

## Appendix Y

### Section 4(f) Replacement Park Analysis Technical Memorandum

- Final EIS Addendum Y, Section 4(f) Replacement Park Analysis, July 2022
  - Attachment A, Chicago Park District Coordination Materials
  - Attachment B, Fernwood Parkway Section 4(f) *De Minimis* Finding Correspondence
  - Attachment C, Chicago Park District Wendell Smith Park Temporary Occupancy Letter

**RED AHEAD**



**Red Line  
Extension**

# Chicago Red Line Extension Project

## Section 4(f) Replacement Park Analysis Final EIS Addendum Y

July 2022

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## Abbreviations

Conrail	Consolidated Rail Corporation
CSS & SBRR	Chicago South Shore & South Bend Railroad
CTA	Chicago Transit Authority
EIS	Environmental Impact Statement
ESA	Environmental Site Assessment
FTA	Federal Transit Administration
NICTD	Northern Indiana Commuter Transportation District
NS	Norfolk Southern
RLE	Red Line Extension
UPRR	Union Pacific Railroad



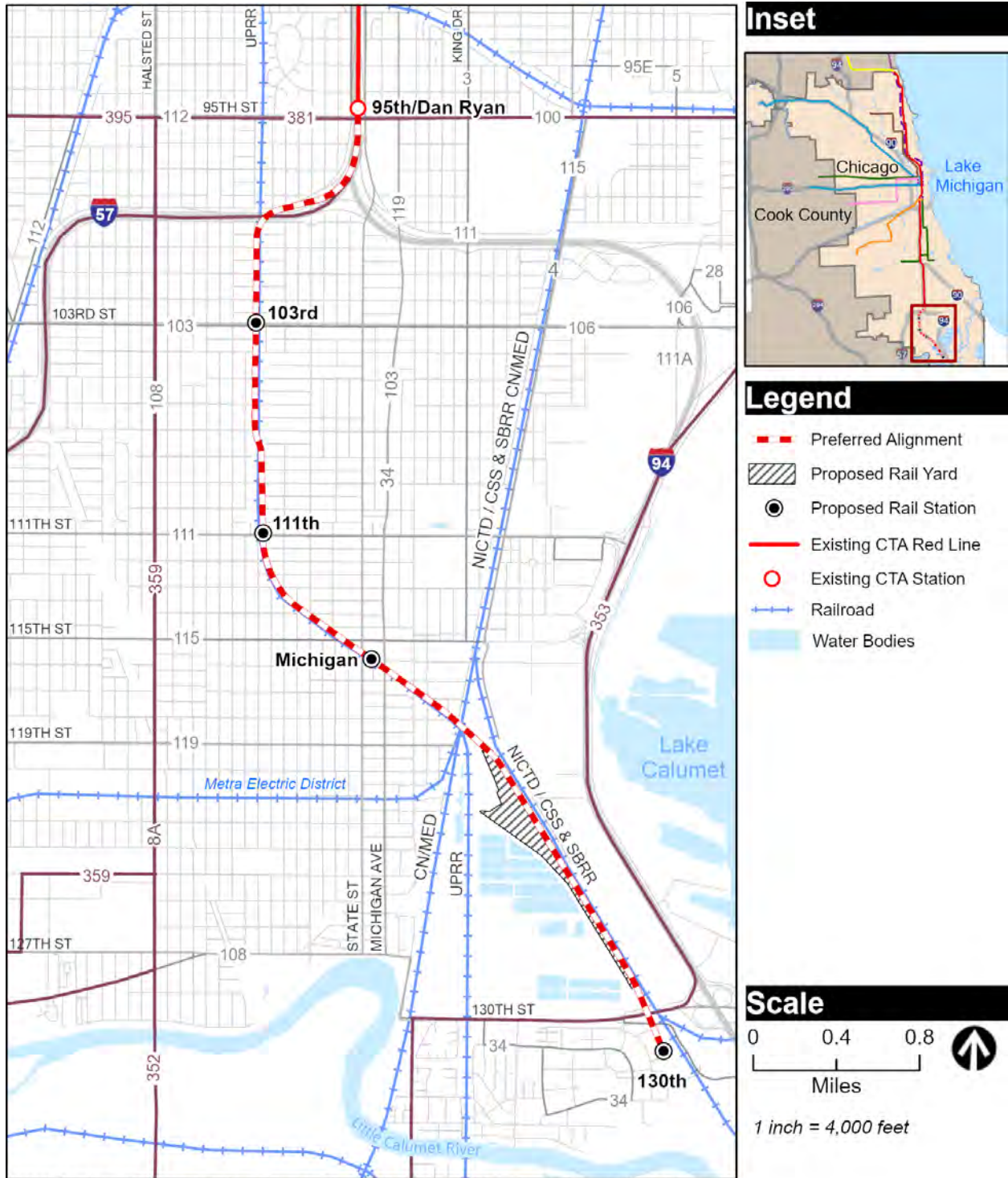
## Section 1 - Introduction

The Chicago Transit Authority (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 Street Terminal to Chicago's Far South Side. The proposed extension would include four new stations near 103rd Street (near Eggleston), 111th Street (near Eggleston), Michigan Avenue (near 116th Street), and 130th Street (at Altgeld Gardens). Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities.

The Draft Environmental Impact Statement (EIS) analyzed the Union Pacific Railroad (UPRR) Rail Alternative East and West Options that would extend the Red Line from the existing 95th Street Terminal to 130th Street. The UPRR Rail Alternative alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 for nearly ½ mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would turn south to follow the UPRR corridor. Since the Draft EIS, the Preferred Alignment of the UPRR Alternative was selected that is a combination of the East and West Options along the UPRR corridor. The Preferred Alignment follows the West Option to the north of 107th Place, crosses over at 107th Place, and follows the East Option to the south of 107th Place up to 119th Street. South of this point, the alignment runs southeast along the Northern Indiana Commuter Transportation District (NICTD)/Chicago South Shore & South Bend Railroad (CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway (NS) and Consolidated Rail Corporation (Conrail) rights-of-way to the terminus (end) of the Red Line Extension (RLE) to the south of 130th Street. **Figure 1-1** is a Preferred Alignment overview map.

There would be a permanent incorporation of the two parcels of Fernwood Parkway between 99th Street and 103rd Street. There would be a direct use of Fernwood Parkway. However, considering the proposed mitigation and enhancement measures, no adverse impacts on the attributes, features, or activities would result from the Preferred Alignment; therefore, a *de minimis* finding is documented for this Section 4(f) use.

There would be no permanent incorporation of Wendell Smith Park because no land from this park would be used for the project. No changes to the amenities, features, or attributes of the park would occur. There would be a short-term closure of the northwest corner of the park (approximately 0.1 acre) during construction. This temporary closure of the northwest corner of the park would be a temporary occupancy under 23 CFR Part 774.13; however, the temporary occupancy would be minimal and would not constitute a use under Section 4(f). There would be no use of the park under Section 4(f).



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

Figure 1-1: Preferred Alignment

**Chapter 8** of the Final EIS describes the Section 4(f) evaluation for Fernwood Parkway and Wendell Smith Park in further detail. Since the publication of the Draft EIS and selection of the Preferred Alignment, there would no longer be a use of Block Park. There would be no Section 4(f) use of Robert Abbot Park, Fernwood Park, Potter Palmer Park, Kensington Park, George Washington Carver Park, or the Beaubien Woods Forest Preserve permanently or during construction.

**Table 1-1** provides determinations of Section 4(f) use for Fernwood Parkway and Wendell Smith Park under the Preferred Alignment.

Table 1-1: Evaluation of Fernwood Parkway and Wendell Smith Park for Section 4(f) Use under the Preferred Alignment

Parkland	Address	Community Area (Ward)	Section 4(f) Use
Fernwood Parkway	9501 S. Eggleston Avenue	Washington Heights (Ward 9)	<i>De minimis</i>
Wendell Smith Park	9912 S. Princeton Avenue	Roseland (Ward 9)	No Use

CTA developed preliminary mitigation measures, considering impacts on both park acreage and the attributes, features, and amenities of each park. These mitigation measures were developed so that the result of implementation of the Preferred Alignment would result in no adverse impact on parks after mitigation. Mitigation measures are further detailed in subsequent sections of this technical memorandum. A major feature of these mitigation measures includes developing replacement parkland in the Washington Heights community area, directly adjacent to the Major Taylor Trail, or additional areas based on future coordination with Chicago Park District as well as replacement of any of the park attributes, features, or amenities affected by the construction of the RLE Project.

## 1.1 Purpose of this Technical Memorandum

This technical memorandum has three purposes: 1) to provide an update on changes to **Appendix Y** of the Draft EIS since the selection of the Preferred Alignment for the Final EIS, 2) to document mitigation commitments for the use of Fernwood Parkway agreed upon between CTA and the Chicago Park District, and 3) confirm and finalize concurrence from FTA and the Chicago Park District on the Section 4(f) *de minimis* finding identified in the Draft EIS.

## Section 2 - Summary of Section 4(f) Uses and Mitigation Proposed

The following provides a more detailed description of Section 4(f) uses and proposed mitigation measures.

### 2.1 Fernwood Parkway Section 4(f) Use Assessment and Mitigation Measures

Fernwood Parkway comprises four parcels, two of which are located north of I-57 while the other two parcels are south of I-57 between 99th Street and 103rd Street. The elevated track structure and the 103rd Street station would run through the two parcels of Fernwood Parkway from 99th Street to 103rd Street between the existing UPRR tracks and Eggleston Avenue. Elevated track structure supports would be placed permanently in Fernwood Parkway. This would result in a permanent incorporation of park space between 99th Street and 103rd Street, constituting a Section 4(f) use.

The Chicago Park District determined that these two parcels, with an area of 4.5 acres, would not be useful after implementation of the project. The Chicago Park District would transfer these parcels to CTA. In return, lands (acreage) used for the project would be replaced with lands of reasonably equivalent usefulness and location and of at least comparable value. CTA would create pocket park sites directly adjacent to the Major Taylor Trail, in the Washington Heights community area, or additional areas based on future coordination with Chicago Park District at a replacement ratio of 1 to 1, for a total of 4.5 acres of replacement parks. The replacement pocket park sites would include passive recreational space that would facilitate Chicago Park District master planning goals and objectives. Replacement property would be constructed in accordance with Chicago Park District standards. Prior to acquisition of the park space, CTA would conduct Phase I and II environmental site assessments and obtain environmental clearance on the selected sites, as required. In addition, CTA would coordinate with the City of Chicago, if needed, to ensure zoning of these parcels is consistent with future park uses by rezoning or receiving appropriate zoning approvals. As comparison, the UPRR West Option in the Draft EIS would result in a permanent incorporation of 1.9 acres. Considering the proposed mitigation and enhancement measures, no adverse impacts on the attributes, features, or activities would result from the Preferred Alignment; therefore, a *de minimis* finding is documented for this Section 4(f) use.

**Section 3** describes coordination efforts between CTA and the Chicago Park District regarding the Section 4(f) use of Fernwood Parkway.

## 2.2 Wendell Smith Park Section 4(f) Use Assessment and Mitigation Measures

The Preferred Alignment would be elevated over the northwest corner of the City-owned 99th Street right-of-way. The 99th Street right-of-way is currently used as Wendell Smith Park property but remains a transportation use and Section 4(f) does not apply.

CTA would need to temporarily close the northwest corner of Wendell Smith Park (approximately 0.1 acre) during construction activities. The Chicago Park District agrees that the construction activities would be considered a temporary occupancy under 23 CFR Part 774.13 that is so minimal as to not constitute a Section 4(f) use. No permanent incorporation of Wendell Smith Park would result under the Preferred Alignment. No changes to the amenities, features, or attributes of the park would occur.

Several trees would need to be removed for construction equipment staging and construction access. Removal of trees for construction would be mitigated with replacement trees and restoration of the landscaping of the park. CTA would obtain a construction permit from the Chicago Park District that requires full restoration and CTA would fully restore the land to a condition at least as good as that which exists prior to the RLE Project. CTA would require the construction contractor to follow appropriate construction BMPs to shield construction activities, allow use of the property by the public, and minimize any safety risks. This includes but is not limited to providing a detour for the sidewalks within Wendell Smith Park. Unlike the Preferred Alignment, the UPRR East Option in the Draft EIS would have overlapped approximately 0.7 acre, including part of the walking path, a bench, trees, and one of the baseball fields.

The functional use of Wendell Smith Park would not change.



## Section 3 - Replacement Park Identification Process

Information obtained from the desktop and geospatial analysis done for the Draft EIS is still applicable and CTA has the same priorities. However, since the Draft EIS and the potential for pocket park sites being implemented, additional desktop and geospatial analysis has been done to identify more park and pocket park locations.

The Section 4(f) evaluation conducted during the Draft EIS identified three potential park replacement sites (sites 2B, 8A, and 12) approximately 2 acres in size as the best candidate sites for mitigation. However, two of these replacement park sites have been identified to have the potential for redevelopment other than a replacement park – one as a veteran’s retirement home (Site 8A) and the other for Transit-Supportive Development and station amenities near the proposed Michigan Avenue station (Site 12). CTA completed additional analysis to determine if there are other options that either were not carried forward from the previous analysis completed during the Draft EIS or if there are new sites that may be considered for replacement parks.

CTA met with the Chicago Park District on February 18, 2021, to present an updated replacement park analysis since the Draft EIS (**Attachment A**). CTA presented the following 10 sites: 2B and 8A from the Draft EIS evaluation; 2C, which was part of the original evaluation but not included in the Draft EIS; and seven new sites. Evaluation criteria included parcel size and the site being in a park desert or greater than ½ mile from a Chicago Park District park or facility, among others. Sites 2B, 2C, and 8A scored the highest and were carried forward. At a February 18, 2021, coordination meeting, CTA presented an updated replacement park analysis. The Chicago Park District indicated that, since the Draft EIS, they are more focused on fulfilling a need for smaller pocket parks within the communities instead of a single larger park. Additionally, the Chicago Park District informed CTA that they had received community input regarding the desire to add pocket parks along the Major Taylor Trail.

CTA met with the Chicago Park District on May 26, 2021, to present potential pocket park location options just west of Fernwood Parkway in the Washington Heights community area and along the Major Taylor Trail. This meeting, the Chicago Park District evaluated these pocket park locations presented by CTA.

On July 29, 2021, the Chicago Park District sent CTA a list of their preferred replacement sites based on their location near the Washington Heights community area. Each of the three preferred sites reach a minimum of 0.25 acre, which is in accordance with Chicago Park District standards for pocket parks. The Chicago Park District also sent CTA a total of seven preferred sites located along the Major Taylor Trail. The Major Taylor Trail is a 35.30-acre linear park containing over 6 miles of bicycle and pedestrian pathway. The Chicago Park District maintains and manages a portion of the

bike trail starting at 105th Street to the Little Calumet River. The Chicago Park District requested that potential pocket parks be located within the limits that are maintained and managed by the Chicago Park District. The trail stretches through Washington Heights, West Pullman, and Morgan Park. Each of the seven preferred sites is a minimum of 0.25 acre, which is in accordance with Chicago Park District standards.

CTA and the Chicago Park District met on August 25, 2021. CTA reviewed Chicago Park District preferred sites, discussed the viability of each site for parcel acquisitions, and outlined the next steps for contacting property owners to assess parcel availability. CTA and the Chicago Park District met again on September 14, 2021, regarding the identified potential replacement pocket parks as mitigation measures and confirmation of Chicago Park District's continued concurrence with FTA's *de minimis* finding with the identified mitigation measures. The Chicago Park District provided a *de minimis* finding letter dated September 10, 2021 reaffirming their concurrence with FTA's preliminary Section 4(f) determination from August 2, 2017, as discussed in **Section 4.1 (Attachment B)**. The Chicago Park District letter also discussed the most recent coordination and direction for potential replacements pocket parks.

CTA met with the Chicago Park District on October 22, 2021, to present an update on the replacement park sites and outreach to potentially affected property owners. During this meeting, CTA also discussed coordination with the Chicago Park regarding the Transit Supportive Development Plan.

After further coordination with the Chicago Park District, CTA updated this *de minimis* finding letter to include additional areas based on future coordination with Chicago Park District. This letter was executed by the Chicago Park District on April 19, 2022 (**Attachment B**). **Figure 3-1** shows potential replacement pocket parks within Washington Heights and along the Major Taylor Trail.

Mitigation measures include replacement park property directly adjacent to the Major Taylor Trail, in the Washington Heights community area, or additional areas based on future coordination with Chicago Park District. The replacement park sites would include passive recreational space. Mitigation measures would include replacement property constructed in accordance with Chicago Park District standards. **Attachment A** includes meeting minutes for the February 18, May 26, August 25, September 14, and October 22, 2021 coordination meetings with the Chicago Park District.



Figure 3-1: Potential Replacement Parks



## Section 4 - Changes to Existing Parks

This section discusses the Section 4(f) use assessment for Fernwood Parkway and Wendell Smith Park under the Preferred Alignment. **Chapter 8** of the Final EIS includes additional information on the Section 4(f) evaluation.

There would be no Section 4(f) use of Robert Abbott Park, Fernwood Park, Block Park, Potter Palmer Park, Kensington Park, George Washington Carver Park, or the Beaubien Woods Forest Preserve.

### 4.1 Fernwood Parkway

#### 4.1.1 Section 4(f) Use Assessment

Changes to Fernwood Parkway under the Preferred Alignment would be the same as those outlined under the UPRR West Option in the Draft EIS. However, conceptual engineering conducted on the alignment has progressed into preliminary engineering since the Draft EIS.

**Figure 4-1** shows the Preferred Alignment over Fernwood Parkway. Portions of Fernwood Parkway south of I-57 would be overlapped by the elevated structure and its associated clearances between 99th Street and 103rd Street. This would result in a permanent incorporation of the park space.

#### 4.1.2 All Possible Planning to Minimize Harm

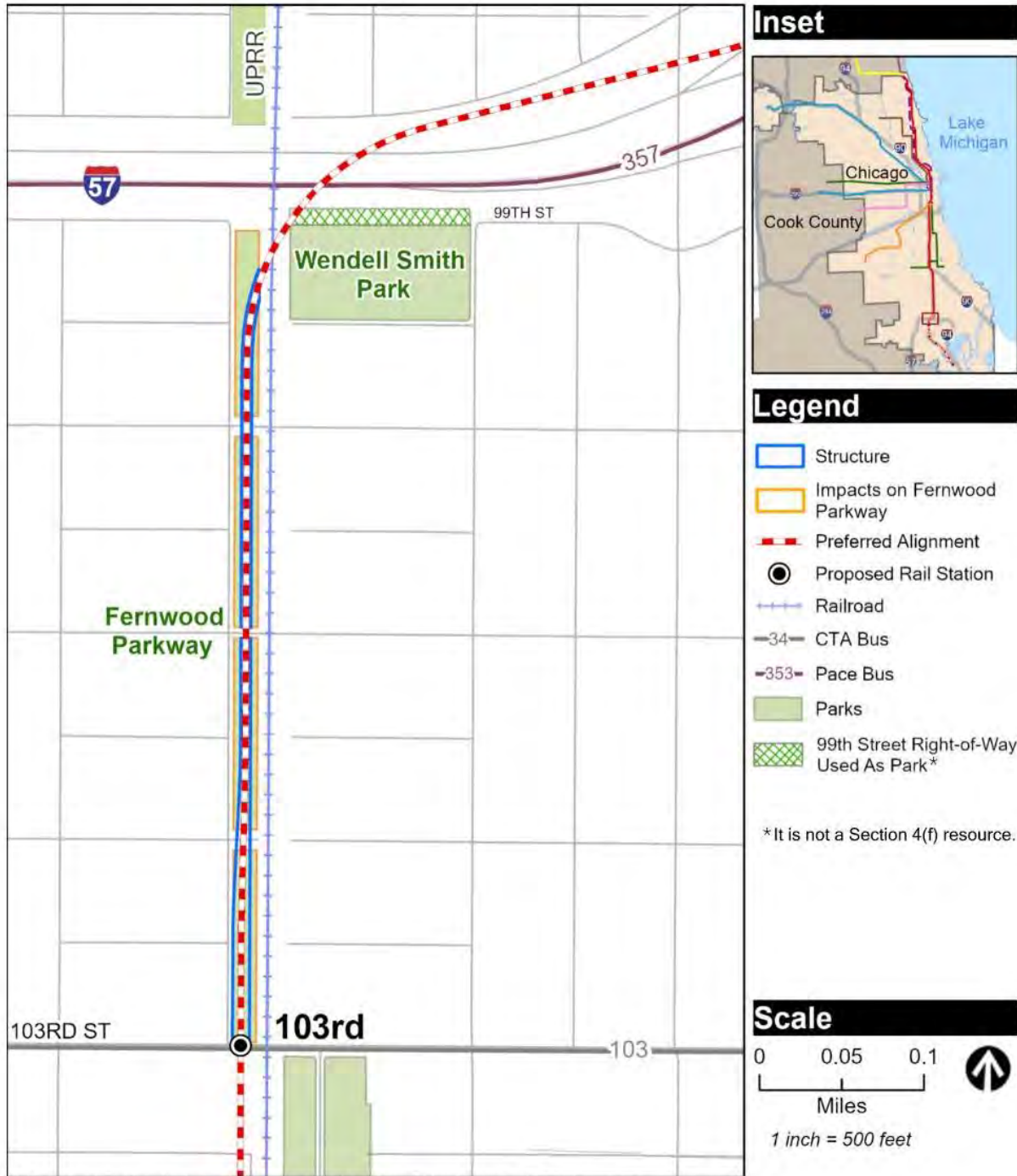
The Chicago Park District has informed CTA that the two Fernwood Parkway parcels would not be useful after the RLE Project is implemented. The Chicago Park District would transfer these two parcels to CTA. CTA would, in return, mitigate impacts to Fernwood Parkway through the creation of pocket park sites. These pocket park sites would be directly adjacent to the Major Taylor Trail, in the Washington Heights community area, or additional areas based on future coordination with Chicago Park District. A combination of already discussed sites or newly identified sites totaling 4.5 acres of Chicago Park District property affected would serve as replacement parks. New park space created through this replacement acreage would include passive recreational space, would be constructed in accordance with Chicago Park District standards, and would facilitate Chicago Park District master planning goals and objectives. Phase I and II environmental site assessments would be conducted on the selected sites prior to acquisition, as required.

### 4.1.3 Section 4(f) Finding

Section 4(f) coordination is ongoing. Replacement parkland directly adjacent to the Major Taylor Trail, in the Washington Heights community area, or additional areas based on future coordination with Chicago Park District would replace the affected parcels within Fernwood Parkway. No changes to the attributes, features, or activities would result from the Preferred Alignment on Fernwood Parkway; therefore, a *de minimis* finding is documented for this Section 4(f) use. This finding is consistent with the preliminary *de minimis* finding for Fernwood Parkway under the UPRR West Option in the Draft EIS.

After publication of the Draft EIS, FTA issued a preliminary Section 4(f) determination on August 2, 2017 to the Chicago Park District. The Chicago Park District concurred with the *de minimis* finding in a letter dated September 21, 2017. Additional coordination with the Chicago Park District has identified potential pocket park locations directly adjacent to the Major Taylor Trail, in the Washington Heights community area, or additional areas based on future coordination with Chicago Park District. The Chicago Park District reaffirmed their concurrence with FTA's Section 4(f) *de minimis* finding in their letter dated September 10, 2021. After further coordination with the Chicago Park District, CTA updated this *de minimis* finding letter, which was executed by the Chicago Park District on April 19, 2022. **Attachment B** includes Section 4(f) correspondence between FTA and the Chicago Park District.

In coordination with the Chicago Park District, CTA would identify and acquire park space totaling 4.5 acres to be used for replacement parks. Prior to acquisition of the park space, CTA would conduct Phase I and II environmental site assessments on the selected sites, as required.



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

Figure 4-1: Preferred Alignment near Fernwood Parkway

## 4.2 Wendell Smith Park

### 4.2.1 Section 4(f) Use Assessment

Because the Preferred Alignment follows the UPRR West Option near Wendell Smith Park, the Preferred Alignment would avoid use of Wendell Smith Park; however, there would be construction impacts for a short duration. The northwest corner of Wendell Smith Park (approximately 0.1 acre) would be temporarily closed during construction, and trees would be removed for construction equipment staging and construction access (**Figure 4-2**). The Preferred Alignment would be elevated over the northwest corner of the City-owned 99th Street right-of-way, which is currently used as Wendell Smith Park property but remains a transportation use and Section 4(f) does not apply. 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. The 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 4-2** as cross-hatching. A permit from the Chicago Park District would be required for the temporary closure of the northwest corner of Wendell Smith Park prior to the start of construction. Impacts would be mitigated through replacement of removed trees along with restoration of the landscaping of the park. This has changed since the Draft EIS in which part of the walking path, a bench, trees, and one of the baseball fields would all have been affected under the UPRR East Option.

There would be no noise impacts on Wendell Smith Park due to the operation of the RLE Project after implementation of noise barriers. Construction would not affect the attributes, features, or activities of Wendell Smith Park.

The temporary closure of the northwest corner of the park would be a temporary occupancy under 23 CFR Part 774.13; however, the temporary occupancy would be minimal and would not constitute a use under Section 4(f). There would be no use of the park under Section 4(f).

CTA would need to temporarily close the northwest corner of Wendell Smith Park (approximately 0.1 acre) in order to construct the RLE Project. Based on the discussions between Chicago Park District and CTA about construction activities within the northwest corner of Wendell Smith Park, Chicago Park District agrees that the construction activities would be considered a temporary occupancy under 23 CFR Part 774.13 that is so minimal as to not constitute a Section 4(f) use. Chicago Park District agrees that CTA meets the temporary occupancy conditions based on the following justification and agree that there would be no use of Wendell Smith Park: 1) The anticipated total closure time that is needed would be considerably less than the total time needed for the

construction of the RLE Project. 2) There would be no change in land ownership for Wendell Smith Park. 3) The scope of work includes the placement of piers adjacent to the park right-of-way and the placement of girders for the elevated structure; however, the proximity of the park would require a construction easement for contractor access and the need to clear some trees, this work would be conducted through a required construction permit. 4) There would be no permanent adverse physical impacts, nor would there be a temporary or permanent interference with the activities, features, or attributes of the park. 5) Chicago Park District would require a construction permit that requires full restoration, and the land would be fully restored to a condition at least as good as that which exists prior to the RLE Project. A letter from the Chicago Park District regarding the temporary occupancy exception of Wendell Smith Park for construction activities can be found within **Attachment C**.



Figure 4-2: Preferred Alignment near Wendell Smith Park



## Section 5 - Conclusions

The purpose of the Section 4(f) additional park analysis was to fulfill the following two main goals, which are also discussed in **Appendix Y** of the Draft EIS:

- To demonstrate to FTA that land is available for replacement park mitigation and confirm that there would be no adverse effect findings through implementation of mitigation measures.
- To conduct more detailed coordination with the Chicago Park District on how to fulfill mitigation measures.

CTA is actively coordinating with the Chicago Park District regarding impacts to Fernwood Parkway. Although mitigation measures are still being finalized, CTA would provide mitigation for impacts to Fernwood Parkway in the form of pocket parks within the Washington Heights community, directly adjacent to the Major Taylor Trail, or additional areas based on future coordination with Chicago Park District. A combination of sites already discussed with the Chicago Park District or newly identified sites totaling 4.5 acres of Chicago Park District property affected would serve as replacement parks.

# **Attachment A - Chicago Park District Coordination Materials**



## Chicago Park District Coordination Meeting

February 18, 2021



# Meeting Minutes



**Project:** Red Line Extension  
**Meeting Purpose:** CPD Coordination Meeting  
**Date:** Thursday, February 18, 2021  
**Location:** Remote Meeting  
**Time:** 8:30 AM

**Chairperson:** Marlise Fratinardo

**Attendees:** (See Attached copy of Sign-in-Sheet)

<i>Item No.</i>	<i>Date</i>	<i>Item Description</i>	<i>Responsibility/ Status</i>	<i>Due/Closed Date</i>
<b>1.00</b>	<b>Introductions</b>			
1.01	2/18/21	Introductions were made.		
<b>2.00</b>	<b>Project Overview/Status</b>			
2.01	2/18/21	The Red Line Extension will extend from the current 95th/Dan Ryan Terminal Station to 130th Street at Altgeld Gardens.		
2.02	2/18/21	Four new stations will be located at 103rd Street, 111th Street, Michigan Avenue, and 130th Street. All stations will have Park & Ride and bus connections.		
2.03	2/18/21	A new yard and shop will be located along the Preferred Alignment between Michigan Avenue and 130th Street stations, near the MWRD property.		
2.04	2/18/21	The Preferred Alignment will be on aerial structure South of 95th Street to the Metra/CN crossing, where it will transition to an at grade structure.		
2.05	2/18/21	The INVEST South/West corridors are located along 111th Street and Michigan Avenue. It comes close to the 111th Street station and passes by the Michigan Avenue station.		
2.06	2/18/21	Changes to the alignment and relocation of the station at 130th Street will be documented through the Supplemental Environmental Assessment (EA).		
2.07	2/18/21	Project benefits to the far South Side communities include equity, connectivity and access, economic opportunity, frequent rail service and sustainable transportation.		
2.08	2/18/21	A team of consultants was approved in 2020 to perform preliminary engineering and additional environmental analysis. The TSD plan begun in August 2020. Entry into Project Development (PD) for the FTA New Starts program was approved in December 2020, which will help secure federal funding for final design and construction.		
<b>3.00</b>	<b>Review Impacts to Fernwood Parkway</b>			
3.01	2/18/21	Alignment options East and West of the UPRR corridor were evaluated in the Draft EIS, and the Preferred Alignment was a combination of these options that would avoid permanent impacts to Wendell Smith Park and Block Park.		
3.02	2/18/21	The elevated structure would run over Fernwood Parkway from 99th Street to 103rd Street, and the shadow effect was used to calculate the permanent impact.		
3.03	2/18/21	Estimated impacts to Fernwood Parkway would be 1.9 acres, which correspond to the estimate in the Draft Environmental Impact Statement (EIS). Updates to this impact will be made as the engineering progresses and will be documented in the Final EIS.		

<b>4.00</b>	<b>Review of Section 4(f) Evaluation in the Draft EIS</b>			
4.01	2/18/21	The Draft EIS evaluated both the alignment options to the East and West of the UPRR. Coordination with the Chicago Park District (CPD) was documented, including the CPD 2-acre size standard for developing new parks.		
4.02	2/18/21	CTA began the replacement parks analysis in 2015, evaluating 22 sites in the project area and narrowing the options to three sites: 2B, 8A and 12.		
4.03	2/18/21	Based on the Draft EIS, FTA issued a preliminary de minimis finding on 8/2/17. Public comments indicated a desire for parks within the project area, but no specific location was preferred. CPD concurred with the de minimis finding on 9/21/17.		
4.04	2/18/21	The previously identified replacement park sites were reviewed. It was noted that CPD previously preferred Site 2B.		
4.05	2/18/21	Concepts for Site 8A and Site 12 included a ball field as a mitigation measure for Wendell Smith Park. If Site 8A moves forward, a new concept plan for the park would be developed.		
4.06	2/18/21	Site 8A has been considered for other potential development opportunities.		
4.07	2/18/21	Site 12 is being evaluated for other uses related to Michigan Avenue station and may be more viable for other uses than for a replacement park.		
<b>5.00</b>	<b>Replacement Park Methods and Criteria</b>			
5.01	2/18/21	Because Site 8A and Site 12 are being considered for other development, additional evaluation of potential replacement park sites was performed using the same criteria as the original analysis in the Draft EIS. The new analysis also considered proximity to existing parks and considered the ability to meet the 2-acre size requirement.		
<b>6.00</b>	<b>Review Park Replacement Options</b>			
6.01	2/18/21	Site 2B and Site 8A from the Draft EIS continue to be considered for replacement parks. Site 2C was included in the original evaluation but was not a replacement park option presented in the Draft EIS. Seven other sites were evaluated. The top three sites were 2B, 2C and 8A.		
6.02	2/18/21	The target replacement park area would ideally be within one mile of Fernwood Parkway and without nearby park facilities within a half mile to address "park desert" needs.		
6.03	2/18/21	Locations of the evaluated sites were presented.		
6.04	2/18/21	Site 2B was the preferred site at the time of the Draft EIS. It would meet the 2-acre minimum and provide visibility along Michigan Ave and connection to the community. Nineteen of the 20 parcels are vacant. The one parcel that is not vacant has a foundation that would require removal. CPD noted that leaving one active residential parcel surrounded by the park was not ideal, but CTA noted that acquisitions of active residential parcels was not desirable. Furthermore, the remaining residence would not have any impacts to access. CTA noted that site 2B was previously preferred because it was in an area without access to nearby parks.		
6.05	2/18/21	Site 2C would be just under 2 acres and has visibility along Michigan Avenue. Fifteen of 18 parcels are vacant, but one parcel is an active residential parcel. An existing cell tower would need to remain on this site.		
6.06	2/18/21	Site 8A would be located within the parks desert and located adjacent to 111th Street station. This site would be 2.9 acres with all four parcels vacant and excellent visibility. However, this parcel is being evaluated for other potential uses. CTA noted that the proposed veterans housing on this site is not a funded project but has aldermanic support.		
6.07	2/18/21	Because of the other development considerations for Site 8A, Site 2B was recommended. Site 2C was the third option due to the active residential property.		

6.08	2/18/21	Sites 2B and 2C are divided by 102nd Street but could be combined to create a larger park, consideration would be needed due to 102nd Street. However, CPD noted that these parks do not solve access problem.		
6.09	2/18/21	CPD noted that a park within an access area that does not have existing access to open spaces could be considered with less than 2 acres. CPD noted that Sites 2B and 2C did not solve an access problem.		
6.10	2/18/21	Several replacement park sites were evaluated near the CPD access area at 111th Street but did not meet the 2-acre requirements and posed safety concerns. A recent CPD acquisition at 110th and Wentworth has already met this need.		
6.11	2/18/21	CPD will follow up if existing access areas remain near the project corridor and will provide CTA a current map of park locations.	CPD	
6.12	2/18/21	CTA has identified a historic building North of 101st Street and Michigan Avenue just outside Site 2B that could be an opportunity for programming. CPD would not be interested in funding or maintaining this development but expressed support for this idea. CTA suggested that grants may be available for this rehabilitation.		
6.13	2/18/21	CTA inquired about the acceptable size of replacement parks that would meet CPD access needs. Sites less than 2 acres could be considered if the location addressed community needs or CPD programming needs and filled-in existing gaps in the CPD system. These locations could be discussed on a case by case basis.		
<b>7.00</b>	<b>Carver Park - Located within Altgeld Gardens</b>			
7.01	2/18/21	Carver Park is a park that is located adjacent to and within the Altgeld Gardens neighborhood that is within the Riverdale community area.		
7.02	2/18/21	The 130th Street Terminal station was previously located North of 130th Street, adjacent to the MWRD wastewater treatment plant.		
7.03	2/18/21	Following the demolition of the Chicago Housing Authority (CHA) blocks 11, 12 and 13 within Altgeld Gardens, CTA investigated the feasibility of relocating the terminal station to this area, and both stakeholders and the public generally supported bringing the station closer to the community.		
7.04	2/18/21	The proposed 130th Street station would utilize a parcel owned by the Forest Preserves of Cook County (FPCC). A Section 4(f) evaluation with FPCC was initiated, and FPCC expressed interest in improved connections between Carver Park and Beaubien Woods. A potential land swap is being discussed. CTA suggested that improvements to wayfinding and connectivity to Carver Park could be part of the Section 4(f) mitigations.		
7.05	2/18/21	The 2016 Altgeld-Murray Master Plan identified an expansion of Carver Park to the East, showing an active recreational area with a skate park and tennis courts. While this expansion has not been funded, CTA inquired about CPD plans for this area.		
7.06	2/18/21	CPD had no plans to expand Carver Park without sources of funding and noted that CPD would likely be hesitant to invest in an area with sufficient amounts of open space already nearby. CPD will confirm.	CPD	
7.07	2/18/21	CPD supported improved connections between Carver Park and Beaubien Woods and supported FPCC acquisition of the parcel East of Carver Park.		
7.08	2/18/21	CTA suggested a multi-agency meeting to understand interests for each involved party and determine a solution that would be acceptable. CTA will schedule this meeting.	CTA	
7.09	2/18/21	CTA expressed support for the "African American Heritage Trail" along the Little Calumet River but noted that due to the large number of privately owned parcels, this would not be a feasible undertaking for the RLE project.		
<b>8.00</b>	<b>Transit Supportive Development</b>			

8.01	2/18/21	TSD team presented the overall goals for the TSD Plan. The TSD team will be looking at open space as part of the comprehensive approach to land use in, and near, the station areas. Specifically, the TSD team will seek to integrate community needs/interests/goals/desires into the plan.		
8.02	2/18/21	The park district explained when they assess access to open space they include spaces also owned by CPS and other agencies that are publicly accessible. This aligns with the TSD.		
8.03	2/18/21	The TSD team mentioned that one of the consistent messages they have heard from the community is the desire to increase access to food, specifically access to fresh, healthy foods. This could be address through such programmed elements such as farmer's markets and community gardens. CPD does have programs and partnerships that support these types of activities.		
<b>8.00</b>	<b>Next Steps</b>			
8.01	2/18/21	CPD will provide maps of current park locations.	CPD	
8.02	2/18/21	CPD will confirm intentions for Carver Park expansion.	CPD	
8.03	2/18/21	CTA will continue to develop and refine the replacement park options and review the updated CPD map.	CTA	
8.04	2/18/21	CTA will schedule a multi-agency meeting to discuss plans around the 130th Street station and Altgeld Gardens.	CTA	
8.05	2/18/21	The draft Final EIS/ROD is expected to be completed in Fall 2021 and released in Q3 of 2022.		
8.06	2/18/21	A Memo of Understanding (MOU) will be needed for the replacement parks, and environmental testing will be needed prior to a land transfer.		
8.07	2/18/21	CPD offered to connect the South Area Manager with the CTA/TSD team to discuss parks programming and activities in the area	CPD	
8.08	2/18/21	TSD team will provide outcome of community survey about open space from the public meetings	CTA/TSD	
Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days, otherwise minutes will be considered final.				



Sign in Sheet

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** CPD Coordination Meeting

**MEETING DATE:** Thursday, February 18, 2021

**MEETING TIME:** 8:30 AM

**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** Remote Meeting

**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
1	Y	Sarah White	CPD		Sarah.White@ChicagoParkDistrict.com	
2	Y	Doreen O'Donnell	CPD		Doreen.O'Donnell@ChicagoParkDistrict.com	
3	Y	London Walther	CPD		London.Walther@ChicagoParkDistrict.com	
4	Y	Leah Mooney	CTA - Planning	Director of Strategic Planning and Policy	lmooney@transitchicago.com	14250
5	Y	Marlise Fratinardo	CTA - Planning	Senior Project Manager, Planning	mfratinardo@transitchicago.com	14124
6	Y	Sonali Tandon	CTA - Planning	Senior Manager - Strategic Planning, Rail	STandon@transitchicago.com	14246
7	Y	Ammar Elmajdoub	CTA - Planning	Project Manager	aelmajdoub@transitchicago.com	
8	Y	Jasmine Gunn	DPD		Jasmine.Gunn@cityofchicago.org	
9	Y	Christine Carlyle	TSD - SCB		christine.carlyle@scb.com	
10	Y	Erin Cabonargi	TSD - GWG		erin@urban-resolve.com	
11	Y	Jacob Peters	TSD - Nia		jpeters@niaarch.com	



Sign in Sheet

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**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
12	Y	Joanna Littrell	PMC - HNTB	Program Manager	jilittrell.hntb@transitchicago.com	14223
13	Y	Patrick Dunn	PMC - CDM-Smith	NEPA Lead	PDunn.cdm@transitchicago.com	14243
14	N	Joseph Yesbeck	PEC - TY Lin	Project Manager	Joseph.Yesbeck@tylin.com	
15	Y	Grace Dysico	PEC - TranSystems	NEPA Lead	gldysico@transystems.com	(847) 407-5247
16	Y	Robin Martel	PEC - Wight & Company	NEPA Specialist	rmartel@wightco.com	(312) 261-5730
17	Y	Patricia King	PEC - Wight & Company	NEPA Specialist	pking@wightco.com	
18	Y	Helen Yeung	PEC - CERA	Document Control	hyeung@cerasolutions.com	
19	Y	Teresa Fourcher	TSD - SCB		teresa.fourcher@scb.com	

NOTE: All individuals listed have been invited to the meeting. Only those indicated were in attendance.

## Chicago Transit Authority

### Red Line Extension Chicago Park District (CPD) Coordination Meeting

#### Agenda

February 18, 2021

Remote Meeting

8:30 AM to 10:30 AM CT

**Invitees:**

Sarah White/CPD	Joanna Littrell/PMC – HNTB
Doreen O'Donnell/CPD	Patrick Dunn/PMC – CDM Smith
London Walther/CPD	Joseph Yesbeck/PEC – TY Lin
Leah Mooney/CTA – Planning	Grace Dysico/NEPA-PEC – TranSystems
Marlise Fratinardo/CTA – Planning	Robin Martel/NEPA-PEC – Wight
Sonali Tandon/CTA – Planning	Patty King/NEPA-PEC - Wight
Ammar Elmajdoub/CTA - Planning	Helen Yeung/NEPA-PEC – Cera
Jasmine Gunn/DPD	Teresa Fourcher/TSD - SCB
	Christine Carlyle/TSD - SCB
	Erin Cabonargi/TSD - GWG
	Jacob Peters/TSD - Nia

- 
- 1) Introductions
  - 2) Project Overview / Status
  - 3) Review Impacts to Fernwood Parkway
  - 4) Review of Section 4(f) Evaluation in the Draft EIS
    - Identified replacement park areas
    - Preliminary de minimis finding with mitigation
    - FTA sent Preliminary Section 4(f) Determination (de minimis finding) on August 2, 2017
    - CPD concurred with de minimis finding in letter dated September 21, 2017
  - 5) Replacement Park Methods and Criteria
  - 6) Review Park Replacement options
    - Review previous sites
    - Identify potential new sites
    - Shortlist sites for further development
  - 7) Carver Park – Located within Altgeld Gardens
    - Adjacent to CHA owned land and Beaubien Woods
    - Desire to create a connection from Carver Park to Beaubien Woods
    - Carver Park utilization and planned improvements (TSD)



8) Transit Supportive Development Plan

- Overview of the TSD project – goals
- Overview of Project Area and Station Area land use including open space allocation
  - Strategic Plan (2016): Ensure all residents live within a 10 minute walk of a park or open space.
- Overview / status of current plans
  - DPD Capital Improvement Plan (2020-2024):
  - Southeast Chicago Area-Wide Plan (2016)
  - Strategic Plan 2012/2016
  - Future planning
- Major Assets in the area and their primary users (neighborhood, city-wide)
  - Gately Indoor Track & Field
  - Big Marsh
  - Palmer Park

9) Next Steps

- Continue Section 4(f) Coordination
- Further develop shortlist of potential replacement parks for CPD final selection in the Final EIS/ROD
- Continue to discuss Carver Park

10) Action Items

DRAFT

**RED AHEAD**



**Red Line Extension**  
Chicago Park District Meeting

February 18, 2021



## Agenda

RED AHEAD



- Welcome and Introductions
- Project Overview / Status
- Review Impacts to Fernwood Parkway
- Review of Section 4(f) Evaluation in the Draft EIS
- Replacement Park Methods and Criteria
- Review Park Replacement Options
- Carver Park
- Next Steps



***Marlise Fratinardo***

## Agenda

RED AHEAD



- Welcome and Introductions
- **Project Overview / Status**
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**Marlise**


## Project Overview

### Red Line Extension

- 5.6-mile heavy rail transit line extension from the 95th Street Terminal to 130th Street
- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- Park and Ride and bus connections at each new station
- Train storage yard and maintenance facility at 120th Street
- Structure is elevated from 95th Street to 119th Street, then at-grade from 119th Street to 130th Street







**Marlise**

The RLE project extends the Red Line from 95th to 130th at Altgeld Gardens.


Four stations are proposed – 103rd, 111th, Michigan, and 130th. Each will have bus connections and Park and Ride.

A new shop and yard is included, located between Michigan and 130th, next to MWRD property.

The alignment will be on aerial structure from just south of 95th until crossing of Metra Electric and CN.


Note INVEST South/West & note location of Altgeld Gardens

**Project Benefits**


**RED AHEAD** 

**Equity** by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.


**Connectivity and access** to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like.



Graphic of CTA's existing rail network along with four new proposed stations



**Marlise**

As many of you know, extending the Red Line would provide many benefits to Far South Side communities and the rest of the city and region.

The graphic on the right side of this slide shows the current CTA system with the Red Line Extension added. CTA's rail lines extend out from the Loop in all directions... and most of these lines extend to the city's border, except on the Far South Side.

The Red Line Extension has equity at its foundation. The Red Line Extension supports the City's **equity** efforts by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

The Red Line Extension also provides **connectivity and access** to the entire CTA network – meaning customers will be able to board at one of the 4 new stations and transfer to other trains at one of the many transfer points along the line, or transfer to a CTA bus. This is really important because currently, fewer than 30% of riders who board at the 95th/Dan Ryan station end their trips in the Loop; most riders are going other places throughout the city, including other south side destinations, or maybe further north than downtown, or to the west side.

Also, shown here on this slide is a conceptual rendering of what a new Red Line Extension station could look like.

## Project Benefits

RED AHEAD



Conceptual renderings of what the new elevated station could look like.

**Economic opportunity** through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

**Frequent rail service** will reduce commute times.

**Sustainable transportation** that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.



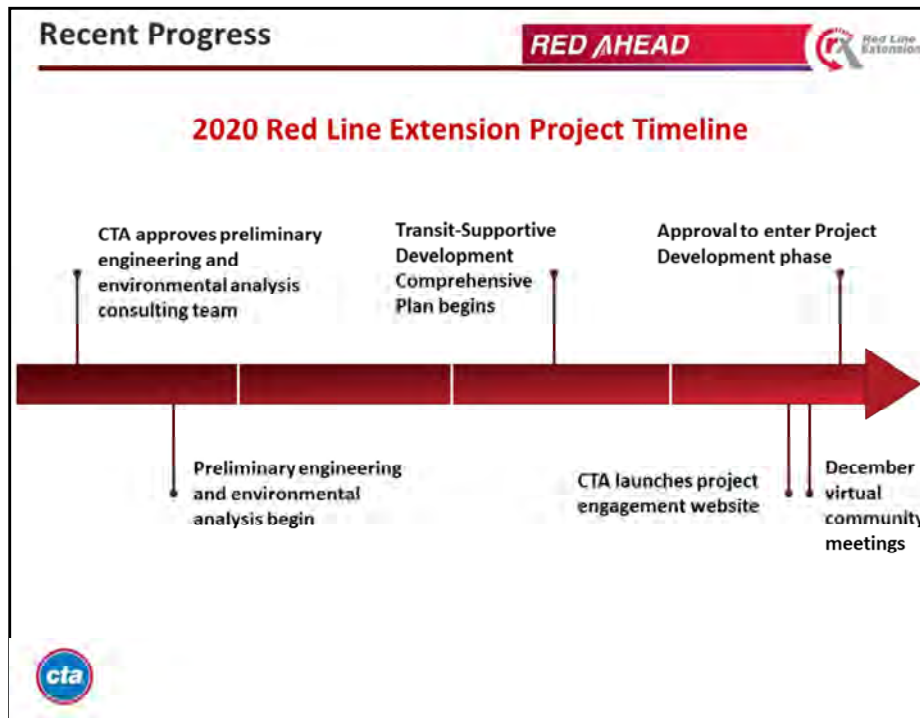
### **Marlise**

Some of the other benefits of the Red Line Extension include economic opportunity, meaning the ability for Far South Side residents to reach jobs, schools, and other destinations. The Extension would put residents within easier reach of jobs throughout the city and reduce commute times.

The Red Line Extension's frequent rail service will mean a 20 minute time savings for riders traveling from the 130th Street station to downtown.

Using public transportation over motor vehicles helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy for a greener and more sustainable Chicago.

Let's move on to the next piece of the presentation....



**Marlise**

CTA made significant progress on the Red Line Extension Project in 2020. Near the beginning of the year we approved the consulting team to begin work on the Preliminary Engineering work and Additional Environmental Analysis needed for the project, and that team began its work soon after. This includes the Supplemental Environmental Assessment, which we will cover shortly.

In August, CTA and its consultant teams began work on the Transit-Supportive Development Plan, which will identify strategies to fully leverage the investment of the transit project to bring economic benefit to the community. We will discuss Transit-Supportive Development in detail later in this presentation and ask for your input and ideas.

We launched our community engagement website in early December, followed closely by a pair of virtual community meetings on December 8th and 9th.

Finally, in late December CTA was approved for entry into the Project Development Phase of the Federal Transit Administration’s New Starts Program. Entering this phase is a major step in CTA’s continued commitment to the construction of the Red Line Extension. With an estimated cost of approximately \$2.3 Billion for project completion, being granted entry into the Project Development phase was a critical step toward securing the federal funding we need for final design and construction. Federal funding will be awarded after successful completion of all the requirements of the New Starts Program, including identification of local funding.



## Agenda

RED AHEAD




- Welcome and Introductions
- Project Overview / Status
- **Review Impacts to Fernwood Parkway**
- Review of Section 4(f) Evaluation in the Draft EIS
- Replacement Park Methods and Criteria
- Review Park Replacement Options
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- Next Steps




***Marlise passes to Robin Martel***


**Preferred Alignment**

**RED AHEAD** 

**Selection of the Preferred Alignment**

- Avoids permanent impacts to Wendell Smith Park and Block Park – no longer need to consider mitigation measures for these parks
  - There will be temporary construction impacts to Wendell Smith Park
- Fernwood Parkway would be impacted by the elevated structure and the 103rd Street station





**Robin**

In the Draft EIS, CTA had presented impacts to Wendell Smith Park, Fernwood Parkway, and Block Park, depending on the East or West Option of the UPRR Rail Alternative.

CTA has selected the Preferred Alignment that would cross over the UP tracks and run along the west side. With the Preferred Alignment, there would not be permanent impacts to either Wendell Smith Park or Block Park. There would be temporary construction impacts to Wendell Smith Park (at the upper northwest corner as the elevated tracks cross over the corner of the Park).

Fernwood Parkway would be impacted by the elevated structure and the 103rd Street station.



**Robin**

Figures shown on the slide represent the impacts to Fernwood Parkway. The parkway is shown in green in the figures. The area underneath the structure that would have shadow effect represents the impact area. The impact area is shown in the yellowish/gold color.

## Fernwood Parkway Impacts

RED AHEAD



Based on the current design of the elevated structure and station area at 103rd Street the estimated impact area at Fernwood Parkway is 1.9 acres

- Draft EIS disclosed an estimated 1.9 acres of impact area
- Acreage will be updated as engineering details of the elevated structure continues to develop



### **Robin**

Based on the engineering that has been completed to date and approved by the CTA, it is estimated that there would be 1.9 acres of impact. This is consistent with the 1.9 acres presented in the Draft EIS. The structure type and span width of the elevated structure would affect that area of impact underneath the structure. As engineering details continues to develop, the area of impact would be revised as necessary.

## Agenda

RED AHEAD



- Welcome and Introductions
- Project Overview / Status
- Review Impacts to Fernwood Parkway
- **Review of Section 4(f) Evaluation in the Draft EIS**
- Replacement Park Methods and Criteria
- Review Park Replacement Options
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- Next Steps



*Robin continues*

## Section 4(f) Evaluation History

RED AHEAD

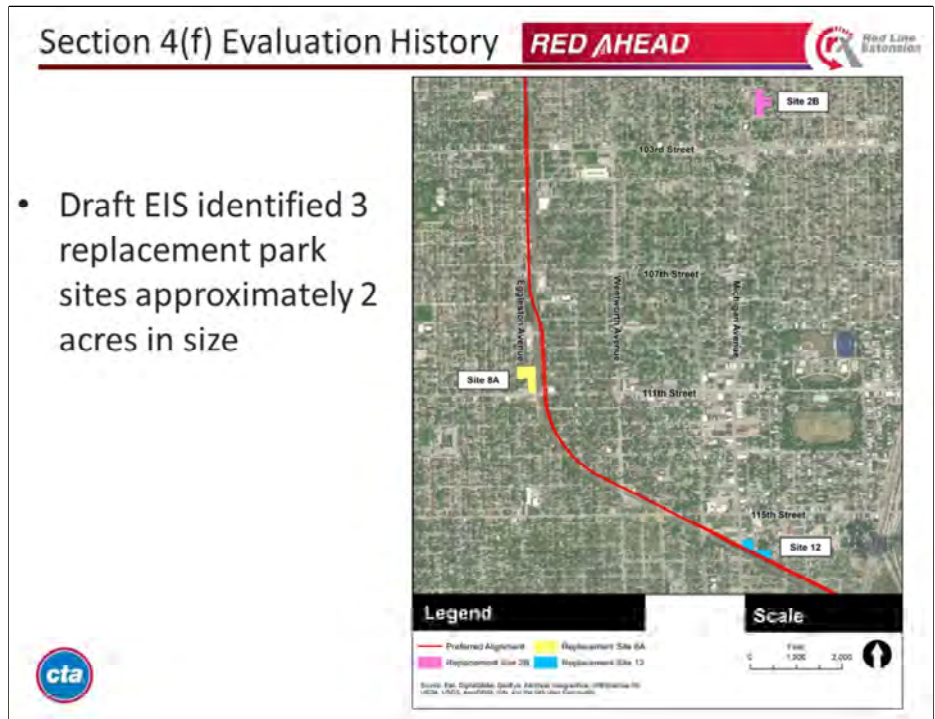


- Replacement Park evaluation addressed potential mitigation to parks that would be impacted for either of the two UPRR Alternative – East and West Options
- Coordinated with the CPD regarding replacement park – identified standard for new parks at 2 acres in size (August 17, 2015 letter)
- Original parks replacement started with 22 sites – coordination through meetings from April 2015 through April 2016 to narrow sites down to 3 options



**Robin**

Highlight points in the bullets



**Robin**

For the Section 4(f) evaluation conducted for the Draft EIS in 2016, replacement parks with an approximate size of 2 acres were reviewed, based on CPD input on the desired size for a replacement park. Three replacement park sites were identified in the Draft EIS. Comments received from the Draft EIS did not particularly select or identify a preferred replacement park but did indicate that parks are desired within the RLE project area.

The exhibit shows the location of the three replacement park sites from the Draft EIS.



## Section 4(f) Evaluation History

RED AHEAD



- FTA sent Preliminary Section 4(f) Determination (de minimis finding) on August 2, 2017
- CPD concurred with de minimis finding in letter dated September 21, 2017



### ***Robin***

After the publication of the Draft EIS and the end of public comment period, the FTA issued a letter to the CPD regarding the preliminary finding of de minimis impacts after mitigation. The CPD concurred with the de minimis finding in 2017.

Sites 2B: 102nd Street and Michigan Avenue



**Robin**

The next three slides present the 3 replacement park sites that were presented in the Draft EIS. Site 2B is located at 102nd Street and Michigan Avenue. The concept as shown here is open space with walking path.

Site 2B was the CPD preferred replacement park site.

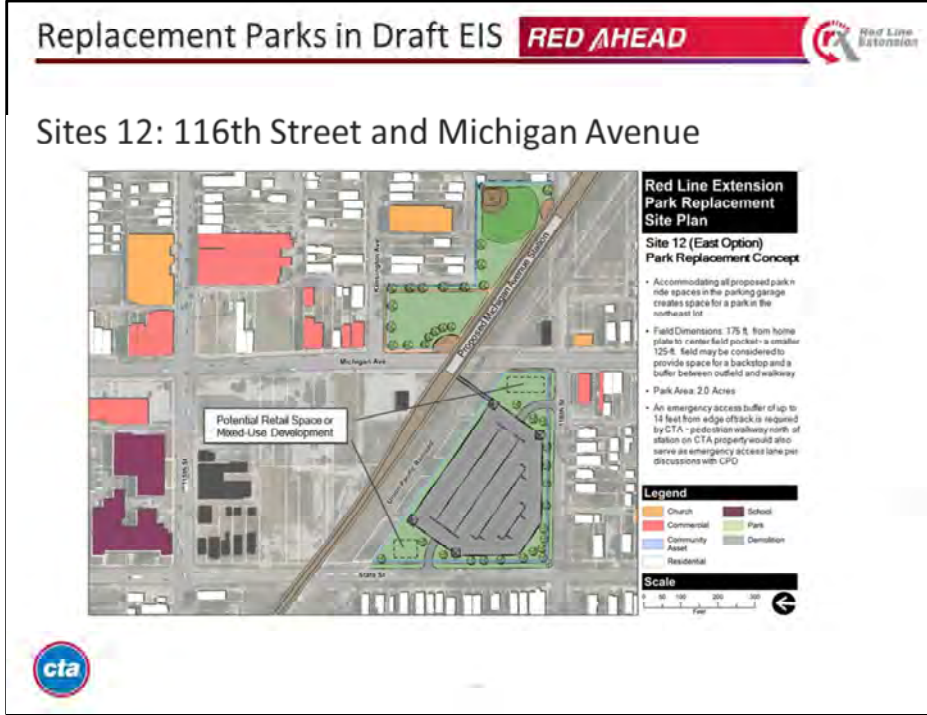


**Robin**

This is the concept that was presented for Site 8A in the Draft EIS. At the time of the Draft EIS, parking was proposed at 111th Street (west of the UPRR tracks) and the ballfield was shown as the mitigation for Wendell Smith Park. If Site 8A continues to move forward in the Section 4(f) analysis, a new concept plan for the park would be developed.

In the Preferred Alignment, the 111th Street Station is located on the east side of the UPRR tracks, similar to what is shown in this exhibit. However, CTA prefers to have parking located on the east side of the tracks to avoid pedestrians crossing the at-grade UPRR tracks and to preserve the parcels for future development.

This site has been considered for a future development as a Veteran’s home. CTA is working with the City’s planning department and the concurrent TSD study to develop a plan for properties adjacent to the stations. The TSD team has identified the “lack” of parks in this area.



**Robin**

This is the concept that was presented for Site 12 in the Draft EIS. At the time of the Draft EIS the ballfield was shown as the mitigation for Wendell Smith Park.

With the ongoing station area planning, station concepts have been developed that utilize a portion of Site 12 for station amenities (i.e. bus turnaround and drop off location). Planning for the station area is ongoing and CTA is working through the station concepts with the City and community. CTA is looking at parking options north or south of the UPRR tracks for the Michigan Avenue station.

## Agenda

RED AHEAD



- Welcome and Introductions
- Project Overview / Status
- Review Impacts to Fernwood Parkway
- Review of Section 4(f) Evaluation in the Draft EIS
- **Replacement Park Methods and Criteria**
- Review Park Replacement Options
- Carver Park
- Next Steps



*Robin passes to Patty King*

## Replacement Parks Methods

RED AHEAD




- Replacement Park Methods and Criteria
  - 1 of the replacement parks identified in Draft EIS may no longer be a viable option and 1 has other considerations for development
  - CTA conducted a reevaluation of previous parks and reviewed new potential replacement parks
- Built upon the methodology used in the Draft EIS




### ***Patty***

As the project moves forward and CTA prepares the Final EIS, the replacement park that satisfies the mitigation for impacts to Fernwood Parkway would need to be identified.

One of the three sites that were discussed in the Draft EIS may no longer be viable and one may have other considerations for future development. Site 2B, along Michigan Avenue is the remaining site. This site could move forward into the Final EIS as the mitigation of choice from the CPD; however, CTA did perform a reevaluation and reviewed the project area again to determine if there could be other sites available.

Criteria for Replacement Parks <b>RED AHEAD</b> 		
Criteria	Score	Definition
Parcel Size (Excluding occupied/active parcels)	5	2 acres and greater
	0	Less than 2 acres
Is the location in a park desert (i.e., greater than ½ mile from CPD park or facility)	5	Yes
	0	No
Availability of Acquisition (Limited or No Active Residential, Owned by City of Chicago/Cook County, and Privately Held Vacant)	5	95-100% of the parcels
	3	75-94%
	1	50-74%
	0	0-49%
Location/Proximity to Transit, Parks, Bike Lanes, and/or Divvy Station	5	Less than 1 mile to a transit, park, adjacent to bike lane and/or Divvy station
	3	1.1 – 1.50 miles to a transit, park, adjacent to bike lane or Divvy station
	0	Greater than 1.50 miles, not adjacent to transit, bike lane or Divvy station
Land Use/Zoning Compatibility	5	Zoned Park or Open Space
	3	Zoned Residential
	1	Zoned Business, Commercial, Manufacturing, Planned Development
Safety/Security	5	Highly visible, vehicular connections
	3	No vehicular connection / access
	1	Minimal visibility / no access
Environmental Factors	5	No issues
	3	Minor issues
	1	Requires remediation/clean up
Cost Considerations/Building Removal	5	No structures on any parcel
	4	1-5 structures
	3	6-10 structures
	2	11-15 structures
	1	16-19 structures
	0	20 or more structures



**Patty**

The criteria used for the analysis builds upon the screening methodology and criteria used in the Draft EIS. In this reevaluation the methodology in the Draft EIS was used, with the addition of two new criteria.

1. Parcel size, and
2. Distance from an existing CPD park or facility

For this analysis we officially included a scoring based on parcel size and proximity to existing parks, which had been previously used as a “screening criteria”.

If the size is 2+ acres, a maximum of 5 points would be given to that park. The second criteria is based on the location of the replacement park in what is called a park desert ( greater than ½ mile from existing CPD park or facility).

The first two criteria were weighted differently then the rest of the criteria because we thought it was important to meet the 2.0 acres size criteria and locate the park within a park desert.

The remaining criteria had a graduated weighting system.  
*(Patty will provide a couple of examples for the remaining criteria to give a high level of how the criteria was used.)*

## Agenda

RED AHEAD



- Welcome and Introductions
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- Next Steps



*Patty continues*



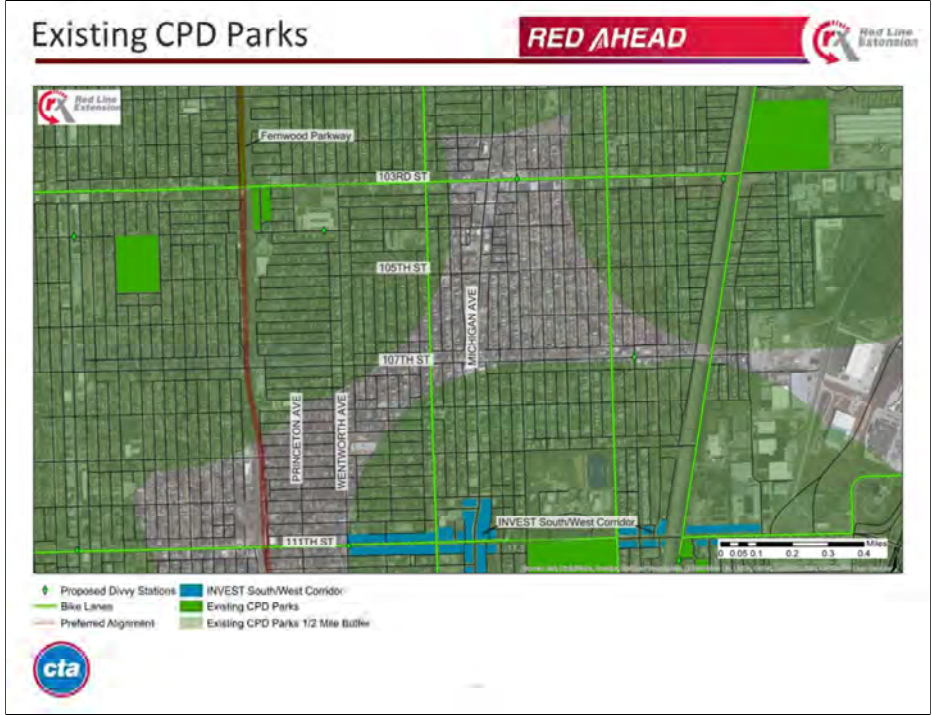
- Evaluation of three sites from Draft EIS and seven new sites for a total of ten potential sites reviewed
  - Site 2B (from Draft EIS)
  - Site 2C (part of the original evaluation, but not included in the Draft EIS)
  - Site 8A (from Draft EIS)
  - Site 18
  - Site 19
  - Site 20
  - Site 21
  - Site 22
  - Site 22a
  - Site 23



### ***Patty***

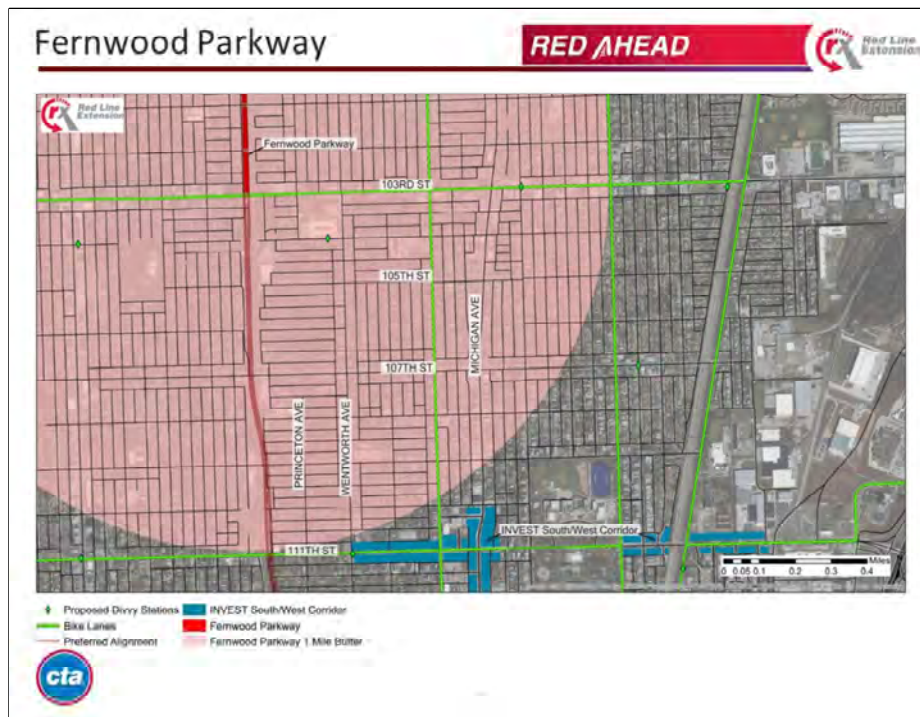
In addition to the 3 sites from the Draft EIS, we identified 7 new sites and evaluated them against the criteria.

The next couple of slides walk you through how we looked at proximity to existing parks and the proximity to Fernwood Parkway.



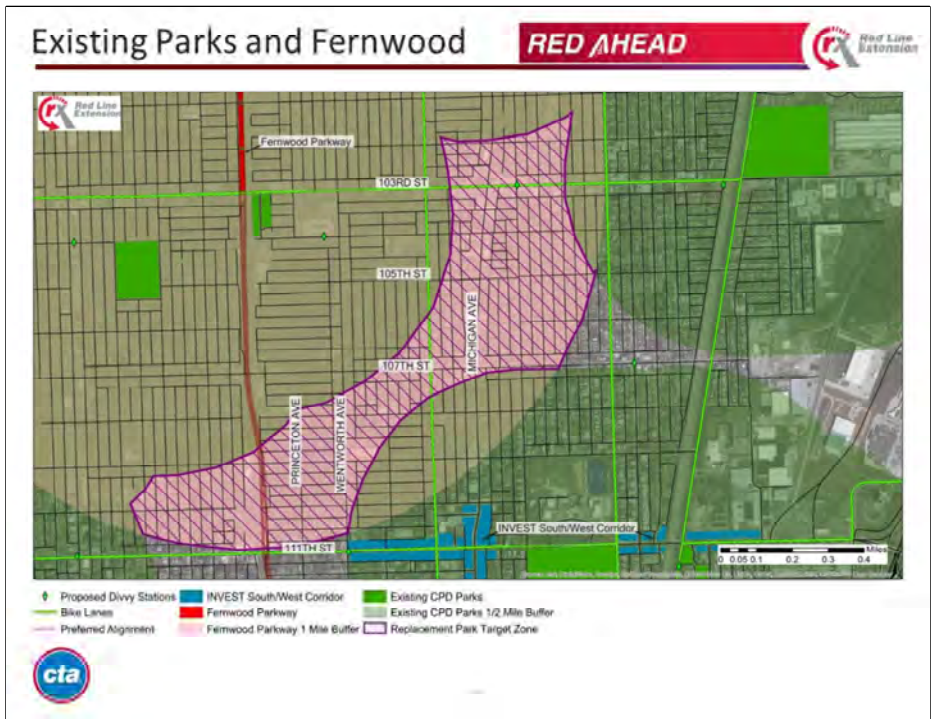
**Patty**

The figure shows the existing parks within the Project area. The parks are shown with a 1/2 mile buffer around them.



**Patty**

Exhibit shows the 1-mile buffer around Fernwood Parkway. When evaluating the potential park replacement, the replacement park would ideally be located within that 1-mile buffer around the park.

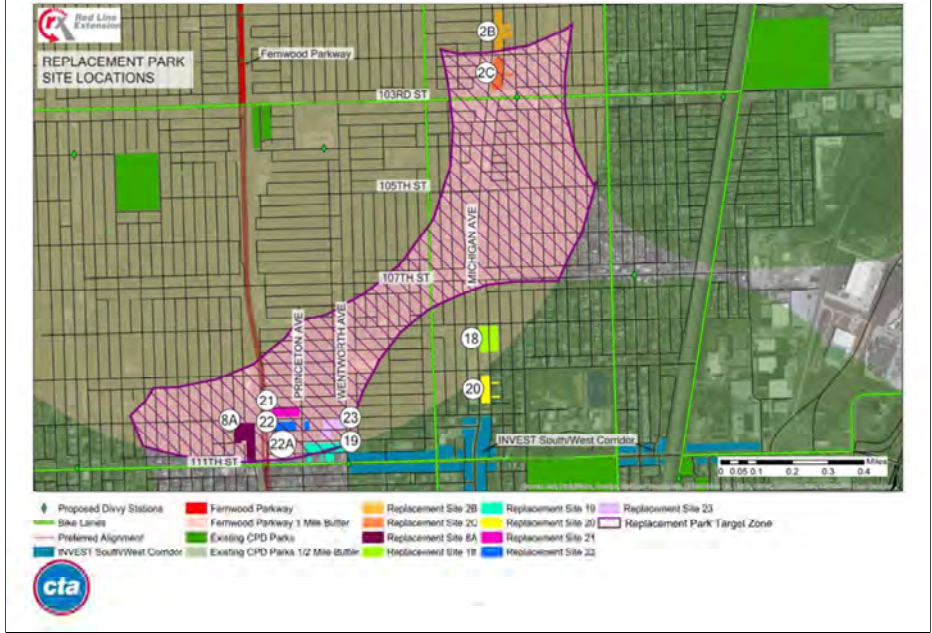


**Patty**

When you overlay the existing park map and the 1-mile buffer surrounding Fernwood Parkway, there is a clear area that we have identified as a “park desert”.


# Replacement Park Options

RED AHEAD




**Patty**

This exhibit shows the locations of the potential replacement parks that were evaluated.

Replacement Parks Options **RED AHEAD** 

### Scoring and Ranking of ten potential sites

Criteria	2B	2C	8A	18	19	20	21	22	22a	23
Parcel Size	5	0	5	0	0	0	0	0	0	0
Is the location in a park desert/greater than 1/2 mile from CPD park or facility	0	5	5	0	5	0	5	5	5	5
Availability of Acquisition (Limited or No Active Residential, Owned by City of Chicago/Cook County, and Privately Held Vacant)	5	3	5	1	0	3	1	1	1	1
Location/Proximity to Transit, Parks, Bike Lanes, and/or Divvy Station	5	5	5	5	3	3	5	5	5	5
Land Use/Zoning Compatibility	3	1	1	1	3	1	3	3	3	3
Safety/Security	5	5	5	5	5	5	1	1	1	3
Environmental Factors	3	5	1	5	1	5	1	3	3	5
Cost Considerations/Building Removal	4	4	5	3	2	4	4	3	2	3
<b>TOTAL SCORING</b>	<b>30</b>	<b>28</b>	<b>32</b>	<b>20</b>	<b>19</b>	<b>21</b>	<b>20</b>	<b>21</b>	<b>20</b>	<b>25</b>

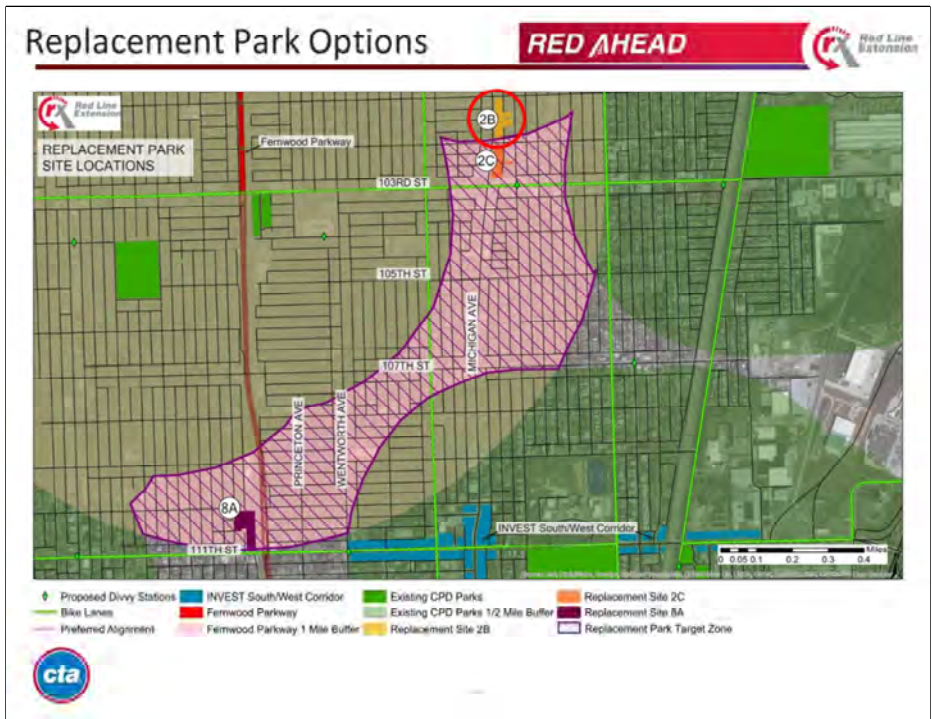


**Patty**

The scoring and ranking of the 10 sites evaluated since the Draft EIS is shown on the table. CTA has reviewed the sites and based on the scoring and the amount of active use parcels, limited size and proximity to Fernwood Parkway seven were eliminated (*note sites that are crossed out*). The sites that are being carried forward include:

- Site 2B
- Site 2C
- Site 8A





**Patty**

Let's talk about the three sites being carried forward. This exhibit shows the locations of the potential replacement parks. The first one we'll talk about is Site 2B (circled in red at the top of the map).

## Replacement Park Site 2B

RED AHEAD



- Location: **101st Street and Michigan Avenue**
- Distance to Proposed CTA Station: **0.8 Miles**
- Within Park Desert: **No**
- Meets 2 Acres Minimum: **Yes, 2.10 Acres of unoccupied land**
- Visibility and Connection to the Community: **Excellent**
- Parcels Vacant: **19 of 20**

### Site Observations

- Vacant
- Unoccupied
- Occupied

### Ownership

- CHI City of Chicago
- C Commercial
- CC Cook County
- I Industrial
- R Residential



**Patty**

Highlight key information on the slide



## Replacement Park Site 2B

RED AHEAD



- Overall view of parcels



- Parcel 8 is vacant land with no structure



**Patty**

Show images of existing land for Site 2B overview and Parcel 8.

## Replacement Park Site 2B

RED AHEAD



- Parcel 12 has a concrete structure/slab which appears to be remnants of a basement

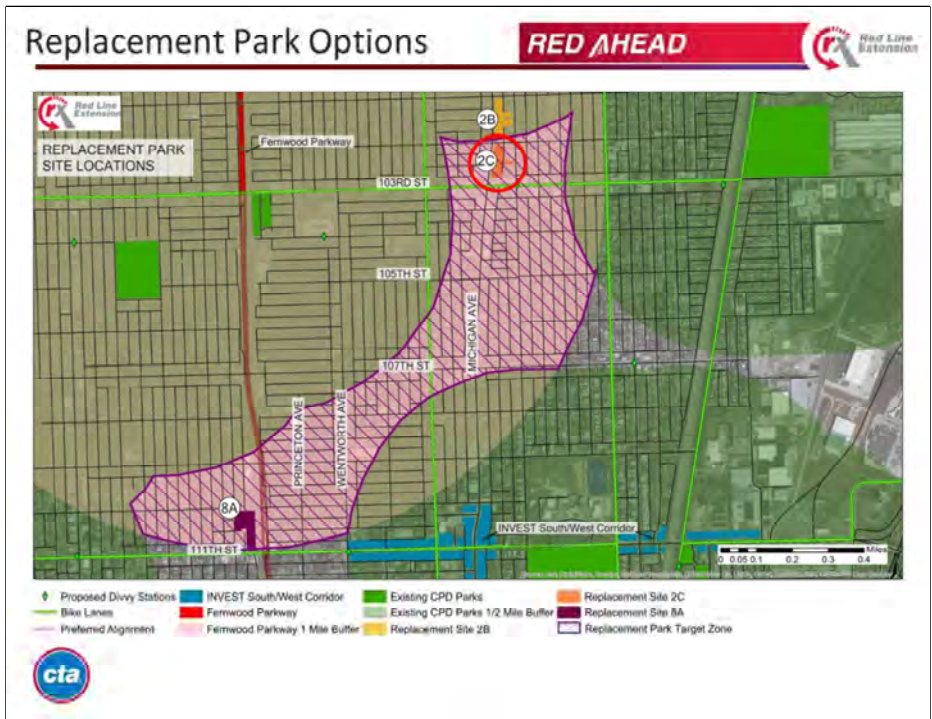


- Parcel 12 has a concrete structure/slab which appears to be remnants of a basement



**Patty**

Show images of existing land for Site 2B, Parcel 12.



**Patty**

The next site is 2C, which is nearby Site 2B just to the south.

## Replacement Park Site 2C

- Location: **102nd Street and Michigan Avenue**
- Distance to Proposed CTA Station: **0.7 Miles**
- Within Park Desert: **Yes**
- Meets 2 Acres Minimum: **No, 1.87 Acres of unoccupied land**
- Visibility and Connection to the Community: **Excellent**
- Parcels Vacant: **15 of 18**

**Site Observations**

- Vacant
- Unoccupied
- Occupied

**Ownership**

- CHI City of Chicago
- C Commercial
- CC Cook County
- I Industrial
- R Residential

**Patty**

Highlight information on the slide, note slightly less than 1.9 acres. There is one occupied building.

Occupied building looks like a single family/duplex building. The empty square space is a communications tower.

## Replacement Park Site 2C

RED AHEAD



- Residential house/duplex



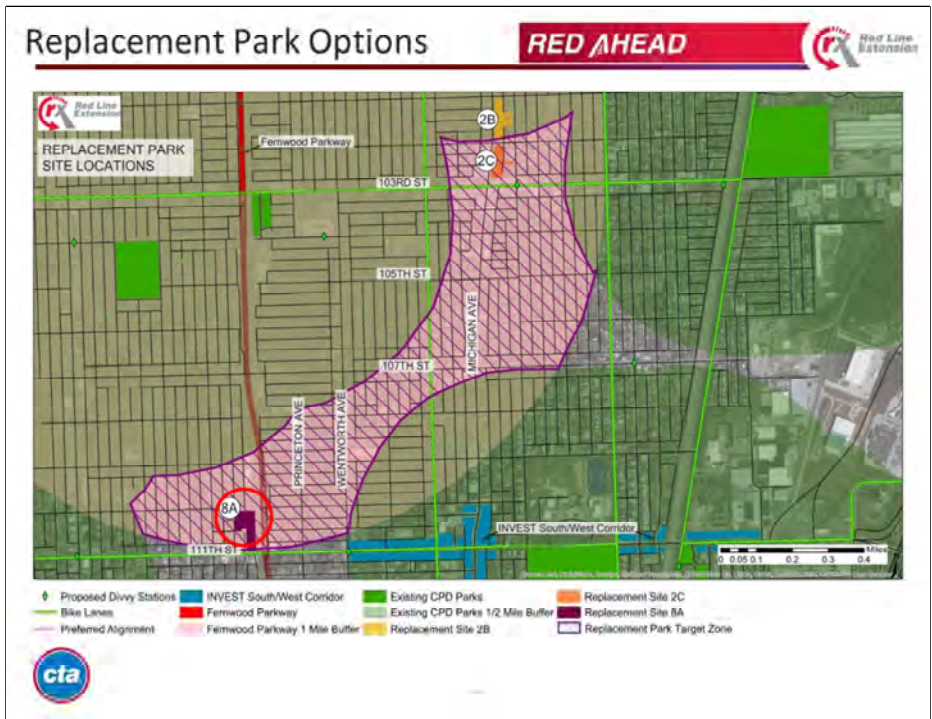
- Parcel 18 is vacant land with no structure



**Patty**

Images are of parcels with the 2C footprint.





**Patty**

The third and last site is Site 8A. Circled in red towards the bottom left of the map.

## Replacement Park Site 8A



**RED AHEAD** 

- Location: **110th Street, 111th Street and Eggleston Avenue**
- Distance to Proposed CTA Station: **Adjacent**
- Within Park Desert: **Yes**
- Meets 2 Acres Minimum: **Yes, 2.90 Acres of unoccupied land**
- Visibility and Connection to the Community: **Excellent**
- Parcels Vacant: **4 of 4**

**Site Observations**

- Vacant
- Unoccupied
- Occupied

**Ownership**

- CHI City of Chicago
- C Commercial
- CC Cook County
- I Industrial
- R Residential



**Patty**

Provide highlights from the slide. The parcel would be adjacent to the 111th Street station. Parcel is being considered for other developments and is part of the TSD to determine best use for this parcel.

Scoring and Ranking of three recommended sites

Criteria	2B	2C	8A
Parcel Size	5	0	5
Is the location in a park desert/greater than ½ mile from CPD park or facility	0	5	5
Availability of Acquisition (Limited or No Active Residential, Owned by City of Chicago/Cook County, and Privately Held Vacant)	5	3	5
Location/Proximity to Transit, Parks, Bike Lanes, and/or Divvy Station	5	5	5
Land Use/Zoning Compatibility	3	1	1
Safety/Security	5	5	5
Environmental Factors	3	5	1
Cost Considerations/Building Removal	4	4	5
<b>TOTAL SCORING</b>	<b>30</b>	<b>29</b>	<b>32</b>



**Patty**

The table presents the scores and ranking of the three sites CTA is recommending to move forward.



## Recommendations

RED AHEAD



After preliminary evaluations and site visits, 3 sites remain as potential replacement park sites; Site 2B, Site 8A and Site 2C

### Site 2B

- 95% Vacant
- Minimal demolition of existing structures (existing foundation)
- Minimal grading of the site is needed

### Site 8A

- 100% Vacant
- Minimal demolition of existing structures (existing foundation)
- Minimal grading of the site is needed
- Other development considerations

### Site 2C

- 83% Vacant
- Moderate demolition of existing structures (one active duplex building, one vacant residential structure and one vacant commercial structure)
- Minimal grading of the site is needed



## ***Patty***

The sites are presented in the order in which we think they should be considered:

2B is a better site for park replacement, it was the front runner in the analysis as part of the Draft EIS. The parcels are vacant and minimal demolition or grading would be needed.

8A has other considerations for development, although it is vacant and adjacent to the proposed 111th Street station.

2C is a good site, but it does have an active use on a residential property that may be a duplex.

## Agenda

RED AHEAD



- Welcome and Introductions
- Project Overview / Status
- Review Impacts to Fernwood Parkway
- Review of Section 4(f) Evaluation in the Draft EIS
- Replacement Park Methods and Criteria
- Review Park Replacement Options
- Carver Park
- Next Steps



*Patty passes to Patrick Dunn*

## 130th Street Station Update

RED AHEAD



- RLE's 2016 Draft EIS proposed the 130th Street station location north of 130th Street as the best viable option
- In 2017, Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens development, creating a new opportunity to relocate the station south of 130th Street to the demolished blocks
- CTA is pursuing the south station location as a part of the project's NEPA process.



### **Patrick**

A new piece of the project is the potential relocation of the 130th Street station from north to south of 130th Street. The north location (blue square) was originally identified in the Draft EIS.

CTA assessed the new opportunity (orange square) for critical flaws, feasibility, and public input.

Meetings held with partner agencies, including CHA, FTA, CDOT, IDOT, Chicago Department of Planning and Development, SHPO, and Forest Preserves of Cook County (FPCC). Meetings were also held with several stakeholder groups representing local residents and others (Carver H.S.) in the immediate area. There was a lot of positive support for studying this move.

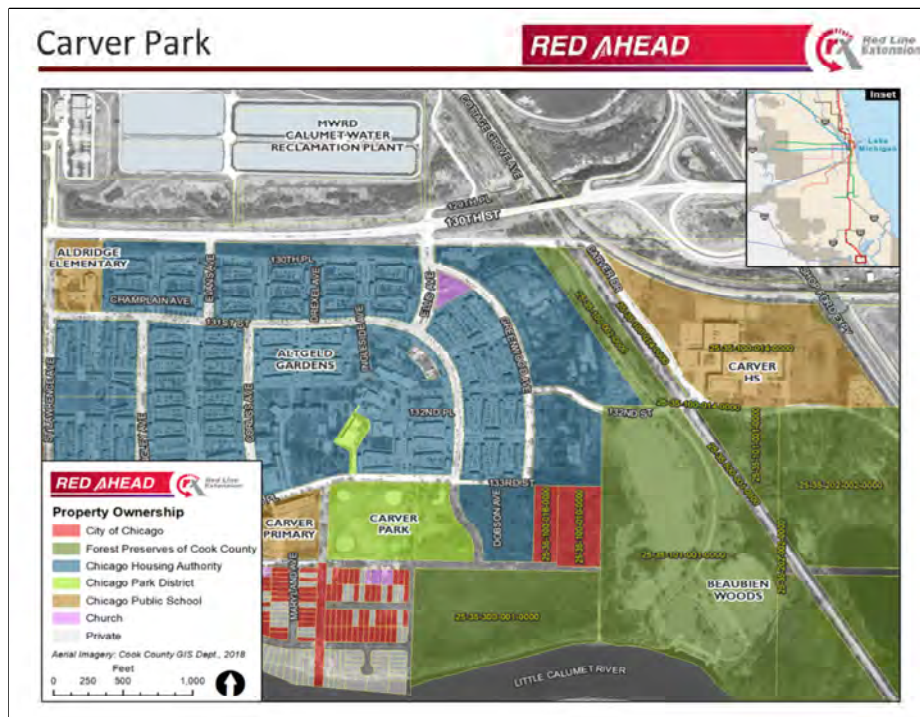
With that overall agreement among our stakeholders, CTA leadership approved studying and exploring the location change of the proposed 130th Street station to south of 130th Street, adjacent to the Altgeld Gardens housing development. This option is now being vetted through the NEPA process, which includes public involvement and development of a Supplemental EA that will occur as a part of that process.



**Patrick**

The base case 130th Street station alignment is shown on this exhibit. The long shape on the east shown in green is a parcel of land owned by the Forest Preserves of Cook County. CTA is working with the FPCC to develop mitigation measures from the impact of the parcel. The parcel is approximately 7 acres.

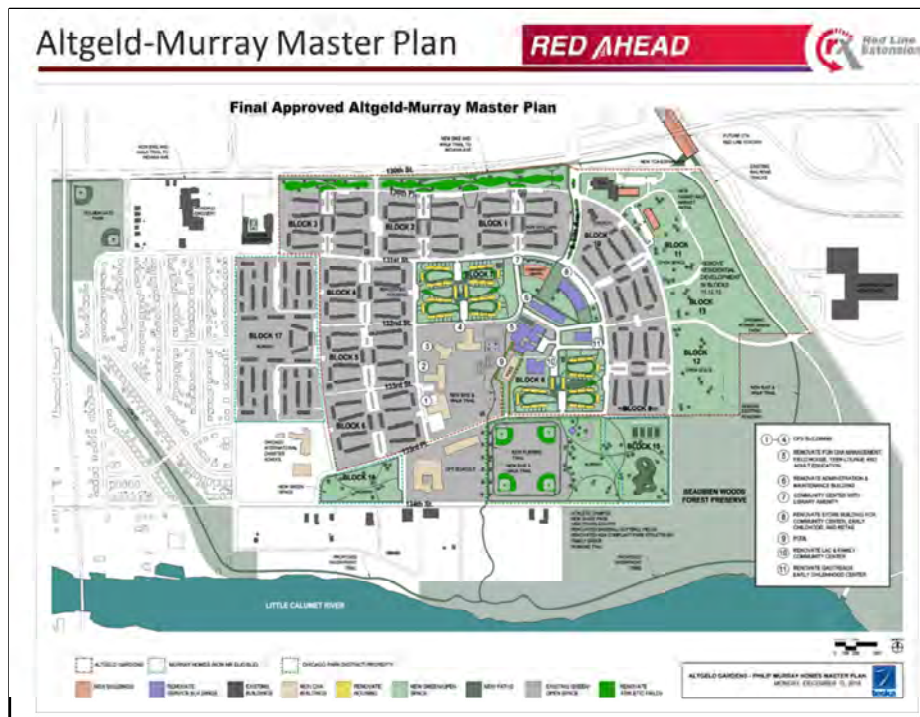
Through the coordination that has been conducted to date the FPCC has indicated that they are open to a land swap of greater value and betterment opportunities through connections between Carver Park and Beaubien Woods.



**Patrick**

Coordination with the FPCC regarding mitigation measures indicates that the FPCC would be interested in a land swap with the City of Chicago, who owns the two parcels that are shown in red, adjacent to the Beaubien Woods.

The FPCC has also expressed in interest in knowing what the future plans are for Carver Park. Does the CPD plan on expanding the park to the CHA parcel that is owned on the east of Carver Park.



**Patrick**

The 2016 Master Plan for the Altgeld Gardens does show that Carver Park would be expanded to the east onto the existing CHA owned land.

CTA has recently met with the CHA regarding plans for their parcels of land, specifically Blocks 12 and 15. Block 12 is just south of 132nd Street and Block 15 is adjacent to Carver Park. The CHA has indicated that several opportunities have been discussed but nothing is funded at this point.

The FPCC has indicated that people are currently transported between Carver Park and Beaubien Woods because there is not a walking path or easy way of getting between the two parks.

The FPCC and even the community have expressed an interest in providing better connections to green/open space.

## Agenda

RED AHEAD





- Welcome and Introductions
- Project Overview / Status
- Review Impacts to Fernwood Parkway
- Review of Section 4(f) Evaluation in the Draft EIS
- Replacement Park Methods and Criteria
- Review Park Replacement Options
- Carver Park
- **Next Steps**




*Patrick continues*



**Next Steps/Schedule**  

- Identify the replacement park options for Section 4(f) documentation and evaluation
- Further develop replacement park and prepare required documentation for Final Environmental Impact Statement (Final EIS)/Record of Decision (ROD)
- Draft Final EIS/ROD, Fall of 2021
- Development of MOU for mitigation measures

*Property cannot be purchased until approval of the Final EIS/ROD – Q3 2022*



**Patrick**

As we continue to move through the NEPA process and work toward the Final EIS, CTA and the CPD would need to identify the replacement park options that would mitigate for the impacts to Fernwood Parkway. CTA and CPD could work together to prepare the required documentation that fulfills the requirements of Section 4(f) and would terminate in a de minimis finding. The final mitigation measures would be disclosed in the draft Final EIS/ROD in Fall of 2021.

After the FEIS/ROD, the CTA and CPD would need to develop and execute an MOU defining the terms and agreement for the Fernwood Park mitigation measures. The FTA will require this “Third Party Agreement” as part of its Capital Investment Grant program. The MOU would be needed prior to receiving the Full Funding Grant Agreement (FFGA).

CPD has indicated that Phase I ESAs would be needed for the “replacement park” and if contamination is present, then the site would need to be remediated and a No Further Remediation Letter would be required.

As we understand it, CPD’s process would need an MOU for the transfer of property and if conditions change then additional concurrence would be needed. After the Final EIS/ROD is approved, approval would be needed from both the General Superintendent and the CEO, and then the Board if CPD is planning to dispose land or acquire or accept land.

CTA would not be able to purchase any properties until the approval of the Final EIS/ROD and the project moves out of Project Development and into Engineering phase.



# RED AHEAD



**Thank you!**



## Chicago Park District Coordination Meeting

May 26, 2021



# Meeting Minutes



**Project:** Red Line Extension  
**Meeting Purpose:** Chicago Park District Coordination Meeting  
**Date:** Wednesday, May 26, 2021  
**Location:** Remote Meeting  
**Time:** 11:00 AM

**Chairperson:** Marlise Fratinardo

**Attendees:** (See Attached copy of Sign-in-Sheet)

<i>Item No.</i>	<i>Date</i>	<i>Item Description</i>	<i>Responsibility/ Status</i>	<i>Due/Closed Date</i>
<b>1.00</b>	<b>Introductions</b>			
1.01	5/26/21	Introductions were made.		
<b>2.00</b>	<b>Project Update/Goal for the Meeting</b>			
2.01	5/26/21	The purpose of this meeting was to follow up on the discussions on the Chicago Park District direction to pursue pocket parks as mitigation measures for the impacts to Fernwood Parkway.		
2.02	5/26/21	The mitigation measures for the impacts to Fernwood Parkway will be documented in the Final Environmental Impact Statement (EIS), which will be published in Spring 2022.		
3.01	5/26/21	At the coordination meeting between CTA and the Chicago Park District on 2/18/21, three replacement park sites were presented. Since then, there have been discussions about providing pocket parks instead of a single 2-acre replacement park site.		
3.02	5/26/21	CTA has received community feedback through the TSD study that there is a need for additional parks west of the proposed 103rd Street station. Vacant parcels that could be potential pocket park locations have been identified through a desktop analysis.		
3.03	5/26/21	Properties along Halsted Street and near the 103rd Street Station have been identified as potential development opportunity sites in the Transit Supportive Development Plan.		
3.04	5/26/21	Five pocket park sites (Sites 24-28) were identified west of the proposed 103rd Street station.		
3.05	5/26/21	Pocket parks within the neighborhoods could be open green spaces, community gardens, pathways, or landscaped with benches and shade trees.		
3.06	5/26/21	Several pocket parks could be constructed for mitigation.		
3.07	5/26/21	Chicago Park District preferred the corner parcels.		
3.08	5/26/21	Chicago Park District noted that Site 24 would be challenging because of the alley running through the site.		
3.09	5/26/21	It would be desirable to Chicago Park District if these parks would fill in gaps in their system. Chicago Park District will follow up on locations of identified gaps.	Chicago Park District	
3.10	5/26/21	Chicago Park District agreed that a minimum 0.25 acre pocket park size would be acceptable, but Chicago Park District has smaller pocket parks as well.		

3.11	5/26/21	Vacant parcels along the Major Taylor Trail were also analyzed per Chicago Park District request. Several parcels within Maps 1, 2 and 3 had proximity to the Red Line Extension but none of the parcels were within one mile from Fernwood Parkway.		
3.12	5/26/21	One group of parcels, identified as Site 10, was previously analyzed as part of the Draft EIS. This site has 3.05 acres of freshwater emergent wetland, which may be a challenge for development of a pocket park. Additionally, this site lacks good street access.		
3.13	5/26/21	Several sites along the Major Taylor Trail have potential visibility and access challenges.		
3.14	5/26/21	CTA inquired if Chicago Park District anticipated any community pushback if the mitigation measure was not near the impacted park.		
3.15	5/26/21	Chicago Park District has tried to acquire the parcels at the south end of the Major Taylor Trail by the Little Calumet River but noted that the seller is not willing.		
3.16	5/26/21	CTA has provided Chicago Park District with the exhibits showing the recommended pocket park locations near Fernwood Parkway and near the Major Taylor Trail.		
3.17	5/26/21	Chicago Park District already has plans to develop parks in the Fernwood Parkway area. Chicago Park District would consider a combination of pocket parks in the Fernwood Parkway area and along the Major Taylor Trail for mitigation. They will review the recommendations provided, complete an in-house analysis of the sites and then provide CTA a priorities list. A response with Chicago Park District recommendations is anticipated to be ready by the end of June.	Chicago Park District	
<b>4.00</b>	<b>Discussion of Mitigation Measures for Fernwood Parkway</b>			
4.01	5/26/21	Chicago Park District inquired about the area of impact being used to determine the mitigation amount. CTA responded that the calculated area of impact is 1.9 acres which is what was included in the Draft EIS. Chicago Park District recalled similarly and concurred on the approach to the proposed mitigation measures for the 1.9 acres of impact to Fernwood Parkway.		
4.02	5/26/21	CTA aims to maintain the de minimis finding for the Final EIS/Record of Decision (ROD).		
4.03	5/26/21	Previously, Site 2B was the recommended Replacement Park site. Site 2C had one active residential property, whereas Site 2B did not have any. Site 8A was adjacent to the proposed 111th Street station. The Veteran's Housing proposed for Site 8A is not moving forward at this time, but this site is being considered for future development in the Transit Supportive Development Plan.		
4.04	5/26/21	In 2015, a letter from Chicago Park District regarding the mitigation measures identified 2 to 5 acres is the range in size of neighborhood parks. The standard for new parks is a minimum of 2 acres. The letter also stated that the selected replacement park sites will require Ph 1 and Ph 2 ESAs to be completed.		
4.05	5/26/21	There is no FTA requirement on the total acreage of replacement parks. Chicago Park District is targeting a total of 2 acres for all replacement parks.		
<b>5.00</b>	<b>Decisions from Chicago Park District</b>			
5.01	5/26/21	CTA requested confirmation if Chicago Park District would still be interested in Site 2B, or if this site was no longer being considered. Chicago Park District requested that this site remain in consideration at this time.		
5.02	5/26/21	Currently CTA is in the process of preparing the Supplemental Environmental Assessment (EA) for submittal to FTA. The Fernwood Parkway impacts are not within the three project change areas, therefore are not covered in the Supplemental EA document.		
5.03	5/26/21	Mitigation measures for impacts to Fernwood Parkway will be presented in the Final EIS/ROD. This document is currently being drafted, and the target submittal to FTA will be Fall 2021.		

5.04	5/26/21	CTA discussed that mitigation measures could be a mix of pocket parks and enhancements to existing parks.		
5.05	5/26/21	Coordination between CTA and Chicago Park District will be documented in the Final EIS/ROD.		
<b>6.00</b>	<b>Next Steps</b>			
6.01	5/26/21	An updated letter from Chicago Park District will be needed if the mitigation measure strategy will be changing from the single 2-acre replacement park site identified in the 2015 letter. In order to meet project deadlines, an updated letter would be needed by fall 2021.	Chicago Park District	6/30/21
6.02	5/26/21	After the Draft EIS was published, FTA issued Chicago Park District a letter requesting a de minimis finding based on public feedback and proposed mitigation measures documented in the Draft EIS. Chicago Park District provided concurrence to the FTA finding. A new letter may be needed to reflect the change in mitigation from a singular replacement park site to multiple replacement pocket park sites. As before, the FTA would issue the letter and request Chicago Park District concurrence on the de minimis finding.		
6.03	5/26/21	CTA will coordinate mitigation measures that are acceptable to Chicago Park District with FTA for a de minimis finding.		
6.04	5/26/21	Properties cannot be acquired by CTA until the approval of the Final EIS/ROD, which is targeted for approval in Spring 2022. CTA anticipates that parcels for the mitigation measures can be purchased toward the end of 2022.		
6.05	5/26/21	Until the pocket parks have been vetted by Chicago Park District, CTA will continue to carry forward the acquisition of parcels for the previously identified replacement park sites in the environmental documentation.		
<b>7.00</b>	<b>Action Items</b>			
7.01	5/26/21	A letter is needed from Chicago Park District if the mitigation measure strategy will be changing from that listed in the 2015 letter.	Chicago Park District	Fall 2021
7.02	5/26/21	Chicago Park District will evaluate the proposed pocket park sites and provide a priority list to CTA.	Chicago Park District	6/30/21
7.03	5/26/21	CTA will provide Chicago Park District the previous correspondence with Chicago Park District and FTA regarding the de minimis finding.	CTA	
Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days, otherwise minutes will be considered final.				



Sign in Sheet

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** Chicago Park District Coordination Meeting

**MEETING DATE:** Wednesday, May 26, 2021

**MEETING TIME:** 11:00 AM

**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** Remote Meeting

**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
1	Y	Marlise Fratinardo	CTA - Planning	Senior Project Manager, Planning	mfratinardo@transitchicago.com	14124
2	Y	Leah Mooney	CTA - Planning	Director of Strategic Planning and Policy	lmooney@transitchicago.com	14250
3	Y	Sonali Tandon	CTA - Planning	Senior Manager - Strategic Planning, Rail	STandon@transitchicago.com	14246
4	Y	Doreen O'Donnell	Chicago Park District		Doreen.O'Donnell@ChicagoParkDistrict.com	
5	N	Sarah White	Chicago Park District		Sarah.White@ChicagoParkDistrict.com	
6	Y	London Walther	Chicago Park District		London.Walther@ChicagoParkDistrict.com	
7	Y	Joanna Littrell	PMC - HNTB	Program Manager	jlittrell.hntb@transitchicago.com	14223
8	Y	Patrick Dunn	PMC - CDM-Smith	NEPA Lead	PDunn.cdm@transitchicago.com	14243
9	Y	Grace Dysico	PEC - TranSystems	NEPA Lead	gldysico@transystems.com	(847) 407-5247
10	Y	Robin Martel	PEC - Wight & Company	NEPA Specialist	rmartel@wightco.com	(312) 261-5730
11	Y	Patricia King	PEC - Wight & Company	NEPA Specialist	pking@wightco.com	



Sign in Sheet

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** Chicago Park District Coordination Meeting

**MEETING DATE:** Wednesday, May 26, 2021

**MEETING TIME:** 11:00 AM

**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** Remote Meeting

**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
12	Y	Helen Yeung	PEC - CERA	Document Control	hyeung@cerasolutions.com	

NOTE: All individuals listed have been invited to the meeting. Only those indicated were in attendance.



**Chicago Transit Authority**  
Red Line Extension  
**Chicago Park District (CPD)**  
**Park Replacement Coordination Meeting**

**Agenda**

May 26, 2021  
Remote Meeting  
11:00 to 12:00 CT

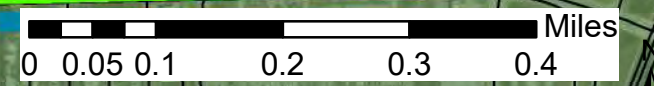
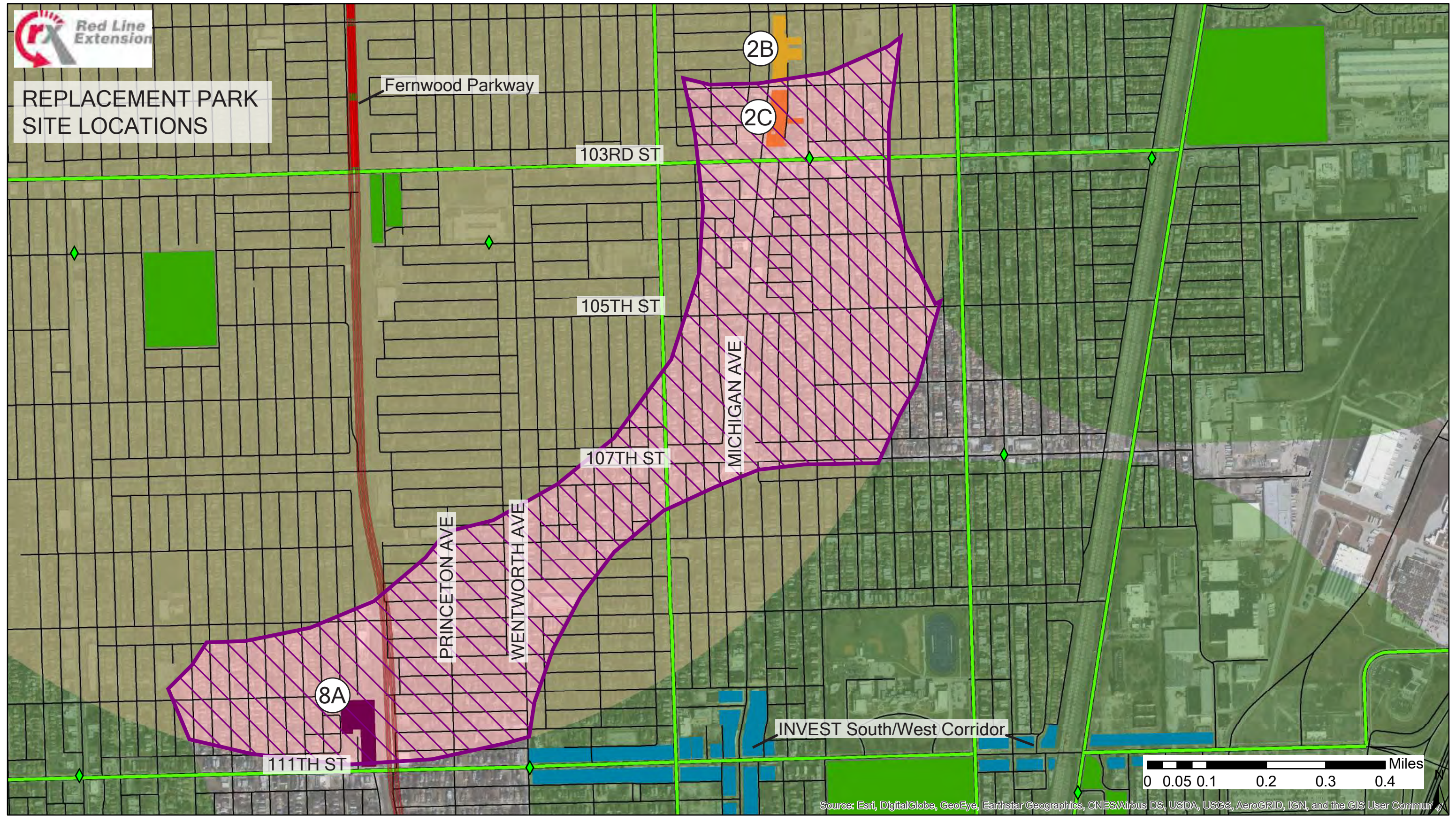
<b>Invitees:</b>	Sarah White/CPD	Joanna Littrell/PMC – HNTB
	Doreen O'Donnell/CPD	Patrick Dunn/PMC – CDM Smith
	London Walther/CPD	Joseph Yesbeck/PEC – TY Lin
	Leah Mooney/CTA – Planning	Grace Dysico/NEPA-PEC – TranSystems
	Marlise Fratinardo/CTA – Planning	Robin Martel/NEPA-PEC – Wight
	Sonali Tandon/CTA – Planning	Patty King/NEPA-PEC - Wight
		Helen Yeung/NEPA-PEC – Cera

- 
- 1) Introductions
  - 2) Project Update/Goal for the Meeting
  - 3) Discussion on “Pocket Park” opportunities
    - Evaluated areas near 103rd Street station and Major Taylor Trail
    - Reviewed sites that are potentially available (i.e. vacant and privately-owned, City-owned or Cook County Land Bank owned)
    - Highlighted parks that are 0.25 acres or larger – Chicago Park District to verify minimum size
  - 4) Discussion of Mitigation Measures for Fernwood Parkway
    - Previously identified larger parks, i.e. Sites 2B, 2C, 8A
    - Pocket Park opportunities – near 103rd Street station and Major Taylor Trail
  - 5) Decisions from Chicago Park District
    - Based on available properties shown, indicate preference
      - Select 3 Options
      - Rank Top Options
    - Need decision for inclusion in drafts of Final EIS/ROD – end of June 2021
  - 6) Next Steps
    - Update on mitigation letter to address the new direction on replacement parks
    - Continue Section 4(f) coordination with Chicago Park District and FTA
    - Further develop documentation/coordination needs for the Final EIS/ROD
    - Mitigation timeline
  - 7) Action Items
    - Mitigation measure letter with updated mitigations





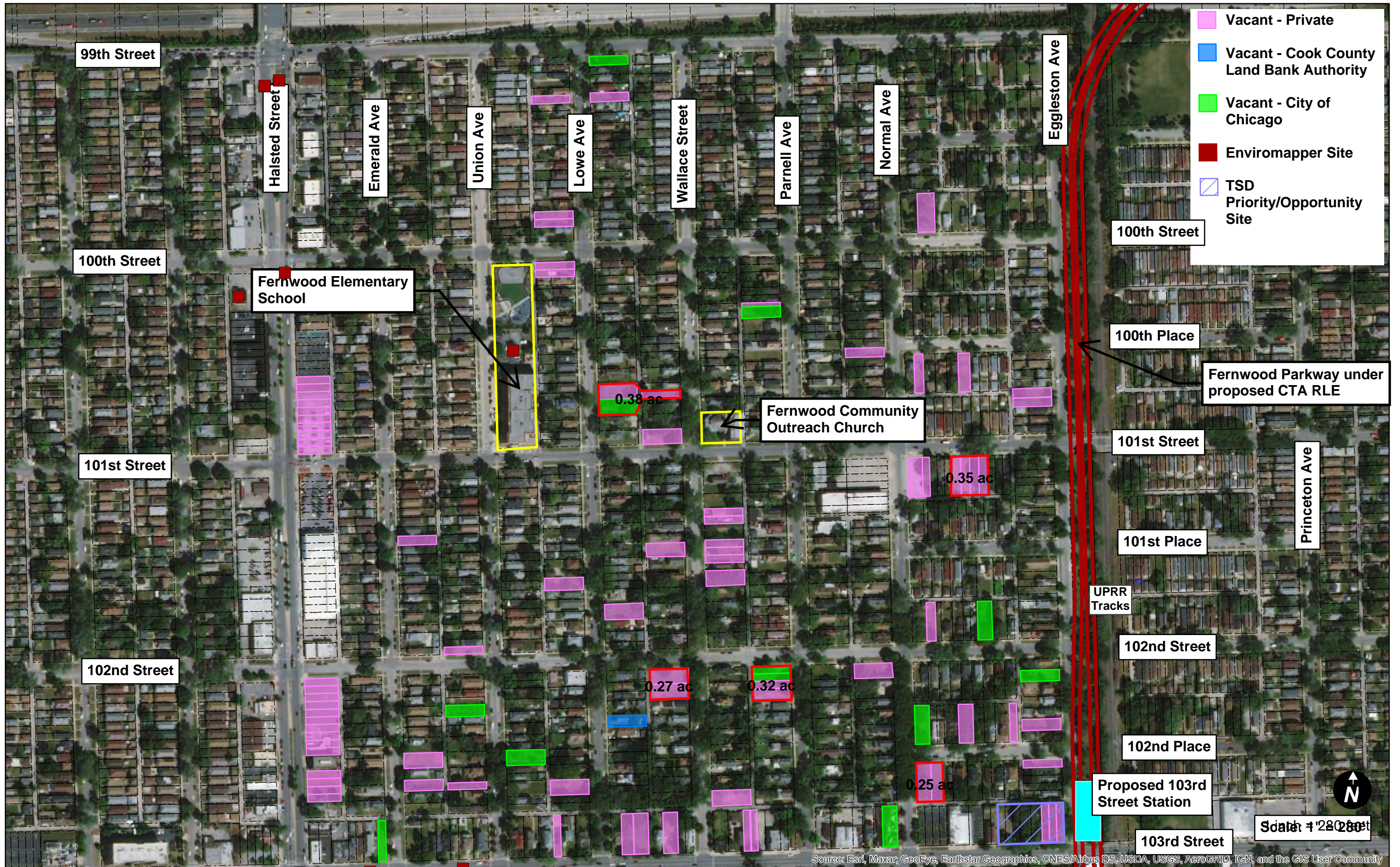
# REPLACEMENT PARK SITE LOCATIONS



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

- ◆ Proposed Divvy Stations
- Bike Lanes
- Preferred Alignment
- INVEST South/West Corridor
- Fernwood Parkway
- Fernwood Parkway 1 Mile Buffer
- Existing CPD Parks
- Existing CPD Parks 1/2 Mile Buffer
- Replacement Site 2B
- Replacement Site 2C
- Replacement Site 8A
- ▨ Replacement Park Target Zone





- Vacant - Private
- Vacant - Cook County Land Bank Authority
- Vacant - City of Chicago
- Enviromapper Site
- TSD Priority/Opportunity Site

Ferwood Elementary School

Ferwood Community Outreach Church

Ferwood Parkway under proposed CTA RLE

UPRR Tracks

Proposed 103rd Street Station

0.38 ac

0.35 ac

0.27 ac

0.32 ac





0.25 ac

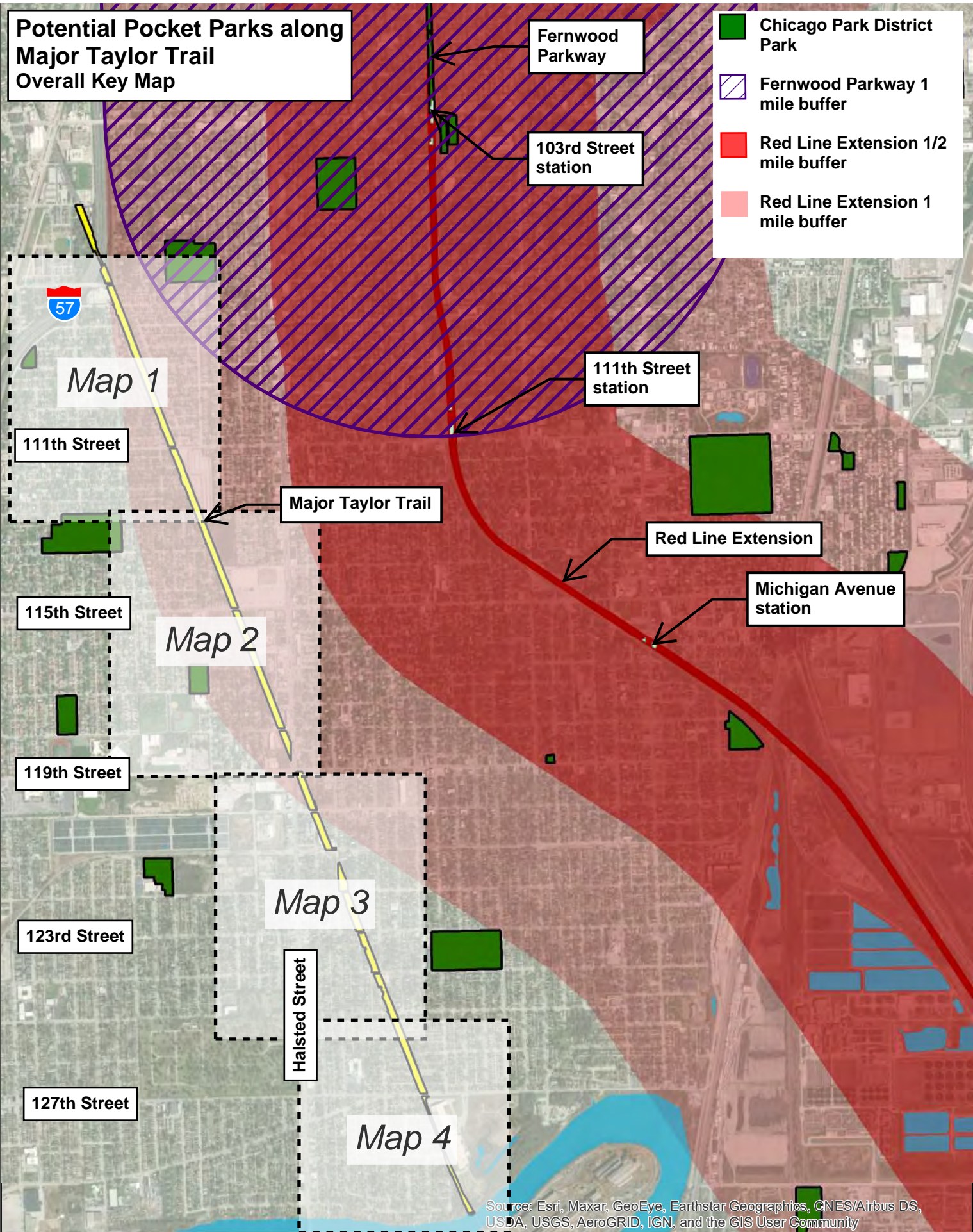
Scale: 1" = 280'





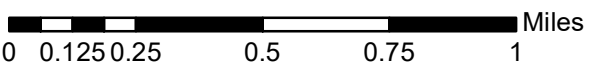
**Potential Pocket Parks along Major Taylor Trail Overall Key Map**

-  Chicago Park District Park
-  Fernwood Parkway 1 mile buffer
-  Red Line Extension 1/2 mile buffer
-  Red Line Extension 1 mile buffer



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Source: Cook County GIS, Google Maps

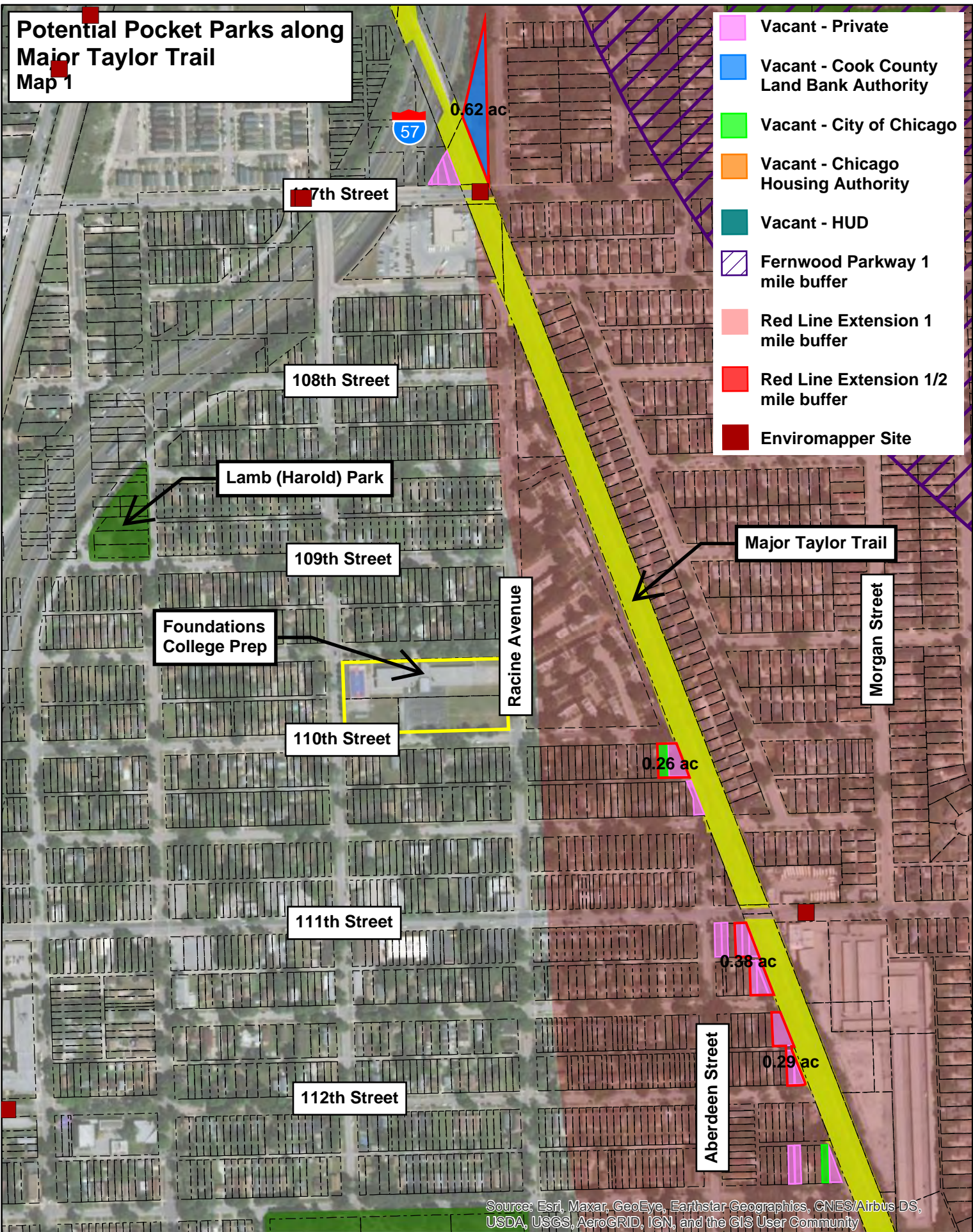




# Potential Pocket Parks along Major Taylor Trail

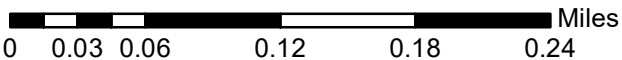
## Map 1

- Vacant - Private
- Vacant - Cook County Land Bank Authority
- Vacant - City of Chicago
- Vacant - Chicago Housing Authority
- Vacant - HUD
- Fernwood Parkway 1 mile buffer
- Red Line Extension 1 mile buffer
- Red Line Extension 1/2 mile buffer
- Enviromapper Site



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

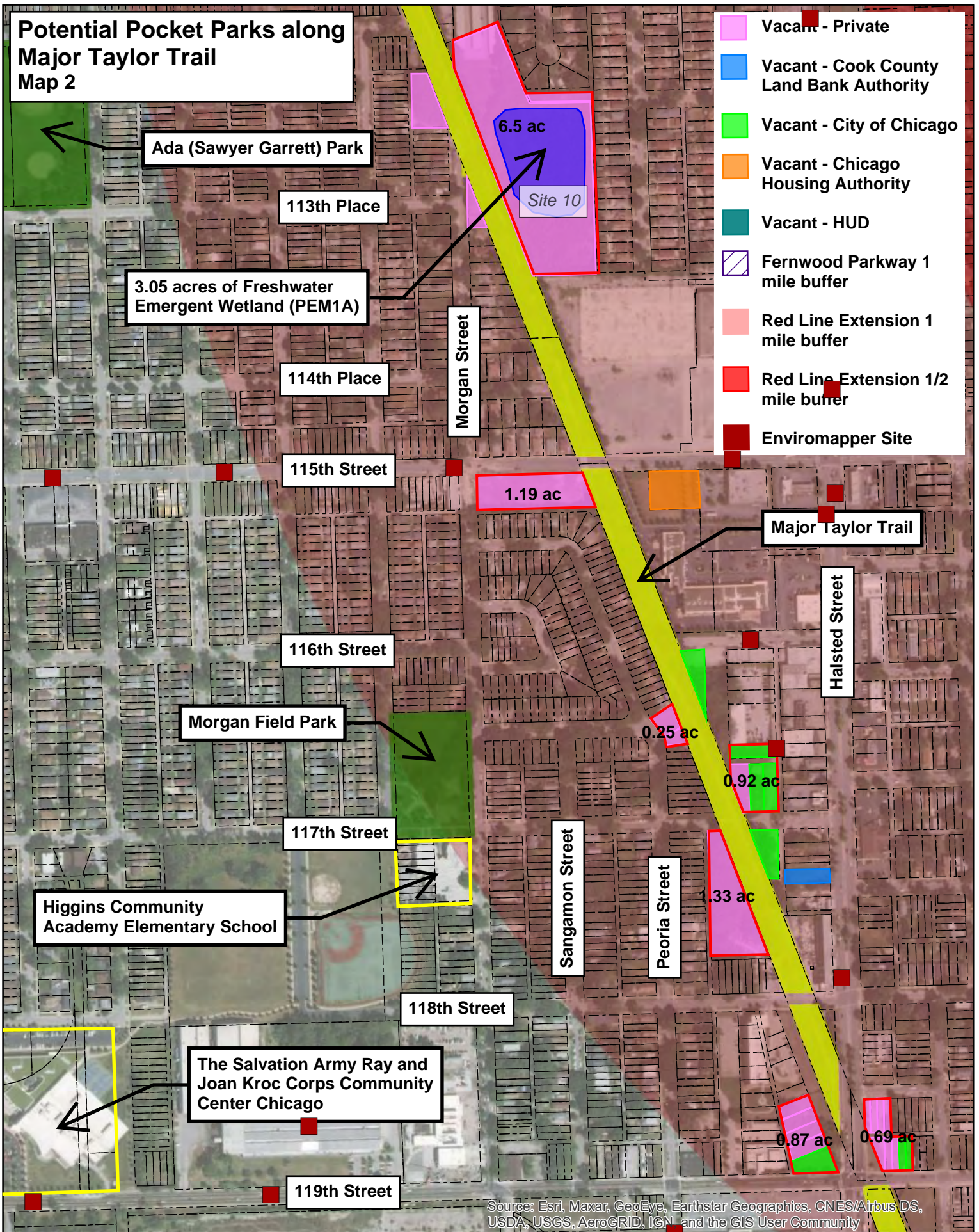
Map Source: Cook County GIS, Google Maps





# Potential Pocket Parks along Major Taylor Trail

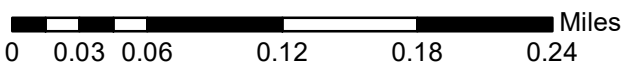
## Map 2



- Vacant - Private
- Vacant - Cook County Land Bank Authority
- Vacant - City of Chicago
- Vacant - Chicago Housing Authority
- Vacant - HUD
- Fernwood Parkway 1 mile buffer
- Red Line Extension 1 mile buffer
- Red Line Extension 1/2 mile buffer
- Enviromapper Site

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Source: Cook County GIS, Google Maps

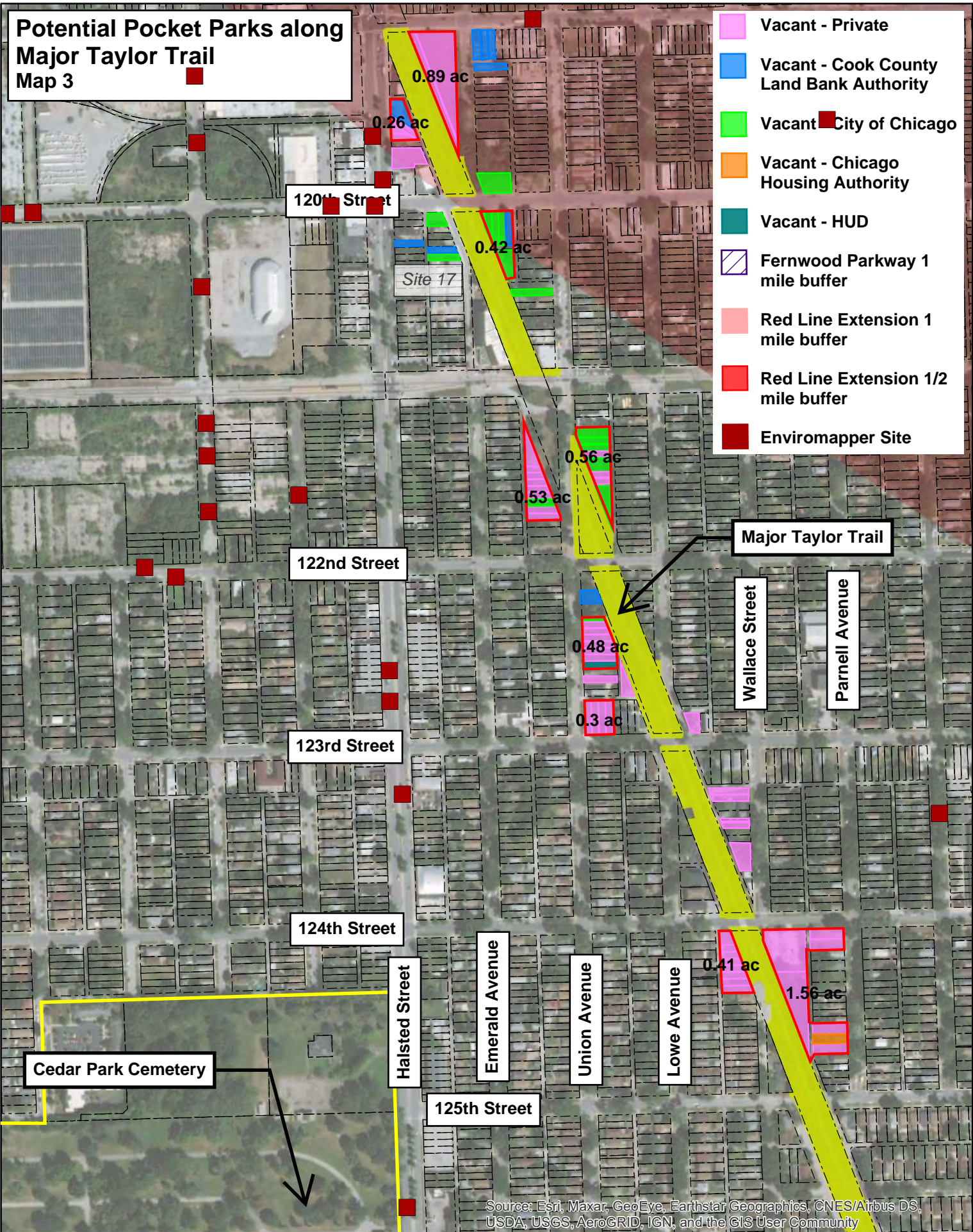




# Potential Pocket Parks along Major Taylor Trail

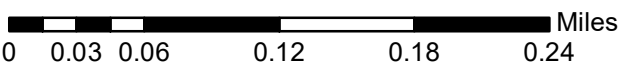
## Map 3

- Vacant - Private
- Vacant - Cook County Land Bank Authority
- Vacant - City of Chicago
- Vacant - Chicago Housing Authority
- Vacant - HUD
- Fernwood Parkway 1 mile buffer
- Red Line Extension 1 mile buffer
- Red Line Extension 1/2 mile buffer
- Enviromapper Site



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Source: Cook County GIS, Google Maps





# Potential Pocket Parks along Major Taylor Trail

## Map 4

**Brown Community Academy Elementary School**

**Major Taylor Trail**

**Eggleston Avenue**

**125th Street**

**127th Street**

**127th Place**

**128th Street**

**128th Place**

**Wallace Street**

**Parnell Avenue**

**Normal Avenue**

**129th Place**

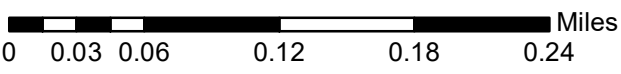
1.04 ac

0.58 ac

- Vacant - Private
- Vacant - Cook County Land Bank Authority
- Vacant - City of Chicago
- Vacant - Chicago Housing Authority
- Vacant - HUD
- Fernwood Parkway 1 mile buffer
- Red Line Extension 1 mile buffer
- Red Line Extension 1/2 mile buffer
- Enviromapper Site

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Source: Cook County GIS, Google Maps







# REPLACEMENT POCKET PARK SITES

- Vacant - Private
- Vacant - City of Chicago
- Enviromapper Site

99th Street

Halsted Street

Emerald Ave

Union Ave

Lowe Ave

Wallace Street

Parnell Ave

Normal Ave

Eggleston Ave

100th Street

Fernwood Elementary School

100th Street



24

0.38 ac

Fernwood Community Outreach Church

100th Place

Fernwood Parkway under proposed CTA RLE

25

0.35 ac

101st Street

101st Street

Princeton Ave

26

0.27 ac

27

0.32 ac

101st Place

UPRR Tracks

102nd Street

102nd Street

28

0.25 ac

102nd Place

Proposed 103rd Street Station

103rd Street

103rd Street

Scale: 1" = 280 feet







REPLACEMENT  
POCKET PARK SITES

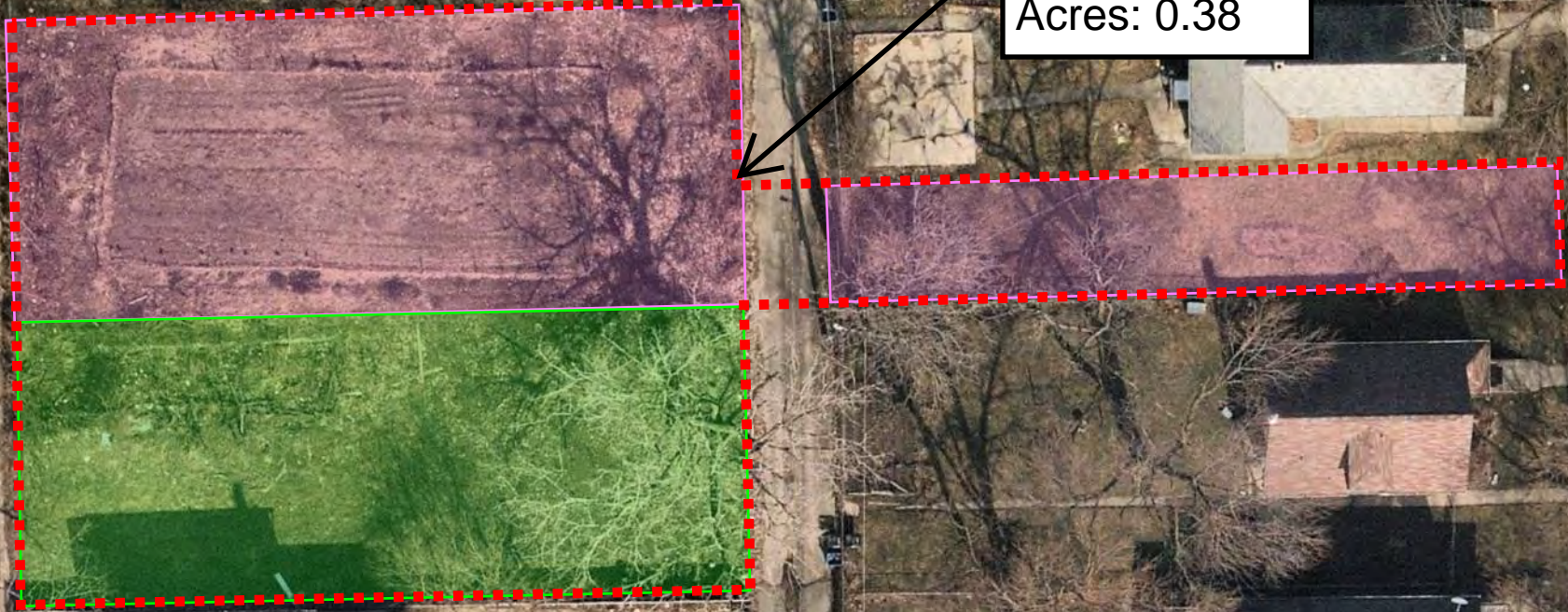
- Vacant - Private
- Vacant - City of Chicago

Site 24  
Acres: 0.38

LOWE AVENUE

WALLACE STREET

101ST STREET







REPLACEMENT  
POCKET PARK SITES

- Vacant - Private
- Vacant - City of Chicago

101ST STREET

NORMAL AVENUE



Site 25  
Acres: 0.35







REPLACEMENT  
POCKET PARK SITES

- Vacant - Private
- Vacant - City of Chicago

102ND STREET

Site 26  
Acres: 0.27

WALLACE STREET







REPLACEMENT  
POCKET PARK SITES

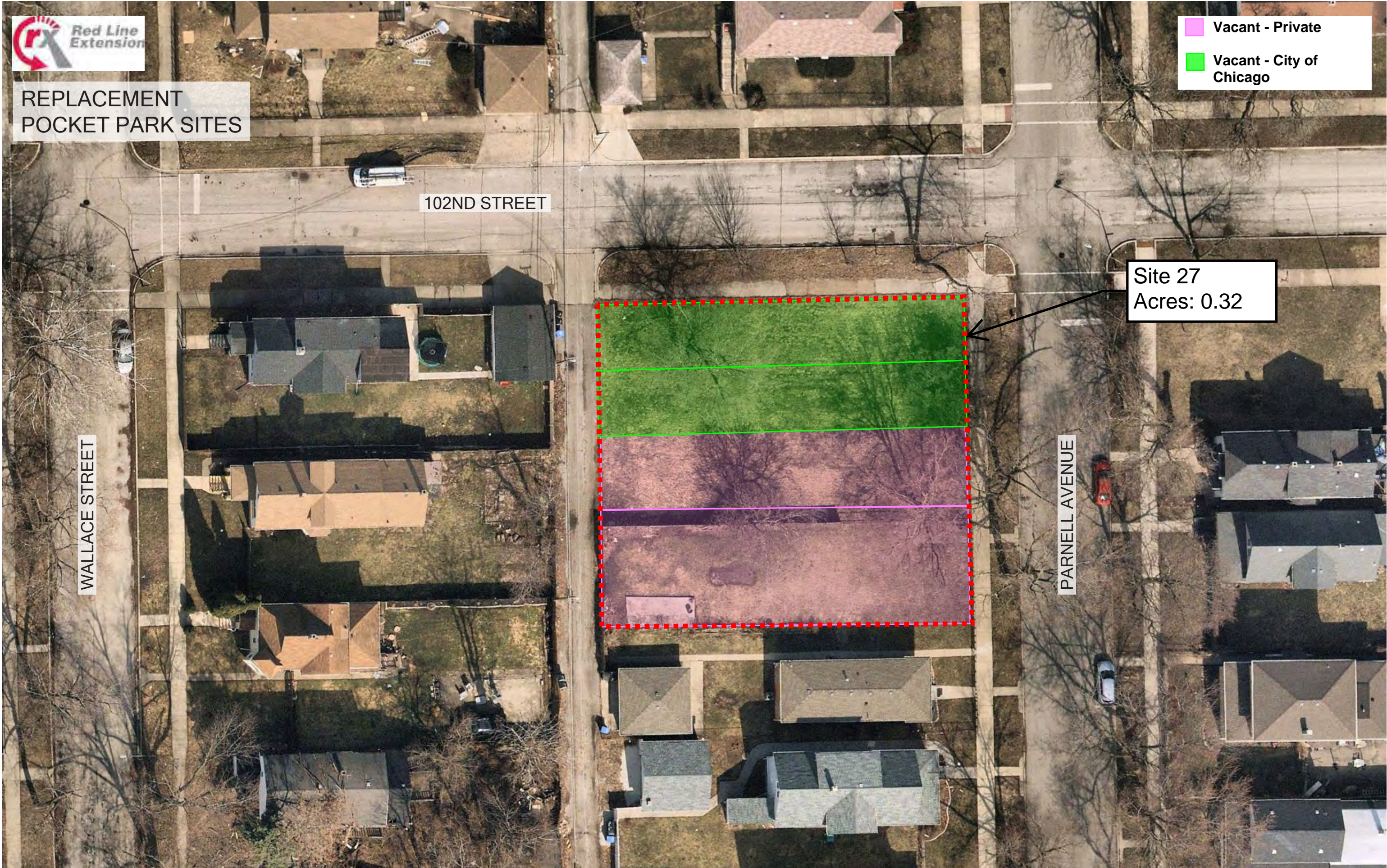
- Vacant - Private
- Vacant - City of Chicago

102ND STREET

Site 27  
Acres: 0.32

WALLACE STREET

PARNELL AVENUE





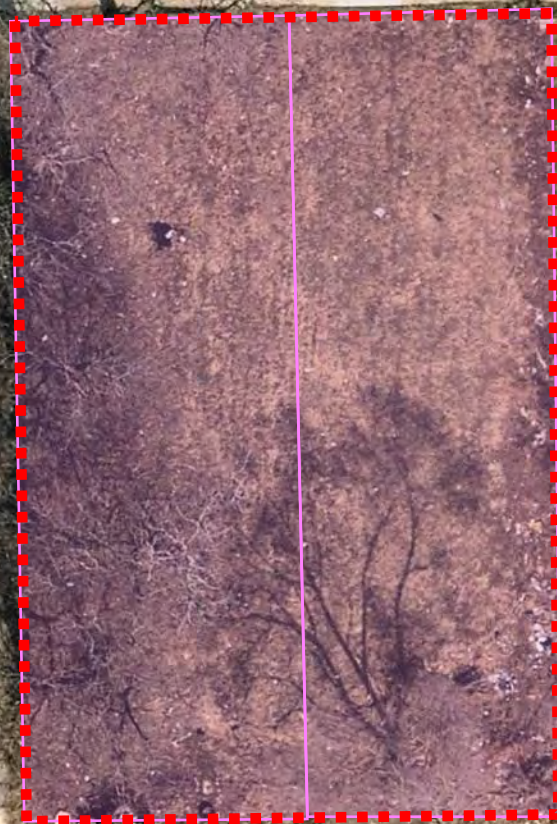


REPLACEMENT  
POCKET PARK SITES

- Vacant - Private
- Vacant - City of Chicago

102ND PLACE

NORMAL AVENUE



Site 28  
Acres: 0.25







**chicago park district**

Administration Office  
541 North Fairbanks  
Chicago, Illinois 60611  
(312) 742-PLAY (7529)  
(312) 747-2001 TTY  
www.chicagoparkdistrict.com

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& CEO**  
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---

City of Chicago  
Rahm Emanuel  
*Mayor*



August 17, 2015

Sonali Tandon  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661

Re: CTA Red Line Extension (RLE) Project

Dear Ms. Tandon:

The Chicago Park District (CPD) appreciates the opportunity to review the draft of the proposed park impacts for the CTA Red Line Extension (RLE) Project dated June 8, 2015. Any proposed mitigation measures should include fully developed replacement property with the appropriate replacement improvements in the community area. The CPD's priorities for replacement park sites is to expand existing parks.

CPD's neighborhood parks range in size from 2-5 acres in size. These are parks that contain indoor and/or outdoor recreation facilities and typically include a playground and/or other sport fields. The standard for new parks is a minimum of two (2) acres in size. If Recognized Environmental Conditions are identified in the Phase 1 Environmental Site Assessment (ESA) then a Phase 2 ESA is required. If there are exceedances of the Illinois Environmental Protection Agency's (IEPA) TACO Tier 1 Residential Standards, then the property is required to receive a Comprehensive No Further Remediation (NFR) Letter from the IEPA's Site Remediation Program.

The documentation regarding primary activities and functions that occur in each of the three parks is accurate. CPD concurs conceptually with the proposed mitigation measures as outlined in the coordination package.

Wendell Smith (#272) Park is a 4.7-acre neighborhood park that primary serves the population within a ½ mile. Improvements include two basketball courts, two baseball fields, a playground, recreation building and .3 miles of walking trails. In addition to the areas described in the letter, the overlap area includes space behind the existing baseball backstop. Preliminary mitigation measures should include replacement property located in the Roseland Community area constructed in accordance with Chicago Park District standards.



Block (#1005) Park is a 2.95-acre passive park that provides informal active recreational uses or other accessory uses. The east option alignment affects the entire function of the 1.3 acre west parcel, including the accessory communication tower space. Preliminary mitigation measures should include replacement property located in the Roseland Community area constructed in accordance with Chicago Park District standards. Additionally, mitigation and replacement of the communications and utility structures is required.

Fernwood (#1215) Parkway is an 8.63-acre linear passive park that provides informal active recreational uses or other accessory uses. The parkway functions as open space and provides a quiet natural setting for park users. The Chicago Park District would not program or maintain areas beneath the elevated track structures. Preliminary mitigation measures should include replacement property located in the Washington Heights Community area constructed in accordance with Chicago Park District standards.

The suggested mitigations strategies coupled with the above comments should address all the adverse impacts on the Parks. We look forward to a successful collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Rejman', with a long horizontal flourish extending to the right.

Rob Rejman  
Director of Planning and Construction

RR/ml

cc: Doreen O'Donnell, Research and Planning Manger  
Michael Lange, Senior Project Manager



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

*August 2, 2017*

Chicago Park District  
Attn: Heather Gleason  
541 N. Fairbanks Court  
Chicago, IL 60611

Re: Chicago Transit Authority Red Line Extension Project, Park Impacts Coordination, Public Comments, and Preliminary Section 4(f) Determination

Dear Ms. Gleason:

The Federal Transit Administration (FTA) is writing to continue the consultation and coordination between the Chicago Transit Authority (CTA) and your agency regarding potential park impacts that would result from the implementation of CTA's Red Line Extension (RLE) project and appropriate mitigation measures. Based on these coordination efforts, the CTA and the Chicago Park District (CPD) identified several mitigation measures, including providing replacement park lands, that would be undertaken to ensure that the project would not result in any adverse impacts to CPD parks. Your concurrence that there would be no adverse impacts to the identified parks following implementation of these mitigation measures was received on August 17, 2015; the potential impacts and proposed mitigation measures were documented and published in the Draft Environmental Impact Statement (EIS) for this project.

The FTA, in cooperation with the CTA published the RLE Draft EIS in accordance with federal environmental regulations of the National Environmental Policy Act as well as Section 4(f) U.S. Department of Transportation Act of 1966, which established the requirement for consideration of park and recreational lands, among other specially protected resources, in the development of transportation projects.

The Draft EIS was published for public and agency review on October 6, 2016, and a public hearing was held on November 1, 2016. In addition to the public hearing, a comment period through November 30, 2016, was established to obtain any additional comments on the environmental impacts of this project and proposed mitigation measures, including park impacts and proposed mitigation. The public notification and solicitation of comments for the Draft EIS were completed in accordance with federally required processes under 23 CFR 771.111. A summary of the public comments and a spreadsheet of individual public comments received related to parks is attached for your review.

Based on coordination with CPD, the proposed mitigation measures, and all public comments received, this letter serves to notify you of FTA's intention to proceed with a Section 4(f) *de minimis* finding for parks as documented in the Draft EIS. In accordance with 23 CFR 774, the impacts of a transportation project on a park or recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, or attributes of the Section 4(f) property; and
3. The official with jurisdiction over the property (in this case, CPD), after being informed of the public comments and FTA's intent to make the *de minimis* impact finding, concurs in writing that the project will not adversely affect the activities, features, or attributes of these parks.

Following CPD's review of the attached public comments, we ask CPD to provide concurrence on FTA's finding that based on the proposed mitigation measures including the replacement of park lands with lands of reasonably equivalent usefulness and location, this project will not adversely affect park activities, features, or attributes. Please direct your concurrence with this finding and/or any additional comments you may have within 45 days of receipt of this letter to:

Tony Greep, Community Planner  
Federal Transit Administration, Region 5  
200 W. Adams, Suite 320  
Chicago, IL 60606  
Phone: (312) 353-1646  
Email: anthony.greep@dot.gov

CTA will select either the East or West Option of the preferred Union Pacific Railroad alternative as part of the Final EIS analysis and will continue to coordinate with your agency to finalize the processes for acquiring replacement park property and fulfilling all agreed upon mitigation measures. This coordination may be done through meetings and/or, as necessary, through a more formalized Memorandum of Agreement between FTA, CTA, and CPD.

RE: *Chicago Transit Authority Red Line Extension Project, Park Impacts Coordination, Public Comments, and Preliminary Section 4(f) Determination*

Thank you for your continued cooperation and interest in this project. Should you have any additional questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Jay M. Ciavarella". The signature is fluid and cursive, with the first name "Jay" being particularly prominent.

Jay M. Ciavarella  
Director, Office of Planning & Program Development

Enclosure: CTA RLE DEIS - Summary of Public Comments Related to Parks

Cc: Michael Lange, Chicago Park District  
Doreen O'Donnell, Chicago Park District  
Tony Greep, Federal Transit Administration  
Elizabeth Breiseth, Federal Transit Administration  
Carole Morey, Chicago Transit Authority  
Sonali Tandon, Chicago Transit Authority

**Summary of Public Comments Related to Parks**  
**Red Line Extension Draft Environmental Impact Statement**

*The following text summarizes public comments received related to park impacts from the RLE Project as well as mitigation measures proposed within the Draft EIS. A comment matrix detailing individual comments is also attached for a complete record of public comments received related to parks.*

In general, comments related to parks and proposed mitigation, particularly providing replacement park options, were positive. Members of the public noted that new parks are needed and desirable near the proposed corridor and in surrounding neighborhoods. Providing additional amenities at surrounding parks were noted as desirable as well, including larger field houses, workout facilities, basketball courts, and running/walking tracks. Integrating parks into the surrounding community, providing greater transit access to parks, and providing well-lit parks with attractive planters, waste baskets, and bike racks was also noted as desirable.

Two commenters noted that the existing Fernwood Parkway linear park (which would be affected by the West Option) is not currently used by the public, while one commenter noted that the West Option takes more green space. Two commenters noted that the East Option would permanently impact an active use park, Wendell Smith Park, compared with the West Option that would impact more passive park space.

Overall comments on replacement park options were positive both at the public hearing and as part of the formal comment period. Regarding replacement park options, one commenter noted concerns with replacement parks increasing the potential for pedestrian and vehicular traffic and noted that parks would require greater security and another comment noted that mitigation at Wendell Smith Park proposed under the East Option should not include new fencing around the track structure at the corner of the park because patrons use the openness of the existing park in this area to cross and enter the park.

**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Cebell Huey	10/11/2016	handwritten	I would highly recommend the West Side of the rail at 101st-99th and Eggleston to 103rd and beyond 103rd. There is a lot of property that's not being used like 99 and Eggleston and 103rd is not being used like the park. No one uses that park at all. No kids play there or anything.
Eisa Ponce	10/19/2016	handwritten	Empty Lots. Have walls to reduce the noise. Noise barrier concerns not 4 feet. I recommend 8 feet. Parks to walk. A lot of traffic. All Concern categories marked "yes."
Melvina Grace	11/1/2016	handwritten	<p>East Option: Would be the best, but what about the properties that would surround the around.</p> <p>West Option: Looks more comfortable but what about the properties that surround the project?</p> <p>Comment: The park seems like a beautiful idea to bring life into a neighborhood fallen. But questions remain about properties surrounding the park due to elderly and disabled properties.</p> <p>Transportation: No comment because it beneficial less walking distance to commute.</p> <p>Land Use and Economic Development: What will happen to properties in that area?</p> <p>Visual Impacts: I would love to see how it would look.</p> <p>Noise and Vibration: Yes, elderly leaves in area</p> <p>Safety &amp; Security: Very important due to neighbor not being safe. Will this cause a problem for more?</p> <p>Hazardous Materials: Elderly and disable live in area.</p> <p>Parks: Improvement needed very well</p> <p>Construction Impacts: Is this going to affect all westbound properties?</p> <p>Project Funding: Are property taxes, other taxes going up to fund???</p>
Allen Brown	11/1/2016	handwritten	<p>East Option: I like the East option it seems more convenient and will have a better economic impact.</p> <p>West Option: OK not my favorite</p> <p>Comments: As far as parks effected. I would like to see bigger field houses with activity centers such as workout facilities, indoor basketball, etc. This will impact a lot of young community to have some thing positive. Also our parks should incorporate running and walking track. This will impact health and vitality of community residence.</p>
Freda Madison	11/1/2016	handwritten	<p>East Option: East option may be better. It is close to the 95th station.</p> <p>West: West option want to make sure park area &amp; parking which brings in more traffic &amp; people. Security would be necessary for the community. Also communities need to address, as far as, housing board up and abandon building. if the area is going to developed the housing structure that will remain should be developed and addressed as well. Thank you.</p>
Adrienne R. Ancolin	11/1/2016	handwritten	<p>West Option: Street closure and the direction of traffic through the neighborhood - loss of the alley at the corner by the park.</p> <p>Comments: The Wendell Smith Park should "NOT" have an enclosed fence that would stop the foot traffic at 99th street. That is the only opening for crossing by foot until 101st Street. Many people cross there and if its closed the walkers will find a way to make an opening. Will the street directions change? Will Eggleston still allow the crossing at 101st street?</p> <p>Property Displacements: Will this affect the property value or decrease it?</p> <p>Noise &amp; Vibration: There is already vibrations from the RR that shake the foundation. Now there are 2 trains in same space.</p> <p>Parks: Park availability for neighborhood.</p> <p>Construction Impacts: Will 99th place loose the alley and become a dead end street not allowing you to turn around?</p>

**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Sandra L Munoz	11/1/2016	handwritten	<p>East Option: The East option would displace more people. It would also permanently affect park space. I am also concerned about the visual and noise during construction.</p> <p>Comments: The location for the Town Hall meeting was not well thought out. An auditorium would have been better. I could not hear the speaker or see the screen that provided the visual impact of the project. There were some chairs setup in front of the screen and tables and chair behind them. It was like a church reception rather than a public meeting people continued to talk during the presentation and continued to circulate around too much confusion. Also there was no public discussion of project. It seemed a situation were you could say you had a public forum without having people participate in an open discussion.</p> <p>Property Displacements: Will people receive financial assistance and help finding affordable housing?</p> <p>Neighborhoods &amp; Communities: This project will displace a full block in my area. I wonder how much consider you consider the human factor (friends, family, neighbors)</p> <p>Safety &amp; Security: What safety measures will be in place during construction?</p> <p>Construction Impacts: I am concerned about the mess it will cause, traffic, parking, construction vehicles and noise, the dust and dirt.</p>
Betty Jones	11/1/2016	handwritten	<p>East option: When will you know for sure?</p> <p>Transportation: Very concern about street closing</p> <p>Property Displacements: Where will you store equipments?</p> <p>Noise &amp; Vibration: O Hare airport - Noise does impact</p> <p>Safety &amp; Security: Always</p> <p>Hazardous Materials: Yes</p> <p>Parks: Need a new park</p> <p>Construction Impacts: Parking</p> <p>Project Funding: How much will the housing be value of?</p>
Cheena Credit	11/1/2016	handwritten	<p>East Option: Let's be honest there truly is no major difference between these two choices.</p> <p>West Option: Taking away of green space; homes on Eggleston directly facing the trains; increased traffic, pedestrian, car, et. Property value</p> <p>Comments: First, just so you know I grew up on W 102nd Place, my parent and their parents of grammar/high school friends are still there. 1. Despite studies done for noise &amp; vibration, I still believe this will have a adverse effect on community. There is a difference between freight trains coming once a day and an elevated train running all day &amp; night. Is it possible to provide residence with noise reduction windows or something. 2. This area cannot be compared to others, this is single family homes, not 2-4 flat apartments.</p>
Gregory Walker Jr.	11/1/2016	handwritten	<p>East Option: I don't like the East Option because an entire park is gone.</p> <p>West Option: Hoping this doesn't effect the Roseland Pumping station in any way.</p> <p>Comments: For 103rd, 107th, 111th, 115th, State St., Michigan Avenue, I would like to propose that all businesses or residential properties that are needing to move. I propose that they have an option to rebuild next to any space being bought by CTA. I would also like to suggest that at 115th there is plenty of mixed property. At 130th, I suggest that the trucks end in a loop, rather than a stub, that way you could have a more convenient turn around of trains. Also possibly asking NICTD to form a station there to attract riders, thus making it a "super station." Overall, I'm really excited that this extension is being sought out. I believe it not only help southside residents, but also people from Indiana and south suburbs get downtown and home.</p> <p>Transportation: How would the 34 South Michigan run? Honestly I hope maybe the hours change; but I hope it operates from 95th to Altgeld.</p> <p>Impacts to Historic Resources: Hope this doesn't effect the Roseland Pumping station.</p> <p>Safety &amp; Security: I would like to see all stations with a CTA worker two (2) armed security officers for atleast the first 2 years.</p>

**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Dr. Carmen Palmer & Mrs. Sharon Banks Pincham	11/1/2016	handwritten	<p>West Option: 116th &amp; Michigan's impact on Kids off the Block (KOB) Comments: The impact on the schools and the school population. Land Use and Economic Development: Need a positive draw of businesses, (non-fast foods) black owned well represented Neighborhoods &amp; Communities: Inclusion in decision making re business choices &amp; community benefits agreement Visual Impacts: A lot of green space and a balance out to the hard concrete - art inclusion; flowers, trees, and representative expressions of the community Noise &amp; Vibration: at a minimum</p> <p>Impacts to Historic Resources: None</p> <p>Safety &amp; Security: Bicycling &amp; beat officers at the city level not SSAs</p> <p>Hazardous Materials: NONE! Get rid of cell phone towers</p> <p>Wetlands: Maintained</p> <p>Parks: Intermingled &amp; well let/attractive planters, waste baskets, bike racks</p> <p>Project Funding: TIF Momes SBA presense from on set to the end</p> <p>Other: Schools protected and assessible</p>
Constance Carroll	11/1/2016	handwritten	<p>East Option: How far east of the railroad? Will it go both ways (East &amp; West) for parking etc? (How far East - West?)</p> <p>West Option: How far west from the railroad?</p> <p>Comments: Will there be parks, parking and other business' to improve the community? Will employment be available for residents? If so, how can we apply? It seems that the project is well on the way. When will it start and when is the estimated time of completion?</p> <p>Property Displacements: If you go West of the railway how far will you go from 111th &amp; Eggleston south of 111th street?</p> <p>Safety &amp; Security: Since there will be more people traveling through the neighborhood will there be additional policing and security?</p> <p>Hazardous Materials: Will we be informed of hazardous materials being used?</p>
Julie A Pate	11/1/2016	handwritten	<p>East Option: My concern about either side is my foundation noise control dirt and dust noise barriers who will pay for damages to my home.</p> <p>West Option: Concerns are the same want to be comfortable in my home</p> <p>Comments: I have no problem with improvement I think it's a good thing may improve property value, love the way the park will look.</p> <p>Visual Impacts, Noise &amp; Vibration, Hazardous Materials, Construction Impacts - YES</p>
Macy Johnson	11/1/2016	handwritten	<p>East Option: Wendell Smith Park and too many homes will be affected.</p> <p>West Option: There is a spacious parkway which is more feasible than the limited space on the East option.</p> <p>Comments: Has CTA considered placing more buses on Michigan Avenue. There could be several express buses extending to 130th Street. Bishop Ford is an option and also Halsted Street. Fewer homes and families will be displaced. Dan Ryan is another option.</p> <p>Property Displacements: A huge number of homes will be destroyed.</p> <p>Noise &amp; Vibration: This is already prevalent because of the present railroad.</p> <p>Parks: Wendell Smith Park will be affected.</p>
Cebell Huey	11/1/2016	Court Reporter	<p>I live right on 101st Street at the railroad track between Princeton and Eggleston. I'm preferably not coming on the east side of the street at this point. There's a park on the west side... There's a park on the west side of the street. Nobody is living -- nobody is there that whole entire park. I've been there ever since 1965. Nobody uses that park. Even people don't walk the dogs over there... Now that -- it starts at 99th and Eggleston and goes to 103rd and Eggleston. Then beyond 103rd and Eggleston all the way down the side of that tracks... it's hardly nothing that's really worth anything all down that, all down that track to 115th. Now that is a good distance that CTA can use, you know. And then whatever they have to do from 115th then on out to 130th.</p>



**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Doris White	12/5/2016	handwritten	<p>East Option: Will this option affect the Bishop Ford Expressway for those who drive?</p> <p>West Option: Why is this option going to cause residents to have to move that live between 99th St and 119th St on this option?</p> <p>Comments: What if that homeowner does not want to relocate, are they going to be mae to move or other alternatives to them having to move? I pray that all of this falls into place for those who use public transportation and that whoever makes decisions in regards to this project will be wise in the decisions of this project.</p> <p>Transportation: When buses have to be rerouted due to construction why are you not sure how long it will take.</p> <p>Land Use: Will this be a good area, where you are considering?</p> <p>Displacements: If a person is not able to be displaced, what are your options for them?</p> <p>Neighborhoods &amp; Communities: Do you think they would agree, despite the displacing of homes?</p> <p>Visual: Will it be handicap accessible e.g. elevators and escalators in good working condition.</p> <p>Noise: I am sure it will not be loud, as if it was a freight train coming through.</p> <p>Historic: Will they have to be moved and why touch historical sites?</p> <p>Safety &amp; Security: Will there be Police Officers at these new stops along with canine dogs?</p> <p>Hazardous Materials: Will this Redline extension project be around factories with hazardous materials?</p> <p>Wetlands: What do you mean by wetlands?</p> <p>Parks: Will it be closer to parks where we can get off and take our children to the parks?</p> <p>Construction Impacts: What effect will it have on those who drive through the area where you want to build?</p> <p>Project Funding: How will it be funded and by who?</p> <p>Other: Why have you waited all this time to do this particular line now, as other lines have been extended or new lines brought in?</p>
Lindy Nelson, U.S. Department of the Interior	11/30/2016	letter	<p><i>DOI entire text available in full comments.</i></p> <p>Based on discussions with FTA and coordination with the Chicago Park District (CPD) in 2015 on park impacts and proposed mitigation measures for this project, a Section 4(f) preliminary "de minimis" finding was proposed for park impacts resulting from this project after mitigation proposed. A <i>de minimis</i> impact for parks, recreation areas, or wildlife/waterfowl areas is defined in 23 CFR § 774.17 as one that is determined to not adversely affect the features, attributes, or activities qualifying a property for protection under Section 4(f). The Department of the Interior does not comment on <i>de minimis</i>'s determinations. The Department concurs with the determination that all measures to minimize harm have been employed concerning the resources subject to 4(f) use.</p>



September 21, 2017

Mr. Tony Greep, Community Planner  
Federal Transit Administration, Region 5  
200 West Adams Street, Suite 320  
Chicago, IL 60606

RE: Chicago Transit Authority Red Line Extension Project  
Park Impacts Coordination, Public Comments, and  
Preliminary Section 4(f) Determination

Dear Mr. Greep:

The Chicago Park District is in receipt of a letter dated August 2, 2017 regarding the Federal Transit Administration's (FTA) intention to proceed with a Section 4(f) de minimis finding for parks as documented in the Red Line Extension (RLE) Draft EIS.

The Chicago Park District has reviewed the public comments included in the letter and concur with FTA's finding that based on the proposed mitigation measures, including the replacement of park lands with lands of reasonably equivalent usefulness and location, the RLE project will not adversely affect park activities, features or attributes. We concur with Section 4(f) de minimis finding for parks.

We look forward to a continued successful collaboration. Should you have any additional questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Heather Gleason".

Heather Gleason  
Director of Planning and Construction

HG/sw

cc: Doreen O'Donnell, Research and Planning Manger  
Sarah White, Lakefront Planning Coordinator

**Administration Office**  
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www.chicagoparkdistrict.com

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& CEO

Michael P. Kelly

City of Chicago  
Rahm Emanuel  
Mayor

# Chicago Park District Coordination Meeting

August 25, 2021



# Meeting Minutes



**Project:** Red Line Extension  
**Meeting Purpose:** Chicago Park District Coordination  
**Date:** Wednesday, August 25, 2021  
**Location:** Virtual  
**Time:** 11:00 AM

**Chairperson:** Marlise Fratinardo

**Attendees:** (See Attached copy of Sign-in-Sheet)

<i>Item No.</i>	<i>Date</i>	<i>Item Description</i>	<i>Responsibility/ Status</i>	<i>Due/Closed Date</i>
<b>1.00</b>	<b>Project Update/Goal for the Meeting</b>			
1.01	8/25/21	The goals for the meeting are to discuss: The priority of the replacement parks; Confirm mitigation for 'shadow effects' of the structure; Public Involvement; Wendell Smith Park; and Final EIS documentation.		
1.02	8/25/21	CTA discussed that the final mitigation for the Fernwood Parkway impacts are important to discuss in the draft FEIS/ROD.		
<b>2.00</b>	<b>Discussion of Priority Sites</b>			
2.01	8/25/21	The property identified as CPD priority #1 site (parcels by the Little Calumet River) should no longer be considered, as the owner is not willing to sell. It has been removed from the list. The CTA is interested to know if CPD has communicated with other property owners for the other sites listed as CPD priorities. The CPD has not reached out to any other property owners.		
2.02	8/25/21	PEC summarized the replacement parks, the number of parcels and their ownership. Information was gathered from the Cook County Assessor's website, from the City of Chicago on parcels the City currently own, and from the Cook County Land Bank data. The total combined acreage is important to assess the available area to reach the minimum replacement park acreage.		
2.03	8/25/21	CPD is looking for some pocket park sites along the Major Taylor Trail (MTT) in addition to sites in the Washington Heights community. There are three sites in Washington Heights, all three of these sites are located close to each other along 102nd Street, two of the sites are targeted by the County Land Bank. Two of the sites have parcels that are targeted by the Cook County Land Bank. The sites along MTT have a mix of ownership.		
2.04	8/25/21	The next steps are for CTA to begin reaching out to the property owners to determine their willingness to sell. CTA will continue to work on obtaining property details. If the owner is willing to sell, CTA will start to conduct the Ph I ESA for the property. CPD requested PEC rate the sites for difficulty to acquire and feasibility of location. It was noted that CTA would not be able to purchase property until after the FEIS/ROD is issued in Summer 2022.		
<b>3.00</b>	<b>Mitigation for Shadow Effect</b>			
3.01	8/25/21	There was discussion on the amount of land that would be transferred to mitigate impacts on Fernwood Parkway and a figure was presented. CPD felt that the project would be impacting all of the land in Fernwood Parkway not only the shadow of the elevated structure which is approx. 1.9 acres (2 acres). The total park area between 99th Street and 103rd Street is 4.5 acres, which will need to be replaced at a one-for-one ratio and transferred to CPD.		

3.02	8/25/21	CPD mentioned another possible park site near 105th Street and Vincennes Avenue. There are title issues that the project may be able to resolve and the site is approx. 1.5 acres. CPD will investigate more information on the location and will consult with their attorney.		
<b>4.00</b>	<b>Public Involvement Needs</b>			
4.01	8/25/21	For the RLE Project, there will be an upcoming public hearing as part of the Supplemental EA. The public hearing is targeted for January 2022. The Supplemental EA document itself does not discuss impacts to Fernwood Parkway; however, there is an opportunity to present updates to project elements outside of the Supplemental EA at the public hearing. This could be the opportunity to update the public on the mitigation measures for Fernwood Parkway.		
4.02	8/25/21	CPD indicated that the Supplemental EA public hearing would be sufficient to meet their public outreach needs and that a separate CPD public meeting would not be needed.		
<b>5.00</b>	<b>Wendell Smith Park</b>			
5.01	8/25/21	The Wendell Smith Park footprint as discussed in the Draft EIS did not show the 99th Street right-of-way as park use. Based on the 15% design plans, there remain temporary impacts to Wendell Smith Park. A figure was presented which showed the location of a permanent pier and a temporary pier in the vicinity of Wendell Smith Park. The temporary pier is within the 99th Street right-of-way and the permanent pier is in the I-57 right-of-way. There would be a need for a construction easement to get equipment into the area of Wendell Smith Park. CTA does not anticipate permanent impacts to Wendell Smith Park. The construction impacts would require the removal of trees to bring in equipment and ground disturbance due to construction equipment. Trees would be replaced and any disturbed areas would be restored. The impact to Wendell Smith Park remains a temporary construction easement. The impacts is anticipated to last a few months.		
5.02	8/25/21	The CPD indicated that the CTA would need to obtain a permit for construction activities within Wendell Smith Park. The permit will dictate that restoration of any disturbed areas is required. The permit takes about 3 weeks to obtain the permit and should be obtained closer to the start of construction. CPD asked how long the construction activities would last within Wendell Smit Park. CTA indicated that it would be approximately 3 to 4 months based on the information that is known at this time.		
<b>6.00</b>	<b>Next Steps</b>			
6.01	8/25/21	CTA received and will review the draft mitigation/ <i>de minimis</i> letter from CPD. CTA will review and provide an updated letter after the meeting.		
<b>7.00</b>	<b>Action Items</b>			
7.01	8/25/21	PEC will prioritize the sites and review the mitigation letter. CPD will obtain more information about the parcel near 105th and Vincennes. CTA will provide CPD the summary table and figures from the meeting.		
7.02	8/25/21	The next meeting will be scheduled the week of Labor Day.		
Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days, otherwise minutes will be considered final.				



Sign in Sheet

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** Chicago Park District Coordination

**MEETING DATE:** Wednesday, August 25, 2021

**MEETING TIME:** 11:00 AM

**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** \_\_\_\_\_

**INVITEES:** \_\_\_\_\_

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
1	Y	Marlise Fratinardo	CTA - Planning	Senior Project Manager	<a href="mailto:mfratinardo@transitchicago.com">mfratinardo@transitchicago.com</a>	14124
2	Y	Joanna Littrell	PMC - HNTB	Program Manager	<a href="mailto:jlittrell.hntb@transitchicago.com">jlittrell.hntb@transitchicago.com</a>	14223
3	Y	Patrick Dunn	PMC - CDM-Smith	NEPA Lead	<a href="mailto:PDunn.cdm@transitchicago.com">PDunn.cdm@transitchicago.com</a>	14243
4	Y	Grace Dysico	PEC - TranSystems	NEPA Lead	<a href="mailto:gldysico@transystems.com">gldysico@transystems.com</a>	(847) 407-5247
5	Y	Robin Martel	PEC - Wight & Company	NEPA Specialist	<a href="mailto:rmartel@wightco.com">rmartel@wightco.com</a>	(312) 261-5730
6	Y	London Walther	CPD		<a href="mailto:london.walther@chicagoparkdistrict.com">london.walther@chicagoparkdistrict.com</a>	
7	Y	Doreen O'Donnell	CPD		<a href="mailto:doreen.o'donnell@chicagoparkdistrict.com">doreen.o'donnell@chicagoparkdistrict.com</a>	
8	Y	Sonali Tandon	CTA - Planning	Senior Manager - Strategic Planning, Rail	<a href="mailto:standon@transitchicago.com">standon@transitchicago.com</a>	
9	Y	Leah Mooney	CTA - Planning	Director of Strategic Planning and Policy	<a href="mailto:lmooney@transitchicago.com">lmooney@transitchicago.com</a>	
10	Y	Patty King	PEC - Wight & Company	NEPA Specialist	<a href="mailto:pking@wightco.com">pking@wightco.com</a>	
11	Y	Gustavo Yanez	PEC - CERA	Document Control	<a href="mailto:gyanez@cerasolutions.com">gyanez@cerasolutions.com</a>	



Sign in Sheet

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**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
12						
13						
14						
15						
16						
17						
18						
19						
20						

NOTE: All individuals listed have been invited to the meeting. Only those indicated were in attendance.

**Chicago Transit Authority**  
Red Line Extension  
**Chicago Park District (CPD)**  
**Park Replacement Coordination Meeting**

**Agenda**

August 25, 2021

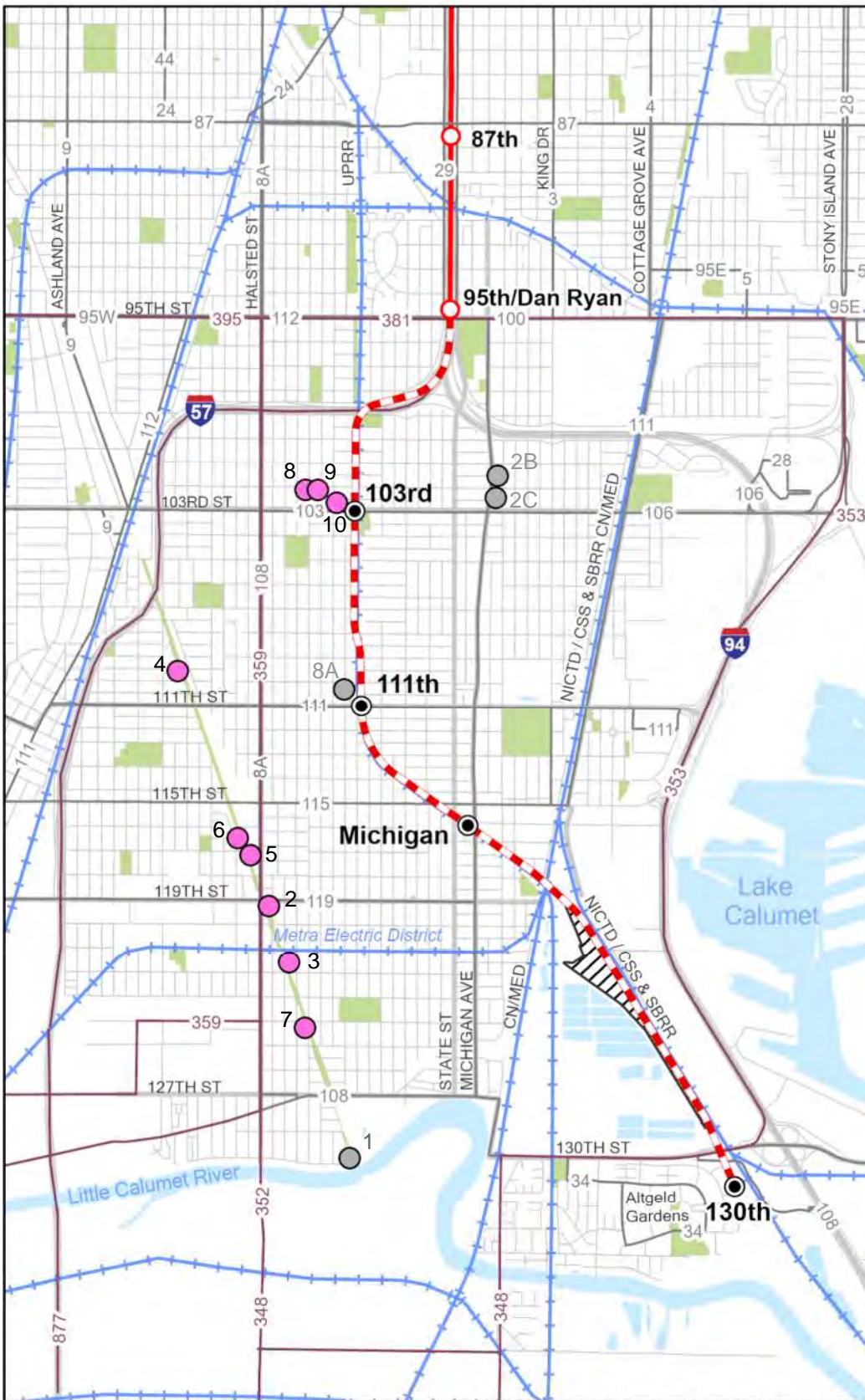
Remote Meeting

11:00 to 12:00 CT

<b>Invitees:</b>	Sarah White/CPD	Joanna Littrell/PMC – HNTB
	Doreen O'Donnell/CPD	Patrick Dunn/PMC – CDM Smith
	London Walther/CPD	Joseph Yesbeck/PEC – TY Lin
	Leah Mooney/CTA – Planning	Grace Dysico/NEPA-PEC – TranSystems
	Marlise Fratinardo/CTA – Planning	Robin Martel/NEPA-PEC – Wight
	Sonali Tandon/CTA – Planning	Patty King/NEPA-PEC - Wight
		Gustavo Yanez/NEPA-PEC – Cera

- 
- 1) Introductions
  - 2) Project Update/Goal for the Meeting
    - Discuss the priority for the replacement parks
    - Confirm mitigation for “shadow effects” of the structure
    - Public involvement
    - Wendell Smith Park
  - 3) Discussion of Priority Sites
    - Number of parcels/property ownership
    - Proximity factor
    - Next steps
  - 4) Mitigation for Shadow Effect
    - Consistent with approach presented in Draft EIS
  - 5) Public Involvement Needs
  - 6) Wendell Smith Park
    - Verify/confirm understanding of ownership
  - 7) Next Steps
    - Update on mitigation and *de minimis* letter (target early to mid-September for completion)
    - CTA to start reaching out to property owners
    - Conduct Phase I and II ESAs
    - Continue Section 4(f) coordination with Chicago Park District and FTA
    - Further develop documentation/coordination needs for the Final EIS/ROD
    - Schedule next meeting
  - 8) Action Items





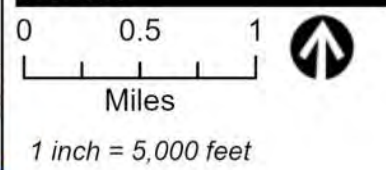
### Inset



### Legend

- Priority Site
- Site No Longer Being Considered
- Preferred Alignment
- Proposed Rail Yard
- Proposed Rail Station
- Existing CTA Red Line
- Existing CTA Station
- +— Railroad
- 34- CTA Bus
- 359- Pace Bus
- Water Bodies
- Parks

### Scale



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

Parcel(s) Location	Acreage	Priority Rating	Location	# of Parcels	# of Parcel Owners	Notes
129th Place and Eggleston Avenue	1.64	1	Along Major Taylor Trail	12	2	Private owners
119th Street and Emerald Avenue	0.88	2	Along Major Taylor Trail	2	2	Private owners - Utility owners (NS and ComED)
122nd Street and Union Avenue	0.58	3	Along Major Taylor Trail	8	2	City of Chicago owns 5 parcels; parcel to the north on env. Database. CCLBA - acquisition in process for the 4 parcels to the north.
110th Street and Aberdeen Street	0.24	4	Along Major Taylor Trail	2	2	City of Chicago owns 1 parcel
117th Street and Halsted Street	0.30	5	Along Major Taylor Trail	1	1	City of Chicago owns parcel; adjacent to environmental site
116th Place and Peoria Street	0.25	6	Along Major Taylor Trail	2	2	Private owners
124th Street and Lowe Avenue	0.39	7	Along Major Taylor Trail	8	8	Private owners*
102nd Street and Wallace	0.27	8	Within Washington Heights	2	2	Private owners - CCLBA Targets
102nd Street and Parnell Avenue	0.32	9	Within Washington Heights	4	3	City of Chicago owns 2 parcels. One private property CCLBA target for delinquent taxes
102nd Place and Normal Avenue	0.25	10	Within Washington Heights	2	2	Private owners - CCLBA Targets
Totals	3.48			31	24	

Note: \* indicates cannot tell ownership completely because owner is listed as Taxpayer of





# REPLACEMENT POCKET PARK SITES

Park #2

119TH STREET

Acres: 0.85

MAJOR TAYLOR BIKE TRAIL

HALSTED STREET

EMERALD AVENUE

■ Vacant - Private

■ Vacant - City of Chicago

Parcel(s) Location	Acreeage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7







# REPLACEMENT POCKET PARK SITES

## Park #3

Acres: 0.57

- Vacant - Private
- Vacant - City of Chicago

Parcel(s) Location	Acreeage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7



UNION AVENUE

MAJOR TAYLOR BIKE TRAIL

LOWE AVENUE

122ND STREET





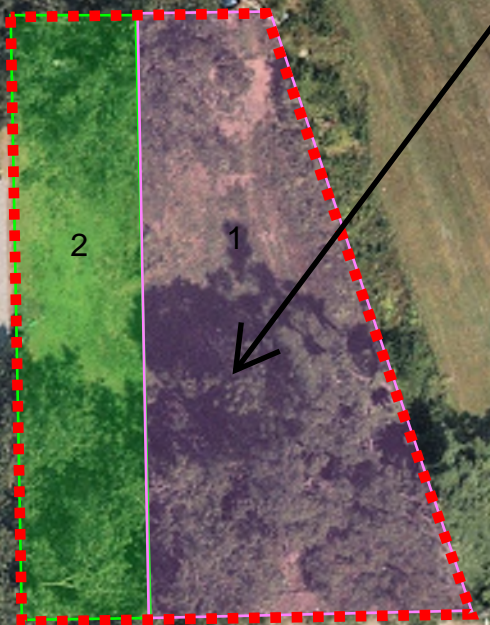
REPLACEMENT  
POCKET PARK SITES

Park #4

Vacant - Private  
Vacant - City of Chicago

Parcel(s) Location	Acreeage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7

Acres: 0.27



110TH STREET

ABERDEEN STREET

MAJOR TAYLOR BIKE TRAIL

110TH PLACE





REPLACEMENT  
POCKET PARK SITES

117TH STREET

Park #5



Acres: 0.30

MAJOR TAYLOR BIKE TRAIL

- Vacant - Private
- Vacant - City of Chicago

Parcel(s) Location	Acreeage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7

HALSTED STREET

117TH PLACE





REPLACEMENT  
POCKET PARK SITES

Park #6

■ Vacant - Private  
■ Vacant - City of Chicago

Parcel(s) Location	Acreeage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7

Acres: 0.24

116TH PLACE

PEORIA STREET

PEORIA STREET

MAJOR TAYLOR BIKE TRAIL







REPLACEMENT  
POCKET PARK SITES

Park #7

Vacant - Private  
Vacant - City of Chicago

124TH STREET

Parcel(s) Location	Acreege	Priority Rating
129th Place and Eggleston Avenue	1.65	1
119th Street and Emerald Avenue	0.85	2
122nd Street and Union Avenue	0.57	3
110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7

Acres: 0.40

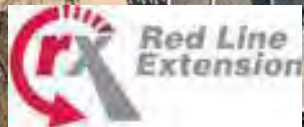
LOWE AVENUE

PARNELL AVENUE

MAJOR TAYLOR BIKE TRAIL







REPLACEMENT  
POCKET PARK SITES

Park #8

- Vacant - Private
- Vacant - City of Chicago

102ND STREET

Site 26/#8  
Acres: 0.27

WALLACE STREET







REPLACEMENT  
POCKET PARK SITES

Park #9

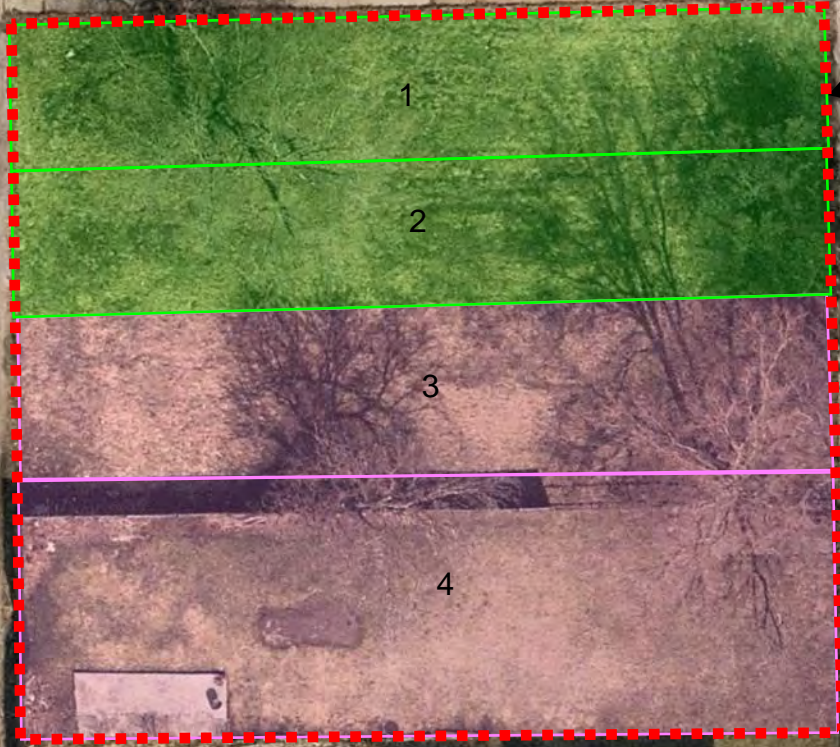
- Vacant - Private
- Vacant - City of Chicago

102ND STREET

Site 27/#9  
Acres: 0.32

WALLACE STREET

PARNELL AVENUE







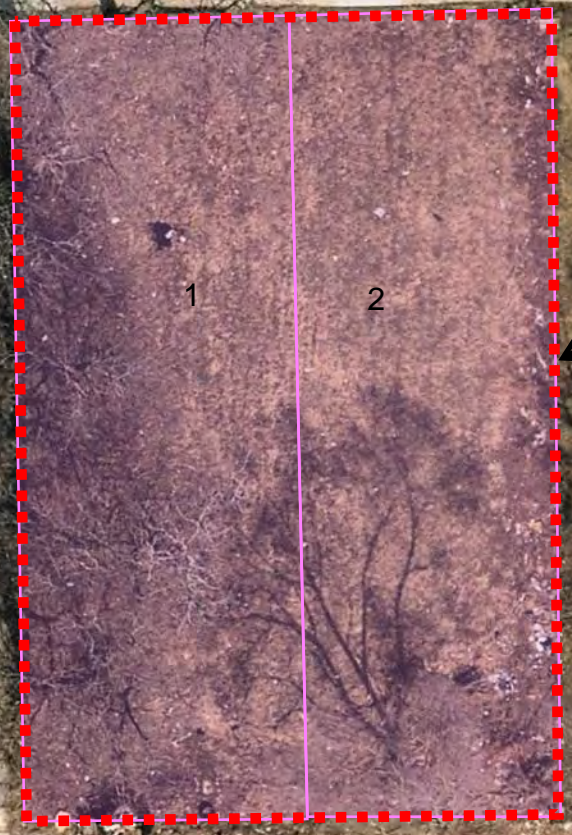
REPLACEMENT  
POCKET PARK SITES

Park #10

- Vacant - Private
- Vacant - City of Chicago

102ND PLACE

NORMAL AVENUE



Site 28 /#10  
Acres: 0.25







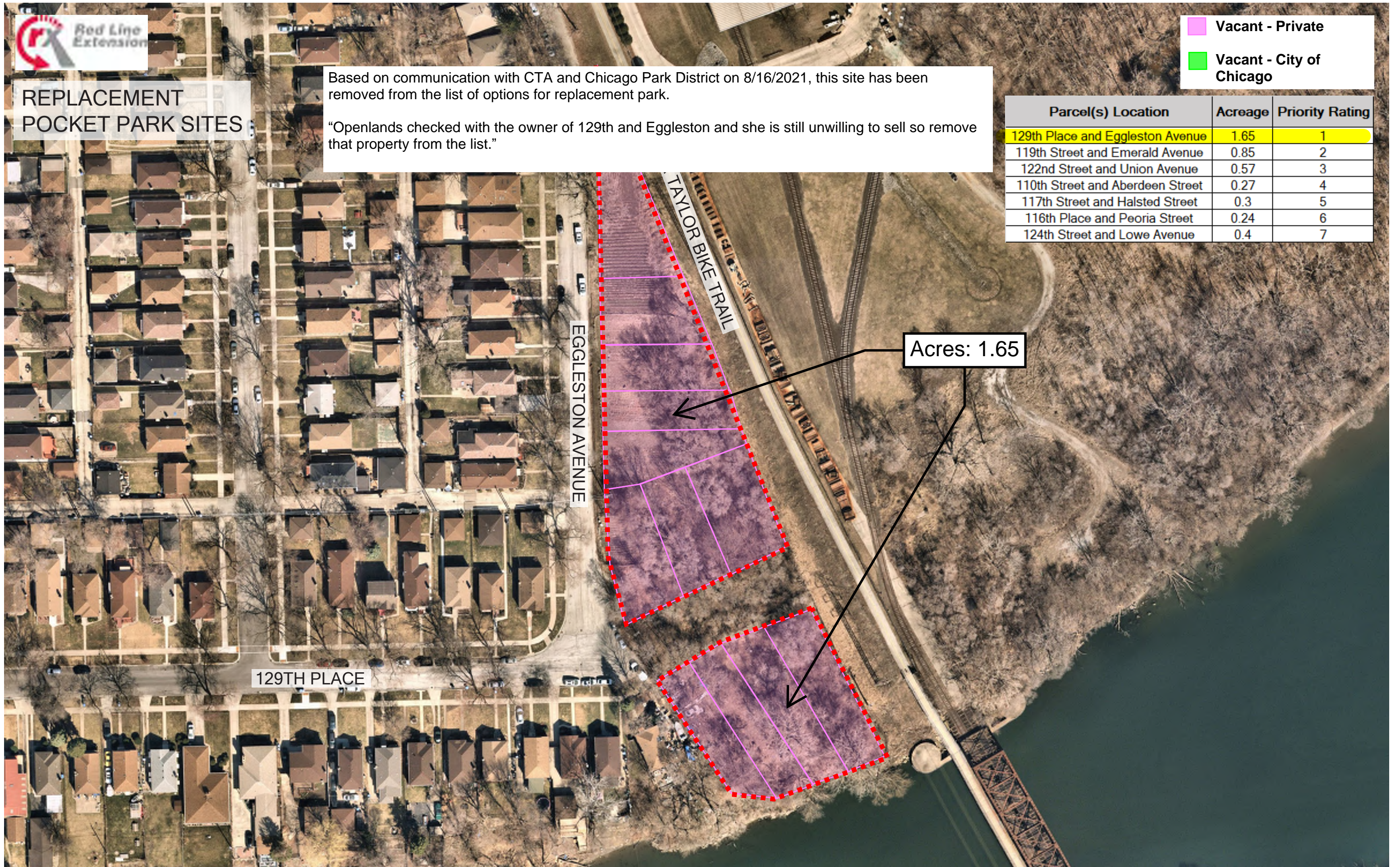
# REPLACEMENT POCKET PARK SITES

Based on communication with CTA and Chicago Park District on 8/16/2021, this site has been removed from the list of options for replacement park.

“Openlands checked with the owner of 129th and Eggleston and she is still unwilling to sell so remove that property from the list.”

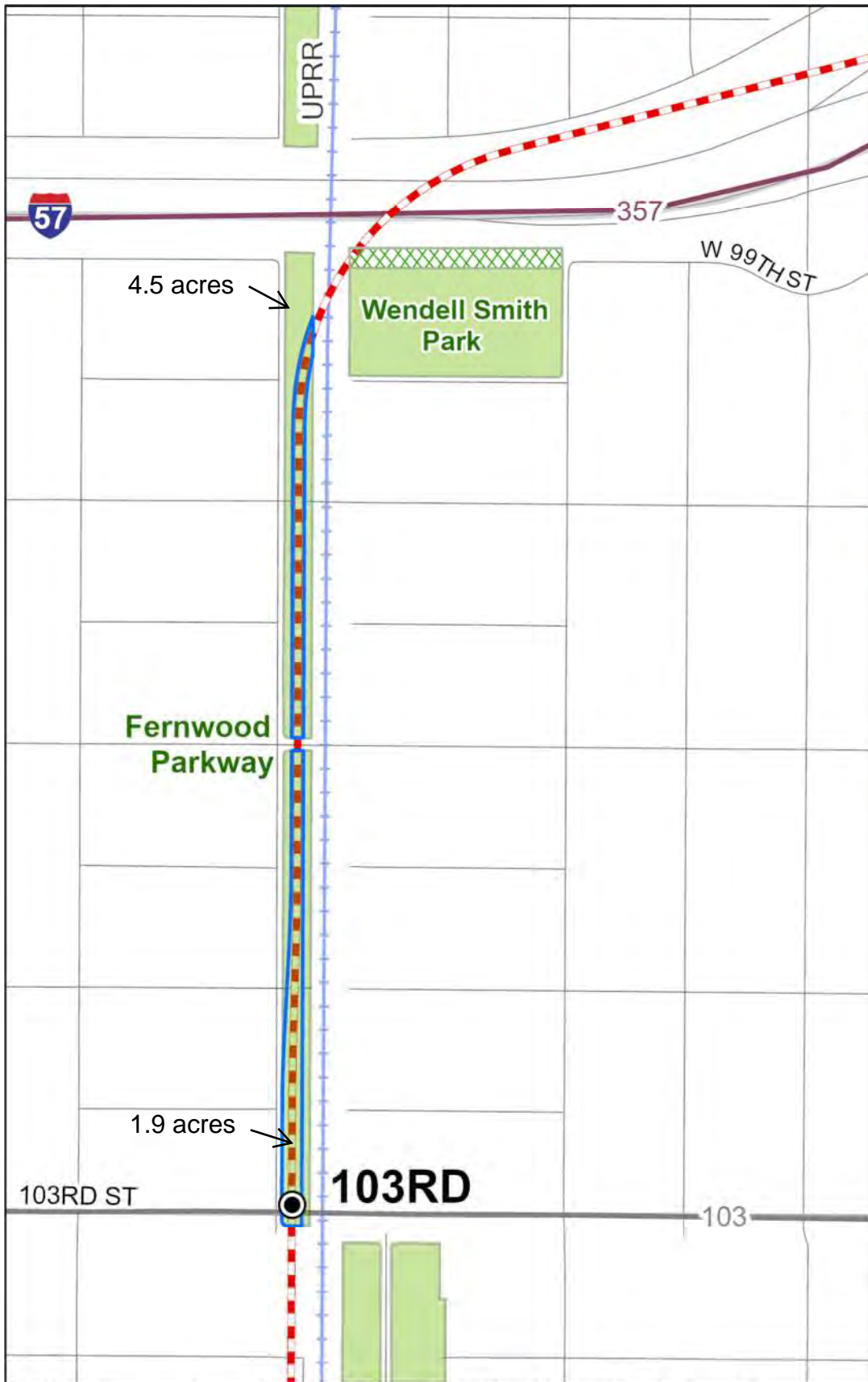
- Vacant - Private
- Vacant - City of Chicago

Parcel(s) Location	Acreage	Priority Rating
129th Place and Eggleston Avenue	1.65	1
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110th Street and Aberdeen Street	0.27	4
117th Street and Halsted Street	0.3	5
116th Place and Peoria Street	0.24	6
124th Street and Lowe Avenue	0.4	7



Acres: 1.65











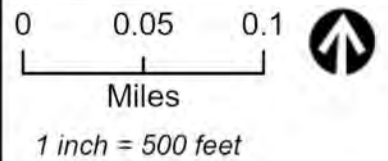
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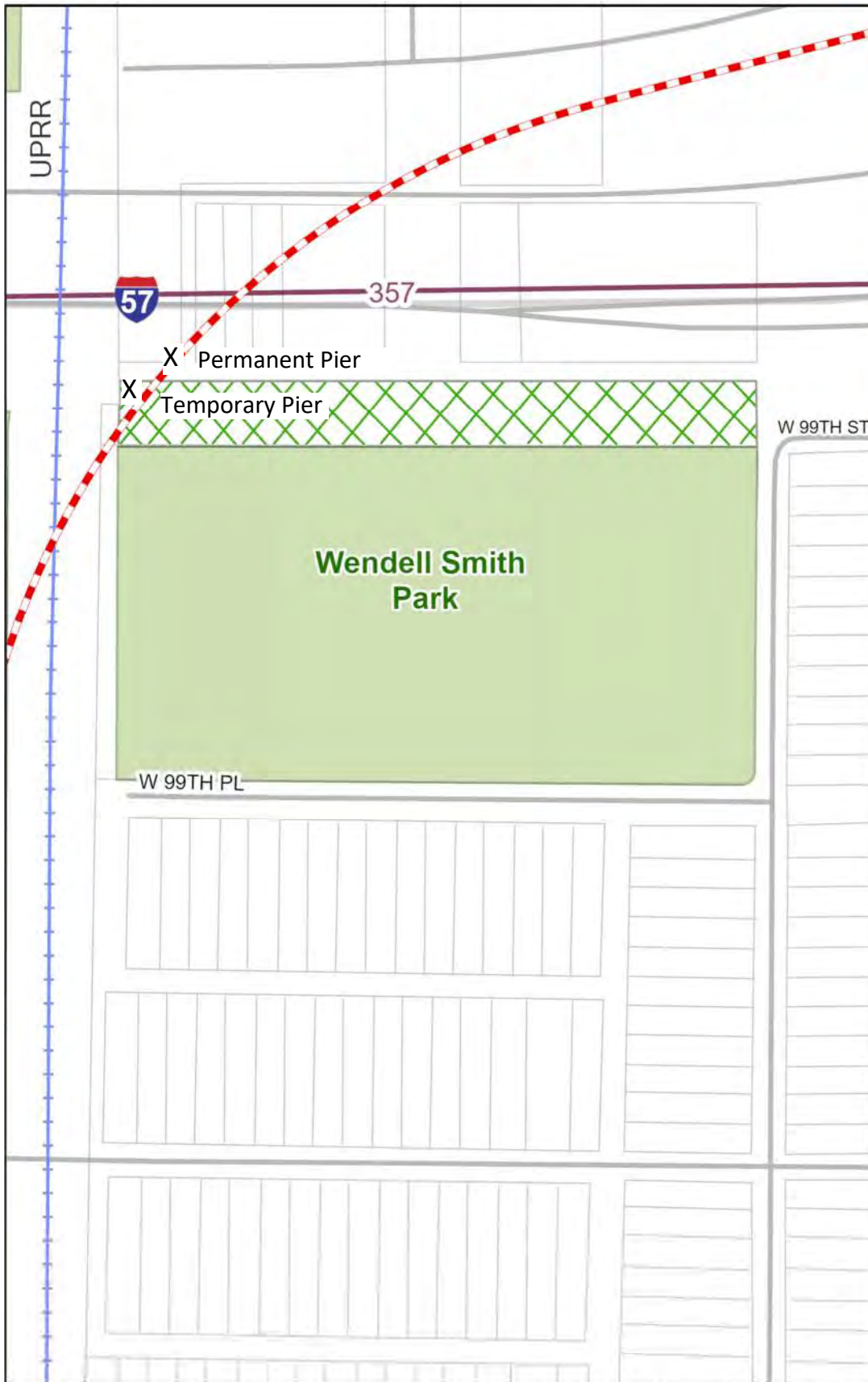
### Legend

-  Structure
-  Preferred Alignment
-  Proposed Rail Station
-  Railroad
-  -34- CTA Bus
-  -353- Pace Bus
-  Parks
-  99th Street Right-of-Way Used As Park

### Scale



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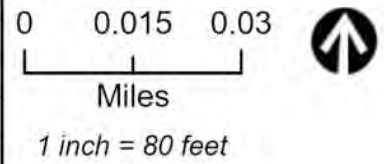
### Inset



### Legend

-  Preferred Alignment
-  Railroad
-  Pace Bus
-  Parks
-  99th Street Right-of-Way Used As Park

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## Chicago Park District Coordination Meeting

September 14, 2021



# Meeting Minutes



**Project:** Red Line Extension  
**Meeting Purpose:** Chicago Park District Coordination  
**Date:** Tuesday, September 14, 2021  
**Location:** Virtual  
**Time:** 9:30 AM

**Chairperson:** Marlise Fratinardo

**Attendees:** (See Attached copy of Sign-in-Sheet)

<i>Item No.</i>	<i>Date</i>	<i>Item Description</i>	<i>Responsibility/ Status</i>	<i>Due/Closed Date</i>
<b>1.00</b>	<b>Project Update/Goal of the Meeting</b>			
1.01	9/14/21	CTA provided an update on parcel ownership for sites identified as possible replacement pocket parks. CTA was also looking for any updates that the Chicago Park District may have on the Vincennes/105th Street parcel. CTA also wanted to follow up on the Chicago Park District's update to the <i>de minimis</i> letter to be used in the Final EIS for the RLE Project.		
<b>2.00</b>	<b>Priority Sites</b>			
2.01	9/14/21	CTA reviewed each of the priority sites and "reassigned" a priority number based on property ownership and site access for a park. CTA provided an updated spreadsheet and map showing the new priorities. There are 3 sites within Washington Heights and 7 along the Major Taylor Trail. CTA indicated that the priority order may change depending on the parcel owners willingness to sell their property to the CTA.		
2.02	9/14/21	The CTA asked the Chicago Park District if they had reached out to any of the other parcel owners. The Chicago Park District indicated that they had only reached out to the owner of the property adjacent to the Little Calumet River. This owner is not willing to sell and the site is no longer under consideration.		
2.03	9/14/21	CTA indicated that they would start to reach out to property owners to assess their willingness to sell to CTA.		
<b>3.00</b>	<b>Update on Vincennes/105th Street</b>			
3.01	9/14/21	CTA asked if the Chicago Park District was able to find out any new information regarding the parcel of property ("park") that the Park District is currently maintaining near Vincennes and 105th Street. The Chicago Park District has not been able to obtain any new information on the parcel. The Chicago Park District will continue to reach out to their attorney to get any available information on the parcel.		
3.02	9/14/21	CTA discussed the potential to vacate the 106th Street ROW east of Throop Street to provide a direct connection from the park to Major Taylor Trail. CTA reviewed the parcels and shared a basic map showing the parcels between the park and Major Taylor Trail to identify potential connection points and the potential for larger park area closer to the trail.		
<b>4.00</b>	<b>Mitigation and <i>de minimis</i> letter</b>			
4.01	9/14/21	CTA reviewed the draft mitigation and <i>de minimis</i> letter provided by the Chicago Park District and made some revisions, the letter was returned to the Chicago Park District yesterday (9/13/21).		



4.02	9/14/21	CTA asked the Chicago Park District to clarify the meaning of "fully developed replacement property" and what is meant by "the replacement park sites are to include a mix of passive and recreational space". The Park District indicated that the replacement parks should match the type of use of the park that is being impacted. Since Fernwood Parkway is a passive open space then the replacement park should also be a passive open space. The Chicago Park District agreed that the language in the <i>de minimis</i> letter could be modified to reflect their definition of passive open space.		
<b>5.00</b>	<b>Next Steps</b>			
5.01	9/14/21	The Chicago Park District will revise the <i>de minimis</i> letter and reissue the letter to the CTA by the end of the month.	9/30/21	
5.02	9/14/21	The CTA will start to reach out to the parcel owners to determine their willingness to sell their property.		
5.03	9/14/21	Based on an owners willingness to sell, the CTA will conduct Phase I and Phase II ESAs on the parcels.		
5.04	9/14/21	CTA will continue to coordinate with the Chicago Park District and the FTA to provide updates on the replacement parks and prepare documentation for the Final EIS/ROD.		
<b>7.00</b>	<b>Action Items</b>			
7.01	9/14/21	CTA will reach out to property owners to determine their willingness to sell.		
Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days, otherwise minutes will be considered final.				

**Chicago Transit Authority**  
Red Line Extension  
**Chicago Park District (CPD)**  
**Park Replacement Coordination Meeting**

**Agenda**

September 14, 2021

Remote Meeting

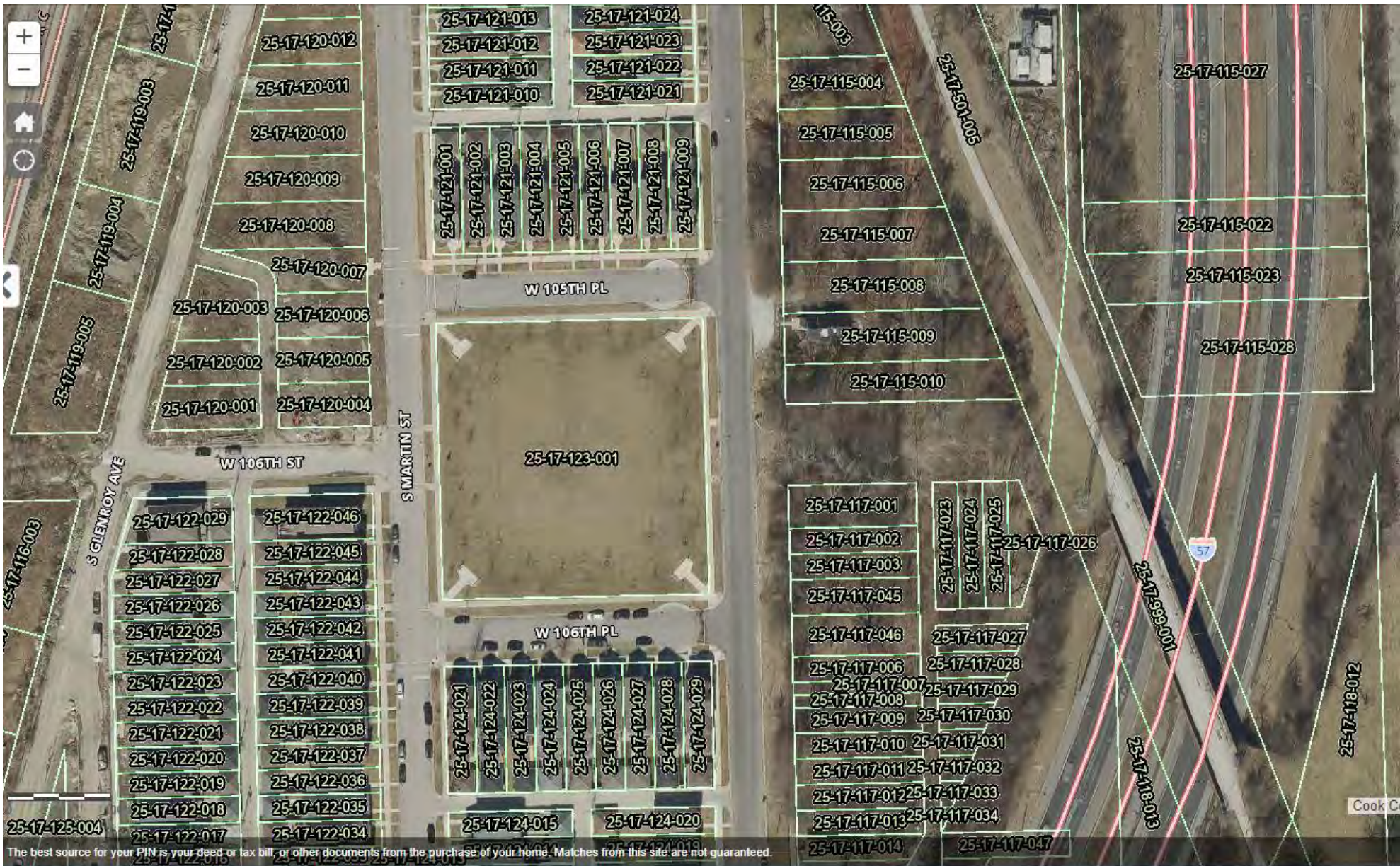
09:30 to 10:30 CT

**Invitees:**

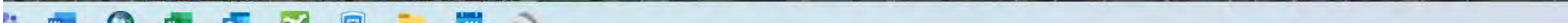
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Sonali Tandon/CTA – Planning	Patty King/NEPA-PEC - Wight
	Gustavo Yanez/NEPA-PEC – Cera

- 
- 1) Project Update/Goal for the Meeting
    - Discuss the priority for the replacement parks
    - Discuss the Vincennes/105th Street parcel(s)
    - Mitigation and *de minimis* letter
  - 2) Discussion of Priority Sites
    - Reviewed sites and have recommendations based on ownership/access
    - CTA will start to contact owners
  - 3) CPD update on Vincennes/105th Street parcel(s)
  - 4) Mitigation and *de minimis* letter
  - 5) Next Steps
    - Mitigation and *de minimis* letter for Final EIS/ROD by 9/30/21
    - CTA to start reaching out to property owners
    - Conduct Phase I and II ESAs
    - Continue Section 4(f) coordination with Chicago Park District and FTA
    - Further develop documentation/coordination needs for the Final EIS/ROD
  - 6) Action Items





The best source for your PIN is your deed or tax bill, or other documents from the purchase of your home. Matches from this site are not guaranteed.







CCLB  
targeted  
property

105th Place

Martin Street

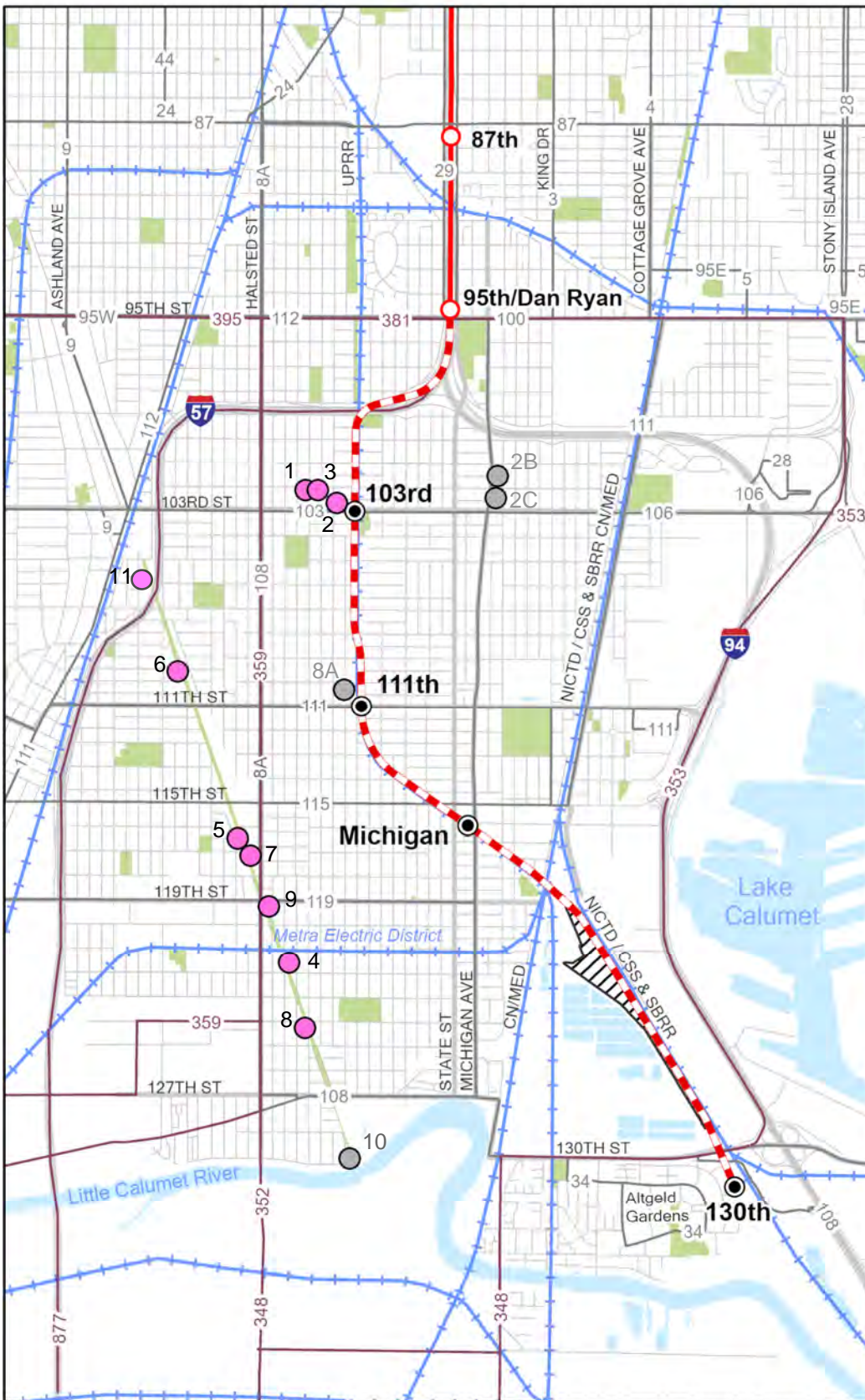
Throop Street

106th Street

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1 inch = 103 feet





### Inset

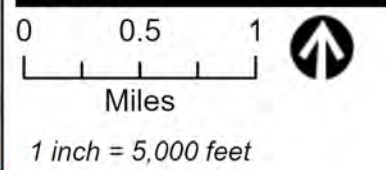


### Legend

- Priority Site
- Site No Longer Being Considered
- Preferred Alignment
- Proposed Rail Yard
- Proposed Rail Station
- Existing CTA Red Line
- Existing CTA Station
- +— Railroad
- 34— CTA Bus
- 359— Pace Bus
- Water Bodies
- Parks

Note: Priority Sites revised based on known existing parcel ownership and accessibility and connections to surrounding neighborhoods

### Scale



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

Parcel(s) Location	Acreage	Priority Rating from Park District	Revised Numbering - (Based on property ownership)	Location	# of Parcels	# of Parcel Owners	Notes
129th Place and Eggleston Avenue	1.64	1	10	Along Major Taylor Trail	12	2	Private owners
119th Street and Emerald Avenue	0.88	2	9	Along Major Taylor Trail	2	2	Private owners - Utility owners (NS and ComED)
122nd Street and Union Avenue	0.58	3	4	Along Major Taylor Trail	8	2	City of Chicago owns 5 parcels; parcel to the north on env. Database. CCLBA - acquisition in process for the 4 parcels to the north.
110th Street and Aberdeen Street	0.24	4	6	Along Major Taylor Trail	2	2	City of Chicago owns 1 parcel
117th Street and Halsted Street	0.30	5	7	Along Major Taylor Trail	1	1	City of Chicago owns parcel; adjacent to environmental site
116th Place and Peoria Street	0.25	6	5	Along Major Taylor Trail	2	2	Private owners
124th Street and Lowe Avenue	0.39	7	8	Along Major Taylor Trail	8	8	Private owners*
102nd Street and Wallace	0.27	8	1	Within Washington Heights	2	2	Private owners - CCLBA Targets
102nd Street and Parnell Avenue	0.32	9	3	Within Washington Heights	4	3	City of Chicago owns 2 parcels. One private property CCLBA target for delinquent taxes
102nd Place and Normal Avenue	0.25	10	2	Within Washington Heights	2	2	Private owners - CCLBA Targets
105th Street and Vincennes Avenue	1.64	-	11	Along Major Taylor Trail	1	1	Private owner
Totals	5.12				32	25	

Note: \* indicates cannot tell ownership completely because owner is listed as Taxpayer of



## Chicago Park District Coordination Meeting

October 22, 2021



# Meeting Minutes



**Project:** Red Line Extension  
**Meeting Purpose:** Chicago Park District Coordination  
**Date:** Friday, October 22, 2021  
**Location:** Virtual  
**Time:** 10:00 AM

**Chairperson:** Grace Dysico

**Attendees:** (See Attached copy of Sign-in-Sheet)

<i>Item No.</i>	<i>Date</i>	<i>Item Description</i>	<i>Responsibility/ Status</i>	<i>Due/Closed Date</i>
<b>1.00</b>	<b>Replacement Park Sites</b>			
1.01	10/22/21	PEC completed field visits and took photos of each site that have been identified as potential replacement parks. PEC reviewed each site, the photos, and viability of each location. All sites were determined to be good park sites and were recommended to continue the outreach to the property owners.		
<b>2.00</b>	<b>Update on Vincennes/105th Street Parcels</b>			
2.01	10/22/21	PEC presented a map of the parcels near the Vincennes/105th Street park site. There are several parcels that could make up a potential park site, there are options for the desired size of the park area and how many parcels could be combined to create a larger site. Parcel #2 is privately owned and there is a vacant house on the property. There are no other buildings on the other parcels.		
2.02	10/22/21	PEC noted there could be additional parcels north of Parcel #2. CPD noted they did not want any park area developments north of 105th Street.		
2.03	10/22/21	Parcel #4 is the extended ROW of 106th Street and owned by the City. The remaining parcels are owned by the Bridgeview Bank Group.		
2.04	10/22/21	CTA Real Estate and Law indicated there is uncertainty with the Parcel #10's title (105th/Vincennes). CTA is planning to run a title search on Parcel #10. CTA inquired if CPD had any additional information on the parcel or update on communication with the owner. CPD noted if has been over a year since any communication has occurred. It may be best to focus on the parcels presented that are east of Throop Street where a direct connection could be made to Major Taylor Trail.		
<b>3.00</b>	<b>Property Owner Outreach</b>			
3.01	10/22/21	CTA sent 20 letters to property owners. Three have responded, with two owners willing to sell. The two owners make up Site #1 which is near 102nd Street and Wallace Street within Washington Heights.		
3.02	10/22/21	CPD informed the group that the Office of the Mayor has expressed interest in pocket park sites along Major Taylor Trail. CPD also noted they also are interested in several pocket park sites along Major Taylor Trail.		
<b>4.00</b>	<b>Transit Supportive Development Plan Coordination</b>			
4.01	10/22/21	The goal for the TSD coordination is to increase access to green space for neighborhoods. There is an expectation that there will be increased density closer to the new stations.		
4.02	10/22/21	Future implementation of green space can be achieved by community partners, developers and agencies.		
4.03	10/22/21	CTA presented a plan for green space around the new Michigan Avenue station. The plan includes mixed use development along Michigan Avenue.		
<b>5.00</b>	<b>RLE Project Schedule</b>			



5.01	10/22/21	CTA plans to have the FEIS/ROD completed in July 2022. The first draft has been provided to FTA.		
5.02	10/22/21	A public outreach meeting for the Supplemental EA will happen in February 2022.		
5.03	10/22/21	CTA suggested beginning conversations for third-party agreements, with a desire to begin Inter-Governmental Agreement (IGA) process with CPD in early 2022. The CPD does not typically use IGA's for land transfers. The memorandum of understanding (MOU) can be approved by the CPD without City Council approval. The details of the MOU would need to include information on how the CPD would be made whole for the transfer of land, including the potential pocket parks as an exhibit.		
5.04	10/22/21	CTA will discuss more internally regarding the use of an IGA and MOU, then discuss with CPD again at a later date.		
<b>6.00</b>	<b>Next Steps</b>			
6.01	10/22/21	CTA will continue reaching out to property owners CTA will begin to conduct Phase I and II ESAs when ROEs are received. CTA will continue Section 4(f) coordination with CPD and FTA updates.		
<b>7.00</b>	<b>Other</b>			
7.01	10/22/21	CTA Engineering have received some utility information from the CPD and will coordinate with the appropriate CPD department.		
<b>8.00</b>	<b>Action Items</b>			
8.01	10/22/21	CTA will gather information on IGAs.		
8.02	10/22/21	A further conversation may be needed for the Vincennes/105th property, once more information is obtained.		
Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days, otherwise minutes will be considered final.				



Sign in Sheet

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** Chicago Park District Coordination

**MEETING DATE:** Friday, October 22, 2021

**MEETING TIME:** 10:00 AM

**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** \_\_\_\_\_

**INVITEES:** \_\_\_\_\_

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
1	Y	Marlise Fratinardo	CTA - Planning	Senior Project Manager	mfratinardo@transitchicago.com	14124
2	Y	Joanna Littrell	PMC - HNTB	Program Manager	jlittrell.hntb@transitchicago.com	14223
3	Y	Patrick Dunn	PMC - CDM-Smith	NEPA Lead	PDunn.cdm@transitchicago.com	14243
4	Y	Grace Dysico	PEC - TranSystems	NEPA Lead	gldysico@transystems.com	(847) 407-5247
5	Y	Robin Martel	PEC - Wight & Company	NEPA Specialist	rmartel@wightco.com	(312) 261-5730
6	Y	London Walther	CPD		london.walther@chicagoparkdistrict.com	
7	Y	Doreen O'Donnell	CPD		doreen.o'donnell@chicagoparkdistrict.com	
8	Y	Sonali Tandon	CTA - Planning	Senior Manager - Strategic Planning, Rail	standon@transitchicago.com	
9	Y	Leah Mooney	CTA - Planning	Director of Strategic Planning and Policy	lmooney@transitchicago.com	
10	Y	Patty King	PEC - Wight & Company	NEPA Specialist	pking@wightco.com	
11	Y	Gustavo Yanez	PEC - CERA	Document Control	gyanez@cerasolutions.com	





**Sign in Sheet**

**PROJECT:** Red Line Extension

**MEETING PURPOSE:** Chicago Park District Coordination

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**CHAIRPERSON:** Marlise Fratinardo

**LOCATION:** \_\_\_\_\_

**INVITEES:**

No.	Attended?	Name	Company/Org	Role/Department	E-mail	Extension/ No.
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NOTE: All individuals listed have been invited to the meeting. Only those indicated were in attendance.

**Chicago Transit Authority**  
Red Line Extension  
**Chicago Park District (CPD)**  
**Park Replacement Coordination Meeting**

**Agenda**

October 22, 2021

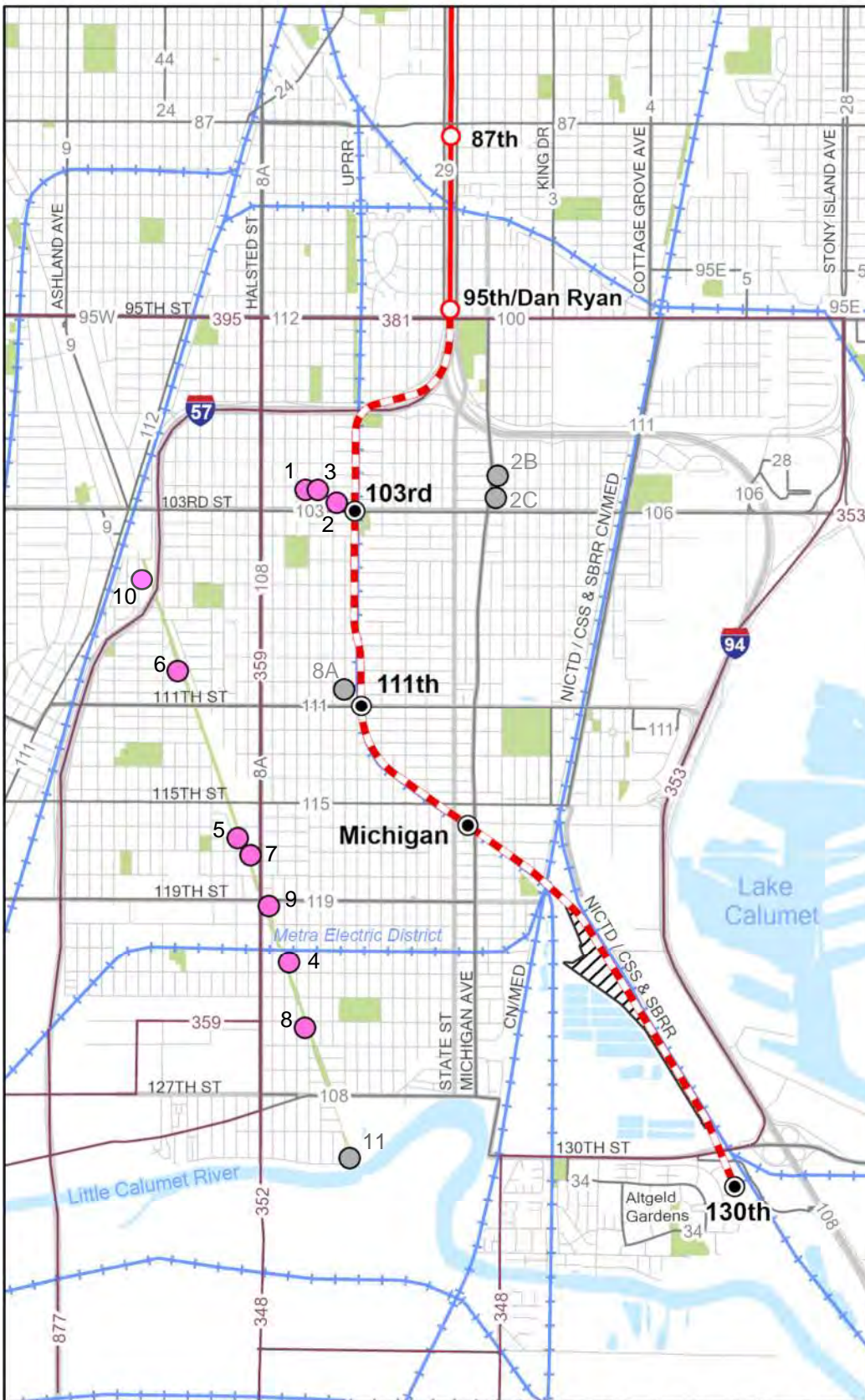
Remote Meeting

10:00 to 11:00 CT

<b>Invitees:</b>	Sarah White/CPD	Joanna Littrell/PMC – HNTB
	Doreen O'Donnell/CPD	Patrick Dunn/PMC – CDM Smith
	London Walther/CPD	Bob Gorski/PEC – TY Lin
	Leah Mooney/CTA – Planning	Grace Dysico/NEPA-PEC – TranSystems
	Marlise Fratinardo/CTA – Planning	Robin Martel/NEPA-PEC – Wight
	Sonali Tandon/CTA – Planning	Patty King/NEPA-PEC - Wight
	Ammar Elmajdoub/CTA - Planning	Gustavo Yanez/NEPA-PEC – Cera

- 
- 1) Project Update/Goal for the Meeting
    - Update on replacement park sites
    - Discuss the Vincennes/105th Street parcel(s)
    - Update on property owner outreach
    - Transit Supportive Development Plan Coordination
    - RLE Project schedule
  - 2) Replacement Park sites
    - Field visit update
  - 3) Update on Vincennes/105th Street parcel(s)
  - 4) Property owner outreach
    - Letters were issued to private owners
    - City of Chicago ownership
    - Cook County Land Bank targeted properties
  - 5) Transit Supportive Development Plan coordination
  - 6) RLE Project schedule
  - 7) Next Steps
    - CTA to continue reaching out to property owners
    - Conduct Phase I and II ESAs
    - Continue Section 4(f) coordination with Chicago Park District and FTA
  - 8) Action Items





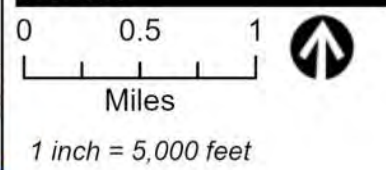
### Inset



### Legend

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- Site No Longer Being Considered
- Preferred Alignment
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- Existing CTA Station
- +— Railroad
- 34- CTA Bus
- 359- Pace Bus
- Water Bodies
- Parks

### Scale





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





REPLACEMENT POCKET  
PARK SITE #1

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25093270130000	SEMAJ WRIGHT SALINAS	10200 S WALLACE ST	0.14
2	25093270140000	PETER BRYANT	10206 S WALLACE ST	0.14
			Total Acreage	0.28

 Vacant - Private  
 Vacant - City of Chicago

102ND STREET



WALLACE STREET





REPLACEMENT POCKET  
PARK SITE #1  
102ND ST AND WALLACE ST



VIEW FROM WALLACE STREET FACING WEST



VIEW FROM WALLACE STREET FACING NORTH WEST



VIEW FROM WALLACE STREET FACING SOUTHWEST





VIEW FROM WALLACE STREET FACING WEST





REPLACEMENT POCKET  
PARK SITE #2

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25093310010000	DISC 443W102	443 W 102ND PL	0.14
2	25093310350000	VANESSA KING	441 W 102ND PL	0.11
			Total Acreage	0.25

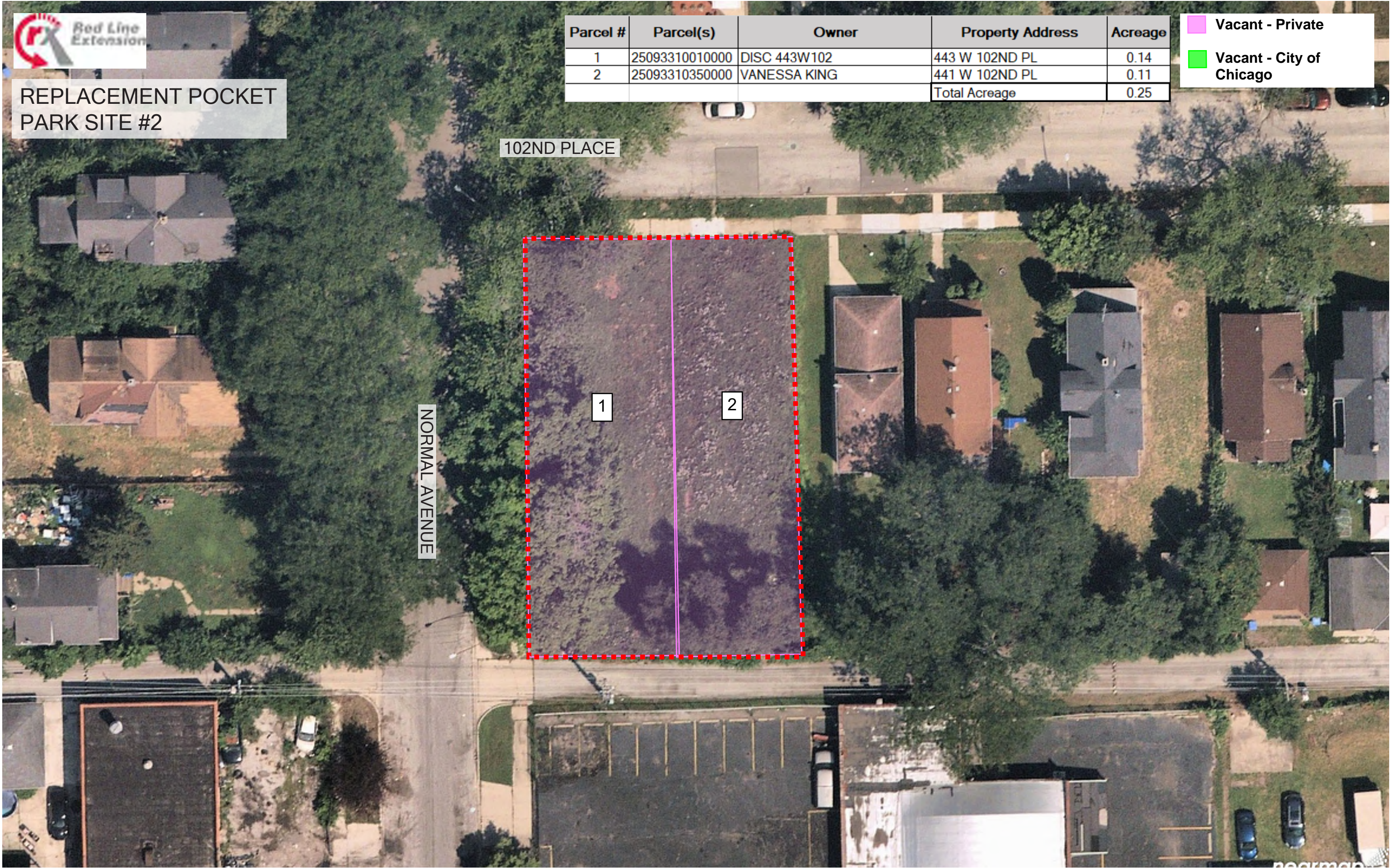
 Vacant - Private  
 Vacant - City of Chicago

102ND PLACE

NORMAL AVENUE

1

2







REPLACEMENT POCKET  
PARK SITE #2  
102ND PL AND NORMAL AVE



VIEW FROM NORMAL AVENUE FACING NORTHEAST



VIEW FROM NORMAL AVENUE FACING EAST



VIEW FROM NORMAL AVENUE FACING SOUTHEAST



VIEW FROM NORMAL AVENUE FACING NORTHEAST




VIEW FROM NORMAL AVENUE FACING EAST






REPLACEMENT POCKET  
PARK SITE #3

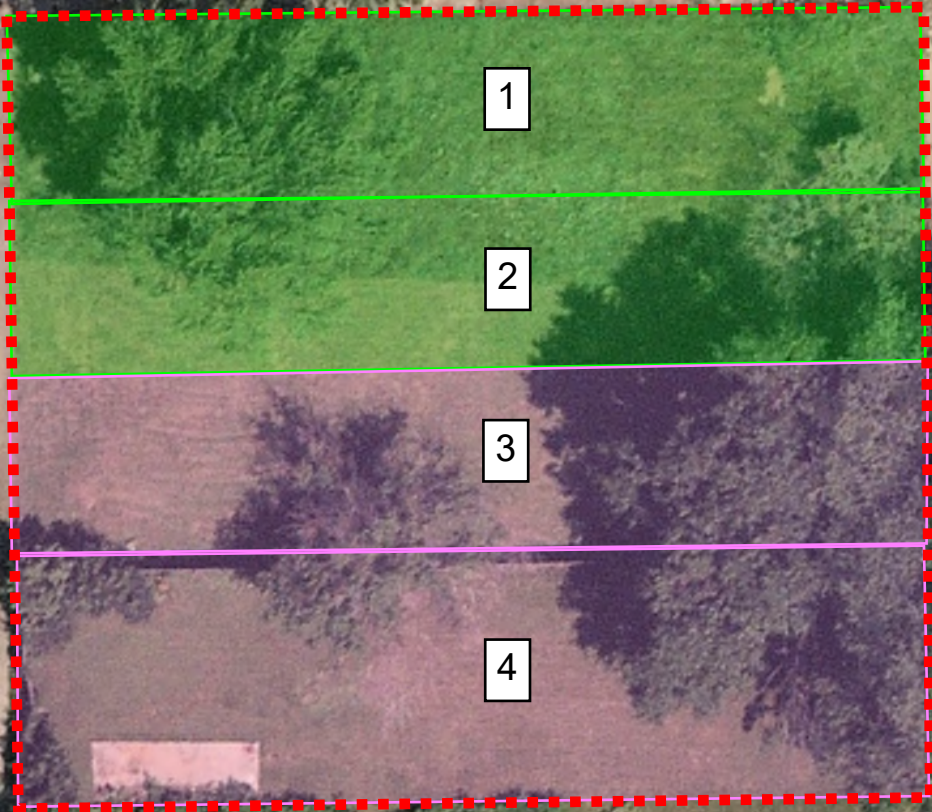
Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25093280100000	CITY OF CHICAGO	10200 S PARNELL AVE	0.07
2	25093280110000	CITY OF CHICAGO	10202 S PARNELL AVE	0.07
3	25093280120000	NATHAN C OLIVER SR	10206 S PARNELL AVE	0.07
4	25093280290000	JOHN MCELLENAN JR	10208 S PARNELL AVE	0.11
			Total Acreage	0.32

 Vacant - Private

 Vacant - City of Chicago

102ND STREET

PARNELL AVENUE







REPLACEMENT POCKET  
PARK SITE #3  
102ND ST AND PARNELL AVE



VIEW FROM 102ND STREET FACING SOUTHWEST



VIEW FROM 102ND STREET FACING SOUTHWEST



VIEW FROM 102ND STREET FACING SOUTH





VIEW FROM 102ND STREET FACING SOUTH





REPLACEMENT POCKET  
PARK SITE #4

 Vacant - Private  
 Vacant - City of Chicago

Parcel #	Parcel(s)	Owner	Property Address	Acreege
1	25281180350000	CITY OF CHICAGO	12111 S UNION AVE	0.11
2	25281180070000	CITY OF CHICAGO	12119 S UNION AVE	0.07
3	25281180080000	CITY OF CHICAGO	12121 S UNION AVE	0.06
4	25281180090000	OLLIE JOHNSON	12123 S UNION AVE	0.06
5	25281180100000	CITY OF CHICAGO	12127 S UNION AVE	0.10
6	25281180110000	OLLIE JOHNSON	12129 S UNION AVE	0.04
7	25281180120000	OLLIE JOHNSON	12133 S UNION AVE	0.04
8	25281180130000	CITY OF CHICAGO	12139 S UNION AVE	0.11
			Total Acreege	0.58



UNION AVENUE

MAJOR TAYLOR BIKE TRAIL

LOWE AVENUE

122ND STREET





REPLACEMENT POCKET  
PARK SITE #4  
122ND ST AND UNION AVE



VIEW FROM UNION AVENUE FACING EAST



VIEW FROM UNION AVENUE FACING SOUTHEAST



VIEW FROM UNION AVENUE FACING SOUTHEAST



VIEW FROM UNION AVENUE FACING EAST



VIEW FROM 122ND STREET FACING NORTH



VIEW FROM UNION AVENUE FACING EAST





REPLACEMENT POCKET  
PARK SITE #5

■ Vacant - Private

■ Vacant - City of Chicago

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25204041060000	MAPLE PARK DEV	11629 S PEORIA ST	0.16
2	25204040990000	ARJACK CO	11631 S PEORIA ST	0.09
			Total Acreage	0.25



116TH PLACE

PEORIA STREET

PEORIA STREET

MAJOR TAYLOR BIKE TRAIL

1

2





REPLACEMENT POCKET  
PARK SITE #5  
116TH PL AND PEORIA ST



VIEW FROM PEORIA STREET FACING EAST



VIEW FROM PEORIA STREET FACING NORTHEAST



VIEW FROM PEORIA STREET FACING EAST



VIEW FROM PEORIA STREET FACING EAST





VIEW FROM PEORIA STREET FACING NORTHEAST





REPLACEMENT POCKET  
PARK SITE #6

 Vacant - Private  
 Vacant - City of Chicago

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25174120470000	FRANK SMITH	1107 W 110TH ST	0.13
2	25174120460000	CITY OF CHICAGO	1111 W 110TH ST	0.11
			Total Acreage	0.24



110TH STREET

ABERDEN STREET

MAJOR TAYLOR BIKE TRAIL

110TH PLACE

2

1



REPLACEMENT POCKET  
PARK SITE #6  
110TH ST AND ABERDEEN ST



VIEW FROM 110TH STREET FACING SOUTH



VIEW FROM 110TH STREET FACING SOUTH



VIEW FROM 110TH STREET FACING SOUTH



VIEW FROM 110TH STREET FACING SOUTHWEST



VIEW FROM 110TH STREET FACING SOUTHEAST



VIEW FROM 110TH STREET FACING SOUTH





REPLACEMENT POCKET  
PARK SITE #7

Vacant - Private  
 Vacant - City of Chicago

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25204180340000	CITY OF CHICAGO	823 W 117TH ST	0.30
			Total Acreage	0.30

117TH STREET



MAJOR TAYLOR BIKE TRAIL

HALSTED STREET

117TH PLACE





REPLACEMENT POCKET  
PARK SITE #7  
117TH ST AND HALSTED ST



VIEW FROM 117TH STREET FACING NORTHWEST



VIEW FROM 117TH STREET FACING SOUTHWEST



VIEW FROM 117TH STREET FACING SOUTHWEST



VIEW FROM 117TH STREET FACING WEST



VIEW FROM 117TH STREET FACING NORTHWEST



VIEW FROM 117TH STREET FACING WEST

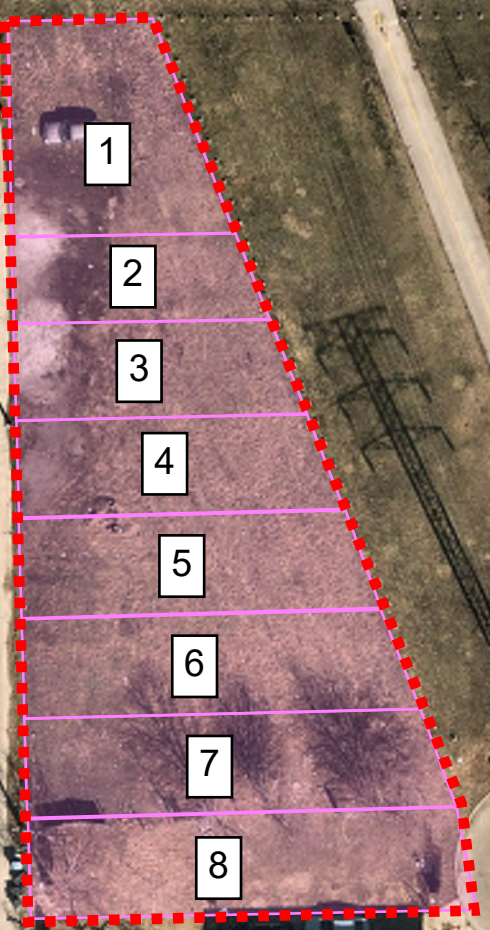




REPLACEMENT POCKET  
PARK SITE #8

Vacant - Private  
Vacant - City of Chicago

124TH STREET



Parcel #	Parcel(s)	Owner	Property Address	Acreege
1	25283110250000	TAXPAYER OF	12400 S WALLACE ST	0.05
2	25283110260000	TAXPAYER OF	12404 S WALLACE ST	0.03
3	25283110270000	TAXPAYER OF	12408 S WALLACE ST	0.04
4	25283110280000	GUARANTY BK&TR TR 9477	12411 S LOWE AVE	0.04
5	25283110290000	TAXPAYER OF	12413 S LOWE AVE	0.05
6	25283110300000	TAXPAYER OF	12415 S LOWE AVE	0.05
7	25283110310000	PETER C GEORGES	12419 S LOWE AVE	0.06
8	25283110320000	TAXPAYER OF	12420 S WALLACE ST	0.06
			Total Acreege	0.39

LOWE AVENUE

MAJOR TAYLOR BIKE TRAIL

PARNELL AVENUE





# REPLACEMENT POCKET PARK SITE #8

124TH ST AND LOWE AVE



VIEW FROM WALLACE STREET FACING NORTH



VIEW FROM WALLACE STREET FACING NORTH



VIEW FROM LOWE AVENUE ALLEY FACING EAST



VIEW FROM LOWE AVENUE ALLEY FACING NORTHEAST



VIEW FROM LOWE AVENUE ALLEY FACING EAST



VIEW FROM LOWE AVENUE ALLEY FACING EAST





REPLACEMENT POCKET  
PARK SITE #9

Vacant - Private  
Vacant - City of Chicago

119TH STREET

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25281000160000	COM ED TAX DEPT	739 W 119TH ST	0.73
2	25281000150000	PENNSYLVANIA LINES LLC	791 W 119TH ST	0.16
			Total Acreage	0.88

MAJOR TAYLOR BIKE TRAIL

HALSTED STREET

EMERALD AVENUE







REPLACEMENT POCKET  
PARK SITE #9  
119TH ST AND EMERALD AVE



VIEW FROM EMERALD AVENUE FACING NORTHWEST



VIEW FROM EMERALD AVENUE FACING WEST



VIEW FROM HALSTED STREET FACING EAST



VIEW FROM 119TH STREET FACING SOUTHEAST



VIEW FROM 119TH STREET FACING SOUTHEAST



VIEW FROM 119TH STREET FACING SOUTH

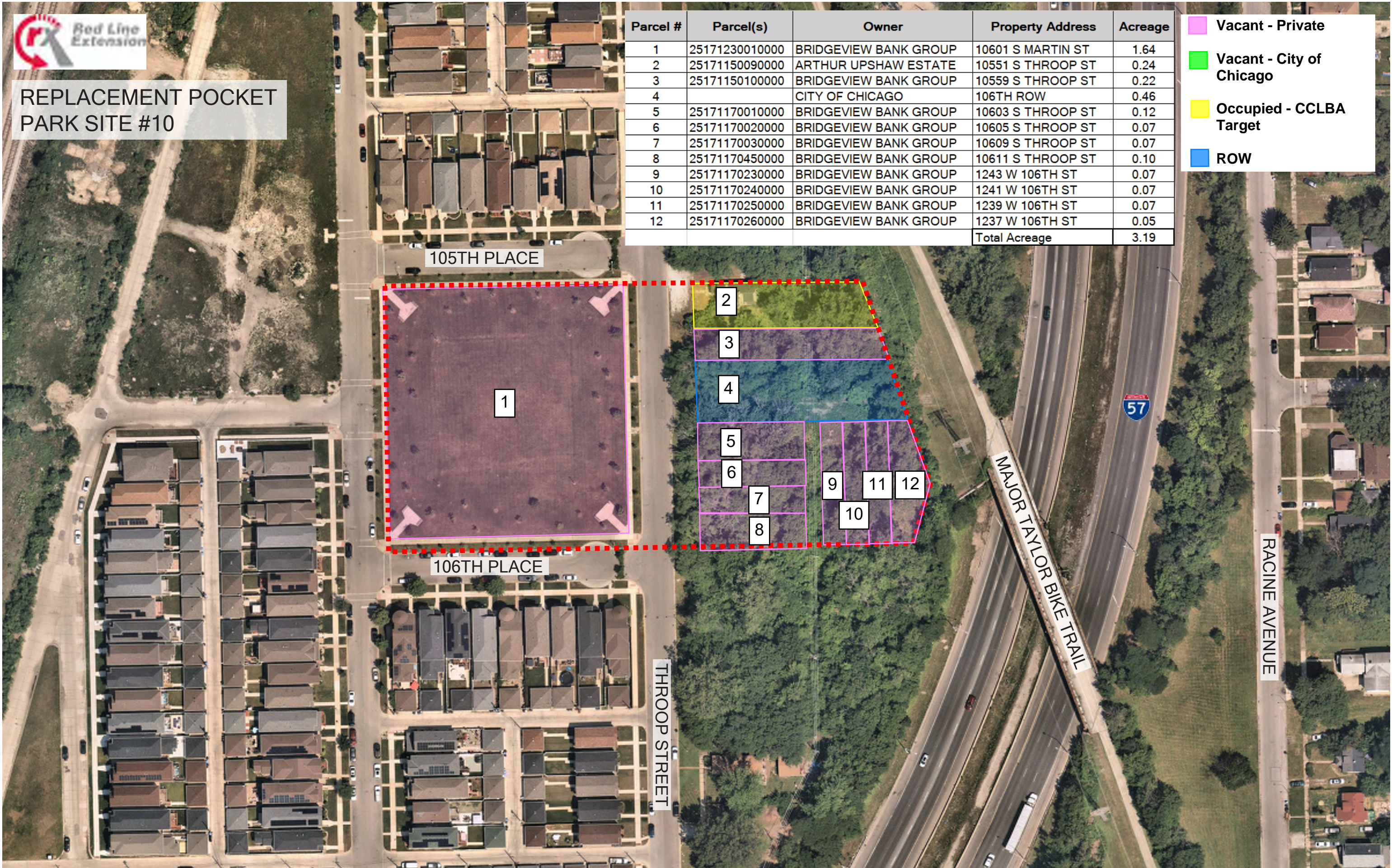




# REPLACEMENT POCKET PARK SITE #10

Parcel #	Parcel(s)	Owner	Property Address	Acreage
1	25171230010000	BRIDGEVIEW BANK GROUP	10601 S MARTIN ST	1.64
2	25171150090000	ARTHUR UPSHAW ESTATE	10551 S THROOP ST	0.24
3	25171150100000	BRIDGEVIEW BANK GROUP	10559 S THROOP ST	0.22
4		CITY OF CHICAGO	106TH ROW	0.46
5	25171170010000	BRIDGEVIEW BANK GROUP	10603 S THROOP ST	0.12
6	25171170020000	BRIDGEVIEW BANK GROUP	10605 S THROOP ST	0.07
7	25171170030000	BRIDGEVIEW BANK GROUP	10609 S THROOP ST	0.07
8	25171170450000	BRIDGEVIEW BANK GROUP	10611 S THROOP ST	0.10
9	25171170230000	BRIDGEVIEW BANK GROUP	1243 W 106TH ST	0.07
10	25171170240000	BRIDGEVIEW BANK GROUP	1241 W 106TH ST	0.07
11	25171170250000	BRIDGEVIEW BANK GROUP	1239 W 106TH ST	0.07
12	25171170260000	BRIDGEVIEW BANK GROUP	1237 W 106TH ST	0.05
Total Acreage				3.19

- Vacant - Private
- Vacant - City of Chicago
- Occupied - CCLBA Target
- ROW



105TH PLACE

1

106TH PLACE

THROOP STREET

2

3

4

5

6

7

8

9

10

11

12

57

MAJOR TAYLOR BIKE TRAIL

RACINE AVENUE





REPLACEMENT POCKET  
PARK SITE #10  
105TH PL AND THROOP ST



VIEW FROM THROOP STREET FACING SOUTHEAST



VIEW FROM THROOP STREET FACING NORTHEAST



VIEW FROM THROOP STREET FACING EAST



VIEW FROM THROOP STREET FACING EAST



VIEW FROM THROOP STREET FACING EAST



VIEW FROM THROOP STREET FACING SOUTHWEST

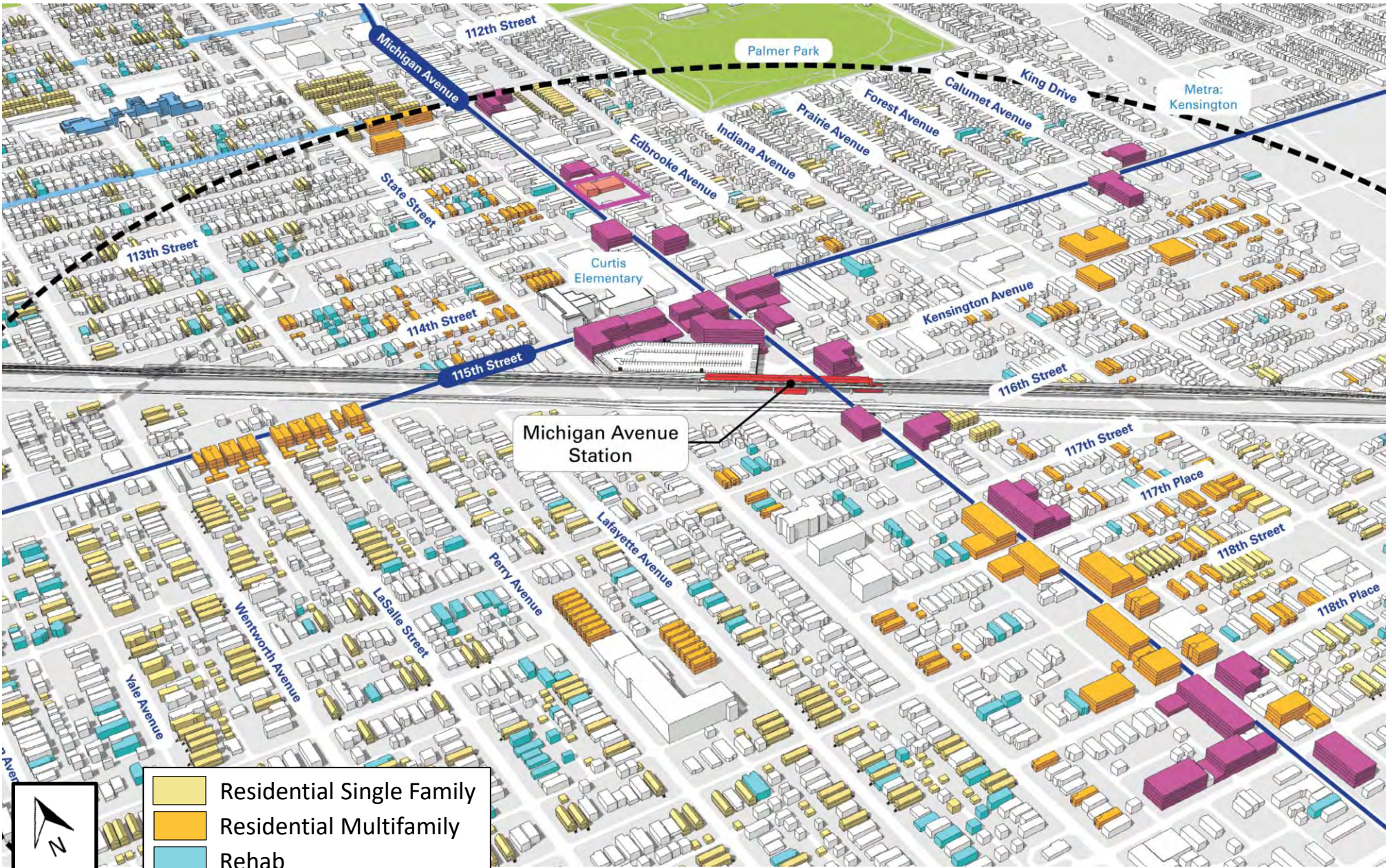


- The Transit Supportive Development Land Use Plan includes analysis and recommendation for green space near future stations
  - RLE will increase development and density near future stations
  - Goal is to maintain a balance between additional development and access to green space
  - Analysis is complementary to replacement park studies and current Park District offerings
  - Green space could be community gardens, parks, beekeeping, etc.
  
- Future implementation of green space can be achieved by:
  - Community partners (Community organizations, Openlands, NeighborSpace...)
  - Developers, as part of larger developments
  - Agencies (Chicago Park District, Forest Preserve)



# Michigan Future Development

RED AHEAD



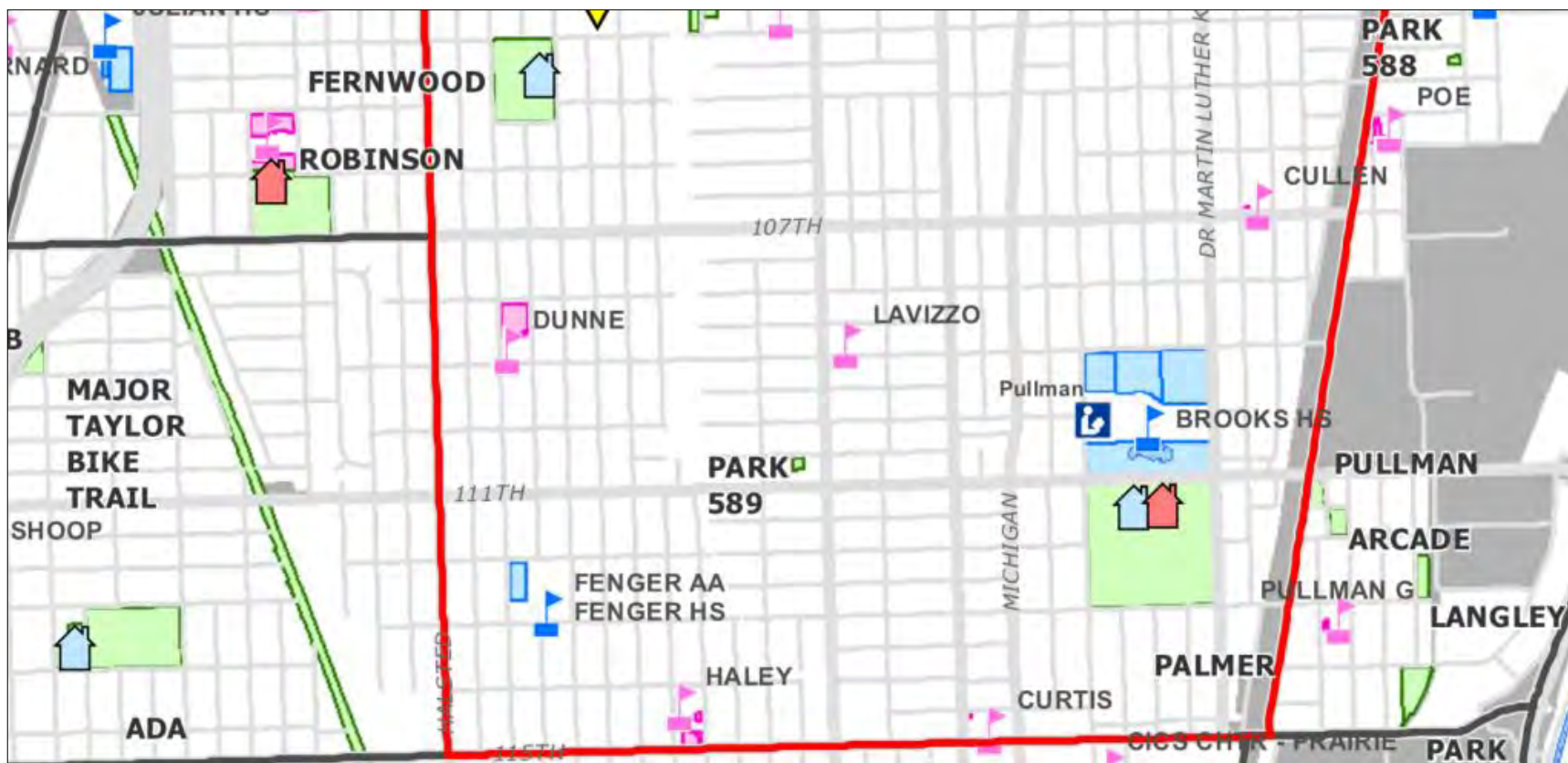
- Residential Single Family
- Residential Multifamily
- Rehab
- Commercial
- Mixed Use

DRAFT – for discussion





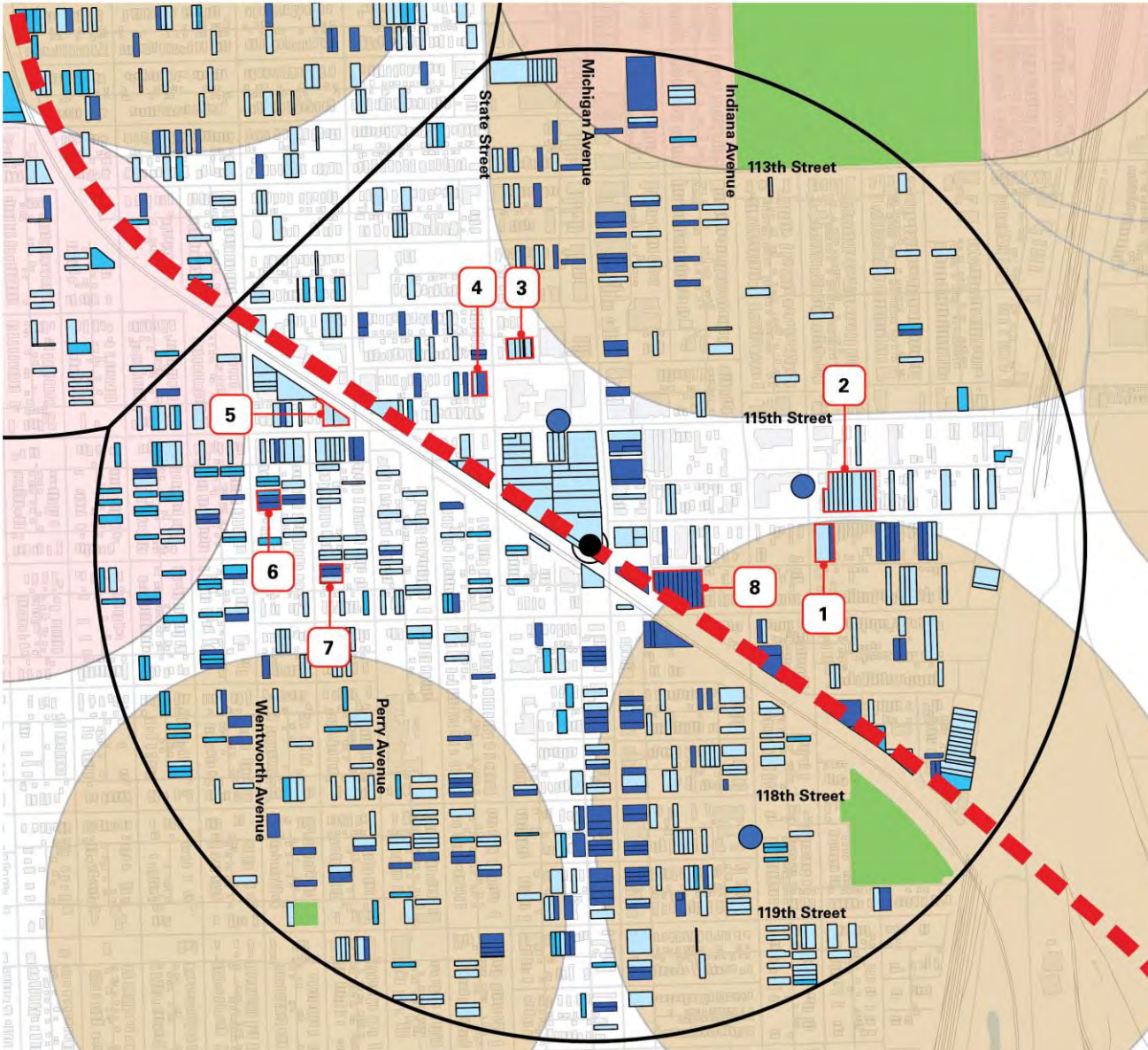
# Park District Access Approach



	Type A Fieldhouse		Chosen City Lot		Non-Residential		CPS Elementary School
	Type B Fieldhouse		Chosen Private Lot		Forest Preserve		CPS High School
	Type C Fieldhouse		Libraries		Boulevard Open Space		Elementary School Open Space
	Type D Fieldhouse		Parks		City Malls & Plazas		High School Open Space
	Joint Fieldhouse		Focus Area		Neighborspace Gardens		
	Beach/Boat House						



# Michigan Green Space



- Station Entrances
- ▬ CTA RLE Centerline
- ▭ Station\_Areas\_1/2\_Mile
- Schools(3)
- City Owned Land(175)
- Vacant Land(371)
- CCLBA Land(91)
- Chicago Park District Land (CPD)(3)
- CPS 1/4 Mile Buffer
- CPD 1/4 Mile Buffer

## Recommendations

1. Proximity to CICS Prairie which is a charter school (0.4 Acre)
2. Proximity to CICS Prairie which is a charter school (1.2 Acre)
3. Proximity to Curtis Elementary School and a clinic (0.3 Acre)
4. Proximity to Curtis Elementary School, which is a public school (0.2 Acre)
5. Location on 115th Street along the development corridor and railroad (0.26 Acre)
6. Location on Wentworth Avenue (0.27 Acre)
7. Location on La Salle Street (0.27 Acre)
8. Location 116th Street (1 Acre)



## Attachment B - Fernwood Parkway Section 4(f) *De Minimis* Finding Correspondence





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

*August 2, 2017*

Chicago Park District  
Attn: Heather Gleason  
541 N. Fairbanks Court  
Chicago, IL 60611

Re: Chicago Transit Authority Red Line Extension Project, Park Impacts Coordination, Public Comments, and Preliminary Section 4(f) Determination

Dear Ms. Gleason:

The Federal Transit Administration (FTA) is writing to continue the consultation and coordination between the Chicago Transit Authority (CTA) and your agency regarding potential park impacts that would result from the implementation of CTA's Red Line Extension (RLE) project and appropriate mitigation measures. Based on these coordination efforts, the CTA and the Chicago Park District (CPD) identified several mitigation measures, including providing replacement park lands, that would be undertaken to ensure that the project would not result in any adverse impacts to CPD parks. Your concurrence that there would be no adverse impacts to the identified parks following implementation of these mitigation measures was received on August 17, 2015; the potential impacts and proposed mitigation measures were documented and published in the Draft Environmental Impact Statement (EIS) for this project.

The FTA, in cooperation with the CTA published the RLE Draft EIS in accordance with federal environmental regulations of the National Environmental Policy Act as well as Section 4(f) U.S. Department of Transportation Act of 1966, which established the requirement for consideration of park and recreational lands, among other specially protected resources, in the development of transportation projects.

The Draft EIS was published for public and agency review on October 6, 2016, and a public hearing was held on November 1, 2016. In addition to the public hearing, a comment period through November 30, 2016, was established to obtain any additional comments on the environmental impacts of this project and proposed mitigation measures, including park impacts and proposed mitigation. The public notification and solicitation of comments for the Draft EIS were completed in accordance with federally required processes under 23 CFR 771.111. A summary of the public comments and a spreadsheet of individual public comments received related to parks is attached for your review.



Based on coordination with CPD, the proposed mitigation measures, and all public comments received, this letter serves to notify you of FTA's intention to proceed with a Section 4(f) *de minimis* finding for parks as documented in the Draft EIS. In accordance with 23 CFR 774, the impacts of a transportation project on a park or recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, or attributes of the Section 4(f) property; and
3. The official with jurisdiction over the property (in this case, CPD), after being informed of the public comments and FTA's intent to make the *de minimis* impact finding, concurs in writing that the project will not adversely affect the activities, features, or attributes of these parks.

Following CPD's review of the attached public comments, we ask CPD to provide concurrence on FTA's finding that based on the proposed mitigation measures including the replacement of park lands with lands of reasonably equivalent usefulness and location, this project will not adversely affect park activities, features, or attributes. Please direct your concurrence with this finding and/or any additional comments you may have within 45 days of receipt of this letter to:

Tony Greep, Community Planner  
Federal Transit Administration, Region 5  
200 W. Adams, Suite 320  
Chicago, IL 60606  
Phone: (312) 353-1646  
Email: [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov)

CTA will select either the East or West Option of the preferred Union Pacific Railroad alternative as part of the Final EIS analysis and will continue to coordinate with your agency to finalize the processes for acquiring replacement park property and fulfilling all agreed upon mitigation measures. This coordination may be done through meetings and/or, as necessary, through a more formalized Memorandum of Agreement between FTA, CTA, and CPD.



RE: *Chicago Transit Authority Red Line Extension Project, Park Impacts Coordination, Public Comments, and Preliminary Section 4(f) Determination*

Thank you for your continued cooperation and interest in this project. Should you have any additional questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Jay M. Ciavarella". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jay M. Ciavarella  
Director, Office of Planning & Program Development

Enclosure: CTA RLE DEIS - Summary of Public Comments Related to Parks

Cc: Michael Lange, Chicago Park District  
Doreen O'Donnell, Chicago Park District  
Tony Greep, Federal Transit Administration  
Elizabeth Breiseth, Federal Transit Administration  
Carole Morey, Chicago Transit Authority  
Sonali Tandon, Chicago Transit Authority



**Summary of Public Comments Related to Parks**  
**Red Line Extension Draft Environmental Impact Statement**

*The following text summarizes public comments received related to park impacts from the RLE Project as well as mitigation measures proposed within the Draft EIS. A comment matrix detailing individual comments is also attached for a complete record of public comments received related to parks.*

In general, comments related to parks and proposed mitigation, particularly providing replacement park options, were positive. Members of the public noted that new parks are needed and desirable near the proposed corridor and in surrounding neighborhoods. Providing additional amenities at surrounding parks were noted as desirable as well, including larger field houses, workout facilities, basketball courts, and running/walking tracks. Integrating parks into the surrounding community, providing greater transit access to parks, and providing well-lit parks with attractive planters, waste baskets, and bike racks was also noted as desirable.

Two commenters noted that the existing Fernwood Parkway linear park (which would be affected by the West Option) is not currently used by the public, while one commenter noted that the West Option takes more green space. Two commenters noted that the East Option would permanently impact an active use park, Wendell Smith Park, compared with the West Option that would impact more passive park space.

Overall comments on replacement park options were positive both at the public hearing and as part of the formal comment period. Regarding replacement park options, one commenter noted concerns with replacement parks increasing the potential for pedestrian and vehicular traffic and noted that parks would require greater security and another comment noted that mitigation at Wendell Smith Park proposed under the East Option should not include new fencing around the track structure at the corner of the park because patrons use the openness of the existing park in this area to cross and enter the park.



**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Cebell Huey	10/11/2016	handwritten	I would highly recommend the West Side of the rail at 101st-99th and Eggleston to 103rd and beyond 103rd. There is a lot of property that's not being used like 99 and Eggleston and 103rd is not being used like the park. No one uses that park at all. No kids play there or anything.
Elsa Ponce	10/19/2016	handwritten	Empty Lots. Have walls to reduce the noise. Noise barrier concerns not 4 feet. I recommend 8 feet. Parks to walk. A lot of traffic. <i>All Concern categories marked "yes."</i>
Melvina Grace	11/1/2016	handwritten	<p>East Option: Would be the best, but what about the properties that would surround the around.</p> <p>West Option: Looks more comfortable but what about the properties that surround the project?</p> <p>Comment: The park seems like a beautiful idea to bring life into a neighborhood fallen. But questions remain about properties surrounding the park due to elderly and disabled properties.</p> <p>Transportation: No comment because it beneficial less walking distance to commute.</p> <p>Land Use and Economic Development: What will happen to properties in that area?</p> <p>Visual Impacts: I would love to see how it would look.</p> <p>Noise and Vibration: Yes, elderly leaves in area</p> <p>Safety &amp; Security: Very important due to neighbor not being safe. Will this cause a problem for more?</p> <p>Hazardous Materials: Elderly and disable live in area.</p> <p>Parks: Improvement needed very well</p> <p>Construction Impacts: Is this going to affect all westbound properties?</p> <p>Project Funding: Are property taxes, other taxes going up to fund???</p>
Allen Brown	11/1/2016	handwritten	<p>East Option: I like the East option it seems more convenient and will have a better economic impact.</p> <p>West Option: OK not my favorite</p> <p>Comments: As far as parks effected. I would like to see bigger field houses with activity centers such as workout facilities, indoor basketball, etc. This will impact a lot of young community to have some thing positive. Also our parks should incorporate running and walking track. This will impact health and vitality of community residence.</p>
Freda Madison	11/1/2016	handwritten	<p>East Option: East option may be better. It is close to the 95th station.</p> <p>West: West option want to make sure park area &amp; parking which brings in more traffic &amp; people. Security would be necessary for the community. Also communities need to address, as far as, housing board up and abandon building. If the area is going to developed the housing structure that will remain should be developed and addressed as well. Thank you.</p>
Adrienne R. Ancolin	11/1/2016	handwritten	<p>West Option: Street closure and the direction of traffic through the neighborhood - loss of the alley at the corner by the park.</p> <p>Comments: The Wendell Smith Park should "NOT" have an enclosed fence that would stop the foot traffic at 99th street. That is the only opening for crossing by foot until 101st Street. Many people cross there and if its closed the walkers will find a way to make an opening. Will the street directions change? Will Eggleton still allow the crossing at 101st street?</p> <p>Property Displacements: Will this affect the property value or decrease it?</p> <p>Noise &amp; Vibration: There is already vibrations from the RR that shake the foundation. Now there are 2 trains in same space.</p> <p>Parks: Park availability for neighborhood.</p> <p>Construction Impacts: Will 99th place loose the alley and become a dead end street not allowing you to turn around?</p>



**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Sandra L Munoz	11/1/2016	handwritten	<p>East Option: The East option would displace more people. It would also permanently affect park space. I am also concerned about the visual and noise during construction.</p> <p>Comments: The location for the Town Hall meeting was not well thought out. An auditorium would have been better. I could not hear the speaker or see the screen that provided the visual impact of the project. There were some chairs setup in front of the screen and tables and chair behind them. It was like a church reception rather than a public meeting people continued to talk during the presentation and continued to circulate around too much confusion. Also there was no public discussion of project. It seemed a situation were you could say you had a public forum without having people participate in an open discussion.</p> <p>Property Displacements: Will people receive financial assistance and help finding affordable housing?</p> <p>Neighborhoods &amp; Communities: This project will displace a full block in my area. I wonder how much consider you consider the human factor (friends, family, neighbors)</p> <p>Safety &amp; Security: What safety measures will be in place during construction?</p> <p>Construction Impacts: I am concerned about the mess it will cause, traffic, parking, construction vehicles and noise, the dust and dirt.</p>
Betty Jones	11/1/2016	handwritten	<p>East option: When will you know for sure?</p> <p>Transportation: Very concern about street closing</p> <p>Property Displacements: Where will you store equipments?</p> <p>Noise &amp; Vibration: O Hare airport - Noise does impact</p> <p>Safety &amp; Security: Always</p> <p>Hazardous Materials: Yes</p> <p>Parks: Need a new park</p> <p>Construction Impacts: Parking</p> <p>Project Funding: How much will the housing be value of?</p>
Cheena Credit	11/1/2016	handwritten	<p>East Option: Let's be honest there truly is no major difference between these two choices.</p> <p>West Option: Taking away of green space; homes on Eggleston directly facing the trains; increased traffic, pedestrian, car, et. Property value</p> <p>Comments: First, just so you know I grew up on W 102nd Place, my parent and their parents of grammar/high school friends are still there. 1. Despite studies done for noise &amp; vibration, I still believe this will have a adverse effect on community. There is a difference between freight trains coming once a day and an elevated train running all day &amp; night. Is it possible to provide residence with noise reduction windows or something. 2. This area cannot be compared to others, this is single family homes, not 2-4 flat apartments.</p>
Gregory Walker Jr.	11/1/2016	handwritten	<p>East Option: I don't like the East Option because an entire park is gone.</p> <p>West Option: Hoping this doesn't effect the Roseland Pumping station in any way.</p> <p>Comments: For 103rd, 107th, 111th, 115th, State St., Michigan Avenue, I would like to propose that all businesses or residential properties that are needing to move. I propose that they have an option to rebuild next to any space being bought by CTA. I would also like to suggest that at 115th there is plenty of mixed property. At 130th, I suggest that the trucks end in a loop, rather than a stub, that way you could have a more convenient turn around of trains. Also possibly asking NICTD to form a station there to attract riders, thus making it a "super station." Overall, I'm really excited that this extension is being sought out. I believe it not only help southside residents, but also people from Indiana and south suburbs get downtown and home.</p> <p>Transportation: How would the 34 South Michigan run? Honestly I hope maybe the hours change; but I hope it operates from 95th to Altgeld.</p> <p>Impacts to Historic Resources: Hope this doesn't effect the Roseland Pumping station.</p> <p>Safety &amp; Security: I would like to see all stations with a CTA worker two (2) armed security officers for atleast the first 2 years.</p>



**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Dr. Carmen Palmer & Mrs. Sharon Banks Pincham	11/1/2016	handwritten	<p>West Option: 116th &amp; Michigan's impact on Kids off the Block (KOB)  Comments: The impact on the schools and the school population.  Land Use and Economic Development: Need a positive draw of businesses, (non-fast foods) black owned well represented  Neighborhoods &amp; Communities: Inclusion in decision making re business choices &amp; community benefits agreement  Visual Impacts: A lot of green space and a balance out to the hard concrete - art inclusion; flowers, trees, and representative expressions of the community  Noise &amp; Vibration: at a minimum  Impacts to Historic Resources: None  Safety &amp; Security: Bicycling &amp; beat officers at the city level not SSAs  Hazardous Materials: NONE! Get rid of cell phone towers  Wetlands: Maintained  Parks: Intermingled &amp; well let/attractive planters, waste baskets, bike racks  Project Funding: TIF Momes SBA presense from on set to the end  Other: Schools protected and assessible</p>
Constance Carroll	11/1/2016	handwritten	<p>East Option: How far east of the railroad? Will it go both ways (East &amp; West) for parking etc? (How far East - West?)  West Option: How far west from the railroad?  Comments: Will there be parks, parking and other business' to improve the community? Will employment be available for residents? If so, how can we apply? It seems that the project is well on the way. When will it start and when is the estimated time of completion?  Property Displacements: If you go West of the railway how far will you go from 111th &amp; Eggleston south of 111th street?  Safety &amp; Security: Since there will be more people traveling through the neighborhood will there be additional policing and security?  Hazardous Materials: Will we be informed of hazardus materials being used?</p>
Julie A Pate	11/1/2016	handwritten	<p>East Option: My concern about either side is my foundation noise control dirt and dust noise barriers who will pay for damages to my home.  West Option: Concerns are the same want to be comfortable in my home  Comments: I have no problem with improvement I think it's a good thing may improve property value, love the way the park will look.  Visual Impacts, Noise &amp; Vibration, Hazardous Materials, Construction Impacts - YES</p>
Macy Johnson	11/1/2016	handwritten	<p>East Option: Wendell Smith Park and too many homes will be affected.  West Option: There is a spacious parkway which is more feasible than the limited space on the East option.  Comments: Has CTA considered placing more buses on Michigan Avenue. There could be several express buses extending to 130th Street. Bishop Ford is an option and also Halsted Street. Fewer homes and families will be displaced. Dan Ryan is another option.  Property Displacements: A huge number of homes will be destroyed.  Noise &amp; Vibration: This is already prevelant because of the present railroad.  Parks: Wendell Smith Park will be affected.</p>
Cebell Huey	11/1/2016	Court Reporter	<p>I live right on 101st Street at the railroad track between Princeton and Eggleston. I'm preferably not coming on the east side of the street at this point. There's a park on the west side...There's a park on the west side of the street. Nobody is living -- nobody is there that whole entire park. I've been there ever sice 1965. Nobody uses that park. Even people don't walk the dogs over there...Now that -- it starts at 99th and Eggleston and goes to 103rd and Eggleston. Then beyond 103rd and Eggleston all the way down the side of that tracks...it's hardly nothing that's really worth anything all down that, all down that track to 115th. Now that is a good distance that CTA can use, you know. And then whatever they have to do from 115th then on out to 130th.</p>



**CTA Red Line Extension Project  
Public and Agency Comments - Parks**

Name	Date	Comment Type	Comment
Doris White	12/5/2016	handwritten	<p>East Option: Will this option affect the Bishop Ford Expressway for those who drive?</p> <p>West Option: Why is this option going to cause residents to have to move that live between 99th St and 119th St on this option?</p> <p>Comments: What if that homeowner does not want to relocate, are they going to be mae to move or other alternatives to them having to move?</p> <p>I pray that all of this falls into place for those who use public transportation and that whoever makes decisions in regards to this project will be wise in the decisions of this project.</p> <p>Transportation: When buses have to be rerouted due to construction why are you not sure how long it will take.</p> <p>Land Use: Will this be a good area, where you are considering?</p> <p>Displacements: If a person is not able to be displaced, what are your options for them?</p> <p>Neighborhoods &amp; Communities: Do you think they would agree, despite the displacing of homes?</p> <p>Visual: Will it be handicap accessible e.g. elevators and escalators in good working condition.</p> <p>Noise: I am sure it will not be loud, as if it was a freight train coming through.</p> <p>Historic: Will they have to be moved and why touch historical sites?</p> <p>Safety &amp; Security: Will there be Police Officers at these new stops along with canine dogs?</p> <p>Hazardous Materials: Will this Redline extension project be around factories with hazardous materials?</p> <p>Wetlands: What do you mean by wetlands?</p> <p>Parks: Will it be closer to parks where we can get off and take our children to the parks?</p> <p>Construction Impacts: What effect will it have on those who drive through the area where you want to build?</p> <p>Project Funding: How will it be funded and by who?</p> <p>Other: Why have you waited all this time to do this particular line now, as other lines have been extended or new lines brought in?</p>
Lindy Nelson, U.S. Department of the Interior	11/30/2016	letter	<p><i>DOI entire text available in full comments.</i></p> <p>Based on discussions with FTA and coordination with the Chicago Park District (CPD) in 2015 on park impacts and proposed mitigation measures for this project, a Section 4(f) preliminary “<i>de minimis</i>” finding was proposed for park impacts resulting from this project after mitigation proposed. A <i>de minimis</i> impact for parks, recreation areas, or wildlife/waterfowl areas is defined in 23 CFR § 774.17 as one that is determined to not adversely affect the features, attributes, or activities qualifying a property for protection under Section 4(f).</p> <p>The Department of the Interior does not comment on <i>de minimis</i> determinations. The Department concurs with the determination that all measures to minimize harm have been employed concerning the resources subject to 4(f) use.</p>





September 21, 2017

Mr. Tony Greep, Community Planner  
Federal Transit Administration, Region 5  
200 West Adams Street, Suite 320  
Chicago, IL 60606

RE: Chicago Transit Authority Red Line Extension Project  
Park Impacts Coordination, Public Comments, and  
Preliminary Section 4(f) Determination

Dear Mr. Greep:

The Chicago Park District is in receipt of a letter dated August 2, 2017 regarding the Federal Transit Administration's (FTA) intention to proceed with a Section 4(f) de minimis finding for parks as documented in the Red Line Extension (RLE) Draft EIS.

The Chicago Park District has reviewed the public comments included in the letter and concur with FTA's finding that based on the proposed mitigation measures, including the replacement of park lands with lands of reasonably equivalent usefulness and location, the RLE project will not adversely affect park activities, features or attributes. We concur with Section 4(f) de minimis finding for parks.

We look forward to a continued successful collaboration. Should you have any additional questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink that reads "Heather Gleason".

Heather Gleason  
Director of Planning and Construction

HG/sw

cc: Doreen O'Donnell, Research and Planning Manger  
Sarah White, Lakefront Planning Coordinator

**Administration Office**  
541 North Fairbanks Ct.  
Chicago, Illinois 60611  
(312) 742-7529  
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Rahm Emanuel  
Mayor





September 10, 2021

Marlise Fratinaro  
Senior Project Manager, Planning  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661

RE: CTA Red Line Extension (RLE) Project

Dear Ms. Fratinaro,

The Chicago Park District (CPD) appreciates the opportunity to review potential pocket park location options presented on May 26, 2021 for the Chicago Transit Authority (CTA) Red Line Extension (RLE) Project. Any proposed mitigation measures for impacts to Fernwood Parkway should include fully developed replacement parks with passive recreational space within the Washington Heights community area and/or properties along the Major Taylor Bike Trail for a total combined area of 4.5 acres.

CPD's neighborhood parks range in size from 0.25 acre to 5 acres. These parks can contain indoor and/or outdoor recreation facilities and typically include a playground and/or other sport fields. CPD is requesting that all CTA replacement properties reach a minimum of 0.25 acre and collectively total to the approximate 4.5 acres of CPD property affected by the CTA RLE Project. If Recognized Environmental Conditions are identified in the Phase 1 Environmental Site Assessment (ESA), then a Phase 2 ESA is required. If there are exceedances of the Illinois Environmental Protection Agency's (IEPA) TACO Tier 1 Residential Standards, then the property is required to receive a Comprehensive No Further Remediation (NFR) Letter from the IEPA's Site Remediation Program.

The Draft Environmental Impact Statement (EIS) for the RLE Project analyzed two project alignment options and discussed impacts on multiple parks resulting from either alignment option. The Federal Transit Administration (FTA) issued its Section 4(f) *de minimis* finding for impacts to multiple parks, including Fernwood Parkway, on August 2, 2017, after public comments on the Draft EIS were reviewed. CPD concurred with FTA's finding on September 21, 2017.

CTA selected the Preferred Alignment for the RLE Project in 2018. A Final EIS is being prepared, which discusses impacts on parks resulting from the Preferred Alignment. Permanent impacts from the construction of the Preferred Alignment would result in only one park (Fernwood Parkway) being impacted.

Subsequent to CPD concurrence on the *de minimis* finding, CPD and CTA have held meetings to further coordinate mitigation measures for impacts to Fernwood Parkway. At a February 18, 2021 coordination meeting, CTA presented an updated replacement park analysis and CPD indicated that we are more focused on fulfilling a need for smaller pocket parks within the communities instead of a single larger park. Additionally, we also informed CTA that we have received community input regarding adding pocket parks along the Major Taylor Bike Trail.

CPD and CTA met again on May 26, 2021. Based on our previous feedback, CTA presented pocket park location options just west of Fernwood Parkway in the Washington Heights community area and along the Major Taylor Bike Trail. Following this meeting, CPD evaluated these pocket park locations presented by CTA.

On July 29, 2021, CPD sent CTA a list of our preferred replacement sites based on their location near the Washington Heights community area, which is directly adjacent to the

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Michael P. Kelly

City of Chicago  
Lori Lightfoot  
Mayor



affected Fernwood Parkway. Each of the three (3) preferred sites reach a minimum of 0.25 acre, which is in accordance with CPD standards. CPD also sent CTA a total of seven (7) preferred sites located along the Major Taylor Bike Trail. The Major Taylor Bike Trail is a 35.30-acre park containing over 6 miles of bicycle and pedestrian pathway. Maintained and managed by CPD, the trail stretches through three (3) Chicago community areas: Washington Heights, West Pullman, and Morgan Park. Each of the seven (7) preferred sites is a minimum of 0.25 acre, which is in accordance with CPD standards.

CPD and CTA met most recently on August 25, 2021. CTA reviewed CPD preferred sites, discussed the viability of each site for parcel acquisitions, and outlined the next steps for contacting property owners to assess parcel availability. An additional site along Major Taylor Bike Trail was discussed as an option.

Based on this coordination, mitigation measures are to include replacement parks directly adjacent to the Major Taylor Bike Trail or in the Washington Heights community area. A combination of already discussed sites or newly identified sites totaling 4.5 acres of CPD property affected would serve as replacement parks. The replacement park sites are to include passive recreational space. Mitigation measures should include replacement property constructed in accordance with CPD standards.

The suggested mitigation measures to replace impacted park lands with lands of reasonably equivalent usefulness and location, coupled with the above comments, will address all identified adverse impacts on Fernwood Parkway. After mitigation, there would not be any remaining adverse impacts on park activities, features, or attributes from the RLE Project. With the updated mitigation measures discussed above that may include different replacement park sizes and locations than those previously presented in the Draft EIS, we reaffirm our concurrence with the Section 4(f) *de minimis* finding.

We look forward to a successful collaboration.

Sincerely,

Heather Gleason

Heather Gleason (Sep 21, 2021 14:21 CDT)

Heather Gleason  
Director of Planning and Construction

cc: Doreen O'Donnell, Deputy Director of Planning and Development  
Sarah White, Lakefront Planning Coordinator  
London Walther, Senior Project Manager





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---

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Lori Lightfoot  
*Mayor*

April 19, 2022

Marlise Fratinardo  
Senior Project Manager, Planning  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661

RE: CTA Red Line Extension (RLE) Project

Dear Ms. Fratinardo,

The Chicago Park District (CPD) appreciates the opportunity to review potential pocket park location options presented on May 26, 2021 for the Chicago Transit Authority (CTA) Red Line Extension (RLE) Project. Any proposed mitigation measures for impacts to Fernwood Parkway should include fully developed passive parks within the Washington Heights community area, properties along the Major Taylor Bike Trail, or additional areas based on future coordination for a total combined area of 4.5 acres.

CPD's neighborhood parks range in size from 0.25 acre to 5 acres. These parks can contain indoor and/or outdoor recreation facilities and typically include a playground and/or other sport fields. CPD is requesting that all CTA replacement properties reach a minimum of 0.25 acre and collectively total to the approximate 4.5 acres of CPD property affected by the CTA RLE Project. If Recognized Environmental Conditions are identified in the Phase 1 Environmental Site Assessment (ESA), then a Phase 2 ESA is required. If there are exceedances of the Illinois Environmental Protection Agency's (IEPA) TACO Tier 1 Residential Standards, then the property is required to receive a Comprehensive No Further Remediation (NFR) Letter from the IEPA's Site Remediation Program.

The Draft Environmental Impact Statement (EIS) for the RLE Project analyzed two project alignment options and discussed impacts on multiple parks resulting from either alignment option. The Federal Transit Administration (FTA) issued its Section 4(f) de minimis finding for impacts to multiple parks, including Fernwood Parkway, on August 2, 2017, after public comments on the Draft EIS were reviewed. CPD concurred with FTA's finding on September 21, 2017.

CTA selected the Preferred Alignment for the RLE Project in 2018. A Final EIS is being prepared, which discusses impacts on parks resulting from the Preferred Alignment. Permanent impacts from the construction of the Preferred Alignment would result in only one park (Fernwood Parkway) being impacted.

Subsequent to CPD concurrence on the de minimis finding, CPD and CTA have held meetings to further coordinate mitigation measures for impacts to Fernwood Parkway. At a February 18, 2021 coordination meeting, CTA presented an updated replacement park analysis and CPD indicated that we are more focused on fulfilling a need for smaller pocket parks within the communities instead of a single larger CPD and CTA met again on May 26, 2021. Based on our previous feedback, CTA presented pocket park location options just west of Fernwood Parkway in the Washington Heights community area and along the Major Taylor Bike Trail.





**Administration Office**

541 North Fairbanks  
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Following this meeting, CPD evaluated these pocket park locations presented by CTA.

On July 29, 2021, CPD sent CTA a list of our preferred replacement sites based on their location near the Washington Heights community area, which is directly adjacent to the affected Fernwood Parkway. Each of the three (3) preferred sites reach a minimum of 0.25 acre, which is in accordance with CPD standards. CPD also sent CTA a total of seven (7) preferred sites located along the Major Taylor Bike Trail. The Major Taylor Bike Trail is a 35.30-acre park containing over 6 miles of bicycle and pedestrian pathway. Maintained and managed by CPD, the trail stretches through three (3) Chicago community areas: Washington Heights, West Pullman, and Morgan Park. Each of the seven (7) preferred sites is a minimum of 0.25 acre, which is in accordance with CPD standards.

CPD and CTA met most recently on August 25, 2021. CTA reviewed CPD preferred sites, discussed the viability of each site for parcel acquisitions, and outlined the next steps for contacting property owners to assess parcel availability. An additional site along Major Taylor Bike Trail was discussed as an option.

Based on this coordination, mitigation measures are to include replacement parks directly adjacent to the Major Taylor Bike Trail, in the Washington Heights community area, or additional areas based on future coordination. A combination of already discussed sites or newly identified sites totaling 4.5 acres of CPD property affected would serve as replacement parks. The replacement park sites are to include passive recreational space. Mitigation measures should include replacement property prepared in accordance with CPD standards.

The suggested mitigation measures to replace impacted park lands with lands of reasonably equivalent usefulness and location, coupled with the above comments, will address all identified adverse impacts on Fernwood Parkway. After mitigation, there would not be any remaining adverse impacts on park activities, features, or attributes from the RLE Project. With the updated mitigation measures discussed above that may include different replacement park sizes and locations than those previously presented in the Draft EIS, we reaffirm our concurrence with the Section 4(f) de minimis finding.

We look forward to a successful collaboration.

Sincerely,

Heather Gleason  
Heather Gleason (Apr 19, 2022 16:27 CDT)

Heather Gleason  
Director of Planning and Construction

cc: Doreen O'Donnell, Deputy Director of Planning and Development  
Sarah White, Lakefront Coordinator  
London Walther, Senior Project Manager



# **Attachment C - Chicago Park District Wendell Smith Park Temporary Occupancy Letter**





April 19, 2022

Marlise Fratinardo  
Senior Project Manager, Planning  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661

RE: CTA Red Line Extension (RLE) Project

Dear Ms. Fratinardo,

The Chicago Park District (CPD) understands that the Chicago Transit Authority (CTA) would need to temporarily close the northwest corner of Wendell Smith Park in order to construct the Red Line Extension (RLE) Project. Based on the discussions between CPD and CTA about construction activities within the northwest corner of Wendell Smith Park, CPD agrees that the construction activities would be considered a temporary occupancy under 23 CFR § 774.13 that is so minimal as to not constitute a Section 4(f) use. CPD agrees that CTA meets the temporary occupancy conditions based on the following justification and agree that there would be no use of Wendell Smith Park:

- The anticipated total closure time that is needed would be considerably less than the total time needed for the construction of the RLE Project.
- There would be no change in land ownership for Wendell Smith Park.
- The scope of work includes the placement of piers adjacent to the park right-of-way and the placement of girders for the elevated structure; however, the proximity of the park would require a construction easement for contractor access and the need to clear some trees, this work would be conducted through a required construction permit.
- There would be no permanent adverse physical impacts, nor would there be a temporary or permanent interference with the activities, features, or attributes of the park.
- CPD would require a construction permit that requires full restoration, and the land would be fully restored to a condition at least as good as that which exists prior to the RLE Project.

CPD looks forward to a successful collaboration. As stated above, prior to construction activities, CPD will require a construction permit.

Sincerely,

*Heather Gleason*

Heather Gleason (Apr 19, 2022 10:28 CDT)

Heather Gleason  
Director of Planning and Construction

C: Doreen O'Donnell, Deputy Director of Planning and Development  
Sarah White, Lakefront Coordinator  
London Walther, Senior Project Manager

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