Appendix N

Visual and Aesthetic Conditions Technical Memorandum

- Final EIS Addendum N, Visual and Aesthetic Conditions Technical Memorandum, July 2022

Chicago Red Line Extension Project

Visual and Aesthetic Conditions

Final EIS Addendum N

July 2022

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Abbreviations

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
FTA	Federal Transit Administration
MWRD	Metropolitan Water Reclamation District of Greater Chicago
NEPA	National Environmental Policy Act
NS	Norfolk Southern
RLE	Red Line Extension
UPRR	Union Pacific Railroad

Section 1 - Summary

This technical memorandum analyzes the potential impacts of the Red Line Extension (RLE) Project on visual and aesthetic conditions. The potential for impacts on visual and aesthetic conditions was evaluated for areas along the Preferred Alignment of the Union Pacific Railroad (UPRR) Rail Alternative that were not evaluated in **Appendix N** of the Draft Environmental Impact Statement (EIS). The visual and aesthetic analysis considered potential visual impacts on the visual environment, including changes to infrastructure, building mass and/or scale, visible density, landscape patterns, and viewer's sensitivities.

The analysis of visual and aesthetic conditions for the Preferred Alignment is the same as what was conducted for the Draft EIS. The visual analysis was based on fieldwork, professional judgment, and the analysis of visual renderings included in this addendum.

The existing visual conditions for the Preferred Alignment have not changed since the publication of the Draft EIS except for the area of the 130th Street station. The 130th Street station is proposed south of 130th Street adjacent to the Altgeld Gardens neighborhood. In the Draft EIS, the 130th Street station was proposed north of 130th Street adjacent to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Calumet Reclamation Plant and existing railroad tracks.

1.1 Permanent Impacts

Based on the additional engineering and design changes to the Preferred Alignment, there would be additional visual impacts to those discussed in the Draft EIS for either the East or West Options of the UPRR Rail Alternative.

The Preferred Alignment is a combination of the East and West Options of the UPRR Rail Alternative that were presented in the Draft EIS. The Preferred Alignment follows the West Option from 99th Street to around 107th Place, where it crosses over to the east side of the UPRR tracks and follows the East Option. Therefore, the impacts on the Preferred Alignment would be the same as described in **Appendix N** of the Draft EIS for the corresponding locations for the East and West Options, in addition to the impacts caused by the design changes of the Preferred Alignment. **Table 1-1** summarizes the visual and aesthetic impacts under the Preferred Alignment.

Table 1-1: Visual and Aesthetic Conditions – Impact Summary

Alternative	Permanent Impacts	Construction Impacts
No Build Alternative	No impacts	No impacts
Preferred Alignment	Adverse impacts despite mitigation north of I-57, between 99th Street and the 103rd Street station area, near the 107th Place cross-over, at 117th Street and Prairie Avenue, and at the 130th Street station	No adverse impacts

1.2 Construction Impacts

There would be no change in construction impacts from the Draft EIS. Construction mitigation would be the same as described in **Appendix N** of the Draft EIS.

1.3 Cumulative Impacts

The cumulative impacts are the same as described in **Appendix N** of the Draft EIS.

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**.

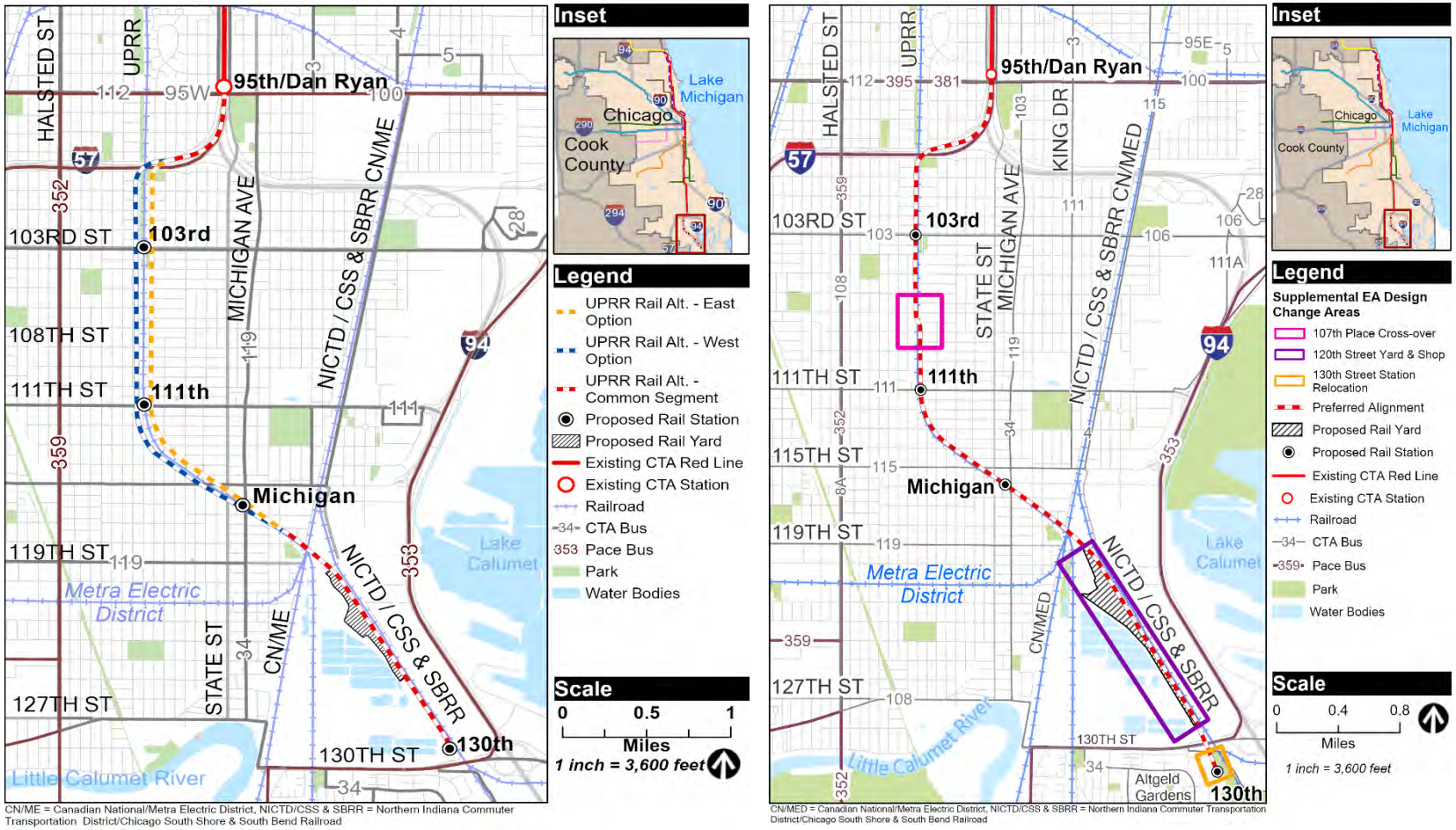


Figure 2-1: Left - East and West Options of the UPRR Rail Alternative (Draft EIS), Right - Preferred Alignment (Final EIS)

Section 3 - Methods for Impact Evaluation

Methods presented in **Appendix N** for the Draft EIS analysis have been carried forward to evaluate the visual and aesthetic conditions of the Preferred Alignment. 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

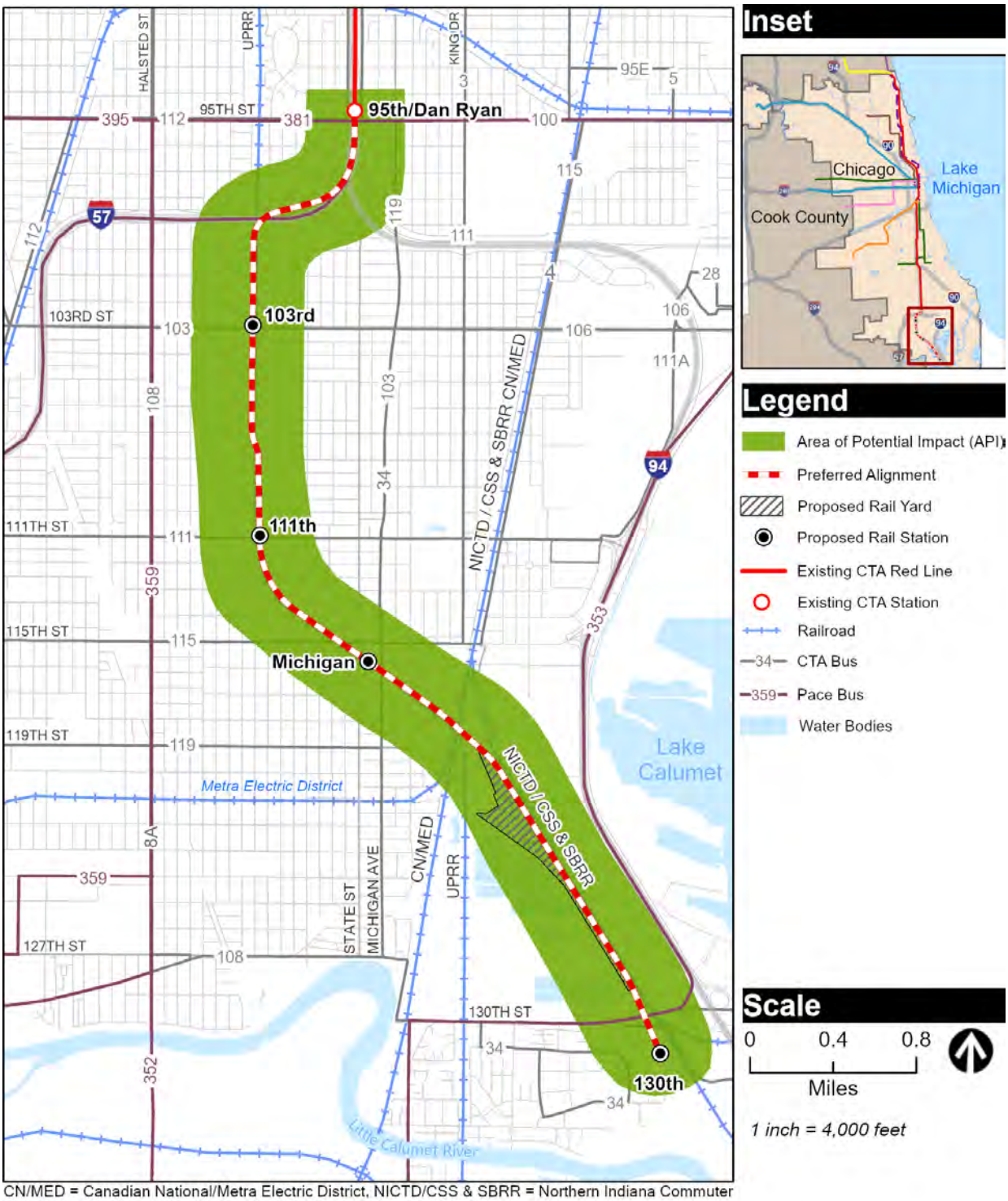
There are no changes to the applicable federal or state regulations referenced in **Appendix N** of the Draft EIS.

3.2 Impact Analysis Thresholds

Impact analysis thresholds for visual and aesthetic conditions are the same as described in **Appendix N** of the Draft EIS.

3.3 Area of Potential Impact

The RLE Project would extend the Red Line from the existing 95th/Dan Ryan terminal to 130th Street. The geographic area of potential impact (API) for aesthetics includes all areas along the project corridor within visual range of major viewer groups, including residents, business owners, recreationists, commuters, and visitors. The distance of the API from the path of the RLE Project would depend on the existence of view corridors. View corridors, including parks and streets, can increase the API. View corridors perpendicular to the API are assumed to be ¼ mile. **Figure 3-1** shows the updated API based on the Preferred Alignment.



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-1: Area of Potential Impact for Visual and Aesthetic Conditions

3.4 Methods

The analysis of visual and aesthetic conditions of the Preferred Alignment was performed using the same methods as were documented in the Draft EIS.

Six new viewsheds from the API for the Preferred Alignment were selected for further analysis due to the design changes. These viewsheds were studied and ranked in the same way as described in **Appendix N** of the Draft EIS. Visual illustrations are provided in **Section 5** of this document.

Section 4 - Affected Environment

This section describes any updates to the existing visual and aesthetic conditions near the RLE Project since the publication of the Draft EIS. This section documents updates to the baseline data, as well as any changes to the visual and aesthetic conditions planning and policy framework in the communities and jurisdictions affected by the Preferred Alignment. **Figure 4-1** and **Figure 4-2** show the existing conditions for the 130th Street station facing east and west, respectively.

The Preferred Alignment would run through a diverse mix of land uses including residential, commercial, and light industrial. The Preferred Alignment would begin at the existing 95th/Dan Ryan terminal and would run south along I-94, then curve west to follow I-57. The Preferred Alignment south of I-57 runs along an existing railroad corridor that is surrounded by a mix of residential and light commercial districts. Residential development consists of one- or two-story structures of similar style. Light commercial buildings are typically at intersections that meet the existing UPRR tracks at grade. A sizable portion of the development along the corridor is vacant and contains minimum architectural embellishments. The Roseland Pumping Station at 104th Street and Harvard Avenue is one of the few non-residential structures in the area with architectural character. South of 119th Street, the Preferred Alignment would run along the MWRD property and end south of 130th Street in the Altgeld Gardens neighborhood. Aside from the residences at Altgeld Gardens, this area has a light industrial character. The neighborhood is relatively isolated from other neighborhoods by 130th Street, I-94, and the Little Calumet River.

Other than the removal of Blocks 11, 12, and 13 of Altgeld Gardens that facilitated the movement of the proposed 130th Street station from north of 130th Street to south of 130th Street, the existing conditions have not changed considerably since the Draft EIS. The viewshed for the residents within the Altgeld Gardens neighborhood has changed with the removal of Blocks 11, 12, and 13. The existing views are of open greenspace that would be considered high visual quality. There would be no other changes to the existing visual conditions from those presented in the Draft EIS.

Figure 4-1: Existing Conditions for the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood

Figure 4-2: Existing Conditions for the 130th Street Station, Facing West from the Beaubien Woods Forest Preserve

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

As part of the Preferred Alignment, land acquisition and demolition of buildings would occur along the project corridor, with the most affected areas occurring along route curves and concentrated near station locations. This is consistent with the East and West Options described in **Appendix N** of the Draft EIS.

5.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system plus any committed transportation improvements that are already in the current Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program. 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 National Environmental Policy Act (NEPA) environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of implementing the Preferred Alignment.

5.1.1 Permanent Impacts and Mitigation

As described in **Appendix N** in the Draft EIS, there would be no visual and aesthetic permanent impacts under the No Build Alternative.

5.1.2 Cumulative Impacts and Mitigation

As described in **Appendix N** in the Draft EIS, there would be no visual and aesthetic cumulative impacts under the No Build Alternative.

5.2 Union Pacific Railroad Alternative - Preferred Alignment

The Preferred Alignment would include new CTA tracks on an elevated structure located immediately adjacent to and west of the existing UPRR right-of-way north of 107th Street, where it crosses over the existing UPRR tracks to follow immediately adjacent to and east of the UPRR right-of-way. The UPRR would remain operational and there would be a 50-foot offset from the existing railroad tracks. Land acquisitions and demolition of buildings would occur along route curves and would be concentrated near station locations. The Preferred Alignment would generally result in impacts on the visual and aesthetic conditions of views for the affected API consistent with the East and West Options described in **Appendix N** of the Draft EIS. Visual illustrations of these impacts are represented in **Figure 5-1** through **Figure 5-10**.

5.2.1 Permanent Impacts and Mitigation

Permanent impacts on the visual and aesthetic conditions of the API under the Preferred Alignment are mostly the same as described in the Draft EIS with the exception of the 107th Place cross-over, Michigan Avenue station, and 130th Street station.

Additional renderings were completed for representative areas for the Preferred Alignment that were not assessed as part of the Draft EIS or where design changes were made that would affect the visual assessment for the Preferred Alignment. Impacts on station areas were determined based on representative renderings and the amount of change that would occur around the station areas. Specific impacts at each station area, as well as view locations associated with design changes, are discussed below. The renderings are intended to show the scale of project elements.

High level of visual change in the visual setting due to the elevated track structure in the highway right-of-way shown in **Figure 5-1** would result in an adverse visual impact north of I-57. The track structure would change the scale, density, and character of the residential neighborhood north of I-57, as presented in the Draft EIS.

Figure 5-1: Rendering of the Elevated Structure North of I-57, Looking East from 98th Place and Princeton Avenue

The elevated structure for the Preferred Alignment would run over the existing Fernwood Parkway between 99th Street and 103rd Street. In addition to shadows and light patterns created by the elevated structure, the removal of vegetation within Fernwood Parkway would alter the visual quality for the residential community to the west. Because of the high level of visual change, visual impacts between 99th Street and the 103rd Street station area would be adverse. Several buildings and vegetation along the west side of the existing UPRR corridor would be removed to accommodate the 103rd Street station and surface parking lot. The new station within the existing Fernwood Parkway would moderately alter the scale and density of the intersection. The creation of elevated platforms and track structure would have a high impact on the viewshed of residences adjacent to the project route and create new shadows. These impacts would be partially mitigated by using standard mitigation measures, including design of the station considering input from the surrounding neighborhood for the appearance of the station in the final design of the RLE Project and provision of landscaping (trees) as visual screening. Despite mitigation measures, impacts would still be high for adjacent residences due to the scale of the structure. **Figure 5-2** is a rendering of the elevated structure through Fernwood Parkway. **Figure 5-3** is a rendering of the 103rd Street station.

Figure 5-2: Rendering of the Elevated Structure at Fernwood Parkway, Looking South from Eggleston Avenue near 101st Place

Figure 5-3: Rendering of the 103rd Street Station, Looking East along 103rd Street

In the area of 107th Place, there were low and moderate impacts identified in the Draft EIS; however, the Preferred Alignment would have a higher elevation at this location in order to cross the UPRR. The residential character and scale would be considerably altered by the addition of the elevated structure. The elevated structure would be approximately 40 feet high to provide the required clearance over the UPRR tracks. Because of the height of the elevated 107th Place cross-over, the existing vegetation would not effectively block the views from adjacent residences, permanently changing the visual setting of the area. Because of the high level of visual changes, there would be adverse visual and aesthetic impacts on the residential neighborhood to the east of the UPRR tracks from the construction of the 107th Place cross-over. **Figure 5-4** and **Figure 5-5** are renderings of the 107th Place cross-over.

Mitigation measures include having the final design reflect the input from the community, replacement/restoration of removed vegetation, addressing neighborhood plan recommendations, shielding exterior lighting and/or use of "down lighting" light fixtures to prevent light pollution into nearby residences, providing landscaping (trees) as visual screening, and generally using good urban design to reduce adverse impacts in the API. Planting trees in front of the structures, where space allows, would provide additional mitigation measures for the 107th Place cross-over to break the sight lines. Planting trees on the west side of Eggleston Avenue north of the 103rd Street station would provide additional visual screening for the residences located on the west side of Eggleston Avenue. However, due to the proximity and height of the elevated structure to residential areas, impacts on visual and aesthetic conditions would remain adverse after mitigation.

Figure 5-4: Rendering of the 107th Place Cross-over, Looking Northwest from 108th Street

Figure 5-5: Rendering of the 107th Place Cross-over, Looking West from 107th Place

The 111th Street station would have a moderate visual impact. A minimal number of buildings would be removed. The new station at 111th Street would minimally change the character and density of the intersection at 111th Street and the existing UPRR tracks. The creation of elevated platforms and track structure would alter the viewshed of residences adjacent to the project route. The removal of vegetation to allow for the two surface parking lots would have a moderate impact on the surrounding neighborhood character. Impacts would be mitigated using standard mitigation measures, including landscaping (trees) as visual screening and design of the station considering input from the surrounding neighborhood for the appearance of the station in the final design of the RLE Project. **Figure 5-6** is a rendering of the 111th Street station.

Figure 5-6: Rendering of the 111th Street Station, Looking North from 111th Street

The Michigan Avenue station area would have a moderate visual impact. Several buildings would be removed along the existing UPRR corridor. The new station on the east side of the existing UPRR corridor would not change the character, scale, and density of the immediate area. Elevated platforms and track structure would minimally affect the viewshed of the surrounding area. The park & ride facility for the Michigan Avenue station has been refined from the Draft EIS and is now located on the north side of the existing UPRR track within a light industrial/commercial area. The height of the park & ride facility is in context with the surrounding community and would not be adverse after mitigation. Impacts would be mitigated using standard mitigation measures, which include designing the station and structures considering input from the surrounding neighborhood for the appearance of the station in the final design of the RLE Project, using urban design techniques to reduce adverse impacts, creating pedestrian friendly surroundings, and providing

landscaping (trees) as visual screening. **Figure 5-7** is a rendering of the Michigan Avenue station. **Figure 5-8** is a rendering showing the park & ride facility on the north side of the UPRR.

Figure 5-7: Rendering of the Michigan Avenue Station, Looking West from Kensington Avenue

Figure 5-8: Rendering of the Michigan Avenue Station Park & Ride Facility, Looking South along State Street from North of 115th Street

The area at 117th Street and Prairie Avenue would have a high visual impact. The viewshed includes highly vegetated railroad embankment with residential fabric of similar scale and style. The residential character and scale would be altered by the removal of some of the vegetation and neighborhood fabric with the construction of the elevated structure. Standard mitigation measures include using landscaping (trees) as visual screening to minimize adverse impacts. However, due to structure height, proximity to adjacent residences, and intact existing neighborhood fabric, impacts after mitigation would still be high, as presented in the Draft EIS.

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 be a high level of visual change and therefore adverse visual impacts due to the relocation of the 130th Street station. This is a change from the Draft EIS. The residential character and scale would be considerably altered by the removal of vegetation and the addition of the park & ride facility and station for the residences that front Greenwood Avenue. **Figure 5-9** is a rendering of the 130th Street station. The visual impacts decrease the farther west a residential unit is located within the Altgeld Gardens neighborhood. **Figure 5-10** is a rendering of the 130th Street station deeper within the neighborhood. **Figure 5-11** is a rendering of the 130th Street station from the east along the access road in Beaubien Woods

Forest Preserve. Mitigation measures would include landscaping (trees) as visual screening, using urban design techniques to reduce adverse impacts, and creating pedestrian friendly surroundings.

Figure 5-9: Rendering of the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood

Figure 5-10: Rendering of the 130th Street Station, Facing Northeast from Ellis Avenue

Figure 5-2: Rendering of the 130th Street Station, Facing West from the Beaubien Woods Forest Preserve

5.2.2 Construction Impacts and Mitigation - Preferred Alignment

Construction impacts and mitigation would be the same as described in **Section 5.3.2** of **Appendix N** in the Draft EIS.

5.2.3 Cumulative Impacts and Mitigation - Preferred Alignment

There are no future developments planned for the project corridor that would have cumulative impacts on the visual and aesthetic conditions along the Preferred Alignment.

Section 6 - Impacts Remaining after Mitigation

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

Adverse impacts for the Preferred Alignment would be minimized through various mitigation measures. At view locations where impacts would be low to moderate, visual and aesthetic impacts would be reduced or eliminated after standard mitigation measures. Due to the scale and height of the proposed improvements, the visual impacts in many instances could not be completely mitigated and would remain. Impacts at high impact views would be minimized by implementing many of the standard mitigation measures, as well as specific mitigation described for each view in **Section 5**. Typical adverse impacts that would remain after mitigation would include the replacement of existing cohesive fabric with large parking structures that would considerably alter the scale, character, and density of viewsheds. Despite mitigation measures such as planting vegetation, urban design techniques, stepping back massing, or using context sensitive design and materials, the contrasting mass would still be out of scale and character. Additionally, in many instances, despite mitigation such as incorporating planters and street trees and other methods of good urban design, the addition of stations and elevated structures would adversely affect neighborhood viewsheds, visual character, and cohesive neighborhood fabric. For structures immediately adjacent to the alignment, shadows would be created, which would alter the visual character of the area and could not be mitigated.

The following sections present a summary of the impacts that would remain after mitigation.

6.1 No Build Alternative

Consistent with the findings of the Draft EIS, there would be no adverse impacts on visual and aesthetic conditions from the No Build Alternative.

6.2 Union Pacific Railroad Alternative - Preferred Alignment

The Preferred Alignment would have permanent adverse visual and aesthetic impacts north of I-57, between 99th Street and the 103rd Street station area, near the 107th Place cross-over, at 117th Street and Prairie Avenue, and at the 130th Street station, despite implementation of mitigation measures.

Construction-related visual impacts would not be adverse and would include construction fencing, demolition of existing buildings, temporary walls, temporary street closures and related signage, temporary lighting or entrances, and/or shoring of concrete structures or existing viaducts.

Although construction-related visual impacts related to the Preferred Alignment would not be adverse, CTA would maintain as much existing vegetation as practical, including shielding of tree root zones to prevent construction damage to existing trees that would remain. Temporary construction impacts on neighborhoods would be minimized by limiting construction light infiltration into adjacent neighborhoods when nighttime work would be required. In addition, BMPs and debris-free construction areas would mitigate temporary visual impacts from the construction sites.

Section 7 - References Cited

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.