrows of Deliverance	48 W. 103rd Street		X
Place of Worship	Christian Missionary Baptist Church	132 W. 104th Street		X
School	Kohn Elementary School	10414 S. State Street		X
Place of Worship	Mount Ebal Missionary Baptist Church	425 W. 107th Street		X
Place of Worship	Beacon of Joy Seventh-day Adventist Church	101 W. 108th Street		X
Place of Worship	Holy Ghost Cathedral	115 W. 108th Street		X
Place of Worship	Turner Chapel Missionary Baptist Church	10800 S. Wentworth Avenue		X
Place of Worship	Allen Metropolitan Christian Methodist Episcopal Church	10946 S. Lowe Avenue		X
Landmark	Bethany Reformed Church Manse	3 W. 111th Place		X
City Facility	Alderman Carrie Austin, 34th Ward	507 W. 111th Street		X
School	Dunne Elementary School	10845 S. Union Avenue		X
School	Mildred Lavizzo Elementary School	138 W. 109th Street		X
Place of Worship and Landmark	Mary Magdalene Missionary Baptist Church	10920 S. Princeton Avenue		X
Healthcare Facility	Chicago Family Health Center	120 W. 111th Street		X
Place of Worship	Christ Cathedral Baptist Church	445 W. 111th Street		X
Place of Worship	New St. Mary Church of Prayer	341 W. 111th Street	X	
Place of Worship	Word of Truth Pentecostal COGIC	415 W. 111th Street		X

Community Center	Agape Community Center	342 W. 111th Street	X	
Place of Worship	Roseland Bible Church	233 W. 111th Street		X
Hospital	Roseland Community Hospital	45 W. 111th Street		X
Place of Worship	Christ Temple Cathedral Church	62 W. 111th Place		X
City Facility	Alderman Anthony Beal, 9th Ward	34 E. 112th Place		X
School	Christian Fenger Academy High School	11220 S. Wallace Street		X
Landmark	Roseland Community Hospital Nurses Home	11321 S. Wentworth Avenue		X
State Facility	Illinois Department of Human Services Food Center	11253 S. Michigan Avenue		X
Place of Worship	Lilydale First Baptist Church	649 W. 113th Street		X
School	Alex Haley Academy Elementary School	11411 S. Eggleston Avenue		X
Healthcare Facility	Roseland Medical Center	11416 S. Michigan Avenue		X
Place of Worship	Starlight St. James Missionary Baptist Church	11300 S. State Street		X
Place of Worship	New Pasadena Missionary Baptist Church	11300 S. Indiana Avenue		X
Place of Worship	Reformation African American Lutheran Church	11310 S. Forest Avenue		X
Place of Worship	Word Alive Church Ministry	11308 S. Michigan Avenue		X
Place of Worship	The House of Prayer for All Nations Ministries	11304 S. Edbrooke Avenue		X
Place of Worship	Mission of Faith Baptist Church	11321 S. Prairie Avenue		X

Community Center	Human Resources Development Institute	33 E. 114th Street		X
Place of Worship	Now Faith Church of God Holiness	135 W. 114th Street	X	
Place of Worship	Love Abide Missionary Baptist Church	11354 S. Michigan Avenue		X
Place of Worship	Mosque of Umar	11407 S. Michigan Avenue		X
Place of Worship	My Holy Rock Missionary Baptist Church	11441 S. Wentworth Avenue		X
Place of Worship	Christian Covenant Missionary Baptist Church	200 W. 115th Street		X
Place of Worship	New Life Family Worship Center	32 E. 113th Place		X
Place of Worship	St. James Temple Church of God	11336 S. State Street		X
Place of Worship	Paradise Temple Church of God in Christ	11445 S. Forest Avenue		X
Fire Station	Chicago Fire Department - Engine 62	34 E. 114th Street		X
Community Center	The Urban Ark	149 W. 111th Street		X
Place of Worship	New Testament Baptist Church	2 E. 112th Street		X
Place of Worship	First Corinthians Baptist Church	11341 S. State Street		X
Place of Worship	New Deliverance Church	11200 S. State Street		X
School	Curtis Elementary School	32 E. 115th Street		X
Place of Worship	Faith United Missionary Baptist Church	120 E. 115th Street		X
Place of Worship	St. John Missionary Baptist Church	211 E. 115th Street		X

School	Chicago International Charter School Prairie	11530 S. Prairie Avenue		X
Place of Worship	St. Anthony's Catholic Church	11533 S. Prairie Avenue		X
Landmark	Former Venetian Hall	133-139 E. Kensington Avenue		X
Place of Worship	Miracle Temple	135 E. Kensington Avenue		X
Place of Worship	Old Land Mark Church	401 E. Kensington Avenue		X
Place of Worship	New Christian Joy Missionary Baptist Church	11594 S. State Street		X
Place of Worship	Christian Life Ministries	11592 S. Lafayette Avenue		X
Place of Worship	New Covenant Church Deliverance	11608 S. Michigan Avenue		X
Community Center	Kids Off the Block Youth Center	11623 S. Michigan Avenue		X
Place of Worship	True Word Ministries	11700 S. Michigan Avenue		X
Place of Worship	Cottage Grove Holy Temple Church	11739 S. Michigan Avenue		X
Place of Worship	Word of Knowledge Ministries	11743 S. Michigan Avenue		X
Place of Worship	Full Gospel Pentecostal Church	214 E. 115th Street		X
Fire Station	Chicago Fire Department - Engine 80	12701 S. Doty Avenue		X
School	Saint Salomeas School	11816 S. Indiana Avenue		X
Place of Worship	Salem Baptist Church	11800 S. Indiana Avenue		X
Place of Worship	Full Gospel Christian Center Church	11920 S. Michigan Avenue		X
Place of Worship	Bethel Apostolic Faith Church	16 E. 117th Street		X

Place of Worship	Greater Canaan Missionary Baptist Church	35 W. 119th Street		X
Place of Worship	One Lord, One Faith, One Baptism Ministries	17 W. 119th Street		X
Healthcare Facility	TCA Health	1029 E. 130th Street		X
Place of Worship	Catholic Charities Outreach	13150 S. Ingleside Avenue		X
School	Carver Military Academy High School	13100 S. Doty Avenue		X
Place of Worship	The United Church	13015 S. Ellis Avenue		X
Landmark	Altgeld Gardens - Philip Murray Homes National Register Historic District	945 E. 134th Street	X	
Community Center	Altgeld Family Resource Center	955 E. 131st Street		X
Library	Altgeld Branch of the Chicago Public Library	955 E. 131st Street		X
Community Center	CYC Dorothy Gautreaux Child Development Center	975 E. 132nd Place		X
Government Facility	Local Advisory Council - Chicago Housing Authority	742 E. 131st Street		X
Government Facility	Chicago Housing Authority	976 E. 132nd Place		X
Place of Worship	Altgeld Gardens Seventh Day Adventist Church	945 E. 134th Street		X
School	George Washington Carver Primary School	901 E. 133rd Place		X

Note: * Community facilities highlighted in orange were not included in the Draft EIS.

Section 5 - Impacts and Mitigation

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

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

This section also documents any new or revised mitigation measures for identified project impacts identified under the Draft EIS, 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 CMAP Transportation Improvement Program. 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 used for comparison purposes to assess the relative benefits and impacts of implementing the Preferred Alignment.

As described in **Appendix M** in the Draft EIS, there would be no impacts to parklands or community facilities from the No Build Alternative.

5.2 Union Pacific Railroad Alternative - Preferred Alignment

5.2.1 Permanent Impacts and Mitigation - Preferred Alignment

This section describes the permanent impacts that would result from the operation of the Preferred Alignment and discusses mitigation measures for adverse impacts. This section also compares permanent impacts to those outlined in the Draft EIS.

5.2.1.1 Parklands

Of the nine parklands within the API, the Preferred Alignment would permanently impact Fernwood Parkway and Beaubien Woods Forest Preserve, as described below. Impacts to Fernwood Parkway are not new since they were also noted in the Draft EIS. However, impacts to Fernwood Parkway in the Final EIS would be higher than those disclosed in the Draft EIS as discussed below.

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 in the Draft EIS.

Addendum Y discusses the Section 4(f) use of Fernwood Parkway and the no Section 4(f) use of Beaubien Woods Forest Preserve.

Fernwood Parkway

The Preferred Alignment would permanently impact 4.5 acres of Fernwood Parkway, compared to 1.6 acres under the UPRR East Option and 1.9 acres under the UPRR West Option disclosed in the Draft EIS. Fernwood Parkway would be permanently affected by the Preferred Alignment because the elevated track structure and the 103rd Street station would be constructed over two parcels of Fernwood Parkway from 99th Street to 103rd Street between the existing UPRR tracks and Eggleston Avenue, as shown in **Figure 5-1**. This would result in a permanent incorporation of the park space. Coordination is ongoing with the Chicago Park District to mitigate the impacts to Fernwood Parkway. Mitigation measures in the form of replacement pocket parks are still being finalized. Details of the Chicago Park District coordination and mitigation measures are presented in **Addendum Y**.

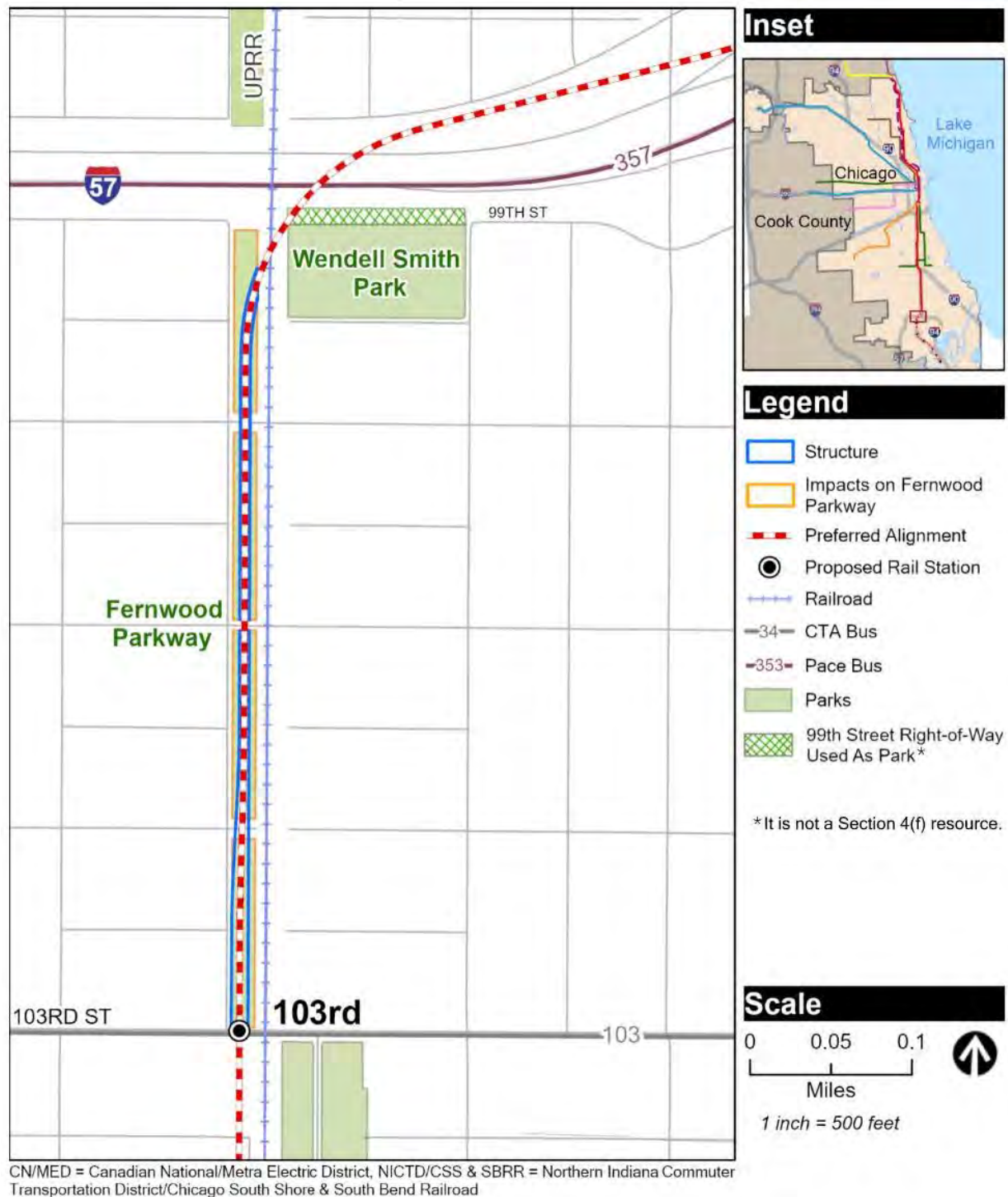


Figure 5-1: Impacts on Fernwood Parkway

Beaubien Woods Forest Preserve

The Beaubien Woods Forest Preserve is a 279-acre forest preserve, owned by the Forest Preserves of Cook County (FPCC). 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 (**Figure 5-2**). 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.



Figure 5-2: View Looking Northwest of the Linear Green Space and Access Road, North of 132nd Street within the Beaubien Woods Forest Preserve

The 130th Street station defined in the Preferred Alignment would close Old 130th Street at the new RLE tracks. Old 130th Street currently provides access to the Beaubien Woods Forest Preserve access road. Closure of Old 130th Street would eliminate a connection to the access road 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 provided from Ellis Avenue to Greenwood Avenue to 132nd Street. Mitigation and enhancement measures proposed would follow the lower-impact scenario discussed in FPCC's mitigation concurrence letter and CTA's mitigation concurrence confirmation letter, which can be found in **Attachment A**, to offset the diminished access to the boat launch access road. Mitigation and enhancement measures are currently anticipated to include the following:

- Transfer of two City-owned parcels to FPCC ownership
- \$250,000 payment to FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien 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

Impacts to the Beaubien Woods Forest Preserve due to the elimination of the Old 130th Street connection are new compared with the East and West Options, because the 130th Street station in the Draft EIS was located north of 130th Street and, therefore, did not result in the closure of Old 130th Street.

Beneficial Impacts on Parklands – Improved Access

As discussed in **Appendix M** of the Draft EIS, the introduction of new and faster transit services in the project area would improve access to those parklands within walking distance (approximately ½ mile) from the proposed stations, such as Beaubien Woods Forest Preserve.

5.2.1.2 Community Facilities

Of the 100 community facilities within the API, two (New St. Mary Church of Prayer and Now Faith Church of God Holiness) would be displaced because they fall within the proposed right-of-way for the Preferred Alignment. The potentially displaced community facilities are described in more detail below. In comparison, four community facilities were displaced in the Draft EIS. In addition, Agape Community Center and TCA Health would be impacted by the RLE Project. The other 96 community facilities are outside the proposed right-of-way and station footprints for the Preferred Alignment and would not be displaced.

In addition, a detailed noise analysis was conducted for the Final EIS and is discussed in detail in **Addendum O**. Two community facilities, Agape Community Center and My Holy Rock Missionary Baptist Church, would have moderate noise impacts from operation of the Preferred Alignment, while Kingdom Global Outreach Ministries would have severe impacts before mitigation. However, there would be no permanent noise impacts on community facilities after mitigation.

Agape Community Center

The Agape Community Center (**Figures 5-3 and 5-4**) is located at 342 W. 111th Street, east of the Preferred Alignment. Currently, the Agape Community Center uses a City-owned parcel of land that is located immediately west for parking. The Preferred Alignment would require the use of that City-owned parcel that would affect its current use by the Agape Community Center. Impacts to the City-owned parcel adjacent to the Agape Community Center were also disclosed in the Draft EIS. Impacts on parking at the Agape Community Center would not be adverse after mitigation measures as discussed in **Addendum L**.



Source: Google Maps Street View, 2019

Figure 5-3: Agape Community Center, Looking West



Source: Google Maps, 2021

**Figure 5-4: Aerial View of Agape Community Center
New St. Mary Church of Prayer**

New St. Mary Church of Prayer (**Figures 5-5 and 5-6**) is a place of worship located at 341 W. 111th Street, east of the Preferred Alignment. The entire building and parcel would be fully acquired by the RLE Project and used as parking for the 111th Street station. Impacts to New St. Mary Church of Prayer are new compared to the East and West Options, since this facility was not identified in the Draft EIS as being potentially displaced.

CTA would work with the owners of New St. Mary Church of Prayer to acquire the property in accordance with the Uniform Act. CTA's Uniform Act public outreach specialists would provide specific outreach as a one-stop resource to potentially displaced organizations to answer questions regarding relocation rights, requirements, processes, and anticipated timelines. CTA, in coordination with the City of Chicago and the local aldermen's offices, would provide informational resources, permitting support, and points of contact for displaced organizations to find suitable sites for relocation. With compensation and relocation assistance per the Uniform Act, the impact would be considered not adverse because of the general availability of similar real estate near the project, which would facilitate relocation and staying within the community.



Source: Google Maps Street View, 2019

Figure 5-5: New St. Mary Church of Prayer, Looking South



Source: Google Maps, 2021

Figure 5-6: Aerial View of New St. Mary Church of Prayer

Now Faith Church of God Holiness

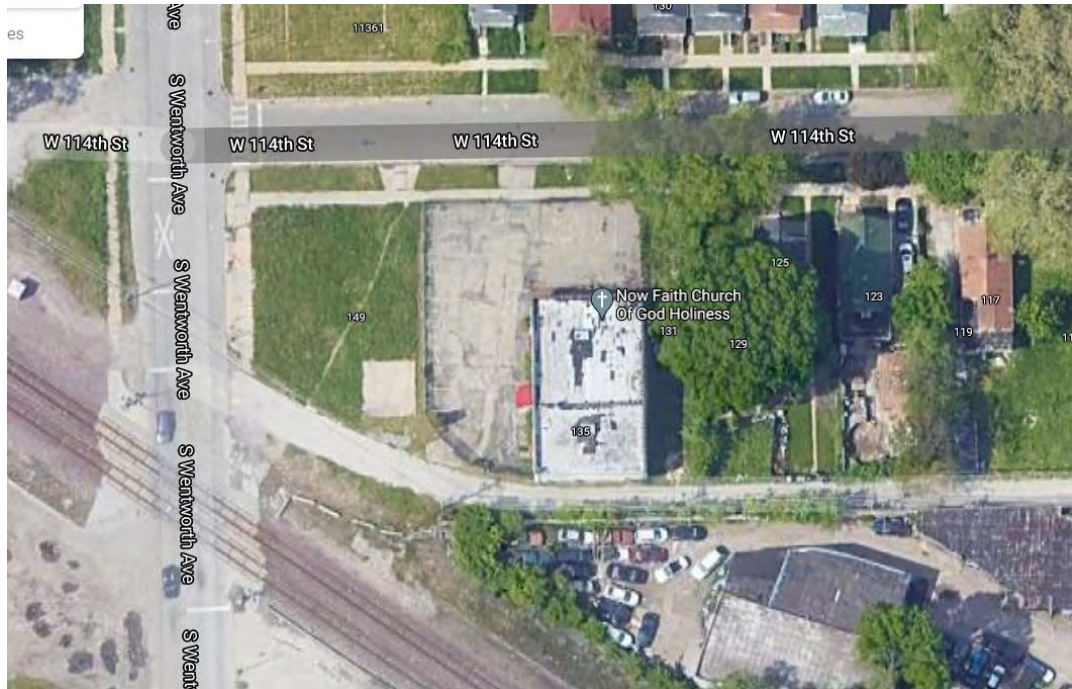
Now Faith Church of God Holiness (**Figures 5-7 and 5-8**) is a place of worship located at 135 W. 114th Street, east of the Preferred Alignment. Because the entire building and parcel are located within the proposed right-of-way, this community facility would be fully acquired under the Preferred Alignment. This community facility was also identified in **Appendix M** of the Draft EIS as a potentially displaced community facility under the UPRR East Option.

CTA would work with the owners of Now Faith Church of God Holiness to acquire the property in accordance with the Uniform Act. Mitigation measures for Now Faith Church of God Holiness are the same as those described above for New St. Mary Church of Prayer.



Source: Google Maps Street View, 2019

Figure 5-7: Now Faith Church of God Holiness, Looking South



Source: Google Maps, 2021

Figure 5-8: Aerial View of Now Faith Church of God Holiness
TCA Health

TCA Health is a primary healthcare center and pharmacy, located at 1029 E. 130th Street, immediately south of Old 130th Street (**Figures 5-9 and 5-10**). The eastern portion of the parcel would be located within the proposed right-of-way; this facility would be partially acquired as part of the RLE Project.

The proposed exit driveway from the 130th Street station onto Old 130th Street would run through the eastern end of the existing parking lot of TCA Health, impacting the eastern entrance and existing parking spaces. Access would remain for the western entrance leading to the TCA Health building. The partial acquisition would not impact the operations of the TCA Health or prevent the use of the facility.

Impacts to TCA Health are new; this facility was not identified in the Draft EIS as being impacted. Because the 130th Street station in the Draft EIS was located north of 130th Street, there were no impacts to this community facility.

Mitigation measures for the impacts to the entrance and parking spaces to TCA Health would include redesign of the parking lot to maintain three entrance and exit points, and replacement of parking spaces at a minimum ratio of 1 to 1 (i.e., at least the same number of impacted parking

spaces would be provided as mitigation). The redesign of the parking lot would be done in coordination with TCA Health and would provide the required number of ADA parking spaces. The parking lot would also meet the City of Chicago Landscape Ordinance. Permanent impacts on parking at TCA Health would not be adverse after mitigation.

Beneficial Impacts on Community Facilities - Improved Access

As discussed in **Appendix M** of the Draft EIS, the RLE Project would introduce faster transit services in the area, which would improve access to community facilities within walking distance from the proposed stations.



Source: Google Maps Street View, 2019

Figure 5-9: TCA Health, Looking Southwest



Source: Google Earth, 2021

Figure 5-10: Aerial View of TCA Health

5.2.2 Construction Impacts and Mitigation - Preferred Alignment

This section describes the temporary impacts that would result from the construction of the Preferred Alignment and discusses mitigation measures for adverse impacts. This section also compares construction impacts to those outlined in the Draft EIS.

5.2.2.1 Parklands

Wendell Smith Park

The Preferred Alignment would be elevated over the northwest corner of the City-owned 99th Street right-of-way (**Figure 5-11**), currently used as Wendell Smith Park property. This area would be temporarily closed for a short duration during construction. The Chicago Park District was granted usage of the 99th Street right-of-way to expand Wendell Smith Park through a City Ordinance dated December 20, 1989. This ordinance prohibits buildings or other structures within the 99th Street right-of-way that would interfere with the use, maintenance, renewal, or reconstruction of public facilities. This area is shown in **Figure 5-11** as cross-hatching. A permit from the Chicago Park District would be required for this temporary closure prior to the start of construction.

Some trees would have to be removed in this area of the park for construction equipment staging and construction access. However, no piers would be placed within the park. The functional use of this facility would remain unchanged. Mitigation measures for the anticipated tree removal would include tree replacement and restoration of park landscaping. The UPRR East Option would impact 0.7 acre of Wendell Smith Park. Under the Preferred Alignment, the northwest corner of Wendell Smith Park would be temporarily closed during construction (approximately 0.1 acre). Impacts to Wendell Smith Park are lower than those outlined in the Draft EIS, because the right-of-way for the UPRR East Option crossed the park leaving an isolated park fragment that included trees, a portion of a walking path, and benches.

The construction contractor would employ noise-reducing construction BMPs to mitigate temporary noise and vibration from construction of the Preferred Alignment, as discussed in **Addendum O**. The Preferred Alignment would also change the visual and aesthetic conditions of the park by adding an elevated rail structure over the northwest corner of the 99th Street right-of-way. Mitigation measures would include tree replacement and restoration of park landscaping. **Addendum Y** discusses Section 4(f) uses of parks permanently or temporarily during construction.



Figure 5-11: Impacts on Wendell Smith Park

5.2.2.2 Community Facilities

Two additional community facilities would be impacted by construction of the Preferred Alignment, although they would not be displaced. In addition, an entrance and parking spaces at TCA Health would be temporarily impacted. Temporary noise impacts on Agape Community Center were disclosed in the Draft EIS. However, impacts to TCA Health are new and were not included in the Draft EIS. The 130th Street station was located north of 130th Street in the Draft EIS whereas TCA Health is south of 130th Street.

Similar to parklands, the construction contractor would implement noise-reducing BMPs to mitigate temporary noise and vibration resulting from construction of the Preferred Alignment.

Agape Community Center

As outlined in **Appendix M** of the Draft EIS, construction of the elevated structure would have temporary noise impacts on Agape Community Center, which could temporarily interrupt services conducted at this center. Mitigation measures would be the same as those described in **Appendix M** of the Draft EIS under the UPRR Rail Alternative. Mitigation measures would include providing information about construction schedules and changes in parking and/or detours to Agape Community Center to share with its patrons. BMPs would be used to minimize the temporary noise impacts. In addition, temporary changes in access and available parking during construction would make it more difficult for patrons to access Agape Community Center. Marked detour routes and designated alternative parking would mitigate the temporary changes in access.

TCA Health

Construction of the 130th Street station exit roadway to Old 130th Street would temporarily impact an entrance and parking spaces to TCA Health and may temporarily limit parking above and beyond the permanent number of parking spaces being displaced. The temporary displacement of parking during construction would be mitigated by existing on-street parking along Old 130th Street and Greenwood Avenue. These temporary impacts to TCA Health are new compared to the East and West Options, since the 130th Street station in the Draft EIS was located north of 130th Street and, therefore, did not result in impacts to this community facility. In addition, access to TCA Health would be maintained through the duration of construction.

5.2.3 Cumulative Impacts and Mitigation - Preferred Alignment

Consistent with the cumulative impacts under the UPRR East and West Options, construction and operation of the RLE Project would not reduce the quality or distribution of parklands and

community facilities in the area, after mitigation. 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 RLE Project remaining after mitigation, 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 parklands and community facilities as a result of the No Build Alternative.

6.2 Union Pacific Railroad Alternative - Preferred Alignment

The Preferred Alignment would result in permanent adverse and beneficial impacts, which is consistent with the conclusions outlined in **Appendix M** of the Draft EIS. All adverse impacts would be mitigated.

Section 7 - References Cited

Chicago Park District. 2021. 2021 Capital Improvement Plan. Accessed at <https://assets.chicagoparkdistrict.com/s3fs-public/documents/departments/Capital%20%26%20Planning/CIP%20Plan/2021/2021-2025%20Capital%20Improvement%20Plan.pdf>. Accessed on May 7, 2021.

Chicago Transit Authority (CTA). 2016. Chicago Red Line Extension Draft Environmental Impact Statement and Section 4(f) Evaluation. Accessed at <https://www.transitchicago.com/rle/drafteis/>. Accessed on October 28, 2020.

Illinois Department of Natural Resources (IDNR). 2019. Illinois Forest Action Plan: 2020 – 2030. A Statewide Forest Resource Assessment and Strategy. Accessed at <http://ifdc.nres.illinois.edu/wp-content/uploads/ifap-2019.pdf>. Accessed on May 7, 2021.

Attachment A - Coordination



CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

August 15, 2021

Mr. Arnold Randall
General Superintendent
Forest Preserves of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Re: Concurrence on Section 4(f) Mitigation Measures Request
Chicago Transit Authority Red Line Extension Project

Dear Superintendent Randall:

The Chicago Transit Authority (CTA) is providing our concurrence on the Forest Preserves of Cook County (FPCC) Section 4(f) Lower-Impact Scenario mitigation measures request as detailed in your May 13, 2021 memorandum, included as **Enclosure A** for reference.

FPCC identified a Lower-Impact Scenario of mitigation measures to offset diminished access to the Beaubien Woods Forest Preserve boat launch from the north, and mitigate noise and vibration impacts on seven acres of forest preserve land east-adjacent to the proposed 130th Street station. Five specific mitigation measures were outlined in the FPCC memo:

1. Transfer of approximately seven acres of vacant land owned by the City of Chicago, subject to confirmation of community support for this transfer and additional terms and conditions;
2. \$250,000 payment to FPCC for ecological restoration, habitat enhancement and beautification of expanded Beaubien Boat Launch land to encourage use and enjoyment by community residents and visitors arriving via public transit;
3. New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch (FPCC concept planning currently in process);
4. Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations; and

5. 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 busses.

The first mitigation measure, the transfer of seven acres of City-owned land to FPCC ownership is comprised of two parcels. The two parcels are located southeast of the intersection of 133rd Street and Greenwood Avenue and are identified as:

- 1108 East 133rd Street, PIN 25-35-100-016
- 500 East 134th Street, PIN 25-35-100-010

Pursuant to the City's concurrence, CTA will complete Phase I and Phase II environmental site assessments (ESAs) for the two city-owned parcels to determine their environmental conditions. The ESAs will ascertain the need for any cleanup and remediation action. Subsequently, if CTA determines that the cleanup and remediation costs are cost-prohibitive, we reserve the right to amend the land transfer of the City-owned parcels to the FPCC as a mitigation measure. If this is the case, CTA will continue to work with FPCC to identify alternative mitigation measures that would satisfy the intent of the first mitigation measure and is acceptable to both parties.

As to the second measure, it is CTA's understanding that the \$250,000 will be applied for restoration of the city-owned parcels (brush clearing, dead tree removal, etc.), pavement removal, landscape restoration of the existing seven-acre FPCC parcel that would no longer be used as an access drive, and tree planting and landscape restoration on other existing Beaubien Woods land if possible.

For the third, fourth, and fifth measures, CTA will continue to coordinate the specific details for the new trail connection as FPCC completes their Phase 1 design. When available, FPCC will provide trail design details and an estimate of costs. FPCC will assume long-term maintenance responsibility for trail improvements on their land. Proposed signage locations will be coordinated with CTA and other jurisdictional agencies depending on the locations of the signage. Advertising will be coordinated between FPCC and CTA for ad placement, format, and timing.

CTA will continue to work with FPCC to meet your community outreach needs and develop the details for implementation of the Lower-Impact Scenario mitigation measures listed above. This letter of concurrence for the Lower-Impact Scenario mitigation measures will be included in the Supplemental Environmental Assessment (EA) and Final Environmental Impact Statement (EIS) being prepared for the RLE Project. The letter will serve to document that, with the incorporation of mitigation measures, the RLE Project will have a Section 4(f) "No Use" of Beaubien Woods Forest Preserve.

If you have any questions, please contact me at lmooney@transitchicago.com or 312.388.3533 or Marlise Fratinardo at mfratinardo@transitchicago.com. If preferred, we can set up a virtual meeting to discuss any questions you have regarding this communication.

Regards,

Leah Dawson Mooney
Director of Strategic Planning & Policy
Chicago Transit Authority

Enclosures:

Enclosure A – May 13, 2021 FPCC Memorandum, Request for 4(f) Concurrence

cc:

Marlise Fratinardo, CTA – Planning
Sonali Tandon, CTA – Planning
Eileen Figel, FPCC Deputy General Superintendent
Chris Slattery, FPCC Director of Planning & Development



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

August 27, 2021

Ms. Leah Dawson Mooney
Director of Strategic Planning & Policy,
Chicago Transit Authority
567 West Lake Street, Chicago, IL 60661-1498

Re: Support Letter for City-owned Land Transfer to the Forest Preserves of Cook County
Chicago Transit Authority Red Line Extension Project

Dear Ms. Mooney,

The Chicago Department of Planning and Development (DPD) provides this support letter for the transfer of two city-owned parcels to the Forest Preserves of Cook County as part of the Chicago Transit Authority (CTA) Red Line Extension (RLE) Project. The land transfer would be one piece of a set of mitigation measures to mitigate impacts associated with the RLE Project's proposed 130th Street station to the adjacent Beaubien Woods Forest Preserve. The city-owned land has an area of approximately seven acres comprised of two parcels located southeast of 133rd Street and Greenwood Avenue (identified below and shown in **Enclosure A**, Location Map – City-owned Parcels).

1. 1108 East 133rd Street, PIN 25-35-100-016
2. 500 East 134th Street, PIN 25-35-100-010

DPD understands that CTA will complete Phase I and Phase II environmental site assessments (ESAs) for the above identified city-owned parcels to determine their environmental conditions. The ESA investigations will ascertain the need for any cleanup and remediation action. CTA will provide the ESA reports to DPD. CTA will continue to coordinate with DPD to develop the details of the land transfer in accordance with the City of Chicago processes and approval requirements.

We appreciate the opportunity to provide input on this important project and for the ongoing cooperation between our agencies. If you require additional information, you may contact me at claudia.herasme@cityofchicago.org.

Regards


Claudia Herasme, Managing Deputy Commissioner
Department of Planning and Development

Enclosures:

Enclosure A – Location Map – City-owned Parcels

Enclosure A: Location Map – City-owned Parcels

