

RED AHEAD



**Red Line
Extension**

Red Line Extension Project

Transit-Supportive Development Comprehensive Plan

Existing Conditions Report and Inventory

May 31, 2021

Prepared for:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Final Draft - May 2021



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Section 1 - INTRODUCTION

1.1 Project Overview

Chicago Transit Authority (CTA) is proposing the Red Line Extension (RLE) Project, a 5.6-mile extension starting from the existing terminal at 95th/Dan Ryan and terminating at 130th Street, subject to the availability of future federal New Starts Program funding, as well as local and state funding. The RLE Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station will include park & ride and bus facilities (See Figure 1-1 for location of the RLE Project).

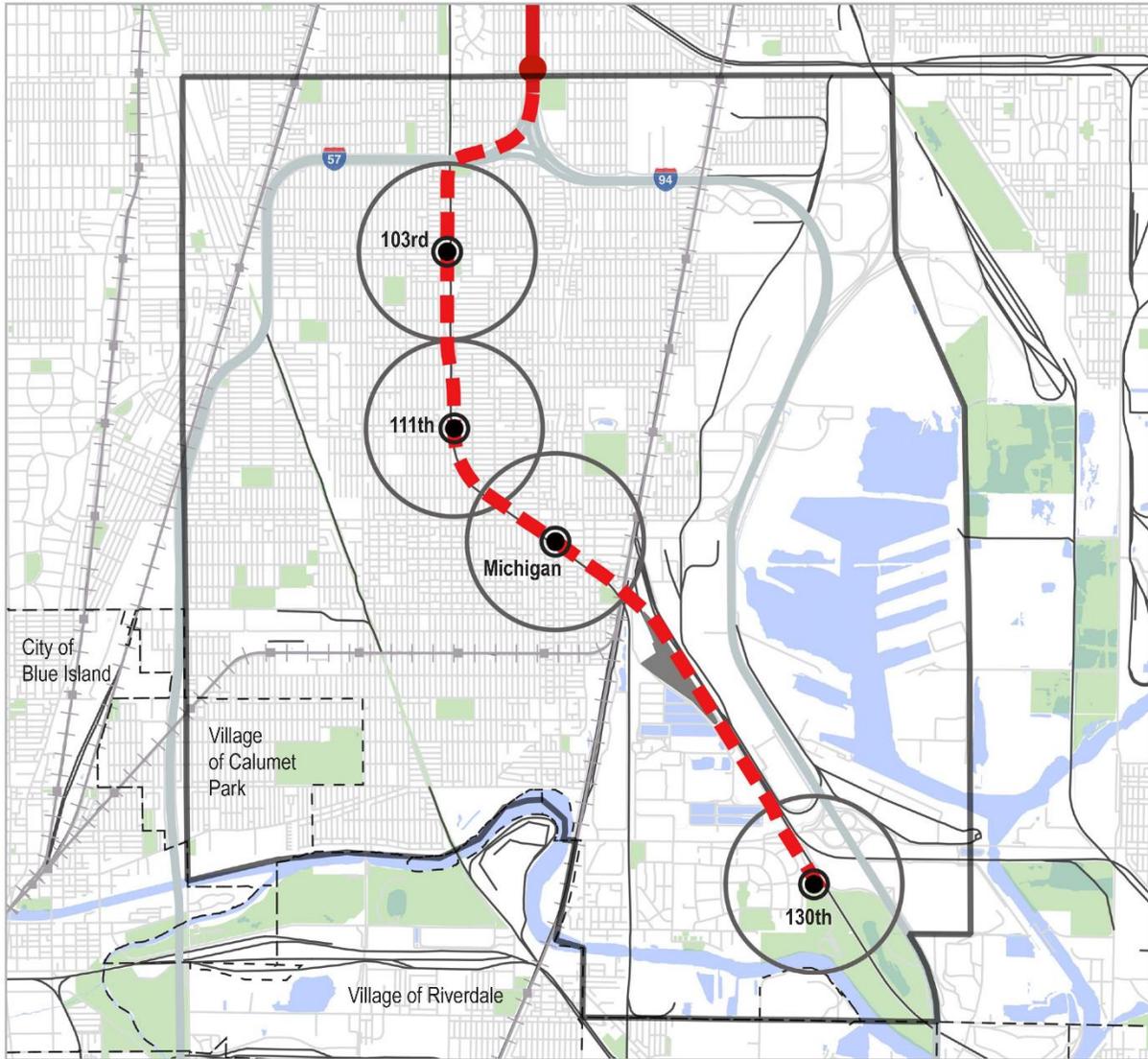
In fall 2016, the CTA published a Draft Environmental Impact Statement (EIS). Based on public feedback as well as additional project planning and engineering work, the CTA selected a Preferred Alignment. The Preferred Alignment is a combination of the previously studied East and West Options that captures the benefits and minimizes the negative impacts of each option and incorporates community feedback received on the Draft Environmental Impact Statement (EIS).

The RLE will connect Far South Side riders with the broader CTA transit network, including destinations and job centers within and beyond downtown Chicago as well as increase transit connectivity in the surrounding neighborhoods. The RLE Project will foster economic development in the project area, as new stations can serve as catalysts for neighborhood revitalization, spur the development of more livable, transit-supportive communities, and help reverse decades of disinvestment in local business districts. Increased transit access would attract customers and visitors from outside the community to local businesses, landmarks and cultural centers, bolstering community investment.

The RLE Project will result in a 46 percent increase in newly accessible jobs within an hour commute of the RLE project area and will result in a 30-minute time savings for riders traveling from the 130th Street station location to downtown. These economic benefits could be life altering to historically underinvested and disproportionately low-income and minority communities in the Far South Side. Twenty-four percent of residents in the RLE project area live below the poverty level, compared to a Chicago average of 19 percent, and the majority are African American.

The four new stations on the CTA RLE will build on existing assets in these communities, helping to reverse decades of disinvestment.

In the December 2020, the RLE received approval from the Federal Transit Administration to enter the Project Development phase of the Capital Investment Grants (CIG) Program as a New Starts project. Entering this phase is a major step in the CTA's continued commitment to move forward



Sources: Chicago Transit Authority, Red Line Extension Alignment Shapefiles, September 2020; Metra Commuter Rail, Rail Station and Line Shapefiles, September 2020. Note: Base map created using geospatial datasets from the City of Chicago Data Portal (<https://data.cityofchicago.org/>), Cook County GIS (<https://hub-cookcountyil.opendata.arcgis.com/>) and US Census TIGER/Line shapefiles (<https://www.census.gov/>), all sources downloaded or accessed October 2020; Parks data updated using Chicago Metropolitan Agency for Planning (CMAP) 2015 Land Use Geospatial Dataset, unpublished data, October 2020.

LEGEND

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy
- Municipality Border
- Parks
- Water Body



Figure 1-1: Project Area

with the construction of the RLE Project. Project Development is one of a series of steps required by federal transit law for transit agencies seeking CIG funding.

During the two-year Project Development phase, the CTA will complete the project's Final Environmental Impact Statement (EIS) and preliminary engineering documents to successfully meet the federal requirements for this phase.

Transit-Supportive Development Comprehensive Plan (TSD)

The RLE Transit-Supportive Development Comprehensive Plan (TSD), or TSD Study, is a component within the larger RLE Project. The TSD Study is being conducted in partnership with the City of Chicago Department of Planning and Development (DPD) and the Cook County Land Bank Authority (CCLBA). The purpose of the TSD Study is to leverage this new transit infrastructure by planning for new transit-supportive development within the community surrounding these new stations.

DPD is the principal planning agency for the City of Chicago and promotes the comprehensive growth and sustainability of the City and its neighborhoods. The department also oversees the City's zoning and land use policies and employs a variety of resources to encourage business and real estate development, historic preservation, accessible waterfronts, walkable neighborhoods, and related community improvements.

The Cook County Land Bank Authority is a unit of Cook County government, funded primarily with grants, contributions and revenues from transactions. The CCLBA works to reduce and return vacant land and abandoned buildings back into reliable and sustainable community assets. Many of the properties within the project area are held in the land bank.

The TSD Study is a broad study that incorporates principles of Transit-Oriented Development (TOD) and equitable Transit-Oriented Development (eTOD). The RLE will have benefits that extend beyond the area immediately around stations that is typically used for TOD planning. Transit-supportive development creates a vision for a larger area served by transit – in this case approximately 20 square miles that will be served by the RLE (project area). Transit-supportive development also closely integrates transit planning with local land use policies.

Equitable Transit-Oriented Development (eTOD) seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability.

The primary goals of the TSD Study are as follows:

- Develop community-led vision and goals statements for each RLE station area that address continued affordability and quality of life improvements
- Engage private sector investment to encourage economic development along the RLE transit corridor

- Identify transportation infrastructure needs that foster multimodal connectivity and bike/pedestrian access to proposed stations
- Guide future development that meets community vision and enhances economic vitality, transit ridership, multimodal connectivity, pedestrian experience, and preserves affordable housing
- Provide documentation to support the land use and economic development criteria for the RLE Project’s Federal Transit Administration (FTA) Capital Investment Grant (CIG) New Starts application

1.2 TSD Study Planning Process

The TSD Study will incorporate a series of reports, plans, and analysis. Key components of work include:

- Existing Conditions and Inventory Analysis
- Market Analysis
- Land Use and Zoning Plan
- Economic Development Plan
- Public Engagement and Community Outreach

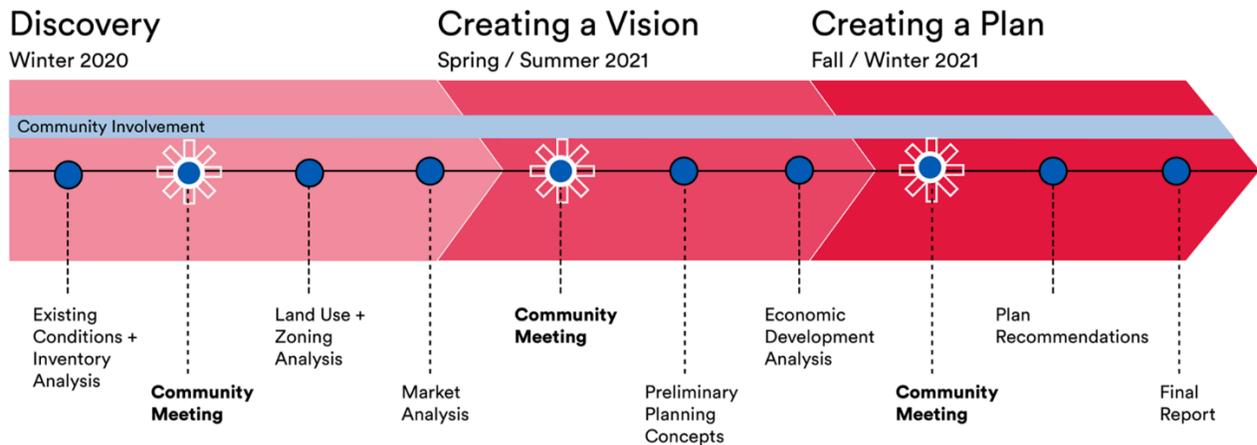


Figure 1-2: TSD Study Timeline

Existing Conditions Report and Inventory

The existing conditions report and inventory (this report) provides a foundation for future development recommendations. The inventory documents existing development patterns, buildings, density, open space, streetscapes, roadways, and other components of urban form that establish a holistic understanding of existing community character. Key commercial corridors, residential neighborhoods, and industrial areas are documented to describe land use patterns

around each station area and within the adjoining neighborhoods. Station areas are defined as a ½-mile radius around each of the proposed stations. The neighborhood history, character, and transportation patterns are analyzed in conjunction with existing land uses in each station area.

Market and Demographic Trends Analysis

The market analysis and demographic trends analysis will document existing and planned commercial, residential, and industrial development and identify emerging trends that will impact future development opportunities. Special attention will be focused on community services and institutional uses (including childcare and senior care facilities, health care services, schools, and other educational institutions), and other high trip generators such as large employment centers, police and fire stations, and community centers.

Affordable Housing Analysis

The affordable housing analysis will assess overall real estate housing market conditions and trends, including the existing supply of income-restricted affordable rental housing as well as naturally occurring affordable rental and for-sale housing in the area.

Land Use and Zoning Plan

The land use and zoning plan will identify opportunities for strengthening employment, improving housing choices, increasing retail, supporting community services, and expanding recreational land uses. The land use and zoning plan document will identify existing and proposed tools, policies, and financial incentives to implement transit-supportive development. The recommendations will be informed by stakeholder input, including the vision and goals established by the community during the outreach process.

Economic Development Plan

The economic development plan will identify ways to leverage public and private sector investment to guide future development that can maximize the benefit of the RLE transit improvement. This plan will establish corridor-wide and station-specific goals to drive economic growth, increase the number of people living near transit, strengthen urban character, and increase accessibility.

Transit-Supportive Design Guidelines

The design guidelines will provide a vision as to how transit-supportive development policies are materialized in the built environment. Zoning recommendations will identify density targets, building heights and setbacks, building frontages, and parking requirements. Urban design considerations will address building massing, building character, physical linkages and improved pedestrian access to transportation facilities and services, as well as safety and security.

Public Engagement and Community Outreach

The TSD Study will be based on guidance provided by the community throughout the project. The community outreach approach is composed of a variety of elements, including numerous stakeholder conversations, public meetings, and an interactive website, which are designed to give community members multiple opportunities to be involved in the development of the plan.

In response to current COVID-19 health concerns and city and state “stay at home” orders, face-to-face community engagement options are currently limited. This has prompted a transition to virtual and social media platforms for the RLE Project. This is a particularly difficult and sensitive issue for the Far South Side, which is experiencing significant health, social, and economic impacts from the COVID-19 pandemic and highlights the realities of a lack of digital access.

To bridge the digital divide, the outreach strategies also include old fashioned phone calls, mailing postcards, flyers, and partnering with local sister city agencies to augment TSD outreach with a full range of community groups and stakeholders.

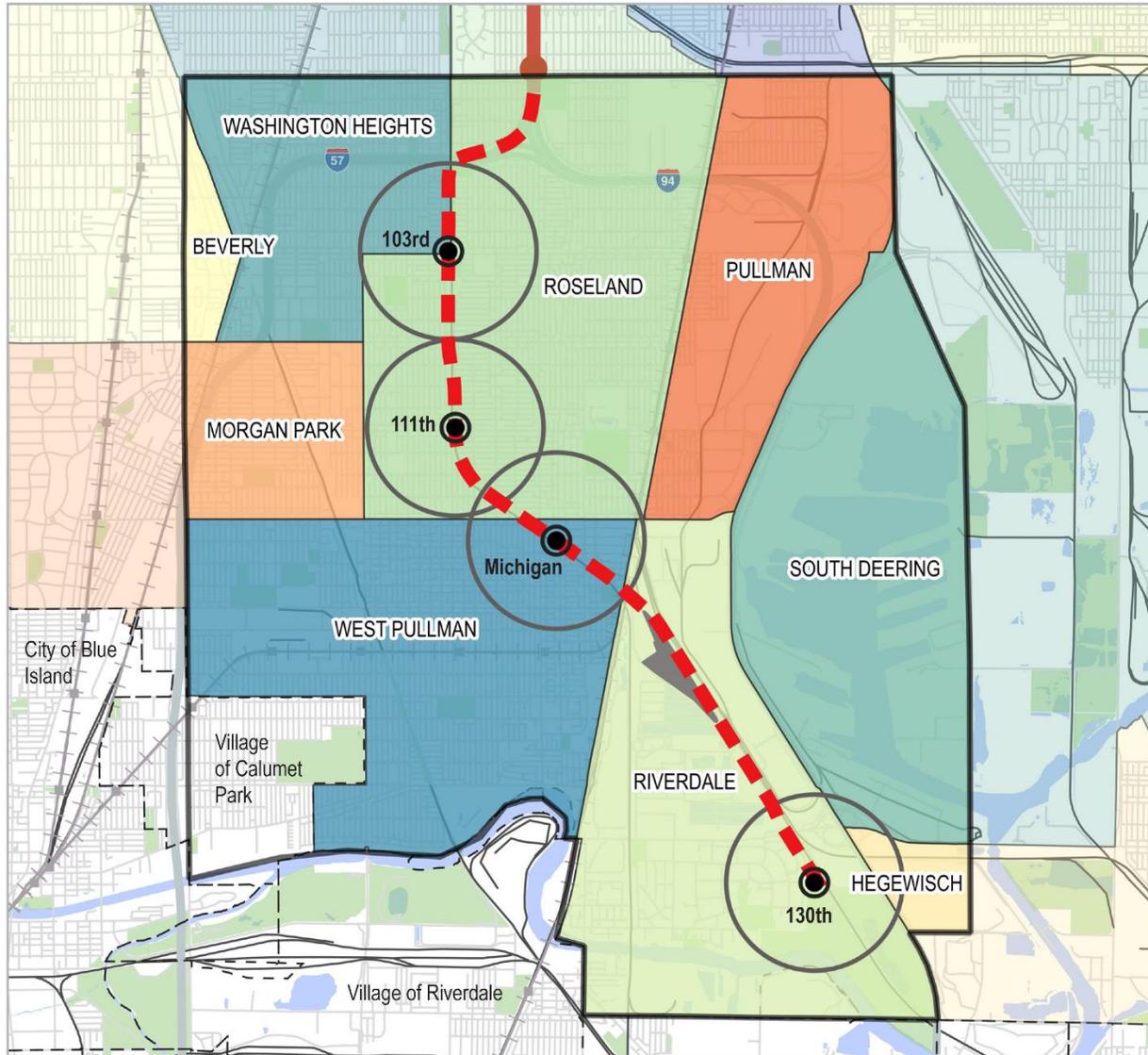
Implementation Plan and Feasibility Assessment

To help move the plan from idea to reality, the TSD Study will include an implementation plan and feasibility assessment. The implementation plan is intended to identify opportunities for private sector participation and other strategic collaborations such as public-private partnerships. The feasibility assessment will look at the market realities of the concepts in the plan and will identify tools and resources that may support development where pure market forces can't.

1.3 TSD Study Project Area Summary

The TSD Study encompasses communities that are located within the area bounded by 95th Street to the north, the City's southern boundary at 138th Street and the Little Calumet River to the south, Ashland Avenue to the west, and Stony Island Avenue to the east. The TSD Study project area is approximately 4.5 by 4.5 miles, or 20 square miles. The community areas include Roseland, West Pullman, Riverdale, Washington Heights, Morgan Park, Pullman, and South Deering in addition to the Village of Calumet Park. A key focus of the TSD Study will be planning for economic development within the immediate ½-mile radius adjacent to the stations and the broader surrounding community areas. (See Figure 1-3 for a map of the RLE project area communities.)

The project area overlaps six aldermanic ward boundaries including the 8th Ward, 9th Ward, 10th Ward, 19th Ward, 21st Ward and the 34th Ward. Illinois State Districts include the 14th, 15, 17th and 18th Districts and Illinois House Districts include the 27th, 28th, 29th, 34th, and 35th Districts. The project area includes two US Congressional Districts including the 1st and 2nd Districts.



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boudaries-Community Areas (current) Shapefile, December 2018, downloaded October 2020.

LEGEND

Chicago Community Areas

- BEVERLY
- HEGEWISCH
- MORGAN PARK
- PULLMAN
- RIVERDALE
- ROSELAND
- SOUTH DEERING
- WEST PULLMAN
- WASHINGTON HEIGHTS

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy
- Municipal Boundary
- Parks
- Water Body

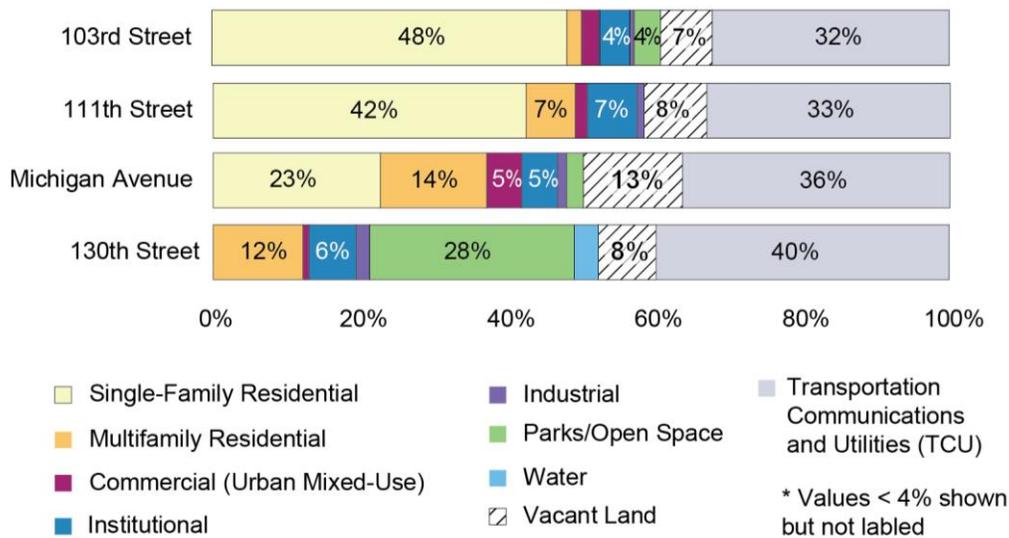


Figure 1-3: RLE Project Area Communities

1.4 Station Area Summaries

The overall project area has residential (primarily single-family), commercial (urban mixed-use), industrial, transportation, utility, and vacant land uses. Commercial land uses are clustered around the major thoroughfares in the area, including Michigan Avenue and Halsted Street. Vacant properties are interspersed throughout most residential and commercial blocks.

The TSD Study defines a “station area” as the geography bounded by a circle with a ½-mile radius from the primary station entrance. This distance is used in transit-supportive development planning to describe the area that is generally understood to be easily accessible to a rail transit station by those that live and work in the area and where development is most likely to directly respond to having transit nearby.



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020, updated, November 2020.

Figure 1-4: Distribution of Land Use by Station Area

Residential

The 103rd Street and 111th Street station areas are primarily comprised of residential land uses, with the predominate housing type being single-family homes. The Michigan Avenue station area is composed of slightly less overall residential development with significantly more multifamily homes. The 130th street station area has little residential land; as a reflection of its adjacency to the Altgeld Gardens and Phillip Murray Homes, the residential area is exclusively multifamily.

Commercial (Urban Mixed-use)

The 103rd Street and 111th Street station areas contain relatively small amounts of urban mixed-use. The Michigan Avenue station area is home to a more urban mixed-use development, consistent with its location along the historic Michigan Avenue commercial corridor, while very little urban mixed-use exists within the 130th Street station area.

Institutional

There is an even distribution of institutional uses throughout the station areas. All four station areas have a mix of schools as well as religious institutions. 111th Street station area has a slightly higher percentage of institutional land use, representing the Roseland Medical District.

Parks and Open Space

The 103rd Street station area and the Michigan Avenue station area have a moderate amount of open space while the 111th Street station area has very little open space. The higher open space allocation for the 130th Street station area represents the proximity to parks and the Beaubien Woods Forest Preserve.

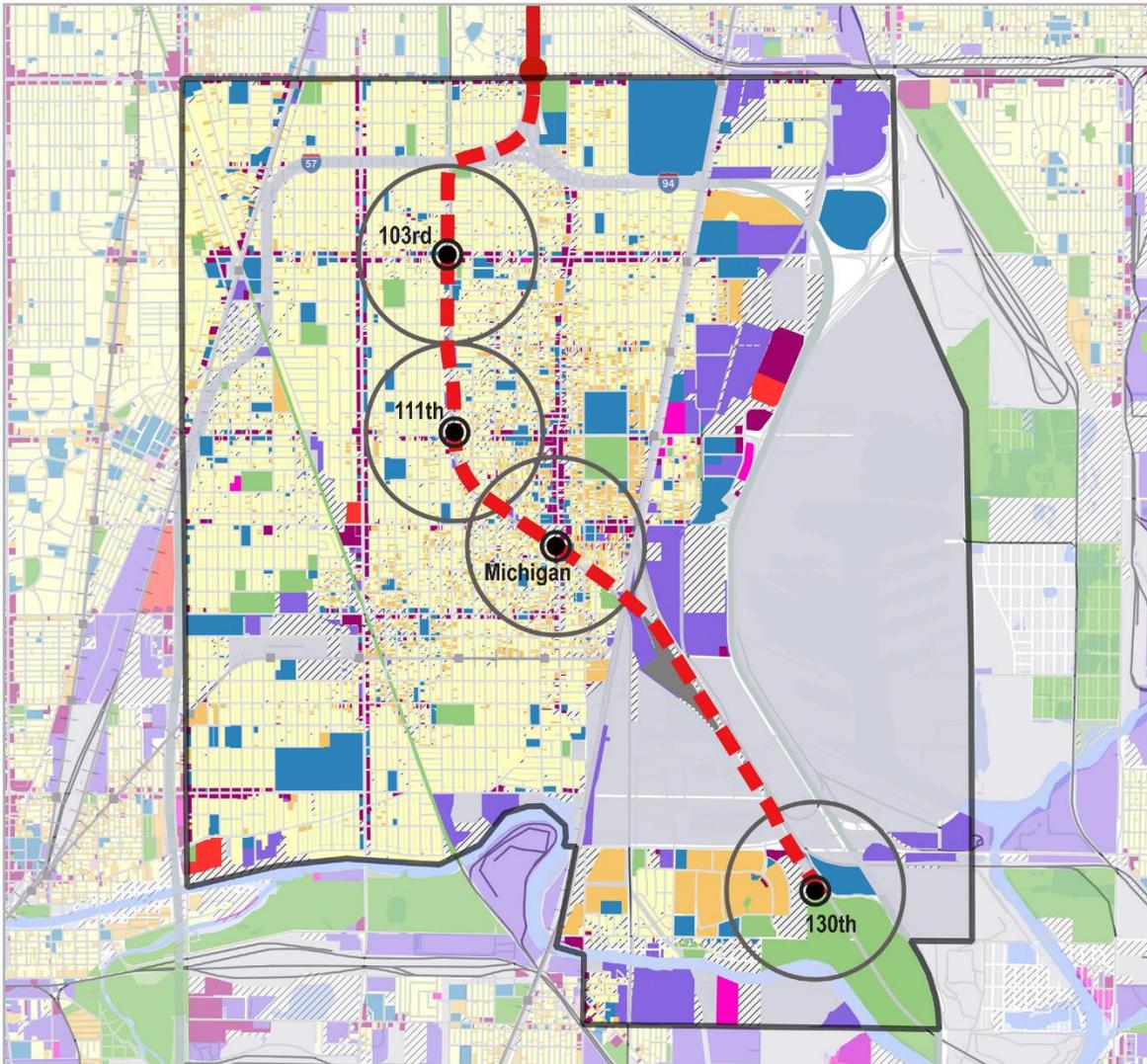
Vacant Land

All the station areas show a relatively high distribution of vacant land, with Michigan Avenue station area having the largest percentage of vacant land.

Transportation, Communications, and Utilities

This category accounts for public right of ways such as roadways. In the 103rd Street, 111th Street, and Michigan Avenue station areas, the distribution is typical of an urban city neighborhood. The higher percentage at 130th Street station area is a result of its adjacency to the Metropolitan Water Reclamation District facility and Interstate 94.

(See Figure 1-5 for a project area land use map.)



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

Project Area Land Use

- Single-Family Residential
- Multi-Family Residential
- Retail Commercial
- Urban Mixed Use
- Office Commercial
- Entertainment & Hotel
- Institutional
- Transportation, Communication & Utilities
- Industrial
- Parks & Open Space
- Vacant Land
- Water

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy



Figure 1-5: RLE Project Area Land Use

1.4.1 103rd Street Station Area Summary

The first station south of 95th Street on the RLE will be located at 103rd Street and Eggleston Avenue. This station area includes parts of the Roseland community area and the Washington Heights community area. The area near the station is a mix of different types of land uses. The area is largely comprised of single-family homes. Multifamily and commercial development are concentrated primarily along the major north-south arterials of Halsted Street and Michigan Avenue. Commercial development tends to be small scale community serving retail that is a mix of chain stores and locally owned businesses. Larger stores and grocery stores are concentrated on Halsted Street and further east on 103rd Street near Michigan Avenue, while newer big box stores are located in Pullman. Institutional uses such as schools, churches, day cares, and community centers are along 103rd Street while institutional uses such as schools are scattered throughout the station area. This area has a mix of uses and many vacant commercial lots on 103rd Street that are potential sites for transit-supportive development.

1.4.2 111th Street Station Area Summary

The second station on the RLE will be located at 111th Street and Eggleston Avenue, in the Roseland community area. The station area primarily consists of single-family homes with more multifamily housing between State Street and Michigan Avenue. Throughout the station area are institutional uses such as schools and the Roseland Medical District with the Roseland Community Hospital located at 111th Street and Perry Avenue. The Medical District has the potential to be a catalyst for new development.

The community is fortunate to have the historic Palmer Park approximately $\frac{3}{4}$ of a mile to the east of the station and the schools nearby provide some recreational spaces and playgrounds. However, other than that there is very little land in the 111th Street station area dedicated to open space.

1.4.3 Michigan Avenue Station Area

The third station on the RLE will be located on Michigan Avenue south of 115th Street. The station area includes portions of the West Pullman and Roseland community areas. The northern portion of the station area overlaps with the historic Michigan Avenue commercial corridor, which extends from 111th Street to 115th Street.

The station area is largely made up of a mix of single-family homes and multifamily developments. Commercial development is focused north on Michigan Avenue and east along 115th Street, with additional commercial development on 119th Street. Institutional uses such as schools, churches and day cares are also generally concentrated east on 115th Street and north on Michigan Avenue. Palmer Park is in the northeast corner of the station area with Kensington Park in the southeast portion.

A significant number of industrial uses are located east of the station in the Pullman Industrial Corridor.

1.4.4 130th Street Station Area

The terminal station on the RLE will be located south of 130th Street, adjacent to the Chicago Housing Authority (CHA) Altgeld Gardens and Phillip Murray Homes housing developments, in the Riverdale community area. The RLE alignment is proposed to terminate in a large parcel on the eastern edge of Altgeld Gardens. All of the housing within the station area is multifamily housing. The station area is also bordered by TCA Health on the north, Carver Military Academy to the east and Beaubien Woods Forest Preserve to the south.

Section 2 - CURRENT PLANS AND POLICIES

Urban planning policy in the City of Chicago is guided by the direction of the Department of Planning and Development (DPD) in coordination with other City agencies including the Department of Housing (DOH) and the Department of Transportation (CDOT). DPD is the principal planning agency for the City of Chicago and promotes the comprehensive growth and sustainability of the City and its neighborhoods. The department also oversees the City's zoning and land use policies and employs a variety of resources to encourage business and real estate development, historic preservation, accessible waterfronts, walkable neighborhoods, and related community improvements.

The City of Chicago does not have a citywide comprehensive plan with a future land use map. However, the City of Chicago recently began a three-year effort to create a new citywide comprehensive plan. This plan will be the first comprehensive plan since 1966. The City's zoning designations, along with various area plans, guide future land use and development. DPD also publishes design guidelines that are formally adopted by the Chicago Plan Commission and used to guide development seeking rezoning or Planned Development designations.

Community plans led by DPD are developed in partnership with local communities and in collaboration with entities such as local ward aldermen, the Regional Transportation Authority (RTA), the Chicago Metropolitan Agency for Planning (CMAP), the Metropolitan Planning Council (MPC), Local Initiatives Support Corporation (LISC), local chambers of commerce, community development corporations, and non-profit community organizations.

The sections below highlight key initiatives happening within the region and the City that impact the RLE project area. Specific relevant plans, guidelines, and policies will be referenced in subsequent reports as they align with recommendations in those reports.

2.1 Comprehensive Regional Plan

CMAP is the federally designated Metropolitan Planning Organization (MPO) for metropolitan Chicago. The CMAP service area includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. In 2005, the State of Illinois mandated the agency's creation as a unit of local government whose purpose is planning comprehensively "to effectively address the development and transportation challenges in the northeastern Illinois region."

CMAP and its partners developed and are now implementing ON TO 2050, the current regional long-range plan. This plan will help the seven counties and 284 communities of Northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

The overarching principles of ON TO 2050 are:

- Inclusive Growth: Growing our economy through opportunity for all
- Resilience: Preparing for rapid changes, both known and unknown
- Prioritized Investment: Carefully targeting resources to maximize their benefit

The plan is data-driven and includes the region's official socioeconomic forecast for population, employment, and other factors. Forecasting helps CMAP evaluate regionally significant projects, complete air-quality conformity modeling, understand future needs of communities in the region, and provide technical assistance. As the region's Metropolitan Planning Organization (MPO), CMAP's population projections provide the foundation for development projections in the region.

Transportation Equity

CMAP analysis shows that high levels of economic inequality are limiting our region's ability to grow. Transportation can play a key role in creating pathways to opportunity for low-income communities, people of color, and people with disabilities. Working with stakeholders, CMAP has identified Economically Disconnected Areas (EDAs) to focus planning efforts and policy recommendations. Many residents of EDAs have limited options for transportation that would efficiently connect them to economic and other opportunities. This is particularly true for residents living in EDAs in the City of Chicago, where access to transit options does not always ensure access to jobs within a reasonable travel time. CMAP research shows that just nine percent of residents in south and west sides Chicago EDAs are employed nearby, compared to the economically connected areas of the City where 72 percent of residents live near their jobs. The RLE project area is within CMAP's identified South Chicago EDA cluster.

CTA Red Line South Extension

ON TO 2050 includes the RLE in the regional plan. According to the report, residents of the South Side of Chicago and the near south suburbs suffer long transit commute times. By extending the Red Line south to 130th Street from its current terminus at 95th Street, the area it serves would see improved access to jobs and reduced travel times. This would be accomplished by providing fast and direct service to downtown Chicago, where transfers to other CTA rail lines are available. The project is relatively cost-effective at increasing ridership and has a high benefit to EDAs. Because it will also include a large new yard between Michigan Avenue and 130th Street, it will help address capacity constraints on the whole line. The park & ride lot to be constructed at the 130th Street station will provide new commute options for southern Cook County as well.

Additional Capital Projects

ON TO 2050 includes the long-range transportation plan, which consists of the Mobility chapter and includes prioritized projects, some of which are categorized as "regionally significant projects" that meet the U.S. Department of Transportation standard referred to as "fiscal constraint." This means that the ON TO 2050 financial plan demonstrates that sufficient

“reasonably expected revenues” will be available over the next three decades to pay for the proposed infrastructure investments that are fiscally constrained. Major fiscally constrained projects with direct influence on land use and development within the project area are described below. In addition to the RLE, there are three other regionally significant projects in the project area. These projects are listed below.

- I-94 Bishop Ford Expressway: This project would reconstruct I-94 from the I-57 Expressway to US Route 6, and includes reconstruction of interchanges, the addition of bus on shoulders implementation, and the addition of auxiliary lanes from I-57 to Stony Island.
- South Halsted BRT: This project would add Bus Rapid Transit (BRT) service or other bus improvements to the Halsted corridor between the 79th St Red Line Station and the Harvey Transportation Center.
- Metra Rock Island Improvements: This project would construct a third mainline track to the nine-mile double-track portion between Gresham Junction and a point north of 16th Street Junction. The project includes the completed CREATE P1 Project, a flyover that eliminates the conflict between Metra and freight and Amtrak trains, new bi-directional signals, centralized traffic control to integrate with existing RID operations, several new or rehabilitated bridges over city streets, and an expanded and modernized 47th Street Yard.

More information about ON TO 2050 plan can be found at www.cmap.illinois.gov/2050.

2.2 City of Chicago Comprehensive Plan

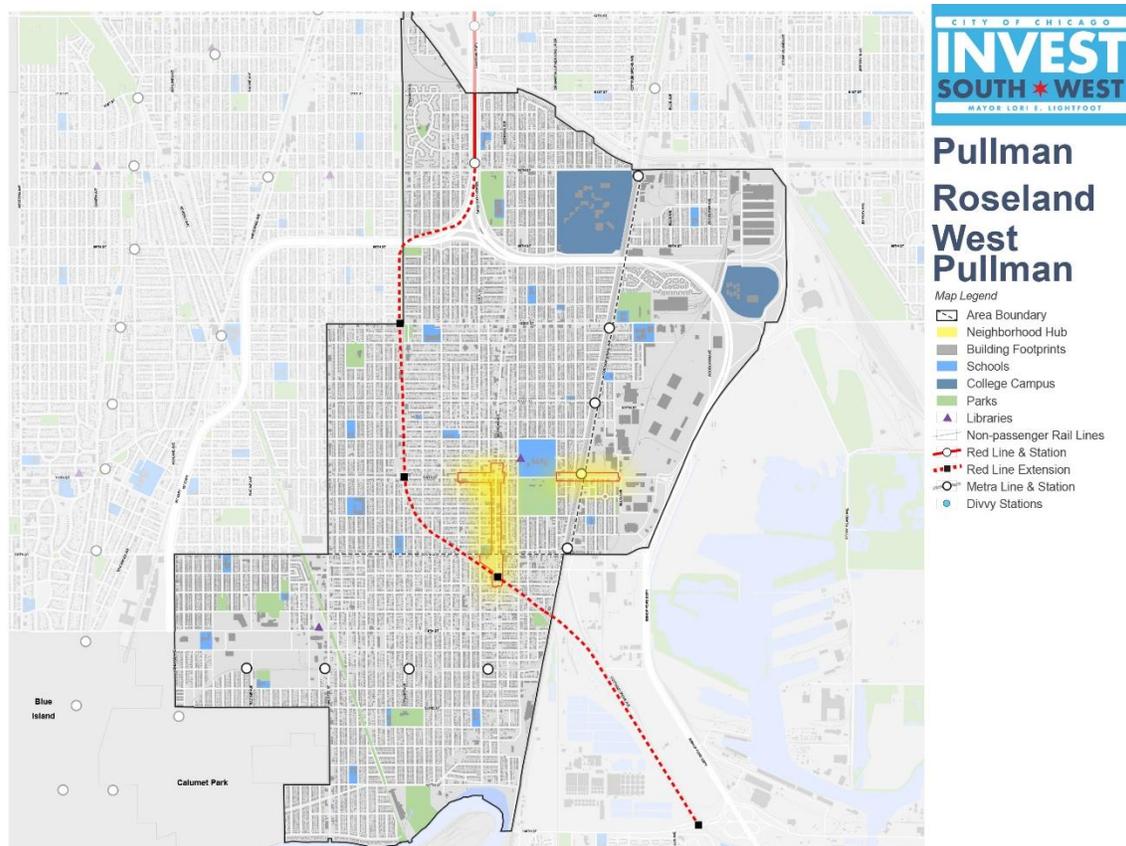
In August of 2020, the City of Chicago began a three-year, citywide planning initiative called “We Will Chicago” that will encourage neighborhood growth and vibrancy while addressing social and economic inequities that impair Chicago’s legacy as a global city.

“We Will Chicago” is the first citywide plan of its type since the “1966 Comprehensive Plan.” We Will’s initial goals for future growth across Chicago are based on three core principles: equity, diversity, and resiliency for all residents in every neighborhood. More information about this plan can be found at www.chicago.gov/wewill.

It is anticipated that the new comprehensive plan will help guide development on the Far South Side as well as initiate new policies to promote equitable transit-oriented development and develop more affordable housing.

2.3 Current Planning Initiatives in the Project Area

The RLE project area overlaps with the City of Chicago INVEST South/West program, which is establishing local redevelopment plans to attract equitable investments in low-income and underserved neighborhoods within Chicago’s South and West Sides. INVEST South/West is an unprecedented community improvement initiative that will leverage \$750 million dollars of public funding over three years to attract new investment. This initiative has assembled resources from multiple City departments, community organizations, the private sector and philanthropic partners to address the needs of ten communities on Chicago’s South and West Sides, which include the Greater Roseland and Pullman communities. Without exception, these neighborhoods have experienced public and private disinvestment for many decades, so this investment is long overdue. INVEST South/West collectively supports infrastructure development, improved programming for residents and businesses, and policies that will have a lasting impact. The focus is on 12 key commercial corridors on the South and West Sides. This includes historic Michigan Avenue in Greater Roseland which overlaps with the RLE community area. More information can be found at www.chicago.gov/city/en/sites/invest_sw/home.html.

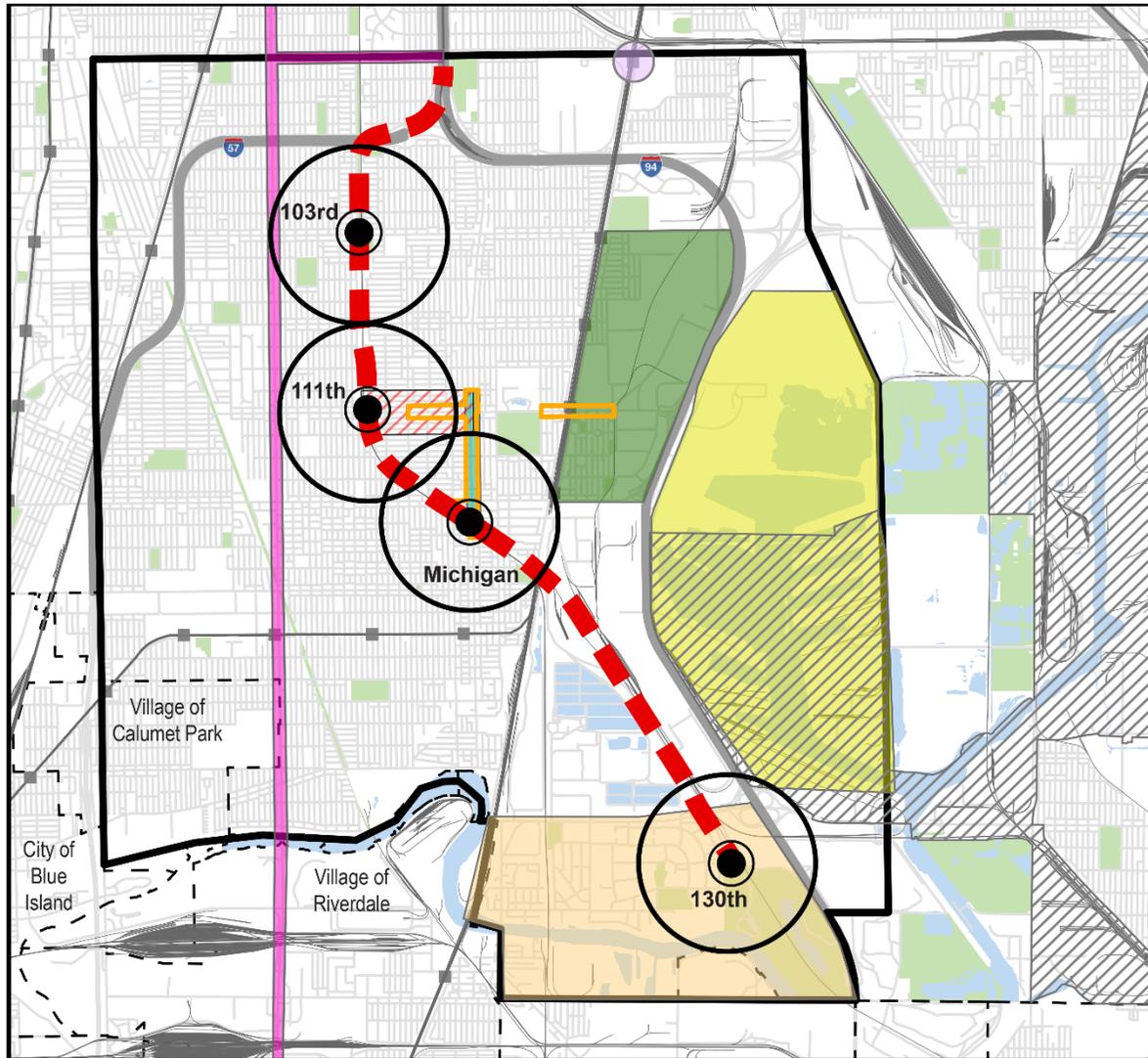


Source: City of Chicago Department of Planning and Development

Figure 2-1: INVEST South/West Greater Roseland Focus Areas

In addition to INVEST South/West and the TSD Study, there are many other local planning efforts taking place within the RLE project area. A variety of organizations are preparing these plans, including local planning agencies, DPD, community organizations, resident groups, and stakeholders. The TSD Study is being prepared in coordination with these plans to provide a clear, coordinated vision for the community. Below is a list of plans currently happening in the project area in addition to INVEST South/West (See Figure 2-2 for a map of these initiatives).

- Riverdale Community Area Multimodal Transportation: A plan for the Altgeld Gardens, Eden Green, Golden Gate, and Riverdale neighborhoods including recommendations for improving non-motorized access to existing transit services, recreation, and jobs.
- Far South Quality-of-Life Plan: The Far South Chicago Coalition (FSCC), with designated convening agency Phalanx Family Services, brings together a diverse group of community organizations and residents to identify implementable strategies addressing issues such as better education, housing, broader job choices, safer streets, new economic opportunities, and stronger personal finances.
- Roseland Medical District Master Plan: Plan to understand community needs, develop a shared vision, establish project goals and objectives, and cultivate support and consensus for the Roseland Medical District.
- Historic Research and Report for the Michigan Avenue Business District in the Roseland Community Area: To understand the historical development of the Roseland Community Area and specifically the Michigan Avenue business district at its core to help position the area for future positive change.
- Illinois International Port District Master Plan: Study and master plan for better utilization of Port District facilities as well as community and environmental benefits.
- Metra Electric Station Upgrades: Planned major station projects on the Metra Electric Line include complete rehabilitation of the 59th/60th Street (U. of Chicago) station facility, complete rehabilitation of the 79th Street station, renovation of the 95th Street/Chicago State Station, and renovation of the 147th Street Station.
- South Halsted Bus Corridor Enhancement Project: The study is a joint project between the CTA and Pace to improve transit along approximately 11 miles of South Halsted Street from the Pace Harvey Transportation Center to 79th Street, including the segments of 79th Street and 95th Street that provide connections to the 79th and 95th/Dan Ryan CTA Red Line stations, respectively.
- Pullman Transportation Plan: The plan will improve access to the Pullman historic district by various modes for both visitors and residents.



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; South Side Plans, City of Chicago 2020; CMAP Plans, accessed 2021

LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Railroads
- Parks
- Water Body
- Roseland Medical District Plan
- Michigan Avenue Historic Resource Survey
- Illinois International Port District Plan
- Calumet Industrial Corridor Modernization Plan
- South Halsted Bus Corridor Enhancement Project
- Pullman Transportation Plan
- Riverdale Community Area Multimodal Transportation Plan
- INVEST South/West Corridors
- Metra Electric Station Upgrades



Figure 2-2: Current Planning Initiatives in the RLE Project Area

2.4 Equitable TOD Policy

In September of 2020, the City of Chicago Department of Housing released its first-ever Equitable Transit-Oriented Development (eTOD) Policy Plan in draft form. The plan outlines a set of actions for the City to advance racial equity, wealth-building, public health, and climate resilience goals through pedestrian-oriented development near transit hubs.

According to the Equitable Transit-Oriented Development (eTOD) Policy Plan draft report, over 200 developments in Chicago have been approved to access TOD benefits since late 2016. However, nearly 90 percent of all new TOD projects approved between 2016 and 2019 are concentrated on the North and Near Northwest sides, in Downtown, and around the West Loop, with little activity occurring near rail stations on the South and West Sides. Those neighborhoods surrounding TODs are experiencing population increases and additional private investment and development, while in Black communities where TODs are not common, the population is decreasing as residents move to areas where access to transit and other amenities are better. In some Latinx neighborhoods, such as Pilsen, TOD activity is occurring; however, the growth is so accelerated that many residents are being displaced. The 2020 eTOD Policy Plan will address the lack of TOD in some neighborhoods, while also protecting existing residents from displacement, expanding housing opportunities, and ensuring inclusive economic growth in areas that are already seeing TOD activity. As an early step, the City will identify pilot and demonstration opportunities for advancing components of the plan.

Recommendations in the eTOD Policy Plan will work to elevate and prioritize investments and policies that address racially inequitable development patterns around transit systems and mitigate displacement in neighborhoods experiencing accelerated development over the next three years by:

- Building the City’s internal capacity infrastructure, including the formalization of an eTOD workgroup for cross-sector and inter-agency coordination as well as standardizing community engagement practices to elevate community voices in decision making
- Making eTOD a requirement and easier to accomplish by creating and preserving affordable housing near transit, promoting transit, walking and biking options, and supporting small business growth
- Embedding eTOD into Chicago’s “We Will” citywide planning initiative through incorporating health, equity and safety criteria into land-use planning and zoning decisions

2.5 Affordable Requirements Ordinance (ARO)

The Affordable Requirements Ordinance (ARO) requires residential developments in the City of Chicago that receive City financial assistance, certain zoning approvals, or City-owned land to provide a percentage of units at affordable prices. The ordinance applies to developments of 10 or more units and requires that developers provide 10 percent of their units at affordable prices, either by offering them on site or paying an "in-lieu" fee, the amount of which varies by neighborhood. The ordinance also applies if a zoning change is granted that increases project density or allows a residential use not previously allowed, and if the development is a "planned development" within the downtown area.

The 2007 Ordinance was modified in 2015 by the City Council and five pilot areas were added to it in 2017 and 2018. The ARO is undergoing a major revision in 2021. The ordinance, currently under consideration by the Chicago City Council, would encourage the creation of more affordable units downtown, and the creation of more family units, among other key provisions.

The ARO has led to nearly 1,500 units completed and under construction for very-low and moderate-income households, including more than 1,000 units within new, market-rate housing developments. In addition, in-lieu fees have generated \$123 million for affordable housing across the City through a number of programs, such as the Chicago Low Income Housing Trust Fund (CLIHTF), which provides rental subsidies for more than 2,700 extremely low-income households and gap financing for the construction and rehabilitation of long-term affordable apartments.

Inclusionary Housing Task Force

The Inclusionary Housing Task Force first met in December 2019 to recommend improvements to the ARO and broader inclusionary housing policies. In September 2020, the Task Force issued a draft Inclusionary Housing Report, which makes several recommendations to improve the ARO's efficacy in creating new units for affordable housing across the City. The recommendations include:

- Increasing the proportion of required affordable units that must be built, rather than paid for with an "in-lieu" fee
- Building more affordable and family-sized units
- Offering more flexibility for off-site units, including through partnerships with affordable developers
- Strengthening accessibility requirements
- Exploring a centralized leasing and marketing system
- Creating additional incentives for market-rate developers
- Creating a sustainable, dedicated source of funding for affordable housing

More information on the ARO and the Inclusionary Housing Task Force can be found on the City's website at www.chicago.gov/city/en/depts/doh/provdrs/developers/svcs/aro.html.

Section 3 - PROJECT AREA EXISTING DEVELOPMENT

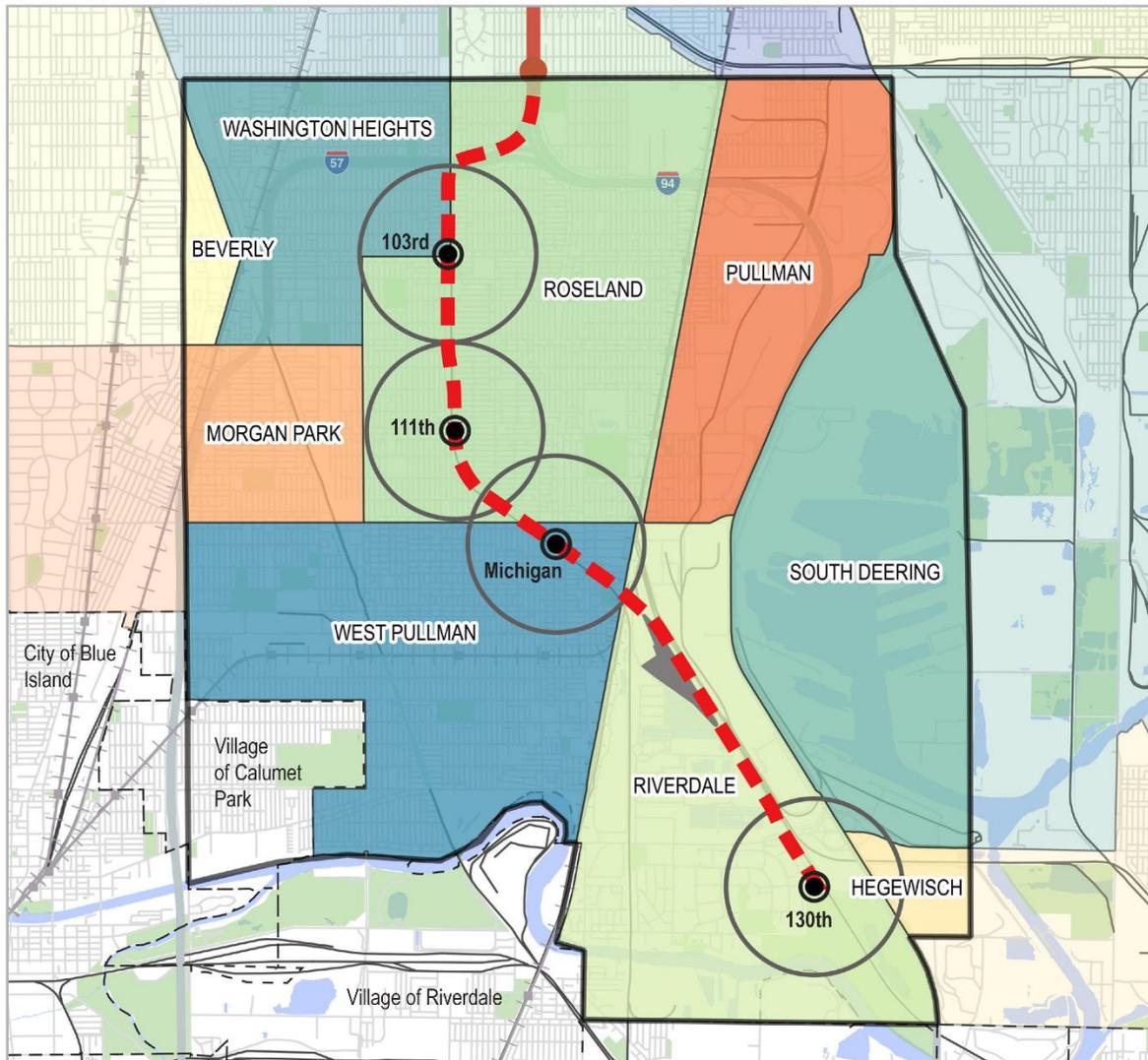
3.1 Far South Side Development History

The Far South Side is bounded by 79th Street on the north and the City limits to the south. The eastern boundary abuts Northwest Indiana and the shores of Lake Michigan, while the western extent is defined by the western limits of the City of Chicago. Encompassing a large area, these communities began as individual 19th century farmsteads and settlements that later were incorporated into the City boundaries. An understanding of the past is critical to understand the future.

The RLE Project will travel through a portion of the Far South Side including the communities of Roseland, Riverdale, Washington Heights, and West Pullman, and will also indirectly serve Morgan Park, Pullman, Hegewisch, and South Deering. These communities comprise what is generally referred throughout this report as the project area and is shown in Figure 3-1.

The following text outlines in detail the development histories of the community areas within the project area. Figure 3-2 highlights the location of many of the historic assets described in the text.

Creating a collaborative approach towards future development planning and programming for these communities on the Far South Side will create a sustainable impact to leverage the opportunities that the RLE Project will provide.



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries-Community Areas (current) Shapefile, December 2018, downloaded October 2020.

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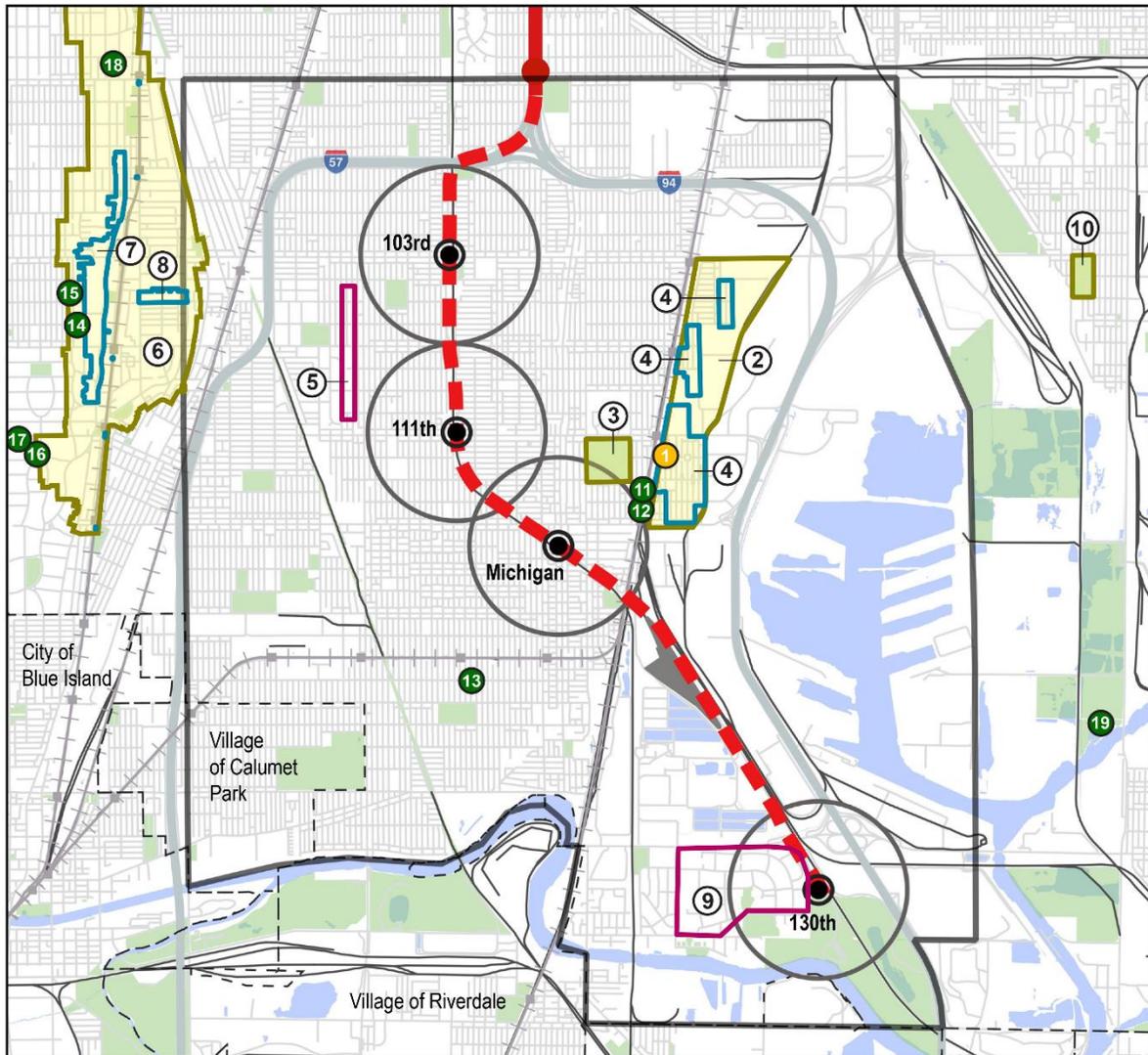
Chicago Community Areas

- BEVERLY
- HEGEWISCH
- MORGAN PARK
- PULLMAN
- RIVERDALE
- ROSELAND
- SOUTH DEERING
- WEST PULLMAN
- WASHINGTON HEIGHTS

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy
- Municipal Boundary
- Parks
- Water Body



Figure 3-1: Chicago Community Areas in the RLE Project Area



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Landmark National Register, 2020; National Register of Historic Buildings, 2020;

LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Railroads
- Parks
- Water Body
- NRHP District
- NRHP Eligible District
- Chicago Historic District

- National Monument
- Historic Landmark

- 1 - Pullman National Monument
- 2 - Pullman Historic District
- 3 - Palmer Park
- 4 - Pullman District
- 5 - Green Street District
- 6 - Ridge Historic District
- 7 - Longwood Drive Historic District
- 8 - Walter Burley Griffen Place Historic District
- 9 - Altgeld Gardens District

- 10 - Trumbull Park
- 11 - (Former) Schlitz Brewery Stable Building
- 12 - (Former) Schlitz Brewery Tied-House
- 13 - Stephen Foster House & Stable
- 14 - American System-Built Houses
- 15 - American System-Built Houses
- 16 - Palliser's Cottage Home No. 35
- 17 - Charles D. Iglehart House
- 18 - Jessie & William Adams House
- 19 - Chicago & Western Indiana Railroad Bridge

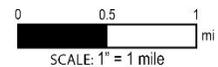


Figure 3-2: RLE Project Area Historic Assets

3.1.1 Roseland

Roughly 12 miles south of downtown Chicago, the Roseland community area is roughly bounded by jointly owned railroad tracks on the north, 115th Street on the south, Cottage Grove Avenue on the east, and the Union Pacific Railroad tracks and Halsted Street on the west. The community area is inclusive of the RLE Project's 111th Street station area and includes portions of the 103rd Street station area and the Michigan Avenue station area.

The Early Years

The first settlement in modern Roseland occurred in the mid-1800s when several Dutch families from Holland relocated with the intent to farm. The families built houses in unincorporated Calumet along the trail that would eventually become Indiana Avenue. More Dutch immigrants eventually settled in the land to the east, some of whom worked on the construction of the rapidly expanding railroads. In addition to growing a wide variety of vegetables, some farmers cultivated flowers, including roses. In the 1870s, the vast expanse of rose-covered fields led the small pastoral village to adopt the name Roseland.

Roseland's transformation into an urban community was spurred by the 1880s founding of the Pullman Palace Car Company to the east and its 1890s annexation into Chicago's city limits, as the area grew more industrialized. The Illinois Central Railroad in the eastern section of Roseland, the nearby Pullman Palace Car Company shops, steel plants, and other industries in the area drew immigrants from Sweden, Germany, England, and Ireland to the community for work. With this influx of new residents came a proliferation of modest single-family cottages throughout the south and west sides of Roseland.

The 20th century brought new development and population growth that generated community assets within Roseland. In 1904, the Olmsted Brothers designed Palmer Park, a significant 40-acre park named after a successful merchant. Just north of the park, the Pullman Free School of Manual Training opened in 1915 through a \$1.2 million bequest of George Pullman to serve the children of Pullman Palace Car Company employees and more broadly those of the Roseland and Pullman communities.

Chicago's 1920s construction boom led to a significant increase in population and further transformed the residential community with an influx of single-family homes of varying styles, as well as multifamily two-flats and apartment buildings. The growth of the community was much slower during the Depression years, but picked up in the years following World War II, when a considerable number of African Americans began to populate northern Roseland's Lilydale neighborhood. The Lowden Homes, a Chicago Housing Authority project consisting of 128 row houses, were constructed in this area in the mid-1950s. These were served by the newly created 23-acre Abbott Park. In 1956, the Board of Education purchased a portion of the parkland and established Harlan High School.

Modern History

The construction of Interstates 57 and 94 in the 1950s and 1960s altered the urban fabric of the neighborhood's northern end, cutting it off from the remainder of Roseland. Moving forward into the 1970s, small-scale residential development continued primarily at Roseland's fringes.

Jobs in the community declined rapidly with the cascading closure of the steel mills, auto plants, and other industries in the area. In 1972, Chicago State University was established in the northeastern corner of Roseland, at the former site of the Illinois Central Railroad's Burnside Shops. Still, jobs in the community continued to decline through the 1980s as companies moved farther into the Chicago suburbs. Those who preferred not to live in an integrated community also departed and the population of Roseland became almost exclusively African American. Population decline and disinvestment continued through the 1990s.

Recent Development

Recent development in the community includes the Neighborhood Housing Services-led construction of new single-family houses and apartments along Michigan Avenue, the Victory Centre of Roseland, and the Roseland Place senior housing developments.

Michigan Avenue

South Michigan Avenue Commercial District is the historic shopping street in Roseland. The district extends almost two miles from 100th Street to the railroad viaduct just south of 115th Street. The district's rich retail history originates at the intersection of 111th Street and Michigan Avenue where early retail stores served residents from Roseland and neighboring Far South Side communities. This commercial node expanded both north and south with the extension of the streetcar line along Michigan Avenue. By 1892, the district extended over a mile to 115th Street. This stretch of primarily low-rise structures included a broad mix of uses such as small and large commercial stores with apartments above, movie theaters, bowling alleys, and other recreational amenities. Due to the scarcity of goods and services in Roseland and nearby neighborhoods, this commercial corridor thrived. This shopping vitality continued well into the 1950s when South Michigan Avenue was home to 500 stores. To support the district, local business owners formed the beginnings of the South End Chamber of Commerce.

The 1970s brought rapid decline to the commercial district, as the Far South Side's industrial economy collapsed with the closures of the Pullman Company, Allied Chemical, Dutch Boy Paint Company, International Harvester, Wisconsin Steel, and CIP Warehousing. In addition, the district could not compete with the influx of South Side auto-oriented shopping centers, such as Ford City, Evergreen Plaza, and River Oaks, thus quickening its decline. By the 1990s many of Michigan Avenue's most prominent structures had been demolished and it was characterized by large swaths of vacant land, parking lots, and vacant buildings. After a devastating fire in 2019, the former Gately's Peoples Store building on Michigan Avenue at 112th Street was demolished.

Despite the unfortunate turn of events in the district, several legacy businesses have survived, including Old Fashioned Donuts (11248 S. Michigan Avenue) and Ware’s Ranch Steakhouse (11147 S. Michigan Avenue). The entire Roseland Michigan Avenue Business District has been listed on Preservation Chicago’s 2020 list of 7 Most Endangered Sites. Concurrent with the TSD Study, the City of Chicago has commissioned a detailed study of the commercial district’s history and documentation of remaining historic buildings.

Roseland Community Medical District

Roseland Community Hospital opened in 1924 and continues to operate today as one of the few remaining safety net hospitals in Illinois with approximately 90 percent of patients on Medicaid. Failure to invest in the hospital so that it may grow competitive services and elevate the quality of care will threaten the long-term viability of the hospital. The Roseland Community Medical District, established in 2011 by state statute, stretches from Michigan Avenue west to the railroad tracks near Stewart Avenue and is bounded on the north and south by 110th Street and 113th Street respectively. The purpose of the medical district is to maintain the surroundings to attract, stabilize, and retain hospitals, clinics, research facilities, educational facilities, or other facilities and to provide for the creation, maintenance, development, and expansion of the district.

Concurrent with the TSD Study, the City of Chicago is preparing a master plan for the Roseland Community Medical District. The master plan is an important step in the process of securing funding and authorization for future development. The medical district was awarded \$25 Million from the “Build Illinois” fund to support development and redevelopment in and around Roseland Hospital. (See Figure 3-5 for location of the Roseland Medical District.)

3.1.2 Pullman

Roughly 11 miles south of Chicago’s city center, the Pullman community area is bounded by 95th Street to the north, 115th Street to the south, Stony Island Avenue and I-94 on the east, and Cottage Grove Avenue on the west. The southwest corner of the community area nearly abuts the RLE Project’s Michigan Avenue station area.

The Early Years

In 1883, George Pullman, a longtime Chicago resident and founder of the Pullman Palace Car Company, established a self-named industrial town for the manufacture of his passenger railroad cars on 4,000 acres of land east of the Roseland community. In response to business disruption caused by the Chicago 1877 railroad strike and inspired by the industrial new towns emerging in England, George Pullman sought to create his version of a company town. Working with local architect Solon Spencer Beman and landscape designer Nathan F. Barrett, he created his idea of an ideal town with modest housing surrounding the Pullman car factory in order to provide his own employees with quality amenities and to aid them in maintaining a healthy lifestyle. Critical to the design were the parks, shops, a hotel, and a church that were company-owned and

developed to support the daily needs of the Pullman employees and their families. George Pullman believed that surrounding laborers with these amenities would encourage middle class values and ultimately a stable and reliable workforce. His vision limited free market retail businesses within the town, which drove demand in corridors like Roseland's Michigan Avenue.

The town initially flourished and was heralded during the World's Columbian Exposition of 1893, but the years following the Workers Strike of 1894 marked a shift for the neighborhood. Most significantly, because of the strike, the Illinois Supreme Court required the Pullman Company to divest itself of all non-industrial property in the district. As the neighborhood opened to non-Pullman employees and came under the umbrella of Chicago's municipal management, it experienced some of the same changes and challenges as the community areas to its west. By the mid-1900s, business at the Pullman Company had steeply declined, the neighborhood's housing stock suffered from lack of upkeep, and its ethnic character had begun to shift as new employment opportunities drew Pullman workers away from the community.

Modern History

In the 1950s and 1960s, industry in the region collapsed and demand for sleeping car service declined as automobiles and commercial aviation became the preferred means of travel. This led to the closure of the Pullman factories and began a steady decline in economic activity and population. Concurrently, Pullman was marketed as an ideal industrial park development site. However, the remaining residents feared unrestrained industrial development would mean the destruction of the historic fabric of the neighborhood. As a result of their preservation advocacy, a significant portion of Pullman has been designated a Chicago and National Register Historic Landmark District, as well as a State of Illinois historic site. The Pullman Civic Organization, founded in 1960, has also been instrumental in the preservation of the community's original architecture, particularly with its façade maintenance program, which has focused on the historic row houses stretching from 103rd Street south to 115th Street.

Recent Development

Today, Pullman is a roughly 85 percent African American, middle-aged community of about 7,000 residents. In recent years, the area has seen an influx of new investment and planning initiatives. The A. Philip Randolph Pullman Porter Museum, located in Pullman's northern residential sector, is a notable civic institution established in 1995 to celebrate the legacy and contributions of African Americans to America's labor movement during the 1800s and 1900s. Its primary focus is the Brotherhood of Sleeping Car Porters, the first African American union to win a collective bargaining agreement, and A. Philip Randolph, the union's chief organizer, co-founder, and eventual civil rights icon.

In 2005, Salem Baptist Church constructed the House of Hope Convention and Event Center, a 10,000-seat, multi-purpose arena at the eastern edge of Pullman. The arena is the third largest in the City of Chicago and is primarily home to the Salem congregation, though it also hosts a

variety of entertainment, sports, and cultural events. The church is Chicago's largest megachurch and was formerly located in Roseland.

In 2011, construction began on the Pullman Park shopping center, a significant new commercial node east of the historic neighborhood core on 111th Street adjacent to I-94. Pullman Park today is anchored by a Walmart with a full-service grocery offering. Additionally, it is home to more than 70,000 square feet of retail that continues to add outlet tenants, including a Blue Cross Blue Shield "Blue Door" Wellness Center and a food hall that serves as a restaurant incubator. The initial development included a Method Home Products manufacturing plant, a Gotham Greens production farm, and a 140,000 square foot Whole Foods Distribution Center. In October 2020, a 145,000 square foot Amazon delivery station was completed in the adjacent 62-acre Pullman Crossing industrial park, which is itself home to 685,000 square feet of industrial facilities. This includes a Gotham Greens production facility and a recently completed 400,000 square foot distribution center to accommodate the growth of the original Method Home Products plant.

In 2015, the Pullman Historic District was designated the Pullman National Monument and via Presidential proclamation was entrusted to the National Park Service as protected urban land. Now the historic neighborhood core is managed as a National Monument, with the goal of educating visitors on the impact of the Pullman Palace Car Company on rail travel in the U.S. and the significance of Pullman as one of America's first master planned model towns. To date, over \$34 million of public and private funds have been raised for the project. In 2019, Artspace completed its Pullman Lofts project, featuring the renovation of existing historic apartment buildings and the construction of new residences to provide live-work space for 38 artists. This residential development is paired with a newly constructed flex space for exhibition or community use. (See Figure 3-5 for location of the Pullman Historic District.)

3.1.3 South Deering

Just east of the Pullman community area and 11 miles southeast of downtown Chicago, the South Deering community area is bounded primarily by 95th Street and the Belt Railway of Chicago to the north, 130th Street to the south, the Calumet River and the Norfolk Southern Railway on the east, and I-94 on the west. The southwest corner of South Deering comprises a portion of the RLE Project's 130th Street station area.

The Early Years

In the mid-1800s, Lake Calumet was a robust hunting and fishing preserve. Initiatives to construct waterways connecting Lake Michigan to the Mississippi River and the Gulf of Mexico were undertaken during this period and numerous railroad companies laid tracks through the area. This combination of factors and the federal government's appropriation of funds to improve Calumet Harbor in 1869, as well as the opening of the Joseph H. Brown Iron and Steel Company's mill in 1875, resulted in substantial population and economic growth for South Deering as European immigrants flocked to the area for work.

1940s infrastructure improvements to the Calumet-Saganashkee (Cal-Sag) Channel, and the announcement of the construction of the Saint Lawrence Seaway to allow freight ships to travel between the Great Lakes and the Atlantic Ocean, led the State of Illinois to establish the Illinois International Port District (IIPD) in 1951. The Port of Chicago is located at Lake Calumet on the western edge of South Deering and it remains home to several major port facilities. Concurrently in the mid-20th century construction was being completed on six interstate highways within 10 miles of the Port area. This made the Port of Chicago an ideal hub for intermodal freight shipping and a regional industrial powerhouse where some of the City's most intensive industrial uses were located. The port provided tens of thousands of jobs in the region, with Wisconsin Steel alone employing 3,000 workers by the 1960s, composing 20 percent of South Deering's population. Many of the jobs provided in South Deering were worked by residents of the surrounding communities given how little of the land surrounding the port is residential.

Modern History

Beginning in the 1970s, many port facilities closed. The loss of 16,000 jobs resulting from the closures of Wisconsin Steel, US Steel South Works, LTV, and Acme Steel over the course of the next 30 years devastated the economy of South Deering. The departure of workers caused the value of homes to plummet, providing an opportunity for poorer African American families to relocate to the area. These trends of economic decline, deindustrialization, and disinvestment continued into the 1990s. However, in recent years as large industrial developments in northern Chicago have grown increasingly expensive and scarce, there has been a resurgence of interest in the port and new, varied uses for industrial land in South Deering.

In the 1990s, the City of Chicago designated 26 industrial corridors to protect existing industrial land from significant zoning changes and to incentive companies to stay or move to those areas. The nearly 4,200-acre Calumet Industrial Corridor comprises a significant portion of South Deering and is the largest industrial corridor in Chicago. In 1995, the Harborside International Golf Center opened on port land formerly used for the disposal of municipal waste, ash, sludge, and construction debris. The center underwent a \$1.7 million renovation in 2017.

Recent Development

In 2011, another former industrial site was acquired by the City and after 5 years of initial remediation it was reopened as Big Marsh Park, which includes a bike park, jump track, and bike and walking paths through a section that is part of an ongoing attempt at the natural reclamation of the toxic dumping area. In 2020, more tracks and facilities were added to the bike park, along with the opening of the Ford Calumet Environmental Center within the park. Community advocates have been proposing additional access improvements to these new park amenities from the west, including a new shared use path potentially utilizing portions of the land bridge at the north edge of Lake Calumet to connect to the Pullman National Monument.

In 2019, the Ford Motor Company completed a renovation of its two existing stamping assembly plants and announced additional plans to convert its existing design and manufacturing facility into a full assembly line. Altogether, these facilities will occupy 113 acres of land and will comprise nearly 3-million square feet of industrial development while employing over 4,000 people. Ford announced their intent to hire an additional 500 workers as it ramps up production on its line of SUVs, thus adding a total of more than 1,000 new jobs with its initiatives in the area. The nearby 196-acre Ford Supplier Park, the former site of Republic Steel, is presently occupied by auto-parts manufacturers that provide parts used in the nearby Ford Assembly Plant.

3.1.4 Riverdale

Chicago's Riverdale community sits just south of the historic Pullman community and southwest of the Illinois Port District. It is bounded by 115th Street to the north, 138th Street to the south, Interstate 94 to the east, and the Metra Electric District and Canadian National Railroad to the west. The RLE Project's 130th Street station is located in Riverdale.

The Early Years

This area was settled in the 1830s and annexed to Chicago in the 1880s. Much of Riverdale has long been devoted to industrial use since the mid-1800s when food processing plants such as the Riverdale Distillery began to spring up, complementing the extensive truck farming enterprise in the area. Other significant presences in the community were The Riverdale Lumber Company and the Pullman Company, which operated a brickyard, farm, and a paint company that Sherwin-Williams purchased in 1888. The Metropolitan Water Reclamation District constructed its Calumet Water Reclamation Plant in 1922 and remains a major industrial anchor and employer in the area.

Due to its distance from, and lack of connectivity to, Chicago's city center, Riverdale remained sparsely populated into the mid-1900s. The boom of South Side industry during World War II, and the subsequent return of servicemen, particularly African Americans, to the labor force created a demand for low-cost worker housing in the area. The Chicago Housing Authority (CHA), in partnership with the Federal Public Housing Authority and the National Housing Agency, responded by constructing the Altgeld Gardens development on 157 acres of land between 130th and 133rd Streets. It was one of the first public housing developments built in the United States and because of its historic value the development has been recommended eligible for inclusion on the National Register of Historic Places.

Altgeld Gardens originally consisted of 162 two-story rowhouses built between 1942 and 1945, containing 1,475 units for up to 7,000 low-income Chicagoans. Each brick row house had a dedicated, lushly planted front and back yard, and there was ample space devoted to creating a pleasant, park-like, and pedestrian-friendly environment. Because of its isolated location and lack of transit access, the community needed dedicated support facilities such as a public library, schools, a church, grocery and drug stores, a community center, barber shops, and salons within

walking distance. George Washington Carver Military Academy High School was built directly east of the neighborhood in the late 1940s. The adjacent 16-acre Carver Park was also named for the heralded African American scientist and its recreational facilities remain accessible to residents of the development today. The 135-acre Forest Preserves of Cook County Beaubien Woods occupies the southeastern corner of Riverdale and is the community's most significant natural amenity. In 1994, 152 rowhouses, four school buildings, the fieldhouse, the administration building, and the store building were designated as eligible for listing in the National Register of Historic Places by the Illinois State Historic Preservation Office. The Phillip Murray Homes, a similarly designed, 500-unit extension to Altgeld Gardens, was completed on an adjacent site in the early 1950s. By 1960, the population of the community had more than quadrupled; 90 percent of the new residents were African Americans living in these paired public housing developments. The population of the community peaked above 15,000 in 1970. However, due to the decline of nearby jobs, the population began decreasing, dropping below 10,000 in the year 2000.

Modern History

In 1967–1968, the 800-unit Eden Green was built as the nation's first majority African American owned and operated apartment and town house complex. The federally financed project, built on a 50-acre tract along Indiana Avenue between 130th and 133rd Streets, was sponsored by the Antioch Missionary Baptist Church of Englewood through the Antioch Foundation and targeted low and moderate-income families. The series of low-rise buildings were designed by architect Charles Edward Stade and featured housing that ranges in size from one-bedroom garden apartments to four-bedroom town houses.

Limited modern schooling options for younger residents of Altgeld Gardens led to the construction of the Lloyd Bond Charter School within the development in 2009. The school replaced one of the private schools that had existed on the site since its inception, and it is named for a Johns Hopkins University-trained psychologist who grew up on the Altgeld Gardens block where the school now stands. In 2000, Carver High School transitioned from being a neighborhood school to a selective enrollment military academy, meaning most Altgeld High School students had to travel miles outside of the community to Fenger Academy, the nearest public school in neighboring Roseland for high school. In 2010, Chicago Public Schools (CPS) opened Larry Hawkins Charter School in Altgeld Gardens for middle and high school students, but Larry Hawkins was closed in 2016.

Recent Development

Since 2008, CHA has made significant investments in Altgeld Gardens and Philip Murray Homes, including extensive renovations of the housing units, landscape improvements with modern courtyard designs, and new playgrounds. In 2013, the CHA completed a Master Plan that outlined a series of housing, social service, education, economic development, transportation, open space, and recreation recommendations. After years of population loss, the CHA demolished the units on the periphery of the property that were no longer cost effective to maintain in 2018.

In 2020, a new mixed-use Family Resource Center opened at the heart of the neighborhood. Among other things, the Resource Center is home to a new Chicago Public Library branch. Additional community improvements in recent years have been the construction of a new childcare center, the restoration and reuse of the original commissary and store building, repaved sidewalks and streets with new bike lanes, and the renovation of the Carver Park fieldhouse.

In August 2018, Rosebud Farm Stand (the only grocery store in the Riverdale community area) closed, leaving residents miles from the nearest grocer. This exacerbated food insecurity issues and compounded the impacts of transportation barriers to and from Riverdale for a community where fewer than half of households have access to a car.

In 2019, the Riverdale community area Multimodal Transportation Plan was completed, laying out the community driven plan for how to fix issues of access to Altgeld Gardens and Riverdale to the rest of the City that have existed since the area was first developed. A vision for an off-street shared use path system in the plan would provide access directly to the new proposed station. Many of these proposals date back to the 2013 Master Plan and some date back to the earlier community led proposals from the early 2000s.

3.1.5 West Pullman

The community of West Pullman sits roughly 16 miles south of Chicago's city center and is bounded by 115th Street on the north, while the southern boundary is primarily defined by 123rd Street and the Little Calumet River. The Canadian National and Metra Electric District railroad tracks serve as the eastern boundary, while Halsted and Morgan Street and Ashland Avenue form most of the community boundary on the west. The RLE Project's Michigan Avenue station is located in the northeast corner of West Pullman.

The Early Years

In the mid-1800s, the area of West Pullman was just a small settlement near the present-day intersection of 115th Street and Cottage Grove Avenue, around the Calumet Station on the Illinois Central and Michigan Central railroads. This area came to be known as "Kensington" and was later annexed into the Village of Hyde Park. Starting as a small community of only a few dozen homes, the population of the area quadrupled to nearly 1,300 residents in the late 1800s, following

an influx of industry led by, among others, the Pullman Palace Car Company. In 1881, a lightly settled area just west of Kensington in Calumet Township was purchased by the Gano Company of Cincinnati and established as the Gano subdivision. Soon after, it was incorporated as the independent Village of Gano, but following the annexation of Kensington in 1889, the residents of the Village of Gano also sought annexation. In 1891, the West Pullman Land Association purchased roughly 500 acres of farmland that included much of the former Village of Gano, with the goal of creating an industrial village comparable or greater than the well-established town of Pullman to the northeast. This new manufacturing hub was thereafter renamed West Pullman.

A number of rail transit extensions and strategically located stations in and around West Pullman aided the West Pullman Land Association in attracting industry and workers to the area. Many of the initial workers flocking to the area in search of opportunity were French, Dutch, Swedish, Irish, and German immigrants, who spurred the establishment of numerous new churches and schools throughout the area. This was followed by a second wave of immigrants arriving in the early 1900s before and after the advent of World War I from Eastern European countries like Lithuania, Hungary, Czechoslovakia, and Italy. They likewise subsequently established their own ethnic institutions in the area. The primary commercial districts consisted of low-rise development on Michigan Avenue between 115th and 119th Streets and on Halsted Street near 119th Street. The West Pullman Land Association went bankrupt in 1908. However, sporadic development continued over the next decade, including the 15-acre West Pullman Park in 1915. In the 1920s during Chicago's construction boom, much of the undeveloped land in the community area was improved with new, modest residential development.

Modern History

Demographically, the community remained almost entirely people of European ancestry until the 1960s, with many property and business owners refusing to hire or sell to African Americans. It was then that some of the land on the western fringe of the community was first offered to African Americans and slowly these individuals and families began to populate the neighborhoods of West Pullman. The de-segregation of the area in the late 1960s and early 1970s was accompanied by social unrest and the collapse of industry on the South Side, leading many of the community's residents to move away. By the 1990s, 94 percent of West Pullman's residents were African American and the rich industrial and residential fabric of the community had been replaced by large swaths of vacant land and blighted buildings. The prior industrial activity also left substantial environmental contamination, a significant impediment in redevelopment efforts.

Recent Development

In the late 1990s, an abandoned freight rail line that runs through the heart of West Pullman was turned into a shared use path, long before the popularity of the Bloomingdale Trail. Named for famed bicycle racer Marshall "Major" Taylor, the trail's southern segment runs from 105th Street south over the Little Calumet River to Whistler Woods Forest Preserve.

In 1998, the City of Chicago created the West Pullman Industrial Park TIF with the hope of fostering remediation efforts and spurring revitalization. In the time since, a 39-acre brownfield site has been redeveloped by Exelon and SunPower as, at the time of its opening in 2010, the largest urban solar panel plant in the United States. Additionally, the Ray and Joan Kroc Multi-Use Community Center and the West Pullman Chicago Public Library branch have been catalytic projects over the past decade. Directly across from the western boundary of West Pullman, the redevelopment of a former Target into a Blue Cross Blue Shield “Blue Door” neighborhood center and a 550-employee customer solution center at Marshfield Plaza has been a promising development.

3.1.6 Washington Heights

Washington Heights is located roughly 11 miles south of Chicago’s city center and is bounded by 89th and 91st Streets on the north, 103rd Street and 107th Street on the south, the Union Pacific Railroad tracks to the east, and an abandoned railroad line just west of Beverly Avenue to the west. The RLE 103rd Street Station will be located along the border of Washington Heights.

The Early Years

Vincennes Avenue, one of the area’s primary thoroughfares, originated as a Native American trail that served as an important trade, travel, and settlement route passing through flat swampy land on the way north to Chicago. The rapid expansion of the railroad network in the mid-1800s spurred the draining of the swamplands and encouraged further settlement of the area. Several small settlements were established around the intersection of prominent railroad lines near 103rd Street and Vincennes Avenue, an area that came to be known as “The Crossing.” The Village of Washington Heights was formally incorporated in 1874 and included most of Chicago’s present-day Beverly community. Several influential churches and schools in the area, including the all-girls Academy of Our Lady of the Sacred Heart – later the Longwood Academy – fostered the ongoing growth of Washington Heights’ residential neighborhoods in the late 1800s. Among these were Fernwood and the Brainerd Subdivision. Annexation of the Washington Heights community into Chicago’s city limits took place in several stages over the course of 1890 and 1891.

Development in the area continued to be slow in the early 1900s due to a lack of transit options to access Chicago’s city center. However, a number of streetcar lines were extended south into Washington Heights along the Ashland Avenue, Racine Avenue, and Halsted Street corridors. Consequently, the population of the area doubled during Chicago’s 1920s construction boom, when residential development in the area was widely expanded. However, this never translated to the development of an identifiable commercial district in the area. Instead, low-rise, mixed-use development was primarily concentrated on the 103rd, Halsted and Vincennes corridors. The Chicago Bridge and Iron Company was among the most prominent employers in Washington Heights in the early 1900s and was at its peak employing over 12,000 workers during World War II, as it transitioned to military contracting work. In the period after the war, the construction of

Interstate 57 was completed, which passes through the southeastern part of the community area. Additionally, more African Americans began to move into the area, though they were still a vast minority compared to people of Irish, Swedish, and German descent. However, by 1970, the population in the community had peaked above 36,000 residents, of which predominantly middle-class African Americans comprised 75 percent. In the span of ten more years, that proportion had increased to 98 percent.

Modern History

In more recent decades, Washington Heights has suffered from a lack of private investment, and it has become common to find large swaths of vacant or underused land and existing commercial structures that have deteriorated over the years due to lack of upkeep. Most of the neighborhood is populated by small, single-family, owner-occupied residences. Around the turn of the century, the City of Chicago created the 105th/Vincennes Avenue TIF District with the goal of bringing a needed infusion of new, cohesive commercial and residential development to the community. However, this effort has yet to bear significant fruit. Despite that, Washington Heights is still home to many notable regional anchors, including Trinity United Church of Christ, Jackie Robinson Park (and its successful little league program), and the recently renovated Carter G. Woodson Regional Library, one of three in Chicago that have more resources and research amenities than a typical branch library. The planned Halsted Avenue Pace Pulse Bus Rapid Transit improvements should also complement these anchors since it will pass by many of them on its way through the neighborhood.

Recent Development

In the late 1990s the abandoned rail line that forms the western boundary of Washington Heights was turned into a shared use path, long before the popularity of the Bloomingdale Trail. Named for famed bicycle racer Marshall “Major” Taylor, the trail exists in two segments, one starting at Dan Ryan Woods and ending at 95th Street (passing by Chicago’s only operating meadery along the way), with the other starting 105th Street and continuing across the Little Calumet River to Whistler Woods.

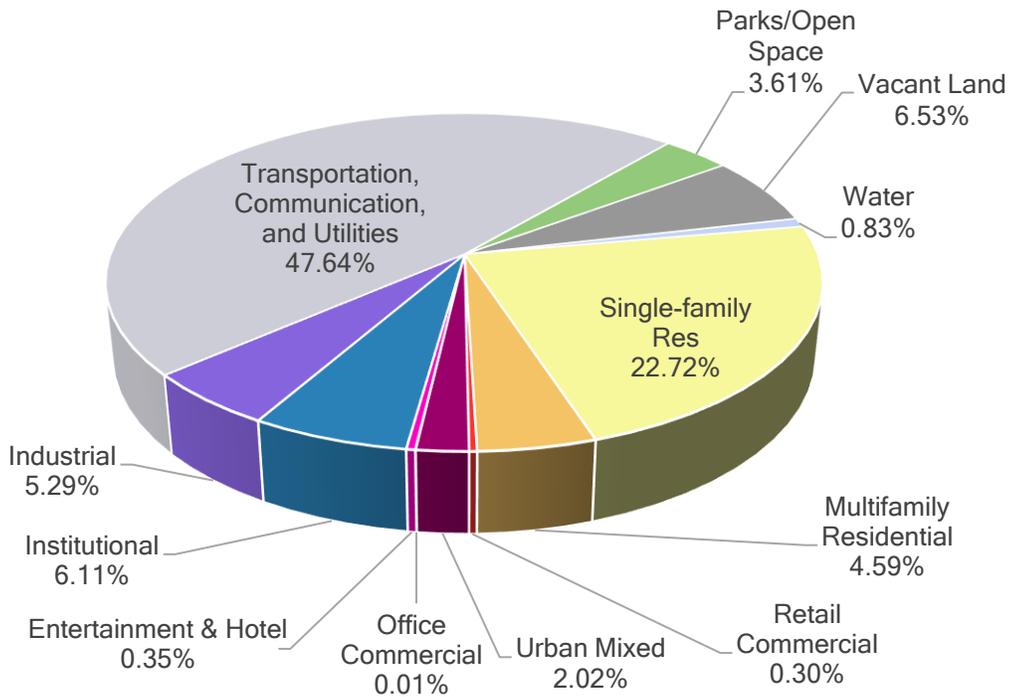
3.2 Project Area Land Use

The overall project area has residential (primarily single-family), commercial (urban mixed-use), industrial, transportation and utilities, and vacant land uses. The RLE Project area follows the traditional Chicago development pattern of residential neighborhoods framed by business and commercial corridors spaced approximately one mile apart on arterial streets. East of the Northeast IL Regional Commuter Rail (METRA)/Canadian National Rail line, much of the land area is dedicated to manufacturing with a smaller manufacturing zone located near the southwest portion of the project area along 119th Street, west of Halsted Street.

The project area has numerous institutional land uses, including Chicago State University (7,200 students), Olive-Harvey College (4,300 students), and several high schools (including Harlan,

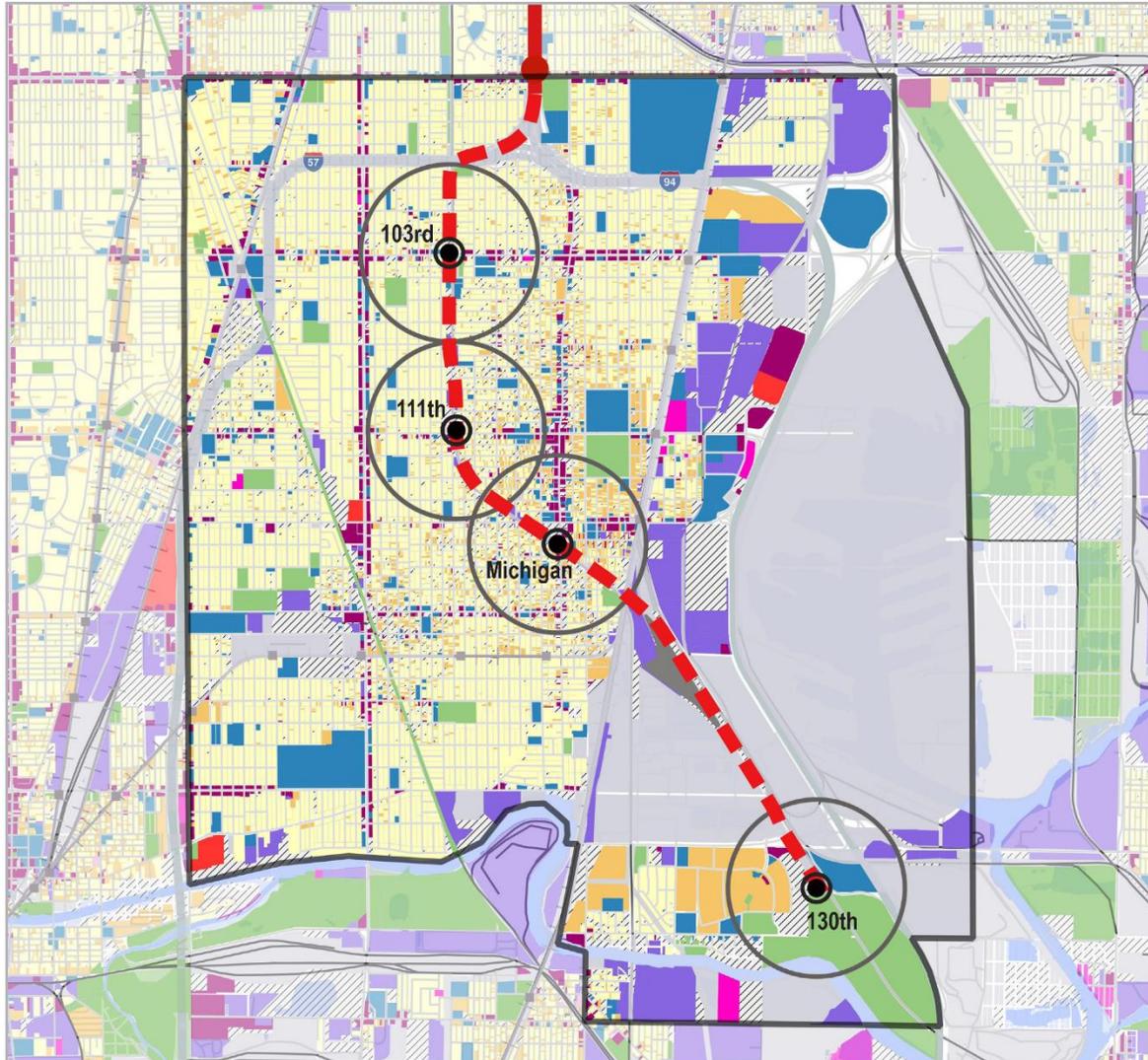
Butler College Prep, Corliss, Fenger, Julian, Brooks, and Carver). Major activity centers in the project area include the Halsted Street Commercial Corridor, Roseland Hospital, Sherwin-Williams manufacturing facility, the Illinois International Port District, and Kloeckner Metals. The Ford Motor plant at 130th Street and Torrence Avenue is just east of the project area. Detailed information about project area demographics and employment conditions can be found in the complimentary Market Analysis Report.

See Figure 3-4 for a project area land use map. Detailed land use maps are provided for each station area in Section 4 – Station Area Existing Development.



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020, updated, November 2020.

Figure 3-3: RLE Project Area Land Use Percentages



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

Project Area Land Use

- | | |
|---|--------------------|
| Single-Family Residential | Parks & Open Space |
| Multi-Family Residential | Vacant Land |
| Retail Commercial | Water |
| Urban Mixed Use | |
| Office Commercial | |
| Entertainment & Hotel | |
| Institutional | |
| Transportation, Communication & Utilities | |
| Industrial | |

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Railroads
- Interstate Hwy

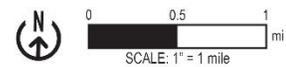


Figure 3-4: RLE Project Area Land Use

3.2.1 Project Area Assets and Amenities

Within the project area, there are a variety of anchor institutions and employment centers that will benefit from increased access to transit. The same community assets serve as anchors for future economic development, including jobs. Employment centers include manufacturing and distribution facilities positioned along the river, rail lines, and the highway infrastructure. The role these assets play in economic development will be outlined in subsequent reports. (See Figure 3-5 for a map of the community assets and amenities.)

Pullman

Historically, Pullman has been a major employment center on the far South Side with heavy industrial uses and manufacturing jobs. Recent investments in Pullman, and its designation as a National Monument, helped to improve the local economy. Below are some highlights of recent development and job creation in Pullman:

- Super Walmart at Pullman Park: 149,000 SF big box includes a bank, pharmacy, vision center, check-cashing counter, garden center, Subway restaurant and an entire grocery store located at 111th and the Bishop Ford Freeway. Opened in 2013.
- Method Soap Factory: Completed April of 2015, new 150,000 SF manufacturing and distribution center providing approximately 100 jobs.
- Whole Foods Distribution Center: Completed in January of 2018, new 140,000 SF warehouse and refrigeration space serving the Chicago region and created 150 jobs, with potential to expand.
- Gotham Greens: Completed in 2015, 75,000 SF greenhouse facility on the roof of Method Soap building that grows produce throughout the year, providing 60 permanent jobs.
- Pullman Crossing: A planned 1.2 million SF industrial park established on 62 acres in 2019. The development is in an opportunity zone and broke ground on a 400,000 SF distribution center in 2020.

Port of Chicago

The Port of Chicago is operated by the Illinois International Port District (IIPD) and is located at the southwest corner of Lake Michigan near the mouth of the Calumet River. The IIPD consists of two major facilities: the Iroquois Landing Lakefront Terminus and Lake Calumet Harbor. Both facilities have good freight rail and highway access.

Metropolitan Water Reclamation District (MWRD)

MWRD is responsible for treating water to remove contaminants. The Calumet Water Reclamation Plant, located on 275 acres in Riverdale along 130th Street north of the proposed

station location, serves residents and businesses in the southern portion of Cook County. The MWRD provides over 250 full time jobs.

Ford Chicago Assembly Plant

Ford's Chicago assembly plant is located in the South Deering community area just south of the Calumet River. This plant sits on 113 acres with 3 million square feet and provides over 4,000 jobs.

Chicago State University

The campus of Chicago State University is located on 161 acres in the Roseland community, has an enrollment of approximately 3,000 students and provides more than 950 jobs. Enrollment has continued to decline since 2010, creating budgetary challenges and future uncertainty.

Olive-Harvey College

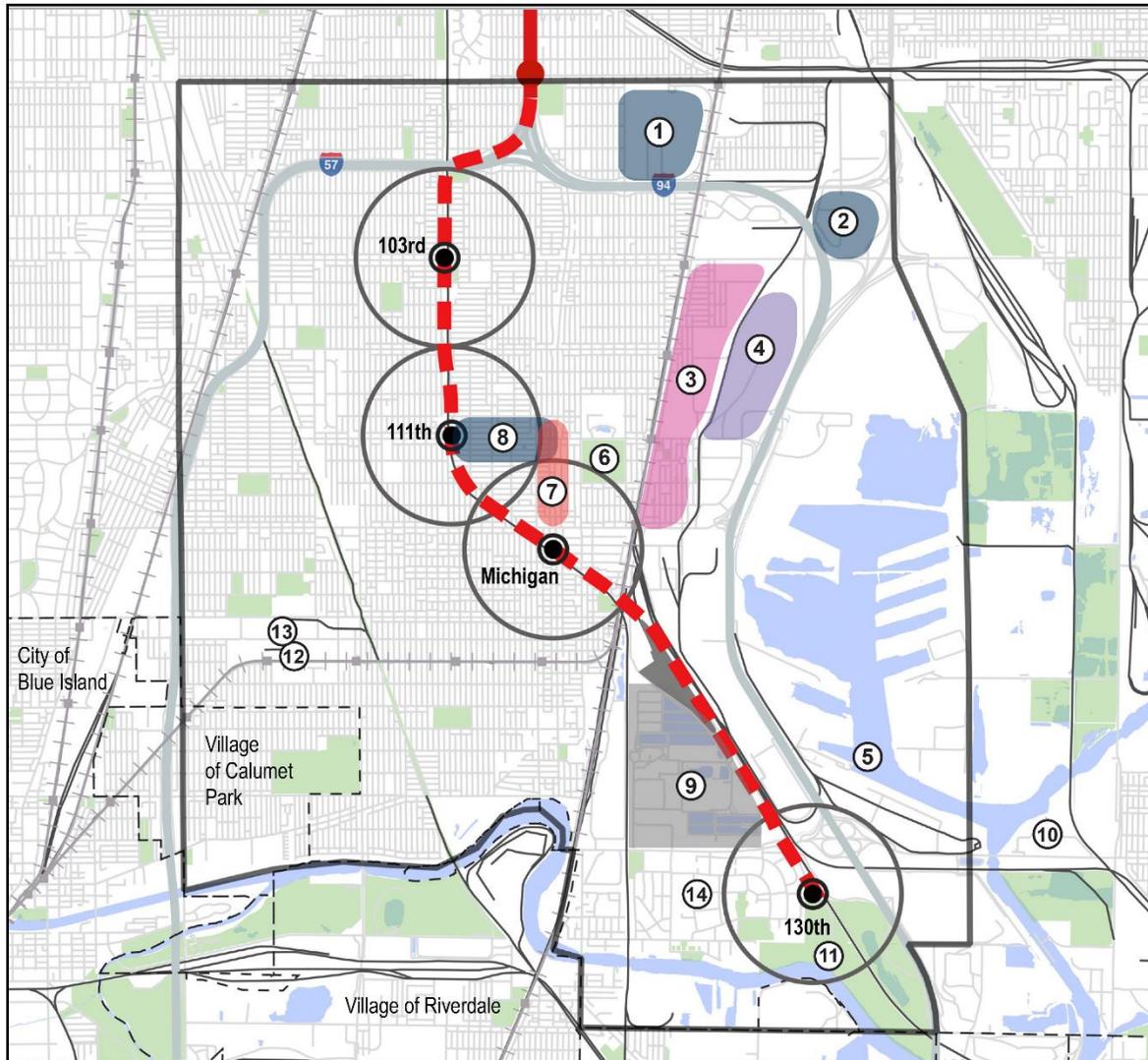
Olive-Harvey College is a 67-acre community college campus in Pullman that serves over 4,500 students, most attending part-time, and provides more than 500 jobs. Enrollment at Olive-Harvey College has remained steady, and recent investments have brought a transportation and logistics focus to this community college.

Roseland Medical District

The Roseland Medical District was established by the State of Illinois in 2011, designating 100-acres of land towards development of medical and healthcare related facilities. The medical district is anchored by the Roseland Community Hospital, which provides over 500 full-time jobs and serves roughly 21,000 patients annually in the emergency room alone.

Altgeld Gardens and Philip Murray Homes

The Altgeld Gardens and Philip Murray Homes are Chicago Housing Authority (CHA) developments located south of 130th Street in the Riverdale community area. Altgeld Gardens was built in 1945 and is currently home to approximately 4,000 residents in 1,500 units. These units range from studio apartments to four-bedroom homes. In 2013, a Master Plan recommended numerous improvements to Altgeld Gardens.



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Assets - Solomon Cordwell Buenz, 2020

LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Railroads
- Parks
- Water Body

- 1 - Chicago State University
- 2 - Olive Harvey Chicago
- 3 - Pullman Historic District and National Monument
- 4 - Pullman Park
 - Whole Foods Dist. Center
 - Walmart
 - Method Factory
 - Gotham Greens
- 5 - Port of Chicago
- 6 - Palmer Park
- 7 - Michigan Avenue Traditional Commercial District
- 8 - Roseland Medical District
- 9 - MWRD Facility
- 10 - Ford Motor Plant
- 11 - Beaubien Woods Forest Preserve
- 12 - Solar Farm
- 13 - New Fire Station
- 14 - Altgeld Gardens & Phillip Murray Homes



Figure 3-5: RLE Project Area Community Assets and Amenities

3.3 Project Area Zoning

As the principal planning agency for the City of Chicago, the Department of Planning and Development (DPD) promotes the comprehensive growth and sustainability of the City and its neighborhoods. The department also oversees the City's zoning and land use policies and employs a variety of resources to encourage business and real estate development, historic preservation, accessible waterfronts, walkable neighborhoods, and related community improvements. The City's zoning designations, along with various area plans, guide present and future land use development. There are specialized zoning policies that further influence development including Transit-Served Locations and the Affordable Housing Ordinance. The Zoning and Land Use Plan is to be developed as part of the TSD Study and will provide a detailed analysis of the zoning and present strategies to promote transit-supportive development in the project area.

Detailed zoning maps are provided for each station area in Section 4 – Station Area Existing Development.

3.3.1 Zoning Districts

The City of Chicago is divided into distinct zoning districts that reflect the diversity of business and neighborhood uses. Each zoning district has different regulations about the types of business activities that are permitted. Zoning districts fall within general zoning types such as residential, business, commercial, manufacturing, parks and open space, planned development, and planned manufacturing. The general purpose of each zoning type is described below according to the Chicago Zoning Ordinance. (See Figure 3-6 for a map of these zoning districts applied in the project area.)

- Residential Districts - Create, maintain and promote a variety of housing opportunities for individual households and maintain the desired physical character of the City's existing neighborhoods.
- Business and Commercial - Accommodate retail, service and commercial uses and ensure that business and commercial-zoned areas are compatible with the character of existing neighborhoods.
- Manufacturing - Accommodate manufacturing, warehousing, wholesale, and industrial uses outside the central area.
- Parks and Open Space - Preserve, protect, and enhance lands set aside for public open space, public parks and public beaches.
- Planned Development - Ensure adequate public review of major development proposals; encourage unified planning and development; promote economically beneficial development patterns that are compatible with the character of existing neighborhoods; ensure a level of amenities appropriate to the nature and scale of the project; allow flexibility in application of selected use and development standards in order to promote

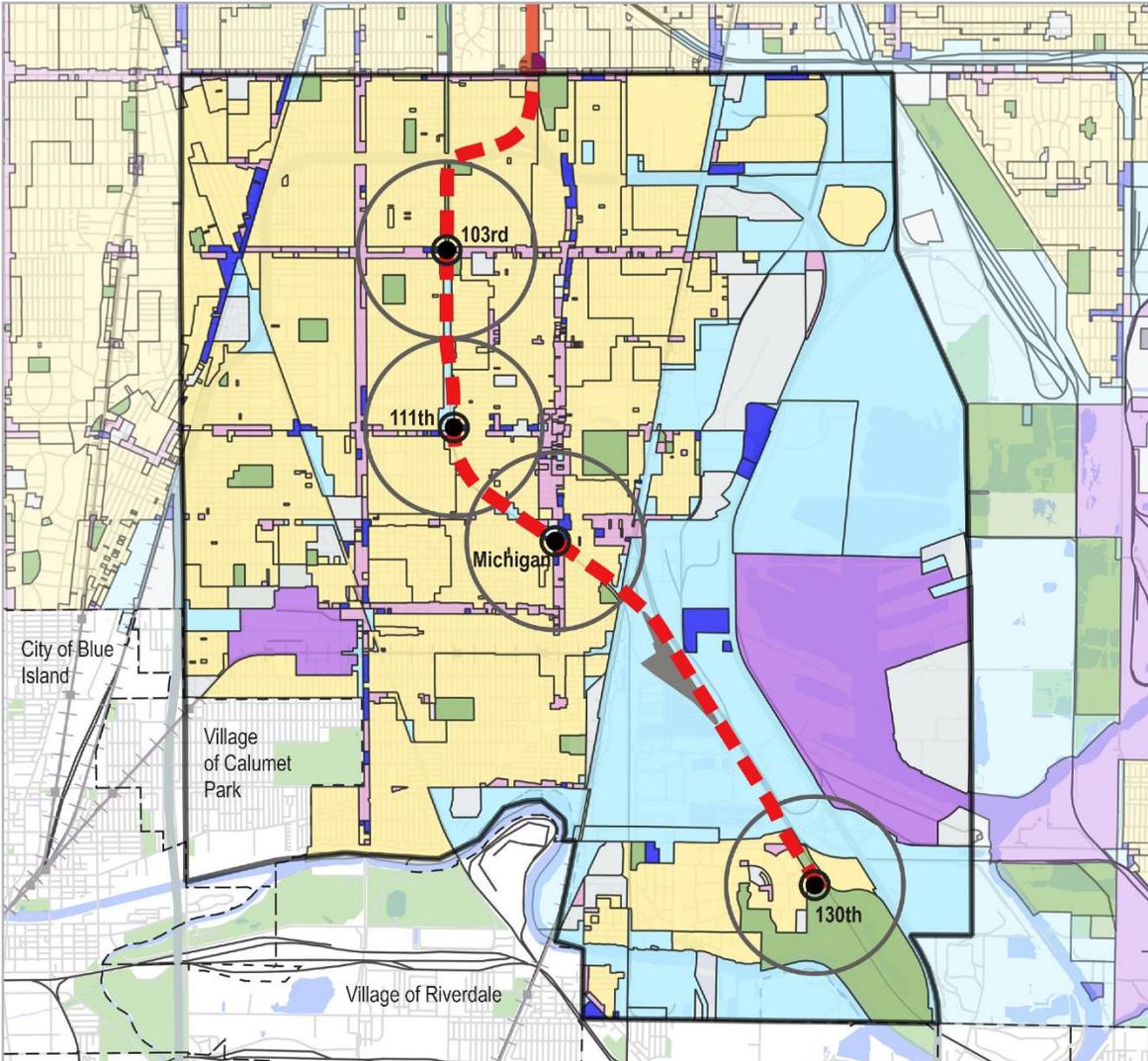
creative building design and high-quality urban design; and encourage protection and conservation of natural resources.

- **Planned Manufacturing** - Foster the City's industrial base and maintain the City's diversified economy; strengthen existing manufacturing areas that are suitable in size, location, and character; and encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments.

Each zoning district also dictates specific allowable uses, bulk (size) and density (such as allowed number of dwelling units) standards, parking requirements and other character standards for development within each zoning district.

In certain cases, existing zoning is inconsistent with current development trends and neighborhood goals. The Zoning and Land Use Plan will identify where modifications to existing zoning would be beneficial to support transit-supportive development.

In general, any project that requires rezoning, a special-use permit, or a zoning variance would require an application process that normally includes local aldermanic coordination and community meetings, in addition to the application requirements and committee approvals. This community coordination provides an opportunity for aldermen and community stakeholders to comment on proposals.



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries - Zoning Districts Shapefile, July 2018, downloaded October 2020

LEGEND

Project Area Zoning Districts

- Business (B)
- Commercial (C)
- Manufacturing (M)
- Residential (R)
- Planned Development (PD)
- Planned Manufacturing District (PMD)
- Parks and Open Space (POS)

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- RLE Rail Yard
- CTA 95th/Dan Ryan Station
- CTA Red Line
- Metra Rail Stations
- Metra Rail Lines
- Interstate Hwy
- Railroads
- Municipal Boundary
- Parks
- Water Body



Figure 3-6: RLE Project Area Zoning

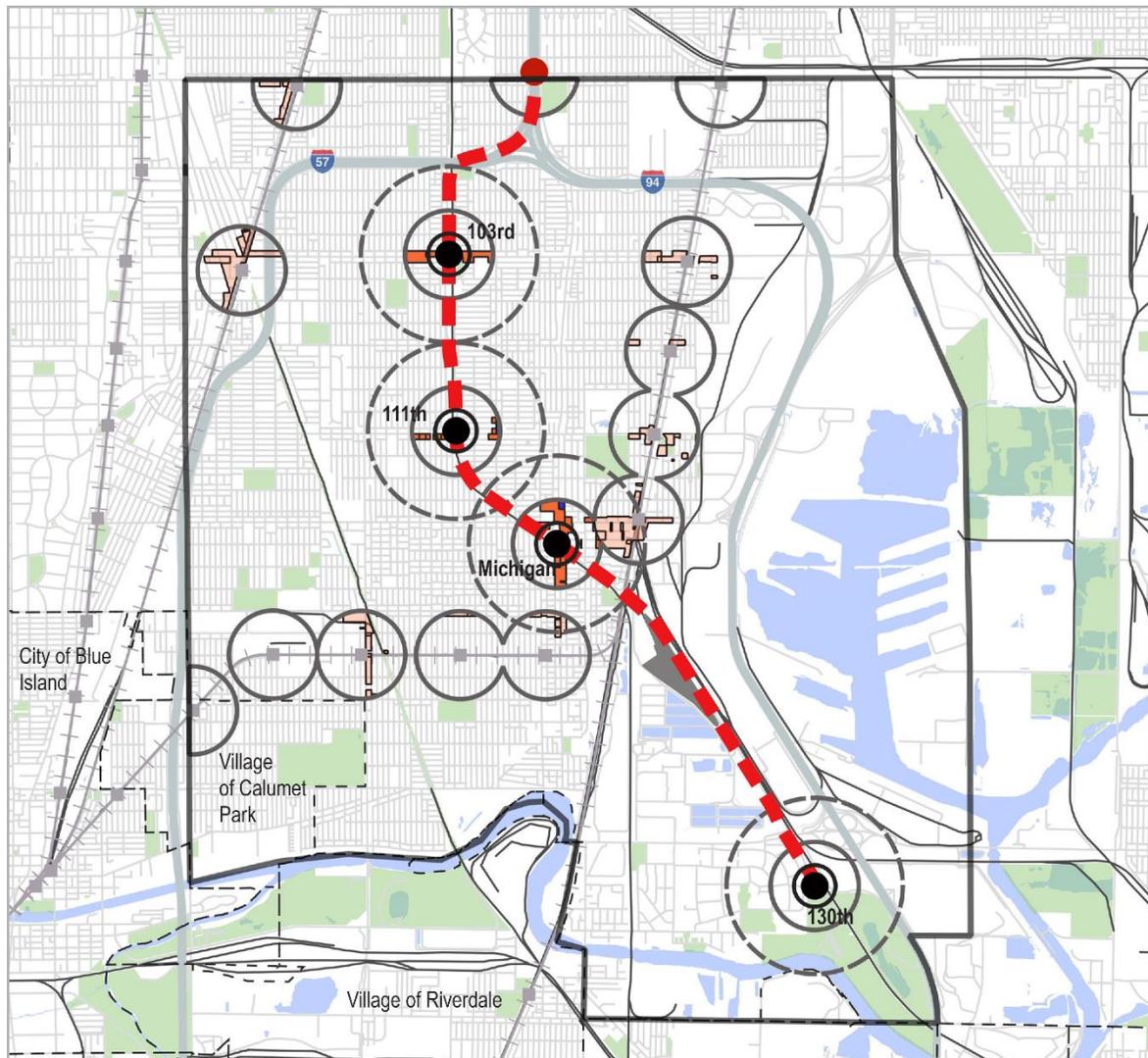
3.3.2 Transit-Served Locations

The Chicago Zoning Ordinance allows for transit-supportive development patterns that increase residential, commercial, and business densities near transit stations and some high-capacity bus lines. The Ordinance permits transit-served locations to receive certain parking reductions, Floor Area Ratio (FAR) bonuses, and other benefits. Transit-served projects include projects in Business (B) and Commercial (C) districts within 1,320 feet (2,640 feet if the building is located on a pedestrian street or a pedestrian retail street) of a CTA or Metra rail station entrance and certain specific high-capacity bus lines. These projects qualify for a reduction in required off-street parking. Projects in B dash 3 and C dash 3 districts in transit-served locations are also eligible for an increase in building height, an increase in allowable FAR, and a reduction in the Minimum Lot Area (MLA). Additional density bonuses and parking reductions are available for developments that include on-site affordable housing.

The ordinance has parking and loading requirements to manage the supply of off-street parking, improving mobility, promoting the use of alternative modes of transportation, supporting existing and new economic development, and enhancing the urban environment surrounding CTA or Metra rail station entrances. Minimum off-street parking ratios are reduced by 50 percent from otherwise applicable standards for rehabilitation or reuse of existing structures within.

Current non-residential zoning within a quarter mile of the RLE stations would generally allow for parking reductions, but not additional bulk or density.

(See Figure 3-7 for a map of the project area's transit-served locations and the potential addition of the transit-served location zoning designation at RLE station areas.)



Source: City of Chicago Data Portal (<https://data.cityofchicago.org>), Boundaries - Zoning Districts (current) Shapefile, July 2018, downloaded October 2020; City of Chicago Zoning Ordinance, February 2021.

LEGEND

Transit Served Locations

Transit-Served Locations per the City of Chicago Zoning Ordinance, February 2021

- | | | |
|--|---|---------------------|
| Existing Sites Eligible for FAR Increase & Parking Reduction | RLE Station Entrance | Metra Rail Stations |
| Existing Sites Eligible for Parking Reduction | RLE Center Line | Metra Rail Lines |
| Future Sites Eligible for FAR Increase & Parking Reduction | RLE 1/2-mile Station Areas | Railroads |
| Future Sites Eligible for Parking Reduction | RLE Rail Yard | Parks |
| | 1/4 mile Transit-Served boundary per City of Chicago Zoning Ordinance | Water Body |



Figure 3-7: RLE Project Area Transit-Served Locations

3.4 Project Area Multimodal Network

The project area is served by a multimodal transportation network of roadways, bus service, commuter rail service, on- and off-street bicycle facilities, and pedestrian infrastructure. Transit service is provided via bus by CTA and Pace and via rapid transit on the CTA Red Line terminating at the 95th/Dan Ryan station. Commuter rail service includes the Metra Electric (ME) Mainline and Blue Island Branch. The Northern Indiana Commuter Transportation District (NICTD) also operates the South Shore Line commuter service, which shares tracks with the ME Mainline north of 115th Street but has no stations in the project area.

Expressways include the I-94 Dan Ryan Expressway north of 95th Street continuing as the Bishop Ford Freeway south of 95th Street to the east as well as the I-57 Expressway to the west. There are a number of east-west arterials connecting to the expressways including 95th Street, 103rd Street, 107th Street, 111th Street, 115th Street, 119th Street, 127th Street, and 130th Street. North-south arterial access is more limited, including at Halsted Street and State Street.

The bicycle network is comprised of on- and off-street facilities, including 103rd Street, 111th Street, 115th Street, State Street, Cottage Grove Avenue, and Woodlawn Avenue. Nearby trails include the Major Taylor Trail and the Cal-Sag Trail. Much work had been completed in recent years along with other planned and proposed projects to expand and enhance the bicycle environment.

A key goal of the RLE Project is to improve mobility in the project area by expanding multimodal access and strengthening connections between modes, while also improving travel times for project area residents. Currently, transit travel in the project area can involve long travel times and complex transfers to connect to the 95th/Dan Ryan terminal. As presented in the Red Line Extension Purpose and Need Report, the RLE would reduce travel times by about 30 minutes from 130th Street, improve trip reliability, and enhance linkages within the CTA and regional transit system. The RLE stations would also include bus facilities for CTA and Pace bus transfers.

The City of Chicago's newly documented eTOD Policy Plan promotes municipal directives to expand access and provide disinvested neighborhoods the development and mobility opportunities that enable all people regardless of income, race, ethnicity, age, gender, immigration status, or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. These policies are directly relevant to the project area, with a focus on improving pedestrian infrastructure, enhancing bus service (especially along TOD corridors), connecting to rail stations, and increasing access to micro-mobility options.

(See Figures 3-8 and 3-9 for maps of the multimodal transit assets in the project area.)

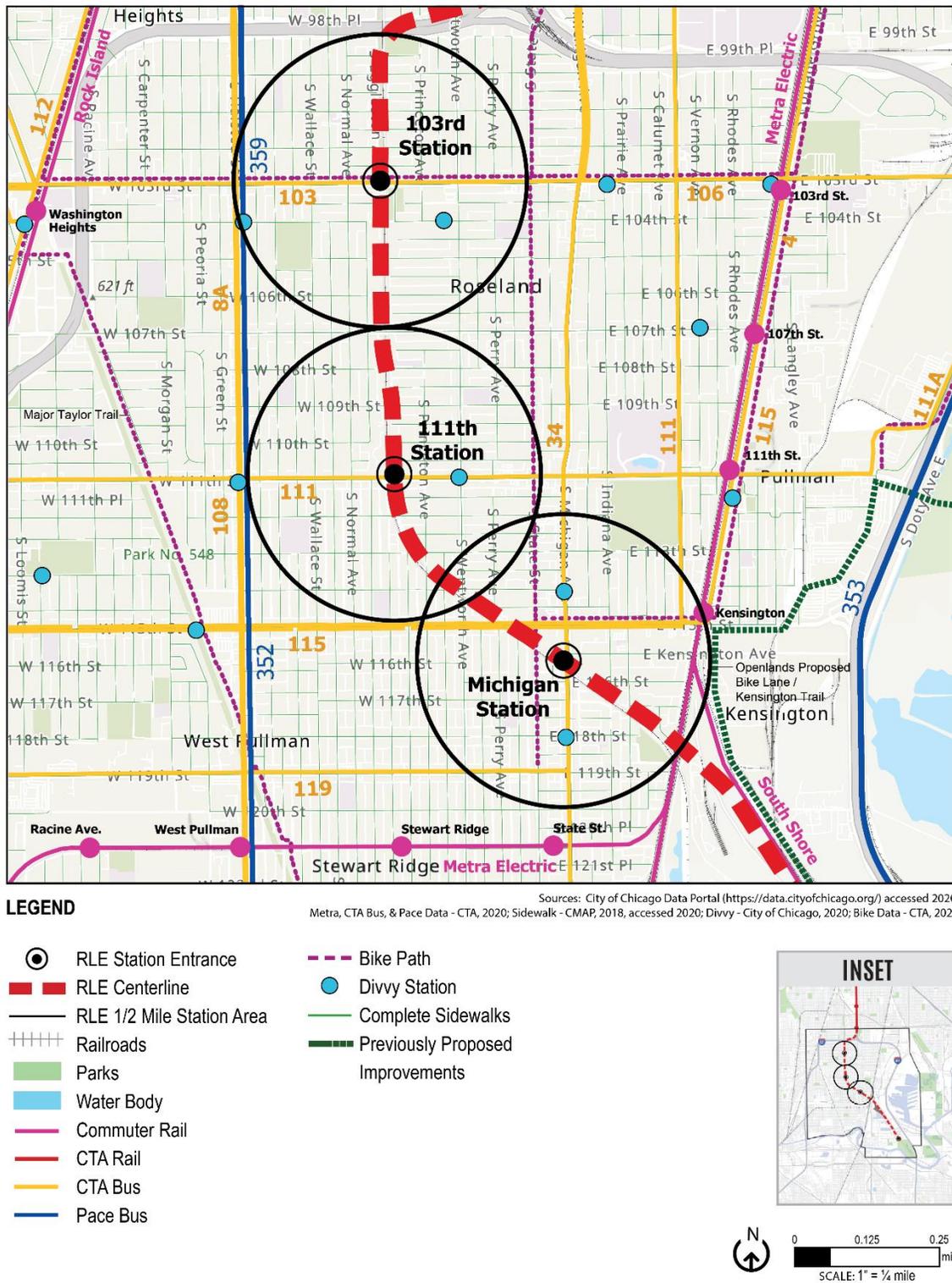
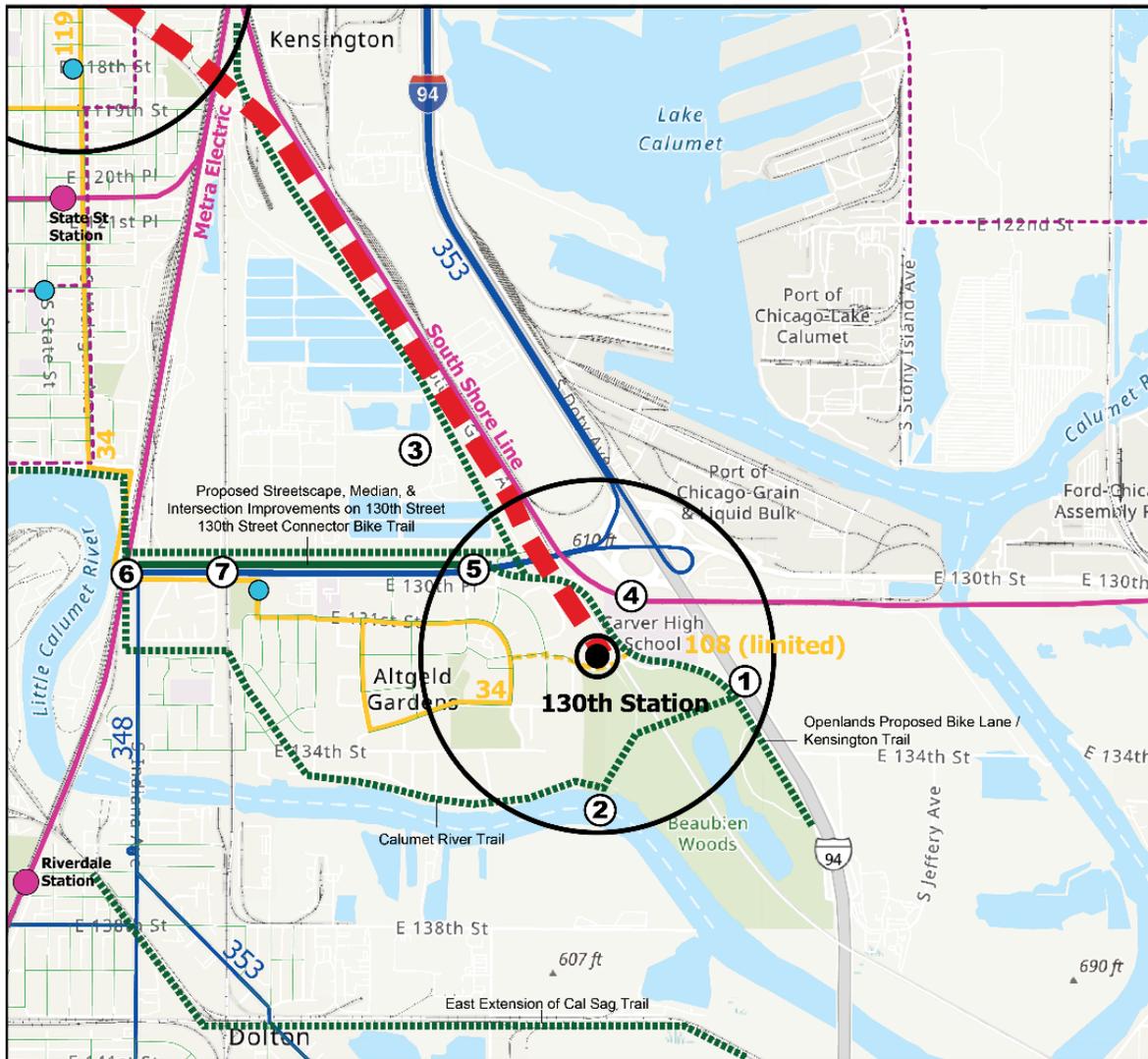


Figure 3-8: RLE Project Area Multimodal Transit Network: 103rd, 111th, and Michigan Stations



LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Railroads
- Parks
- Water Body
- Commuter Rail
- CTA Rail
- CTA Bus
- Pace Bus

- Bike Path
- Divvy Station
- Complete Sidewalks
- Previously Proposed Improvements

Barriers

- 1 - Bishop Ford Freeway
- 2 - Little Calumet River
- 3 - MWRD
- 4 - South Shore Line / Railroad tracks
- 5 - 130th Street
- 6 - Viaduct
- 7 - Railroad Crossing

Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Metra, CTA Bus, & Pace Data - CTA, 2020; Sidewalk - CMAP, 2018, accessed 2020; Divvy - City of Chicago, 2020; Bike Data - CTA, 2021

Other Notes

- No complete sidewalk streets to the East of the Station
- All Rail ROW
- Port District / Industry
- Chicago City Limits close to edge of station area
- Not bike accessible

Closest Stops

Bus - 34 CTA Bus - less than 5 min walk to station

Riverdale ME - 2.2 mile / 40 min walk to station
Pace Bus - goes near station, but no stops

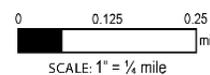


Figure 3-9: RLE Project Area Multimodal Transit Network: 130th Station

Project Area Bike Network

Chicago currently has more than 200 miles of on-street protected, buffered, and shared bike lanes, 36 miles of bike trails, more than 13,000 bike racks, and sheltered, high-capacity, bike parking areas at many CTA rail stations. The *Chicago Streets for Cycling Plan 2020* guides the development of bicycle facilities. The City's Far South Side has been a recent focus of the CDOT bikeway planning efforts, with plans to install about 15 miles of new bikeways over the next year on the South Side (*Streetsblog*, June 19, 2020). These improvements, coupled with plans from other studies and organizations, will expand connections from the project area to other major employment, educational, and recreational destinations. Expanded, safe, and protected bicycle access also addresses "last mile" connectivity challenges and barriers, which are particularly important in areas with higher levels of disinvestment and limited transit access.

Bicycle facilities located within and near the project area are described below and presented in Figure 3-10.

103rd Street

- Combination of on-street bike lanes and buffered bike lanes, traveling from Vincennes Avenue on the west to Cottage Grove Avenue on the east
- Connects to RLE 103rd Street station area
- Future proposal to complete on-street bike lanes between Cottage Grove Avenue and Woodlawn Avenue

111th Street

- Combination of marked shared lanes and on-street bike lanes, traveling from Major Taylor Trail on the west to Cottage Grove Avenue on the east
- Connects to RLE 111th Street station area
- Future proposal to extend on-street bike lanes from Cottage Grove Avenue to Doty Avenue with connection to Pullman

115th Street

- Combination of marked shared lanes and on-street bike lanes between Major Taylor Trail on the west and Cottage Grove Avenue on the east
- Connects to RLE Michigan Avenue station area
- Future proposal to convert marked shared lanes to on-street bike lanes between State Street and Cottage Grove Avenue

State Street

- Combination of marked shared lanes and on-street bike lanes between I-94 and 119th Street
- Connects to RLE 103rd Street, 111th Street, and Michigan Avenue station areas
- Future proposal to extend on-street bike lanes between 115th Street and 127th Street

Woodlawn Avenue/Doty Avenue

- On-street bike lanes traveling between 103rd Street on the north and 111th Street on the south
- Currently located outside RLE station areas but will connect to the proposed 111th Street bike lane extension
- Future proposal to continue south, connecting to proposed Kensington Trail to Beaubien Woods and to the RLE 130th Street station area

Stony Island Avenue

- Protected bike lane traveling from 103rd Street on the north to 122nd Street on the south
- Outside of RLE project area, although could have a long-term future connection at Lake Calumet

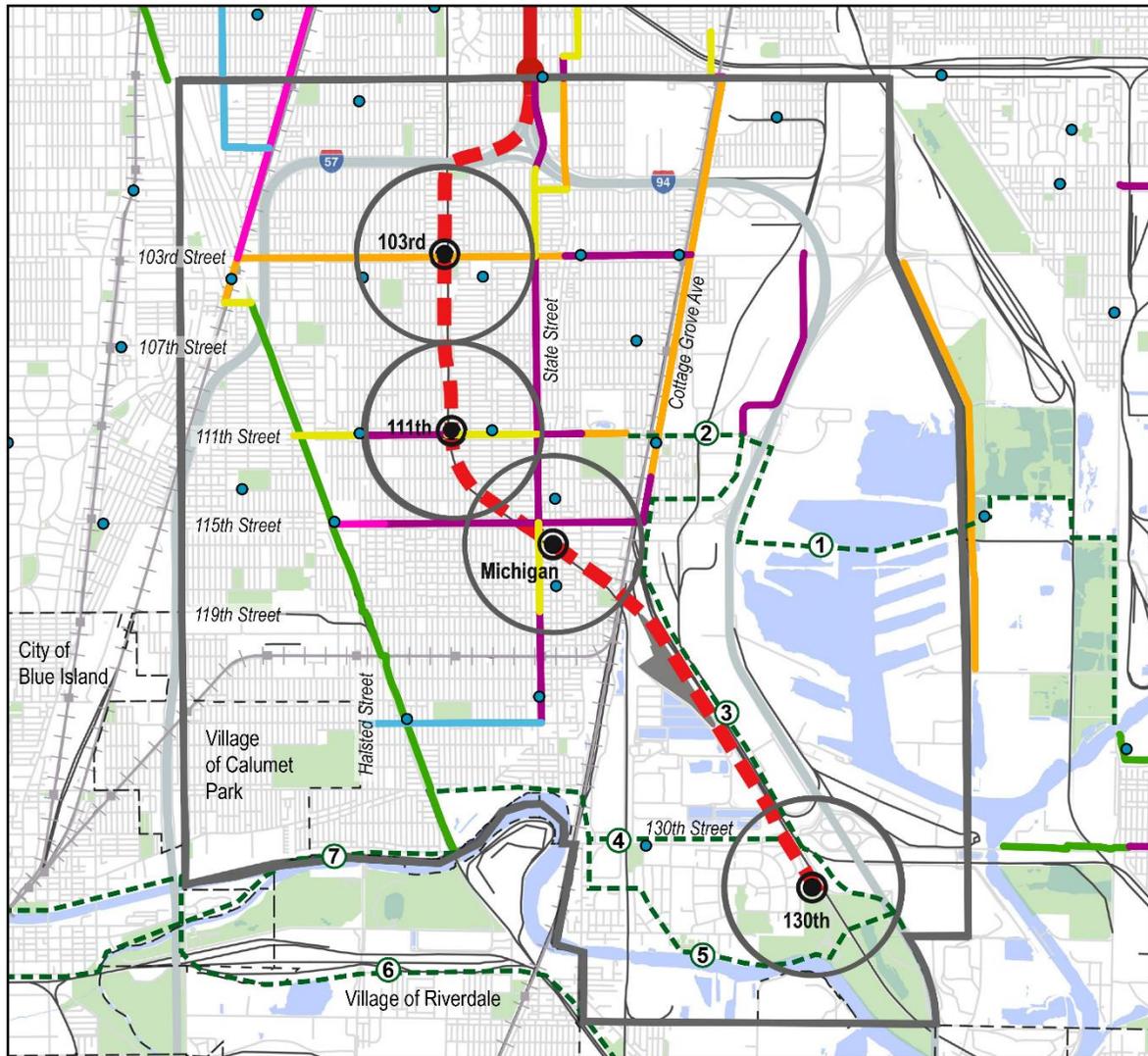
Major Taylor Trail

- Shared use path traveling northwest-southeast from 105th Street to Whistler Woods/Cal-Sag Trail
- Connects to east-west bike facilities on 103rd Street, 111th Street, and 115th Street, providing connections to RLE station areas

In addition, other planning efforts and initiatives are underway to enhance and expand the network of bicycle facilities:

- CDOT planning efforts:
 - Michigan Avenue, 94th Street to 110th Street – add on-street bike lanes as part of the Michigan Avenue Streetscape project
 - 119th Street, Racine to State Street (and connections to Major Taylor Trail) – add on-street bike lanes
- Calumet Collaborative/Openlands
 - Kensington Trail, 111th Street to Beaubien Woods (Openlands)
 - Potential bikeway/multi-use path around Lake Calumet (Illinois International Port District Master Plan with Active Transportation Alliance and Calumet Collaborative)
- Riverdale Community Area Multimodal Transportation Plan Project
 - Shared use path along 130th Street, connecting Major Taylor Trail with Altgeld Gardens and further east connection to the Kensington Trail
 - Doty Avenue, 130th to Beaubien Woods – buffered bike lanes
- Cal-Sag Trail east trail extension to Burnham Trail

Divvy bike share is available at six locations in the project area. Future phases through 2022 include another 10-12 stations in the project area. Electric shared scooters were also available throughout the project area as part of the City's pilot program in 2020, offered by Lime, Spin, and Lyft. Future electric shared scooter programs and service areas are under consideration by the City.



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Bike Data - CTA, 2021

LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Railroads
- Parks
- Water Body
- Access Path
- Bike Lane
- Buffered Bike Lane
- Neighborhood Greenway
- Off-Street Trail
- Protected Bike Lane
- Shared Lane
- Proposed Trail
- Divvy Station

Proposed Trails

- 1 - Big Marsh Access Plan Trail
- 2 - 111th Street Connector
- 3 - Openlands Kensington Trail
- 4 - 130th Street Connector
- 5 - Calumet River Trail
- 6 - Cal Sag East Extension Trail
- 7 - Riverdale Trail



Figure 3-10: RLE Project Area Bike Network

3.4.1 Project Area Transit Network

The existing public transportation system within the project area includes CTA rail service, CTA bus routes, Pace bus routes, and Metra commuter rail service, as shown in Figure 3-11. The CTA Red Line, operating in the median of the Dan Ryan Expressway and terminating at 95th Street, connects the project area with the rest of Chicago to the north. Originally built in 1969, the 95th/Dan Ryan station is the southernmost CTA rail station and is located at the north end of the project area. The 2019 average weekday station entries for 95th/Dan Ryan station was 8,950 passengers. Red Line service is provided 24 hours per day with a peak frequency of 3 to 6 minutes. The 95th/Dan Ryan station is one of CTA's busiest facilities, serving almost 20,000 daily commuters (including weekends) and comprising almost a quarter of the Dan Ryan Branch ridership (CTA Annual Ridership Report, 2019).

The 95th/Dan Ryan station improvement project included two new bus and rail terminal facilities. The South Terminal opened in 2018 and the North Terminal opened in 2019.

CTA and Pace bus services are provided on north-south and east-west arterial and collector roadways in the project area. A total of 15 CTA bus routes serve the project area, with 12 of these routes providing connections to the 95th/Dan Ryan station. Six Pace bus routes provide service in the project area, with five connecting to the 95th/Dan Ryan station. All CTA and Pace routes in the project area are accessible to individuals with disabilities. Ridership on CTA routes serving the project area totaled over 75,000 on an average weekday in 2019, with the highest average weekday ridership occurring on routes #9-Ashland (16,431), #3-King Drive (15,675), and #29-State (10,827). Ridership on Pace routes serving the project area totaled over 10,000 on an average weekday in 2019, with the highest volumes occurring on routes #352-South Halsted (4,818) and #381-95th Street (2,664).

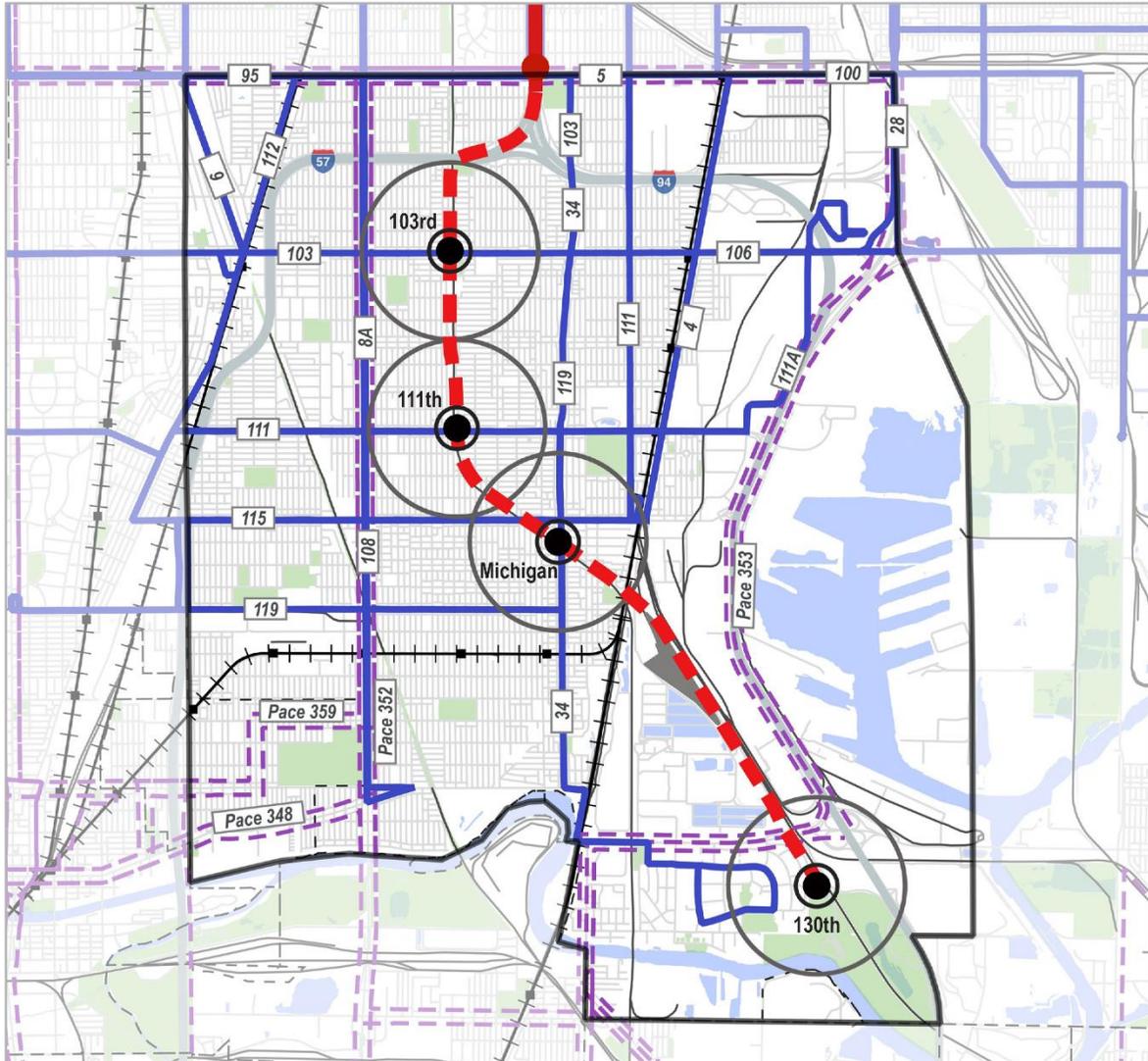
The South Halsted Bus Corridor Enhancement Study is a joint project between the CTA and Pace to improve transit along approximately 11 miles of South Halsted Street, from the Pace Harvey Transportation Center to 79th Street, including the segments of 79th Street and 95th Street that provide connections to the 79th and 95th/Dan Ryan CTA Red Line stations, respectively. The purpose of the South Halsted Bus Corridor Enhancement project is to improve access to jobs, education, shopping, recreation, and other destinations through improved connectivity to existing transit service at the Pace Harvey Transportation Center, the CTA 'L' system, and locations where CTA, Pace, and Metra routes intersect and overlap the corridor. Improvements being considered as part of the project include roadway treatments, traffic signal optimization and transit prioritization, Pace Pulse stations south of 95th Street, updated passenger amenities, realigned bus stops, and accessibility improvements. The project is now in the advanced conceptual design phase and undergoing the federally required environmental review known as the National Environmental Policy Act (NEPA).

Metra operates commuter rail service in the project area. The Metra Electric District Line (ME) Line extends 31.5 miles south from Millennium Station in downtown Chicago to Chicago's South Side and southern suburbs in Cook and Will counties.

ME service is provided in the project area via the Main Line and the Blue Island Branch. Service on the ME is offered seven days a week, except for the Blue Island Branch, which is not in operation on Sundays.

Of the five ME mainline stations, the Kensington/115th Street station is a major transfer station and is served by 19 inbound trains between 6:00 a.m. and 9:00 a.m. on a typical weekday. The Kensington/115th Street station also has 343 parking spaces that are 81 percent utilized (Metra, 2017). The other four ME stations (111th Street, 107th Street, 103rd Street, and 95th Street) on the ME main line have much less frequent service with only four or five inbound trains during the morning peak period. The five stations in the project area on the Blue Island branch of the ME (Ashland Avenue, Racine Avenue, West Pullman, Stewart Ridge, and State Street) are served by six inbound trains in the morning peak period. However, unlike the other stations in the project area, weekend service is very limited on the Blue Island Branch. The 115th Street/Kensington station has the highest ridership with 1,136 average weekday boardings (Metra, Commuter Rail System Boarding/Alighting Counts, Fall, 2018). All these statistics are from prior to the pandemic.

Northern Indiana Commuter Transportation District (NICTD) also operates commuter rail service in the project area. NICTD operates the South Shore Line, connecting downtown Chicago to South Bend, Indiana. Although the line traverses the project area, no stations are currently located in the project area. The South Shore Line previously stopped at Kensington/115th Street Metra Station, and there is the potential for stops to be added in the future in the project area. The nearest stations are at Hegewisch to the south and 63rd Street (flag stop) to the north.



Source: Chicago Transit Authority, CTA Bus Stop and Bus Route Shapefiles, September 2020; Pace Suburban Bus, Pace Bus Stop and Bus Route Shapefiles, February 2020; Metra Commuter Rail, Metra Station and Rail Line Shapefiles, September 2020.

LEGEND

Project Area Transit Assets

- | | | |
|---------------------------|----------------------------|--------------------|
| CTA Bus Routes | RLE Station Entrance | RLE Rail Yard |
| Pace Bus Routes | RLE Center Line | Railroads |
| Metra Rail Stations | RLE 1/2-mile Station Areas | Interstate Hwy |
| Metra Rail Lines | RLE Project Area | Municipal Boundary |
| CTA 95th/Dan Ryan Station | | Parks |
| CTA Red Line | | Water Body |



Figure 3-11: RLE Project Area Transit Assets

3.4.2 Project Area Roadway Network

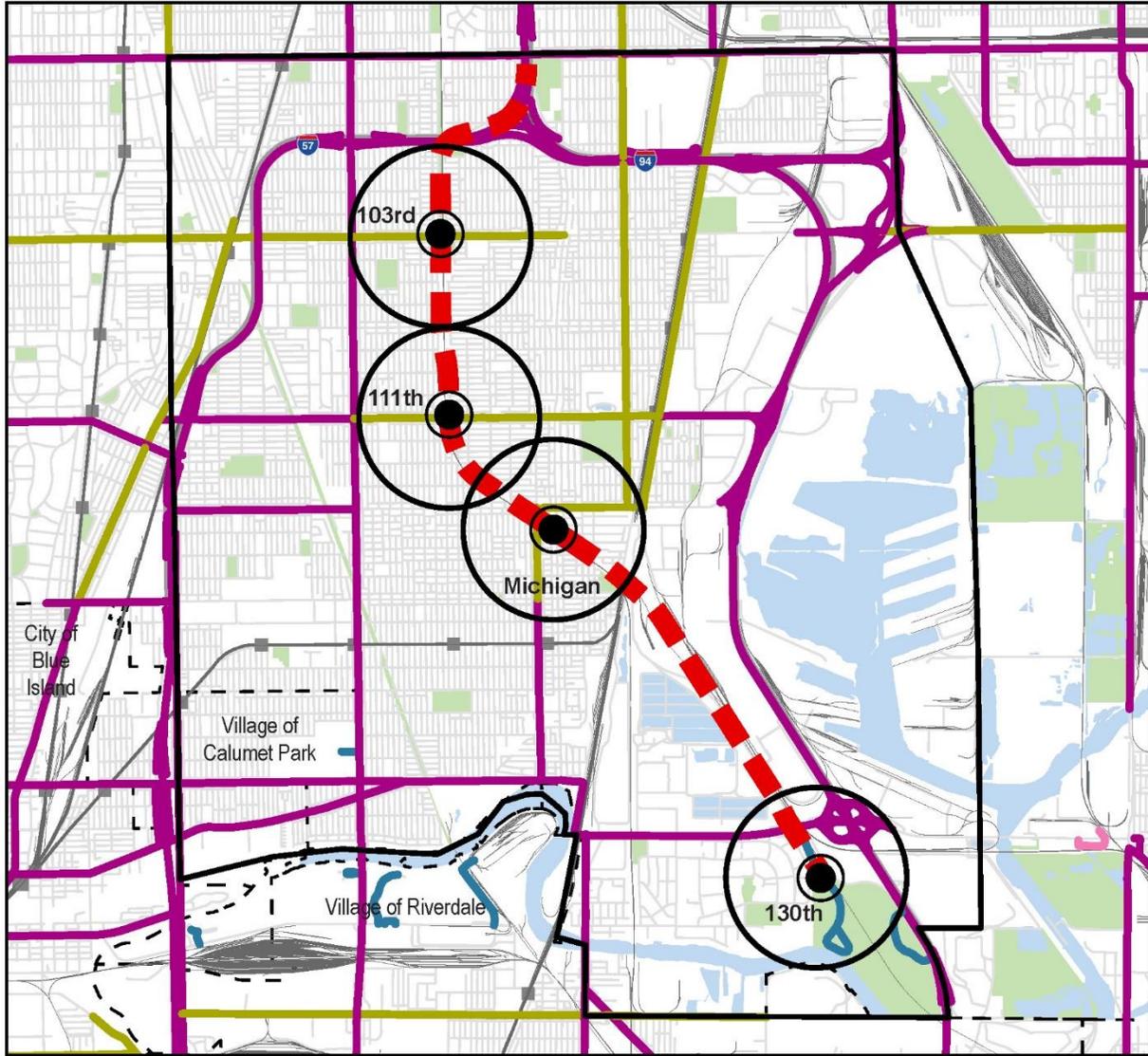
The project area includes expressways, regional arterials, truck routes, collectors, and local streets. Expressways within the project area include I-57 and I-94. While the project area is well-served by a network of collector and arterial streets, the network includes responsibility by multiple roadway jurisdictions and has varying roadway classifications, which affect design elements such as travel lanes, width, on-street parking, intersection geometry, and traffic signals. Information on the roadway network is summarized below and shown in Figure 3-12.

IDOT, Cook County, and the City of Chicago have roadway jurisdiction within the project area. Roadways under IDOT jurisdiction are typically Principal Arterials, Designated Truck Routes, and Strategic Regional Arterials (SRAs). SRA routes are intended to supplement expressway facilities in accommodating longer-distance, high volume, higher speed automobile and commercial vehicle traffic in the region. As such, they provide key regional connections including routes to the Interstate Highway System. Cook County has jurisdiction over portions of roadways that will provide access to proposed stations, including 103rd Street, 111th Street, 115th Street, and State Street. IDOT also has jurisdiction over roadways provided access to the project area, including Halsted Street, portions of 103rd Street, portions of 111th Street, 127th Street, and 130th Street. 103rd Street and 127th Street are also designated truck routes.

For roadways under City of Chicago jurisdiction, the Chicago Department of Transportation (CDOT) has developed Complete Streets Design Guidelines to implement the City's Complete Streets Policy. These guidelines established roadway "typologies" to classify streets by roadway function and surrounding context to ensure that the design and use of a street will complement the surrounding area, and vice versa. Roadways are classified as thoroughfares, connectors, main streets, and neighborhood streets. These typologies will help guide and balance roadway design. Overlays are established for state and county routes, SRA routes, truck routes, and priority streets for pedestrians, bicycles, and transit service.

Average daily traffic volumes (ADT) are highest on arterial roadways with interstate connections, including 95th Street, 127th Street, 130th Street, and Halsted Street. Higher volumes also occur on Michigan Avenue, 103rd Street and 111th Street, which provide connections to commercial areas and access to major employment sites. CMAP 2030 traffic forecasts completed for the Red Line Extension Draft EIS projected traffic increases for Far South Side roads of approximately 10 percent for expressways and between 20 to 30 percent for arterials, with east-west travel demand growing slightly more than north-south travel demand.

Most of the streets in the project area have on-street parking. Throughout the project area, most on-street parking is free with peak period and snow route regulations.



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020;
Roadway Jurisdiction, Cook County Data Portal accessed 2021

LEGEND

- | | | | |
|--|---------------------------|-----------------------------|----------------|
| | RLE Station Entrance | Roadway Jurisdiction | |
| | RLE Centerline | | State |
| | RLE 1/2 Mile Station Area | | County |
| | Railroads | | Municipality |
| | Parks | | Private / Toll |
| | Water Body | | Township |



Figure 3-12: RLE Project Area Roadway Network

Section 4 - STATION AREA EXISTING DEVELOPMENT AND CHARACTER ANALYSIS

4.1 103rd Street Station Area

The northernmost station on the Red Line Extension will be located at 103rd Street and Eggleston Avenue on the border of Roseland and Washington Heights. The RLE is proposed to travel north-south in this area, parallel to the Union Pacific Railroad (UPRR) tracks. The station will be positioned at 103rd Street just west of the UPRR tracks. This area has a mix of uses and many vacant parcels that have potential for transit-supportive development.

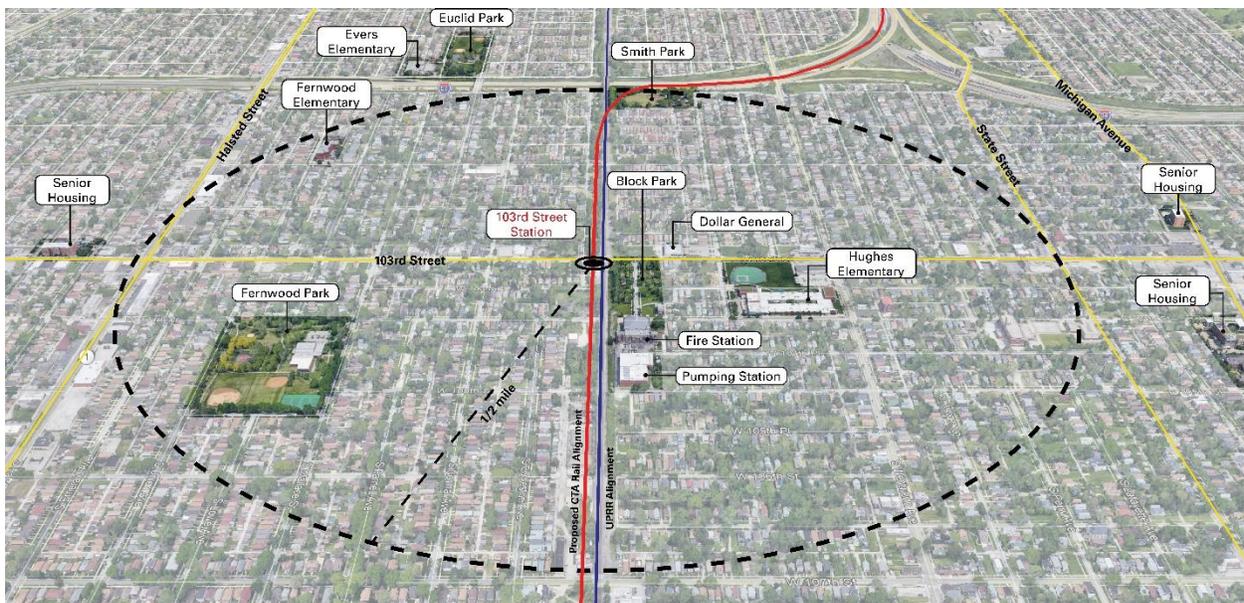


Figure 4-1: 103rd Street Station Area Assets Aerial Diagram

4.1.1 103rd Street Station Area Character Analysis

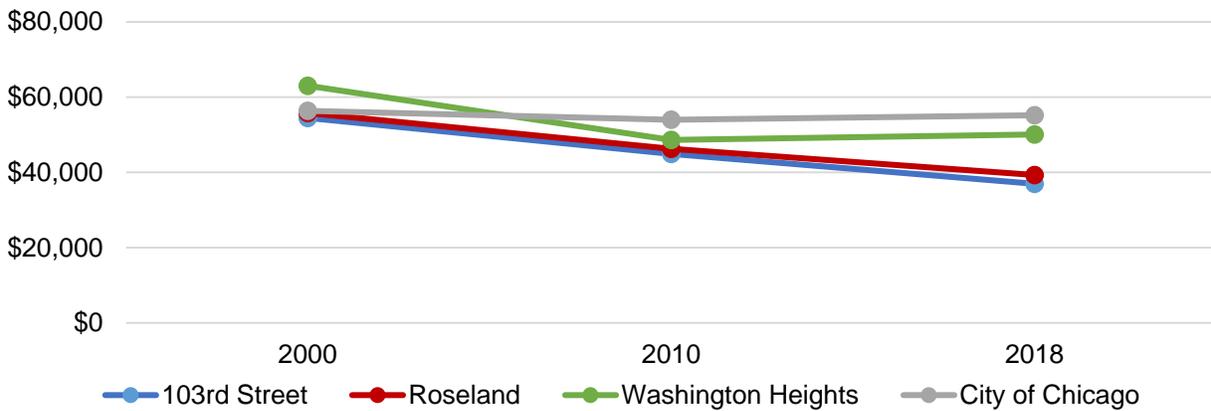
Demographics

Residents of the 103rd Street station area comprise roughly 15 percent of the population of Roseland and six percent of the population of the project area overall. The ethnic makeup of station area residents is overwhelmingly Black, with Hispanics, Whites, Asians, and people of other ethnic backgrounds comprising less than ten percent of the population. The median annual income in the station area has seen significant decline over the past 20 years, following trends seen in other areas of the Far South Side, while the median income in the City has remained relatively constant in that time.

Table 4-1: 103rd Street Station Area Population Trends

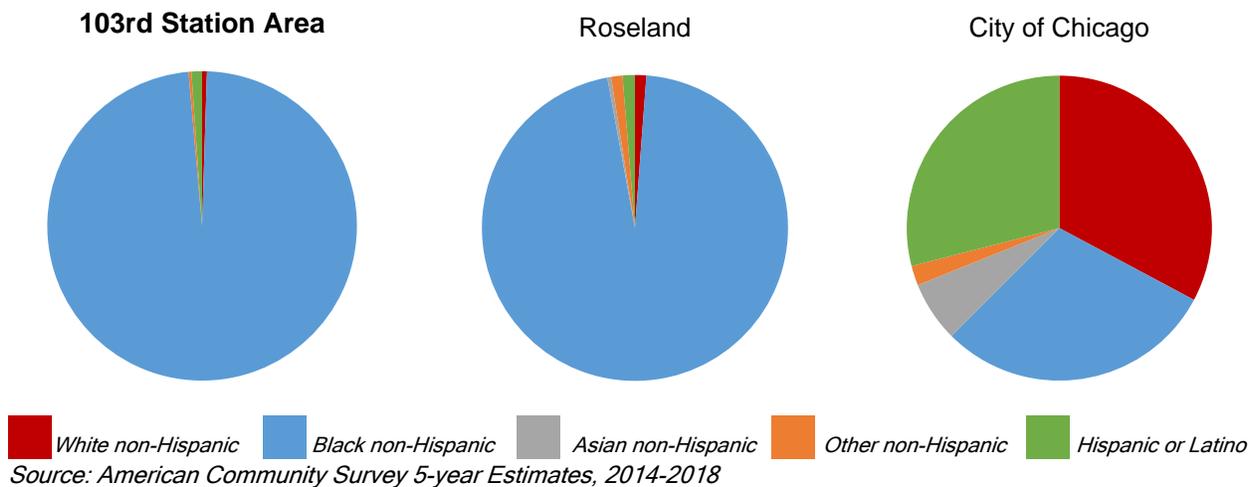
	2000	2010	2018	Change 2010 - 2018	Change 2000 - 2018
103rd Station Area	9,505	7,585	6,109	-19.5%	-35.7%
Project Area	129,358	107,737	102,993	-4.4%	-20.4%
Roseland	52,723	44,619	41,106	-7.9%	-22.0%
Washington Heights	29,843	26,493	27,354	3.2%	-8.3%
City of Chicago	2,896,016	2,695,598	2,718,555	0.9%	-6.1%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018



Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Figure 4-2: 103rd Street Station Area Median Household Income



Source: American Community Survey 5-year Estimates, 2014-2018

Figure 4-3: 103rd Street Station Area Race and Ethnicity Comparison

Land Use

Land uses within the 103rd Station area (defined as a ½-mile radius around the proposed station) include industrial, urban mixed, single-family residential, open space uses along the Union Pacific ROW, and primarily urban mixed-use along 103rd Street. There are some vacant parcels along both corridors. The remainder of the station area consists primarily of single-family residential uses, several institutional land uses (Roseland Pumping Station, churches, and schools), and a recreational open space (Fernwood Park). (See Figure 4-4 for a map of the station area land uses.)

Housing

Neighborhoods surrounding the station are primarily comprised of single-family homes with one to four bedrooms. Residential types include bungalows and cottage homes with a few two-flats. Ninety percent of the housing stock in the station area was built prior to 1970, including 40 percent before 1940. Existing larger multifamily includes the Holland Apartments. Three significant affordable senior housing developments are located near the proposed 103rd Street station: Roseland Place on 104th Street and Michigan Avenue, a 60-unit independent senior living facility completed by Mercy Housing; Victory Center of Roseland at 10450 S. Michigan Avenue, an assisted living community with 124 apartments for seniors; and Senior Suites of Washington Heights. East of the station there are fewer homes per block compared to the area to the west, as many homes fell into disrepair, were demolished, and now are vacant parcels. (See Table 4-2 and Table 4-3 for the broader makeup and age of housing types and units in the station area.)

Table 4-2: 103rd Street Station Area Housing Units and Tenure

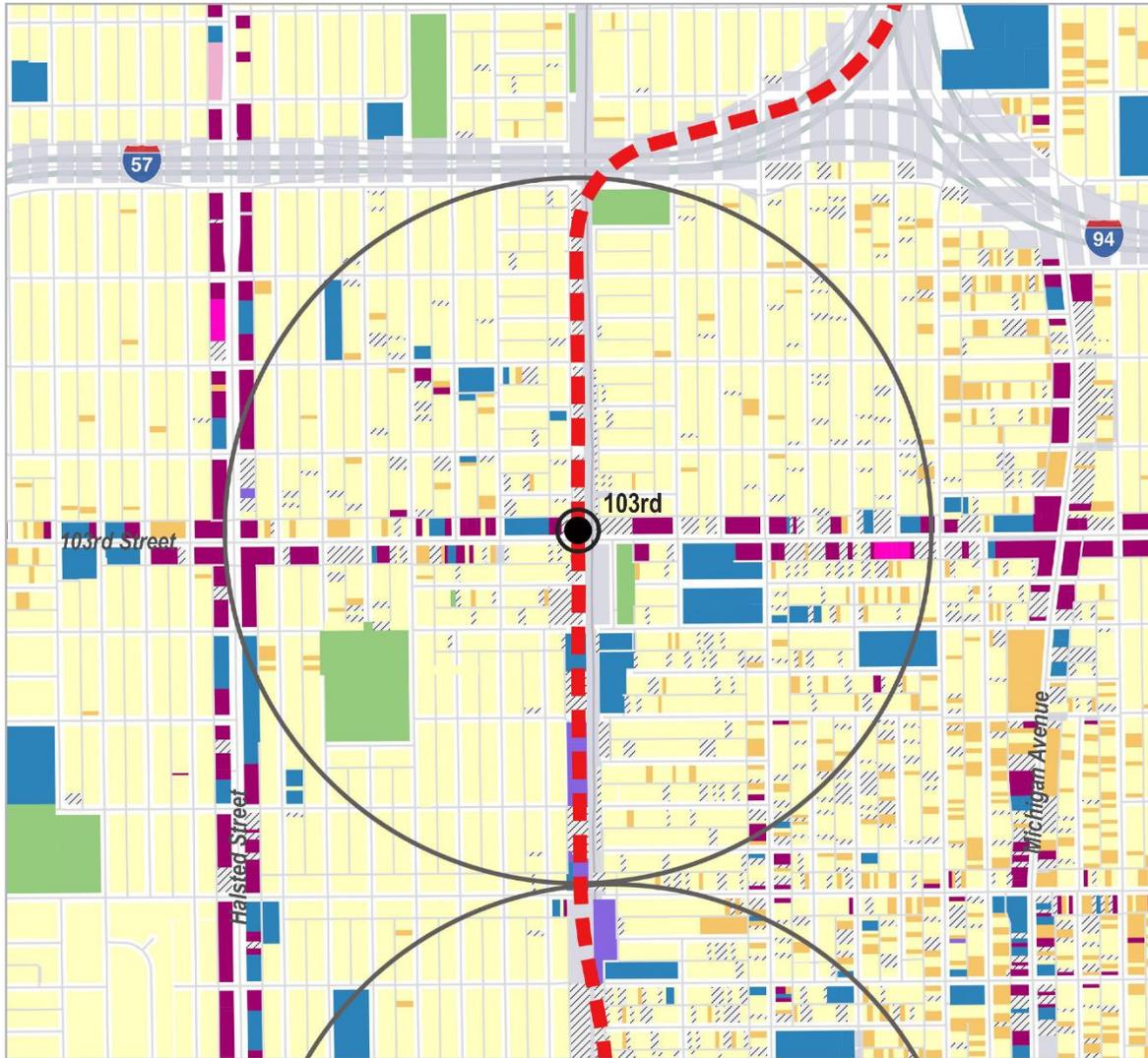
	Total Housing Units	Occupied Units	Owner-Occupied	Renter-Occupied	Vacant Units
103rd Station Area	2,625	77.9%	70.2%	29.8%	22.1%
Project Area	43,725	86.3%	59.3%	40.7%	13.7%
Roseland	17,801	79.6%	54.0%	46.0%	20.4%
Washington Heights	10,555	89.9%	68.1%	31.9%	10.1%
City of Chicago	1,208,699	87.4%	45.0%	55.0%	12.6%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Table 4-3: 103rd Street Station Area Housing Types, 2014-2018 Estimates

	Single-family, Detached	Single-family, Attached	2 Units	3 - 4 Units	5 or More Units
103rd Station Area	86.6%	1.1%	8.1%	1.3%	2.8%
Project Area	62.1%	9.8%	11.2%	5.7%	11.3%
Roseland	59.2%	8.1%	12.7%	7.6%	11.8%
Washington Heights	75.5%	2.0%	4.9%	5.9%	11.7%
City of Chicago	26.0%	3.5%	14.5%	14.9%	41.0%

Source: U.S. Census Bureau, American Community Survey 5-year Estimates, 2014-2018



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

103rd Station Area Land Use

- | | |
|---|-----------------------|
| Single-Family Residential | Entertainment & Hotel |
| Multi-Family Residential | Institutional |
| Urban Mixed Use | Industrial |
| Office Commercial | Parks & Open Space |
| Transportation, Communication & Utilities | Vacant Land |

- | |
|----------------------------|
| RLE Station Entrance |
| RLE Center Line |
| RLE 1/2-mile Station Areas |
| Railroads |
| Interstate Hwy |



Figure 4-4: 103rd Street Station Area Land Use

Retail and Commercial

Key retail includes Dollar General on 103rd Street and Princeton Avenue (see Figure 4-5), a cellular store on 103rd Street and Yale Street, and a Citgo gas station at 103rd Street and Wentworth Avenue. To the west of the station location at Normal Street there is a cluster of mixed-uses including a day care, church, and auto body shop.



Figure 4-5: 103rd Street commercial development east of the proposed station location

103rd Street serves as an east-west light commercial corridor with numerous parcels classified in the B₃-1 Business zoning district. This corridor intersects other major commercial corridors at Halsted Street and Michigan Avenue. (See Figure 4-10 for a map of station area zoning districts.) The 103rd Street commercial corridor consists of one to two story commercial buildings ranging in typologies. The Michigan Avenue commercial corridor south of 103rd Street has a continuous retail frontage of one to two story buildings, but there are many vacancies north of 103rd Street. The South Halsted Street commercial corridor is lined with retail, restaurants, churches, and services. Most buildings are one story and have an adjacent parking lot. Several are vacant or no longer in use.

Institutional

Key institutional uses include churches and places of worship and numerous schools including Langston Hughes Elementary School at 103rd Street between Princeton Street and Wentworth Avenue and the Roseland Pumping Station at 104th Street. Within the broader Roseland community area, there is Hughes Elementary, Fernwood Elementary, Marcus Garvey Elementary School, Kwame Nkrumah Academy, Evers Elementary School, and Victory Rehabilitation Center. (See Figure 4-9 for a map of key station area institutional assets.)

Open Space

Several parcels of open space are near this station location. Fernwood Parkway is the passive open space on the east side of Eggleston Avenue and north of 103rd Street. This parkway comprises part of the future RLE alignment, so replacement parklands will be necessary as mitigation. Fernwood Park is located west of the station within the residential neighborhood at 104th Street. Block Park is just east of Fernwood Parkway at 103rd Street. Wendell Smith Park serves the northern end of

Roseland, though it is outside the station area. (See Figure 4-9 for a map of station area assets including parks.)

Urban Character and Vacancy

103rd Street has characteristics of a typical walkable urban street. Sidewalks are typically wide and storefront entrances are located directly adjacent to the pedestrian path. The portions of 103rd Street that are residential in nature are lined with single-family homes that are set back from the sidewalk with small front yards and fences. However, the 103rd Street streetscape is incomplete with room for improvement, street trees are often missing, and large portions of the parkway between the sidewalk and the curb are paved over. The parkway on the south side of the street is narrow and puts the sidewalk very close to the roadway.

A typical Chicago street right-of-way for non-major arterials, collectors, and residential streets is 66 feet, with typical mid-block curb-to-curb street widths of 42 to 44 feet. 103rd Street is unique in that its right-of-way is approximately 74 feet, with a typical pavement width of 48 feet. This slightly wider street configuration allows for both on street parking and separate bike lanes.

The residential neighborhoods surrounding the 103rd Street station have sidewalks that are set back from the street edge. Trees line the streets and front yards. The residential streets are mostly one-way with parallel parking on both sides of the driving lane. South Michigan Avenue is also extremely walkable with wide sidewalks and plantings. Intersections are marked with crosswalk lines but some do not have stop signs for vehicles on Michigan Avenue. Numerous vacant parcels within the half-mile station area can accommodate a variety of transit-supportive development.

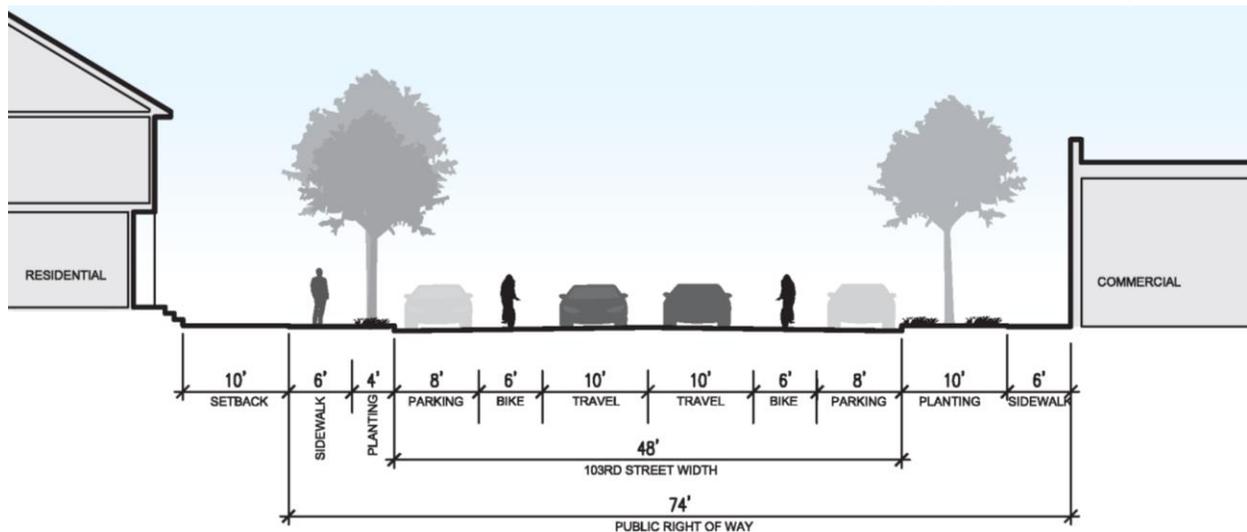


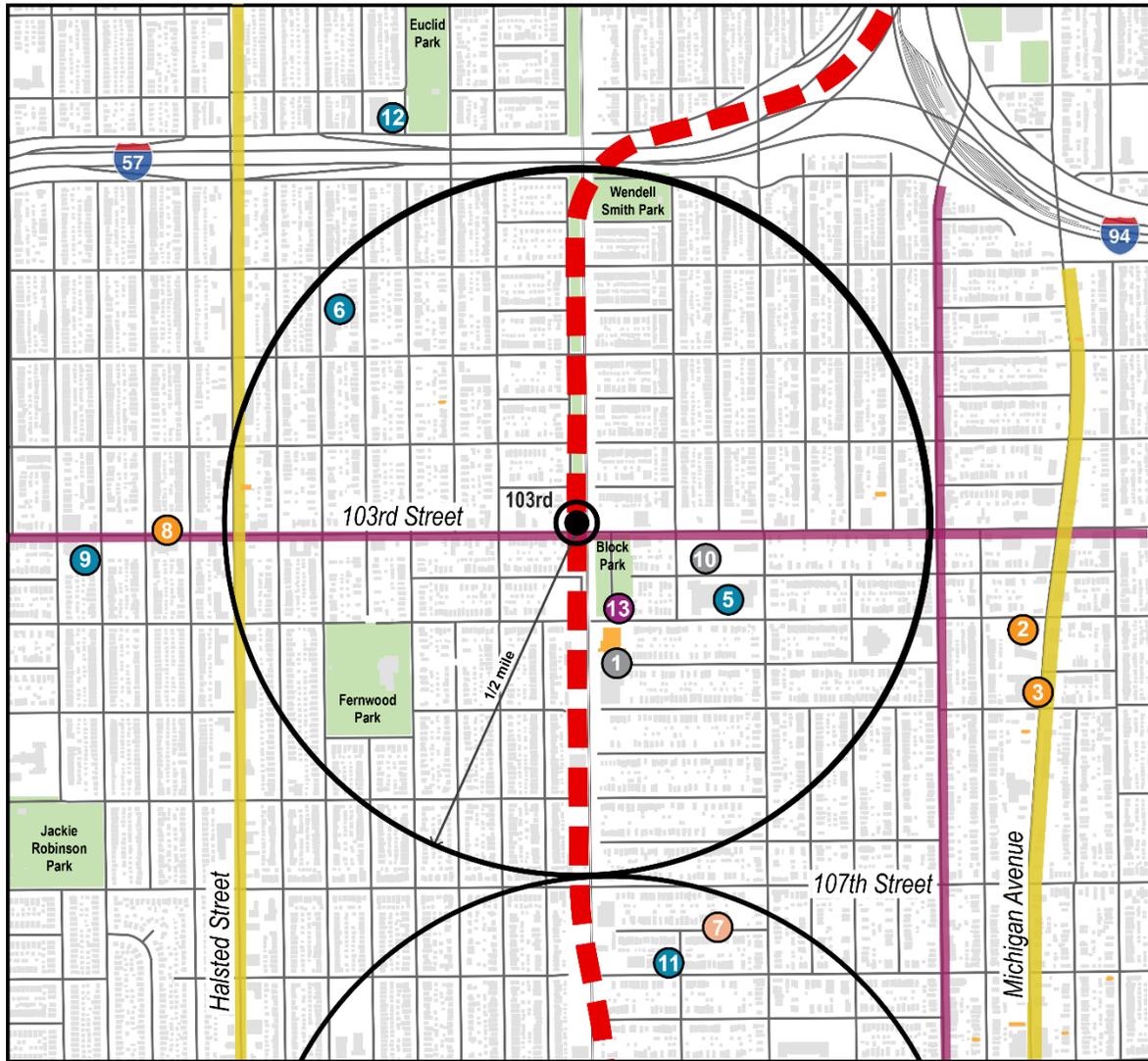
Figure 4-6: Typical street section along 103rd Street on the 400 West block between Eggleston Avenue and Normal Avenue



Figure 4-7: Typical streetscape along 103rd Street on the 400 West block of 103rd Street between Eggleston Avenue and Normal Avenue



Figure 4-8: Typical sidewalk conditions along 103rd Street west of the proposed station location



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Landmarks Historic Resource Survey, 2019; Assets - Solomon Cordwell Buenz, 2020

LEGEND

- | | | |
|-------------------------------|---|---------------------------------|
| RLE Station Entrance | School | Affordable Housing Types |
| RLE Centerline | Fire Station | |
| RLE 1/2 Mile Station Area | | |
| Parks | Chicago Historic Resource Survey | Senior |
| Primary Commercial Corridor | Orange Rated | Supportive |
| Secondary Commercial Corridor | | Multi-Family |

ASSETS

- | | | |
|------------------------------------|---|------------------------------|
| 1 - Roseland Pumping Station | 5 - Langston Hughes Elementary | 11 - Kwame Nkrumah Academy |
| 2 - Roseland Place (Senior Living) | 6 - Fernwood Elementary | 12 - Evers Elementary |
| 3 - Victory Rehabilitation Center | 7 - Holland Apartments | 13 - Chicago Fire Department |
| 4 - Kwame Nkrumah Academy | 8 - Senior Suites of Washington Heights | |
| | 9 - Marcus Garvey Elementary | |
| | 10 - Accessible Baseball Diamond | |



Figure 4-9: 103rd Street Station Area Character and Assets

Transportation

The 103rd Street station area is currently served by CTA bus routes #103 West 103rd, #108 Halsted/95th, #8A South Halsted, and Pace Route #352 South Halsted. Bus stops are located approximately every other block along 103rd Street and Halsted Street. A Metra station on the Metra Electric Line is located east of the station area at 103rd Street, while other stations are located on the Metra Rock Island District to the west. The station area bike network includes on-street bike lanes and shared lanes on 103rd Street and State Street. Major arterial corridors in this community area include 103rd Street, Halsted Street, State Street and Michigan Avenue. Section 4.1.2 discusses station area mobility in greater detail.

Zoning

The majority of the land in the 103rd Street station area has been assigned to single-family residential zoning districts RS-2 and RS-3. Along the 103rd Street corridor, the majority of parcels are zoned for business uses in the B1-1 or B3-1 districts, with a handful of parcels surrounding the UPRR right-of-way assigned to more dense commercial zoning districts. There are also small clusters of parcels zoned for single-family residential use on both sides of 103rd Street. The more significant Halsted Street commercial corridor is primarily assigned business zoning, while the Michigan Avenue corridor has a higher concentration of commercially zoned parcels.

(See Figure 4-10 for a map of all of the zoning districts applied in the 103rd Street station area.)



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries - Zoning Districts Shapefile, July 2018, downloaded October 2020

LEGEND

103rd Station Zoning Districts

- Business (B)
- Commercial (C)
- Manufacturing (M)
- Residential (R)
- Planned Development (PD)
- Parks and Open Spaces (POS)

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- Railroads
- Interstate Hwy
- Parks



Figure 4-10: 103rd Street Station Area Zoning

4.1.2 103rd Street Station Area Access

Transit Access

The 103rd Street station area is currently served by CTA bus routes #103 West 103rd, #108 Halsted/95th, #8A South Halsted, and Pace Route #352 South Halsted. Both CTA #103 and Pace #352 provide a high level of service frequency. Just to the east of the station area, CTA routes #34, #106, and #119 travel along Michigan Avenue with stops at 103rd Street. Bus stops are located typically every other block along 103rd Street and Halsted Street. Some bus stops have posted signs only while others have shelters and ADA curb ramps. All bus routes are accessible. Metra stations on the ME Line are located further east of the station area at 103rd Street and at 107th Street, while stations on the Rock Island District are west of the station area. The Metra stations are not ADA accessible. (See Figure 4-11 for a map of the station area transit network.)

Pedestrian Access

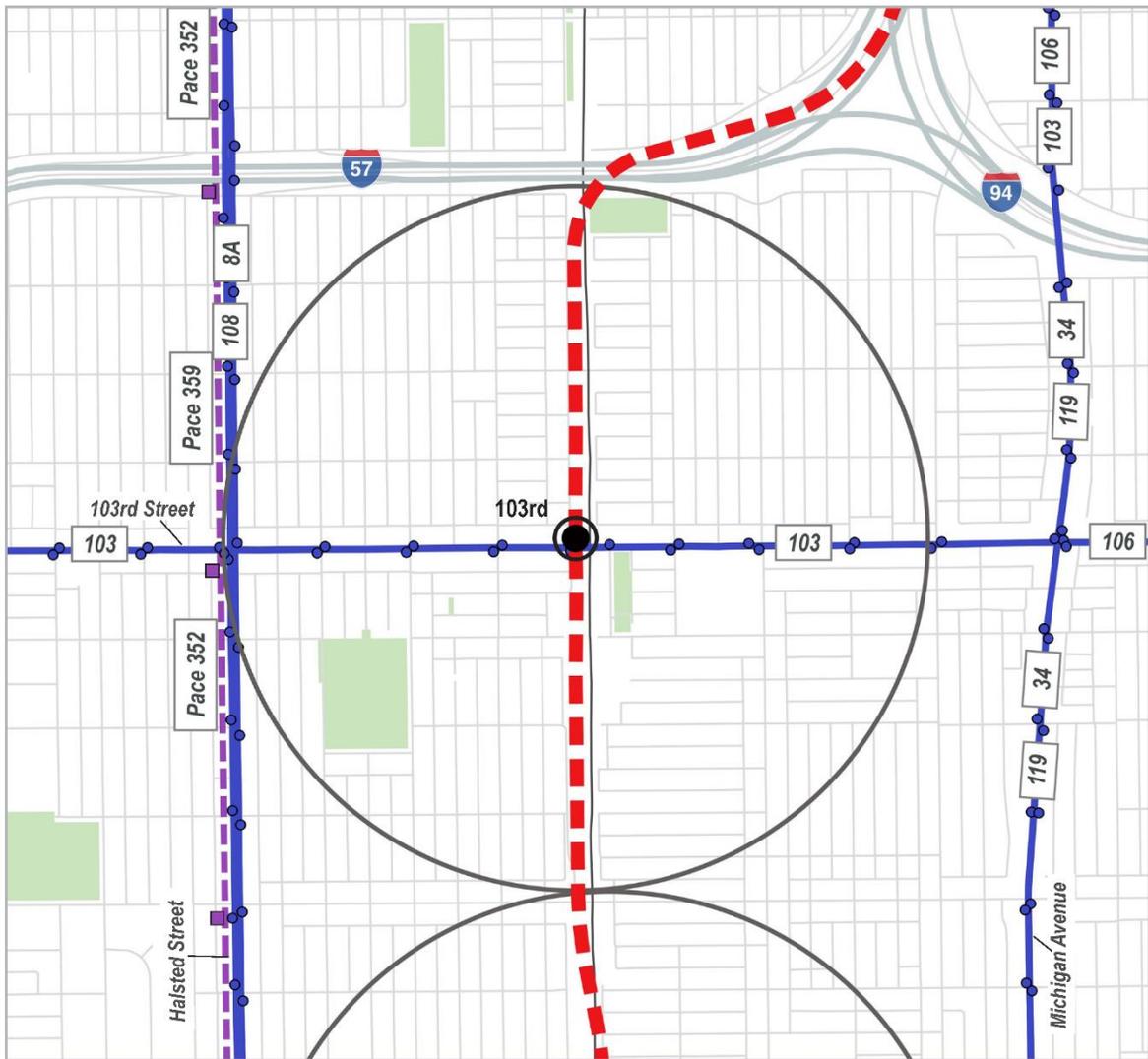
As previously described in the Character Analysis, 103rd Street has safe and continuous sidewalks on both sides of the street. Sidewalks are generally in place along both sides of all grid streets in the station area. Some sidewalks terminate immediately at the UPRR where the streets terminate or transition to alleys. Sidewalks vary in width and are generally in good condition. Intersections are signalized at major street crossings and have marked crosswalks and ADA ramps. Midblock crossings are located near select destinations such as parks, churches, and schools. Notable midblock crossings with ADA ramps are located on 103rd Street at Block Park and on Wentworth Avenue at Langston Hughes Elementary School. Many driveways are located along major collector and arterial roadways, creating conflict points between pedestrians and vehicular traffic.

Sidewalks near the UPRR at-grade crossing at 107th Street are in poor condition. No pedestrian gates exist at the UPRR at-grade crossings. The UPRR presents a barrier to mobility by east-west movements, with only three roadways within the 103rd Street station area that cross the UPRR: 101st Street, 103rd Street, and 107th Street.

103rd Street is signed as a school Safe Passage route east of Halsted Street. Street lighting is currently present throughout the station area, although it differs in various sections.

Bicycle Access

The station area bike network includes on-street bike lanes and shared lanes. Divvy bikes and scooters are sometimes used in the area, especially along 103rd Street. The Major Taylor Trail is located to the west of the station area. 103rd Street also includes a combination of on-street bike lanes and buffered bike lanes, traveling from Vincennes Avenue on the west to Cottage Grove Avenue on the east and directly connecting to the 103rd Street station area. A future proposal includes extending the on-street bike lanes between Cottage Grove Avenue and Woodlawn Avenue. On the east end of the station area, State Street also accommodates bikes with a combination of marked shared lanes and on-street bike lanes between I-94 and 119th Street.



Source: Chicago Transit Authority, CTA Bus Stop and Bus Route Shapefiles, September 2020; Pace Suburban Bus, Pace Bus Stop and Bus Route Shapefiles, February 2020.

LEGEND

103rd Street Transit Assets

- CTA Bus Stops
- Pace Bus Stops
- CTA Bus Routes
- - - Pace Bus Routes
- ⊙ RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- Railroads
- Parks
- Water Body

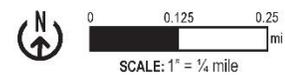


Figure 4-11: 103rd Street Station Area Transit Network

Extension of the State Street on-street bike lanes is proposed between 115th Street and 127th Street. Additionally, CTA station area plans have been developed to allow for future consideration of a multi-use path along Fernwood Parkway.

Divvy Bike Stations are located at:

- 104th Street and Halsted Street
- 104th Street and Wentworth Avenue
- 103rd Street and Indiana Avenue

Roadway Access

Streets within the station are generally well connected, consisting of a grid street network with adjacent sidewalks. North-south local streets are generally oriented as one-way streets, with collector streets having a two-way orientation. Key station area access includes 103rd Street as the east-west access and Halsted Street as the north-south access.

103rd Street has portions under both Cook County and IDOT jurisdiction. The roadway is a Class II truck route and a designated snow route. The cross-section includes one travel lane per direction with on-street parking and an on-street bike lane outside of the parking lane. 103rd Street crosses the UPRR at-grade. Signalized intersections are located at Halsted Street, Normal Avenue, Wentworth Avenue, and State Street. Crosswalks are striped at most intersections, including both signalized and unsignalized intersections.

Halsted Street is a major north-south arterial under IDOT jurisdiction and carries 24,000 ADT at 103rd Street. Halsted Street varies in width but has a typical width of 70 feet. The cross-section generally includes two through lanes, a parking lane in each direction, and a median. Its intersections with 103rd and 107th Streets are signalized.

On-street parking is provided in the following locations:

- Along neighborhood streets
- 103rd Street—free, unregulated parking
- 107th Street—free, with peak hour parking restrictions

4.2 111th Street Station Area

The second station on the Red Line Extension is located at 111th Street and Eggleston Avenue in the Roseland community area. The RLE is proposed to travel north-south parallel to and just east of the existing UPRR tracks. The preferred RLE alignment crosses the tracks from west to east between 107th Street and 109th Street. The proposed 111th Street Station will therefore be located on the east side of the UPRR tracks and will stretch north from 110th to 111th Street. This station area encompasses the Roseland Medical District with the Roseland Community Hospital located at 111th and Perry Streets, which has the potential to be a catalyst for new development.

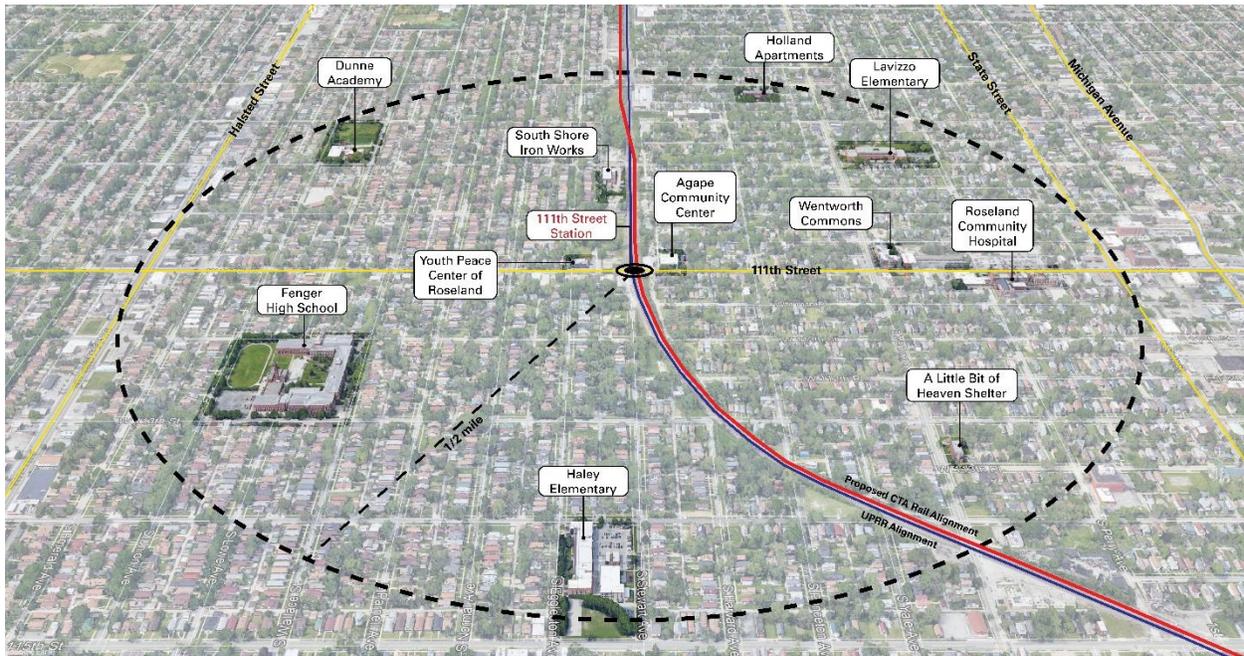


Figure 4-12: 111th Station Area Assets Aerial Diagram

4.2.1 111th Street Station Area Character Analysis

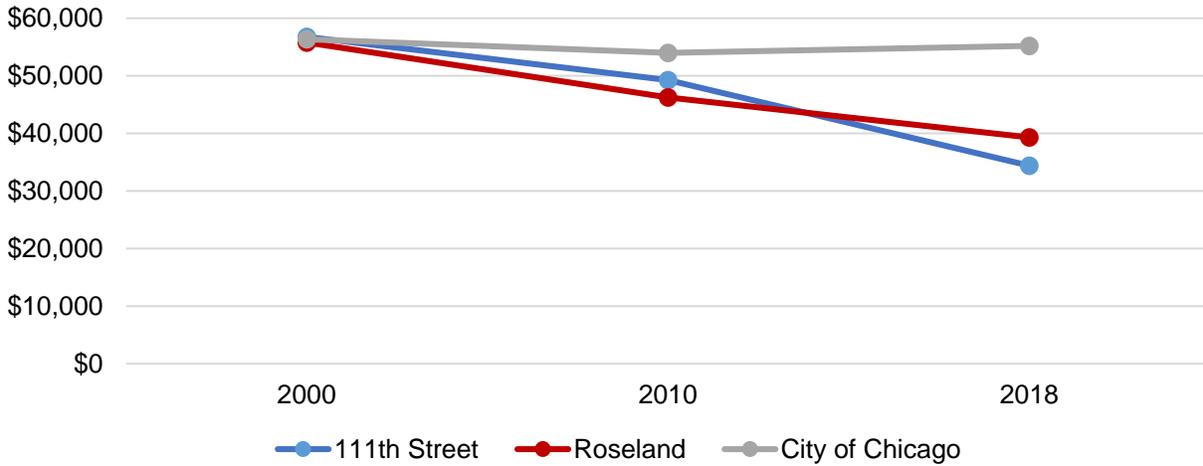
Demographics

Residents of the 111th Street station area comprise roughly 17 percent of the population of Roseland and seven percent of the population of the project area overall. Similar to 103rd Street, the ethnic makeup of station area residents is overwhelmingly Black, with Hispanics, Whites, Asians, and people of other ethnic backgrounds comprising less than ten percent of the population. The median annual income in the station area has seen significant decline over the past 20 years, following trends seen in other areas of the Far South Side, while the median income in the city has remained relatively constant in that time.

Table 4-4: 111th Street Station Area Population Trends

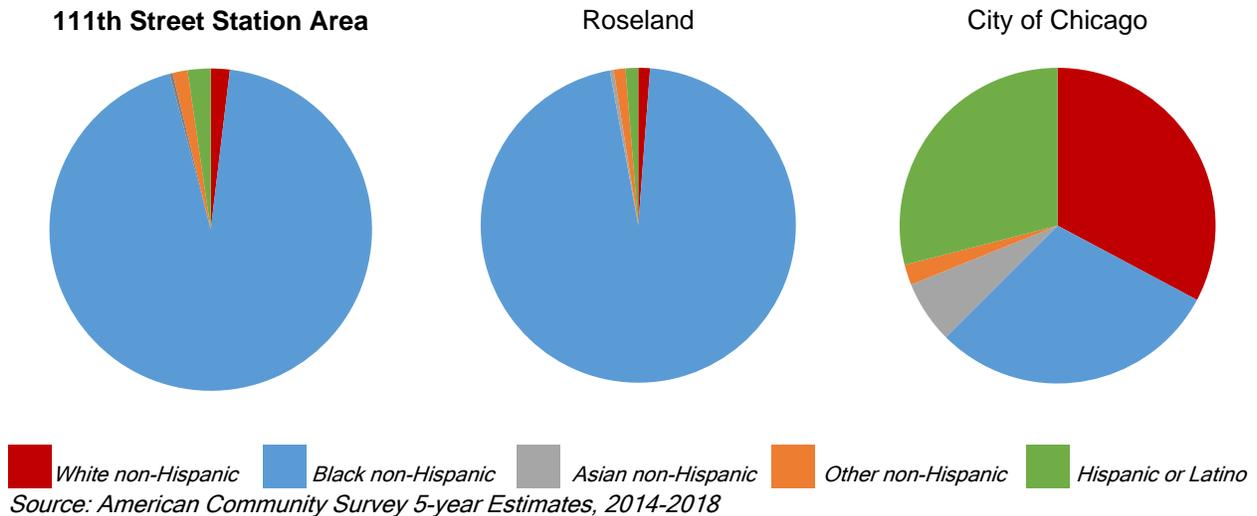
	2000	2010	2018	Change 2010 - 2018	Change 2000 - 2018
111th Station	9,886	8,877	7,199	-18.9%	-27.2%
Project Area	129,358	107,737	102,993	-4.4%	-20.4%
Roseland	52,723	44,619	41,106	-7.9%	-22.0%
City of Chicago	2,896,016	2,695,598	2,718,555	0.9%	-6.1%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018



Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Figure 4-13: 111th Street Station Area Median Household Income



Source: American Community Survey 5-year Estimates, 2014-2018

Figure 4-14: 111th Street Station Area Race and Ethnicity Comparison

Land Use

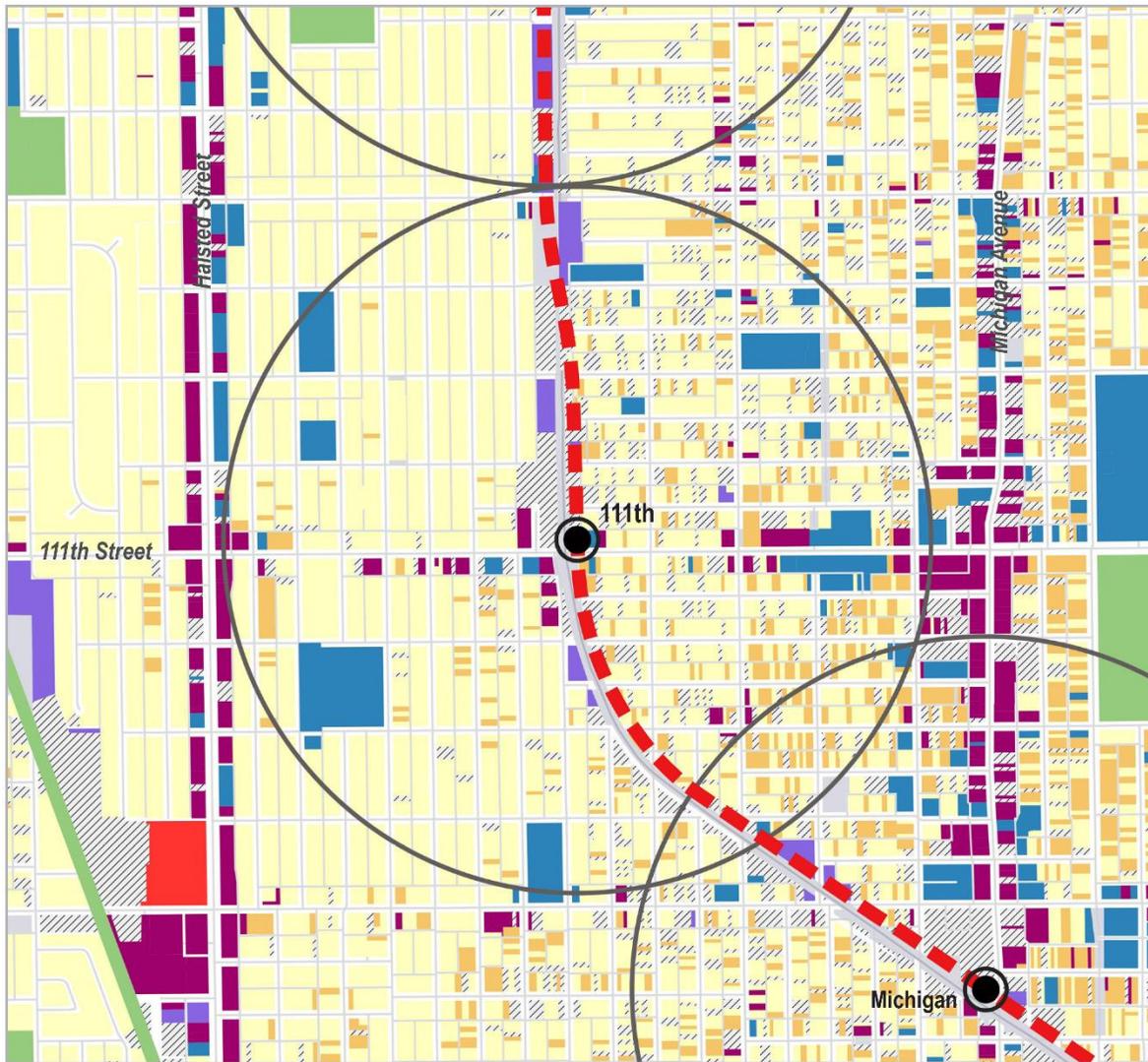
The area within a half mile radius around the proposed 111th Street station includes land along the UPRR which is largely industrial, urban mixed-use, single-family residential, and vacant land. Along 111th Street, development is mostly single-family residential with some urban mixed-use and institutional uses, including Roseland Community Hospital. The remainder of the station area consists of single-family residential uses, several institutional uses (churches and schools), and limited multifamily residential uses. (See Figure 4-16 for a map of station area land uses.)

Housing

Neighborhoods surrounding the station are primarily comprised of single-family homes with one to four bedrooms. The housing typologies are a mix of worker's cottages, cottage-style bungalows, and some varying architectural styles of two flats. There are some small multifamily buildings scattered across the residential blocks such as Wentworth Commons, a permanent supportive housing building for formerly houseless individuals built in 2006, and Holland Apartments. Just under 90 percent of the housing stock in the station area was built prior to 1970, including slightly over 40 percent before 1940. Residential structures on the east side of the rail alignment were mostly built during the late 19th century and early 20th century. However, many have been vacated or torn down due to deterioration as well as the blows of disinvestment and redlining. Homes south of 110th Street in the blocks between Parnell Avenue and the UPRR tracks were built predominantly during the 1920s, while homes beyond Parnell Avenue were built in the 1950s after World War II. Most of these homes are intact, well-maintained, and occupied. (See Figure 4-15, Figure 4-17, Figure 4-18, and Figure 4-19 for examples of station area housing.)



Figure 4-15: Residential character at 110th Street and Perry Avenue in the northeast part of the 111th Street station area



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset; unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

111th Station Area Land Use

- Single-Family Residential
- Multi-Family Residential
- Retail Commercial
- Urban Mixed Use
- Transportation, Communication & Utilities

- Institutional
- Industrial
- Parks & Open Space
- Vacant Land
- Water

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- Railroads



Figure 4-16: 111th Street Station Area Land Use



Figure 4-17: Residential character on Normal Avenue in the northwest part of the 111th Street station area



Figure 4-18: Residential character on Eggleston Avenue in the southwest part of the 111th Street station area



Figure 4-19: Residential character at 112th Street and Perry Avenue in the southeast part of the 111th Street station area

Table 4-5: 111th Street Station Area Housing Units and Tenure

2018	Total Housing Units	Occupied Units	Owner-Occupied*	Renter-Occupied*	Vacant Units
111th Station Area	2,916	72.4%	56.6%	43.4%	27.6%
Project Area	43,724	86.3%	59.3%	40.7%	13.7%
Roseland	17,801	79.6%	54.0%	46.0%	20.4%
City of Chicago	1,208,699	87.4%	45.0%	55.0%	12.6%

*Note that Owner-Occupied and Renter-Occupied percentages are of total occupied units, not total housing units.

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Table 4-6: 111th Street Station Area Housing Types, 2014-2018 Estimates

	Single-family, Detached	Single-family, Attached	2 Units	3 - 4 Units	5 or More Units
111th Station Area	66.0%	1.2%	16.3%	7.5%	9.0%
Project Area	62.1%	9.8%	11.2%	5.7%	11.3%
Roseland	59.2%	8.1%	12.7%	7.6%	11.8%
City of Chicago	26.0%	3.5%	14.5%	14.9%	41.0%

Source: American Community Survey 5-year Estimates, 2014-2018

Retail and Commercial

Running east-west through the station area is the 111th Street corridor, which was designed to be commercial by nature in the overall city planning scheme. However, there is minimal retail in this station area and the 111th Street corridor plays a much more secondary role as a connector between the heavy commercial mixed-use streets on Halsted and Michigan just beyond the boundary of the half mile radius station area. A few small fast food restaurants are located near Roseland Community Hospital (111th Street and Perry Avenue) and two convenience/local markets are near 111th Street and Parnell Avenue. Most retail zoned parcels are either vacant or being used for non-retail uses, such as places of worship or office space.

Industrial

Multiple industrial parcels exist within the station area, including South Shore Iron Works and Ransom Transportation just north of 110th Street. Many industrial parcels are currently vacant.

Institutional

Roseland Community Hospital, which anchors the Roseland Medical District, is on 111th Street at the eastern edge of the station area. Several schools are located in the district, including Alex Haley Academy Elementary School, Curtis Elementary School, Mildred Lavizzo Elementary School, Gwendolyn Brooks College Prep Academy High School, Christian Fenger High School and Dunne Technology Academy. The other local institutions are places of worship or community services such as the Agape Community Center, A Little Bit of Heaven Shelter, Youth Peace Center

of Roseland, WIC (Women in Crisis) Program, and Roseland Christian Ministries. Though outside the station area, the Pullman Branch of the Chicago Public Library serves the broader Roseland community area.

Urban Character and Vacancy

The station area is divided into two distinct areas separated by the UPRR tracks which run north-south with a bend toward the southeast to the south of 111th Street. 111th Street is a two-lane, two-way road with parking on both sides. (See Figure 4-20 and Figure 4-24 for section drawings of 111th Street.) Buildings along 111th Street vary from homes with 15-foot front yard setbacks to one to two-story commercial buildings built immediately along the property line against the sidewalk. (See Figure 4-21, Figure 4-22, and Figure 4-23.) The intersection of 111th Street and Parnell Avenue has two single-family homes on the northern two corners, and two two-story corner developments on the south, each having a wider frontage of sidewalk in front of the store for congregating, deliveries, or outdoor sales. However, many community social services and churches near the station have modest parking lots directly adjacent to their buildings, breaking up the streetscape and making these standalone buildings seem like destinations instead of integrated into a walkable neighborhood. Sidewalks in the neighborhood are narrow due to the previously industrial nature of this area. The streetscape starts to soften with the presence of parkway trees further east in more residential zones. (See Figure 4-26 for a map of station area assets.)

There are multiple vacant parcels within the station area, including a 3.5-acre parcel west of the railroad tracks between 110th Street and 111th Street and smaller parcels to the west of the tracks.

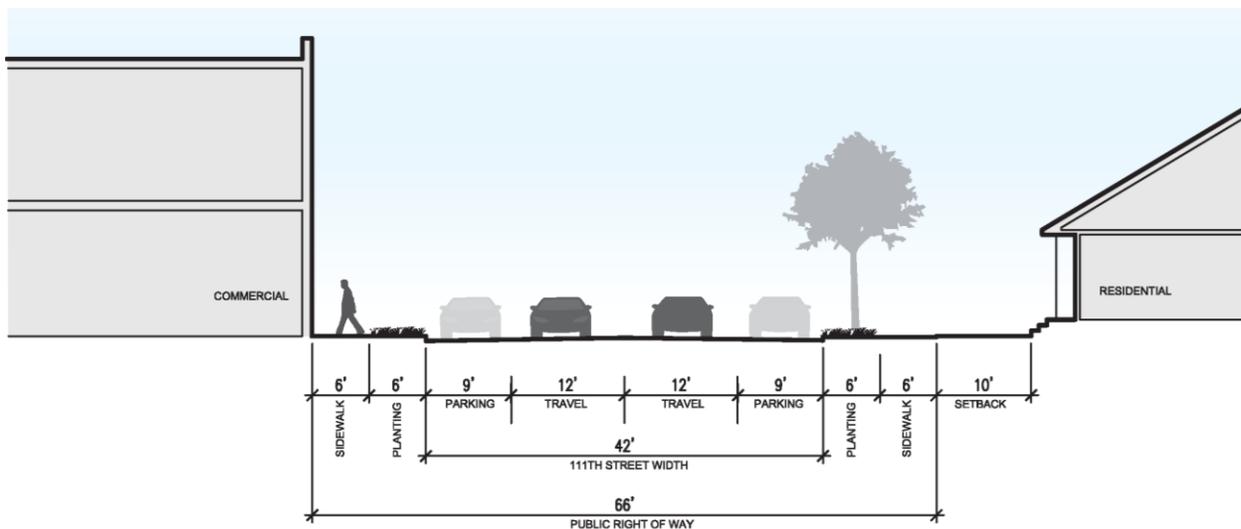


Figure 4-20: Typical section along 111th Street on the 500 West block between Parnell Avenue and Normal Avenue



Figure 4-21: Typical streetscape along 111th Street on the 500 West block between Parnell Avenue and Normal Avenue



Figure 4-22: 111th Street and Normal Avenue looking west



Figure 4-23: 111th Street looking east toward the Agape Center (left) at the proposed station location

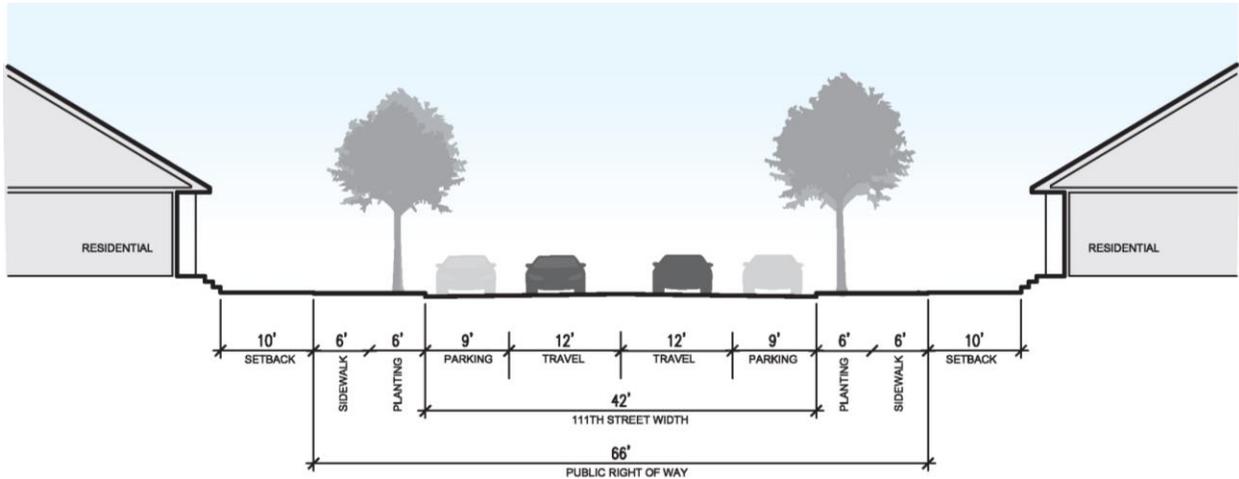


Figure 4-24: Typical section along 111th Street on the 300 West block between Princeton Avenue and Stewart Avenue

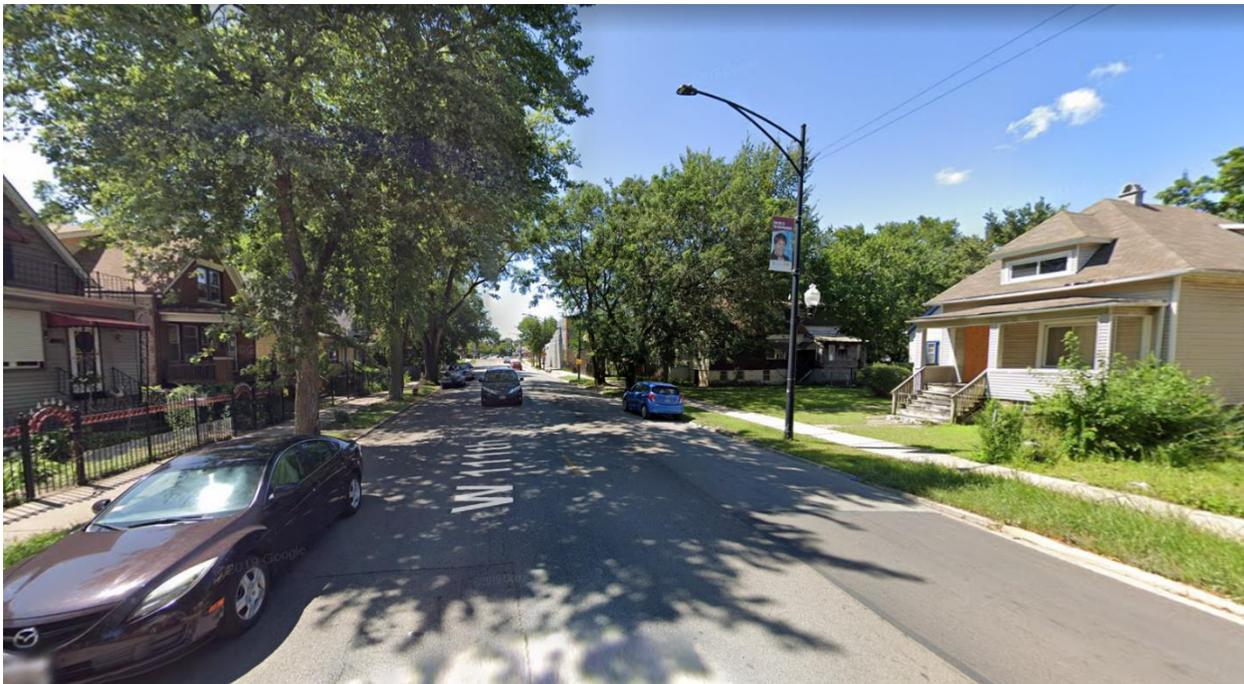
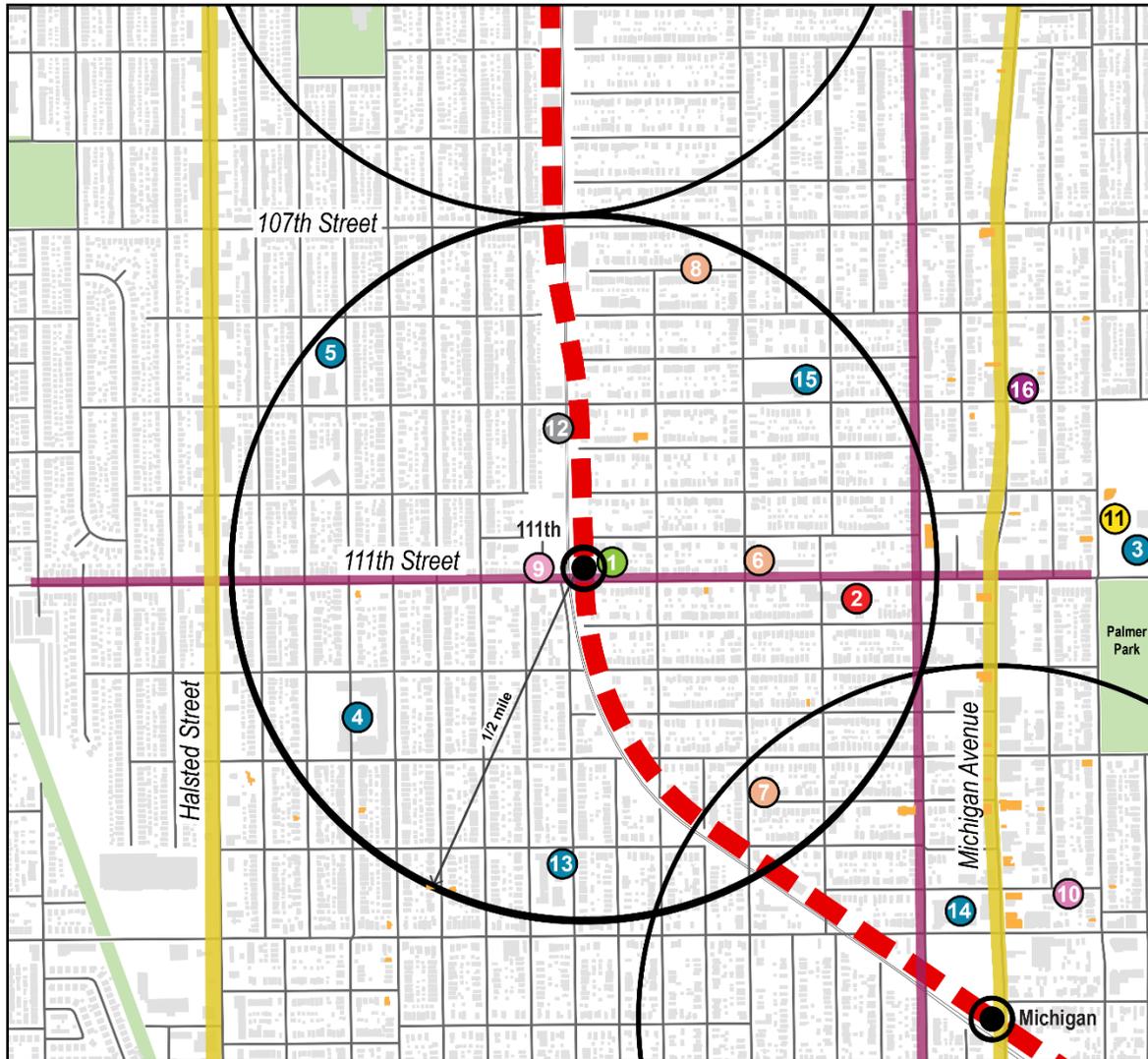


Figure 4-25: Typical streetscape along 111th Street on the 300 West block between Princeton Avenue and Stewart Avenue



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Landmarks Historic Resource Survey, 2019; Assets - Solomon Cordwell Buenz, 2020

LEGEND

- | | | | | | |
|--|-------------------------------|--|---------------|--|----------------------------------|
| | RLE Station Entrance | | School | | Supportive |
| | RLE Centerline | | Hospital | | Chicago Historic Resource Survey |
| | RLE 1/2 Mile Station Area | | Health Ctr | | Orange Rated |
| | Parks | | Community Ctr | | |
| | Primary Commercial Corridor | | Library | | |
| | Secondary Commercial Corridor | | Fire Station | | |

ASSETS

- | | | |
|---|------------------------------------|---|
| 1 - Agape Community Center | 5 - Dunne Technology Academy | 11 - Pullman Branch, Chicago Public Library |
| 2 - Roseland Community Medical District | 6 - Wentworth Commons | 12 - South Shore Iron Works |
| 3 - Gwendolyn Brooks College Prep Academy High School | 7 - A Little Bit of Heaven Shelter | 13 - Alex Haley Academy Elementary School |
| 4 - Christian Fenger High School | 8 - Holland Apartments | 14 - Curtis Elementary School |
| | 9 - Youth Peace Center of Roseland | 15 - Mildred Lavizzo Elementary School |
| | 10 - WIC (Women in Crisis) Program | 16 - Chicago Fire Department |



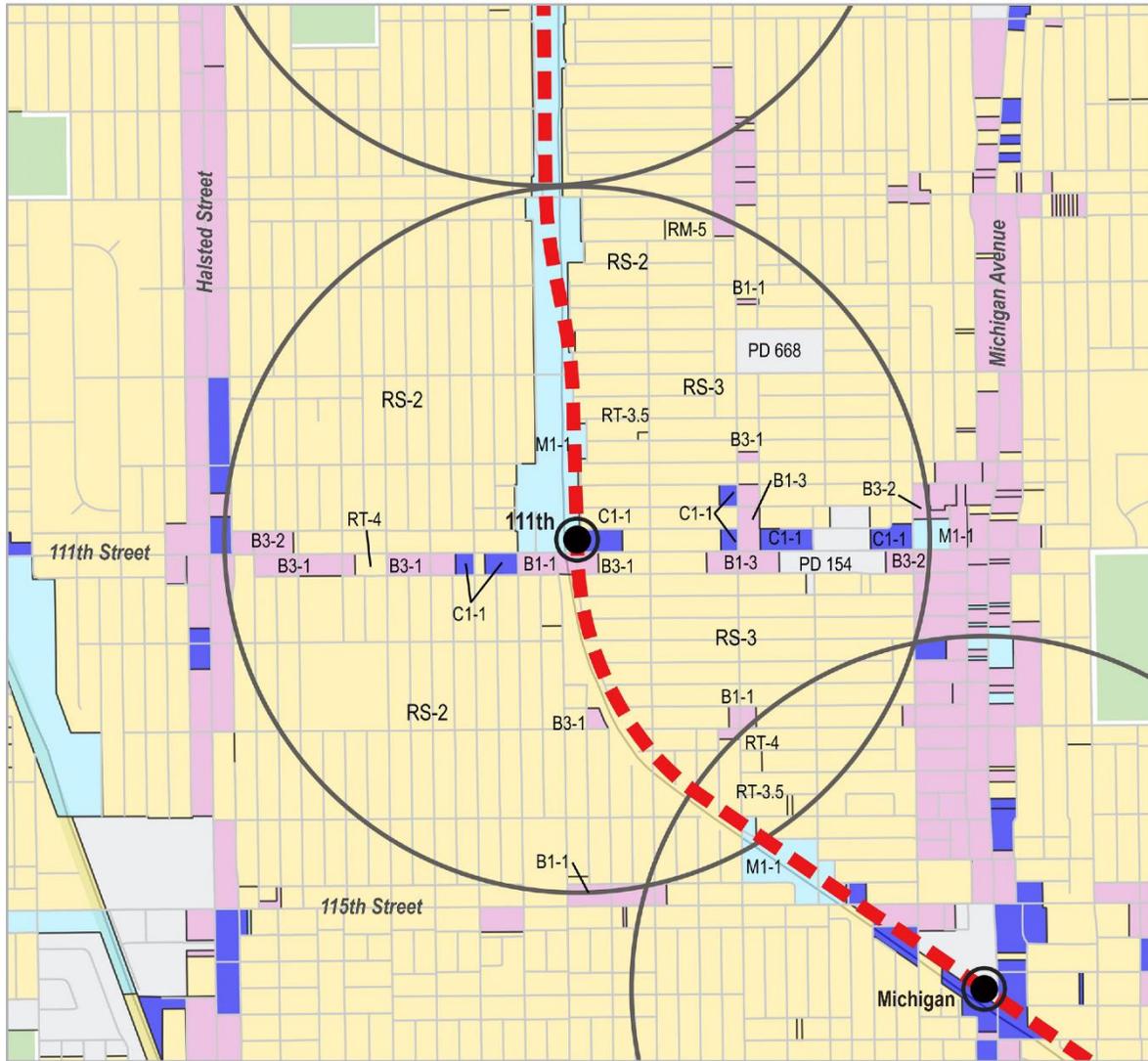
Figure 4-26: 111th Street Station Area Character and Assets

Transportation

The 111th Street station area is currently served by CTA bus routes #108 Halsted/95th, #8A South Halsted, #111 111th/King Drive, and #115 Pullman/115th, along with Pace Route 352 South Halsted. Bus stops are located approximately every other block along 111th Street, Halsted Street, 115th Street, and Michigan Avenue. The newly renovated 111th Street Metra station on the ME Line is located further east of the station area. The station area bike network includes on-street bike lanes and shared lanes on 111th Street, State Street, and 115th Street. Major arterial corridors in this community area include 111th Street, Halsted Street, State Street and Michigan Avenue. Section 4.2.2 discusses station area mobility in greater detail.

Zoning

The majority of the land in the 111th Street station area has been assigned to single-family residential zoning districts RS-2 and RS-3. Along the 103rd Street corridor, a number of parcels are zoned for business uses in the B1-1 to B3-2 districts, with a handful of parcels assigned to more dense commercial zoning districts. There are also small clusters of parcels zoned for single-family residential use on both the north and south sides of 103rd Street. To the east of the proposed station location, the Roseland Community Hospital is in a planned development district. The Halsted Street and Michigan Avenue commercial corridors just outside the station area are primarily assigned business zoning, with a few commercially zoned parcels clustered along each corridor. Extending north from the center of the station area, a stretch of land surrounding the UPRR rail alignment is classified for manufacturing uses. (See Figure 4-27 for a map of all of the zoning districts applied in the 111th Street station area.)



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries - Zoning Districts Shapefile, July 2018, downloaded October 2020.

LEGEND

111th Station Zoning Districts

- | | |
|--------------------------|----------------------------|
| Business (B) | RLE Station Entrance |
| Commercial (C) | RLE Center Line |
| Manufacturing (M) | RLE 1/2-mile Station Areas |
| Residential (R) | Railroads |
| Planned Development (PD) | Parks |



Figure 4-27: 111th Street Station Area Zoning

4.2.2 111th Street Station Area Access

Transit Access

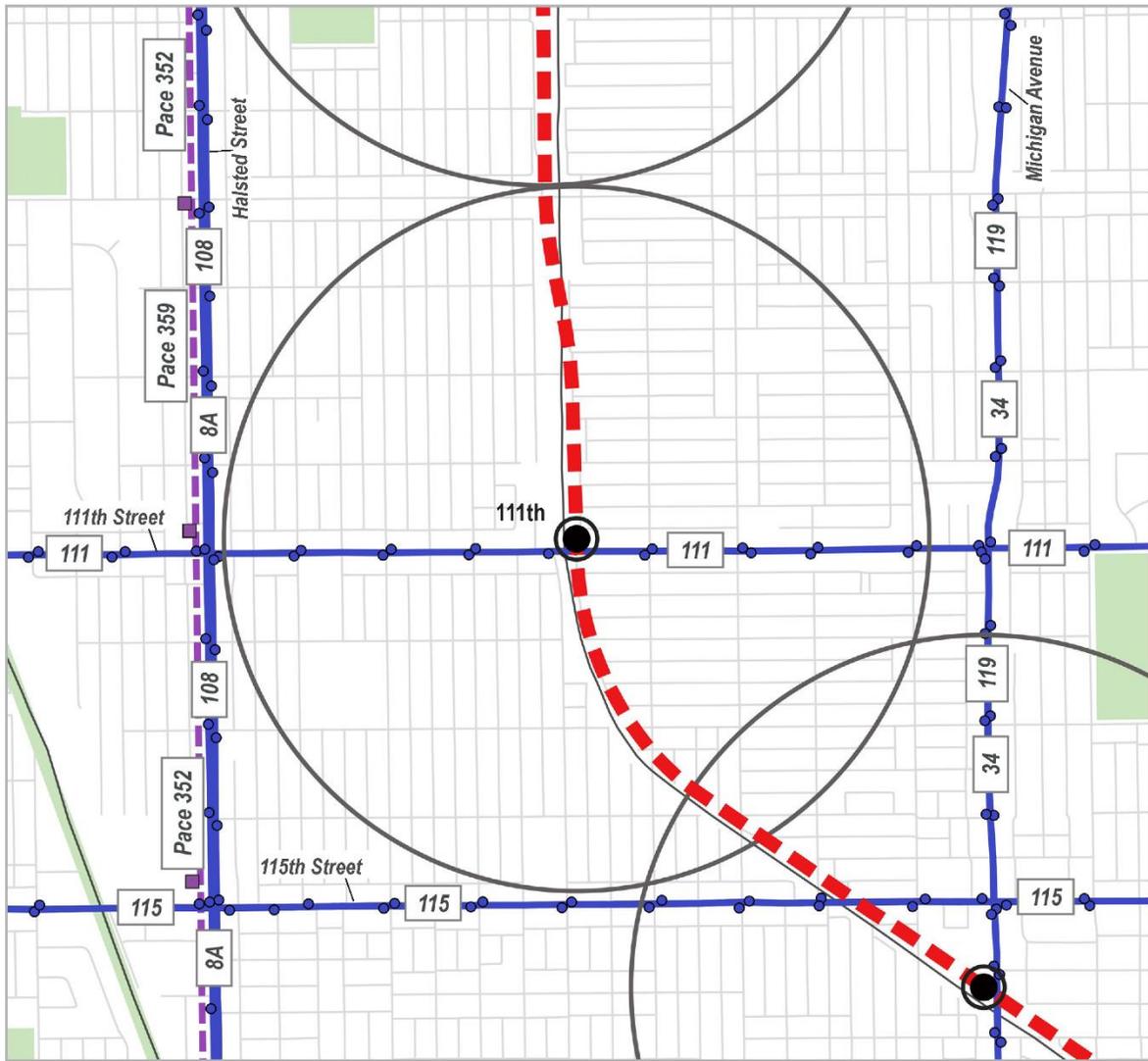
As presented in Figure 4-28, the 111th Street station area is currently served by CTA bus routes #108 Halsted/95th, #8A South Halsted, #111 111th/King Drive, and #115 Pullman/115th, along with Pace Route 352 South Halsted. Bus stops are located typically every other block along 111th Street, Halsted Street, 115th Street, and Michigan Avenue. Bus stops include both posted signs and shelters. All bus routes are accessible. The newly renovated 111th Street Metra station on the ME Line is located further east of the station area, connected by CTA route #111. This Metra station is not ADA accessible.

Pedestrian Access

Sidewalks are generally in place along both sides of all grid streets in the station area. Some sidewalks terminate immediately at the UPRR where the streets terminate or transition to alleys. Sidewalks vary in width and condition. Those in the area close to the UPRR are either missing due to streets transitioning to gravel alleys or are in disrepair, particularly along Stewart Avenue and Eggleston Avenue. The area immediately on the east side of the proposed station site includes narrow sidewalks, sidewalks in disrepair, some missing ADA plates, and worn crosswalks. The area immediately west of the proposed station is in better condition. Along with the recent addition of bike lanes on 111th Street, crosswalks at intersections (signalized and unsignalized) were updated. No pedestrian gates exist at the UPRR at-grade crossings.

Marked mid-block crossings with ADA ramps are located at major destinations such as parks, churches, and schools. 111th Street has a new mid-block crossing in front of Roseland Hospital to better connect the hospital with its parking lot. In this area, the on-street bike lanes transition to shared lanes. Many driveways and alley access points are located along major collector and arterial roadways, creating conflict points between pedestrians and vehicular traffic. Standard street lighting is currently present throughout the station area along the north side of the street. 115th Street is a school Safe Passage route.

The Union Pacific Railroad (UPRR) presents a barrier to mobility by east-west movements, with the only roadways in the station area crossing the UPRR being 107th Street, 109th Street, 111th Street, and Wentworth Avenue. Sidewalks near UPRR at-grade crossings at 107th Street and 109th Street are in poor condition. Intersections are signalized at major street crossings and have marked crosswalks and ADA ramps. Many unsignalized intersections with local streets along 111th Street have marked crosswalks.



Source: Chicago Transit Authority, CTA Bus Stop and Bus Route Shapefiles, September 2020; Pace Suburban Bus, Pace Bus Stop and Bus Route Shapefiles, February 2020.

LEGEND

111th Station Transit Assets

- CTA Bus Stops
- CTA Bus Routes
- Pace Bus Stops
- Pace Bus Routes
- RLE Station Entrance
- - - RLE Center Line
- RLE 1/2-mile Station Areas
- Parks
- Water Body



Figure 4-28: 111th Street Station Area Transit Network

Bicycle Access

The station area bike network includes on-street bike lanes, shared lanes, and Divvy bikes. The Major Taylor Trail is located to the west of the station area. As previously presented, bike facilities along 111th Street include a combination of marked shared lanes and on-street bike lanes, traveling from Major Taylor Trail on the west to Cottage Grove Avenue on the east and directly connecting to the 111th Street station area. A future proposal includes extending the on-street bike lanes from Cottage Grove Avenue to Doty Avenue with a connection to Pullman.

Bike facilities are also located nearby on State Street and on 115th Street. State Street is on the east end of the station area and accommodates bikes with a combination of marked shared lanes and on-street bike lanes between I-94 and 119th Street. Extension of the State Street on-street bike lanes is proposed between 115th Street and 127th Street. 115th Street includes a combination of marked shared lanes and on-street bike lanes between Major Taylor Trail on the west and Cottage Grove Avenue on the east and would also connect to the Michigan Avenue station area. A future proposal for 115th Street is to convert the marked shared lanes to on-street bike lanes between State Street and Doty Avenue.

Divvy Bike Stations are located at:

- 111th Street and Halsted Street
- 111th Street and Wentworth Avenue

Roadway Access

Streets within the station are generally well connected, consisting of a grid network with adjacent sidewalks. North-south local streets are generally oriented as one-way streets, with collector streets having a two-way orientation. Key station area access routes include 111th Street as the east-west access with State Street and Halsted Street (previously described) providing north-south access.

111th Street is a two-lane, two-way road with parking on both sides. It is under Cook County jurisdiction between Halsted Street and Cottage Grove Avenue and under IDOT jurisdiction both west of Halsted Street and east of Cottage Grove Avenue. 111th Street crosses the UPRR at-grade and is designated as a snow route. Signalized intersections along 111th include Halsted Street, Normal Avenue, Wentworth Avenue, State Street, and Michigan Avenue.

State Street is under the jurisdiction of Cook County between 115th and 119th Streets and is under IDOT jurisdiction between 119th and 127th Streets. State Street has a typical overall width of about 42 feet, with one travel lane in each direction, free on-street parking, and on-street bike lanes north of 115th Street. This street has an at-grade crossing with the UPRR south of 115th Street. Signalized intersections are located at 115th Street and 119th Street.

On-street parking is provided in the following locations:

- Along neighborhood streets
- 111th Street—free, unregulated parking
- 107th Street—free, with peak hour parking restrictions
- 115th Street—free, unregulated parking

4.3 Michigan Avenue Station Area

The third station on the Red Line Extension will be located on Michigan Avenue south of 115th Street in the West Pullman community area. The RLE is proposed to travel northwest to southeast diagonally through the area on the northeast side of the existing UPRR tracks, which transition from street-level to elevated atop an embankment between State Street and Michigan Avenue. The proposed elevated station would be located above Michigan Avenue, with entrances on both the east and west sides of the street. This area is just south of the historic Michigan Avenue Commercial Corridor, which extends from 111th Street to 115th Street.

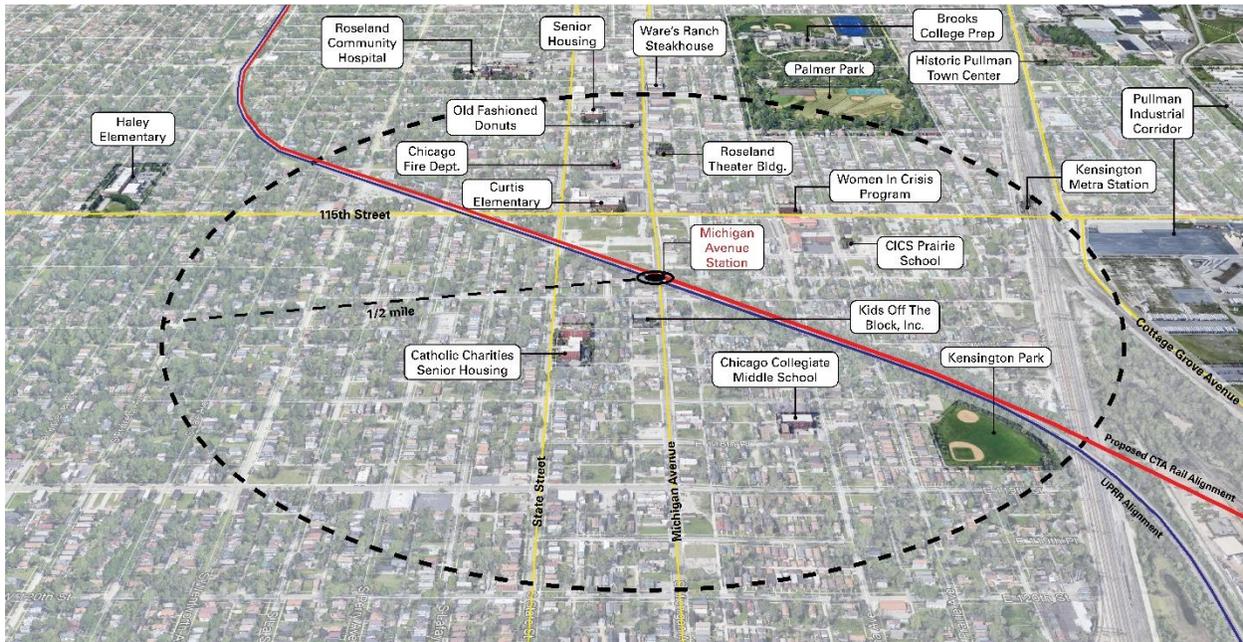


Figure 4-29: Michigan Avenue Station Area Assets Aerial Diagram

4.3.1 Michigan Avenue Station Area Character Analysis

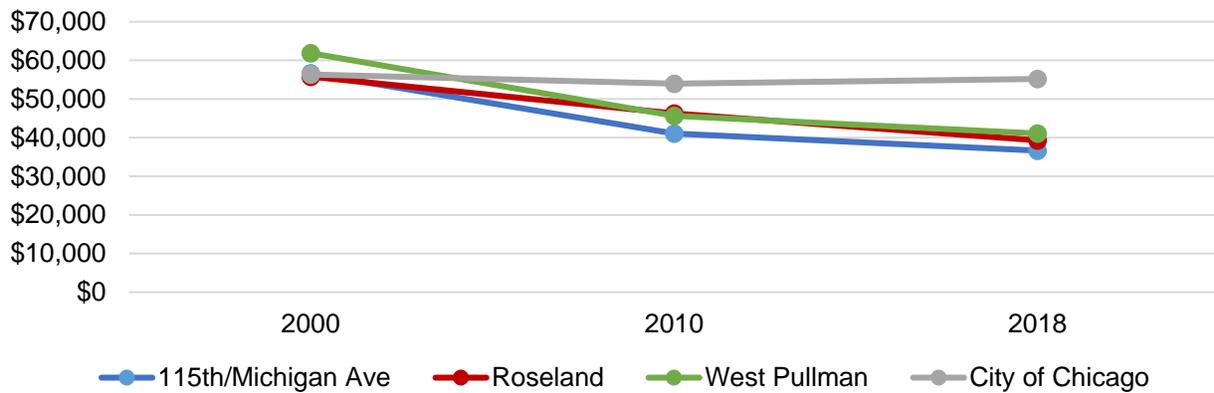
Demographics

Residents of the Michigan Avenue station area comprise approximately 16 percent of the population of Roseland and six percent of the population of the project area overall. The total population of the station area has been steadily declining for the past 20 years. The ethnic makeup of Michigan Avenue station area residents is overwhelmingly Black, with a sizeable Hispanic population, 16 percent, relative to other station areas. Whites, Asians, and people of other ethnic backgrounds comprise less than ten percent of the population. The median annual income in the station area has seen significant decline over the past 20 years in parallel with other areas of the Far South Side.

Table 4-7: Michigan Avenue Station Area Population Trends

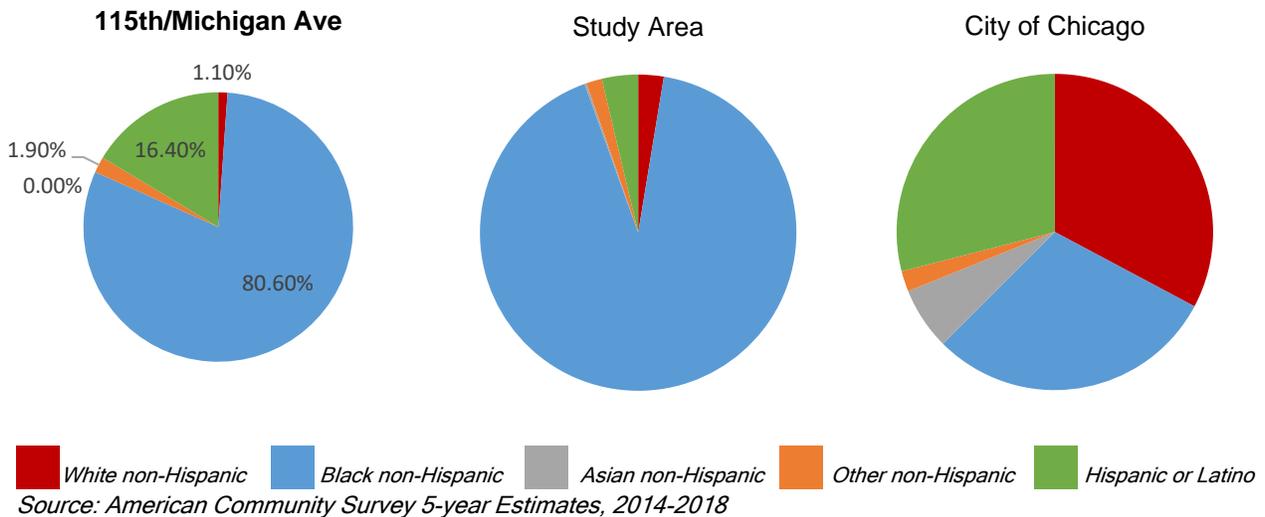
	2000	2010	2018	Change 2010 - 2018	Change 2000 - 2018
Michigan Avenue Station Area	10,858	9,267	6,480	-30.1%	-40.3%
Project Area	129,358	107,737	102,993	-4.4%	-20.4%
Roseland	52,723	44,619	41,106	-7.9%	-22.0%
West Pullman	36,649	29,640	27,471	-7.3%	-25.0%
City of Chicago	2,896,016	2,695,598	2,718,555	0.9%	-6.1%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018



Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Figure 4-30: Michigan Avenue Station Area Median Household Income



Source: American Community Survey 5-year Estimates, 2014-2018

Figure 4-31: Michigan Avenue Station Area Race and Ethnicity Comparison

Land Use

Similar to the 111th Street station area, the area within a half mile radius around the proposed Michigan Avenue station includes urban mixed-use, multifamily residential, single-family residential, and vacant land. There are also some institutional uses such as churches and schools in the station area. (See Figure 4-33 for a station area land use map).



Figure 4-32: Existing mixed-use buildings adjacent to the proposed station location on Michigan Avenue (L) and the Roseland Theater Building (R) just north of 113th Place and Michigan Avenue

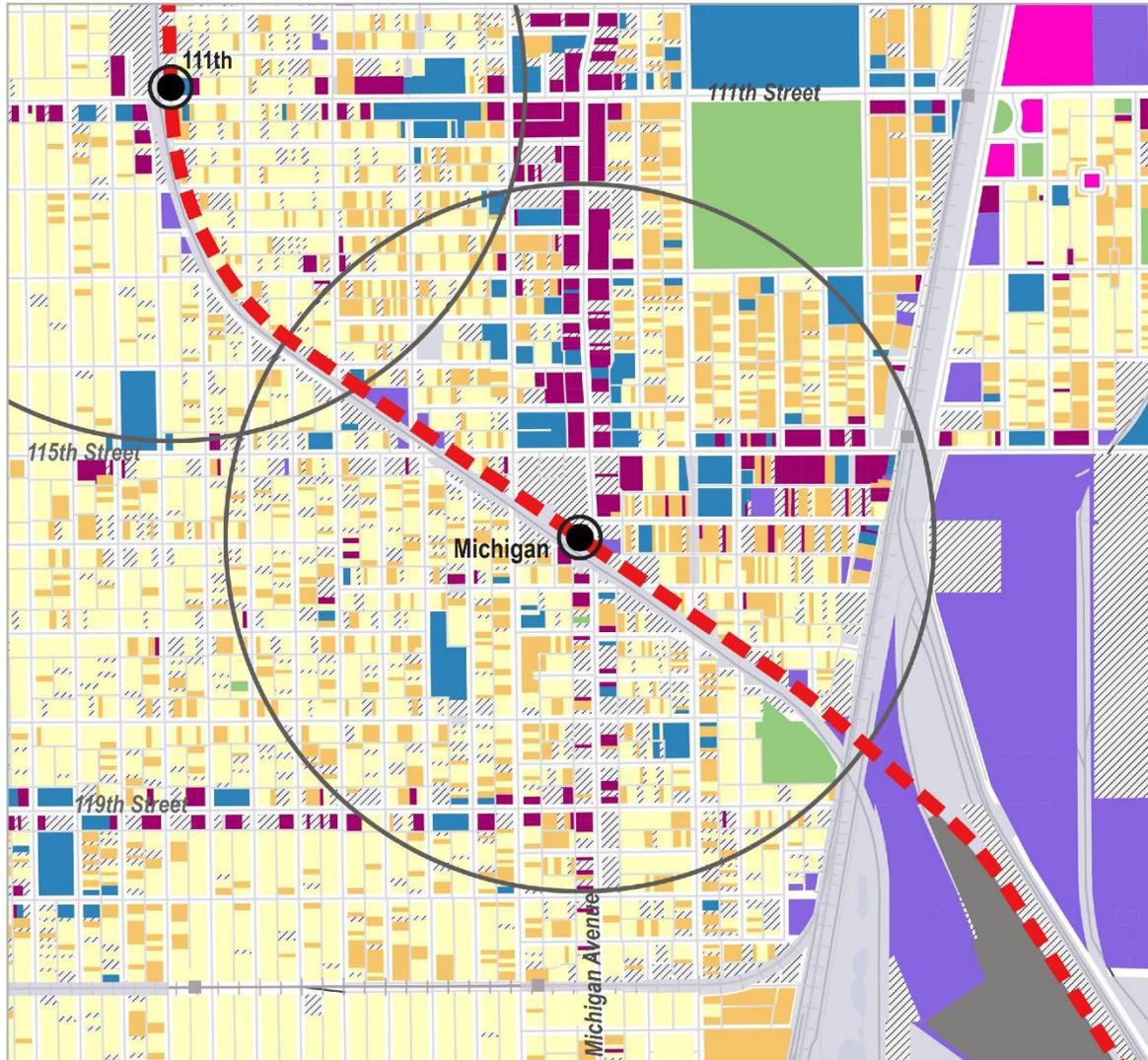
Housing

Most existing residential development consists of a mix of single-family bungalows and cottages with one to four bedrooms and multifamily brick two-flats and six-unit residential buildings scattered throughout the area. The area to the south and west of the UPRR features more single-family homes, while the area north and east of the UPRR tend towards more multifamily development. Roughly 85 percent of the housing stock in the station area was built prior to 1970, including nearly 60 percent before 1940.

Table 4-8: Michigan Avenue Station Area Housing Units and Tenure

2018	Total Housing Units	Occupied Units	Owner-Occupied	Renter-Occupied	Vacant Units
Michigan Avenue Station Area	3,155	69.6%	45.4%	54.6%	30.4%
Project Area	42,732	86.3%	59.3%	40.7%	13.7%
Roseland	17,801	79.6%	54.0%	46.0%	20.4%
West Pullman	11,265	79.4%	64.3%	35.7%	20.6%
City of Chicago	1,208,699	87.4%	45.0%	55.0%	12.6%

Source: American Community Survey 5-year Estimates, 2014-2018



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

Michigan Station Area Land Use

- | | | |
|---|--------------------|----------------------------|
| Single-Family Residential | Industrial | RLE Station Entrance |
| Multi-Family Residential | Parks & Open Space | RLE Center Line |
| Urban Mixed Use | Vacant Land | RLE 1/2-mile Station Areas |
| Entertainment & Hotel | Water | RLE Rail Yard |
| Institutional | | Metra Rail Stations |
| Transportation, Communication & Utilities | | Metra Rail Lines |
| | | Railroads |
| | | Interstate Hwy |

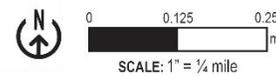


Figure 4-33: Michigan Avenue Station Area Land Use

Table 4-9: Michigan Avenue Station Area Housing Types, 2014-2018 Estimates

	Single-family, Detached	Single-family, Attached	2 Units	3 - 4 Units	5 or More Units
Michigan Avenue Station Area	38.4%	1.3%	33.6%	15.1%	11.6%
Project Area	62.1%	9.8%	11.2%	5.7%	11.3%
Roseland	59.2%	8.1%	12.7%	7.6%	11.8%
West Pullman	70.5%	2.8%	16.4%	4.5%	4.6%
City of Chicago	26.0%	3.5%	14.5%	14.9%	41.0%

Source: American Community Survey 5-year Estimates, 2014-2018

Retail and Commercial

Most of the retail in the Michigan Avenue station area is located along the Michigan Avenue corridor between 111th and 115th Streets. There is an intact street wall of one to three-story retail buildings, many of them historic with a wide range of uses such as department store, grocery, furniture, jewelry, clothing, and gyms. A Family Dollar anchors the northern end of the corridor at 111th Street and Michigan Avenue. South of the station on Michigan Avenue, development is scattered with just a few one to two-story retail buildings housing basic services such as food marts and hardware stores. Much of this segment of Michigan Avenue has high vacancy rates and empty or boarded up storefronts, while other buildings are occupied by non-commercial uses such as storefront churches. However, there are a number of successful local businesses interspersed along the corridor, such as Old Fashioned Donuts.

Industrial

There are three industrially zoned sites in this station area which are vacant parcels or buildings. East of the station area, in the Riverdale and Pullman neighborhoods there are recent industrial and manufacturing developments adjacent to Lake Calumet.

Institutional

Several institutional uses are located within this station area, including churches and schools. Curtis Elementary School on 115th Street and the Songhai Learning Institute north of 118th Street are two larger parcels west of Michigan Avenue, while St. John Missionary Baptist Church occupies a large parcel at 115th Street and Indiana Avenue. Additional area schools are CICS Prairie, Alex Haley Academy Elementary School, West Pullman Elementary School, Gwendolyn Brooks College Prep Academy High School, and Chicago Collegiate Middle School and High School. Other institutional uses include many small storefront churches, a fire station on 114th Street, Roseland Theater Arts Building on Michigan Avenue, Chicago Mental Health Clinic, and Pullman Branch Chicago Public Library.

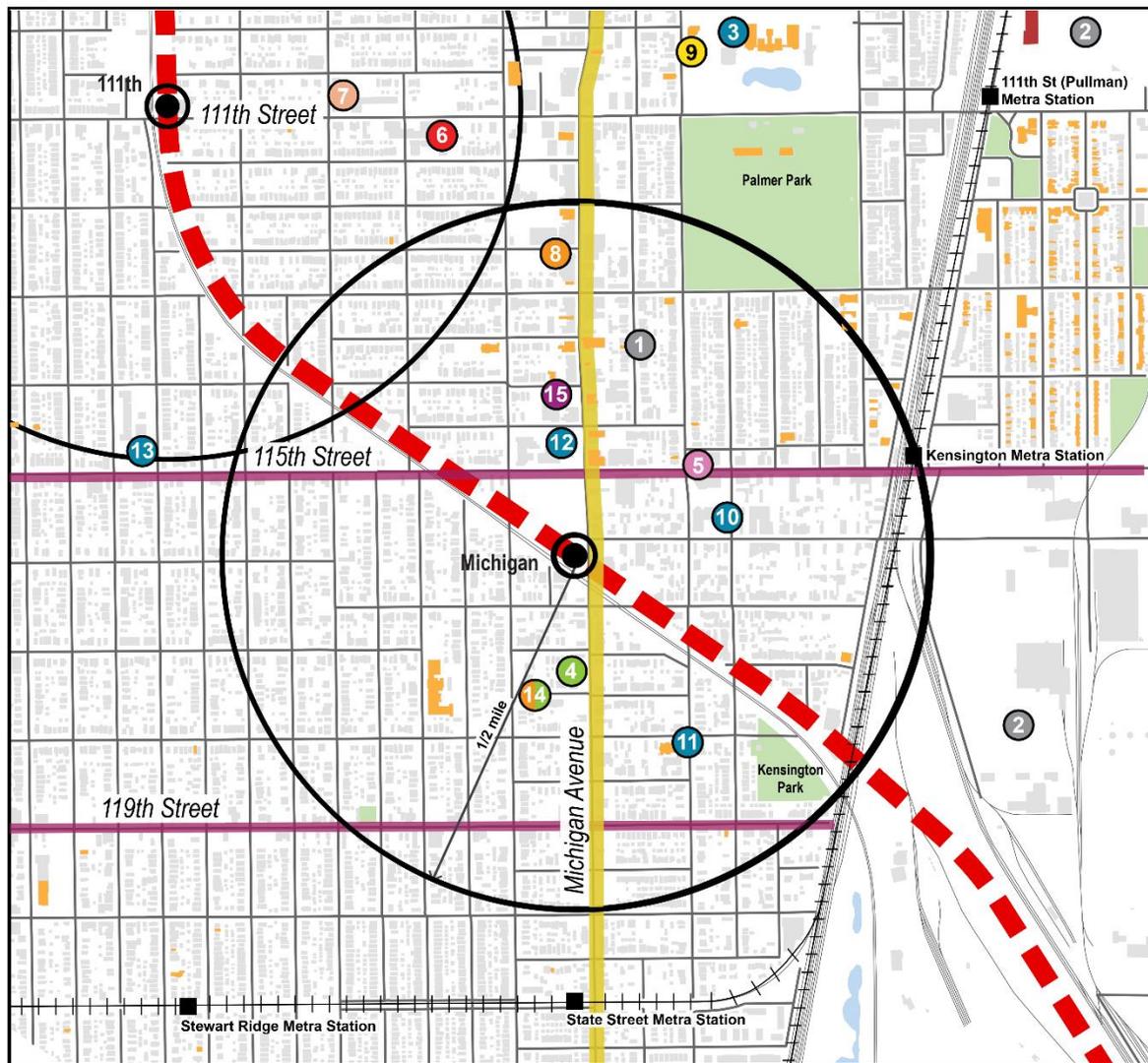
Urban Character and Vacancy

The Michigan Avenue station area is a mix of one to two-story residential neighborhoods, a major commercial corridor, and mixed-use corridors; it also borders an industrial zone. Directly south of the proposed station, the existing rail embankment forms a large physical barrier. Michigan Avenue runs narrowly under the rail line with sidewalks on each side. Both north and south of the station, Michigan Avenue is pedestrian friendly with large sidewalks, plantings, and streetlights. Although Michigan Avenue is a major north-south commercial corridor, it maintains a small 66-foot right-of-way, contrasting with major arterials that have 100-foot rights-of-way such as Halsted Street and Western Avenue. The narrower right-of-way helps preserve the walkable character of a historical shopping district (See Figure 4-36 for a section drawing of the Michigan Avenue commercial corridor). 115th and 119th Streets are also very walkable, with wide sidewalks and storefront entrances located directly on the pedestrian right-of-way. Portions of 115th and 119th Streets are lined with residential single-family homes that are set back from the sidewalk and fenced. The residential streets are mostly one-way streets with parallel parking on both sides of the driving lane (See Figure 4-39). Two major public parks, Palmer Park and Kensington Park, are near the station area (See Figure 4-35 for a map of the station area assets).

There are numerous vacant parcels in the station area. One of the larger vacant parcels is immediately north of the proposed station location between State Street and Michigan Avenue. The six-acre site was a former Jewel-Osco anchored shopping center that was demolished in 2005.



Figure 4-34: Proposed station location northeast of the UPRR tracks and south of 115th Street as seen from the east side of Michigan Avenue



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Landmarks Historic Resource Survey, 2019; Assets - Solomon Cordwell Buenz, 2020

LEGEND

- | | | |
|---------------------------|-------------------------------|---|
| RLE Station Entrance | School | Affordable Housing Types |
| RLE Centerline | Health Ctr | Senior |
| RLE 1/2 Mile Station Area | Community Ctr | Supportive |
| Railroads | Library | Chicago Historic Resource Survey |
| Metra Station | Fire Station | Orange Rated |
| Parks | Primary Commercial Corridor | Red Rated |
| Water Body | Secondary Commercial Corridor | |

ASSETS

- | | | |
|---|--|---|
| 1 - Roseland Theater Building | 4 - Kids off the Block | 10 - CICS Prairie |
| 2 - Pullman Industrial Corridor | 5 - WIC (Women in Crisis) Program | 11 - Chicago Collegiate Middle School |
| 3 - Gwendolyn Brooks College Prep Academy High School | 6 - Roseland Hospital | 12 - Curtis Elementary School |
| | 7 - Wentworth Commons | 13 - Alex Haley Academy Elementary School |
| | 8 - Chicago Mental Health Clinic | 14 - Catholic Charities |
| | 9 - Pullman Branch, Chicago Public Library | 15 - S. Michigan Fire Department |



Figure 4-35: Michigan Avenue Station Area Character and Assets

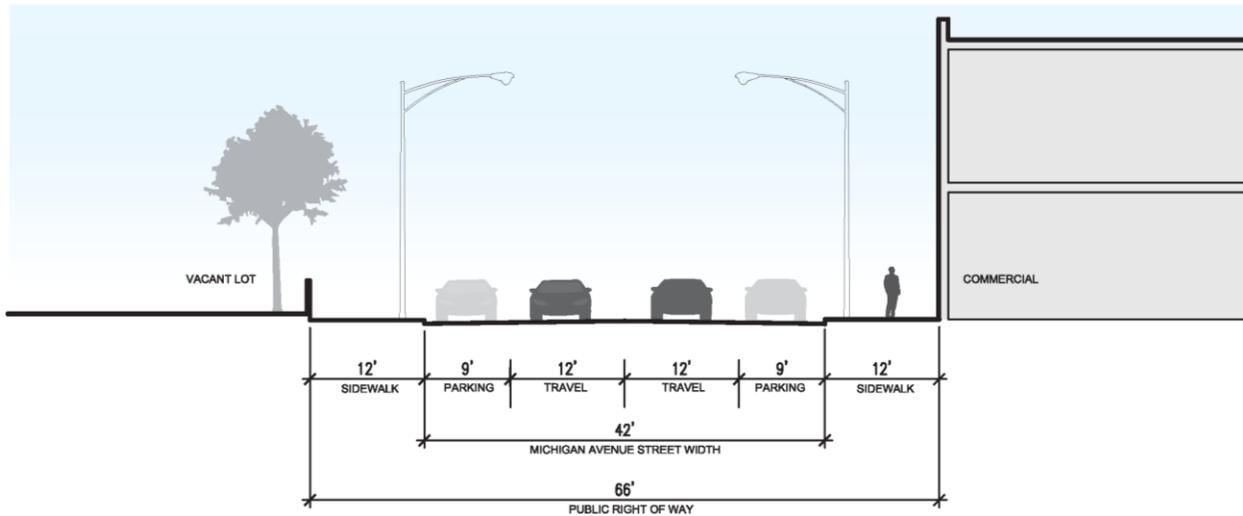


Figure 4-36: Typical commercial street section along Michigan Avenue on the 11500 South block between Kensington Avenue and 115th Street

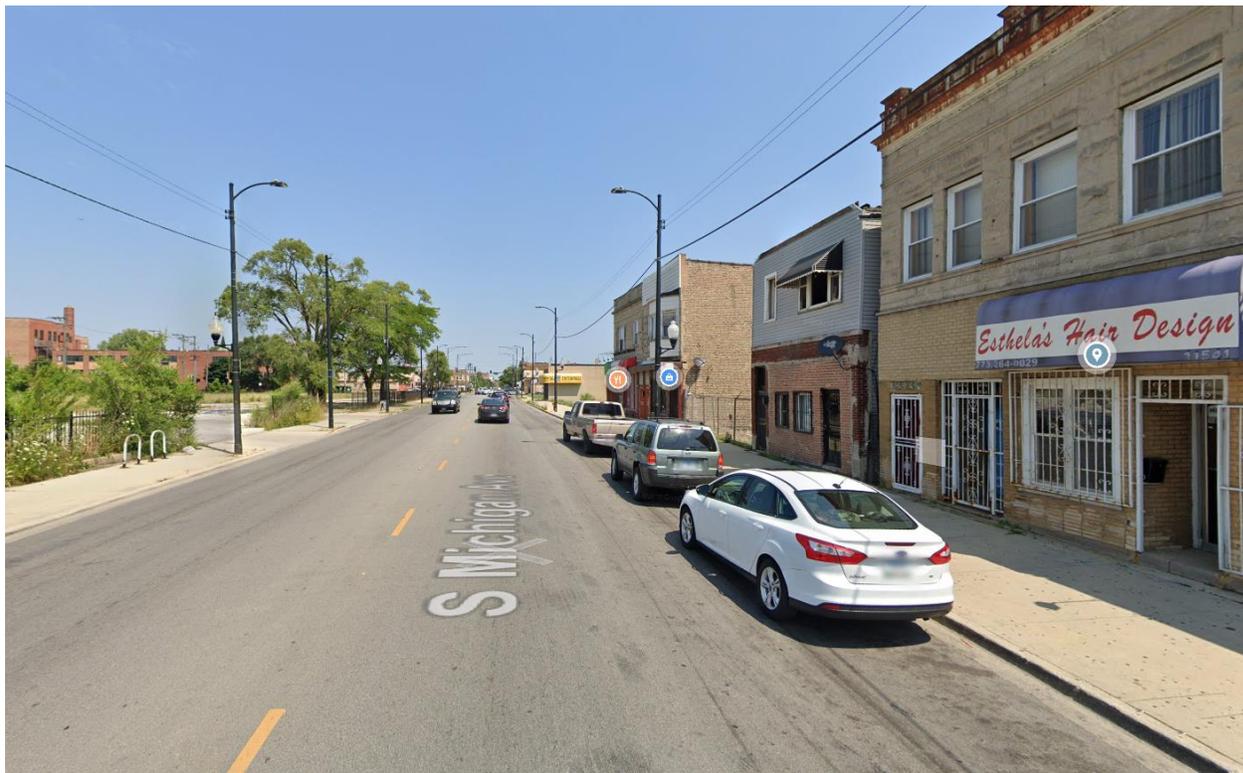


Figure 4-37: Typical commercial streetscape along Michigan Avenue on the 11500 South block between Kensington Avenue and 115th Street

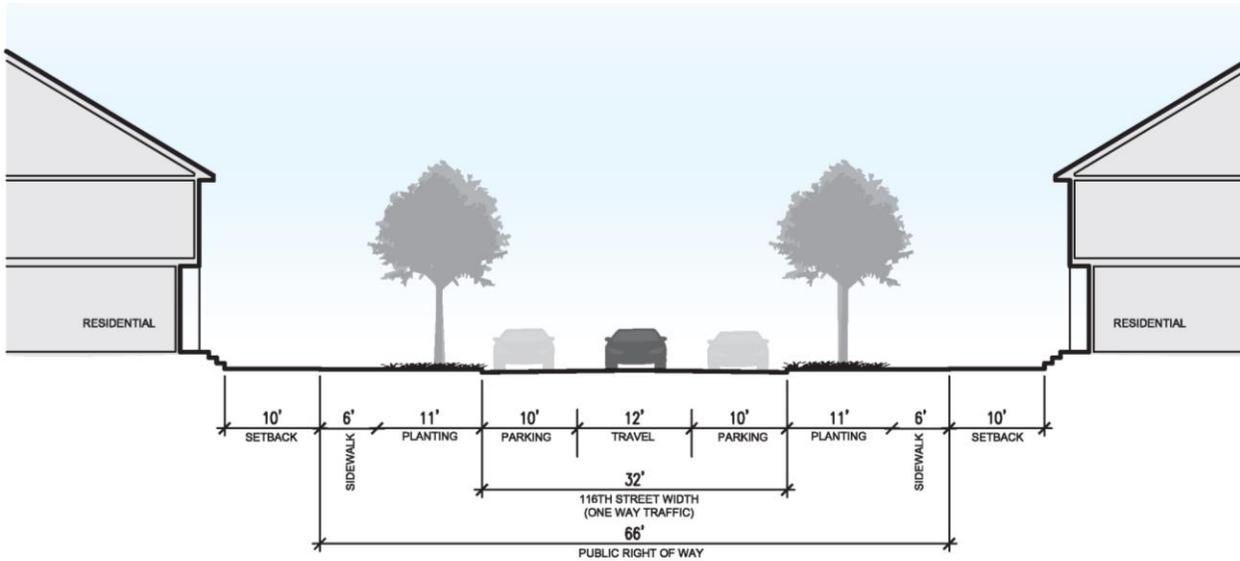


Figure 4-38: Typical residential street section in the Michigan Avenue station area on the 300 East block of 116th Street



Figure 4-39: Typical residential streetscape in the Michigan Avenue station area on the 300 East block of 116th Street

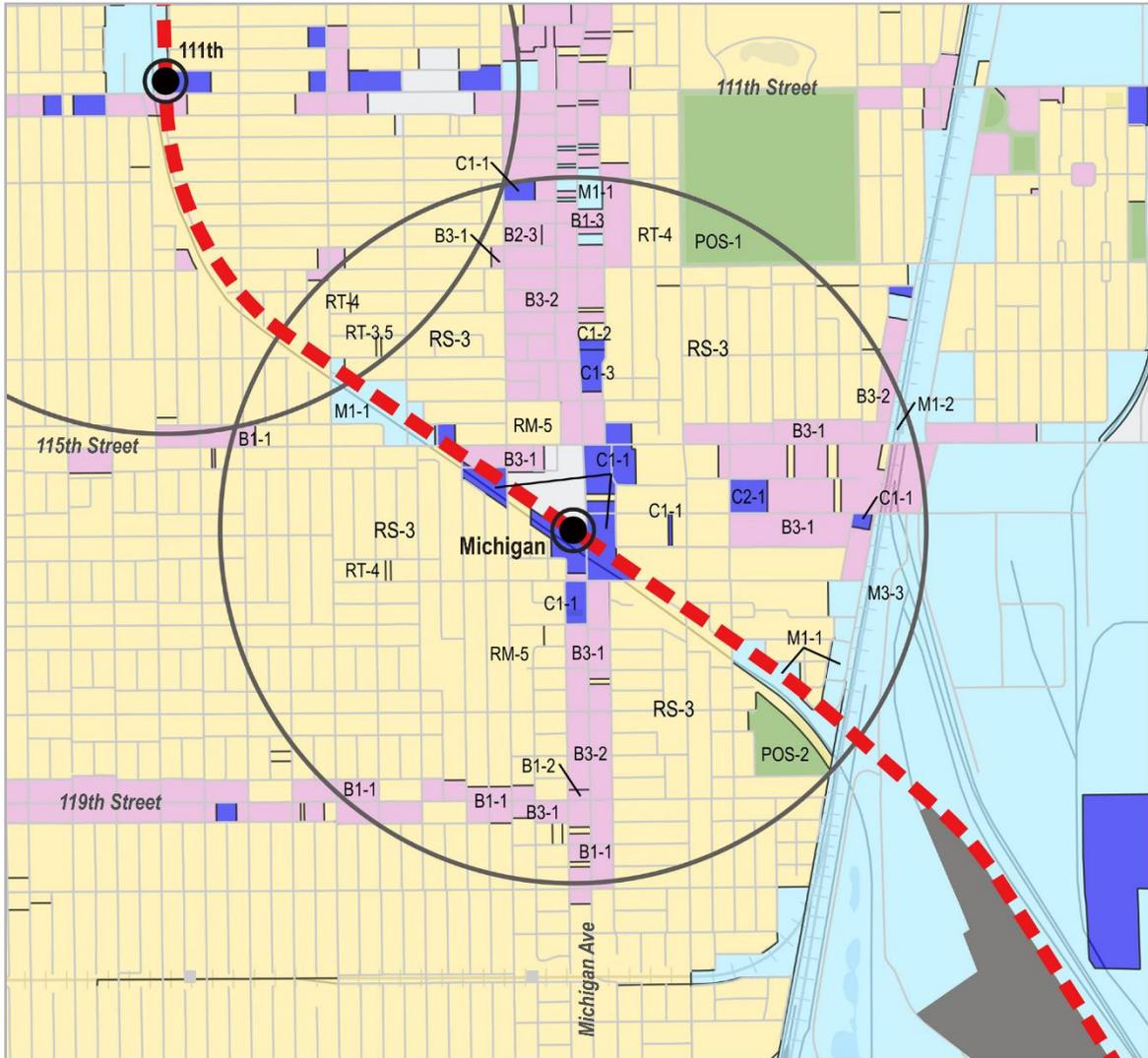
Transportation

The Michigan Avenue station area is currently served by CTA bus routes #115 Pullman/115th, #119 Michigan/119th, and #34 South Michigan. Bus stops are located approximately every other block along 115th Street, 119th Street, Michigan Avenue, and King Drive. The Kensington/115th Street Metra station on the ME Line is located on the east end of the station area and the Metra Electric Blue Island Branch station at State Street and 121st Street is just to the south of the station area. The station area bike network includes on-street bike lanes and shared lanes on State Street and 115th Street. Major arterial corridors in this community area include 115th Street, State Street and Michigan Avenue. Section 4.3.2 discusses station area mobility in greater detail.

Zoning

The majority of the land in the Michigan Avenue station area has been assigned to the single-family residential zoning district RS-3. Compared to other station areas, there is a more significant presence of parcels zoned for business uses in the B1-1 to B3-2 districts along the Michigan Avenue and 115th Street corridors. There is also a stretch of 119th Street in the station area zoned in business districts. A node of commercially zoned parcels allowing for more density extends south from the intersection of 115th Street and Michigan Avenue to 116th Street. West of the UPRR alignment, 115th Street is almost entirely zoned for single-family residential development.

(See Figure 4-40 for a map of all of the zoning districts applied in the Michigan Avenue station area.)



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries - Zoning Districts Shapefile, July 2018, downloaded October 2020

LEGEND

Michigan Station Zoning Districts

- Business
- Commercial
- Manufacturing
- Residential
- Planned Development
- Parks and Open Spaces

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Rail Yard
- Metra Rail Stations
- Metra Rail Lines

- Railroads
- Parks
- Water Body



Figure 4-40: Michigan Avenue Station Area Zoning Map

4.3.2 Michigan Avenue Station Area Access

Transit Access

As presented in Figure 4-41, the Michigan Avenue station area is currently served by CTA bus routes #115 Pullman/115th, #119 Michigan/119th, and #34 South Michigan. Bus stops are located about every other block along 115th Street, 119th Street, Michigan Avenue, and King Drive. Bus stops include those with just posted signs and those with shelters, while ADA accommodations are inconsistent. All bus routes are accessible. The Kensington/115th Street Metra station on the ME Line is located on the east end of the station area and can be accessed by CTA route #115. This station is ADA accessible and has frequent service. The ME Blue Island Branch station at State Street and 121st Street is south of the station area and needs ADA upgrades.

Pedestrian Access

Outside of the blocks adjacent to the UPRR, sidewalks are generally in place along both sides of all streets in the station area but vary in width and condition. Sidewalks in the blocks adjacent to the UPRR are either missing due to streets transitioning to gravel alleys or are in disrepair, particularly along Wentworth Avenue, State Street, 115th Street, and 116th Street. No pedestrian gates exist at the 115th Street UPRR at-grade crossing. Walkways under UPRR viaducts are in poor condition. Intersections are signalized at major street crossings and have marked crosswalks and ADA ramps. Marked midblock crossings are located at major destinations such as parks, churches, and schools. Midblock crossings have ADA ramps.

Many driveways and alley access points are located along major collector and arterial roadways, creating conflict points between pedestrians and vehicular traffic. Standard street lighting is currently present throughout the station area on both sides of Michigan Avenue, the west side of State Street, and the north side of 115th Street.

The UPRR presents a barrier to area mobility, as many streets are discontinuous at the right-of-way. Station area roadways that cross the UPRR at-grade include Wentworth Avenue, 115th Street, and State Street, which is the last at-grade crossing. The UPRR then transitions to a grade-separated line with several roadways that travel underneath, including Michigan Avenue, 116th Street, Indiana Avenue, and Prairie Avenue. However, all of these crossings have sidewalk segments that are missing or in disrepair.

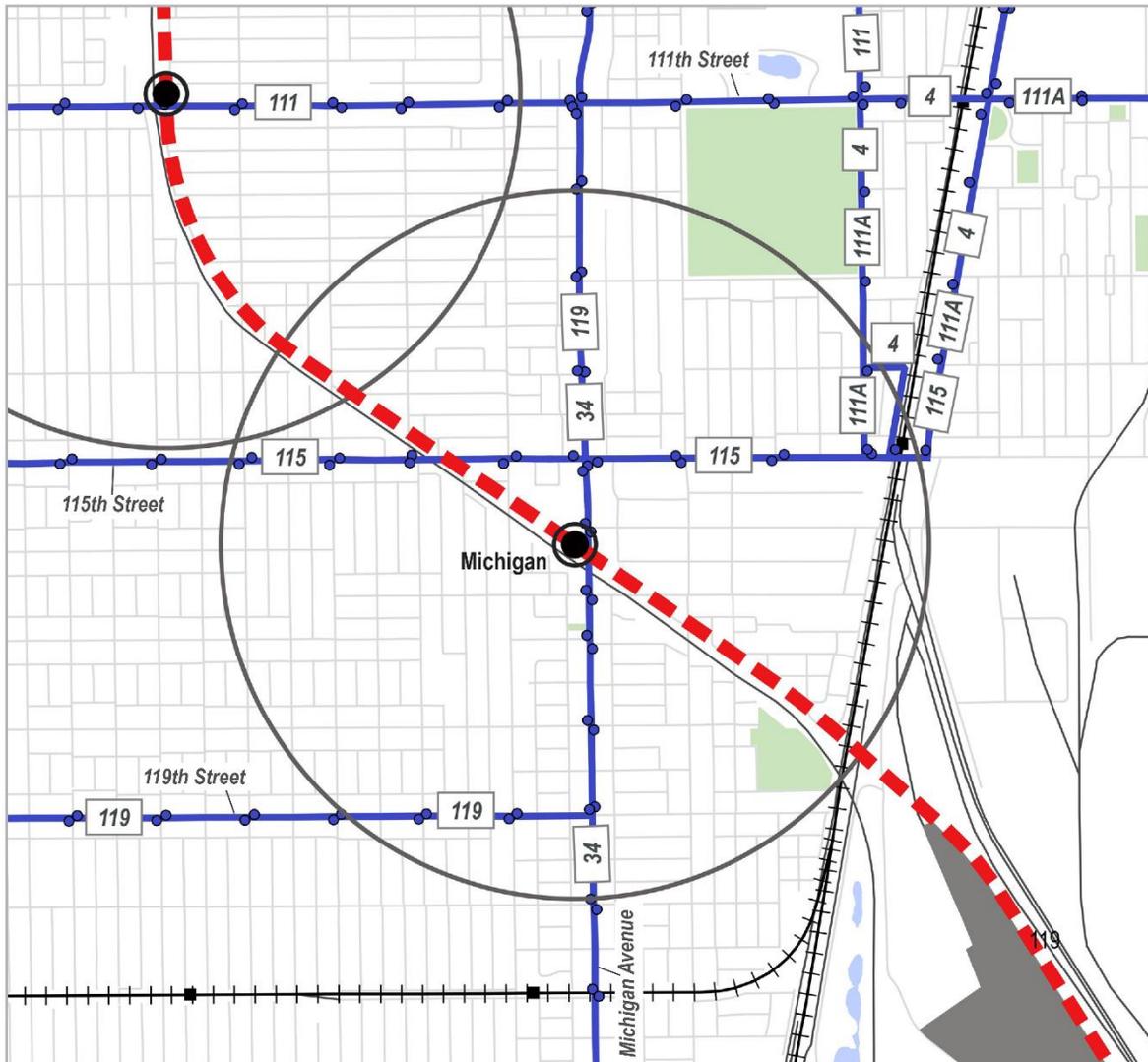
Bicycle Access

The station area bike network includes on-street bike lanes and shared lanes, while the Major Taylor Trail is located to the west of the station area. As previously presented, bike facilities along 115th Street include a combination of marked shared lanes and on-street bike lanes between Major Taylor Trail on the west and Cottage Grove Avenue on the east that would also connect to the Michigan Avenue station area. A future proposal for 115th Street is to convert the marked shared lanes to on-street bike lanes between State Street and Cottage Grove Avenue.

State Street is located on the east end of the station area accommodates bikes with a combination of marked shared lanes and on-street bike lanes between I-94 and 119th Street. An extension of the State Street on-street bike lanes is proposed between 115th Street and 127th Street. In addition to the physical facilities, Divvy bikes are available in the station area.

Divvy Bike Stations are located at:

- 114th Street and Michigan Avenue
- 118th Street and Michigan Avenue



Source: Chicago Transit Authority, CTA Bus Stop and Bus Route Shapefiles, September 2020; Metra Commuter Rail, Metra Station and Rail Line Shapefiles, September 2020.

LEGEND

Michigan Station Transit Assets

- CTA Bus Stops
- CTA Bus Routes
- Metra Rail Stations
- +— Metra Rail Lines
- ⊙ RLE Station Entrance
- ▬ RLE 1/2-mile Station Areas
- Railroads
- Parks
- Water Body



Figure 4-41: Michigan Avenue Station Area Transit Network

Roadway Access

Streets within the station area consist of a grid street network, with many discontinuous at the UPRR. Within the area closest to the proposed station, streets are disconnected with missing sidewalk segments and segments in disrepair, due generally to the disinvestment and vacant properties. Local streets are generally oriented as one-way streets, with collector streets having a two-way orientation. Primary station area access would be provided east-west by 115th Street and north-south by Michigan Avenue and State Street (previously described).

Michigan Avenue is under City of Chicago jurisdiction, classified as a Major Collector; it carries 10,600 ADT in the station area. Roadway width is typically about 40 feet with one travel lane per direction and paid, on-street parking on both sides of the street. Shared lanes are marked east of State Street. Michigan Avenue crosses underneath the UPRR north of 116th Street. Signalized intersections are located at 115th Street and 119th Street. The City of Chicago is currently finalizing design plans for a streetscape improvement between 110th Street and 116th Street.

115th Street is under the jurisdiction of Cook County between King Drive and Cottage Grove Avenue, while it is under City of Chicago jurisdiction west of King Drive. The cross-section includes one travel lane in each direction with free, unregulated on-street parking. 115th Street crosses the UPRR at-grade and is designated as a snow route. Signalized intersections on 115th Street include Wentworth, State, Michigan, Indiana, King Drive, and Cottage Grove.

4.4 130th Street Station Area

The terminal station on the Red Line Extension will be located on the south side of 130th Street, adjacent to Chicago Housing Authority (CHA) Altgeld Gardens and Phillip Murray Homes in the Riverdale community area. The RLE alignment is proposed to travel adjacent to the Metropolitan Water Reclamation District (MWRD) Calumet Water Reclamation Plant along Cottage Grove Avenue and then under the 130th Street viaduct at the I-94 interchange to terminate on the east side of Altgeld Gardens. The station location is bordered by TCA Health on the north, Carver Military Academy to the east, and the Forest Preserves of Cook County Beaubien Woods recreation area to the south.

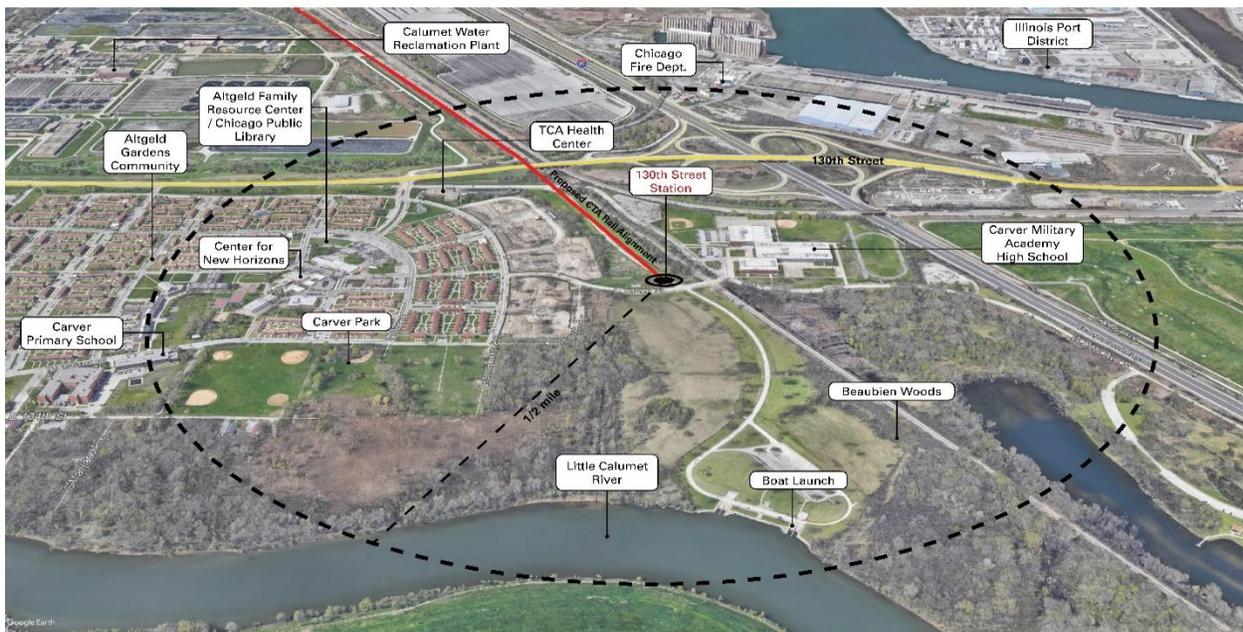


Figure 4-42: 130th Street Station Area Assets Aerial Diagram

4.4.1 130th Street Station Area Character Analysis

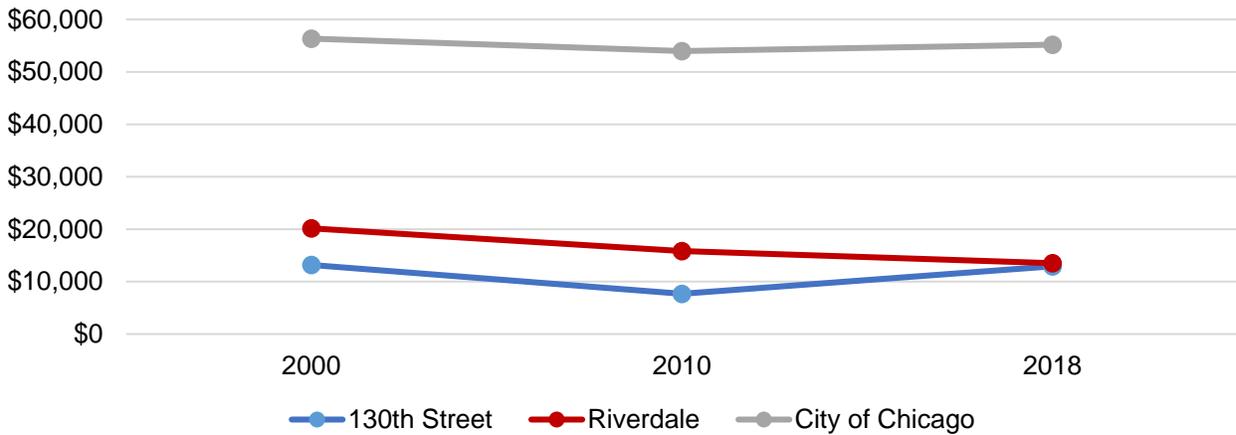
Demographics

Residents of the 130th Street station area comprise roughly sixteen percent of the population of the Riverdale community area and one percent of the population of the project area overall. Similar to the other station areas, the ethnic makeup of 130th Street station area residents is overwhelmingly Black, as this is the primary ethnic background of Altgeld Gardens residents. The median annual income in the station area has historically been significantly lower than that in the City of Chicago and in 2018 totaled less than a quarter of that figure. From 2013 to 2019 the population and median income in the area both increased, but these trends were highly variable with some neighborhoods experiencing significant population losses and/or income declines.

Table 4-10: 130th Street Station Area Total Population Trends

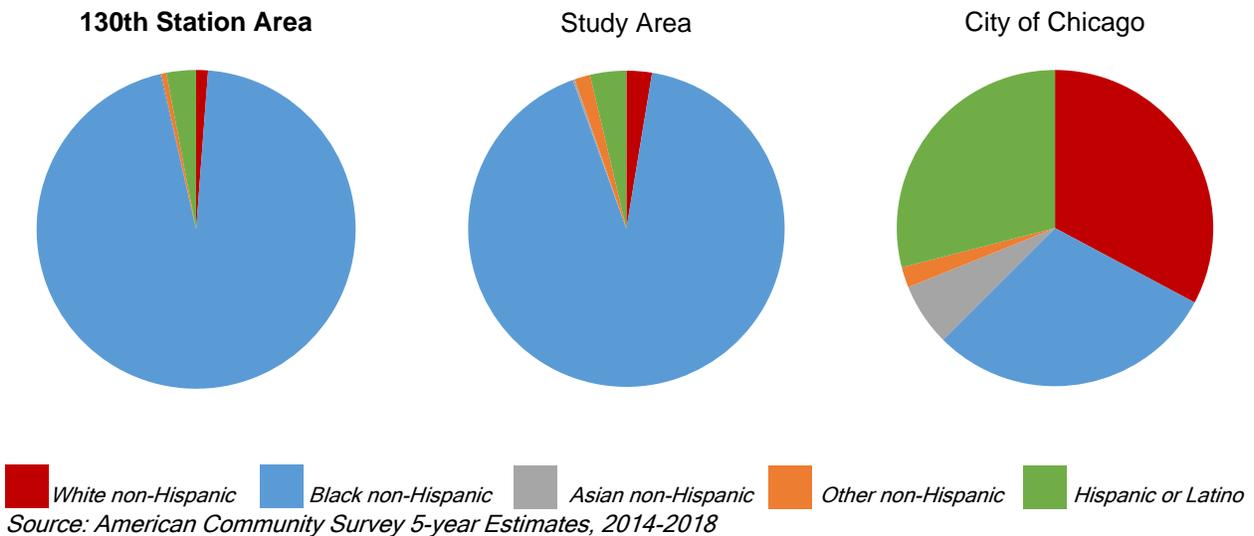
	2000	2010	2018	Change 2010 - 2018	Change 2000 - 2018
130th Station	2,309	882	1,148	30.2%	-50.3%
Project Area	129,358	107,737	102,993	-4.4%	-20.4%
Riverdale	9,809	6,482	7,262	12.0%	-26.0%
City of Chicago	2,896,016	2,695,598	2,718,555	0.9%	-6.1%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018



Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Figure 4-43: 130th Street Station Area Median Household Income



Source: American Community Survey 5-year Estimates, 2014-2018

Figure 4-44: 130th Street Station Area Race and Ethnicity Comparison

Land Use

Land uses within a half mile radius of the 130th Street station area include utilities (MWRD), transportation (I-94), industrial land uses north of 130th Street, single-family residential, institutional, urban mixed-use, and open space (mostly within Altgeld Gardens). (See Figure 4-45: 130th Street Station Area Land Use for a map of station area land uses.)

Housing

All housing within the station area is part of the Chicago Housing Authority (CHA) Altgeld Gardens and Phillip Murray Homes developments, which consist almost entirely of two-story masonry row houses constructed in the 1940s and 1950s which are arranged around shared landscaped green spaces and scattered parking areas. These developments contain approximately 2,000 units, varying in sizes between studio to four-bedroom units that are owned and managed by the CHA. Since the initial construction of these developments, no new housing has been built in the station area. Nearby residential developments west of Altgeld Gardens include the Golden Gate community, Concordia Place Apartments, Pangea Lakes Apartments, and Riverside Village.

Table 4-11: 130th Street Station Area Housing Units and Tenure

	Total Housing Units	Occupied Units	Owner-Occupied	Renter-Occupied	Vacant Units
130th Station Area	877	54.5%	0.8%	99.2%	45.5%
Project Area	43,724	86.3%	59.3%	40.7%	13.7%
Riverdale	3,242	79.0%	7.9%	92.1%	21.0%
City of Chicago	1,208,699	87.4%	45.0%	55.0%	12.6%

Source: US Census 2000, 2010, American Community Survey 5-year Estimates, 2014-2018

Table 4-12: 130th Street Station Area Housing Types, 2014-2018 Estimates

	Single-family, Detached	Single-family, Attached	2 Units	3 - 4 Units	5 or More Units
130th Station Area	10.6%	72.5%	1.3%	0.6%	15.0%
Project Area	62.1%	9.8%	11.2%	5.7%	11.3%
Riverdale	16.7%	58.6%	2.2%	2.6%	19.9%
City of Chicago	26.0%	3.5%	14.5%	14.9%	41.0%

Source: American Community Survey 5-year Estimates, 2014-2018

Retail and Commercial

The limited commercial space available in the station area does not foster true walkability since few retailers, grocers, restaurants, or commercial services are provided within walking distance.



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

LEGEND

130th Station Area Land Use

- | | |
|---|--------------------|
| Single-Family Residential | Industrial |
| Multi-Family Residential | Parks & Open Space |
| Urban Mixed Use | Vacant Land |
| Entertainment & Hotel | Water |
| Institutional | |
| Transportation, Communication & Utilities | |

- | |
|----------------------------|
| RLE Station Entrance |
| RLE Center Line |
| RLE 1/2-mile Station Areas |
| RLE Project Area |
| Railroads |
| Interstate Hwy |

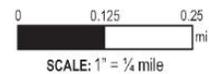


Figure 4-45: 130th Street Station Area Land Use

Additionally, a lack of sidewalks connecting to areas beyond Altgeld Gardens means that the few commercial uses nearby are not accessible to most households in the station area. The only commercial development within the station area is a single building: the low-slung Keck and Keck-designed international style “Altgeld Gardens Commercial Center,” which was built in 1945. This building is currently vacant. The shopping center faces the “town center” plaza with a utilitarian facade and parking lot facing Ellis Avenue. (See Figure 4-46 for an image of the commercial center.)



Figure 4-46: Original Altgeld Gardens commercial building (L) and recently constructed Family Resource Center (R)

Utility

Metropolitan Water Reclamation District operates the Calumet Water Reclamation Plant on 275 acres of land near 130th Street and across the street from the proposed station.

Industrial

Nearby industrial sites are not with walking distance but could easily be reached by shuttles, including many industrial employment centers in South Deering.

Institutional

Within the station area is Carver Military Academy High School (See Figure 4-47**Error! Reference source not found.**) and George Washington Carver Primary School on the east, with CICS Lloyd Bond and Aldridge Elementary School on the west. The former United Church of Altgeld Gardens is now closed. Additional cultural institutions include Park District Field House Altgeld Branch, Chicago Public Library and Family Resource Center (See Figure 4-46), and a boat launch. Local community services include TCA Health, Altgeld Health Center Centers for New Horizons, Chicago Youth Center, and the By the Hand Club for Kids after school program.



Figure 4-47: George Washington Carver Military Academy High School, 13200 block of South Doty Avenue

Urban Character and Vacancy

The stretch of 130th Street just north of Altgeld Gardens (See Figure 4-47 and Figure 4-48) is typical of the surrounding industrial areas with extensive highway and railroad infrastructure. There are no sidewalks and the shared use path from Hegewisch ends at the bridge over the Calumet River more than a half mile outside of the station area. The highway-like design of 130th Street contributes to the continued feeling of isolation for residents since the roadway is a physical and psychological barrier.

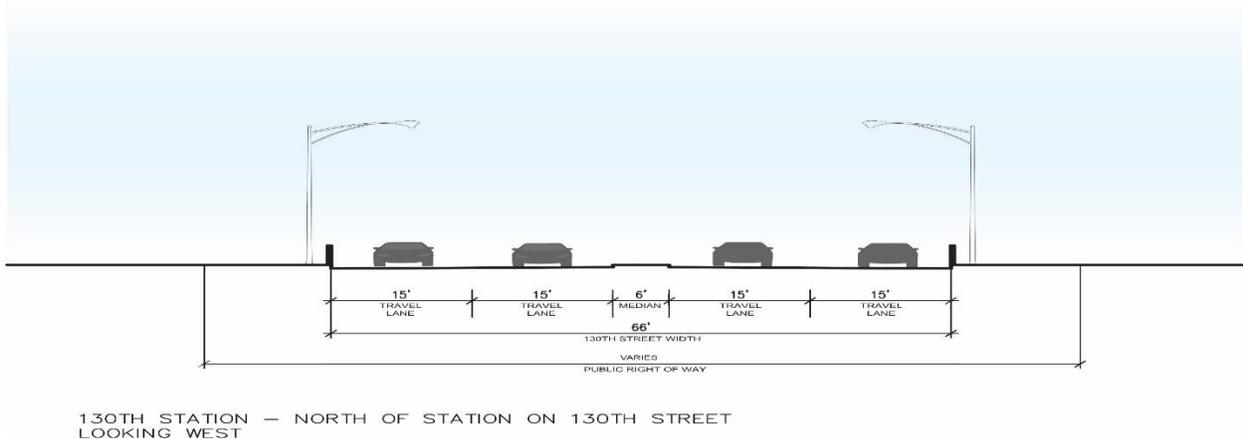


Figure 4-48: Typical section of 130th Street north of the proposed station location



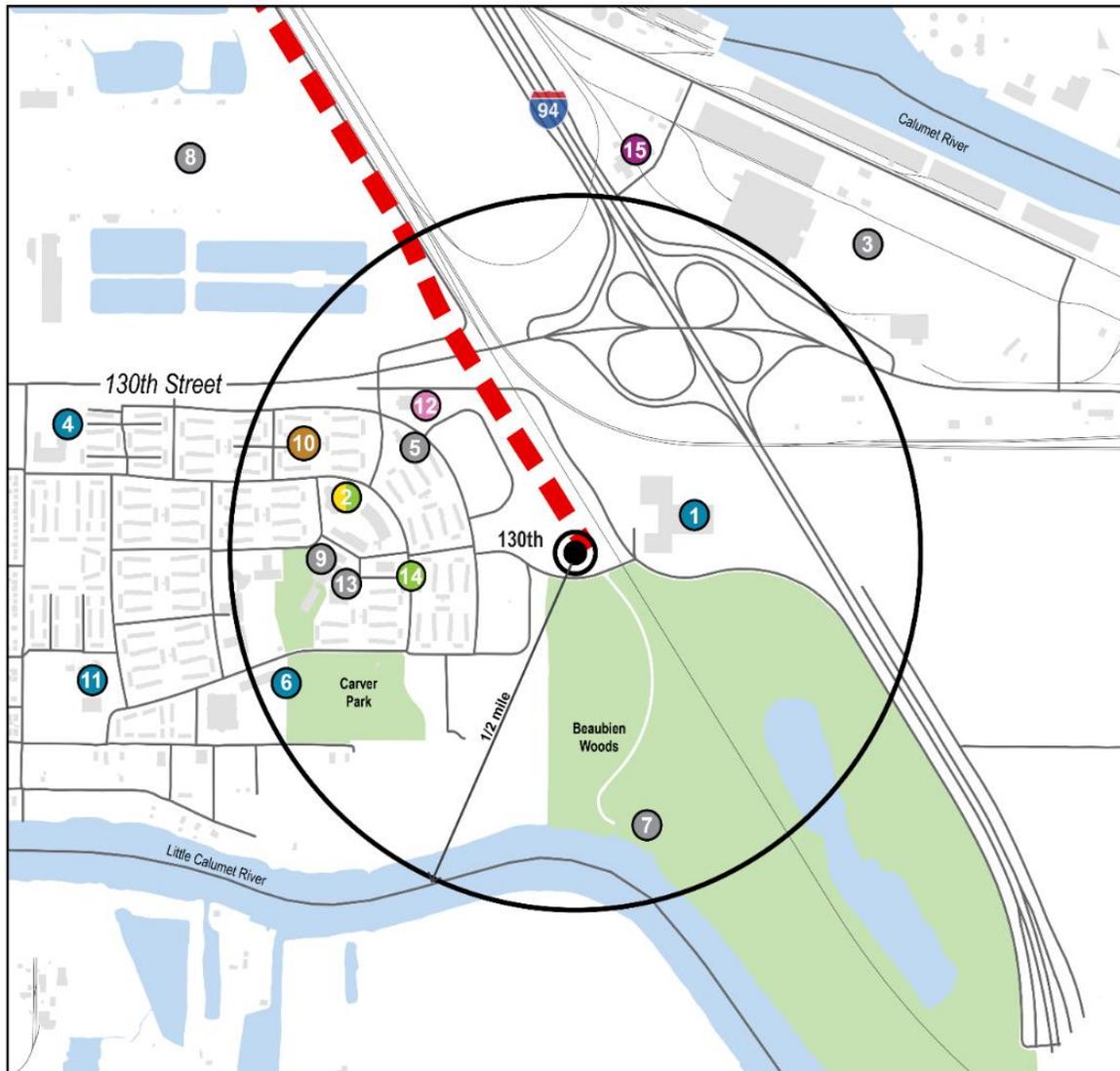
Figure 4-49: 770 block of East 130th Street

The 800 block of East 131st Street (See Figure 4-50) is typical of the Altgeld Gardens residential blocks. The rowhomes that are built facing the gently curving streets are generally set back 20 feet to 50 feet from the curb with landscaped front yards and sidewalks. While there are trees, their relatively young age in comparison to the existing buildings means that there are few streets with a tree canopy providing consistent shade to the sidewalks. The general housing density of just over ten units per acre and the number of social services provided within a close proximity to the station area provide a solid foundation for a walkable community.



Figure 4-50: 800 block of East 131st Street, a typical Altgeld Gardens residential street

The proposed station location previously featured a block of rowhomes matching the typical layout throughout Altgeld Gardens. They were demolished in 2018 by CHA in an effort unrelated to the RLE Project, leaving vacant land where the new southern terminus of the Red Line is proposed. (See Figure 4-51) for a map of 130th Street station area assets.)



Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Landmarks Historic Resource Survey, 2019; Assets - Solomon Cordwell Buenz, 2020

LEGEND

- RLE Station Entrance
- RLE Centerline
- RLE 1/2 Mile Station Area
- Parks
- Water Body
- School
- Community Ctr
- Library
- Fire Station
- Affordable Housing Types**
- Multi-Family

ASSETS

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> 1 - Carver Military Academy High School 2 - Altgeld Branch, Chicago Public Library & Family Resource Center 3 - Illinois International Port District 4 - Aldridge Elementary School 5 - By the Hand, Kids Program | <ul style="list-style-type: none"> 6 - George Washington Carver Primary School 7 - Boat Launch 8 - Calumet Water Reclamation Plant 9 - Park District Field House 10 - Altgeld Gardens Community 11 - CICS Lloyd Bond 12 - Altgeld Health Center 13 - Centers for New Horizons | <ul style="list-style-type: none"> 14 - Chicago Youth Center 15 - Chicago Fire Department |
|---|---|---|



Figure 4-51: 130th Street Station Area Character and Assets

Transportation

The 130th Street station area has good roadway access, although the roadway infrastructure presents challenges for both bicyclists and pedestrians as a result of higher automobile and truck volumes and barriers due to grade separations created by railroads and expressways. Fewer than 50 percent of households have access to a car and there are no bike facilities that connect beyond the confines of Altgeld Gardens. This combination leaves residents isolated from the neighboring communities and economic opportunities. Section 4.4.2 discusses station area mobility in greater detail.

The station area is served by CTA bus routes #108 and #34. Pace route #353 and the South Shore Line also operate through the area, but neither have stops within the station area. Currently, no dedicated bicycle facilities exist near the future station location. Major arterial access includes 130th Street, which connects to I-94 and Indiana Avenue.

Open Space

Beaubien Woods of the Forest Preserves of Cook County is in the southern portion of the station area and extends south to the Little Calumet River. Carver Park of the Chicago Park District is also within the station area and provides recreational amenities to the community.

Zoning

The 130th Street station area is unique among RLE station areas in that much of its land is classified in zoning districts other than residential. There is a single-family zoned area to the west of the station location within the Altgeld Gardens development. However, the land north of 130th Street and the land east of the highway is almost entirely classified for manufacturing uses. South of the station at the location of the FPCC Beaubien Woods, land is primarily zoned for open space.

(See Figure 4-52 **Error! Reference source not found.** for a map of all of the zoning districts applied in the 130th Street station area.)



Source: City of Chicago Data Portal (<https://data.cityofchicago.org/>), Boundaries - Zoning Districts Shapefile, July 2018, downloaded October 2020.

LEGEND

130th Station Zoning Districts

- Business (B)
- Commercial (C)
- Manufacturing (M)
- Residential (R)
- Planned Development (PD)
- Planned Manufacturing District (PMD)
- Parks and Open Space (POS)

- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Areas
- RLE Project Area
- Railroads
- Interstate Hwy
- Municipal Boundary

- Parks
- Water Body

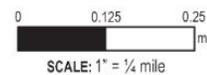
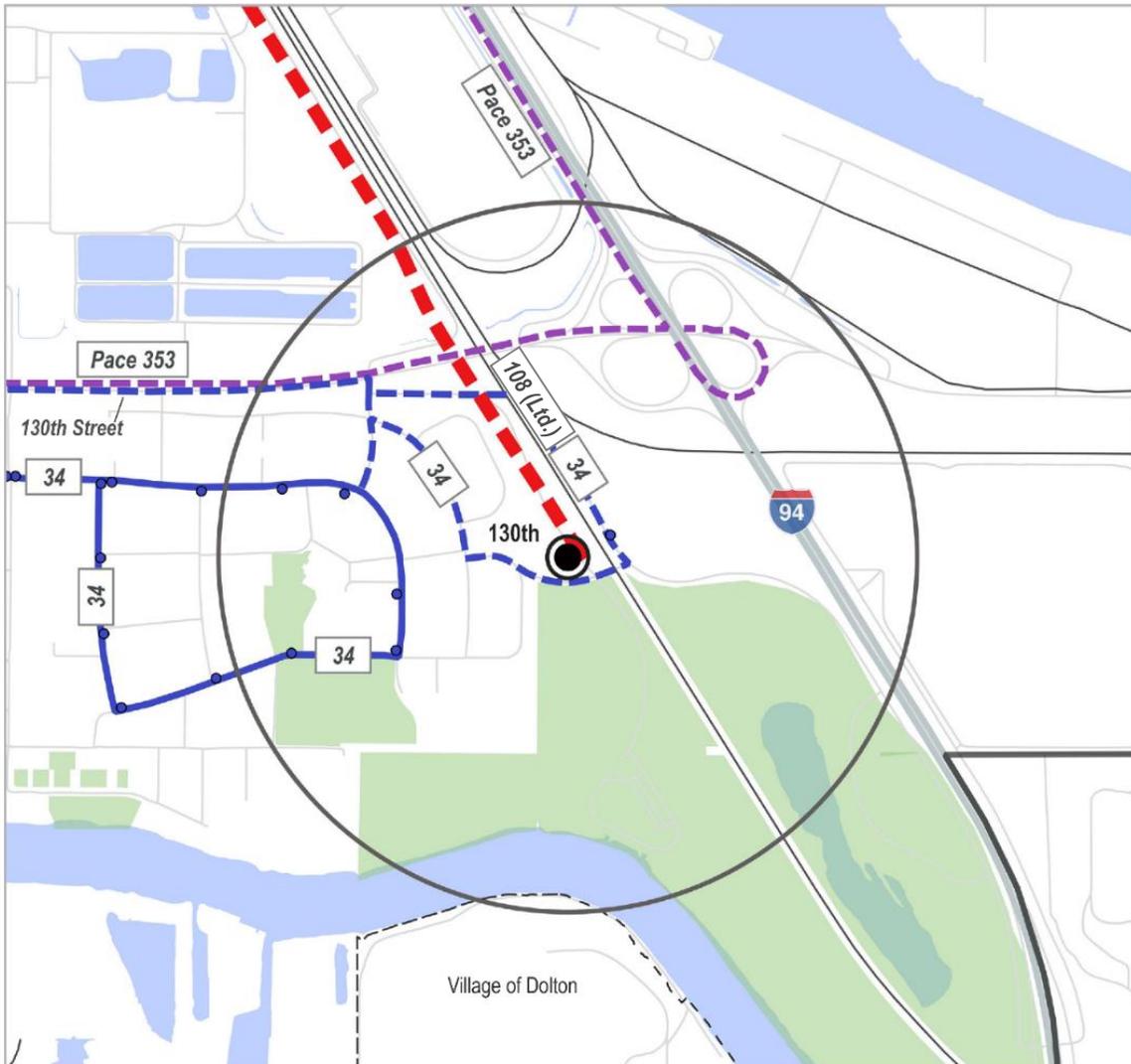


Figure 4-52: 130th Street Station Area Zoning

4.4.2 130th Street Station Area Access

Transit Access

As shown in Figure 4-53, the 130th Street station area is currently served primarily by CTA bus routes #34 and #108. The CTA #34 South Michigan bus travels along 131st Street, Ellis Avenue, 133rd Street, and Langley Avenue within Altgeld Gardens and operates to the 95th/Dan Ryan Red Line Station and intermediate points. All bus routes are accessible. Pace route #353 and the South Shore Line both operate through the station area without stopping. According to the recently completed Riverdale Multimodal Plan, the two busiest stops for total northbound ridership on CTA's #34 South Michigan bus are located at 131st Street/Ellis Avenue and 131st Street/Langley Avenue. The closest commuter rail station is the ME Riverdale Station located outside the station area at 138th Street, which provides service between University Park and downtown Chicago.



Source: Chicago Transit Authority, CTA Bus Stop and Bus Route Shapefiles, September 2020; Pace Suburban Bus, Pace Bus Stop and Bus Route Shapefiles, February 2020.

LEGEND

130th Station Transit Assets

- CTA Bus Stops
- RLE Station Entrance
- Railroads
- Interstate Hwy
- CTA Bus Routes
- RLE Center Line
- Municipal Boundary
- Seasonal CTA Bus Route
- RLE 1/2-mile Station Areas
- Parks
- Pace Bus Routes
- RLE Project Area
- Water Body



Figure 4-53: 130th Street Station Area Transit Network