

## Appendix Y

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

- Draft EIS Appendix Y, Section 4(f) Replacement Park Analysis Technical Memorandum, August 2016
  - Attachment 1, Chicago Park District Coordination
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Chicago Red Line Extension Project

# Section 4(f) Replacement Park Analysis Technical Memorandum

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## 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 5.3 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, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities.

The proposed Union Pacific Railroad (UPRR) Rail Alternative 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. Two options are being considered for the alignment along the UPRR corridor: the East Option and the West Option. The CTA elevated structure would be located either east or west of the existing UPRR corridor. The alignment would follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra Electric District tracks near 119th Street. South of this point, the East and West Options would follow the same alignment southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad right-of-way using a portion of the Norfolk Southern Railway and Consolidated Rail Corporation rights-of-ways to the terminus (end) of the RLE at 130th Street. **Figure 1** is a project overview map.

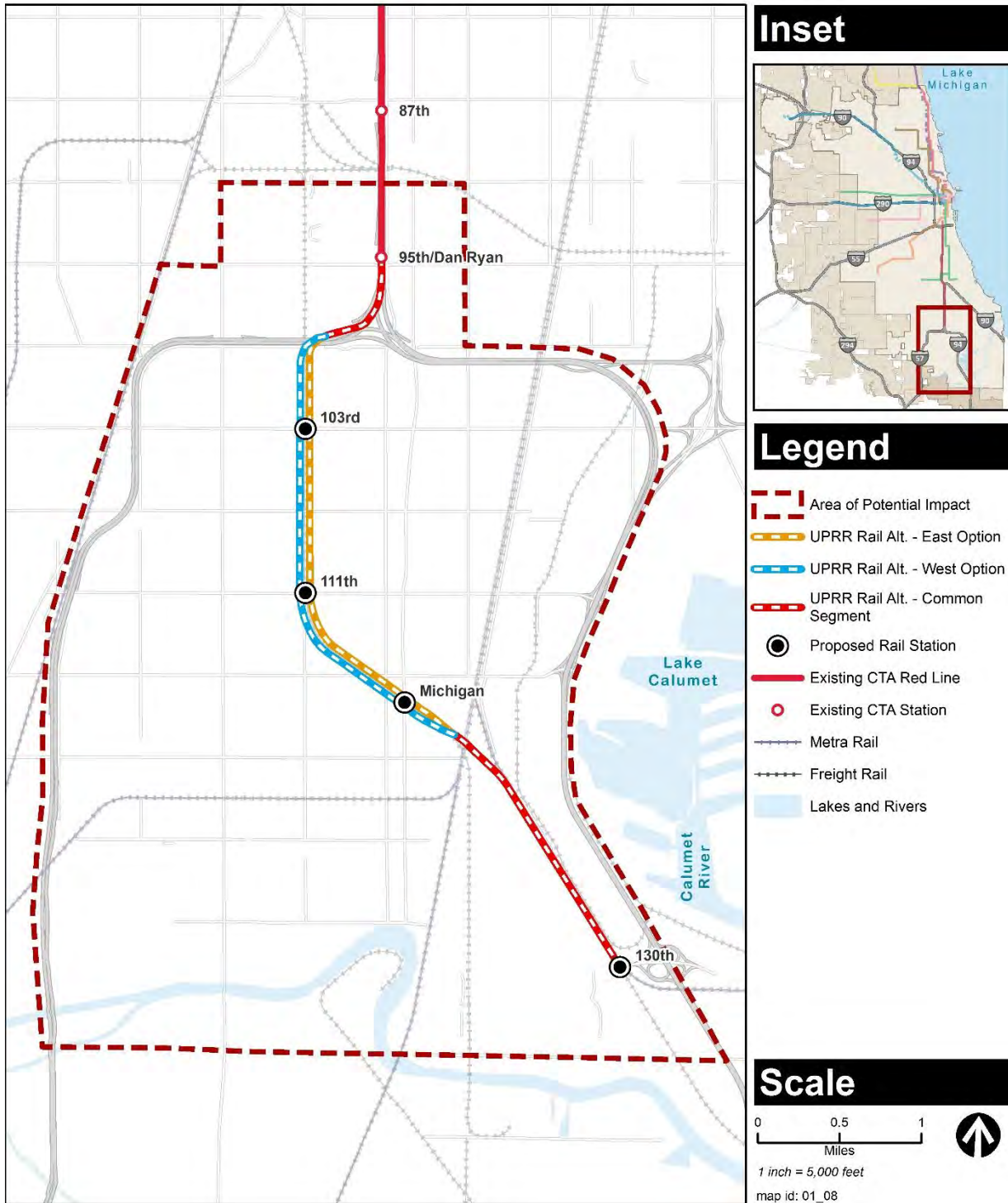
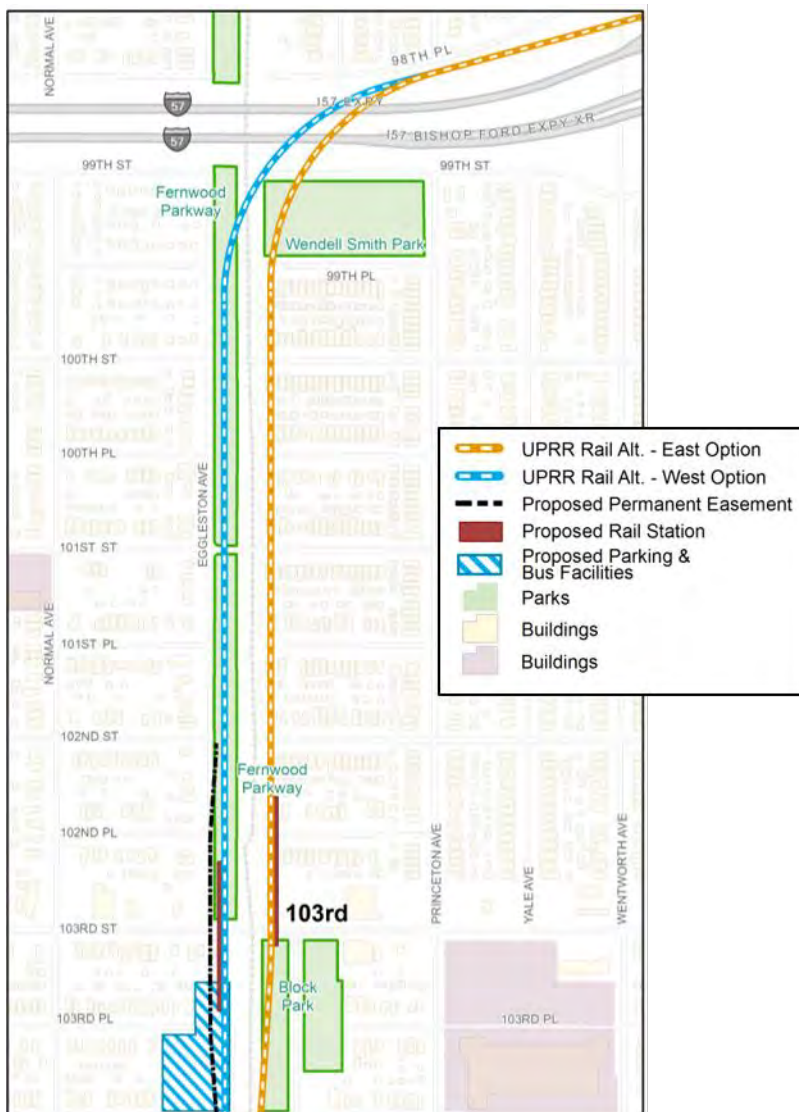


Figure 1: Red Line Extension Project Overview Map

As shown in **Figure 2**, impacts to existing parks would occur under either the East or West Option. Under the East Option, a new elevated Red Line structure would be constructed, affecting the northwest corner of Wendell Smith Park and affecting a portion of the western parcel of Block Park. Approximately 0.7 acre of Wendell Smith Park and 0.9 acre of Block Park would be affected by the East Option. Both Wendell Smith Park and Block Park would continue to provide park space to the surrounding community after implementation of the East Option, but park area would be reduced. Under the West Option, a new elevated Red Line structure would be constructed over a portion of Fernwood Parkway from 99th Street to 103rd Street between the existing UPRR tracks and Eggleston Avenue. Approximately 1.9 acres of Fernwood Parkway would be affected by the West Option. **Table 1** provides a summary of affected park area by the East and West Options.



**Figure 2: Overview of Park Impacts**

**Table 1: Parklands Affected by UPRR Rail Alternative Options**

Parkland	Address	Community Area (Ward)	East Option	West Option
Wendell Smith Park	9912 S. Princeton Avenue	Roseland (Ward 9)	0.7 acre	-
Fernwood Parkway	9501 S. Eggleston Avenue	Washington Heights (Ward 9)	-	1.9 acres
Block Park	346 W. 104th Street	Roseland (Ward 34)	0.9 acre	-
<b>Total</b>			<b>1.6 acres</b>	<b>1.9 acres</b>

CTA developed preliminary mitigation measures, taking into account 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 either UPRR Alternative option 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 or near the community areas affected 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

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 is a federal law that established requirements for USDOT (including FTA) consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects. In addition to general environmental regulations under the National Environmental Policy Act of 1966, Section 4(f) provides further protection of park resources affected as a result of major capital improvement projects.

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 *de minimis* 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 provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in making the *de minimis* determination.

Concurrence from CPD as well as review and comment from the public are necessary to confirm a *de minimis* determination.



As part of the Draft Environmental Impact Statement (EIS) and Section 4(f) preliminary determinations being made, FTA recommended that CTA conduct additional coordination with CPD on the process to be followed for implementation of proposed mitigation measures and on replacement park options. The purpose of this coordination and additional analysis was three-fold:

- 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 CPD on processes that will take place to fulfill mitigation measures
- To develop more visual and detailed ideas for public input as part of the Draft EIS and Section 4(f) public hearing

This memorandum provides documentation of CPD coordination and additional analysis of replacement park options and mitigation measures proposed to support the preliminary Section 4(f) *de minimis* impact finding.

## Section 2

### Summary of Park Impacts and Mitigation Proposed

The following provides a more detailed description of impacts and proposed mitigation measures. These impacts and mitigation measures served as a starting point for coordination with CPD on the process and potential replacement of parkland affected by the RLE Project. On August 17, 2015, CPD concurred with these impact findings and that impacts resulting from either the East or West Option would not be adverse after implementation of proposed mitigation measures.

#### 2.1 Wendell Smith Park Impacts and Mitigation Measures (East Option)

The East Option alignment would run through the northwestern corner of Wendell Smith Park. Elevated track structure supports would be placed permanently in the park space. Of the 4.7 acres of the park, approximately 0.7 acre would be overlapped by the elevated structure and its associated clearances. Piers would be located in the park, and the bottom of the elevated structure would be approximately 15 feet above ground level.

The following attributes and features of the park are within or adjacent to the overlap area:

- **Paved Walking Path/Trees/Bench** - An existing paved walking path is maintained along the entire rectangular perimeter of the park. The westernmost north-south portion of the walking trail and a small portion of the northwestern edge of the walking path would be overlapped by the track structure. A number of small trees line the existing walking path and would be used by the overlap with tracks. In addition, there are two benches located along the westernmost north-south walking path within the overlapping area.
- **Baseball Field** - There are two baseball fields within Wendell Smith Park. The sand-filled baseball field on the northeast portion of the park is a junior-size baseball field. A small portion of the existing outfield/open space would be within the overlapped area, but would not affect the ability to use the baseball field. The second baseball field is a smaller, junior-sized baseball field in the southwest corner of the park. This smaller junior baseball field contains a backstop and bench. Because of the proposed overlap area, the backstop, bench, and space behind this backstop would be used.

Mitigation measures proposed for Wendell Smith Park include the following:

- Replacement of lands used (acreage) with lands of reasonably equivalent usefulness and location and of at least comparable value. The replacement land would be used to construct new park space in or near the Roseland community area to enhance park land availability for the surrounding community. New park area created through this replacement acreage would be constructed in accordance with CPD standards and facilitate CPD master planning goals and objectives.
- Reconstruction of the two smaller junior-sized baseball field facilities within Wendell Smith Park to provide one larger baseball field facility in this park. This mitigation measure was

developed based on coordination with CPD to ensure that the attributes, features, and activities within the park are not adversely affected as a result of this option and this measure would enhance existing baseball facilities and activities within the park. Additional outreach to the public will be conducted to share concepts for replacement proposed within Wendell Smith Park and receive further input.

- Relocation and replacement of the smaller, junior-sized baseball field on replacement park land based on coordination with CPD and outreach to the public so that the attributes, features, and activities are not adversely affected by the use of the northwest corner of the park.
- Replacement and relocation of facilities affected by the project including sidewalks, paths, benches, trees, and other facilities within the park.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.

## 2.2 Block Park Impacts and Mitigation Measures (East Option)

The East Option alignment would run through the west parcel of Block Park, and the elevated structure and its associated clearances would overlap 0.9 acre of park space. Elevated track structure supports would be placed permanently in the west parcel of the park space. An auxiliary station entrance would also be located in the park, along the western edge of the existing parcel. The affected parcel includes an isolated portion of the park's open space and a communications tower, and does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the east parcel of the park.

Mitigation measures proposed for Block Park include the following:

- Replacement of lands used (acreage) with lands of reasonably equivalent usefulness and location and of at least comparable value. The replacement land would be used to construct additional new park space in or near the Roseland community area to enhance park land availability for the surrounding community. New park space created through this replacement acreage would be constructed in accordance with CPD standards and facilitate CPD master planning goals and objectives.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.

- While not related to the attributes, features, or activities of the park, additional mitigation measures would include coordination with the City of Chicago regarding relocation of the communications tower.

## 2.3 Fernwood Parkway Impacts and Mitigation Measures (West Option)

The West Option track structure would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets. Elevated track structure supports would be placed permanently in the parkway. Approximately 1.9 acres of the parkway would be overlapped by the elevated structure and its associated clearances. The parkway functions as open space, and does not contain recreational amenities.

Mitigation measures proposed for Fernwood Parkway include the following:

- Replacement of lands used (acreage) with lands of reasonably equivalent usefulness and location and of at least comparable value. The replacement land would be used to construct replacement park space in or near the Washington Heights community area to enhance park land availability for the surrounding community. New park space created through this replacement acreage would be constructed in accordance with CPD standards and facilitate CPD master planning goals and objectives.
- Potential installation of a new bicycle path beneath the elevated track structure. This new bicycle path would be subject to use by CTA for track structure maintenance. While this mitigation measure is not related to the attributes, features, or amenities within the existing park, this measure would enhance the existing unused green space and better connect parks and the newly proposed transit infrastructure. A preliminary analysis as part of the Draft EIS confirmed the feasibility of this bicycle path. Additional coordination with the City of Chicago Department of Transportation will confirm the feasibility of this measure.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the green space but not adversely affect the safety of the transit facility.

## 2.4 Chicago Park District Coordination

CTA held early coordination meetings with CPD on April 18, 2011; July 23, 2013; May 8, 2014; and April 8, 2015 to provide CPD staff with preliminary information on the RLE Project, purpose and need, identification and refinement of alternatives, and potential impacts on parks, and to discuss potential mitigation measures.

On June 8, 2015, CTA provided CPD with information on park impact findings and proposed mitigation measures. On August 17, 2015, CPD provided its concurrence that after implementation

of the proposed mitigation measures there would be no adverse impact on parks from either option under evaluation for the RLE Project.

After discussions with FTA in fall 2015, CTA and CPD held additional coordination meetings to further refine mitigation measures and processes to be followed in fulfilling mitigation requirements:

- **October 8, 2015:** CTA and CPD coordination meeting to review scope of work for further developing park mitigation measures and to outline coordination steps and schedule.
- **March 10, 2016:** CTA and CPD coordination meeting to review field investigation findings and confirm 12 potential replacement park sites for further analysis.
- **April 6, 2016:** CTA and CPD coordination meeting to discuss replacement park suitability analysis findings and to further refine 3 potential replacement park options for development of site plans.
- **May 18, 2016:** Joint meeting with CTA, CPD, and the City of Chicago Department of Planning and Development (DPD) to review the proposed 3 replacement park site options; city-owned property, land uses, and other city-owned infrastructure potentially affected by the project and/or proposed as part of the 3 potential replacement park sites; and to understand any other DPD-related planning and/or economic development initiatives in the area.
- **June 15, 2016:** CTA and CPD coordination meeting to review draft replacement park option concept plans and replacement of affected amenities within Wendell Smith Park.

The coordination meetings held in late 2015 and 2016 helped to further identify and agree upon appropriate replacement of amenities within Wendell Smith Park and potential new replacement park options to share with the public for further input. CTA worked with landscape architects, park planners, and other urban planners to develop potential replacement park sites and replacement of amenities within Wendell Smith Park. Meeting notes from these meetings and correspondence between CTA and the Chicago Park District are provided in **Attachment 1** of this technical memorandum.

These coordination meetings also helped to solidify key considerations for replacement park options, and developed a more detailed understanding of how mitigation measures would need to be implemented:

- CPD requested that CTA focus replacement park options on sites that could accommodate a new park rather than developing smaller green space or pocket park sites.
- CPD requested that new park options meet CPD standards for new park size. All new CPD parks are required to be 2 acres in size or greater. Mitigation measures proposed to address impacts from implementation of the RLE Project will ensure replacement of the acreage of

identified park impacts (1.6 and 1.9 acres for the East and West Options, respectively). The investigation to identify potential replacement park sites focused on sites that would be a minimum of 1.6 or 1.9 acres in size, with preference given to sites that allowed for 2 acres or more of replacement park.

- CPD requested that replacement park options be near the project area and affected community and support CPD's agency goals and objectives of providing parks within a ½-mile radius of all residents in Chicago. Priority for replacement park options was therefore given to sites that would be located near affected parks and/or to sites that helped fill a current gap in park sites within these community areas.
- CPD will require CTA and FTA to conduct a Phase I Environmental Site Assessment (ESA) before purchase of property to confirm any existing or potential environmental contamination liabilities.
  - As part of this current analysis within the Draft EIS, CPD agreed that information and analysis contained in the environmental database search report prepared by Environmental Data Resources, Inc. (EDR) would provide a sufficient level of detail to evaluate replacement park options. EDR reports are a standard tool used to identify historic or existing environmental concerns, and are usually a first step in a Phase I ESA.
  - Once a single option is chosen for the RLE Project and a potential replacement park option is confirmed, CTA and FTA will conduct the Phase I ESA before acquisition of land. Clean up of any hazardous materials identified will be addressed by CTA and FTA such that the site is in suitable park condition when turned over to CPD for building the replacement park.
- CPD will consider public comments received as part of the RLE Project in further development of replacement parks and amenity needs. Only amenities identified in the mitigation requirements as part of the RLE Project should be included in concepts at this time.

Coordination with CPD will continue through the Final EIS to finalize replacement park options and other mitigation measures.

## Section 3

### Replacement Park Identification Process

A four-step, iterative process was developed to identify potential replacement park sites, as shown in **Figure 3**. This process allowed the project team to first identify as many potentially eligible properties as possible and continue to narrow sites using professional judgment and suitability criteria, in coordination with feedback from CPD staff.

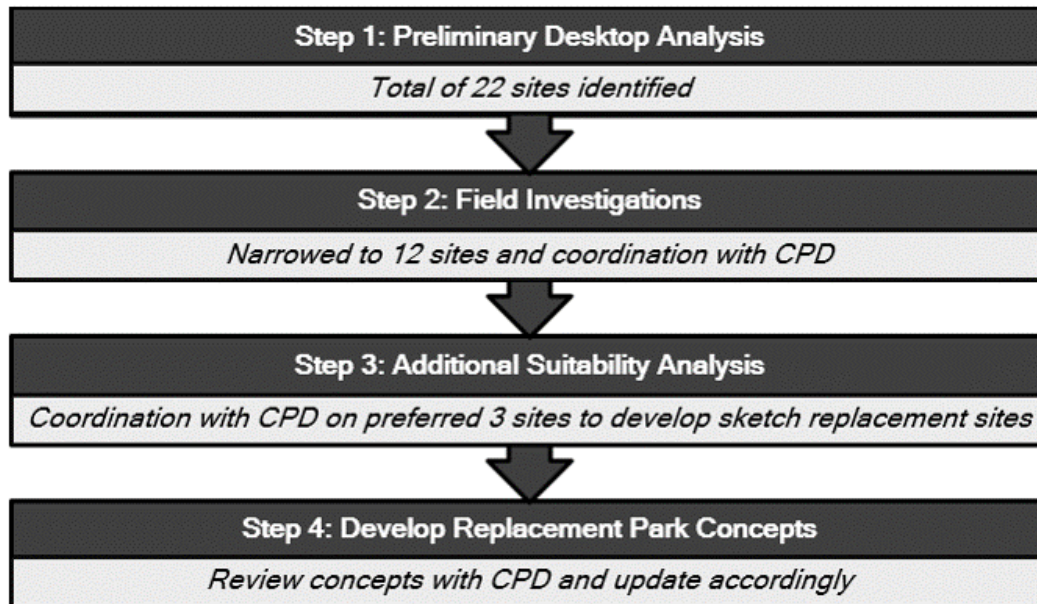


Figure 3: Replacement Park Identification Process

CTA and CPD agreed that given the timeline of the potential acquisition of replacement park property and the need for additional public input into the process, it was best to narrow the potential sites to the top three ranked sites analyzed and develop conceptual site plans for each.

The following sections provide additional details on each of the steps conducted.

### 3.1 Desktop and Geospatial Analysis

A desktop and Geographic Information Systems (GIS) analysis was conducted first to identify potential park sites. As noted earlier, the preliminary focus for identification of potential park sites was two-fold: to identify potential sites that would provide acre-for-acre replacement park of affected parkland from the RLE Project (1.6 acres for the East Option or 1.9 acres for the West Option), and to meet CPD standards for new park acreage (at least 2 acres).

In addition, CTA considered the following priorities for the East Option:

- Ability to replace total acreage affected

- Ability to replace park within Roseland community area
- Ability to accommodate a new junior-sized baseball field to address impacts on the existing junior-sized baseball field in Wendell Smith Park. This included a review of nearby existing parks with available open space for a new junior-sized baseball field as well as a review of properties with the potential for inclusion of a new junior-sized baseball field.

CTA considered the following priorities for the West Option:

- Ability to replace total acreage affected
- Ability to replace park within Washington Heights community area or adjacent community area (Fernwood Parkway south of I-57/I-94)

The initial analysis consisted of visual desktop inspections and further review in the field.

The GIS analysis identified available vacant properties for potential park sites using four main data sources: (1) City-owned vacant properties database, (2) City of Chicago database on 311 calls regarding open and vacant buildings, (3) vacant and abandoned building violations, and (4) Chicago Metropolitan Agency for Planning (CMAP) 2010 land use inventory of vacant properties. CTA evaluated parcels within ½-mile, 1-mile, 2-mile, and 3-miles of potential park impacts.

City-owned vacant parcels were identified as having the greatest potential for potential park sites given the anticipated ease of working between agencies to acquire land. In addition, identifying vacant and abandoned properties provided the project team with information on potentially underinvested lands near the project area where development of parks might provide additional amenities to the community area and/or incentivize additional investment.

The primary criteria for the desktop and GIS analysis were to identify contiguous vacant properties totaling 1.6 acres or greater, location near the affected parks, distance from other existing parks where replacement of acreage might help enhance existing parks, and adequate layout for a junior-sized baseball field (for East Option only).

A total of 22 sites were identified as part of the desktop and GIS analysis. **Figure 4** shows the 22 site locations that were identified as part of the desktop analysis for further field identification. These sites were located in 17 main areas; because some areas contained multiple site options, some sites were identified as “A”, “B,” or “C.” In addition, Gano Park (an existing park just north of sites 14 and 15 on **Figure 4**) was identified as an existing park that might have an appropriate layout to allow for a junior-sized baseball field.



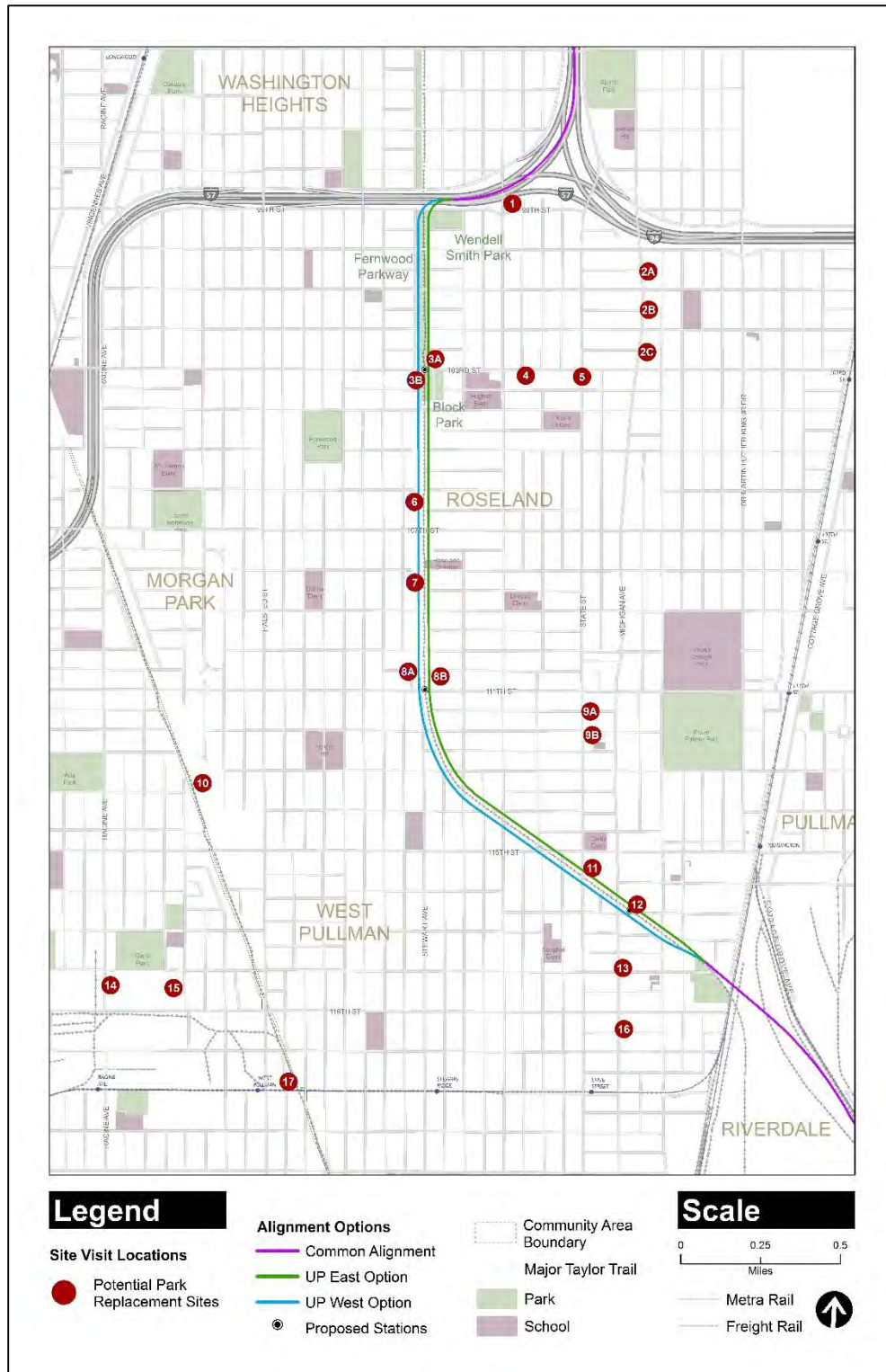


Figure 4: Desktop and GIS Analysis Site Identification (22 Sites)

Table 2 provides additional information about these 22 sites. Attachment 2 of this technical memorandum provides additional information on each of these sites, including aerials and parcel ID numbers.

Table 2: Desktop Analysis Replacement Park Identification

Site ID	Size (acres)	Location	Community Area/Ward
1	1.7	Wentworth Avenue/99th Street	Roseland/Ward 9
2A	1.2	Michigan Avenue/100th Street	Roseland/Ward 9
2B	2.0	Michigan Avenue/101st Street	Roseland/Ward 9
2C	1.4	Michigan Avenue/102nd Street	Roseland/Ward 9
3A	0.8	103rd Street/Harvard Avenue	Roseland/Ward 9
3B	2.1	103rd Street/Eggleston Avenue	Roseland/Ward 34
4	1.2	103rd Street/Wentworth Avenue	Roseland/Ward 34
5	2.8	103rd Street/State Street	Roseland/Ward 34
6	3.4	107th Street/Eggleston Avenue	Roseland/Ward 34
7	3.3	109th Street/Eggleston Avenue	Roseland/Ward 34
8A	3.9	111th Street/Eggleston Avenue	Roseland/Ward 34
8B	2.5	111th Street/West of UPRR Railroad	Roseland/Ward 34
9A	2.2	112th Street/State Street	Roseland/Ward 9
9B	1.9	112th Street/State Street	Roseland/Ward 9
10	6.0	Adjacent to Major Taylor Trail	Morgan Park/Ward 34
11	5.9	115th Street/State Street	West Pullman/Ward 9
12	2.2	Michigan Avenue/Kensington Avenue	West Pullman/Ward 9
13	0.9	118th Street/Michigan Avenue	West Pullman/Ward 9
14	1.7	119th Street/Racine Avenue	West Pullman/Ward 34
15	3.9	119th Street/Morgan Street	West Pullman/Ward 34
16	1.5	Michigan Avenue/120th Street	West Pullman/Ward 9
17	1.9	120th Street/Halsted Street	West Pullman/Ward 34

One important note regarding the desktop and GIS analysis findings is that no potential park sites were identified within the Washington Heights community area, although there are already several parks in this community area, particularly north of I-57. While initial GIS investigations identified several vacant properties in Washington Heights, the properties were not large enough nor contiguous to support a new park. A bike and pedestrian path along 89th Street between Loomis Street and Vincennes Avenue was considered early in the analysis, but based on coordination with CPD, the site would not serve as park acreage replacement or be manageable by CPD; as such, it was removed from consideration. One vacant property of suitable size was identified between 89th and 90th Streets, but is not contiguous and is separated by Loomis Street. Use of this site would require additional, costly roadway reconfigurations; therefore, this site was eliminated. Attachment 2 provides aerials of these considered but eliminated sites.

While the West Option would impact Fernwood Parkway in Washington Heights, the area of impact within Fernwood Parkway is south of the I-57. This area, while technically designated as within Washington Heights, is more associated with the nearby Roseland community area to the south (i.e., both are south of the interstate and share similar surrounding land uses and community character). Based on discussions with CPD, it was agreed that reviewing sites within 1 mile of the area of impact (south of I-57) would be preferable.

## 3.2 Field Investigations

CTA conducted field investigations on February 17 and 18, 2016 to further analyze the 22 potential sites as well as to evaluate the potential to provide a replacement baseball field in Gano Park.

**Attachment 3** provides field visit findings and detailed considerations for all sites.

Of the 22 sites reviewed, 10 sites were eliminated based on the field investigations (Sites 1, 2A, 2C, 3A, 4, 5, 8B, 13, 14, and 16). Primary reasons for elimination were because of the following:

- Insufficient size (would not meet the minimum 1.6 and 1.9 acres affected by either the East or West Option, or CPD's standard of a minimum of 2 acres)
- High noise levels, safety concerns because of compromised views, or location near heavily traveled streets
- Non-contiguous parcels (would require parks on both sides of a roadway or would require major street reconfigurations to provide a continuous park space; not preferable for cost, safety, and park layout)
- Active use parcels determined to be difficult to purchase given their location and current land uses

The field investigation at Gano Park determined that the available grassed area in this park would be unsuitable for a baseball field replacement for several reasons: (1) an existing retention basin makes the site unsuitable for active recreation, (2) the available area would not be sufficient to accommodate a junior-sized baseball field, (3) there already is a baseball field in this park, and (4) this park would be a substantial distance from the community area where park impacts would occur.

## 3.3 Suitability Analysis

After the field investigation, 12 sites remained for further suitability analysis. Eight of these 12 sites (Sites 2B, 9A, 9B, 10, 11, 12, 15, and 17) were determined to be available for use as a replacement park site for either the East or West Option. Four of these 12 sites (Sites 3B, 8A, 6, and 7) were determined to be feasible options for the East Option only.

The 12 sites fell into one or more of three main categories that were initially determined to be favorable for park siting:

- Adjacent to proposed RLE Project (alignment or stations)

- Underutilized/vacant commercial areas (transit-oriented development opportunity areas)
- Providing connections to Major Taylor Trail or existing parks

Additionally, some sites were identified within the Morgan Park and West Pullman community areas but would be further from the project area. These sites were retained for the suitability analysis given other favorable factors at these locations, including larger sizes of available land and ability to co-locate parks with existing Metra rail, existing parks, trail systems, or community facilities such as senior centers.

CTA conducted a suitability analysis using six areas of consideration (see **Figure 5**). Each park was assigned a low, medium, or high rating (values of 1, 3, or 5, respectively) based on a qualitative and quantitative assessment of the criteria.



Figure 5: Suitability Analysis Criteria

CTA evaluated sites using GIS based on their distance from the area of impacts, distance from proposed stations and other major trail systems or existing parks, and the ability for sites to fill existing gaps in park access. Existing gaps in parks were identified by placing a ½-mile buffer around existing parks to determine areas where parks were located more than ½-mile from residents. Based on coordination with CPD, sites that could fill existing gaps within communities were given extra points, while sites that were already under consideration for other park projects received negative points.

CTA consulted the City-managed property owner databases to identify land ownership, with additional weight given to properties that are currently vacant and/or City-owned because City-owned properties would be easier to acquire. Property title information was used to supplement this analysis.

CTA also reviewed land use and zoning for the sites and the properties surrounding them. Additional points were given to sites that could serve as catalysts for additional development by providing attractive park spaces within underdeveloped areas. Ranking consideration took into account whether park uses would provide the highest and best use of the property given land use and zoning both on the property and adjacent properties.

Safety considerations included a review of sites for clear views for police monitoring, street access issues, or issues that could arise in providing emergency access.

CTA also evaluated high-level cost considerations including whether costly street relocations or configurations would be needed. CTA also considered whether properties were already open space or if demolition would be needed, adding to costs for implementation.

Finally, CTA reviewed EDR report findings to evaluate the risk of encountering hazardous materials at each site. The EDR report provided historical site uses (Sanborn maps and aerial photographs) and a summary of site listings in environmental databases, which could indicate the presence of hazardous materials on the property. The EDR report would be one part of the Phase I ESAs that would be performed as part of property acquisition, and provides information related to environmental fatal flaws.

**Attachment 4** contains additional details on considerations for each site on each of the six criteria. **Attachment 5** contains a summary of information from the EDR report.

**Table 3** provides a summary matrix of the suitability analysis scoring. CTA reviewed the top three ranked sites with CPD and based on coordination, these three sites were selected for further development of replacement park concept plans.

Table 3: Site Suitability Analysis Summary

Criterion	2B	3B	6	7	8A	9A	9B	10	11	12	15	17
Location	5	5	5	5	5	1	1	3	1	3	1	1
Additional Weighting for Sites Filling an Existing CPD Park Gap	1	0	0	1	1	0	0	-1	0	0	0	0
Vacancy/Availability of Acquisition	3	1	5	3	5	1	1	5	3	5	5	3
Land Use/Zoning Compatibility	5	3	3	3	5	1	1	3	1	5	1	3
Safety/Security	5	5	1	1	5	3	3	3	5	5	5	1
Environmental Factors	3	3	3	3	3	3	3	5	3	3	1	3
Cost Considerations	3	5	3	5	5	1	3	5	3	5	3	5
<b>TOTAL SCORING:</b>	<b>25</b>	<b>22</b>	<b>20</b>	<b>21</b>	<b>29</b>	<b>10</b>	<b>12</b>	<b>23</b>	<b>16</b>	<b>26</b>	<b>16</b>	<b>16</b>

Note: Total scoring in red text indicates the top three ranked sites (Sites 2B, 8A, 12).

## Section 4 Replacement Park Concepts

Based on the suitability analysis and coordination with CPD, three potential replacement park sites (sites 2B, 8A, and 12) were identified as the best candidate sites; CTA developed conceptual plans for public review and comment for those three sites. CTA reviewed the initial park concepts provided in this section with CPD and updated them based on CPD's comments. Based on public input on potential replacement park sites, the Final EIS will indicate public preference for the replacement park location.

All property needed for these replacement park sites would be voluntarily acquired from willing sellers. No eminent domain takings are proposed to fulfill the mitigation measures for new replacement park locations.<sup>1</sup> While some replacement parcels are City-owned property, additional outreach to private property owners would be conducted during the Final EIS (closer in time to when the property would be acquired) to confirm whether property can be purchased. If a property owner is not willing to sell a subject property, which is identified as an optional site for replacement park and is needed to fulfill mitigation requirements, other replacement park sites will be pursued. If none of the properties identified for replacement park in the EIS can be voluntarily acquired, CTA and CPD will coordinate further to identify potential sites using similar analysis and process and most up to date property availability data to confirm available replacement park sites. The feasibility of acquiring replacement park locations and process to be followed by CTA, CPD, and property owners in fulfilling replacement park mitigation will be documented in the Final EIS to ensure implementation of mitigation measures and confirm environmental findings. No property acquisition would occur until after the NEPA environmental phase is completed (i.e., when FTA issues a Record of Decision for the Final EIS).

### 4.1 Replacement Option Site 2B

The replacement option for Site 2B is located along Michigan Avenue near 101st Street and could serve as a 2.1- to 2.2-acre new replacement park appropriate for either the East or West Option. The site is approximately  $\frac{3}{4}$ -mile from the proposed RLE corridor and would fulfill an existing gap in park facilities in this community area. **Figures 6, 7, and 8** show existing park conditions as well as two park concepts for this site.

Concept 1 for this site would include passive park space with a walking path, trees, and landscaping. CTA would purchase existing vacant land for this to provide this park. All acquisition would be based on the ability to voluntarily acquire property from property owners.

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<sup>1</sup> It is important to note that there is a difference between a taking under eminent domain for the RLE Project itself (right-of-way needs for the new transportation facility proposed) and what is proposed for the replacement park sites, which would be a voluntary acquisition from property owners. Voluntary acquisition from willing sellers is proposed for replacement park sites such that mitigation measures proposed do not cause additional environmental impact from the RLE Project.

Concept 2 for this site would include voluntary acquisition of vacant property and require voluntary acquisition of one active use parcel on Indiana Avenue. Voluntary acquisition of this active use parcel would provide adequate space for a junior-sized baseball field, approximately 175 feet in diameter from home plate to the center field pocket. Other amenities, such as walking path, landscaping, and trees would be similar to those proposed for Concept 1.



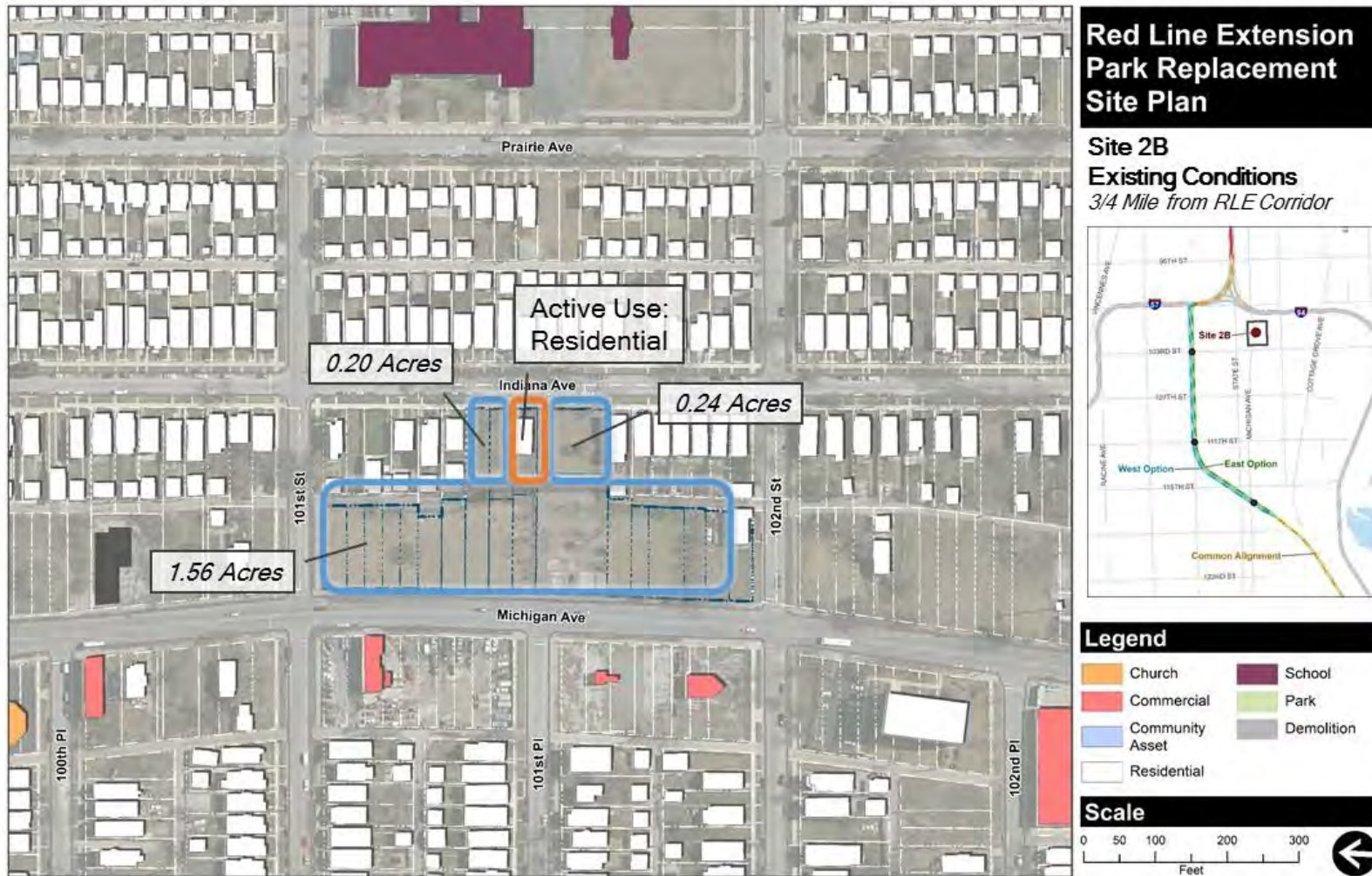


Figure 6: Site 2B Existing Conditions

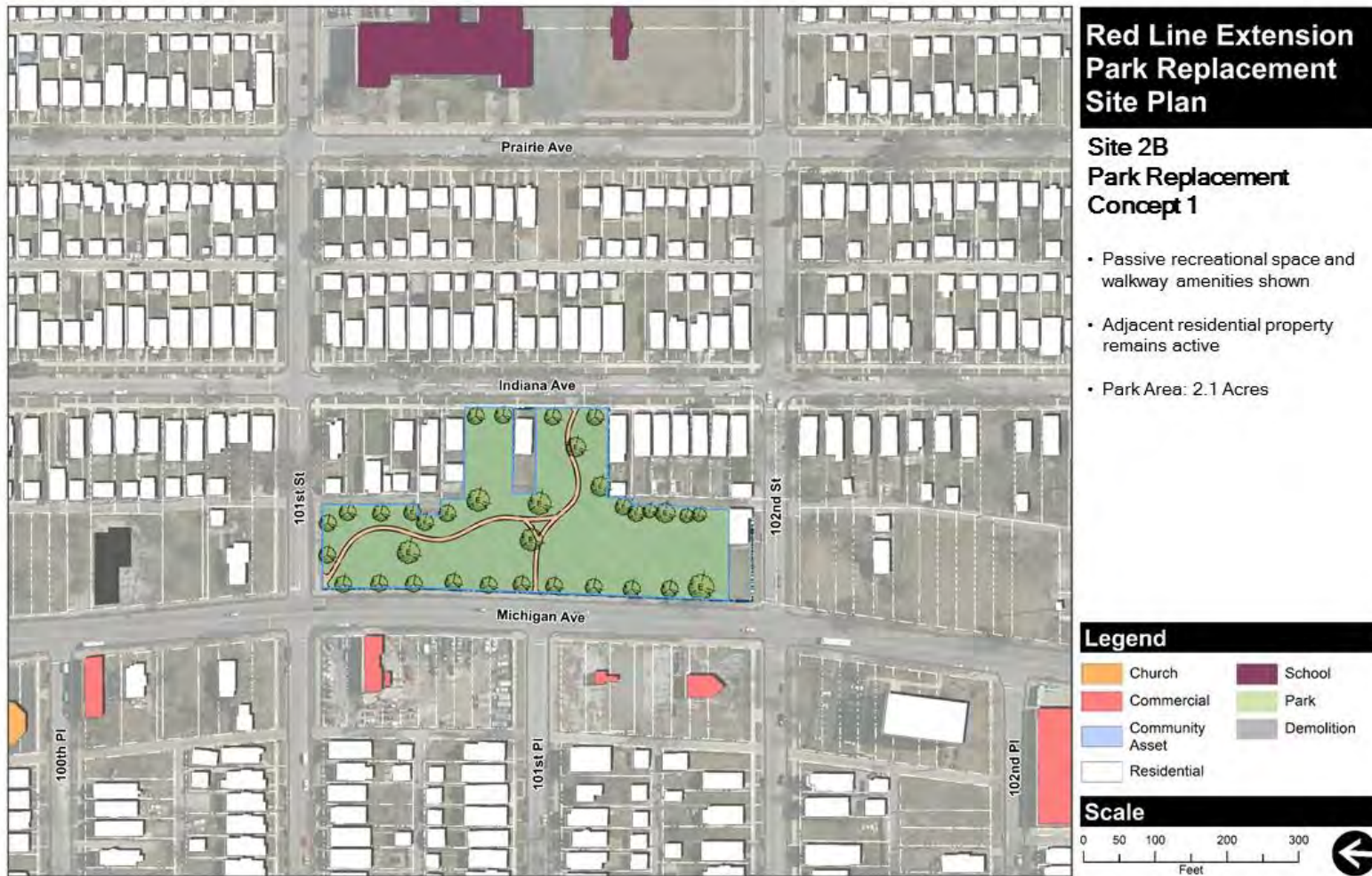


Figure 7: Site 2B Park Concept 1

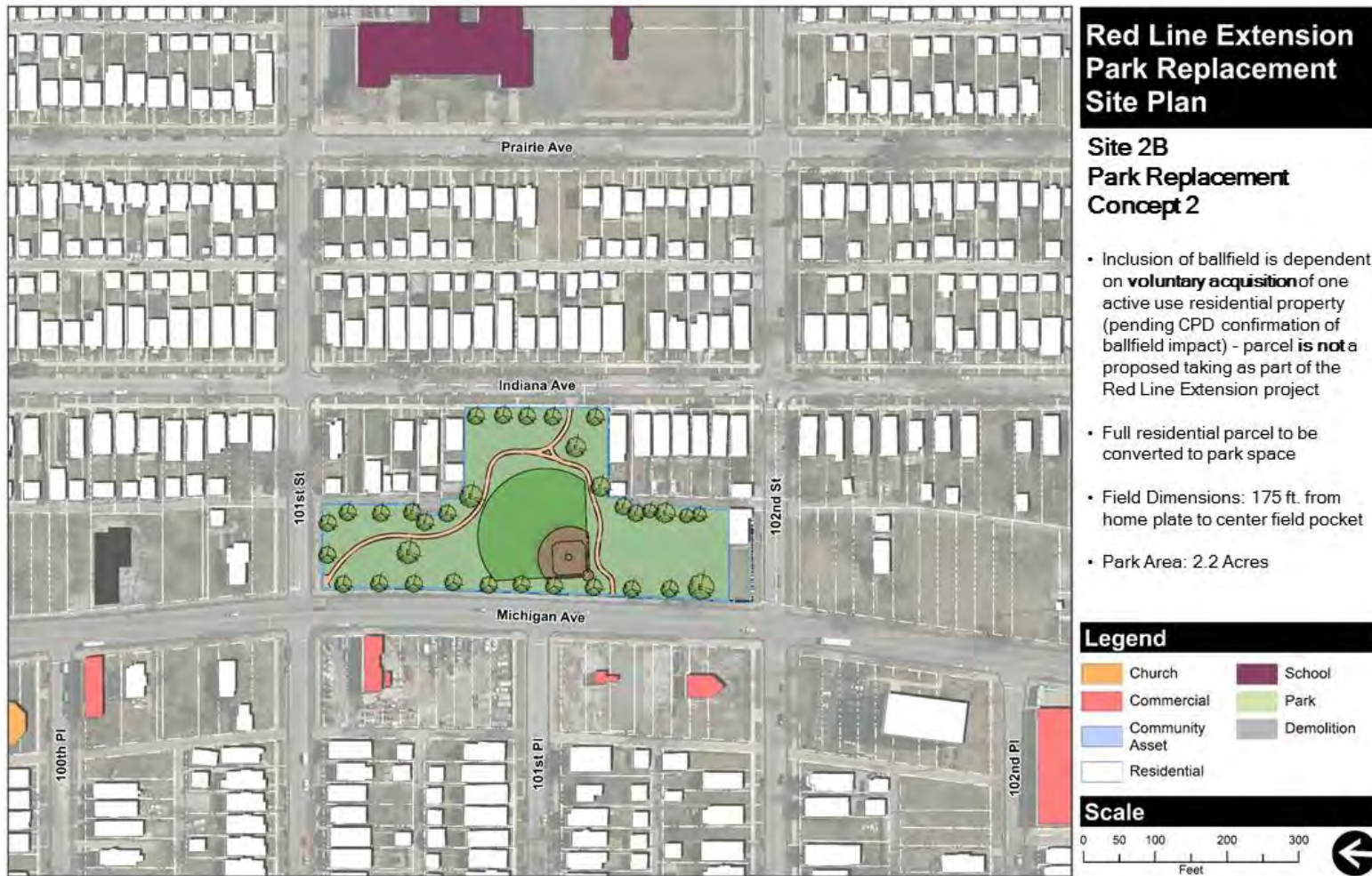


Figure 8: Site 2B Park Concept 2

## 4.2 Replacement Option Site 8A

The replacement option for Site 8A is located along 111th Street near Eggleston Street and is adjacent to the proposed elevated track structure and 111th Street station. This site could serve as a 2-acre new replacement park for the East Option only. A park & ride facility is proposed on a portion of this site as part of the East Option. This site would not be large enough to be a replacement park under the West Option because a park & ride facility is proposed at this site. This site is within ½-mile of Wendell Smith Park and Block Park. **Figures 9 and 10** show existing conditions as well as a replacement park concept for this location.

The concept for this site would allow for co-location of the new park with a new park & ride surface lot. A junior-sized baseball field, approximately 175 feet in diameter from home plate to the center field pocket, would be provided on the north side of the parcel. This site would involve voluntary acquisition of vacant property to accommodate the new park as well as acquisition of City-owned property for the park & ride lot. This site would provide additional connectivity between the new replacement park and nearby community facilities (a youth center and the Agape Community Center).

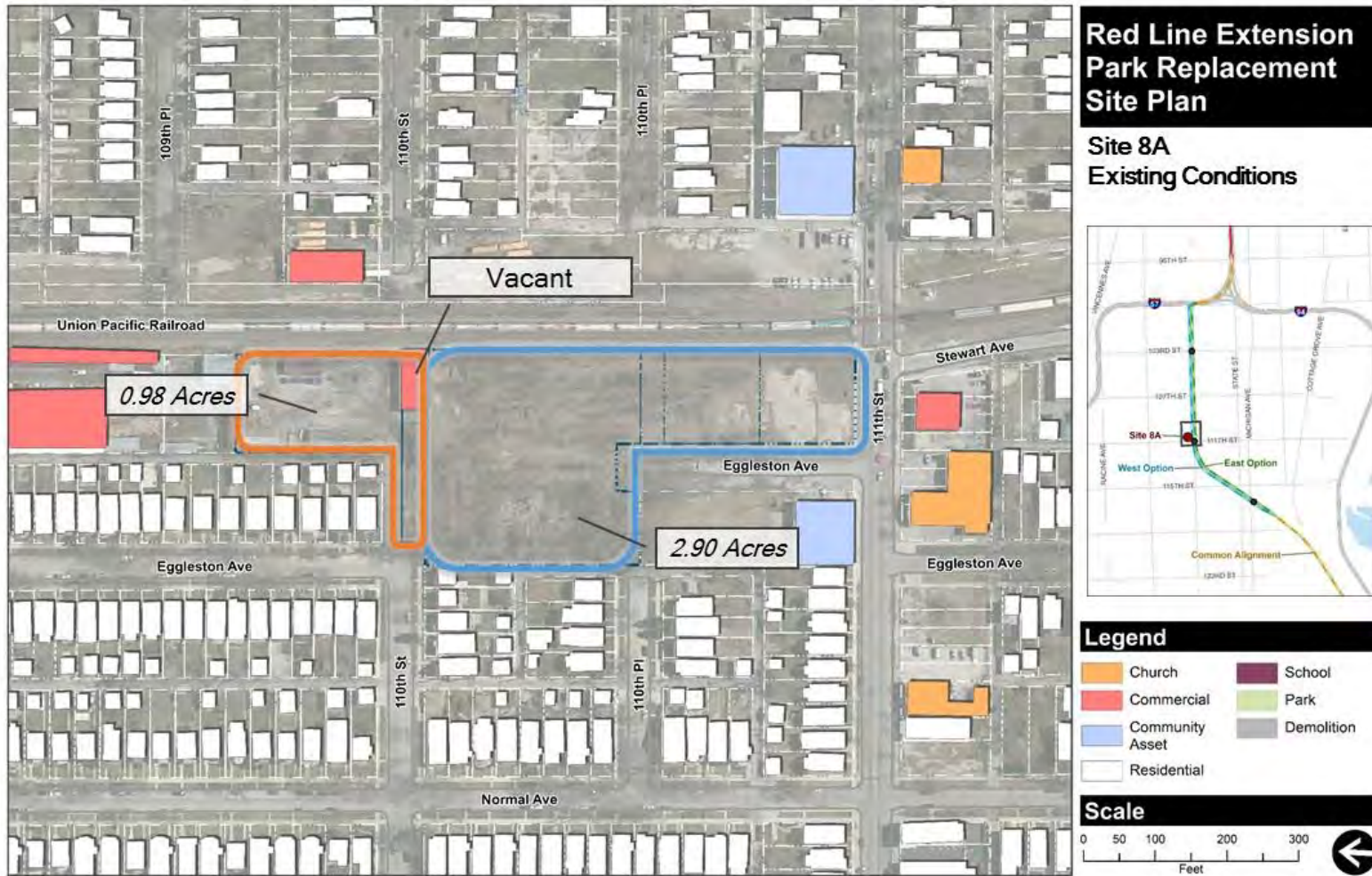


Figure 9: Site 8A Existing Conditions

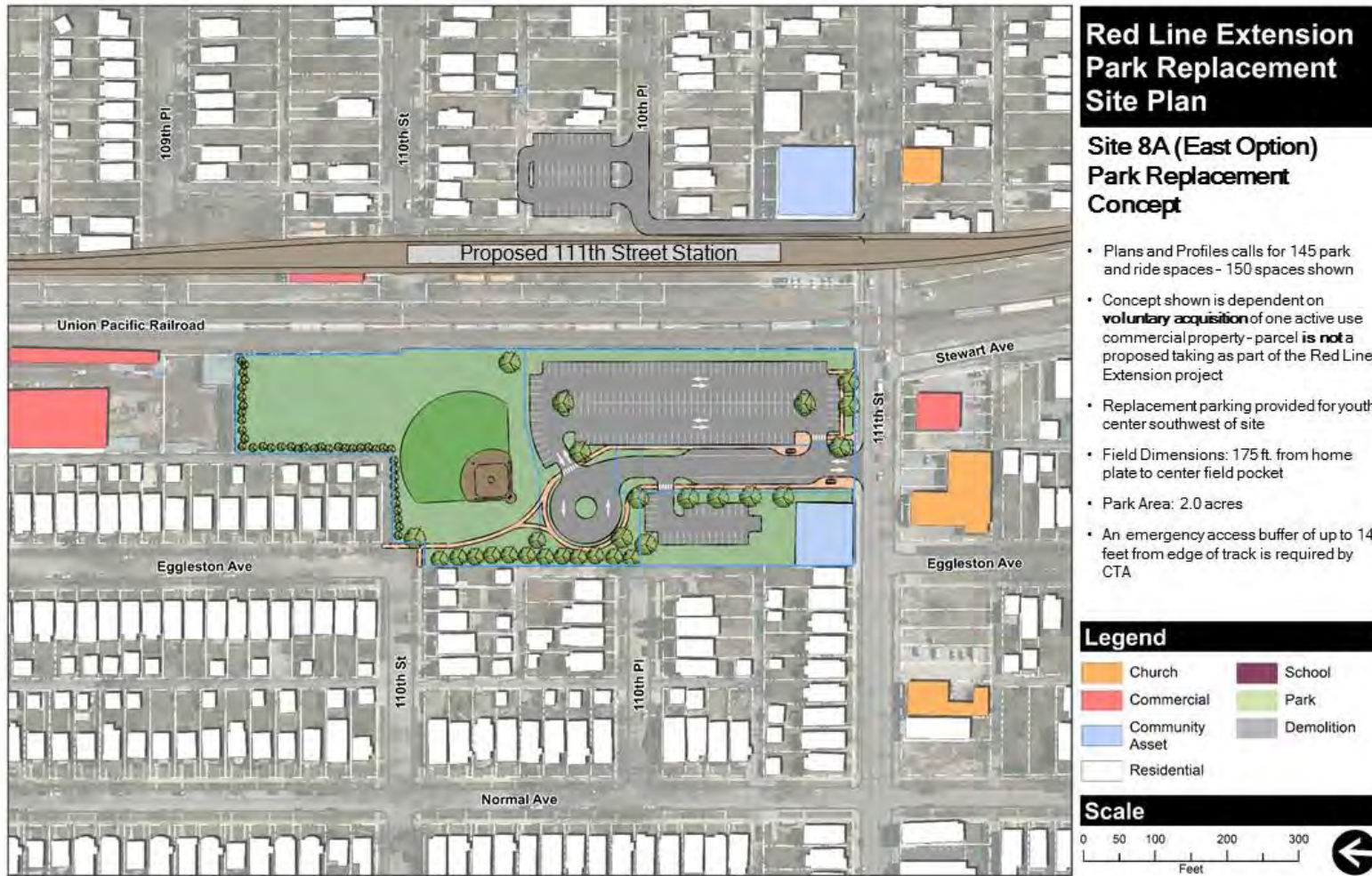


Figure 10: Site 8A Park Concept

### 4.3 Replacement Option Site 12

The replacement option for Site 12 is located along Michigan Avenue near Kensington Avenue and adjacent to the proposed elevated track structure and Michigan Avenue station. This site could serve as a 2.4-acre new replacement park for either the East or West Option. **Figures 11, 12, and 13** show existing conditions and proposed concept plans for this site under both the East and West Options.

Under the East Option, two park & ride lots are proposed near Michigan Avenue station. A 175-space surface parking lot is proposed northeast of the tracks, and a three-story parking garage accommodating 825 parking spaces is proposed southwest of the tracks. Under the East Option park concept, all 1,000 parking spaces would need to be provided on the southwestern parcel so that the northeastern parcel could be used for the park. This park concept would be adjacent to the proposed Michigan Avenue station and would allow for co-location of the new park with the new proposed transit facility. Voluntary acquisition of the northeastern parcel would be used under this concept.

Under the West Option, one five-story garage with 1,000 parking spaces is proposed on the southwest side of the tracks (no changes to the proposed parking would occur). This park concept would be adjacent to the proposed Michigan Avenue station, within walking distance. Voluntary acquisition of property on the southwestern parcel would be used under this concept.

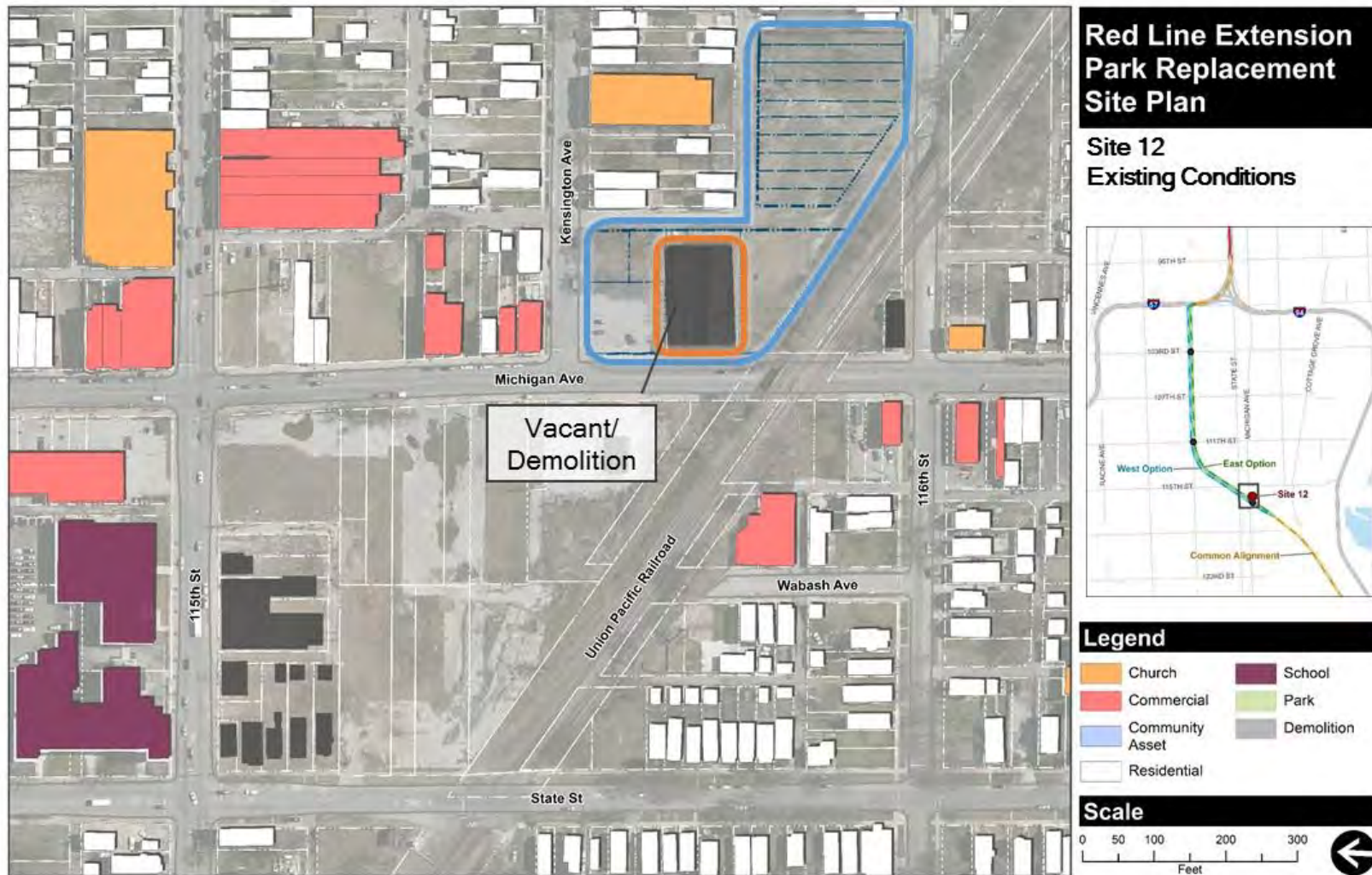


Figure 11: Site 12 Existing Conditions



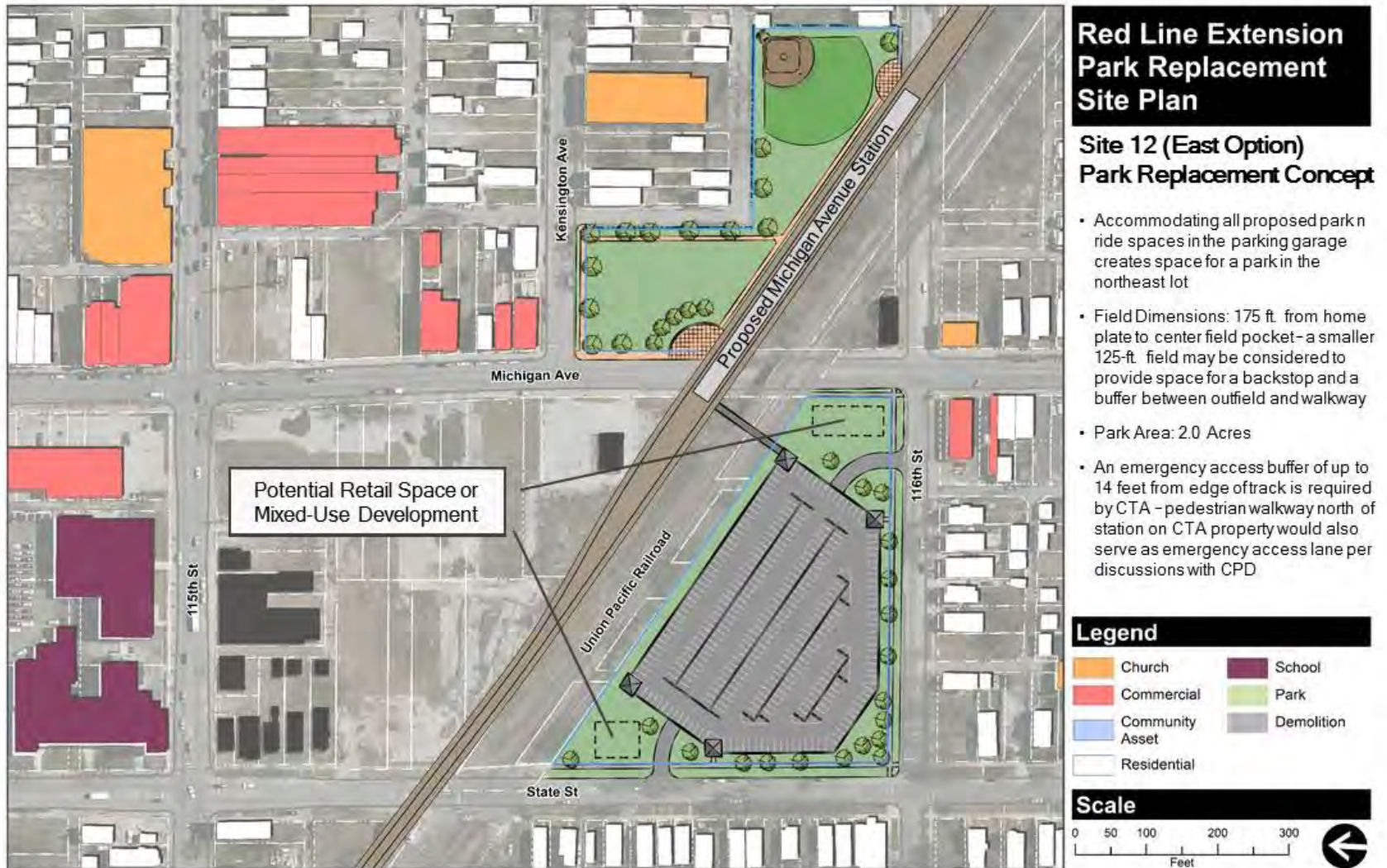


Figure 12: Site 12 East Option Park Concept

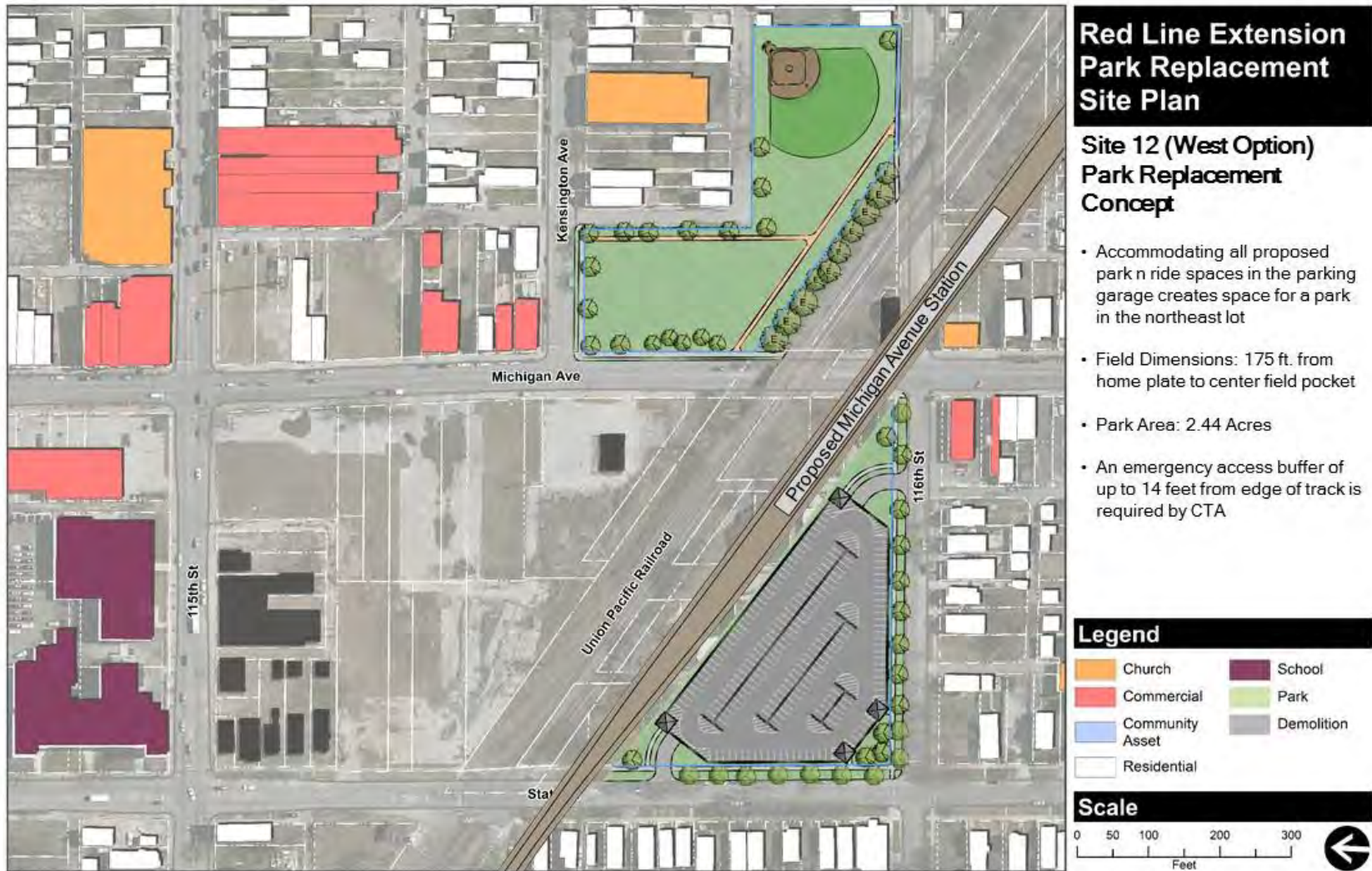


Figure 13: Site 12 West Option Park Concept

## Section 5 Changes to Existing Parks

### 5.1 Wendell Smith Park - Amenities Replacement

The West Option would avoid use of Wendell Smith Park and would not have permanent impacts to the park. The East Option would impact Wendell Smith Park; specifically, the East Option would impact one junior-sized baseball field, which is the smaller of the two baseball fields as well as the walking path, benches, and landscaping. Mitigation measures are proposed so that the attributes, features, and activities of the park are not adversely affected and include replacement of these amenities within Wendell Smith Park as well as replacement park acreage with new parkland (potential sites for this replacement park are provided in Replacement Park Concepts above). **Figures 14 and 15** provide conceptual views of the RLE alignment for the East and West Option, respectively. **Figure 16** provides a conceptual plan for replacement of affected amenities within Wendell Smith Park should the East Option be selected.

Replacement within Wendell Smith Park would include the following:

- Replacement and re-routing of the walking path within Wendell Smith Park. A fence dividing the elevated rail structure from the park is a preliminary recommendation based on coordination with CPD.
- Replacement of benches and landscaping, including trees along the re-routed walking path.
- Replacement of the affected smaller junior-sized baseball field with a complete replacement of the existing baseball field amenities by providing one larger baseball field. This larger baseball field was recommended based on coordination between CTA and CPD to enhance activities and amenities of the park.

A new junior-sized baseball field of similar size would be constructed at another site if the East Option were selected. Concepts for the new junior-sized baseball field are shown in **Section 4** of this report.



### Red Line Extension Park Impacts

#### Wendell Smith Park (East Option)

- Approximately 0.7 acre would be permanently impacted by the East Option alignment
- One youth size ballfield would be impacted - national standards vary between 125 ft. and 175 ft. between home plate and center field pocket
- The proposed structure is elevated -pedestrian circulation and passive uses remain possible
- Temporary impacts to other park amenities are likely during construction staging
- An emergency access buffer of up to 14 feet from edge of track is required by CTA

#### Legend

- Church
- Commercial
- Community Asset
- Residential
- School
- Park
- Demolition

#### Scale

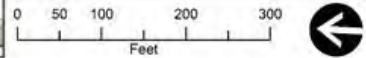


Figure 14: East Option Alignment near Wendell Smith Park



Figure 15: West Option Alignment near Wendell Smith Park

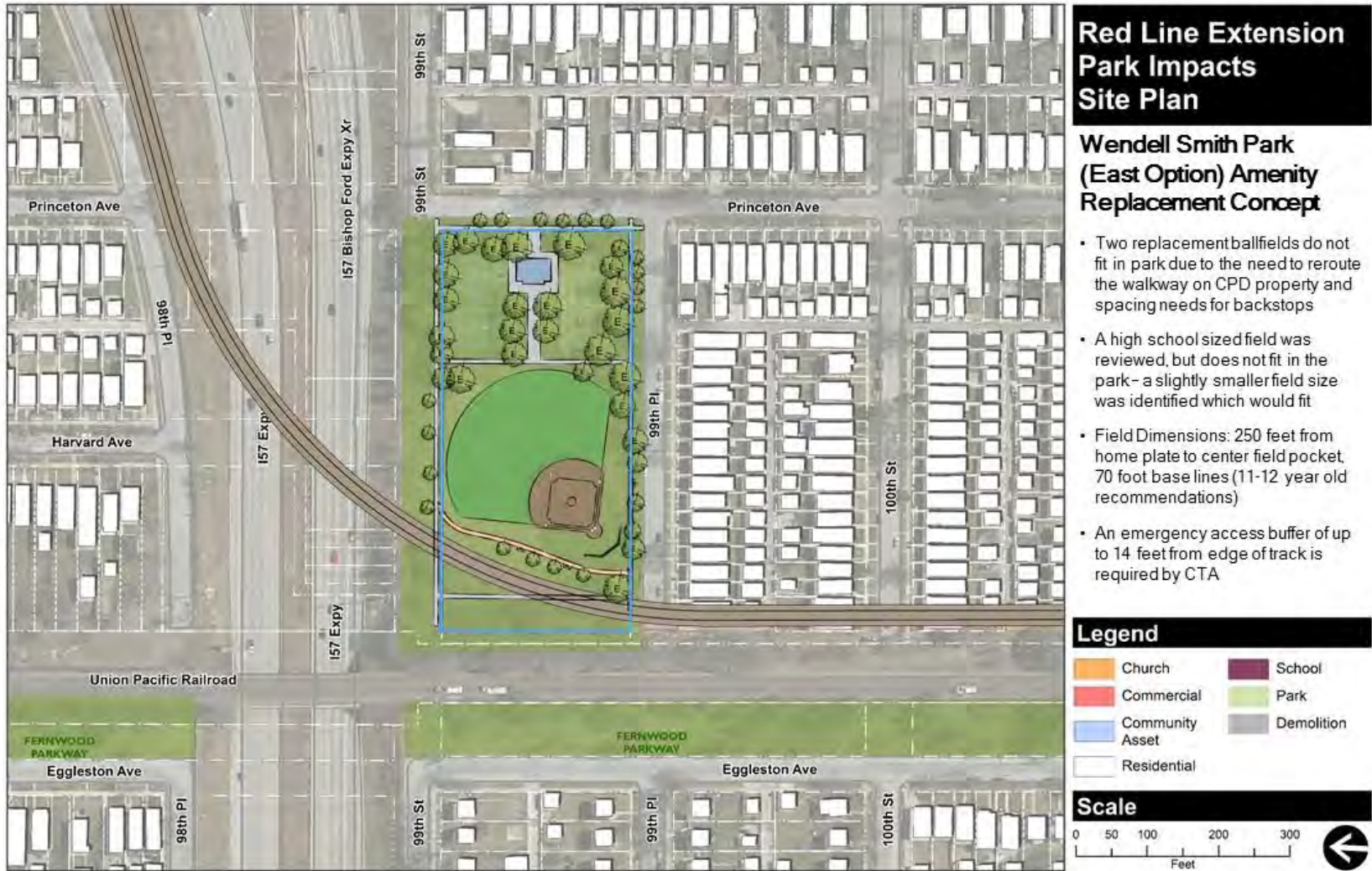


Figure 16: Wendell Smith Park Concept (East Option)

## 5.2 Block Park

Under the East Option, there would be impacts to Block Park. **Figure 17** shows how the East Option would impact the park. Mitigation measures would include replacement of the affected acreage of the park with new parkland, as described in the Replacement Park Concepts above.

Block Park is divided into two parcels by Harvard Avenue, which provides emergency access for the nearby fire station. As part of the East Option, the western parcel would be used by the proposed elevated track structure and 103rd Street station. There are currently no park amenities on the western parcel. The eastern parcel, where park amenities are currently provided, would not be used as part of the RLE Project; the eastern parcel would continue to function as a park.

Mitigation measures for impacts on this property would also include restoration and landscaping of disturbed areas and incorporation of design features, where necessary, to reduce or minimize impacts. Features would be designed such that they would enhance the park but not adversely affect the safety of the transit facility.

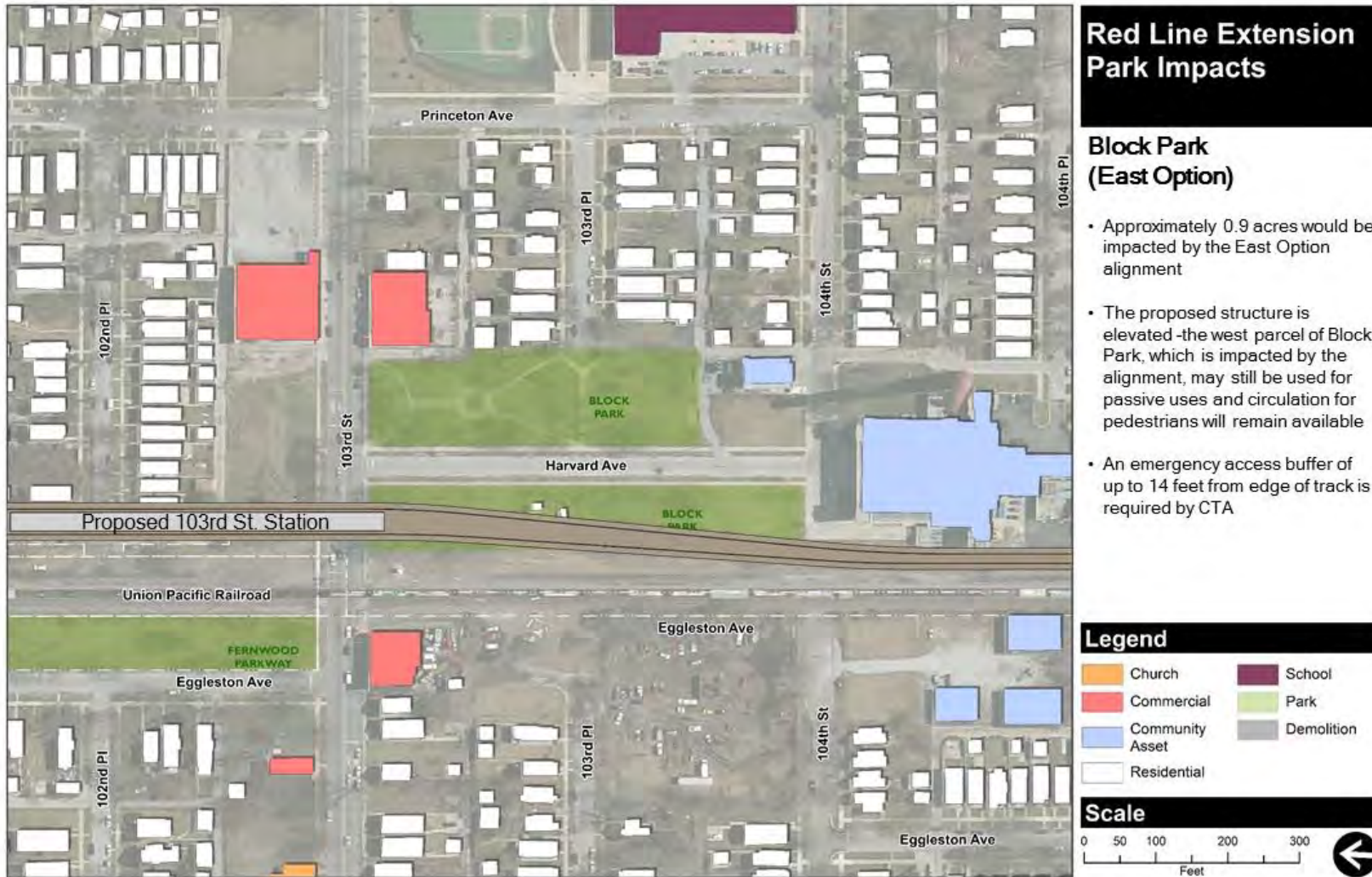


Figure 17: East Option Alignment near Block Park



### 5.3 Fernwood Parkway

Under the West Option, there would be impacts to Fernwood Parkway. **Figures 18 and 19** show how the West Option would impact the park. Mitigation measures would include replacement of the affected acreage of the park with new parkland, as described in the Replacement Park Concepts above.

As part of the West Option, approximately 1.9 acres of Fernwood Parkway would be used to accommodate the proposed elevated track structure and 103rd Street station.

Mitigation measures for impacts on this property would also include restoration and landscaping of disturbed areas and incorporation of design features, where necessary, to reduce or minimize impacts. Features would be designed such that they would enhance the park but not adversely affect the safety of the transit facility.

In addition, because the area beneath the proposed elevated structure within Fernwood Parkway is large, there is the potential to provide a bicycle path along this affected area and near the proposed 103rd Street station. Additional coordination with the Chicago Department of Transportation, who is responsible for implementation of the bicycle program in Chicago, will be conducted to determine final feasibility of this bicycle path.

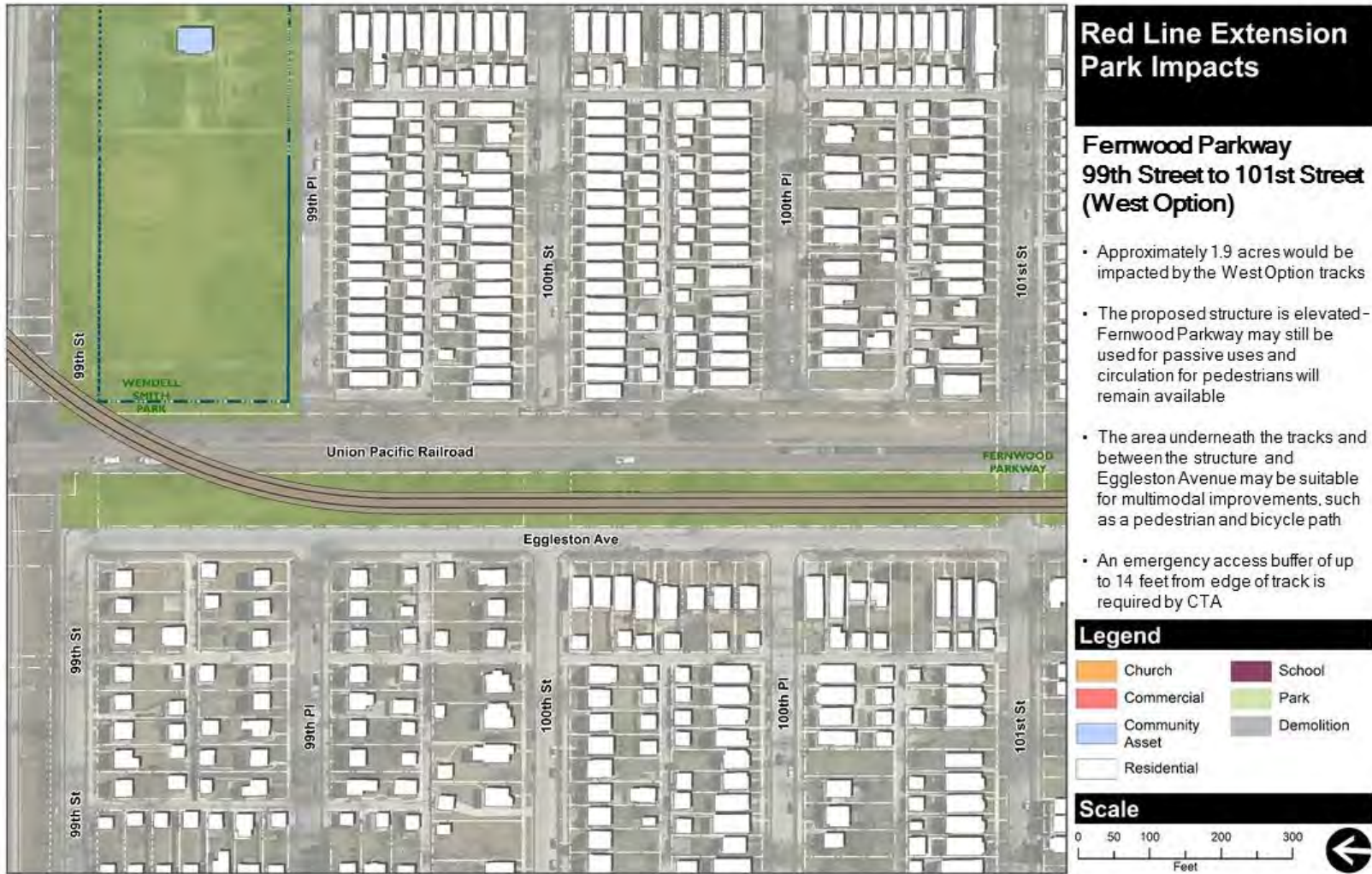


Figure 18: West Option Alignment near Fernwood Parkway (north)

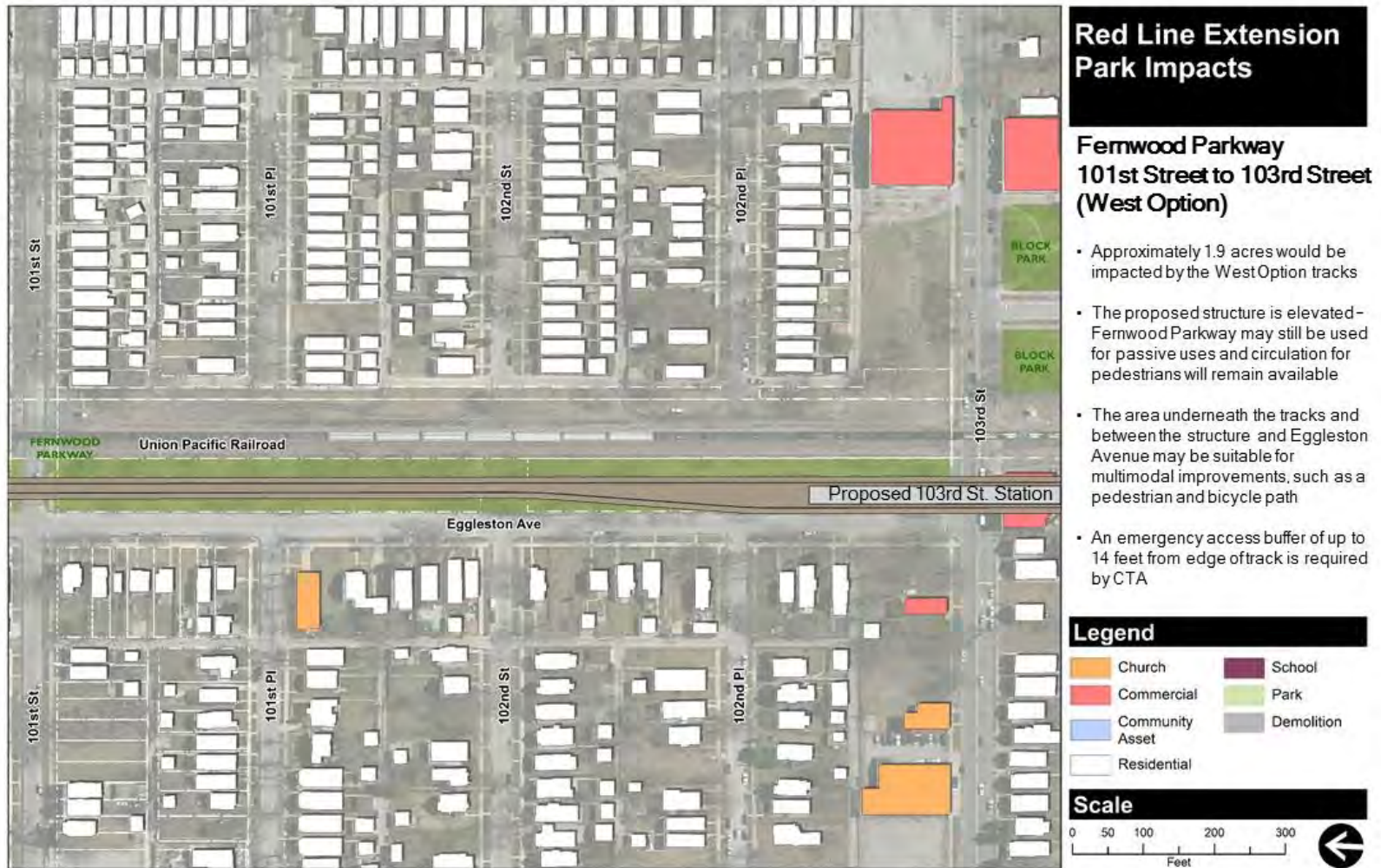


Figure 19: West Option Alignment near Fernwood Parkway (south)

## Section 6 Conclusions

The purpose of the Section 4(f) additional park analysis was to fulfill three main goals, as described above. Based on the findings detailed within this report, the following have been accomplished as part of this additional analysis for the Draft EIS:

- The analysis demonstrates that land is available for the proposed replacement park mitigation. CTA initially identified 22 potential sites. Based on continued coordination with CPD in further developing park concepts and processes for implementing mitigation measures, there would be no adverse effects after implementation of these measures. Park space and amenities in these community areas would be enhanced by implementation of replacement parkland and more active park uses.
- CTA coordinated with CPD to outline processes for implementation of these mitigation measures. After public comment on replacement park concepts as part of the Draft EIS, as part of the Final EIS a preferred replacement park option will be identified based on public comments. Property acquisition is not permissible before completion of Final EIS and the final replacement park location will be confirmed with property owners and CPD following completion of the NEPA process. Further environmental analysis in the form of a Phase I ESA will be conducted as part of property acquisition and before construction of the RLE Project.
- CTA developed park concepts at three sites as well as a site concept for replacement/relocation of amenities within Wendell Smith Park. This information will be useful in obtaining meaningful public input on park impacts and mitigation proposed as part the Draft EIS and Section 4(f) public hearing.

The next step for coordination on park impacts is to provide information from this analysis and the Draft EIS to the public for comment as part of the public hearing on the RLE Project Draft EIS and Section 4(f) Analysis. Based on public comments received on the environmental impacts and mitigation measures proposed, FTA and CTA will select a preferred UPRR option to move forward into a Final EIS.

CTA will continue to coordinate with CPD and other agencies throughout the next stages of this process. It is anticipated that a preferred replacement park site will be identified as part of the Final EIS. Additional coordination with property owners for voluntary acquisition of land will occur following completion of the environmental phase of this project. Once property is acquired, additional environmental site assessment in the form of a Phase I ESA will be conducted before construction.

## **Attachments**

Attachment 1: Chicago Park District Coordination

Attachment 2: Desktop and Geospatial Analysis Results

Attachment 3: Field Visit Findings

Attachment 4: Suitability Analysis Assessment Notes

Attachment 5: Environmental Database Report Findings

Attachment 6: Park Concept Renderings

## Attachment 1: Chicago Park District Coordination



June 8, 2015

Mr. Rob Rejman  
Director of Planning and Construction  
Chicago Park District  
541 N. Fairbanks Court  
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project

Dear Mr. Rejman:

The Chicago Transit Authority (CTA) and Federal Transit Administration (FTA) are continuing efforts to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) Project in accordance with the National Environmental Policy Act (NEPA). The proposed project would extend the Red Line from the existing 95th Street Terminal to 130th Street, subject to the availability of funding.

CTA recently met with your agency on April 8, 2015 and presented information about the East and West options of the Union Pacific Railroad alignment, potential park impacts, and preliminary mitigation measures for each of the alignment options. In follow up to that meeting, this letter provides additional supporting information on the project, park impacts, and preliminary mitigation measures for further input from your agency. As the official with jurisdiction over these properties, CTA would like additional input from your agency on the following:

1. Confirmation on the attached documentation regarding primary activities and functions that take place at each of the three park properties that would be affected by the options under consideration, including which of these activities and functions constitute the primary purpose of these parks.
2. The views of your agency on the significance of each of these parks in terms of their existing availability and function in meeting the objectives of the Chicago Park District and the surrounding community as well as the impacts and/or benefits of the proposed project with mitigation measures implemented as proposed.
3. Comments and recommendations from your agency on the proposed mitigation measures for impacts and use of each park, including identification of any appropriate replacement park locations for the proposed project mitigation measures.

4. The views of your agency on whether, after implementation of these mitigation measures, the impacts presented would be adverse to the activities, features, or attributes of each park.

We also welcome any other feedback from your agency that would be useful in understanding the views, goals, and objectives of the Chicago Park District in relationship to the proposed RLE Project. Your input will be used and reflected in the Draft EIS and Section 4(f) Evaluation that is being prepared. Section 4(f) of the USDOT Act of 1966 protects significant historic resources as well as publicly owned recreation areas, parks, and wildlife refuges. Once your views on these matters are appropriately incorporated into the document, CTA and FTA will be providing documentation to your agency on the environmental impacts and Section 4(f) findings and will seek concurrence from the Chicago Park District on the determination made. Additional coordination meetings will be scheduled with your agency, as needed, to ensure proper coordination.

At this time, CTA expects to release the Draft EIS and Section 4(f) Evaluation for public review and comment in spring 2016. A public hearing will be scheduled at that time to take public comments on the environmental findings in the Draft EIS and Section 4(f) Evaluation. Based on the technical analysis conducted and public input received, a Final EIS/Record of Decision will be prepared. The Final EIS/Record of Decision will document the results of the Draft EIS process, confirm whether the East or West Option will be constructed, and include a list of committed final mitigation measures for the option chosen. CTA and FTA will continue to work with your agency through this process to keep you informed on the status of this project and to conduct follow up coordination activities, as needed. Additional information about the project is available at: [transitchicago.com/RedEIS](http://transitchicago.com/RedEIS).

If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,



Sonali Tandon  
Senior Project Manager, Planning  
Chicago Transit Authority  
312.681.4246  
[standon@transitchicago.com](mailto:standon@transitchicago.com)

cc:

Michael Lange, Chicago Park District  
Doreen O'Donnell, Chicago Park District  
Reginald Arkell, Federal Transit Administration  
Mark Assam, Federal Transit Administration



## Project Overview and Description

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project to extend the existing Red Line heavy rail transit service approximately 5 miles south from the existing 95th Street Terminal to 130th Street on Chicago's Far South Side. The project area for the RLE is approximately 11 miles south of the Loop (Chicago's central business district).

The National Environmental Policy Act of 1969 (NEPA) mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined. FTA and CTA are currently preparing a Draft Environmental Impact Statement (EIS) for this project in accordance with NEPA and other applicable regulations, including Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966, joint guidance and regulations from FTA and the Federal Highway Administration (FHWA), and other agency regulations and guidelines.

After extensive planning and study, the Chicago Transit Board designated the Union Pacific Railroad (UPRR) Rail Alternative as the Locally Preferred Alternative (LPA) for this project on August 12, 2009. The UPRR Alternative route would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) 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.

Two options are being considered for the alignment along the UPRR corridor. The CTA elevated structure would be located either east or west of the existing UPRR corridor. The alignment would follow the UPRR corridor to Prairie Avenue, where it would cross over the Canadian National/Metra Electric District (CN/ME) tracks near 119th Street. South of this point, the East and West Options would follow the same alignment southeast along the NICTD/Chicago South Shore & South Bend Railroad (CSS & SBRR) right-of-way using a portion of the Indiana Harbor Belt Railroad (IHB) right-of-way to the terminus (end) of the RLE at 130th Street.

As described, two UPRR Alternative options for the segment of the proposed route between I-57 and the CN/ME tracks near 119th Street are under further evaluation:

- East Option - The CTA elevated structure would be placed immediately adjacent to the east side of the UPRR right-of-way.
- West Option - The CTA elevated structure would be placed immediately adjacent to the west side of the UPRR right-of-way.

An overview map of the project and alignment options is provided in **Figure 1**.

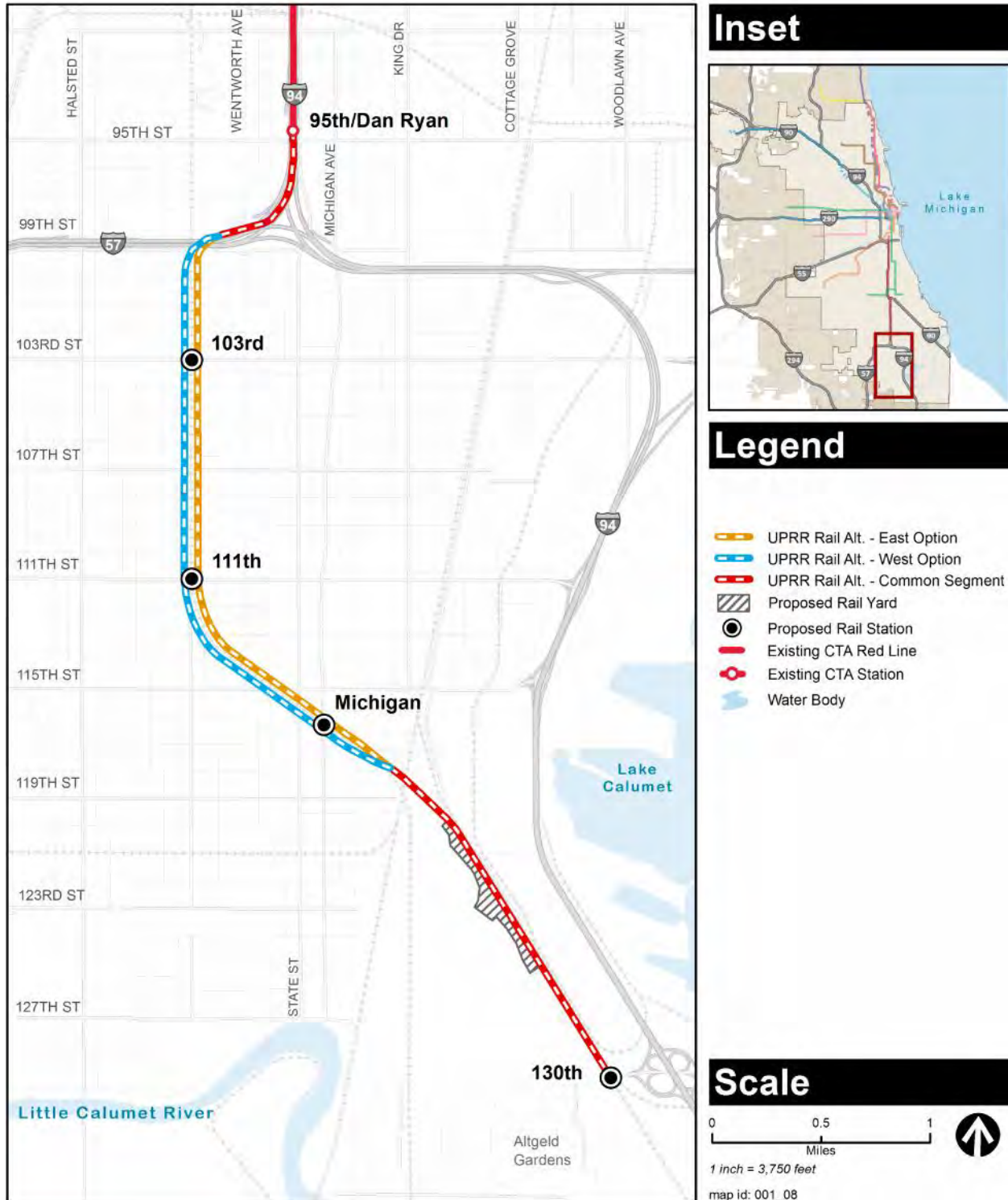


Figure 1: Union Pacific Railroad Alternative Options

## Park Impact Overview

All public parks within 500 feet of the proposed right-of-way and within ½ mile around the locations of proposed stations were analyzed for potential impacts as a result of implementing the project. **Table 1** summarizes park impacts as a result of each UPRR alignment option. **Figure 2** shows the locations of all parks in the vicinity of the project. The following section provides further details on the park or parks impacted by each alignment option.

Table 1: Park and Recreational Resources Impacts Overview

Park or Recreational Resource Name	Address	Impact Findings	
		East Option	West Option
Wendell Smith Park	9912 S. Princeton Avenue	0.7 acres	-
Fernwood Parkway	9501 S. Eggleston Avenue	-	1.9 acres
Block Park	346 W. 104th Street	0.9 acres	-
<i>Total</i>		<i>1.6 acres</i>	<i>1.9 acres</i>

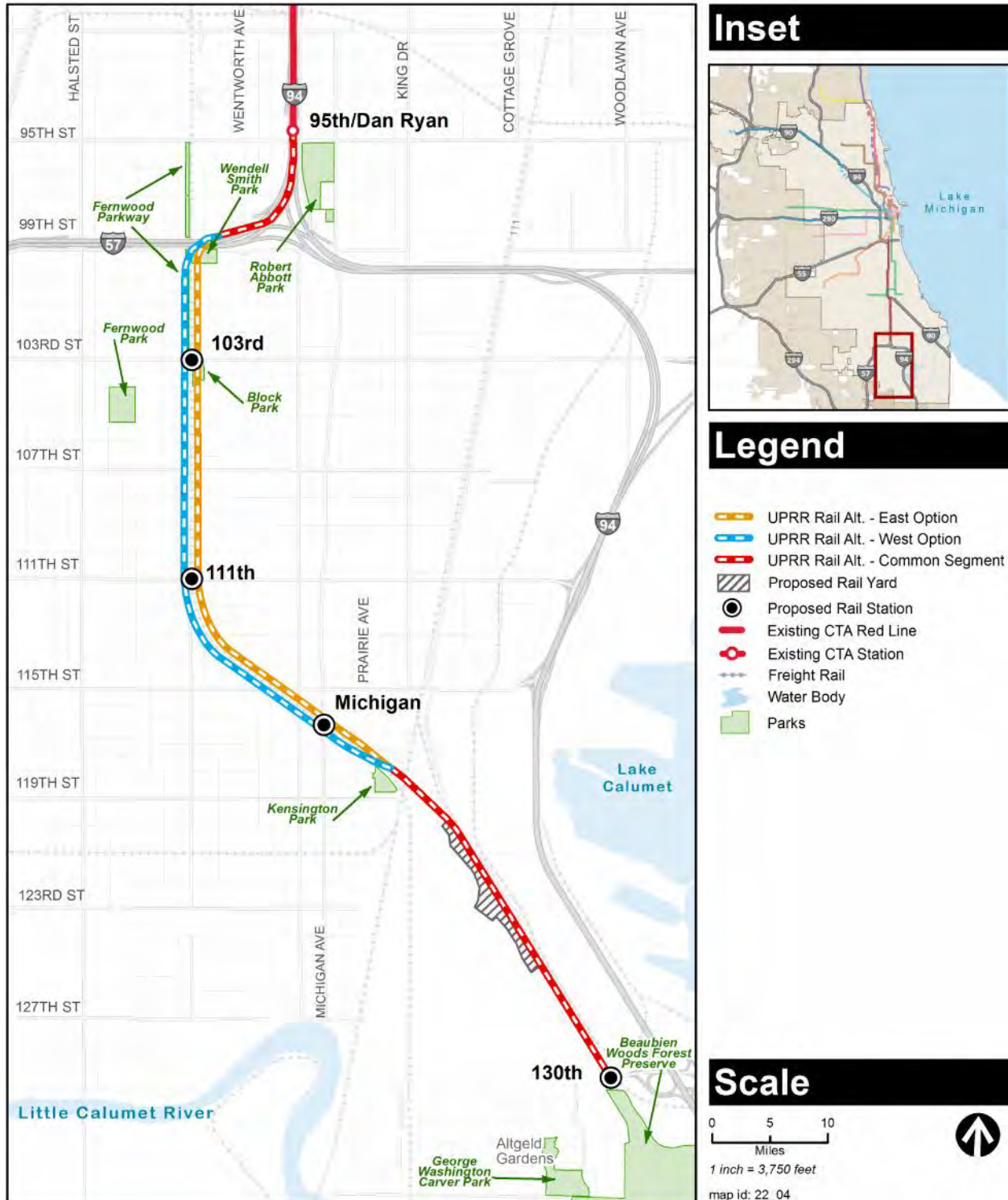


Figure 2: Publicly Owned Park and Recreational Properties Adjacent to the Project

## UPRR Alternative East Option - Park Impacts

Two park resources would be used as result of the East Option: Wendell Smith Park and Block Park, which are further described below.

### Wendell Smith Park

Wendell Smith Park is approximately 4.7 acres (340 feet wide by 610 feet long) and is an actively used facility with basketball courts, baseball fields, a play lot, recreation building, and 0.3 mile of walking trails. Regularly scheduled activities at Wendell Smith Park include basketball tournaments, baseball/softball games, and concerts. The park is also actively used by day camps and for activities organized by the Chicago Park District.

The East Option alignment would run through the northwestern corner of the park, as shown in Error! Reference source not found.. Of the 4.7 acres of the park, approximately 0.7 acre would be overlapped by the elevated structure and its associated clearances. The overlap area includes open space, trees, benches, and a portion of the park's walking trail. The outfield of an existing baseball field would be used. Piers would be located in the park, and the bottom of the elevated structure would be approximately 15 feet above ground level. Because a permanent easement is proposed, the land within the easement would be considered a permanent incorporation (direct use) of the park facilities. Temporary closure of the overlapped portion of Wendell Smith Park would be necessary during construction.

### Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation, as follows:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District.
- Relocation or replacement of the baseball field based on further coordination with the Chicago Park District and outreach to the public so that the attributes, features, and activities are not adversely affected by the use of the northwest corner of the park.
- Replacement of facilities affected by the project including sidewalks, paths, benches, lights, trees, and other facilities within the park.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.

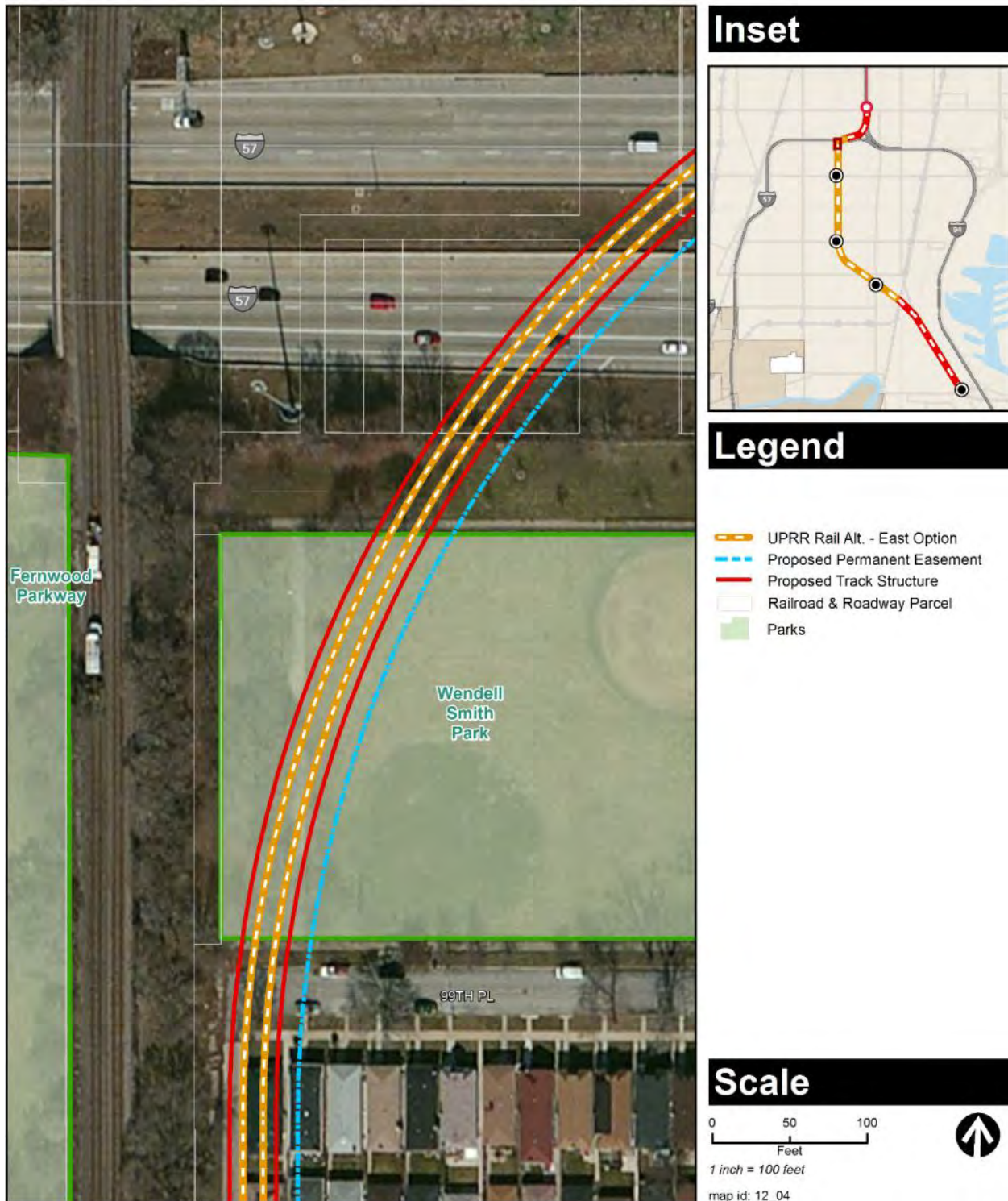


Figure 3: Impacts on Wendell Smith Park - -Union Pacific Railroad Alternative East Option

## Block Park

Block Park is a passive green space and is divided into two parcels by Harvard Avenue. The east parcel is approximately 1.4 acres (130 feet wide by 460 feet long) and includes amenities such as benches, walking paths, and sidewalks. The west parcel is approximately 1.3 acres (90 feet wide by 600 feet long) and is open space with a sidewalk and no other park amenities. In addition, a radio tower and two utility structures are on the west parcel. Photos of Block Park are shown in **Figures 4 and 5**.



Figure 4: Block Park with the Roseland Pumping Station in the Background (facing south)



Figure 5: East Parcel (left) and West Parcel (right) of Block Park

The East Option alignment would run through the west parcel of Block Park, and would overlap 0.9 acre of park space with the elevated structure and its associated clearances, as shown in Error! Reference source not found.. A secondary station entrance would also be located in the park, along its western edge. The affected parcel includes an isolated portion of the park's open space and a communications tower, and does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the east parcel of the park. Because the East Option alignment elevated structure would overlap a portion of this park, there would be a permanent incorporation (direct use) of this passive greenspace. Some temporary closure of the overlapped area would be necessary during construction.

### Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation. CTA and the Chicago Park District are currently coordinating to define any additional or alternative mitigation measures that may be necessary:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District. Providing enhanced park connectivity to the proposed station area at 103rd Street and other CPD park projects in the nearby area could be considered to enhance the attributes, features and activities of this existing passive green space.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the park but not adversely affect the safety of the transit facility.



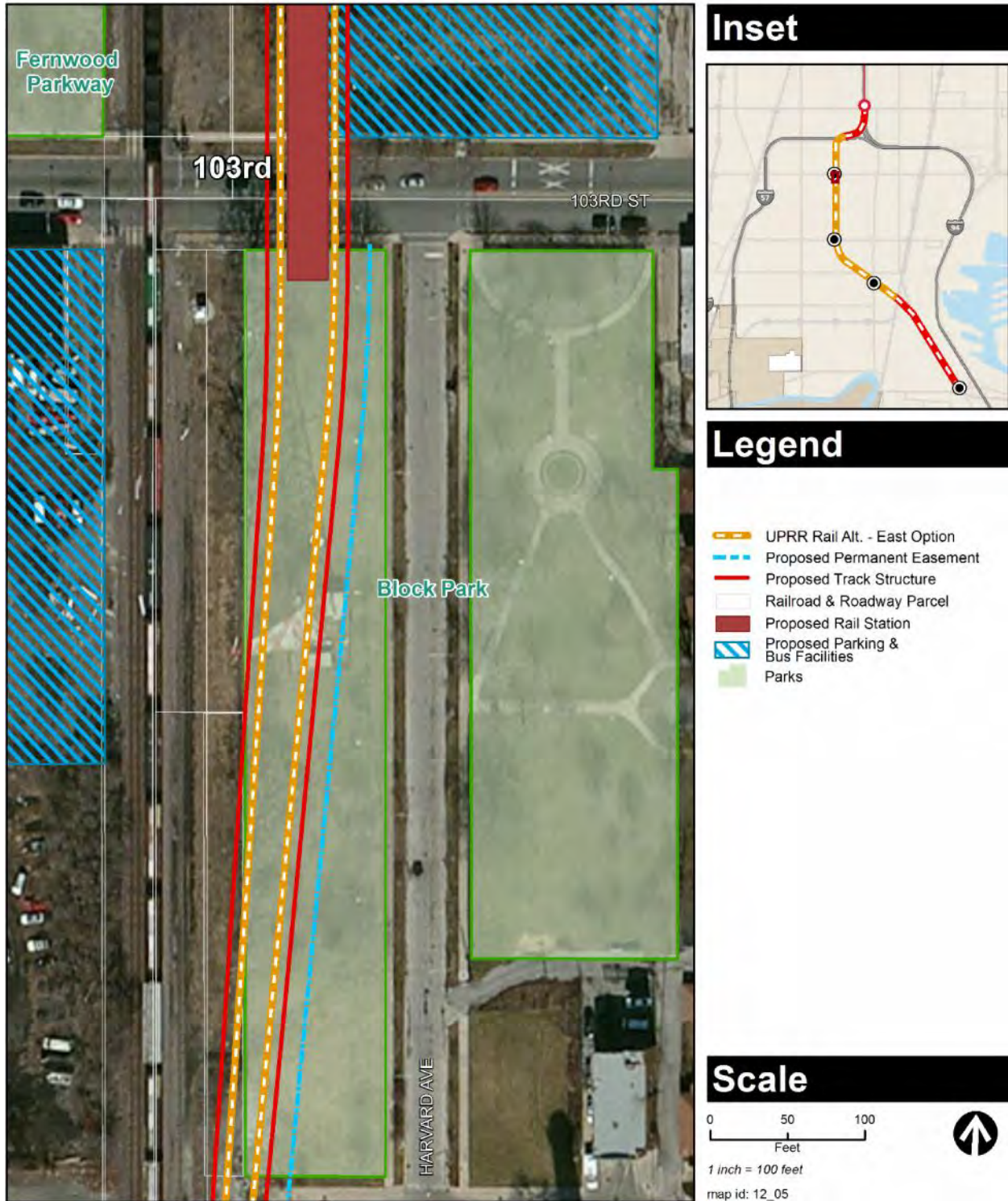


Figure 6: Impacts on Block Park - East Option

## UPRR Alternative West Option - Park Impacts

One park resource would be used as result of the West Option—Fernwood Parkway—which is further described below.

### Fernwood Parkway

Fernwood Parkway is a passive green space, and is divided into two parcels separated by 101st Street. The northern parcel, from 99th Street to 101st Street, is approximately 2.4 acres (78 feet wide by 1,325 feet long). The southern parcel, from 101st Street to 103rd Street, is approximately 2.9 acres (78 feet wide by 1,277 feet long). Both the north and south parcels of Fernwood Parkway serve as open space and do not contain recreational facilities or amenities such as sidewalks or benches. Some trees are planted within the park and a chain-link fence separates the green space from the existing at-grade UPRR tracks. **Figures 7 and 8** shows Fernwood Parkway facing north and south.



Figure 7: Fernwood Parkway at 100th Street and Eggleston Avenue (facing north)



Figure 8: Fernwood Parkway at 100th Street and Eggleston Avenue (facing south)

The West Option track structure would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets. Approximately 1.9 acres of the parkway would be overlapped by the elevated structure and its associated clearances (see Error! Reference source not found.). The parkway functions as open space, and does not contain recreational amenities. Temporary closure of the section of the overlapped section of the parkway would be necessary during construction. Public use of the parkway could resume after construction, as long as the area beneath the elevated track structure is reopened, but much of the parkway between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Elevated track structure supports would be placed permanently in the park space. Because the West Option alignment elevated structure would overlap a portion of this park, there would be a permanent incorporation (direct use) of this passive green space.

### Preliminary Mitigation Measures

Mitigation and enhancement measures are proposed that would result in no adverse effect to the features, attributes, and activities of the park after implementation, as follows:

- Replacement of impacted park space. Payment would be the fair market value of the land and improvements taken or improvements to the remaining site equal to the fair market value of the land and improvements taken. Location of replacement property would be further defined in coordination with the Chicago Park District.
- Potential installation of a new bicycle path beneath the elevated track structure, subject to use for CTA maintenance, which would enhance the existing unused green space and better connect parks and the newly proposed transit infrastructure.
- Restoration and landscaping of disturbed areas.
- Incorporation of design features where necessary to reduce or minimize impacts of use on the Section 4(f) property. Such features would be designed in a manner that would enhance the green space but not adversely affect the safety of the transit facility.

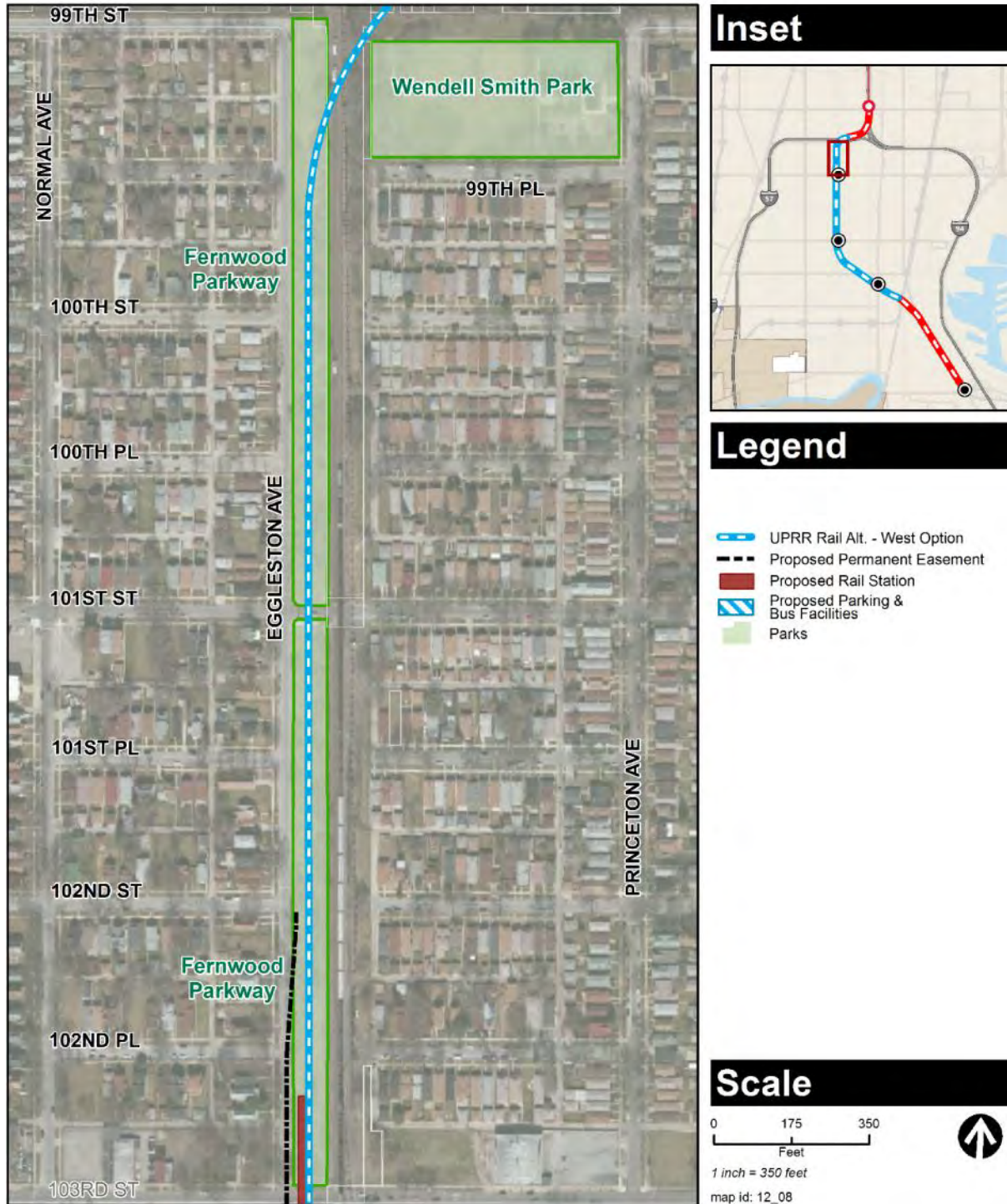


Figure 9: Impacts on Fernwood Parkway - Union Pacific Railroad Alternative West Option



**chicago park district**

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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', followed by a long horizontal flourish.

Rob Rejman  
Director of Planning and Construction

RR/ml

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

# MEETING NOTES

**RE:** Chicago Park District Coordination Meeting  
Chicago Transit Authority Red Line Extension Project

**DATE:** October 8, 2015, 9:00 a.m.

**LOCATION:** Chicago Park District, 541 N. Fairbanks Court, Chicago, IL

## ATTENDEES:

<i>Name</i>	<i>Initials</i>	<i>Organization</i>
Leah Mooney	LM	CTA
Sonali Tandon	ST	CTA
Jenifer Palmer	JP	CWC Transit Group
Michael Lange	MH	CPD

**PREPARED BY:** Jenifer Palmer

**ISSUE DATE:** October 19, 2015

## MEETING NOTES:

- Sonali Tandon (CTA) thanked CPD for their time and provided an update on the status of the Red Line Extension Project.
- CTA recently submitted the first draft of the Draft EIS document to FTA for their review. The reviews and updates to the document will continue through the fall and into early 2016. CTA and FTA expect to be ready to public the Draft EIS for public comment and hold public hearings in May 2016.
- CTA received CPD's response letter regarding potential park impacts and proposed mitigation measures that would result from implementation of either the RLE East or West alignment options. CTA updated the Draft Environmental Impact Statement (EIS) document prior to submitting to FTA to reflect this correspondence to date. Based on the feedback received from CPD, CTA is proposing *de minimis* findings for park impacts following implementation of mitigation measures since after these measures are taken into account, there would be no adverse impact to parks from either alignment option.
- CTA has also shared communications to date between CTA and CPD with FTA for their input. Based on coordination with FTA, they would like CTA to further develop replacement park/relocation of facilities mitigation measures. This will help to support the *de minimis* findings and will allow the public to provide more meaningful input on the proposed mitigation measures. To that end, CTA has prepared a scope of work for additional consultant services in

further identifying replacement park options and relocation of impacted facilities. The draft scope of work was provided to CPD in advance of this meeting to gain their input.

- CTA and CPD staff reviewed the draft scope of work. In general, CPD agrees with the process outlined in the scope for identifying potential replacement park locations. ML noted that in addition to what is outlined, CPD typically conducts environmental screening (e.g. consulting sandborn maps, historic uses of sites, etc) in the form of a Phase 1 ESA when identifying any new feasible park location.
- CTA noted that a number of environmental screenings have been done within the corridor to date and could be used, as appropriate, for this analysis. More specific site information would need to be gathered. CTA will review the potential for a Phase 1 ESA of sites as well as costs associated with that additional scope. It could be that the same information provided in a Phase 1 ESA are available through existing analysis and data or combination of reviewing data described within the scope of work. If not practical at this juncture of the project, commitments could be outlined in further developing the mitigation measures on requirements like a Phase 1 ESA following public input in May 2016 and in developing the Final EIS documentation.
- Because implementation timelines for obtaining new park sites will ultimately be based on the timeline for the Draft and Final EIS and securing federal, state and local funding for the project, CTA is most concerned with laying out some potential options for replacement parks and more specifically, identifying the process and commitments for doing this. While consultant staff may be able to identify suitable replacement park and amenity locations in this phase, those properties may or may not be available when replacement actually occurs. As such, it is equally important to both identify potential replacement parks and outline the requirements for carrying out mitigation measures.
- CPD also mentioned that they have some guidelines/standards for new park development that could be shared with consultant staff to support development of viable replacement options. As a matter of policy, CPD is focused on developing safe parks that are well connected to the transportation network. CPD also attempts to develop parks that are at least 2 acres in size. In addition, parks that are city-owned properties already may allow for more efficient implementation options since they would need to consider similar environmental impacts to any lands that they own. CPD is most interested in replacement options that could expand connectivity and park facilities over smaller pocket parks in the neighborhood but which lack this same level of connectivity.
- CPD provided early analysis done for potential replacement parcels so that the consultant team can consider this in their analysis. CPD only conducted very preliminary investigations into this area to date. CTA and CPD staff reviewed each potentially impacted park to identify any guidelines or general considerations that might apply to looking at replacement options and relocation of facilities impacted. CPD expects acre for acre replacement park land and facilities impacted.
- CTA noted that once the scope of work is finalized, consultant staff will be beginning field visits and initial investigations. In scheduling field visits, CTA asked whether there are an park



supervisors or area managers that the team might be able to coordinate with and CPD noted that area managers might be best since they are in charge of larger areas/multiple parks and may have some larger insights on existing uses and community park needs. CPD will provide available contact information so that this coordination can occur.

- CTA asked whether there are any park advisory councils in the area that the team should be coordinating with in understanding issues or obtaining more input on community needs. CPD will check to see if there is a park advisory council in this area.
- CTA thanked CPD again for their time. As the consultant team begins their investigations, the expectation is that we will be setting up regular coordination meetings through Spring 2016 to share developments and results in this process and obtain additional input and recommendations from CPD staff. There may not be a need to meet next month, but once this study actually begins, it may make sense to have monthly coordination. With holidays and the schedule for completing Draft EIS documentation prior to publishing, we would hope to complete coordination activities for further developing these measures through March 2016. Additional coordination would occur to share public input once the Draft EIS is published as well to determine appropriate next steps.

# MEETING NOTES

**RE:** Chicago Park District Coordination Meeting  
Chicago Transit Authority Red Line Extension Project

**DATE:** March 10, 2016, 10:00 a.m.

**LOCATION:** Chicago Park District, 541 N. Fairbanks Court, Chicago, IL

**ATTENDEES:**

<i>Name</i>	<i>Initials</i>	<i>Organization</i>
Leah Dawson Mooney	LM	CTA
Sonali Tandon	ST	CTA
Michael Lange	ML	CPD
Jenifer Palmer	JP	CWC Transit Group
Dave Sousa	DS	CWC Transit Group
Cody McChane	CM	CWC Transit Group

**PREPARED BY:** Cody McChane

**ISSUE DATE:** March 15, 2016

**MEETING NOTES:**

- Michael Lange suggested that due to an ongoing conflict, monthly coordination meetings should be rescheduled from Thursday to Wednesday mornings.
- Sonali Tandon (CTA) thanked CPD for their time, provided a recap of the work that has been done since the previous CPD Coordination Meeting on October 19, 2015, and discussed the purpose of the meeting.
- Jenifer Palmer (CWC) provided an overview of the Red Line Extension (RLE) Project and reviewed the potential park replacement site identification process undertaken by CWC and CTA. Preliminary analysis focused on identifying sites that would replace affected parkland (1.6 or 1.9 acres depending on the alignment option) and meeting CPD guidelines for new park acreage (2 to 5 acres). Considerations for the East Option also included locating sites within the Roseland community area and replacement of an affected ballfield. Considerations for the West Option also included locating sites within the Washington Heights community area. The initial investigation yielded 22 potential sites, 10 of which were eliminated from consideration following field investigation due to insufficient acreage, environmental concerns, non-contiguous available parcels or required crossing or reconfiguration of major roadways, or active uses currently onsite.

- CWC found no viable replacement sites within the Washington Heights community area that met all required criteria. The team discussed that due to the lack of viable options and the physical barrier of I-57 between Fernwood Parkway and northern Washington Heights, it may be difficult to find a replacement site in Washington Heights. CTA asked if it would be acceptable to locate a replacement site in another adjacent community area. ML agreed that a replacement site could be located in another adjacent community area. CWC requested that this allowance be made in writing for the federal environmental documentation with the Federal Transit Administration.
- JP reviewed the 12 park replacement sites considered potentially viable after field investigation. The replacement park sites fell into three categories: (1) sites adjacent to the RLE alignment, where a park could enhance a proposed station location and its potential for redevelopment; (2) under-utilized commercial areas with large amounts of vacancy and pending redevelopment; and (3) vacant sites with connection to existing parks such as Gano Park and/or the Major Taylor Trail.
- CWC identified nine sites as potential replacement park sites for either the East or West Options. The remaining three sites identified would only be viable for the East Option due to their location along the west side of the current UP right-of-way (ROW). Benefits and drawbacks of each site were discussed.
- Multiple potential sites are located on or near commercial corridors, and a park may not be the highest and best use in terms of zoning in these locations. CPD typically consults with Chicago Department of Planning and Development (DPD) to determine criteria for best use in these situations. The team discussed that in an area with disinvestment, parks can help spur development. CDM Smith has experience with park master plans, assessing supply and demand of parkland and amenities, and using parks as catalysts for these types of reinvestment.
- CPD's first priority is to locate replacement parks within 0.5-mile of affected parkland. However if this is not possible, ideal locations would fill an existing gap where there is not currently a park within a 0.5-mile walkshed. Site 2B was referenced as one site that may fill such a gap. Sites distant from the anticipated impact but close to an existing park, such as sites 9A and 9B, do not fill as great a need and therefore are less preferred.

Multiple potential sites would be adjacent to proposed CTA stations and on parcels that are currently under consideration by CTA for park & rides. CWC has performed only a high-level analysis to date, and additional analysis will be done as the RLE project moves into future stages of planning.

- Sites 6, 7, and 8 are located between the UP ROW and an alley, with the rear of houses facing the sites. Parks in these locations may present security concerns as they would not be very visible from major streets.
- Soil suitability is likely to be an issue for all sites. There is particular concern for the ability of soil at Site 10 to sustain healthy grass and trees. Due to the urban environment, soil remediation may be necessary at all sites before constructing a park.

- In the past, CTA discussed with DPD that the property on which Site 11 is located is proposed to be developed with an Aldi grocery store; however, development hasn't occurred and the project status is unsure. If Site 11 moves forward into the next stage of consideration, coordination with DPD would be necessary. Sites 11 and 12 are positioned for redevelopment because they are close to a proposed CTA station and the existing Metra station, and they are close to the Michigan Avenue commercial corridor.
- ML suggested consulting with Kathy Dickhut of DPD, who manages sustainability and has expertise in the preservation of industrial uses, for sites near manufacturing/industrial uses such as Site 15. There is a priority within the City to not displace limited remaining industrial property.
- ML reported that CPD is currently evaluating both Sites 10 and 17 for possible acquisition and conversion to new parkland because they are adjacent to the Major Taylor Trail. CPD may be able to share additional information on these sites. However, if CPD moves forward, these sites would likely not qualify for park replacement purposes.
- JP presented proposed criteria for the next phase of site analysis, which will include (1) proximity to area of impact, (2) environmental site analysis (EDR reports), (3) ownership availability, (4) surrounding land use/zoning compatibility, (5) accessibility, and (6) generalized cost of acquisition and construction. ML, ST, and JP concurred on the proposed criteria. JP reiterated that there will be no Phase I ESA completed for potential sites at this time, due to uncertainty of alignment and other compounding factors. CWC will complete an environmental screening similar in content to a Phase I ESA in the interim. JP noted that the outcome of this investigation is to keep multiple park replacement site options for each RLE Option. This will allow for presentation and further input between CPD, CTA, DPD, community stakeholders, and members of the public.
- Criteria for a replacement ballfield were discussed. CWC reported measuring the potentially affected ballfield (which would be affected by the East Option only) at roughly 130 feet in diameter, suitable as a "tot lot" or for tee-ball. DS reported that published standards only address little league fields which are larger than the affected field. ML reported that replacement in kind may be appropriate for CPD and he will discuss with his colleagues. CWC requested clarification of mitigation requirements in writing for purposes of the federal environmental documentation.
- CPD's decision process was discussed. Heather Gleason is the new director. ML will need to update her on this project. Once the sites are narrowed down, they will take it to their General Superintendent and CEO and to get his buy-in. CPD only needs to take it to their Board if they are planning to dispose land or acquire or accept land. They have to show the disposition and the acquisition simultaneously. CWC noted that the acquisition of land and further definition of site replacement would not occur at this phase of the environmental planning process. Once an alignment option is chosen at the end of the Draft Environmental Impact Statement (EIS) phase, a Final EIS will be prepared and CTA would perform additional detailed analysis of chosen sites.

As such, no Board approvals or acquisitions are anticipated until the end of environmental planning phases.

- CTA will hold a public hearing for the Draft EIS (tentatively scheduled for October). CPD is willing to help coordinate and provide space, likely in Palmer Park. There could be benefit to work with people in the community (small stakeholder group and aldermen) in the summer before the public hearing to discuss the park mitigation process and to gather community input. CPD would be willing to participate in the meeting. There are no park advisory councils in these neighborhoods, but CPD Area Managers are active with community leaders and have a finger on the pulse of the community and park needs. Area Managers can be useful for coordination as well, and CPD will invite the Area Manager for the study area to the next coordination meeting. Individual park supervisors might also contribute to the discussion because they know the individuals and families that use parks.
- Leah Dawson Mooney (CTA) suggested site visit to show potential sites to CPD, which could help with the decision-making process.

#### **Action Items**

- CTA will update monthly coordination meetings to Wednesday as per CPD request.
- CPD will review the potential sites discussed in this meeting and will provide feedback within one week on:
  1. Initial site options discussed today and any sites that may be further eliminated from secondary suitability analysis screening
  2. Ability to modify mitigation options for the West Option to adjacent community areas outside of Washington Heights
  3. Ballfield replacement size criteria
  4. Proposed suitability criteria
- CPD will reach out to the local Area Manager for parks in the replacement park area and invite that contact to attend the next monthly coordination meeting in April.
- CWC will initiate the analysis of suitability criteria discussed, and report findings of most suitable replacement site options during the next monthly meeting.
- CWC will provide any modifications to mitigation proposed in the Draft EIS based on CPD input above in writing for CPD concurrence for federal environmental documentation purposes.

# MEETING NOTES

**RE:** Chicago Park District Coordination Meeting  
Chicago Transit Authority Red Line Extension Project

**DATE:** April 6, 2016, 10:00 a.m.

**LOCATION:** Chicago Park District, 541 N. Fairbanks Court, Chicago, IL

**ATTENDEES:**

<i>Name</i>	<i>Initials</i>	<i>Organization</i>
Leah Dawson Mooney	LM	CTA
Sonali Tandon	ST	CTA
Doreen O'Donnell	DO	CPD
Michael Lange	ML	CPD
Jenifer Palmer	JP	CWC Transit Group
Cody McChane	CM	CWC Transit Group

**PREPARED BY:** Cody McChane

**ISSUE DATE:** April 14, 2016

**MEETING NOTES:**

- Jenifer Palmer (CWC) provided an overview of the Red Line Extension (RLE) Project and reviewed the potential park replacement site identification process undertaken by CWC and CTA. Preliminary analysis focused on identifying sites that would replace affected parkland (1.6 or 1.9 acres depending on the alignment option) and meeting CPD guidelines for new park acreage (2 to 5 acres). The initial investigation yielded 22 potential sites, 10 of which were eliminated from consideration following field investigation due to insufficient acreage, environmental concerns, non-contiguous available parcels or required crossing or reconfiguration of major roadways, or active uses currently onsite.
- After the last meeting with CPD, CWC and CTA completed a Suitability Analysis for the remaining 12 sites that included six criteria: (1) proximity to area of impact, (2) ownership/availability, (3) surrounding land use/zoning compatibility, (4) safety and security, (5) high level cost considerations, and (6) environmental factors (EDR reports). Each site was given a score of low, medium, or high for each of these unweighted factors. CWC and CTA presented the six sites with the highest scores to CPD. Two additional sites were also reviewed as close scoring contenders or where additional inputs were needed for scoring purposes and further refinement of viable replacement park options.

- Leah Dawson Mooney (CTA) asked CPD for feedback on the Sustainability Analysis process and criteria. Michael Lange (CPD) suggested assigning increased weight to site locations. Doreen O’Donnell (CPD) stated that locating a park in a community area of need is a high priority for CPD, and locations that are not very close to the affected parks can be assigned a high score for location if they help to fill an existing park access gap, defined as the lack of park space within a ½-mile walk shed. Within the study area, West Pullman and Roseland have some identified park needs, while Morgan Park is not identified as a community in need of additional park space.
- CWC also assigned higher scores to potential sites that are proximate to existing parkland such as the Major Taylor Trail, or that connect well with bicycle facilities and transit, including proximity to planned Red Line stations. CTA has not typically looked at park integration near major transit stations in other projects such as the Brown Line on the north side of Chicago. However, the addition of parks and other open space has been shown to spur economic development in underdeveloped areas and may be appropriate in the context of this project area.
- Sonali Tandon (CTA) clarified that project design and construction has not yet been funded. The identification of potential park replacement sites is an iterative process that can evolve to suit the needs of CPD as it moves forward. Because the RLE project timeline is long-term and environmental factors and site availability may change by the time the project receives funding, this study will provide a toolbox for use when the project moves into the land acquisition phase. The study outlines a decision-making process that will clarify to the Federal Transit Authority and stakeholders how park replacement sites are identified and indicate availability of replacement park sites.
- JP presented the six sites identified that earned the highest scores in the Suitability Analysis, in order from the highest to the lowest score.
  - Site 8A is a large parcel of land that would allow for the activation of varying uses due to its size and shape, and is adjacent to a community center and a family services center. The site would be a viable option for both the east and west rail alignments under consideration, which would help increase flexibility and streamline the public input process. Its location would also fill a park access need.
  - Site 3B also would allow for multiple uses, and would complement existing Block Park on the opposite side of the proposed rail alignment. This would be an option for the east alignment only.
  - Both sites 8A and 3B are adjacent to proposed CTA stations. Their strong connection to transit helped them score highly in the Suitability Analysis, but portions of both parcels have been identified as potential park and ride sites. The 103rd St. and 111th St. stations are intermediate stations and would only need to provide parking for the community, whereas the terminal station on the line must provide parking for larger populations. Both sites are adjacent to other parcels that have been identified as potential alternative park and ride locations. At the proposed 103rd station (Site 3B), there is a potential for further utilizing a potential park and ride location on the east side of the tracks as an alternative to this site. At the proposed 111th station (Site 8A), no

additional park and ride locations are currently identified and modification of proposed park and ride plans at that location would need further CTA consideration.

- Site 7 would offer the ability to create bicycle and pedestrian connections due to its linear orientation, and is near Roseland Christian School but across the proposed alignment. The site abuts an alley and the rear of residential properties, and earned a lower score for safety and security. A cell phone tower is located on the site. CPD clarified that they require that transferred land must be “free and clear” of all structures.
  - Site 12 is adjacent to a proposed transit station and includes buildings that will be demolished by the city. A portion of this site is also currently identified for a proposed park and ride as part of the RLE Project and CTA would need to reconsider plans at this location if further considered for park replacement. The site is adjacent to Site 11, which is currently slated for a planned development by the city.
  - CTA will coordinate with the Chicago Department of Planning and Development (DPD) on all potential sites, including monitoring the status of Site 11.
  - Site 6 includes a large amount of acreage but would be an option for the east alignment only. Like site 7, it abuts an alley and the rear of residential parcels and safety and security would be an issue to be addressed. Two buildings on the south end were identified as vacant by the Property Appraiser but would need to be checked using a title search. The use of these properties would allow access to 107<sup>th</sup> and improve connectivity and safety and security.
  - Site 10 is a very large area that is adjacent to the Major Taylor Trail. It is located in Morgan Park, which has not been identified by CPD as a community in need of park space. CPD is also in the process of acquiring additional land in that community area, and adding another large park may be politically difficult. Site 10 was eliminated from consideration.
- Two additional sites did not score as highly but are still under consideration. Site 2B may require the acquisition of one or two currently active residential parcels. However it would be served well by the CTA bus system and would help to fill a park access gap identified by CPD. Site 11 may be under consideration pending DPD’s update on the potential for a planned development. Both Sites 11 and 12 require further discussion with DPD on anticipated plans at those locations on coordination of park replacement as well as proposed park and ride plans.
  - JP provided an overview of the next steps required. About six sites are still under consideration, we want to narrow that down to three final options to present at public meetings. CWC and CTA will create concept plans and cost estimates upon confirmation of these three options.
  - Future analysis of sites will include consideration of wards, and Aldermanic support is crucial to land acquisition and park creation.



- CPD is in the process of creating new parks or small open spaces in both Roseland and West Pullman. CPD will overlay the remaining potential replacement sites on their parks access map and report their findings. CWC and CTA will change the location/proximity score accordingly.
- CWC and CTA will draft revised mitigation measures language to include changes to proximity requirements and identification of access gaps and communities of need, and the in kind replacement of the junior ball field in Wendell Smith Park, and send to CPD for concurrence.
- The next step is to coordinate with DPD, and they will be invited to the next monthly meeting on May 11, 2016. Erika Sellke, Kathy Dickhut, and Nelson Chueng were identified as staff members that should be involved from DPD.

**Action Items:**

- CTA to coordinate meeting between CPD, DPD, and project team for next monthly coordination meeting.
- CPD will overlay the remaining potential replacement sites on their parks access map and report their findings. CWC and CTA will change the location/proximity score accordingly and also evaluate higher weight for this criterion.
- CTA to provide updated mitigation measures correspondence to CPD for confirmation/concurrence.

# MEETING NOTES

**RE:** Chicago Park District and Department of Planning and Development  
Coordination Meeting  
Chicago Transit Authority Red Line Extension Project

**DATE:** May 18, 2016, 2:30 p.m.

**LOCATION:** Chicago Park District, 541 N. Fairbanks Court, Chicago, IL

## ATTENDEES:

<i>Name</i>	<i>Initials</i>	<i>Organization</i>
Leah Dawson Mooney	LM	CTA
Sonali Tandon	ST	CTA
Doreen O'Donnell	DO	CPD
Michael Lange	ML	CPD
Meg Gustafson	MG	DPD
Erika Sellke	ES	DPD
Jenifer Palmer (call-in)	JP	CWC Transit Group
Cody McChane	CM	CWC Transit Group

**PREPARED BY:** Cody McChane

**ISSUE DATE:** June 1, 2016

## MEETING NOTES:

- Sonali Tandon (CTA) provided an overview of the Red Line Extension (RLE) Project and reviewed the potential park replacement site identification process undertaken by CWC and CTA. Preliminary analysis focused on identifying sites that would replace affected parkland (1.6 or 1.9 acres depending on the alignment option) and meeting CPD guidelines for new park acreage (2 to 5 acres). The initial investigation yielded 22 potential sites, 10 of which were eliminated from consideration following field investigation due to insufficient acreage, environmental concerns, non-contiguous available parcels or required crossing or reconfiguration of major roadways, or active uses currently onsite. Eight sites currently remain under consideration following a suitability analysis that scored sites based on location, availability, land use/zoning compatibility, safety and security, environmental factors, and cost considerations. Three final sites are to be selected for further development and presentation to the public.
- CPD prefers sites that are within one mile of the proposed transit corridor, are not within one half mile of an existing park, and help fill a half-mile park access gap. CPD provided maps

depicting “Final Focus Areas” that are not within one half mile of a park. Sites 2B and 8A meet these three criteria.

- Meg Gustafson (DPD) confirmed that the city-owned parcel data that has been used by CTA and CWC is the most current data available. At this time, CTA is not requesting to prevent development on city-owned parcels under consideration for use as replacement parkland due to project uncertainty.
- Attendees reviewed the final eight sites under consideration.
  - Site 2B – A Chicago Housing Authority project, likely senior housing, may be located nearby. This is a preferred site for CPD due to its proximity to the proposed corridor and affected parks, and ability to expand half-mile access. It is also a viable site for both the east and west options.
  - Site 3B – A park and ride lot has been proposed at this site, but its precise location and size can be readdressed. This site is viable for the east option only. CPD prefers this site as an alternate under the east option as it would be an expansion of Fernwood Parkway.
  - Site 6 – This site is only viable under the east option, and is very close to Fernwood Park.
  - Site 7 – This site contains a cell/communications tower. Removal would likely require contracting a private company. City rules and process for tower removal will need to be documented regardless of park site selection due to the tower located in Block Park.
  - Site 8A – This is a preferred site for CPD because it is very close to one of the Final Focus Areas for half-mile access, and is viable for both the east and west options. A park and ride lot has also been proposed at this site, but its precise location and size can be readdressed.
  - Site 10 – This site is removed from consideration, because Morgan Park is not a community of need and the site does not meet CPD’s three criteria above.
  - Site 11 – This site is a Planned Development, but is not currently owned by the city. It was originally reserved for an Aldi grocery store but this hasn’t happened yet. The community would prefer a grocery store in that location. The Planned Development designation likely has a sunset clause of ten years, DPD will check and report back. Because this site is very large, it may be feasible to incorporate park and ride and transit-oriented development in one site. The park could serve the Elementary school next to the site and may also help incentivize development of the rest of the parcel; however developers usually prefer frontage on major streets (State St., Michigan Ave., and 115th St.), and rear of the site maybe left for park space, which is not ideal.
  - Site 12 – One or two parcels are currently city-owned, and the structures fronting Michigan Avenue are slated for demolition. CPD favors site 12 over site 11 because they would prefer their own site as opposed to coordinating space with a park and ride lot and transit-oriented development. This site would be next to the proposed Michigan station and could serve as a “gateway” to the Pullman Community Area.

- Attendees discussed the value of creating parks on commercial corridors and whether it constitutes highest and best use. Within the context of the study area, park space can help incentivize much needed economic development. DPD stated that they are okay with parks in the sites as discussed.
- Attendees agreed that the final sites moving forward will be 2B, 8A, and either 11 or 12, pending DPD feedback. Site 3B will be an alternate for the East Option.
- Aldermanic feedback will be solicited once the final three sites are confirmed.
- Regarding disposition of land from CPD to CTA, the Transfer Act will need to be consulted. CPD may be able to dispose land directly to CTA, or may need to go through the city. Block Park is owned by the Department of Water Management and leased to CPD. This could pose issues with acquisition in the event that the east option is chosen.

# MEETING NOTES

**RE:** Chicago Park District Coordination Meeting  
Chicago Transit Authority Red Line Extension Project

**DATE:** June 15, 2016, 10:00 a.m.

**LOCATION:** Chicago Park District, 541 N. Fairbanks Court, Chicago, IL

## ATTENDEES:

<i>Name</i>	<i>Initials</i>	<i>Organization</i>
Sonali Tandon	ST	CTA
Doreen O'Donnell	DO	CPD
Michael Lange	ML	CPD
Jenifer Palmer (call-in)	JP	CWC Transit Group
Dave Sousa	DS	CWC Transit Group
Cody McChane	CM	CWC Transit Group

**PREPARED BY:** Cody McChane

**ISSUE DATE:** August 3, 2016

## MEETING NOTES:

- Dave Sousa (CWC) provided an overview of the site selection process and the meeting agenda.
- CWC presented site plan sketches for Wendell Smith Park and the three potential replacement park sites. Multiple options for each site were presented because the East Option and West Option influence site dimensions and requirements differently and because there are currently active uses at some sites.
- CPD mentioned that the information on their website could be inaccurate, and that there are two intact and actively used ballfields at Wendell Smith Park. There is currently no t-ball programming at the southwest field. The main use for that smaller ballfield is informal kickball.
- Under the East Option, reconstruction of pathways, trees, and likely both ballfields will be necessary because construction staging will need to take place in Wendell Smith Park.
- The ballfields that currently exist in Wendell Smith Park do not comply with Little League standards, and two such fields would not fit in the park. CPD agreed that replacement fields only need to comply with Pony League regulations, and two such fields would fit in the park under the East Option as shown. The fields should have outfield fences to prevent players from

running onto the adjacent field or backing into a pier supporting the elevated rail structure that would be nearby.

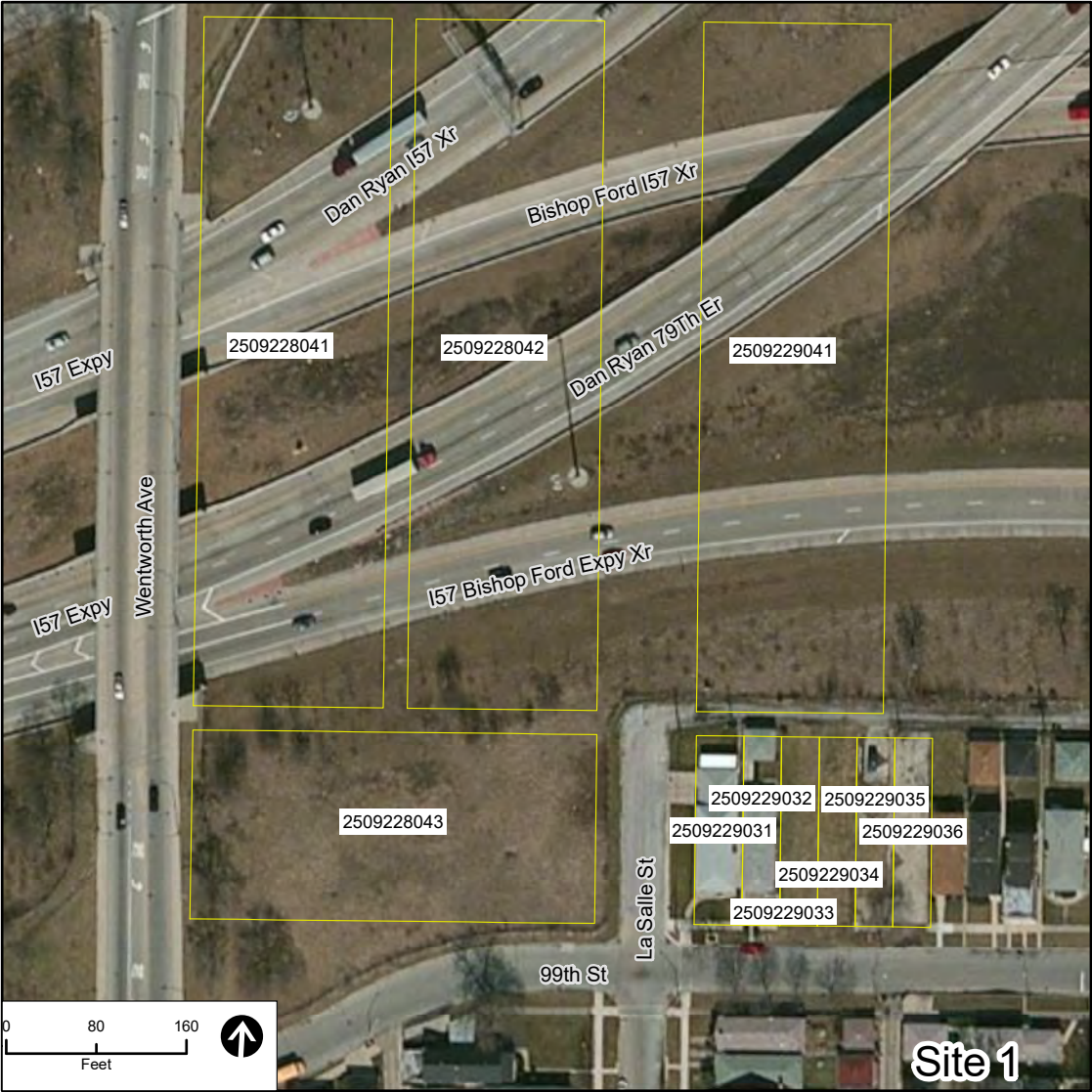
- CTA will own the land within 15 feet of the eastern edge of the alignment, and park amenities such as the walkway and path should not be placed west of that line. CPD recommended that CTA consider placing a fence at the property line. Such a fence would likely create a conflict point with one of the Pony League fields, and if so two fields would not fit in the park.
- CPD suggested building one larger high school-sized field on the site rather than both fields to provide the greatest level of improvement to the field amenity. In this case, the field should be reoriented so that home plate is in the southwest corner for best sun lighting.
- Site 2B, at 101st Street and Michigan Avenue, would be viable under both the West and East Options. A ballfield replacement would be possible only with voluntary acquisition of an active use residential parcel. A replacement park without a ballfield and without acquisition of this parcel would still be 2 acres.
- A fence is not required around a replacement ballfield at this site, though CPD usually puts a fence around parks to help define boundaries and discourage fly dumping. Fences do not need to be depicted in future sketches.
- Gateway features as shown in the site plan sketch for site 2B, Version 2 should be excluded at this point. Future sketches will depict the site without gateway features.
- Site 2B, Version 1, currently shows acquisition of the active use residential parcel. This should be shown in Version 2, with Version 1 showing the parcel remaining with the current owner. Property owners cannot be displaced for the construction of park amenities, and all public materials must be clear that Version 2 is dependent on voluntary acquisition only.
- The site plan for site 8A under the East Option depicts both a replacement park and park and ride lot. Current plans call for 145 parking spaces total at the site (200 total near the station) but that could be refined in later stages, possibly leaving more space for a park. The current site plan shows 2.0 acres of park space.
- The site plan for site 8A shows a new parking lot for the youth center near the site, because Eggleston Avenue, which the youth center currently uses for parking, would be made into a bus driveway. CTA/CWC will coordinate with DPD regarding whether a parking designation has been made for the youth center that makes parking on Eggleston an official use.
- A park at site 8A would require voluntary acquisition of a commercial parcel that may not be vacant. This is to be made clear on all public materials. The property owner will be included in displacements outreach for the West Option, however under the East Option the property would not be displaced.
- The site plan for 8A under the West Option shows that there is not enough space available for a 2-acre park in addition to the park and ride lot called for in current plans. Projected parking

needs may be reduced in future steps, which could clear 2 acres for a park, but that discussion will be tabled until the Final EIS is prepared.

- The sketch for site 12 under the West Option depicts a 2.4-acre park with a Pony League size field. Under the East Option, the field is reduced to a t-ball field, generally recommended for children under 6 years old.
- The sketch for site 12 under the East Option shows an emergency access road parallel to the proposed rail station. CTA will check if this can be a dual-purpose sidewalk path and access road so that it can be integrated with park space and located on CPD property to avoid duplication of walkways.
- In Version 2 of site 12 under the East Option, with the rail station relocated to the west side of Michigan Avenue, an expanded park is shown to account for the narrowing of track right of way without the station being adjacent to the park. The site plan should instead mirror Version 1 for public presentation to facilitate visual understanding.
- CPD confirmed that parking will not be required at a replacement park.
- CPD generally constructs ballfields with clay infields instead of grass to reduce maintenance needs and costs. CWC will depict ballfields at all sites with clay infields and backstops, and without dugouts, in future sketches.
- Basketball courts could be polarizing and should not be shown in the concepts. CPD will not be constructing amenities in the replacement park. Because impacted amenities must be replaced in kind, CTA will be required only to provide passive recreation space (grass), trees, and walking paths in addition to a ballfield, if needed. Future sketches of all potential replacement sites will depict passive recreation space and street and shade trees instead of basketball and tennis courts, playgrounds, and other active use amenities other than replacement ballfields. CTA suggested that when presenting these concepts to public, it would be good to get feedback on what additional features would people like to see in these parks.
- CPD noted that it would also be useful to show impacts to Fernwood Parkway and Block Park for public consumption and understanding.
- CWC will update all site plans and provide to CPD. Another in-person meeting is likely not necessary.

## Attachment 2: Desktop and Geospatial Analysis Results





I57 Expy

I57 Expy

Wentworth Ave

Dan Ryan 157 Xr

Bishop Ford 157 Xr

Dan Ryan 79Th Er

I57 Bishop Ford Expy Xr

La Salle St

99th St

2509228041

2509228042

2509229041

2509228043

2509229032

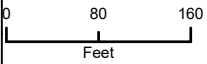
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2509229031

2509229036

2509229034

2509229033



Site 1



2510310009

2510310010

2510310011

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2510310043

2510310025

2510310026

2510310031

2510310032

2510310035

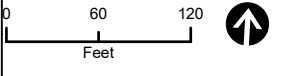
100th Pl

Michigan Ave

Indiana Ave

101st St

Site 2A





2510317001

2510317002

2510317003

2510317004

2510317005

2510317032

2510317036

2510317012

2510317034

2510317035

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2510317021

2510317022

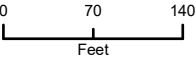
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101st Pl

Michigan Ave

Indiana Ave



Site 2B



102nd St

2510324041

2510324001

2510324002

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2510324004

2510324005

2510324006

2510324007

2510324008

2510324009

2510324010

2510324011

2510324012

2510324049

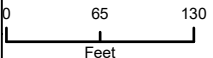
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Michigan Ave

Indiana Ave

102nd Pl



Site 2C

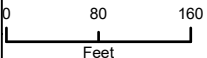
102nd St

2509424069

102nd Pl

2509424069

2509424060



Harvard Ave

103rd St

Site 3A

103rd St

2516105034

2516105036

2516105035

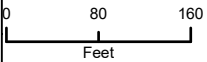
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103rd Pl

2516107010

Eggleston Ave

104th St



Site 3B and 3C

104th St



La Salle St

Perry Ave

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2509428032

2509428035

2509428033

2509428036

2509428038

2509428031

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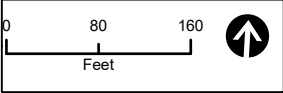
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103rd St

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103rd Pl

Perry Ave



Site 4



2516202075

2515100020

2515100006

2515100009

2515100007

2515100010

2515100008

2510323044

2510323023

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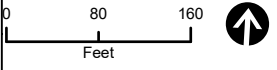
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103rd St

State St

Wabash Ave

103rd Pl



Site 5





105th Pl

2516121022

2516121027

2516121028

2516121029

106th St

Eggleston Ave

106th St

2516129030

106th Pl

2516129031

2516129029

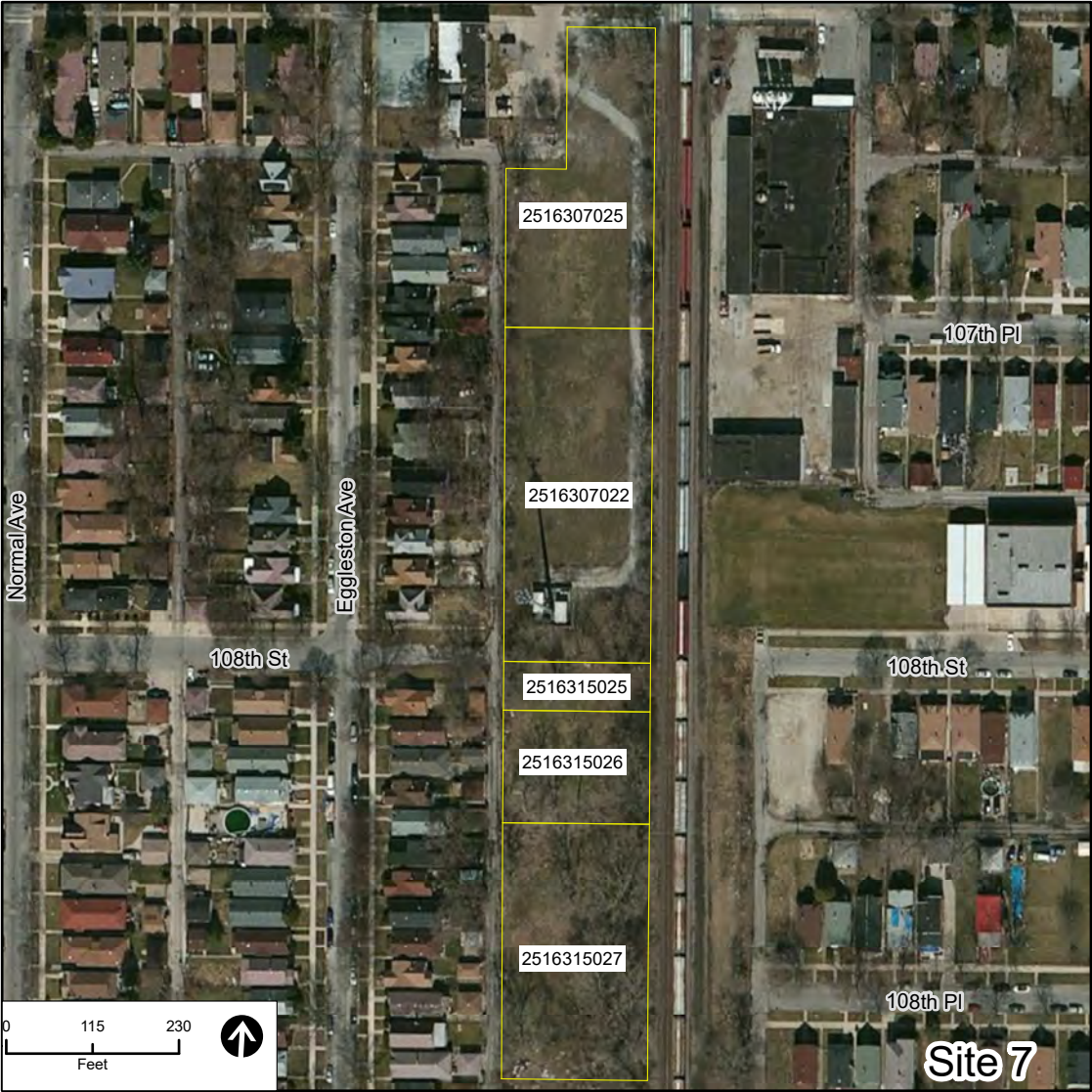
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107th St

Site 6





2516307025

2516307022

2516315025

2516315026

2516315027

Normal Ave

Eggleston Ave

108th St

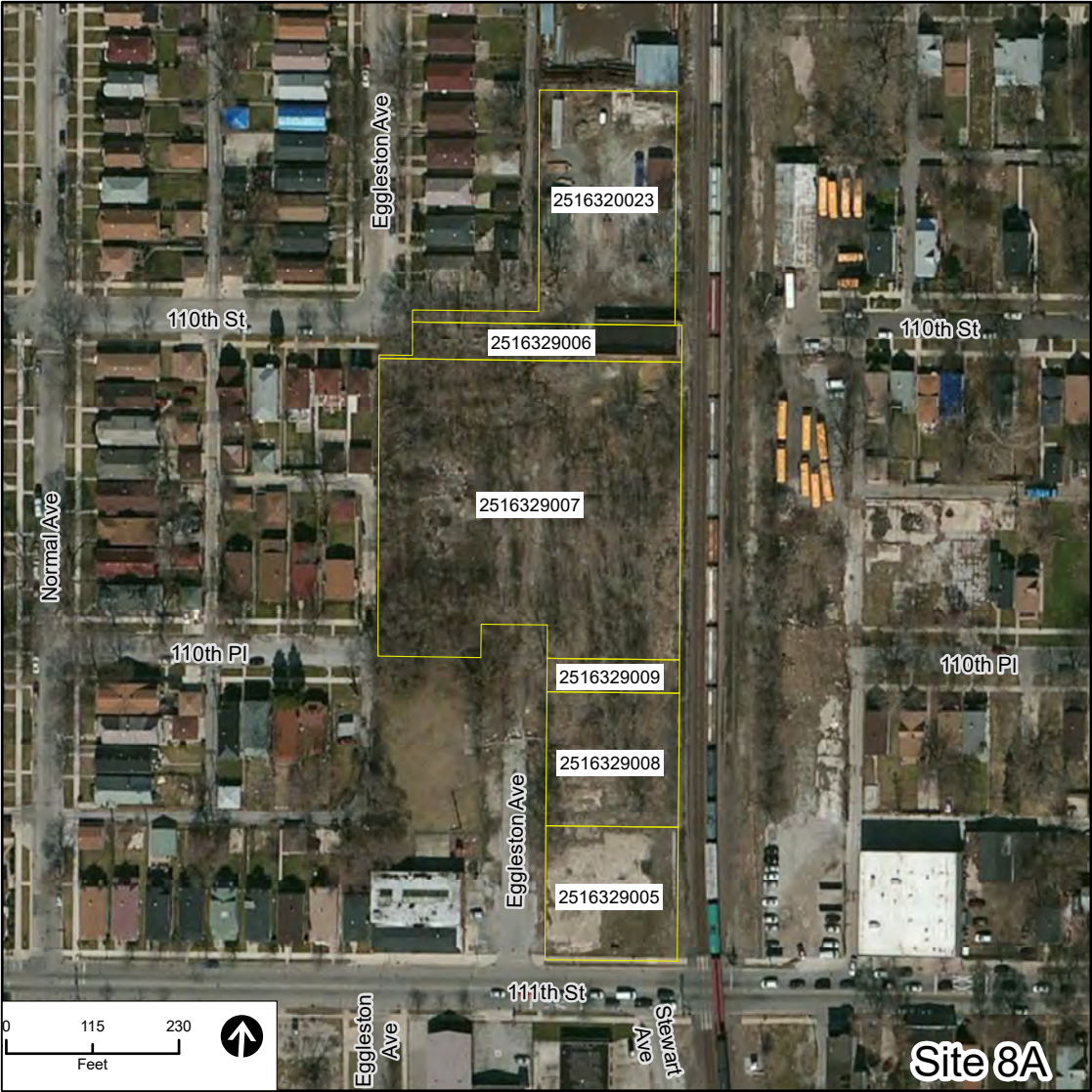
108th St

107th Pl

108th Pl

Site 7





2516320023

2516329006

2516329007

2516329009

2516329008

2516329005

110th St

110th St

110th Pl

110th Pl

111th St

Normal Ave

Eggleston Ave

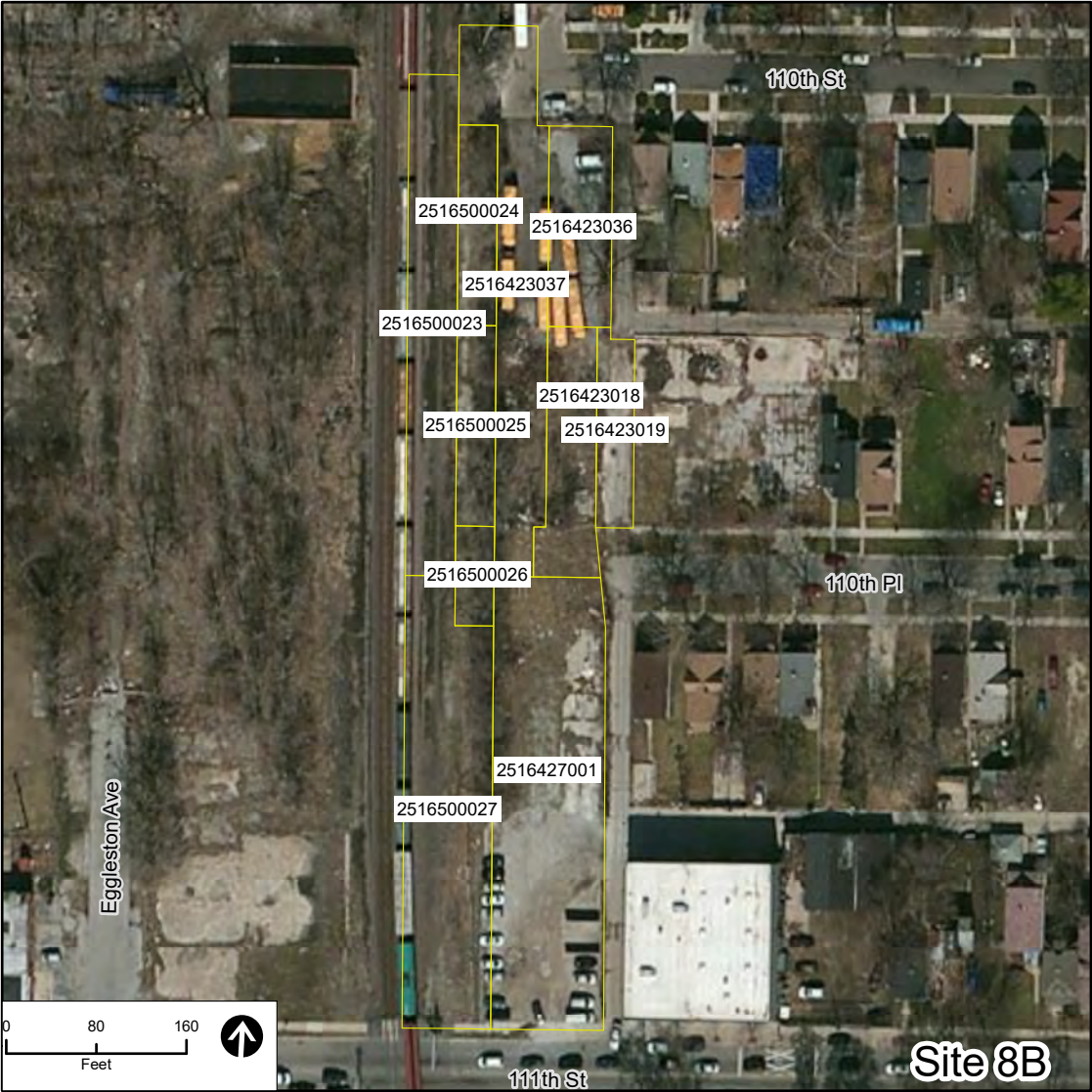
Eggleston Ave

Eggleston Ave

Stewart Ave



Site 8A



110th St

2516500024

2516423036

2516423037

2516500023

2516423018

2516500025

2516423019


2516500026

110th Pl

2516427001

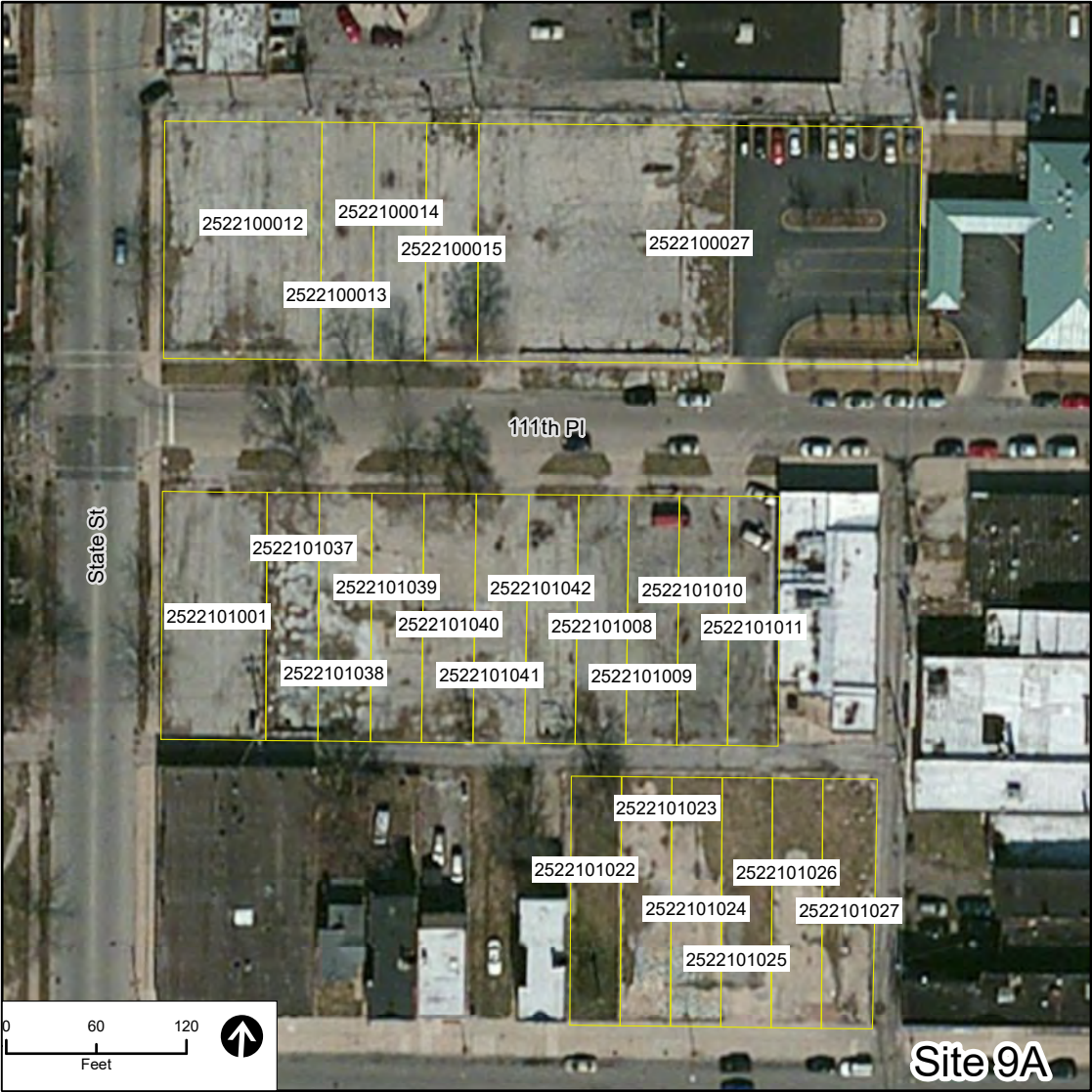
2516500027

Eggleston Ave

0 80 160  
 Feet 

111th St

Site 8B



2522100012

2522100014

2522100015

2522100027

2522100013

111th Pl

State St

2522101037

2522101039

2522101042

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2522101008

2522101011

2522101038

2522101041

2522101009

2522101023

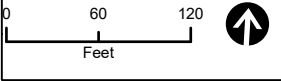
2522101022

2522101026

2522101024

2522101027

2522101025



Site 9A



112th St

2522105038

2522105049

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2522105048

2522105045

2522105050

2522105047

State St

2522105017

2522105019

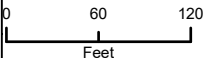
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2522105016

2522105018

112th Pl



Site 9B

112th Pl

Sargamon St

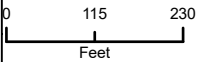
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Peoria St

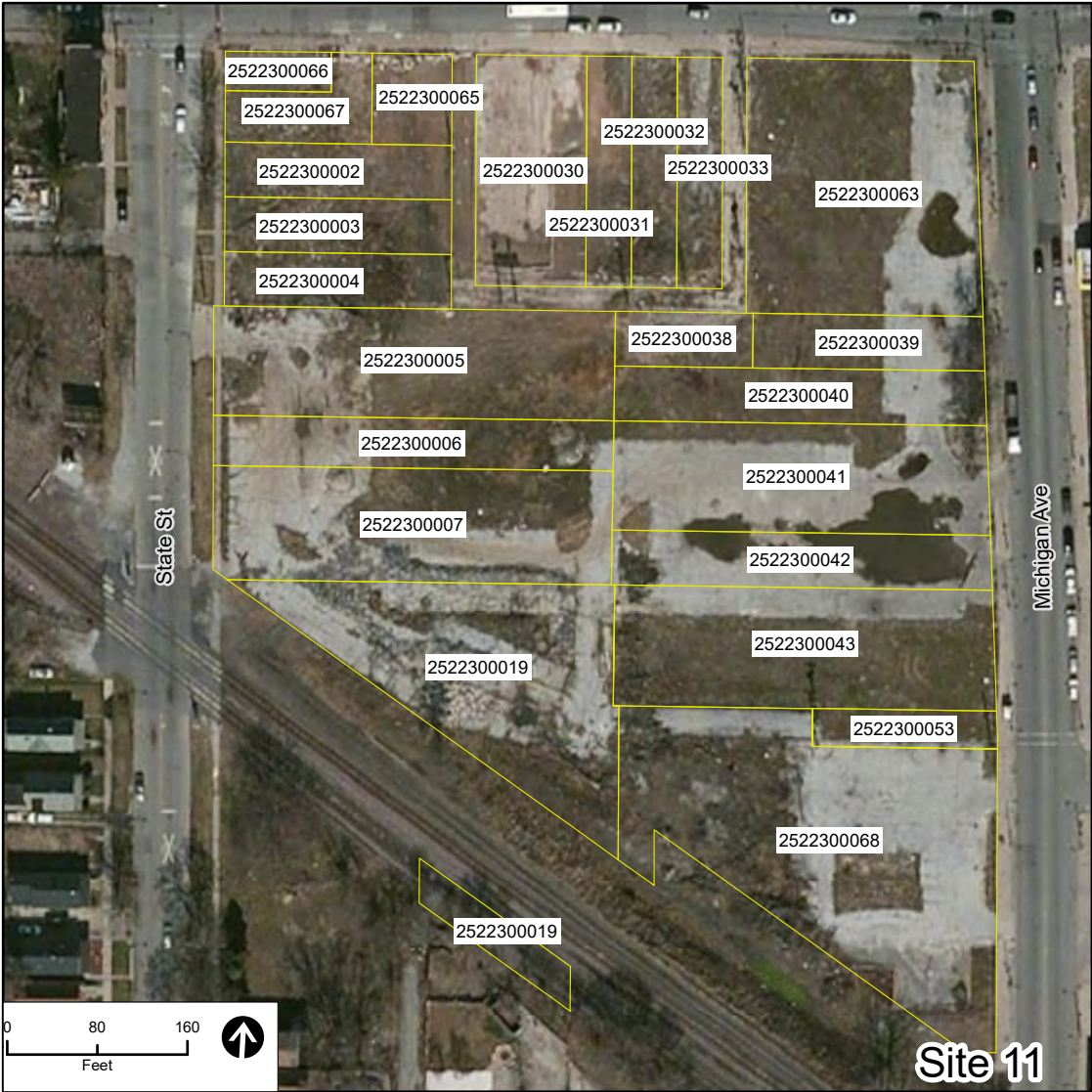
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113th Pl

Morgan St



Site 10



2522300066

2522300067

2522300065

2522300032

2522300002

2522300030

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2522300063

2522300003

2522300031

2522300004

2522300005

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2522300043

2522300053

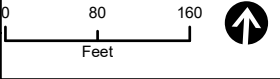
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State St

Michigan Ave

Site 11





Kensington Ave

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2522304050

2522304049

2522304005

2522304006

2522304007

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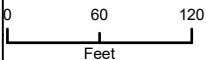
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2522304036

2522304033

Michigan Ave

116th St



Site 12

117th Pl

Michigan Ave

2522314004

2522314005

2522314006

2522314024

2522314026

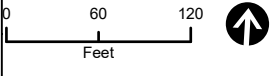
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118th St



Site 13

2520414003

2520419001

2520419002

2520419003

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2520419005

2520419006

2520419007

2520419008

2520419009

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Racine Ave

2520419021

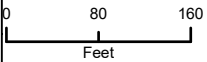
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119th St



Site 14

2520414003

118th St

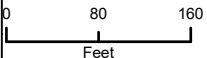
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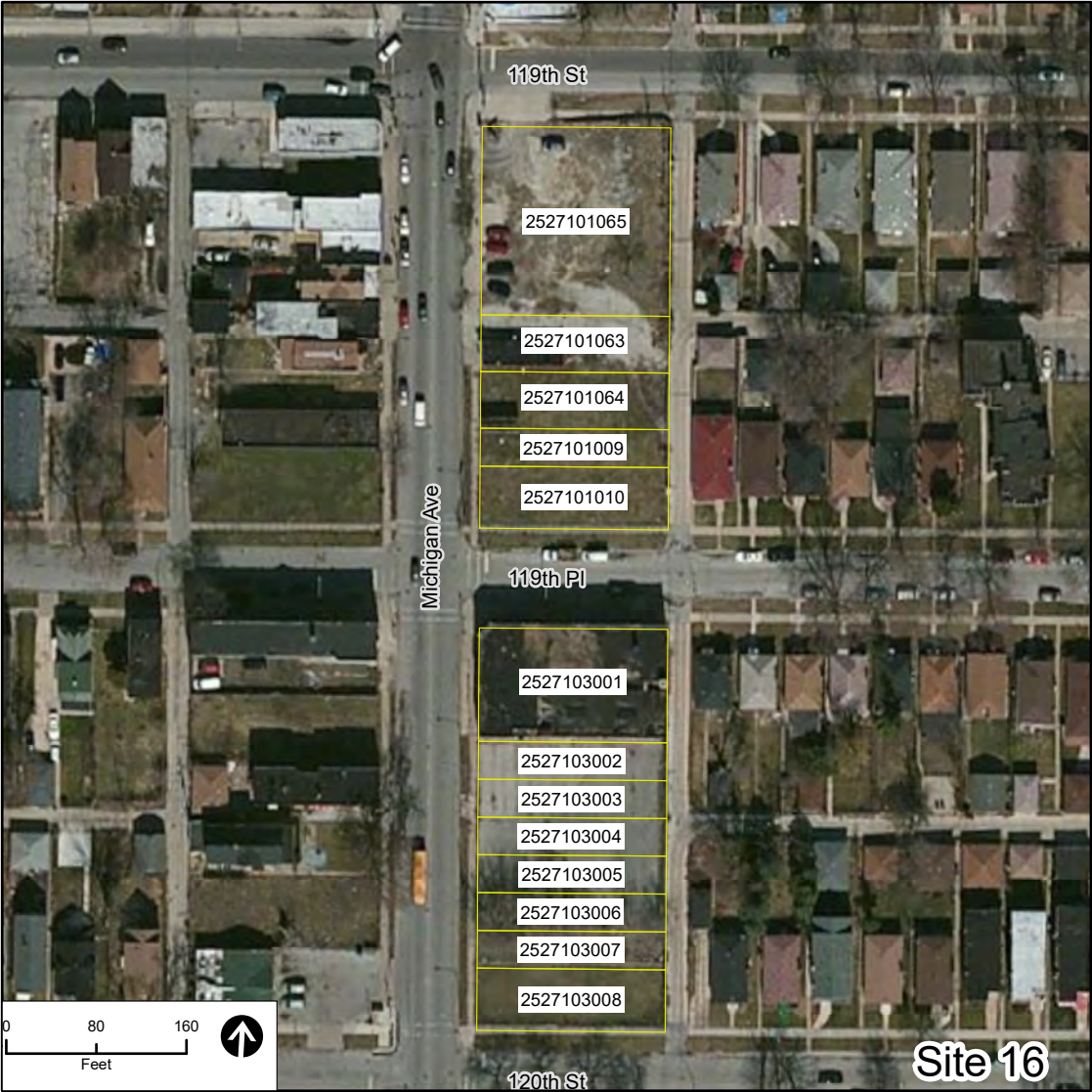
Morgan St

119th St

Morgan St

Site 15





119th St

2527101065

2527101063

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Michigan Ave

119th Pl

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2527103003

2527103004

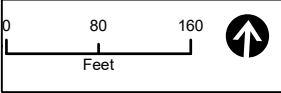
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2527103007

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120th St



Site 16



120th St

Emerald Ave

Haisted St

Emerald Ave

2528108005

2528108006

2528108007

2528108008

2528108009

2528108010

2528108041

2528108024

2528108025

2528108026

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2528108036

2528109002

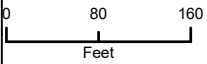
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2528109005

2528109003

2528109004

2528109011



Site 17

Considerations within Washington Heights  
Community Area (West Option – Fernwood  
Parkway Mitigation)

## Washington Heights Community Area

Replacement park within Washington Heights community area was noted for mitigation of the West Option (Fernwood Parkway)

While Fernwood Parkway is located within the Washington Heights community area, field reviews and GIS analysis indicated that there are no suitable replacement park locations in this area

Washington Heights is separated by the interstate, which divides this neighborhood

Fernwood Parkway is more closely identifiable with Roseland community area due to transportation facilities and land uses

Two areas were initially identified, but removed from further consideration due to:

- Acreage insufficiency
- Non contiguous parcels needed for park acreage replacement, and would require additional roadway reconfigurations
- Some linear space was identified for bike/ped connection, but would not provide for park acreage replacement





WH - 1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center



WH -1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center



WH -1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center



## WH-2

(Eliminated)

Washington Heights  
Community

Ward 21

### Field Notes/ Considerations

- Potential location for a pedestrian and bicycle path
- May provide connection to existing Vincennes Ave. bike lane
- Does not provide replacement park acreage capability

Considerations within Washington Heights  
Community Area (West Option – Fernwood  
Parkway Mitigation)

## Washington Heights Community Area

Replacement park within Washington Heights community area was noted for mitigation of the West Option (Fernwood Parkway)

While Fernwood Parkway is located within the Washington Heights community area, field reviews and GIS analysis indicated that there are no suitable replacement park locations in this area

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Two areas were initially identified, but removed from further consideration due to:

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- Non contiguous parcels needed for park acreage replacement, and would require additional roadway reconfigurations
- Some linear space was identified for bike/ped connection, but would not provide for park acreage replacement



WH - 1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center



WH -1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center





WH -1

(Eliminated)

Washington Heights  
Community

Ward 21

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of Loomis St. and cul-de-sac.
- Adjacent to a senior center



## WH-2

(Eliminated)

Washington Heights  
Community

Ward 21

### Field Notes/ Considerations

- Potential location for a pedestrian and bicycle path
- May provide connection to existing Vincennes Ave. bike lane
- Does not provide replacement park acreage capability

## Attachment 3: Field Visit Findings

# Red Line Extension Park Replacement Site Analysis

Field Visit Findings

February 2016

Considerations within Roseland Community Area (East and West Options)



## Site 1

Rose Land Community

Ward 9

1.7 Acres

### Field Notes / Considerations

Eliminated from further consideration due to:

- Requires acquisition of two active parcels to meet acreage requirements
- Noise from adjacent freeway is an environmental concern
- Freeway ROW constricts available land and ballfield replacement potential

East and West  
Option





## Site 1

Roseland Community

Ward 9

1.7 Acres

Field Notes/Considerations

**Eliminated from further consideration**  
due to:

- Requires acquisition of two active parcels to meet acreage requirements
- Noise from adjacent freeway is an environmental concern
- Freeway ROW constricts available land and ballfield replacement potential

East and West  
Option





## Site 2

Roseland Community

Ward 9

Consists of 3 parcels:  
2A, 2B, 2C

Michigan Ave. between  
100<sup>th</sup> St. and 103<sup>rd</sup> St.





## Site 2A

Roseland Community

Ward 9

1.21 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient for replacement for either alignment option park impacts
- Requires acquisition of active parcels to meet acreage requirement
- Adjacent to active gas station; concerns about land use compatibility given adjacent use

East and West  
Option





## Site 2A

Rose Land Community

Ward 9

1.21 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient for replacement for either alignment option park impacts
- Requires acquisition of active parcels to meet acreage requirement
- Adjacent to active gas station; concerns about land use compatibility given adjacent use

East and West  
Option





## Site 2B

Roseland Community

Ward 9

2.0 Acres

Ballfield Suitability:

- Up to 225'

### Field Notes/ Considerations

- One block from school
- Located on a commercial corridor; highest and best land use may be a consideration
- Requires acquisition of active residence to accommodate ballfield
- Requires construction on either side of residence to meet acreage requirements

East and West  
Option





## Site 2B

Rose Land Community

Ward 9

2.0 Acres

Ballfield Suitability:

- Up to 225'

### Field Notes/ Considerations

- One block from school
- Located on a commercial corridor; highest and best land use may be a consideration
- Requires acquisition of 2 active residences to accommodate ballfield
- Requires construction on either side of residence to meet acreage requirements

East and West  
Option





## Site 2C

Roseland Community

Ward 9

1.4 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Does not meet replacement acreage requirement for either alignment option
- Requires acquisition of active parcels to meet acreage requirements

East and West  
Option





## Site 2C

Roseland Community

Ward 9

1.4 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Does not meet replacement acreage requirement for either alignment option
- Requires acquisition of active parcels to meet acreage requirements

East and West  
Option





## Site 3

Roseland Community  
Wards 9 & 34

Consists of 2 Parcels:  
3A, 3B



## Site 3A

Roseland Community

Ward 9

0.76 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient on its own for either alignment option and was reviewed for combination with Site 3B
- Under consideration for Park and Ride location along with a portion of Site 3B; will need to reconsider needs if used as park
- Would still divide Block Park, but might be able to create a ped bridge or crossing to make area more cohesive
- Located near station and on a commercial corridor (103<sup>rd</sup> St.); park may not be best use.

East and West  
Option







## Site 3B

Roseland Community

Ward 34

2.09 Acres

### Field Notes/ Considerations

- Under consideration for Park and Ride location at proposed 103<sup>rd</sup> Street station; would require consideration of Site 3A for bus and parking operations at proposed station instead
- Located near station and on a predominantly commercial corridor; consideration for highest and best use
- Meets replacement acreage requirements

East Option, West  
Option TBD





## Site 4

Roseland Community

Ward 34

1.21 Acres

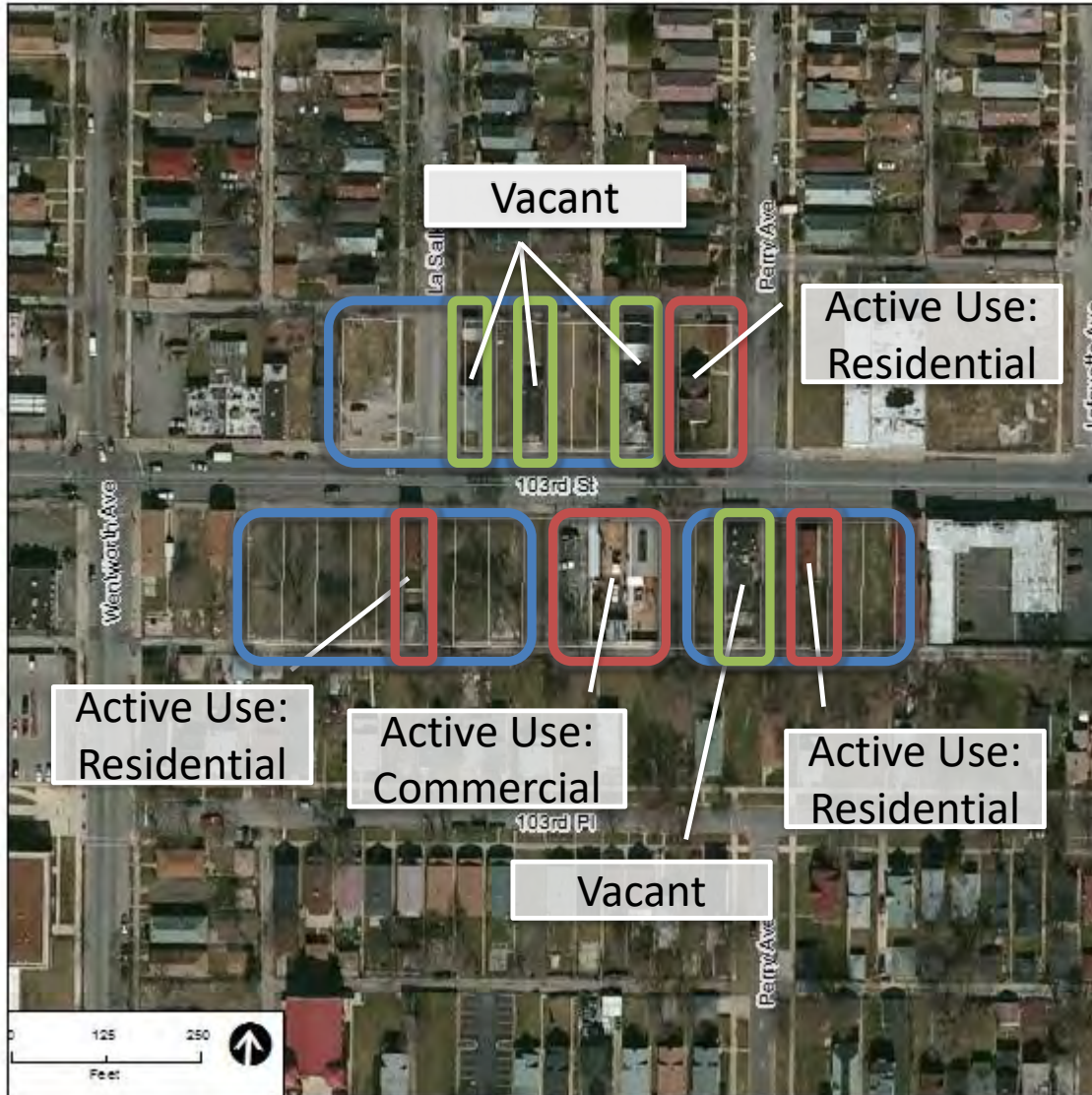
### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient to serve as replacement for either alignment option
- Vacancy is not contiguous; requires acquisition of multiple active parcels to meet acreage requirement
- Located on a commercial corridor; park may not be highest /best use

East and West  
Option





## Site 4

Roseland Community

Ward 34

1.21 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient to serve as replacement for either alignment option
- Vacancy is not contiguous; requires acquisition of multiple active parcels to meet acreage requirement
- Located on a commercial corridor; park may not be highest/best use

East and West  
Option





## Site 4

Roseland Community

Ward 34

1.21 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Acreage not sufficient to serve as replacement for either alignment option
- Vacancy is not contiguous; requires acquisition of multiple active parcels to meet acreage requirement
- Located on a commercial corridor; park may not be highest / best use

East and West  
Option





## Site 5

Rose Land Community

Ward 34

2.78 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Identified additional vacant/demolished property adjacent to initially identified parcels
- Requires crossing of major streets (State and 103<sup>rd</sup>) to meet acreage requirement for either alignment
- Located on a commercial corridor (103<sup>rd</sup> St.); park may not be highest/best use

East and West  
Option





## Site 5

Roseland Community

Ward 34

2.78 Acres

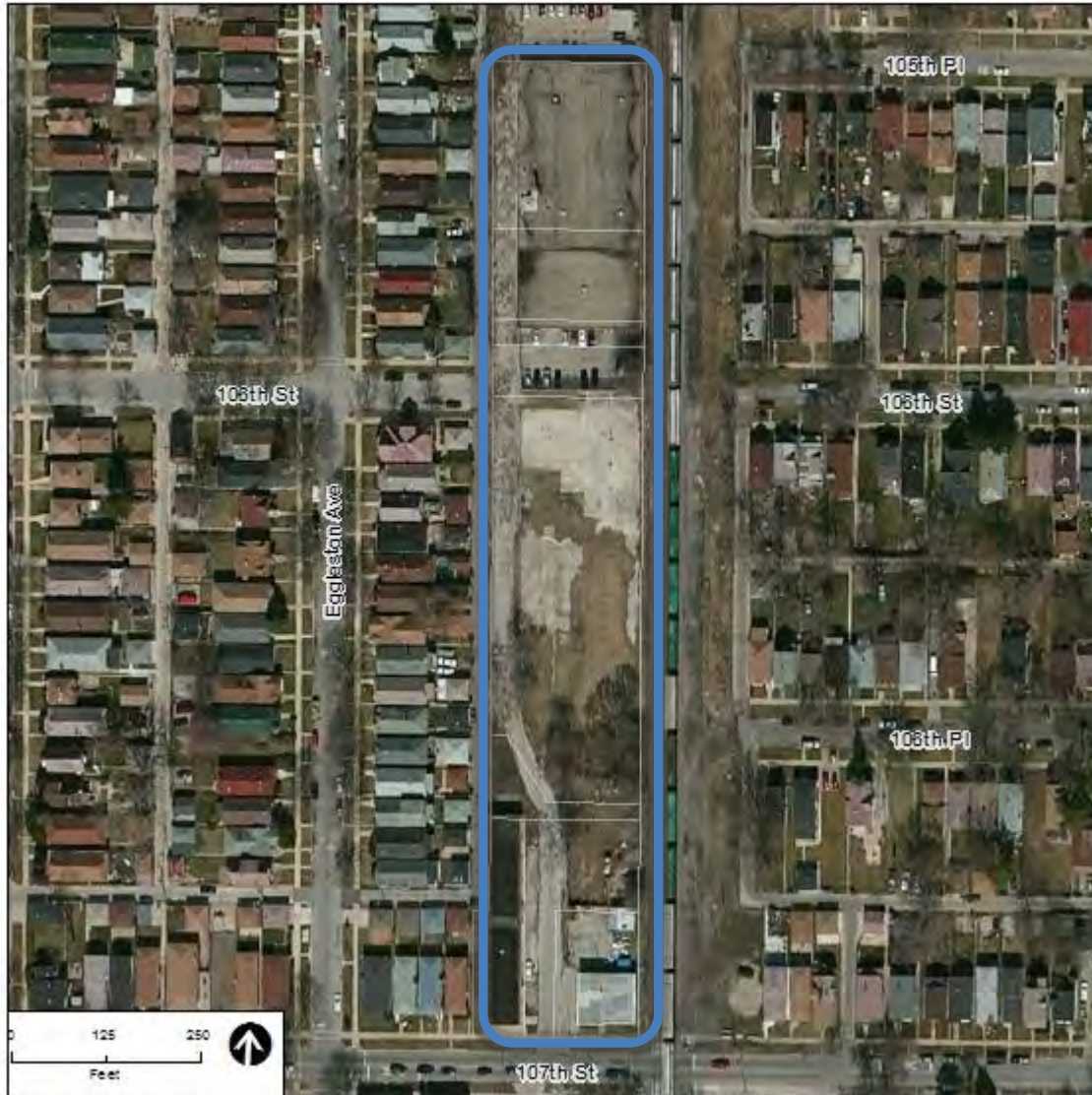
### Field Notes/ Considerations

Eliminated from further screening due to:

- Identified additional vacant/demolished property adjacent to initially identified parcels
- Requires crossing of major streets (State and 103<sup>rd</sup>) to meet acreage requirement for either alignment
- Located on a commercial corridor (103<sup>rd</sup> St.); park may not be highest/best use

East and West  
Option





## Site 6

Roseland Community

Ward 34

3.35 Acres

### Field Notes/ Considerations

- Directly abuts alleyway/house garages
- Acreage will be compromised (linear) if West Option is chosen; additional acreage estimation needed to determine
- May require acquisition of active property to connect to 107<sup>th</sup> St.
- Acreage will be reduced with western alignment option
- Potential for ped/bike connection with Site 3 to the north and Site 7 to the south

East Option Only





## Site 6

Roseland Community

Ward 34

3.35 Acres

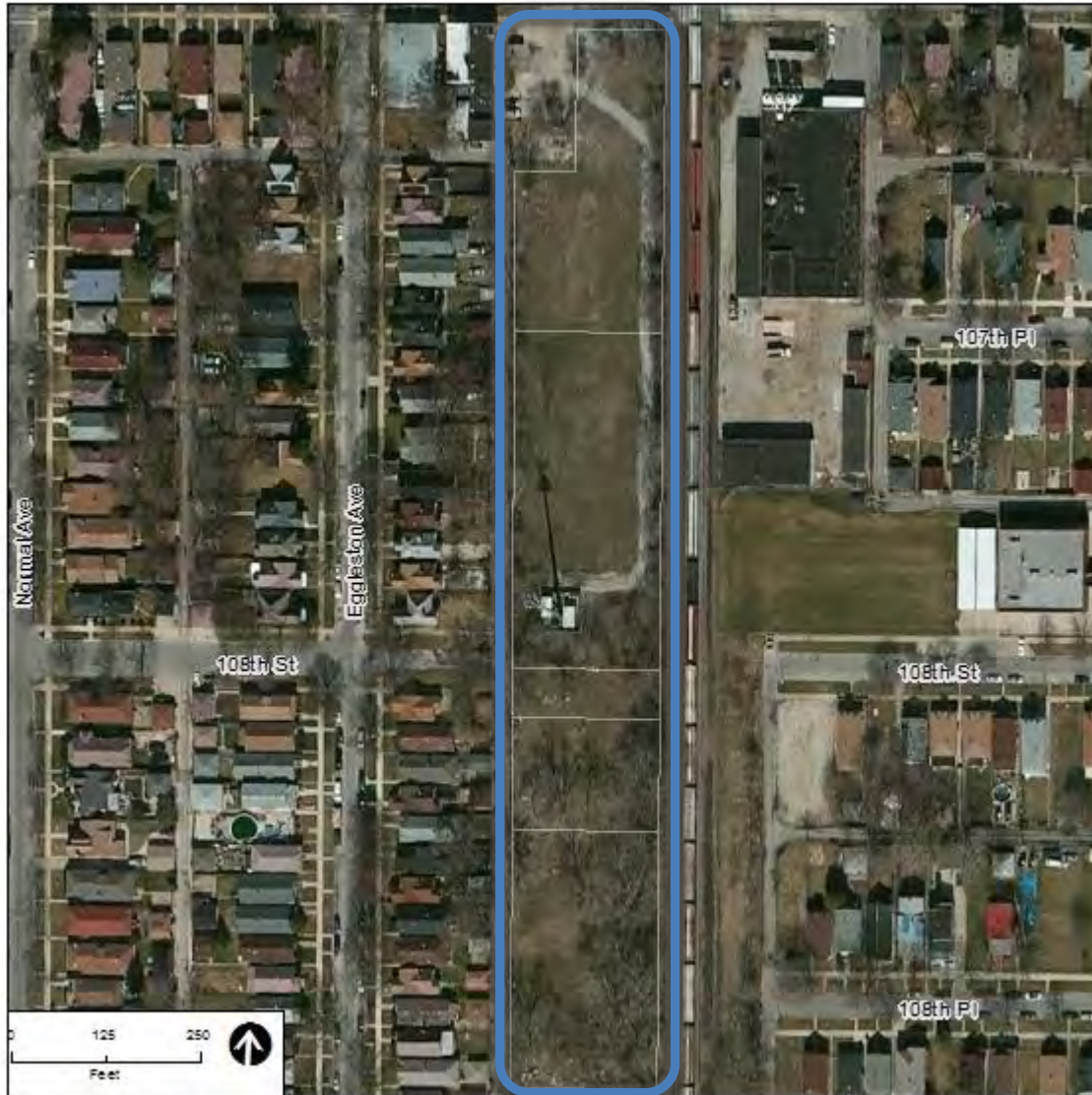
### Field Notes/ Considerations

- Directly abuts alleyway/house garages
- May require acquisition of active property to connect to 107<sup>th</sup> St.
- Acreage will be reduced with western alignment option
- Potential for ped/bike connection with Site 3B to the north and Site 7 to the south

East Option Only







## Site 7

Roseland Community

Ward 34

3.32 Acres

### Field Notes/ Considerations

- Directly abuts alleyway/house garages
- Adjacent to school
- Light industrial use located directly south of site
- Acreage will be reduced with western alignment option
- Potential for ped/bike connection with Site 6 to the north
- Requires removal of cell tower

East Option Only





## Site 7

Roseland Community

Ward 34

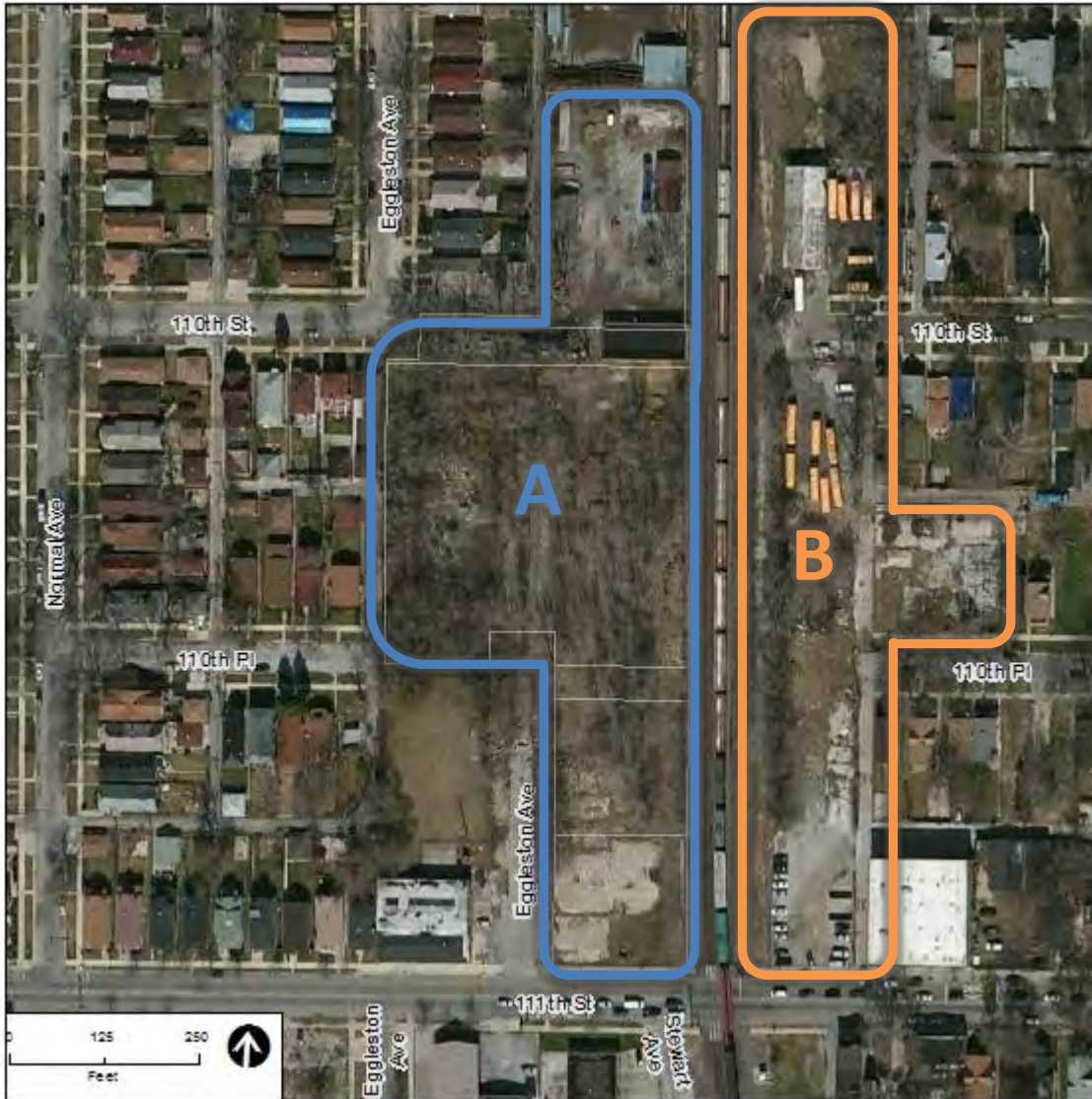
3.32 Acres

### Field Notes/ Considerations

- Directly abuts alleyway/house garages
- Adjacent to school
- Light industrial use located directly south of site
- Acreage will be reduced with western alignment option
- Potential for ped/bike connection with Site 6 to the north
- Requires removal of cell tower

East Option Only



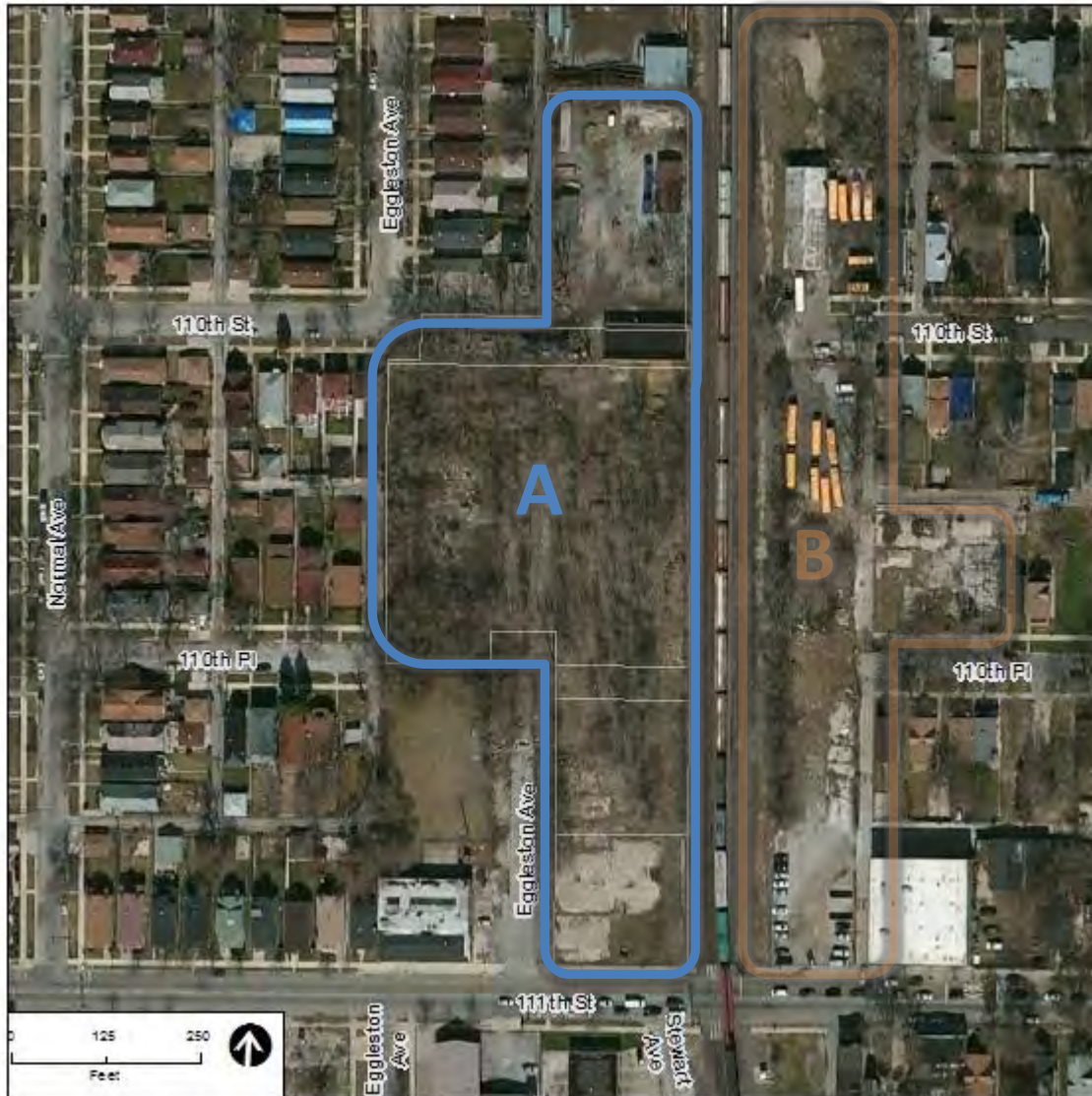


## Site 8

Roseland Community

Ward 34

Consists of 2 parcels:  
8A and 8B



## Site 8A

Roseland Community

Ward 34

3.88 Acres

Ballfield Suitability:

- Up to 250'

### Field Notes/ Considerations

- Acreage will be reduced with western alignment
- Under consideration for park and ride location
- Located next to station and on commercial corridor; park may not be best use
- Noted signage "Home of future Logos Baptist Church on 111<sup>th</sup> Street; ownership TBD
- Potential for use as part of UPRR West Option TBD

East Option, West  
Option TBD





## Site 8A

Roseland Community

Ward 34

3.88 Acres

Ballfield Suitability:

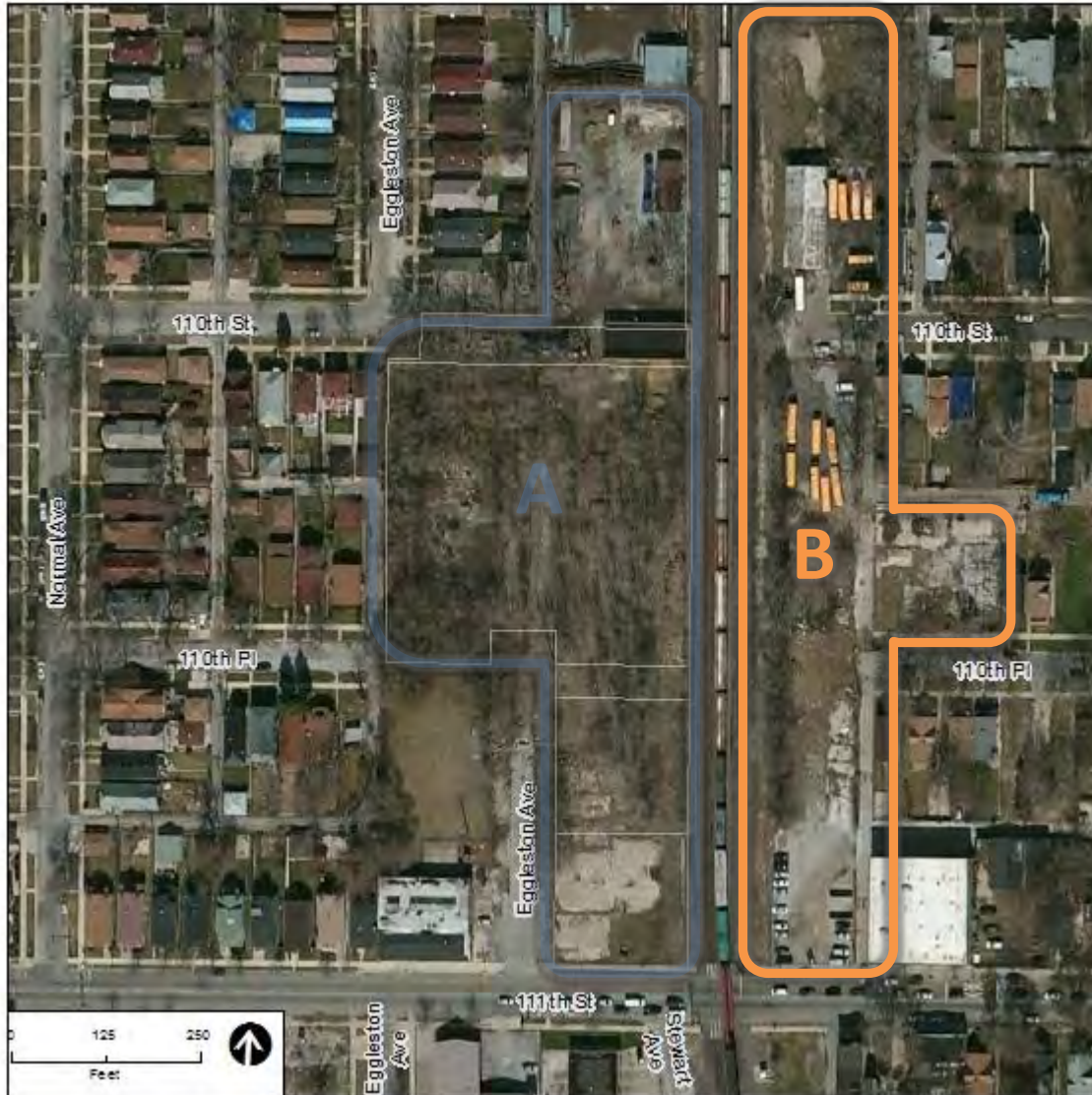
- Up to 250'

### Field Notes/ Considerations

- Acreage will be reduced with western alignment
- Under consideration for park and ride location
- Located next to station and on commercial corridor; park may not be best use
- Potential for use as part of UPRR West Option TBD

East Option, West  
Option TBD





## Site 8B

Roseland Community

Ward 34

2.48 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Requires acquisition of active parcels to meet acreage requirement
- Acreage will be reduced with eastern alignment
- Under consideration for park and ride location
- Located next to station and on commercial corridor; park may not be best use

West Option





## Site 8B

Rose Land Community

Ward 34

2.48 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Requires acquisition of active parcels to meet acreage requirement
- Acreage will be reduced with eastern alignment
- Under consideration for park and ride location
- Located next to station and on commercial corridor; park may not be best use

West Option





## Site 9

Roseland Community

Ward 9

Consists of 2 parcels:  
9A and 9B





## Site 9A

Roseland Community

Ward 9

2.24 Acres

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires removal of ½ block of 111<sup>th</sup> Pl. and cul-de-sac.
- Located in commercial district, park may not be best use.
- Suitable distance away from proposed park impacts

East and West  
Option





## Site 9B

Rose Land Community

Ward 9

1.94 Acres

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Requires acquisition and demolition of structure that contains the Alderman's office
- Located in a commercial district; park may not be best use.
- Sizeable distance away from proposed park impacts

East and West  
Option



## Other Community Areas Reviewed

- Morgan Park (Site 10 )
- West Pullman (Site s 11-17)

## East and West Option



## Site 10

Morgan Park Community

Ward 34

6.0 Acres

Ballfield Suitability:

- Up to 250'

### Field Notes/ Considerations

- Adjacent to Major Taylor Trail and park
- Large vacant commercial area to the south
- Would connect two neighborhoods currently divided by parcel
- Currently little street visibility
- Serves neighborhood around Fenger HS (Rose land)

East and West  
Option





## Site 10

Morgan Pa rk Co mmunity

Ward 34

6.0 Acres

Ba llfield Su itability:

- Up to 250'

### Fiel d Notes/ Co nsi derations

- Adjace nt to Major Taylor Trail and park
- La rge vaca nt com merci al area to the south
- Would co nnect two neighborhoods currently divided by parcel
- Curr ently little street visibility
- Serves neighborhood around Fenger HS (Rose land)

East and West  
Option





## Site 11

West Pulman Community  
Ward 9

5.86 Acres

Ballfield Suitability:

- Up to 250'

### Field Notes/ Considerations

- Under consideration for Planned Development – will need to check status
- Located next to station and on commercial corridor; park may not be best use
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 12

West Pulman Community

Ward 9

2.20 Acres

### Field Notes/ Considerations

- Located next to proposed station and on commercial corridor; park may not be best use
- Acreage will be reduced with eastern alignment option
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 12

West Pulman Community

Ward 9

2.20 Acres

### Field Notes/ Considerations

- Located next to proposed station and on commercial corridor; park may not be best use
- Acreage will be reduced with eastern alignment option
- Outside of community area where parks are directly impacted

East and West  
Option







## Site 13

West Pul Iman Co mmunity

Ward 9

0.87 Acres

### Field Notes/ Co nsiderations

**Elim inated from further screening**  
due to:

- Ins ufficient to meet acreage requirements
- Adjacent to school and church
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 13

West Pul Iman Community

Ward 9

0.87 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Insufficient to meet acreage requirements
- Adjacent to school and church
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 14

West Pulman Community

Ward 34

1.69 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Adjacent to Gano Park and Kroc Community Center
- Adjacent to manufacturing; park may not be best use
- Manufacturing facility currently using as parking
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 14

West Pul Iman Co mmunity  
Ward 34  
1.69 Acres

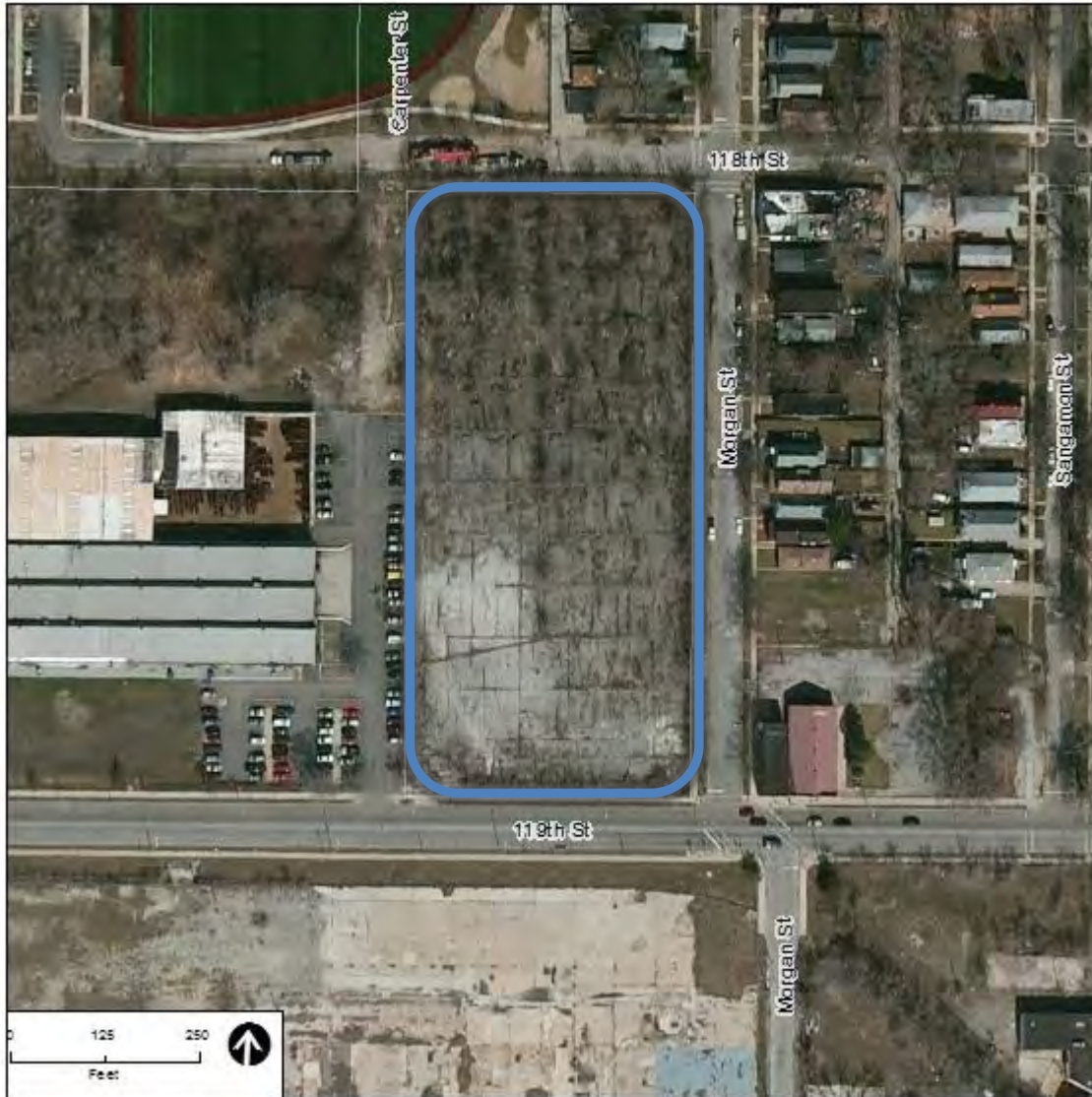
### Field Notes/ Co nsiderations

**Elim inated from further screening**  
due to:

- Adjac ent to Gano Park and Kroc Co mmunity Center
- Adjacent to manufacturing; park may not be bes t use
- Manufac turing facility currently using as parking
- Outside of community area where parks are directly impac ted

East and West  
Option





## Site 15

West Pulman Community

Ward 34

3.89 Acres

Ballfield Suitability:

- Up to 250'

Field Notes/ Considerations

- Adjacent to Gano Park
- Park directly north of these limits
- Adjacent to manufacturing; park may not be best use
- Large vacant lot directly south
- Outside of community area where parks are directly impacted

East and  
West Option





## Site 15

West Pul Iman Co mmunity

Ward 34

3.89 Acres

Ba llfield Su itability:

- Up to 250'

Fiel d Notes/ Co nsi derations

- Adjac ent to Gano Park
- Par k directly north of these limits
- Adjac ent to manufactu ring; park may not be bes t use
- Large vac ant lot directly south
- Outside of community area where parks are directly impac ted

East and West  
Option





## Site 16

West Pulman Community

Ward 9

1.53 Acres

### Field Notes/ Considerations

Eliminated from further screening due to:

- Requires removal of ½ block of 119<sup>th</sup> Pl. and cul-de-sac
- Insufficient to meet acreage requirements
- Lots are 125' deep
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 16

West Pul Iman Co mmunity

Ward 9

1.53 Acres

Field Notes/ Co nsiderations

Elim inated from further screening  
due to:

- Requires removal of ½ block of 119<sup>th</sup> Pl. and cul-de-sac
- Insufficient to meet acreage requirements
- Lots are 125' deep
- Outside of community area where parks are directly impacted

East and West  
Option







## Site 17

West Pullman Community

Ward 34

1.85 Acres

### Field Notes/ Considerations

- Adjacent to Major Taylor Trail and park
- Adjacent to city-owned senior residence
- Adjacent to West Pullman Metra station
- May meet 1.9 acre requirement when parcels are combined
- Located on commercial corridor (Halsted); park may not be best use
- Outside of community area where parks are directly impacted

East and West  
Option





## Site 17

West Pullman Community

Ward 34

1.85 Acres

### Field Notes/ Considerations

- Adjacent to Major Taylor Trail and park
- Adjacent to city-owned senior residence
- Adjacent to West Pullman Metra station
- May meet 1.9 acre requirement when parcels are combined
- Located on commercial corridor (Halsted); park may not be best use
- Outside of community area where parks are directly impacted

East and West  
Option



Existing Gano Park Reviewed for Potential  
Ballfield Replacement Option  
(East Option Only)



## Gano Park

West Pul Iman Co mmunity

Ward 34

### Field Notes/ Co nsiderations

Elim inated from further evalua tion  
as a ballfield replac ement site due  
to:

- Retention basin makes site unsuitable for active recreation
- Spa ce available not sufficient
- Adjac ent ballfield already located within park
- Outside of community are directly impac ted

East and West  
Option





## Gano Park

West Pulman Community  
Ward 34

### Field Notes/ Considerations

Eliminated from further evaluation as a ballfield replacement site due to:

- Retention basin makes site unsuitable for active recreation
- Space available not sufficient
- Adjacent ballfield already located within park
- Outside of community are directly impacted

East and West  
Option



## Attachment 4: Suitability Analysis Assessment Notes

The following are notes on the 12 sites that were screened for suitability as replacement park locations for the Red Line Extension park impacts. A qualitative assessment of six factors was conducted and for each factor, a high, medium, or low suitability score was assigned. High, medium and low scores were then translated into numerical scores as follows:

- High = 5
- Medium = 3
- Low = 1

Total scores were developed for each replacement options by adding up all factors equally. One additional weighting factor was included based on subsequent coordination with CPD – additional points were provided to sites fulfilling a gap in existing parkland within surrounding community areas where park impacts are proposed to occur. Negative points were associated with properties that are not near the park area and slated for park improvements as part of other CPD projects.

A summary of the ratings for all properties is provided below and additional details are provided on ranking considerations for each property reviewed.

Criteria	2B	3B	6	7	8A	9A	9B	10	11	12	15	17
Location/Proximity	5	5	5	5	5	1	1	3	1	3	1	1
<i>Additional Weighting of Sites Filling an Existing CPD Park Gap</i>	1	0	0	1	1	0	0	-1	0	0	0	0
Vacancy/Availability of Acquisition	3	1	5	3	5	1	1	5	3	5	5	3
Land Use/Zoning Compatibility	5	3	3	3	5	1	1	3	1	5	1	3
Safety/Security	5	5	1	1	5	3	3	3	5	5	5	1
Environmental Factors (EDR)	3	3	3	3	3	3	3	5	3	3	1	3
Cost Considerations	3	5	3	5	5	1	3	5	3	5	3	5
<b>TOTAL SCORING:</b>	<b>25</b>	<b>22</b>	<b>20</b>	<b>21</b>	<b>29</b>	<b>10</b>	<b>12</b>	<b>23</b>	<b>16</b>	<b>26</b>	<b>16</b>	<b>16</b>

## Site 2B - Total Score = 25

### Location/Proximity: Score 5

- Within one mile of impacted parks for both East and West Options and would serve similar community
- Is in an area where there are less available parks in the immediate area for residents
- Per CPD coordination, additional weighting given to site as it would help to fulfill a current identified gap in parks

### Vacancy/Availability: Score 3

- Meets acreage requirements of mitigation measures and new park standards.
- Majority of land is currently vacant with a minimal number of property owners (3 private property owners and one City of Chicago property)
- Would require acquisition of at least 1 active, privately owned residential properties to provide a baseball field replacement

### Land Use/Zoning Compatibility: Score 5

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is compatible with park uses
- Location is along Michigan Avenue, a corridor that is currently disinvested; park uses would be compatible with current land use and zoning and enhance community character area

### Safety/Security: Score 5

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 3

- Low to medium costs, and may require demolition of one building if acquiring/demolishing active use residential parcel



## Site 3B - Total Score = 22

### Location/Proximity: Score 5

- Directly adjacent to proposed station at 103rd Street
- Size and shape of parcel is ideal for multi-uses within park setting
- Within .5 miles from either East or West alignment option impacts

### Vacancy/Availability: Score 1

- City owned property and vacancy available
- Would compromise existing planned park and ride as part of the RLE Project

### Land Use/Zoning Compatibility: Score 3

- Current zoning – Residential (RS-2) and surrounding zoning residential (RS-2), park (POS-2), and commercial (C1-1 and C2-1); generally compatible uses for a park
- Directly adjacent to Block Park to the west of the proposed alignment; park space already exists and may not be the best use for this site location given other nearby park availability

### Safety/Security: Score 5

- Highly visible site location along arterial active corridor and adjacent to proposed station
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low/Medium cost and would require demolition of one existing building

## Site 6 - Total Score = 20

### Location/Proximity: Score 5

- Adjacent to proposed station/alignment with potential for connecting access
- Within .5 miles from either East or West alignment option impacts

### Vacancy/Availability: Score 5

- All parcels shown as available/vacant in Property Appraiser database
- Several parcels comprising the site are city owned, and there are a limited number (3) other property owners to obtain property; for sale sign noted on field investigation

### Land Use/Zoning Compatibility: Score 3

- Current zoning – Limited manufacturing/business park(M1-1) and surrounding zoning residential (RS-2) is generally compatible for park use

### Safety/Security: Score 1

- Emergency access available but may be difficult given location behind existing residential
- Views may be obscured and safety concerns may prevail as it faces garages/back of homes on an alleyway and the alignment would run on the west of the park

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 3

- Low to medium costs, and would require demolition of one building on 107th Street

## Site 7 - Total Score = 20

### Location/Proximity: Score 5

- Adjacent to proposed station/alignment with potential for connecting access
- Within one mile of either East or West alignment option impacts

### Vacancy/Availability: Score 3

- Vacant site and large acreage
- One owner to work with on acquisition per Property Appraiser database

### Land Use/Zoning Compatibility: Score 3

- Current zoning – Limited manufacturing/business park(M1-1) and surrounding zoning residential (RS-2) is generally compatible for park use

### Safety/Security: Score 1

- Emergency access available but may be difficult given location behind existing residential
- Views may be obscured as it faces garages/backs of homes on an alleyway and the alignment would run on the west of the park

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low cost anticipated; additional costs may apply if existing cell tower is required to be relocated

## Site 8A - Total Score = 28

### Location/Proximity: Score 5

- Directly adjacent to proposed station at 111th Street
- Within one mile of either East or West alignment options

### Vacancy/Availability: Score 5

- Large contiguous parcel that exceeds replacement acreage requirement
- Currently proposed as a park and ride location for RLE Project; park could be accommodated in tandem with park and ride
- Majority of property is city owned, with one additional parcel that would need to be acquired to accommodate park replacement and park and ride

### Land Use/Zoning Compatibility: Score 5

- Current zoning – Limited manufacturing/business park(M1-1) and surrounding zoning residential (RS-2) and business/commercial (B1-1, C1-1) is generally compatible with park uses
- Zoning designation appears to be related to legacy uses and rezoning is compatible with current and adjacent uses
- Adjacent to existing community facilities and would enhance community center features within neighborhood

### Safety/Security: Score 5

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low cost; no building demolitions needed and city-owned acquisition anticipated

## Site 9A - Total Score = 10

### Location/Proximity: Score 1

- This site is located a substantial distance from the RLE corridor and stations proposed and is more than 2 miles from the area of park impact.
- Other parks available nearby and would not fulfill existing park gap

### Vacancy/Availability: Score 1

- Currently a number of active commercial uses existing at or nearby the location, including the local alderman's office, restaurants, and other commercial office uses.

### Land Use/Zoning Compatibility: Score 1

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1). May not provide the best compatibility for park uses and may compromise commercial redevelopment opportunities at this location.

### Safety/Security: Score 3

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 1

- Risk assessed High; see EDR report for further details on potential for contamination

### Cost Considerations: Score 1

- High costs due to street re-routes that would be needed to combine parcels into suitable park space; additional building demolition needed and unknown remediation costs

## Site 9B - Total Score = 12

### Location/Proximity: Score 1

- This site is located a substantial distance from the RLE corridor and stations proposed and is more than 2 miles from the area of park impact.
- Other parks available nearby and would not fulfill existing park gap

### Vacancy/Availability: Score 1

- Currently a number of active commercial uses existing at or nearby the location, including the local alderman's office, restaurants, and other commercial office uses.

### Land Use/Zoning Compatibility: Score 1

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1). May not provide the best compatibility for park uses and may compromise commercial redevelopment opportunities at this location.

### Safety/Security: Score 3

- Generally visible site location near an arterial commercial corridor; set back may impede views slightly
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 3

- Medium costs, requiring demolition of buildings and relocation of alderman's office

## Site 10 - Total Score = 23

### Location/Proximity: Score 3

- Located more than 2 miles from RLE Project area and area of park impacts
- Adjacent to Major Taylor Trail and would provide additional park land in this area
- Lower weighting prescribed to this site as CPD has existing plans for developing this property as parkland separately and in the near-term

### Vacancy/Availability: Score 5

- Large vacant property available for purchase
- Minimal property owners for outreach on purchase

### Land Use/Zoning Compatibility: Score 3

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is generally compatible with park uses

### Safety/Security: Score 3

- Generally visible site location along existing Major Taylor Trail and residences
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 5

- Risk assessed Low; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low anticipated costs. Medium level costs if additional soil remediation is needed based on field visit investigations

## Site 11 - Total Score = 16

### Location/Proximity: Score 1

- Located more than 2 miles from RLE Project area and area of park impacts

### Vacancy/Availability: Score 3

- Under consideration by the City as a Planned Unit Development; additional coordination with city would be needed on availability of land

### Land Use/Zoning Compatibility: Score 1

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is generally compatible with park uses
- Large parcel with commercial development potential; park use may not be best and highest use for the property and may impact ability for commercial redevelopment in corridor

### Safety/Security: Score 5

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 3

- Medium costs given paved area currently existing and need to remove/relocate utilities (i.e., telephone piles and power lines) on properties



## Site 12 - Total Score = 26

### Location/Proximity: Score 3

- Located more than 2 miles from RLE Project area and area of park impacts
- Located near proposed 116<sup>th</sup> Street station and would allow for development of this station with co-located station as part of RLE Project

### Vacancy/Availability: Score 5

- Currently vacant property and based on field investigations, one building remaining is scheduled for demolition currently

### Land Use/Zoning Compatibility: Score 5

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is generally compatible with park uses
- Near proposed station location and park use may help to spur commercial economic development and nearby transit-oriented development potential

### Safety/Security: Score 5

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low costs anticipated. Medium level costs if additional remediation is needed to address pending demolition of building on proposed site

## Site 15 - Total Score = 16

### Location/Proximity: Score 1

- Located more than 2 miles from RLE Project area and area of park impacts
- Adjacent to already existing parkland and community facilities in this area are already well served by parks and amenities

### Vacancy/Availability: Score 5

- One property owner (city-owned) and currently vacant land

### Land Use/Zoning Compatibility: Score 1

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is generally compatible with park uses
- Adjacent to some manufacturing uses and may not be best compatibility of uses to incorporate parkland in this area

### Safety/Security: Score 5

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 1

- Risk assessed High; see EDR report for further details on potential for contamination

### Cost Considerations: Score 3

- Medium costs given that site currently consists of paved areas and based on previous manufacturing uses there is an unknown level of remediation that may be needed on the property

## Site 17 - Total Score = 16

### Location/Proximity: Score 1

- Located more than 2 miles from RLE Project area and area of park impacts
- Requires combination of properties to meet 1.9 acres, and does not meet CPD standards for new park

### Vacancy/Availability: Score 3

- Lands are vacant and voluntary acquisition is highly probable
- Combined parcel ownership may be more cumbersome as there are at least 7 property owners associated with combined land

### Land Use/Zoning Compatibility: Score 3

- Current zoning – Residential (RS-1) and surrounding zoning business and commercial (B1-1, C1-1) is generally compatible with park uses
- Located within commercial corridor and park use is not considered highest and best use of land

### Safety/Security: Score 1

- Highly visible site location along arterial commercial corridor
- Clear views for police scrutiny; ease of access for emergency services

### Environmental Factors (EDR): Score 3

- Risk assessed Medium; see EDR report for further details on potential for contamination

### Cost Considerations: Score 5

- Low costs, no building demolition required

## Attachment 5: Environmental Database Report Findings

## Introduction

CWC reviewed an environmental database search report, prepared by Environmental Data Resources, Inc. (EDR), to identify listings in the databases for each of the potential park replacement sites and for properties within the search radii established in the ASTM standard. The EDR report identified each subject property in the available environmental regulatory agency databases. The EDR report also identified numerous adjoining properties in the regulatory databases. Not all of the findings present an environmental concern for the subject property due to their relative location to the subject property, direction of groundwater flow, regulatory status of no further action required, or type of reported activities. In addition, the list of orphan sites (sites reported as potentially being in the project area, but which could not be mapped due to inadequate or incomplete address information) were reviewed.

Each potential park replacement site was assigned a level of concern based on the following criteria:

- **High Concern** - Sites with known/probable soil, groundwater, or soil gas contamination that not been remediated, or where remediation was incomplete or undocumented. Other considerations include the type and mobility of any contamination, distance to the project, and groundwater impacts.
- **Moderate Concern** - Sites with known/potential soil, groundwater, or soil gas contamination and where remediation is in progress or was completed with restrictions in place, or contaminants do not appear to pose a concern for the project. Sites may also be considered a Moderate Concern based on the type and intensity of former land use (e.g., chemical manufacturers, machine shops, gas stations, laundromats), even though they did not otherwise have an environmental database listing. Sites where hazardous materials or petroleum products may have been or are stored, but where there is no known contamination associated with the property based on all available information.
- **Low Concern** - There is no evidence of hazardous materials or petroleum products having been stored onsite, and there is no known contamination associated with the property based on all available information. They may include hazardous material generator sites, sites with permitted air toxic emissions, or sites with spills or leaks that were subsequently remediated and are no longer a concern.

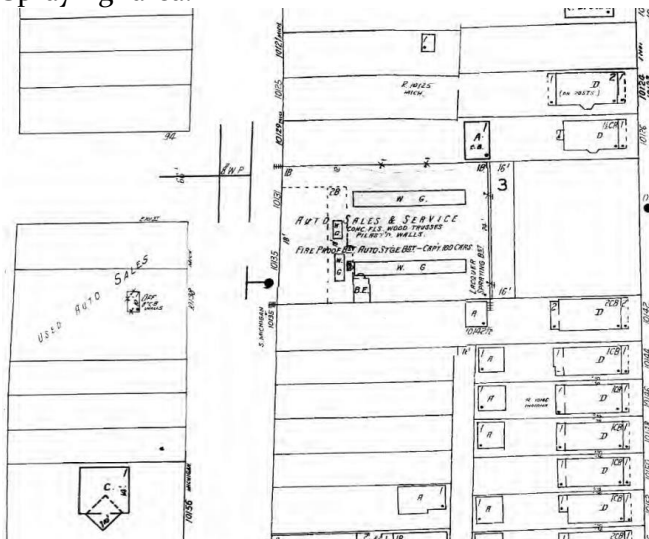
## Site 2B (near 101st Street and Michigan Avenue)

### Environmental Records Review

- **Subject Property:** The Site was not listed in any of the databases searched by EDR.
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites within 1 mile of the subject property.

### Historical Records Review

- **Sanborn Maps**
  - 1911: Private residences are shown on the Site.
  - 1938, 1950, 1975: A building is shown on the Site (10131 S. Michigan Avenue, parcel 2510317016) as “Auto Sales and Service” with a capacity of 100 cars with a “Lacquer Spraying” area.



- 1987: The “Auto Sales and Service” shares the same space with “Salem Baptist Church.” The “Lacquer Spraying” area in the southeast corner of the property is still shown.
- 1989, 1991, 2002, 2004: Property unlabeled.
- **Aerial Photographs**
  - 1938: Large building in the location of the “Auto Sales and Service” building as shown on the Sanborn map. A large building that matches the footprint of Bennett Elementary School is to the east of the Site. Residential area surrounding the property.

- 1959: Large car lot on the property at the western adjacent corner of S. Michigan Ave and E. 101st Place, across from the “Auto Sales and Service” building.
- 1973: The car lot is larger than shown in the 1959 aerial photograph, now spanning from E. 101st Street to E. 102nd Street along the western side of S. Michigan Ave and on the parcels to the north of the “Auto Sales and Service” building to E. 101st Street.
- 1978: Further expansion of the car lot, with car lot added to the adjacent parcels to the south of the “Auto Sales and Service” building to E. 102nd Street.
- 1983: All the car lots are now abandoned with the exception of the lot on the corner of E. 102nd St and S. Michigan Street.
- 1993: Lots north and south of the “Auto Sales and Service” property is empty and building appears to be demolished. Car lots have reappeared on lots located across S. Michigan Street ranging from E. 101st Street to E. 102nd Street.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 3B (near 103rd Street and Eggleston Avenue)

### Environmental Records Review

#### ■ Subject Property

- A parcel associated with the Site (403 W. 103rd Street, parcel 2516105035) is listed in the CDPH environmental dataset with complaints. The EDR Report does not provide additional details about the CDPH records.
- A parcel associated with the Site (405 W. 103rd Street, parcel 2516105034) is listed in the CDPH environmental dataset for Asbestos and Demolition Notifications. The EDR Report does not provide additional details about the CDPH records.
- A parcel associated with the Site (405 W. 103rd Place, closest parcel number is 2516107010) is listed in the CDPH environmental dataset with complaints. The EDR Report does not provide additional details about the CDPH records.

#### ■ Nearby Properties

- The Roseland Pumping Station (0.036 mile southeast of the subject property at 351 W. 104th Street) has active air monitoring for compliance and is under the State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards. The latest results were in 2014, and the site was monitored for NO<sub>x</sub>, Particulates, PM<sub>10</sub>, PM 2.5, SO<sub>2</sub>, VOM, CO<sub>2</sub>, CO, CF<sub>4</sub>, and COG.

- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites within 1 mile of the subject property.

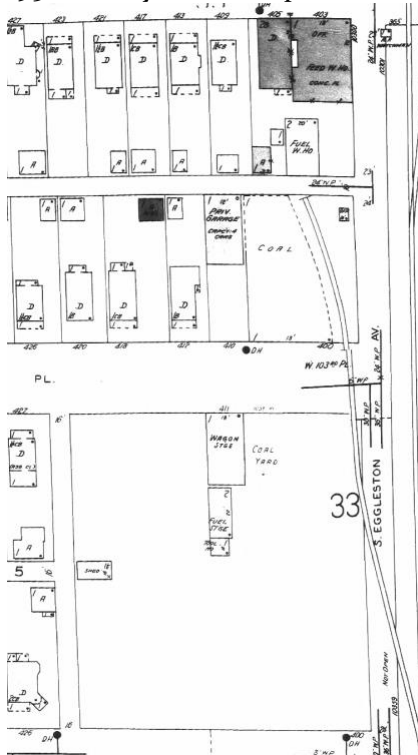
### Historical Records Review

#### ■ Sanborn Maps

- 1911: Coal shed and railroad spur located in northern portion of Site (400 W. 103rd Place, parcel 2516105033).
- 1938: Fuel storage added to the central portion of the Site (401 W. 103rd Place, parcel 251610701). Fuel warehouse added to northern portion of Site (403 W. 103rd Street, parcel 2516105035).



- 1950: Coal yard has expanded to southern portion of Site, next to the Fuel Storage area.



- 1975: A construction yard is present on the southern portion of Site (401 W. 103rd Place, parcel 2516107010). The fuel storage and coal yard are no longer present.
- 1987: The construction yard has transitioned to a junk yard. The fuel warehouse is no longer present.
- 2002: The Site is mostly vacant with the exception of residences in the northern portion (403 and 405 W. 103rd Street, parcel numbers 2516105035 and 2516105034). The railroad spur is no longer present.

### ■ Aerial Photographs

- 1938: Site appears to be darker than surrounding properties.
- 1964: There appears to be three or four aboveground storage tanks (ASTs) on the southern portion of the Site (parcel 251610701).
- 1978: A junk yard can be seen in the 1978 aerial photograph. Debris spans a large portion of the Site (parcels 251610701 and 2516105033). The debris is last seen in the 1994 aerial photograph. The junk yard area is vacant in the 1999 aerial photograph.
- 2007, 2009, 2010, 2011, 2012: Junk yard area has miscellaneous debris.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 6

### Environmental Records Review

#### ■ Subject Property

- The southern portion of Site (400 W. 107th Street, parcel 2516129028) is listed in the CDPH environmental dataset as records of enforcement, inspections, and tanks. The EDR Report does not provide additional details about the CDPH records.

#### ■ Nearby Properties

- The adjacent parcel to the north (411 W. 105th Street, parcel 251612024 [listed as 413 W. 105th Street in the EDR Report]) is listed as the Illinois Bell Telephone Company, a RCRA Non-Generator site.
- The Roseland Pumping Station (0.187 mile north of the subject property at 351 W. 104th Street) has active air monitoring for compliance and is under the State Implementation Plan for National Primary and Secondary Ambient Air Quality Standards. The latest results were in 2014, and the site was monitored for NO<sub>x</sub>, Particulates, PM<sub>10</sub>, PM 2.5, SO<sub>2</sub>, VOM, CO<sub>2</sub>, CO, CF<sub>4</sub>, and COG.

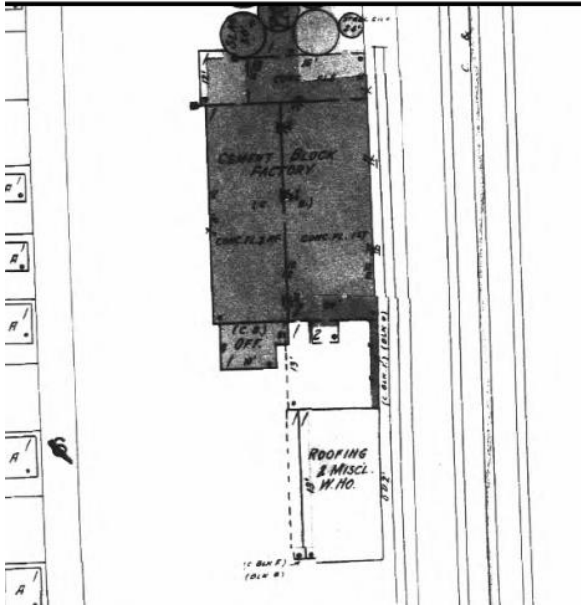
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites within 1 mile of the subject property.

### Historical Records Review

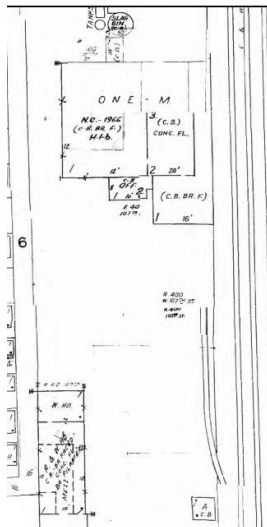
#### ■ Sanborn Maps

- 1950: A “Cement Block Factory” with several tanks is located on the central portion of the Site (10638 S. Stewart Avenue, parcel 2516129030). A railroad spur is shown running along the east side of the building.

## 1987 Sanborn® Map



- 1987: A “slag bin” and tanks are located on the central portion of the Site (10638 S. Stewart Avenue, parcel 2516129030). The “Cement Block Factory” has been replaced by a building identified as “One-M.” The railroad spur appears to stop south of the building.



- 2002: The Site is mostly vacant, with only one building on the southern portion of the Site (400 W. 107th Street, parcel 2516129028).

**■ Aerial Photographs**

- 1964: Potential ASTs (possibly the slag bin/tanks referenced in the Sanborn Maps) appear behind the building on the central portion of the Site.
- 1984: There appears to be debris on southern portion of Site (400 W. 107th Street, parcel 2516129028).
- 2007: Miscellaneous small containers are located on the property to the north of the Site (411 W. 105th Street, parcel 2516121024).

**Environmental Concern Rating: Medium Concern**

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 7

### Environmental Records Review

#### ■ Subject Property

- The northern portion of the Site (405 W. 107th Street, parcel 2516307025) was listed in the CDPH environmental dataset as having records of permits. The EDR Report does not provide additional details about the CDPH records.
- The northern portion of the Site (407-411 W. 107th Street) was listed in the CDPH environmental dataset with records of complaints and inspections. The EDR Report does not provide additional details about the CDPH records.
- A portion of the Site (401-411 W. 107th Street), described as a vacant lot, is listed in the Bureau of Land database.

#### ■ Nearby Properties

- The adjacent property to the south (410 W. 109th Street, parcel 2516315024) has a history of auto stations (listed as Harris Transmission Company from 1999-2002).

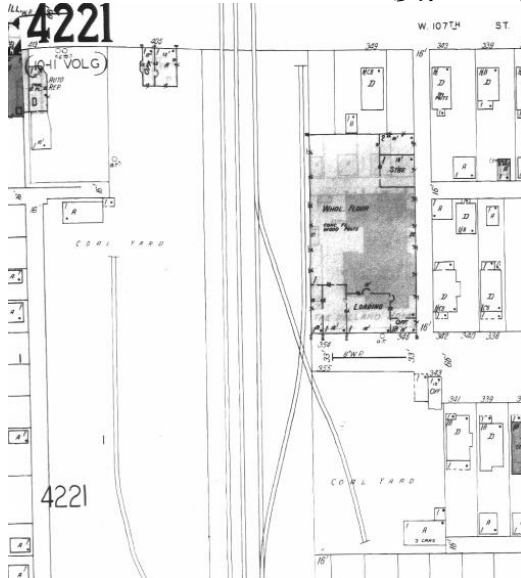
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites within 1 mile of the subject property.

### Historical Records Review

#### ■ Sanborn Maps

- 1939: A “coal yard” and railroad spur are located on the Site (parcels 2516315027, 2516315025, and 2516307022). An additional “coal yard” is located across the train tracks

from the Site to the east, east (347 W. 107th Place, parcel 2516401001).



- 1989-2004: The coal yard is no longer shown. The railroad spur is still present on the Site.

#### ■ Aerial Photographs

- 1938: The Site appears to be darker than the surrounding properties. The coal yard to the east also appears darker.
- 1984: The Site appears to be covered by debris.
- 1988: Miscellaneous debris is shown on the central portion of the Site (405 W. 108th Street, parcel 25163150250).
- 1999: Miscellaneous debris is shown on the property south of the Site (410 W. 109th Street, parcel 25163150240).

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 8 (near Eggleston Avenue and 111th Street)

### Environmental Records Review

#### ■ Subject Property

- A parcel within the Site is listed with complaints and inspections in the CDPH environmental dataset (401 W. 110th Street, parcel 2516329006). The EDR Report does not provide additional details about the CDPH records.

#### ■ Nearby Properties

- The adjacent property to the south of the Site (Chicago Dept of Env (Spill) at 11100 S. Stewart Avenue, no parcel number given) is listed as a RCRA Non-Generator site. This may be an error; on Google Maps the property (Roseland Tune-Up Center, 401 W. 111th Street, parcel 2521107008) is an auto station and LUST site (located 0.033 mile south).
  - The adjacent parcel to the south of the Site (Pentecostal Temple at 419 W. 111th Street, 0.016 mile south-southwest from Site, parcel 2521107001) is an active LUST site. The EDR Report does not provide additional details about the LUST site. Pentecostal Temple is also a RCRA-SQG.
  - Ransom Transportation (352 W. 110th Street, parcel 25164190140, 0.033 mile northeast of the Site) is a RCRA-CESQC and an active LUST site. The EDR Report does not provide additional details about the LUST site.
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites located within 1 mile of the Site.

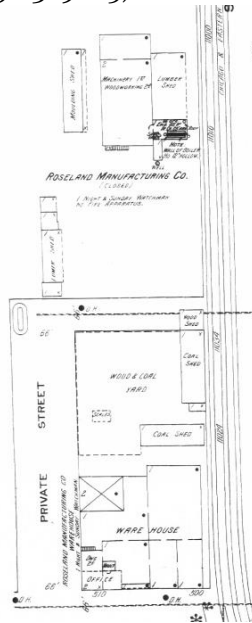
### Historical Records Review

#### ■ Sanborn Maps

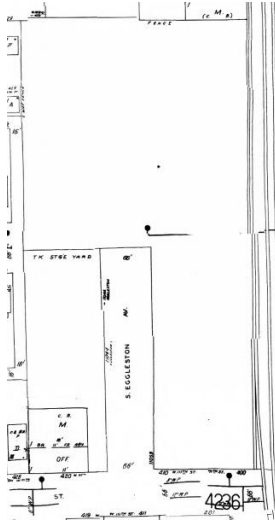
- 1897: The northern portion of the Site (412 W. 109th Street, parcel 2516320023) is shown as “Roseland Manufacturing Corporation (closed).” A “Wood and Coal Yard” with two coal sheds is shown on the southern portion of Site (11037 and 41 S. Eggleston Avenue, parcel 2516329009, and 2516329008). The warehouse for “Roseland Manufacturing Co. Warehouse” is shown on the southern portion of the Site (402 E. 111th Street, parcel



2516329005).



- 1911: The businesses in 1897 were replaced by “Roseland Mill and Lumber Co.” Area now shown as a lumber yard.
- 1939: Site identified as lumber yards as part of the “A.T. Stewart Lumber Co. Roseland Yard.”
- 1950: “Metal Working and Paint Dipping” building, assumed to be associated with the current business on Site, is shown on adjacent parcel to the west (420 W. 111th Street, parcel 25163290003). The Site is identified as “Roseland Mill and Lumber Co.”
- 1989: The Site is vacant. “TK Stage Yard” is shown in the adjacent property to the west.
- 1992, 2002, 2004: The Site is vacant.



### ■ Aerial Photographs

- 1973: Aerial photograph shows miscellaneous containers in the adjacent property to the west. There appears to be a small pool in the southern portion of property (also shown on the 1978 aerial photograph).

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 9A (near 111th Place and State Street)

### Environmental Records Review

#### ■ Subject Property

- A parcel in the southern portion of the Site (24 E. 112th Street, parcel 2522101023) is listed in the CDPH environmental dataset for Asbestos and Demolition Notifications and inspections. The EDR Report does not provide additional details about the CDPH records.
- A parcel in the southern portion of the Site (12 E. 112th Street, parcel 2522101018) has a record of historical cleaners. (Neals Laundromat, 2006)
- A parcel in the southern portion of the Site (14 E. 112th Street, parcel 2522101019) is listed in the CDPH environmental dataset with records of complaints and inspections. The EDR Report does not provide additional details about the CDPH records.
- A parcel in the southern portion of the Site (34 E. 112th Street, parcel 2522101027) is listed in the CDPH environmental dataset with records of inspections. The EDR Report does not provide additional details about the CDPH records.
- A parcel in the southern portion of the Site (16 E. 112th Street, parcel 2522101020) is listed in the CDPH environmental dataset with records of complaints, Asbestos and Demolition Notifications, and inspections. The EDR Report does not provide additional details about the CDPH records.

#### ■ Nearby Properties

- Amoco (0.009 mile north-northwest of the Site at 2 W. 111th Place, parcel 2521203025), is listed as a RCRA Non-Generator with waste characterized as “ignitable waste” and “benzene.”
- Roseland Marathon (0.073 mile north-northwest of the Site at 2 W. 111th Street, parcel 2516430043) is an active LUST site. The EDR Report does not provide additional details about the LUST site. The EDR Report states that there are several other USTs on this property.

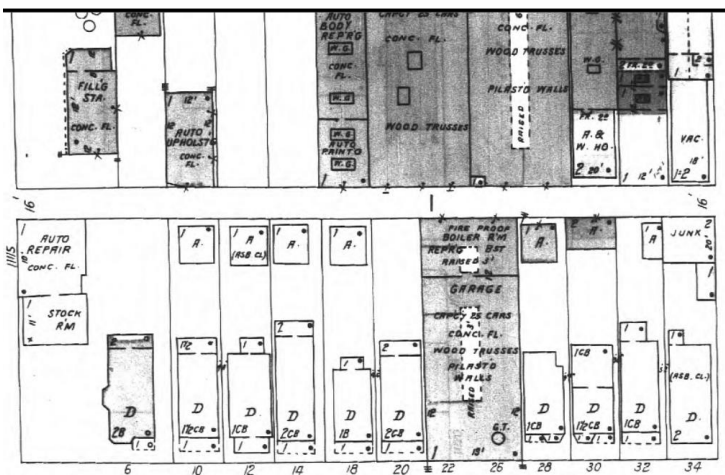
#### ■ NPL, CERCLIS, CERCLIS NFRAP

- 109th Place Tear Gas is a CERCLIS site located 0.237 mile north of the Site (the address is shown in the EDR Report as “SG West 109th Place”).
- There are no NPL or NFRAP CERCLIS sites located within 1 mile of the Site.

## Historical Records Review

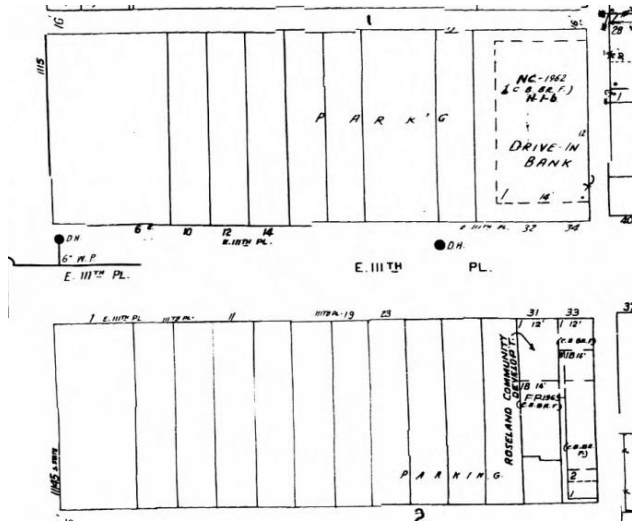
### ■ Sanborn Maps

- 1897: “Roseland Bottling Works” is shown on the western parcel of the Site (6 E. 111th Street, parcel 2522100012). In 1911, there appears to be a tank (illegible label) within the “Bottling Works” business.
- 1939: An auto repair business is located in northwestern portion of Site (6 E. 111th Street, parcel 2522100012). A parking garage is located on northern portion of Site (32 E. 111th Street, parcel 2522100027). A filling station is located in the adjacent parcel to the north (1 E. 111th Street, parcel 2522100028). Several automotive businesses are shown in adjacent parcels to the north.



- 1950: A welding business is shown in the northwestern portion of Site where the auto repair was in 1939.

- 1989: Parking lots span most of the Site. The automotive businesses in the adjacent parcels to the north are not shown.



#### ■ Aerial Photographs

- No significant findings.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 9B (near 112th Street and State Street)

### Environmental Records Review

- **Subject Property:** The Site was not listed in any of the databases searched by EDR.
- **Nearby Properties**
  - Amoco (0.1 mile north-northwest of the Site at 2 W. 111th Place, parcel 2521203025), is listed as a RCRA Non-Generator with waste characterized as “ignitable waste” and “benzene.”
  - Roseland Marathon (0.15 mile north-northwest of the Site at 2 W. 111th Street, parcel 2516430043) is an active LUST site. The EDR Report does not provide additional details about the LUST site. The EDR Report states that there are several other USTs on this property.
  - Illinois Bell, located 0.163 mile south-southwest of the Site, is a RCRA Non-Generator with waste characterized as “ignitable waste, corrosive waste, and lead.”
  - There is an unnamed Brownfield site located 0.197 mile south of the Site (3 W. 114th Street, parcel 2521229037 [closest parcel number]). The Brownfield site is suspected to be an abandoned service station. The property is now owned by the City of Chicago.
- **NPL, CERCLIS, CERCLIS NFRAP**
  - 109th Place Tear Gas is a CERCLIS site located 0.237 mile north of the Site (the address is shown in the EDR Report as “SG West 109th Place”).
  - There are no NPL or CERCLIS NFRAP sites within 1 mile of the subject property.

### Historical Records Review

- **Sanborn Maps**
  - 1989: Paint shop located on the eastern portion of the Site (34 E. 112th Place, parcel 2522105027).
- **Aerial Photographs**
  - No significant findings.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 10 (near 113th Street and Peoria Street)

### Environmental Records Review

- **Subject Property:** The Site was not listed in any of the databases searched by EDR.
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS-NFRAP sites located within 1 mile of the Site.

### Historical Records Review

- **Sanborn Maps**
  - 1989: Start of Sanborn Maps, vacant. No notables for area/site.
- **Aerial Photographs**
  - Aerial photographs show that Site has never been developed.

### Environmental Concern Rating: Low Concern

- There is no evidence of hazardous materials or petroleum products having been stored onsite, and there is no known contamination associated with the property based on all available information.

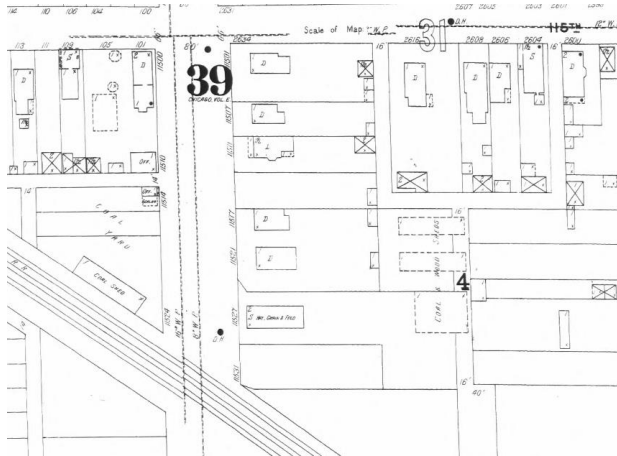
## Site 11 (near 115th Street and State Street)

### Environmental Records Review

- **Subject Property:** The Site was not listed in any of the databases searched by EDR.
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS-NFRAP sites located within 1 mile of the Site.

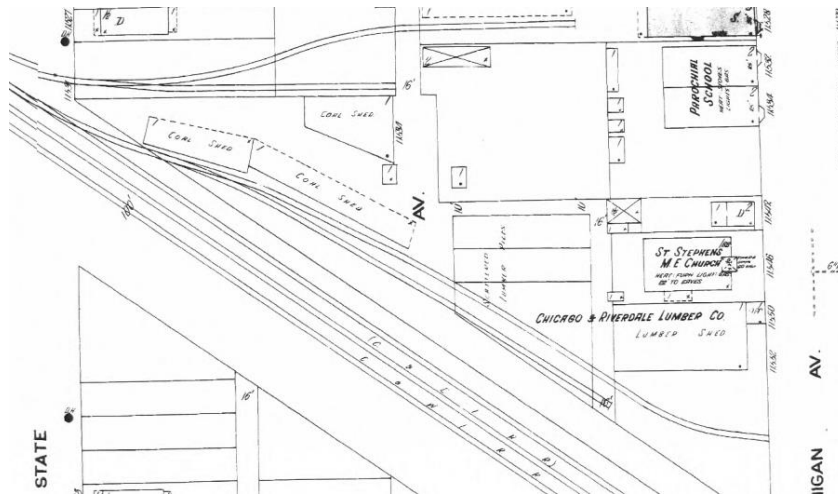
### Historical Records Review

- **Sanborn Maps**
  - 1897: “Coal and Wood Sheds” located in the center of the Site (11527 S. State Street, parcel 2522300007). “Coal Shed and Coal Yard” also located in adjacent parcel to the west (11514 S. State Street, parcel 2521407029).

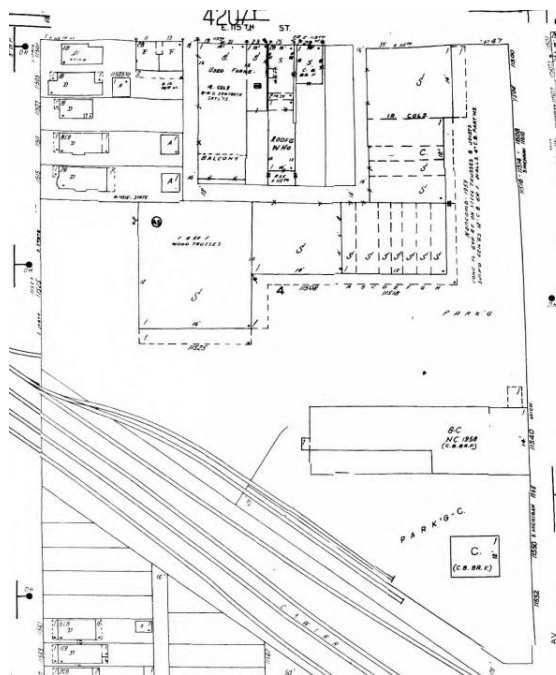


- 1911: Multiple coal sheds and railroad spurs added to the southwestern portion of the Site (11562 S. Wabash Avenue, parcel 2522300019). “Chicago and Riverdale Lumber Company” established in the southeastern portion of the Site (11552 and 11578 S. Michigan Avenue, parcels 2522300068 and 2522300058).





- 1939: “Reading Coal Co. Coal Yard” established on central portion of the Site (11562 S. Washbach Avenue, parcel 2522300019 and 11517 to 11527 S. State Street, parcels 2522300005 to 2522300007). “Filling Station” added to western boundary of same parcels.
- 1950: Coal yard is no longer on Site. Coal yard gone, “Auto Body Repair and Painting” shop located on eastern portion of the Site (11530 S. Michigan Avenue, parcel 2522300042).
- 1989: Large building established in the central portion of the Site. No Sanborn maps between 1950 and 1989.



**■ Aerial Photographs**

- 1938: Coal yard referenced in Sanborn map present in the aerial photograph.
- 1952: Central portion of the Site appears to be vacant.
- 1959: Large building that is referenced in the 1989 Sanborn map is seen in the aerial photograph.
- 2007: Large building has been demolished. The Site is vacant with the exception of a cluster of buildings in the northwestern corner of the Site.
- 2012: Site is completely vacant.

**Environmental Concern Rating: Medium Concern**

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 12 (near Michigan Avenue and Kensington Avenue)

### Environmental Records Review

#### ■ Subject Property

- Northwestern parcel of the Site (Clark Oil and Refining, 11555 S. Michigan Avenue, parcel 2522304050) is a historical LUST site. The Site received an NFA/NFR letter on January 9, 1995. This parcel also appears in the IL SPILLS and IL BOL database as a LUST site.

#### ■ Nearby Properties

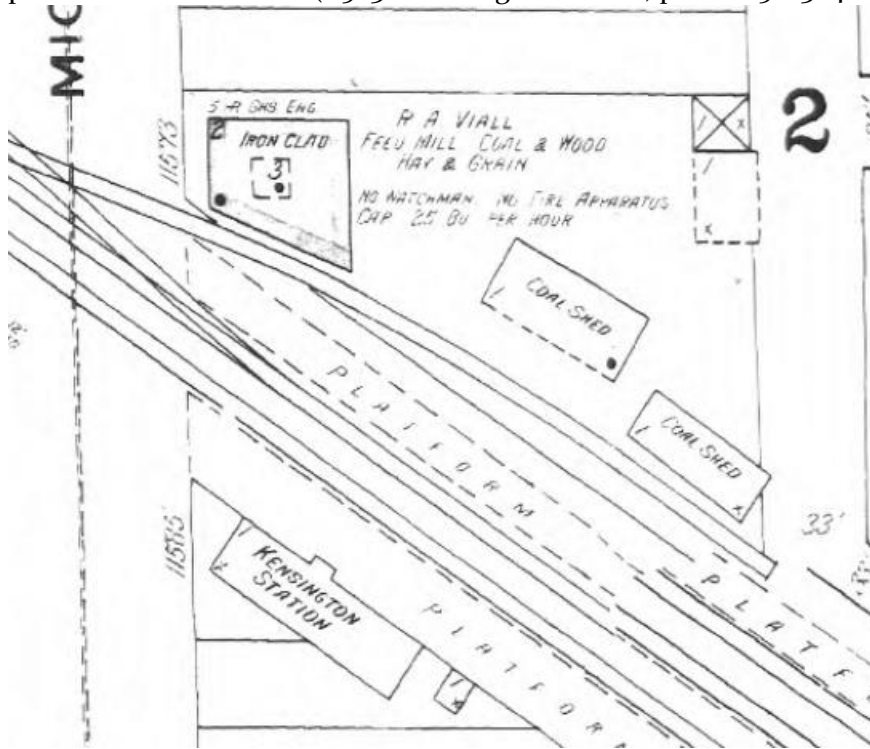
- Tony's Auto Body, in the adjacent parcel to the north (0.047 mile to the northeast of the Site, 157 E. Kensington Avenue, parcel 2522304022) is listed in the RCRA-CESQG database with waste characterized as "ignitable waste." This parcel is also listed as a historical auto station.
  - Kensington Service Station (0.055 mile northeast of the Site at 162 E. Kensington Avenue, parcel 2522301044) is an active LUST site. There is no NFA/NFR letter associated with the LUST.
  - An active LUST station, identified as "Abandoned Gas Station," is located 0.177 mile northwest of the Site at 2 W. 115th Street, parcel 252123003. There is no NFA/NFR letter associated with the LUST.
  - Triangle Transmission (0.208 mile northwest of the Site at 35 W. 115th Street, parcel 2521230023 [closest parcel number]) is an active LUST site. There is no NFA/NFR letter associated with the LUST.
  - A US Brownfields site is located 0.258 mile north-northwest of the Site at 3 W. 114th Street. The property is suspected to be an abandoned service station, and is owned by the City of Chicago. The EDR Report provides no additional information.
- **NPL, CERCLIS, CERCLIS NFRAP:** There are no NPL, CERCLIS, or CERCLIS NFRAP sites located within 1 mile of the Site.

### Historical Records Review

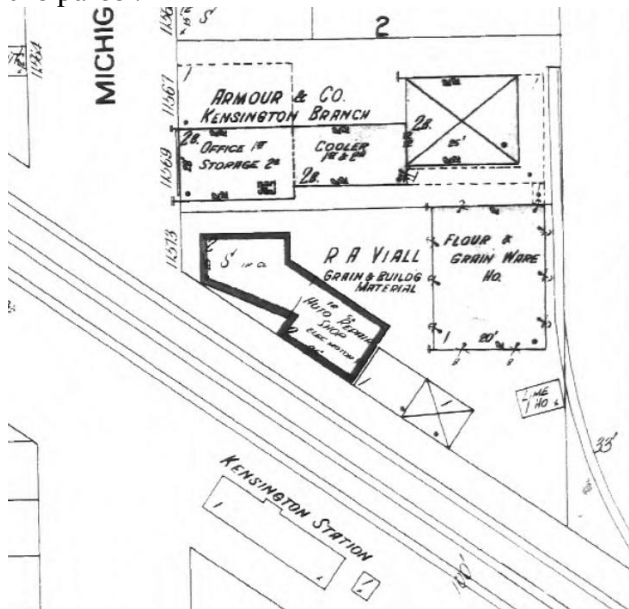
#### ■ Sanborn Maps

- 1897: "R.A. Viall Feed Mill Coal and Wood" located on southwestern corner of the Site (11579 S. Michigan Avenue, parcel 2522304008). Kensington Station located on adjacent

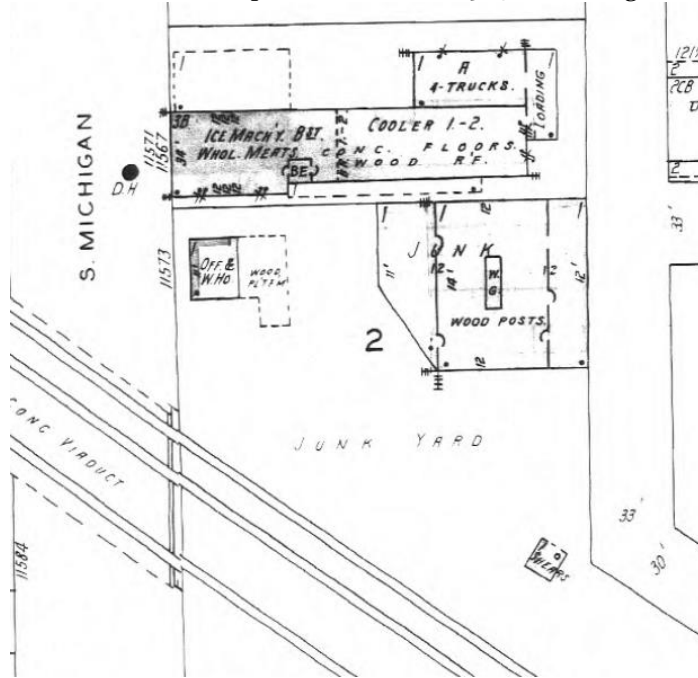
parcel to the southwest (11583 S. Michigan Avenue, parcel 2522304009).



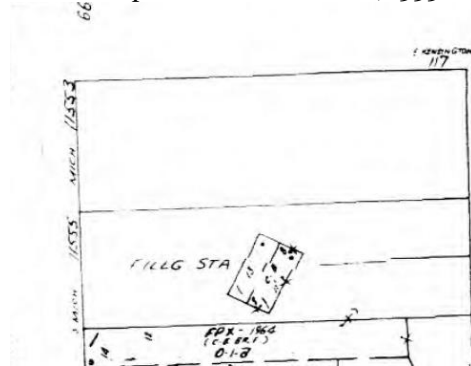
- 1911: Portion of “R.A. Viall Feed Mill Coal and Wood” replaced by an auto repair shop. Lime house added to the southeastern corner of the same parcel (11579 S. Michigan Avenue, parcel 2522304008). The coal sheds and railroad spurs have been removed from the parcel.



- 1939: The entire southwestern parcel was converted to a junk yard (parcel 11579 S. Michigan Avenue, parcel 2522304008). “Ice Machine and Wholesale Meats” business added to northern portion of Site (11567 S. Michigan Avenue, parcel 2522304007).



- 1989: Junk yard has been removed from the Site. A filling station has been added to the northern portion of the Site (11555 S. Michigan Avenue, parcel 252230405).



- 1992: Filling station have been removed from the Site.
- 2002: Northern portion of the Site was utilized as a parking lot (11555 S. Michigan Avenue, parcel 2522304050).

## ■ Aerial Photographs

- 1938: Yard that appears to have the same footprint as “R.A. Viall Feed Mill Coal and Wood” referenced in the Sanborn maps is present in the aerial photograph.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Site 15 (1000 E. 118th Street)

### Environmental Records Review

#### ■ Subject Property

- The Site (1000 E. 118th Street, parcel 2520414006) is listed in the CDPH environmental dataset as having tanks. The EDR Report does not provide additional details about the CDPH records.

#### ■ NPL, CERCLIS, CERCLIS NFRAP

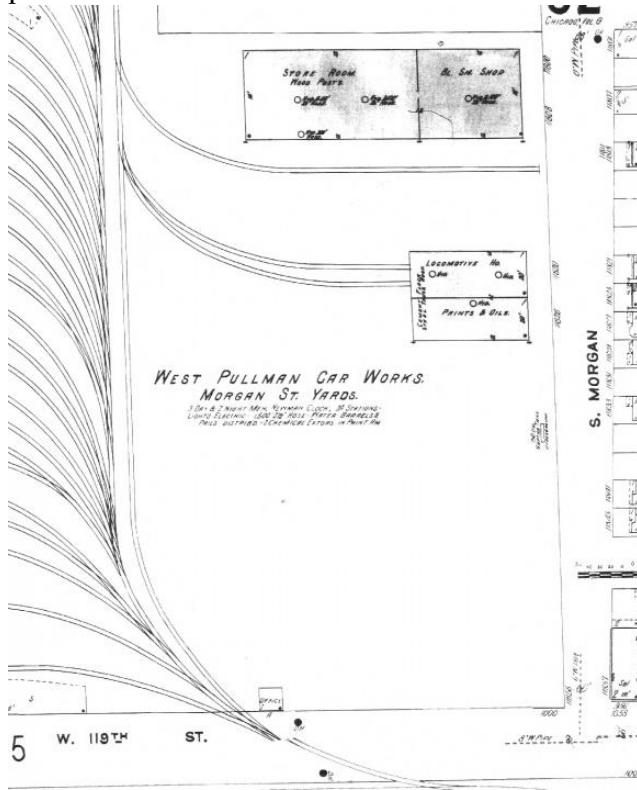
- Ingersoll, adjacent to the Site, at 1000 W. 120th Street, parcel 2529203003 [closest parcel number]) is a CERCLIS site. The CERCLIS site has a “Removal Only Site (No Site Assessment Work Needed)” as is a non-NPL site. The property is also listed as a RCRA-NonGen with waste characterized as “quenching bath residues from oil baths” and “spent cyanide solutions.”
- Former West Pullman Works, adjacent to the Site, at 1015 W. 120th Street (parcel 2529203003) is a CERCLIS site. The CERCLIS site shares the same parcel as the Ingersoll business above. The CERCLIS site has the following description: “Abandoned 21-acre site with high levels of PAHs, heavy metals, and asbestos.” This property is also listed as a RCRA-NonGen with many waste characterizations. The same property is also listed under “International Harvester – Former West Pullman Works” as a former LUST site; an NFA/NFR letter was received in November 2010.
- West Pullman Iron and Metal (located 0.156 mile southeast of the Site at 11954 S. Peoria Street, parcel 2529201021) is a CERCLIS NFRAP site. The site was archived in October 1995.
- Dutch Boy (located 0.213 mile east-southeast of the Site at 12042 S. Peoria Street, parcel 2529203002 [closest parcel]) is a CERCLIS site. The site description states that it is associated with the International Harvester business mentioned above. The site was given NFRAP status in December 1984.

### Historical Records Review

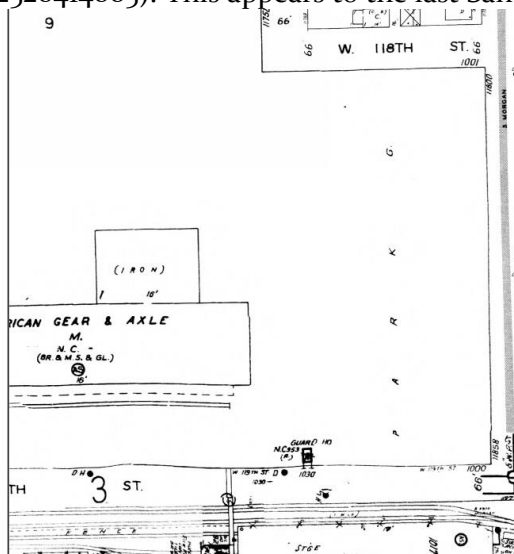
#### ■ Sanborn Maps

- 1911: Site was a portion of the larger “West Pullman Car Works, Morgan Street Yards” facility. There is a paints and oils storage and locomotive storage building in the northern

portion of the Site.



- 1939: “West Pullman Car Works...” has been removed from the Site. The Site is vacant in the Sanborn map.
- 1989: Site is labeled as a parking lot. The parking lot appears to serve “American Gear and Axle” that is established on the western adjacent property (1100 W. 119th Street, parcel 2520414005). This appears to the last Sanborn map in 2004.





**■ Aerial Photographs**

- 1952: Southern portion of the Site appears to be used as a parking lot.
- 1959: The Site is paved entirely, there are no buildings on the Site. There appears to be miscellaneous debris on the western boundary of the Site.
- 1962: The southern portion of the Site is being used as a parking lot.
- 1988: There are two pools on the northern portion of parking lot. This could be the result of stormwater.
- 2005: The northern portion of the Site is overgrown.

**Environmental Concern Rating: High Concern**

- Hazardous materials or petroleum products may have been stored onsite, and proximity to historic release sites indicate a high concern.

## Site 17 (near 120th Street and Halsted Street)

### Environmental Records Review

#### ■ Subject Property

- Parcel 2528108036 associated with the Site (12048 S. Emerald Avenue) is listed in the CDPH environmental dataset with complaints, Asbestos and Demolition Notifications, and inspections. The EDR Report does not provide additional details about the CDPH records.
- Parcel 2528108032 associated with the Site (12034 S. Emerald Avenue) is listed in the CDPH environmental dataset with complaints and inspections. The EDR Report does not provide additional details about the CDPH records. The same parcel is listed as a historical auto station (Mack's Auto Styling, 1999-2001).
- Parcel 2528109001 associated with the Site (725 W. 120th Street) is listed as a historical cleaner.

#### ■ Nearby Properties

- Hancock House (located 0.007 mile southeast of the Site at 12045 S. Emerald Avenue, parcel 2528109010) has five active USTs. The site is an active LUST site. The LUST does not have a NFA/NFR letter. There is an Illinois Institutional Control on this property that received an NFR letter in January 2012.
- A property identified as ComEd Manhole (located 0.032 mile northwest of the Site at the intersection of W. 120th Street and S. Halsted Street [EDR does not provide a specific address]) is a RCRA Non-Gen with waste characterized as "lead."
- Conoco Phillips 66 (located 0.062 mile north-northwest of the Site at 11959 S. Halsted Street, parcel 2528100011) has five active USTs. The same property is listed as Sandhu Petroleum Inc., (located at 11957 S. Halsted Street) is an active LUST site. The LUST has not received an associated NFA/NFR letter.

#### ■ NPL, CERCLIS, CERCLIS NFRAP

- South Green Plating Shop (located 0.124 mile southwest of the Site at 12130 S. Green Street, parcel 2529209047) is a CERCLIS site. The CERCLIS site is described as a "former plating shop with elevated levels of cyanide, chromium, cadmium, and lead contamination." The site has a Non-NPL status of "Removal Only Site (No Site Assessment Work Needed." The site is also listed as a RCRA Non-Gen with waste characterized as "ignitable/corrosive waste" and "lead."
- Dutch Boy Paints (located 0.155 mile west of the Site at 12042 S. Peoria Street, parcel 2529203002 [closest parcel]) is a CERCLIS site. The site is associated with the International

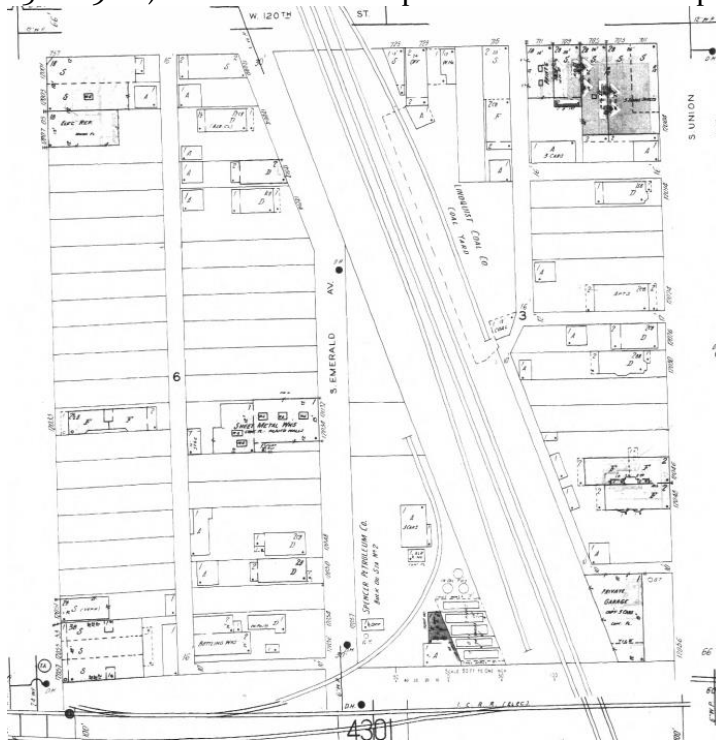
Harvester Site which is described to be associated with the Former West Pullman Works, which has a description of “Abandoned 21 acre site with high levels of PAHs, heavy metals, and asbestos.”

- West Pullman Iron and Metal (located 0.157 mile west-northwest of the Site at 11954 S. Peoria Street, parcel 2529201021) is a CERCLIS NFRAP site. The site was archived in October 1995.
- There are no NPL sites within 1 mile of the subject property.

## Historical Records Review

### ■ Sanborn Maps

- 1911: The central adjacent parcel (12045 S. Emerald Avenue, parcel 2528109010) is labeled as a coal shed in the northern portion and a “cement block wks” in the southern portion. A railroad spur also runs across this parcel.
- 1939: The parcels surrounding parcel 2528109003 (721 W. 120th Street) associated with the Site are labeled as Lundquist Coal Company Coal Yard. There is a parking garage in the southeastern portion of the Site (12054 S. Union Avenue, parcel 25281090250). Sheet Metal Works business is located at the central portion of the Site (12034 S. Emerald Avenue, parcel 2528108032). The central adjacent parcel (12045 S. Emerald Avenue, parcel 2528109010) is now labeled as Spencer Petroleum Company, with several tanks.



- 1950: Central adjacent parcel (12045 S. Emerald Avenue, parcel 2528109010) is now labeled as “Bulk Oil Storage (Not in Operation).”
- 1989: Central adjacent parcel (12045 S. Emerald Avenue, parcel 2528109010) is now vacant. Sheet metal business and Lundquist Coal Company is no longer on Site. Landscaping material yard established in western adjacent parcel (12029 S. Halsted Street, parcel 2528108041). No significant changes to last Sanborn available in 2004.

- **Aerial Photographs**

- No significant findings from the aerial photographs.

### Environmental Concern Rating: Medium Concern

- Hazardous materials or petroleum products may have been stored onsite, but there is no known contamination associated with the property based on all available information.

## Attachment 6: Park Concept Renderings

*Note that appearance of project elements (such as park amenities, trees, landscaping, pathways, etc.) in visualizations is intended to show scale of project elements. Actual placement and construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific features.*

## Wendell Smith Park



Figure 1: Overhead Visualization of Wendell Smith Park

## Site 2B



Figure 2: Overhead Visualization of Site 2B



Figure 3: Eye-Level Visualization of Site 2B

## Site 8A



Figure 4: Overhead Visualization of Site 8A



## Site 12



Figure 5: Overhead Visualization of Site 12



Figure 6: Eye-Level Visualization of Site 12