

The National Park Service, the Federal Highway Administration, the Illinois Department of Transportation and the City of Chicago welcome you to this public information meeting regarding the proposed Federal Actions in and adjacent to Jackson Park.

If you have not already signed in at the welcome table or received a comment card, please do so before you leave today.

Please note that the exhibits shown in this presentation will be on display in the exhibit hall for closer inspection.

26 seconds

Federal Authorities




U.S. Department of the Interior
National Park Service (NPS)

Administered the Urban Parks and Recreation
Recovery (UPARR) Program

Federal Highway
Administration (FHWA)

Administers the Federal-
Aid Highway Program



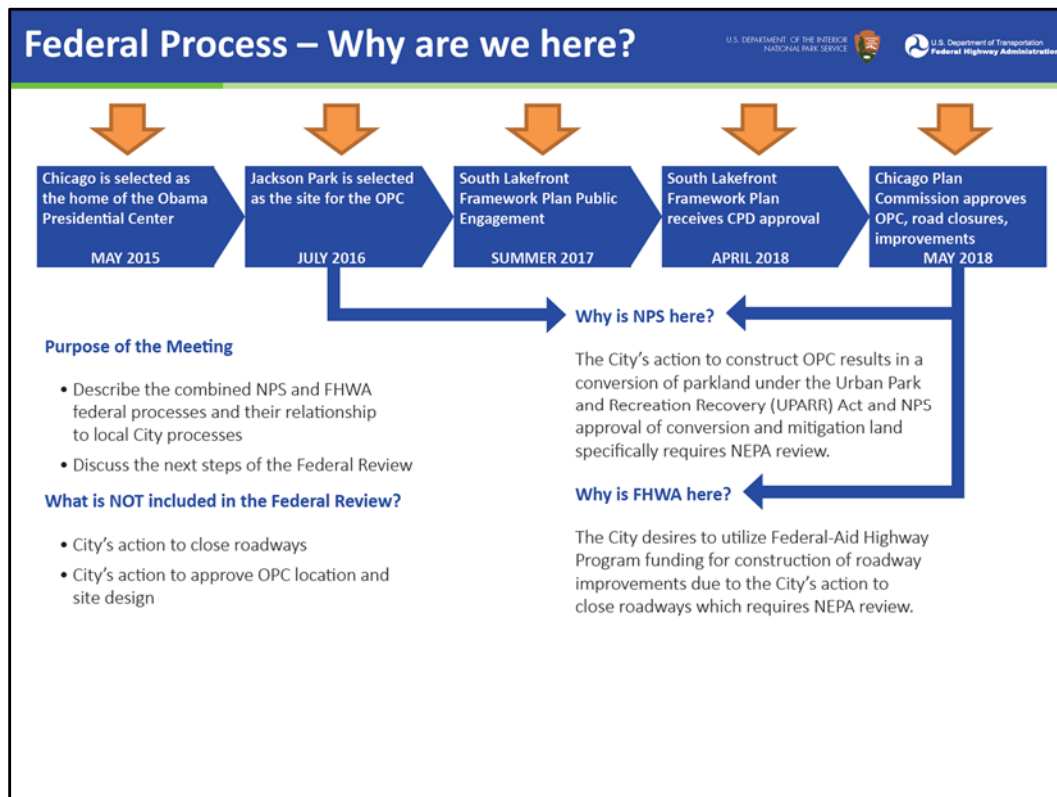
U.S. Department of Transportation
Federal Highway Administration

The Federal review is being conducted jointly by the National Park Service and the Federal Highway Administration, or FHWA. The National Park Service administers the Urban Parks and Recreation Recovery or UPARR (YOU-PAR) program and the FHWA administers the Federal-Aid Highway Program. Each of these will be discussed later in this presentation.

The Federal Highway Administration will continue to act as the lead agency on the NHPA Section 106 review and the National Park Service will act as the lead agency on the NEPA review, while working closely together on both efforts. Each agency will still make independent determinations relating to their authority, but both will draw from the same information gathered during the NHPA and NEPA processes.

This integrated approach differs from what was presented at the March 29th NHPA Section 106 consulting parties meeting, and it should simplify the public's access to information, among other benefits. It is also consistent with guidance from the Advisory Council on Historic Preservation (ACHP) and other federal directives to coordinate agency reviews.

78 seconds



The federal review processes are being conducted in response to actions taken by the City of Chicago. After Chicago was selected as the home to the Obama Presidential Center, Jackson Park was selected as the host site in July of 2016. Following this selection, the City and the Chicago Park District conducted an extensive public engagement process to update the South Lakefront Framework Plan that would address the new projects underway in Jackson Park and South Shore Cultural Center Park, while taking into account the needs of the community.

The updated South Lakefront Framework Plan was approved by the Chicago Park District board in April of 2018.

Changes within Jackson Park, including the construction of the OPC, proposed roadway closures, and potential roadway improvements, were presented and approved by the Chicago Plan Commission in May of this year. This local approval was granted subject to the federal reviews under NEPA and NHPA.

You might ask, “Why do these actions necessitate federal review? Why are the National Park Service and FHWA here?”

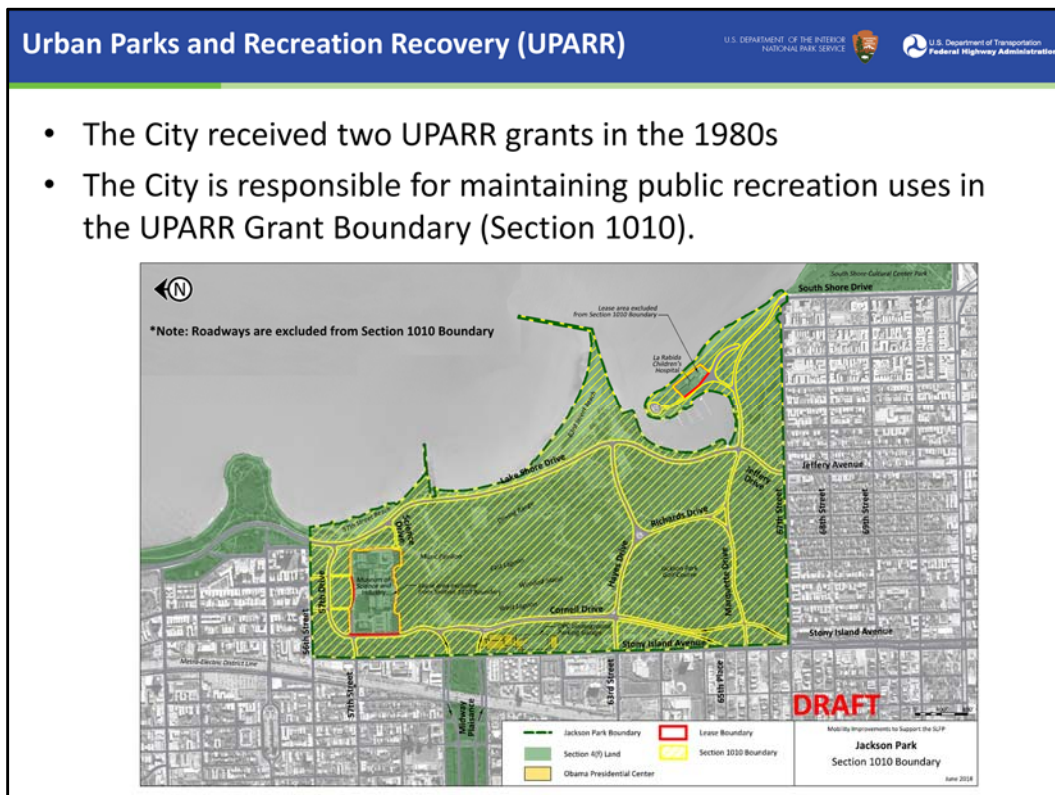
(BOX 1) The National Park Service is conducting a federal review because the construction of the OPC in Jackson Park results in a conversion of parkland from recreational use under UPARR.

(BOX 2) The FHWA is here because the City desires to use Federal-Aid Highway Program funding to construct the roadway improvements needed after the proposed closure of roadways.

(BOX 3) It is important to note that the federal review does not include the decision of whether or not to close roadways or the decision of where to locate the OPC. These decisions lie solely with the City of Chicago.

(Box 4) This film loop will describe the combined federal process for the National Park Service and FHWA and its relationship to the local City processes, and will discuss the next steps of the federal review.

121 seconds



The Urban Parks and Recreation Recovery program, or UPARR, is administered by the National Park Service. The purpose of the program is to “provide Federal grants to economically hard-pressed communities, specifically for the rehabilitation of critically-needed recreation areas and facilities, and for the development of improved recreation programs.”

The City received two UPARR grants for Jackson Park in the early 1980s. As part of the agreements to receive funds, the City committed to maintaining public recreation uses in the UPARR Grant Boundary or Section ten-ten 1010 boundary. The UPARR Grant Boundary in Jackson Park depicts the entirety of Jackson Park excluding the existing roadways and the areas occupied by the Museum of Science and Industry and the La Rabida Children’s Hospital.

Any proposed changes to recreation use within the UPARR Grant Boundary require the review of the National Park Service.

60 seconds

DRAFT NPS Purpose and Need

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

U.S. Department of Transportation
Federal Highway Administration

- Due to the City's proposal to locate The Obama Presidential Center (OPC) in Jackson Park, the NPS has determined that a partial conversion in recreation use will occur.
- The purpose of the NPS review is to comply with the UPARR act by ensuring retention of recreation utility in the area.
- The need for NPS review is to evaluate the replacement of lost recreational uses due to the City's decision to locate the OPC within Jackson Park and a need to improve the roadway network as a result of the City closing roadways.

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37 seconds



The FHWA administers the Federal-Aid Highway Program, which makes available federal funding to state departments of transportation and local agencies for roadway projects. The Chicago Department of Transportation desires to be eligible for construction funding for roadway activities intended to address traffic impacts from the proposed closure of roadways within Jackson Park.

Prior to the authorization of funds, the FHWA must ensure that the proposed construction activities meet all federal requirements and environmental laws.

33 seconds

DRAFT FHWA Purpose and Need

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

U.S. Department of Transportation
Federal Highway Administration

The purpose of FHWA federal action is (1) to address changes in travel patterns resulting from closing roadways in Jackson Park and (2) to improve bicycle and pedestrian access and circulation.

Specifically, the following needs were identified:

- Poor intersection operations and congestion after roadway closures
- Lack of pedestrian grade separations within Jackson Park
- Poor trail conditions
- Long pedestrian crossings of heavily-traveled multilane roadways

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The FHWA Purpose and Need document describing these needs in detail is available on the project website.

38 seconds



The following slides describe the alternatives that will be analyzed for the federal review process.

For the National Park Service, the No-Action Alternative includes the existing conditions in Jackson Park at the time of evaluation. The existing National Park Service UPARR Grant Boundary is shown here in yellow. Neither the OPC nor the roadway closures are in place in this alternative.

26 seconds

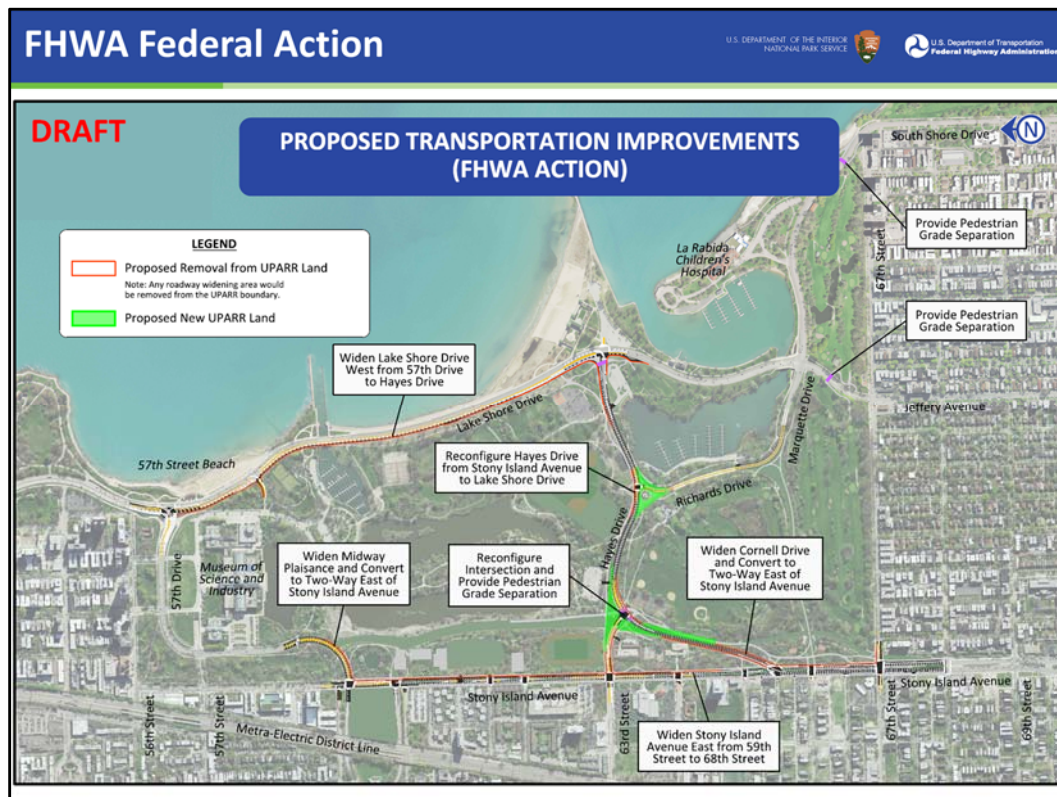


The National Park Service federal action involves the evaluation of impacts due to the recreation conversion from the construction of the OPC. To replace recreation area lost by the construction of the OPC, the City has identified a portion of the Midway Plaisance that could serve as replacement recreation use.

As a result of the National Park Service conversion approval, the City could then construct the OPC and close roadways in Jackson Park.

The National Park Service would revise the UPARR Grant Boundary to exclude converted areas due to the OPC and include the proposed areas in the Midway Plaisance and the closed roadways. These conditions result in traffic congestion that require roadway improvements to be approved by the FHWA. This condition, as shown in this slide, represents the FHWA No-Build alternative.

56 seconds



As mentioned in the previous slide, the FHWA Action only occurs if the National Park Service approves the conversion of recreational use and the City closes roadways and constructs the OPC in Jackson Park.

The FHWA then evaluates the impacts of a Preferred roadway improvement alternative, as shown here. Any roadway widening or reconfiguration of roadways that occur within the UPARR Grant Boundary require the review of the National Park Service under UPARR.

After reviewing impacts of recreation conversion from roadway improvements, the National Park Service would revise the UPARR Grant Boundary accordingly and amend the original UPARR agreements.

46 seconds

Potential Impact Topics

- Social and Economic Issues
- Cultural Resources
- Recreation
- Special Lands
- Traffic Congestion
- Environmental Justice
- Agricultural
- Air Quality

- Traffic Noise
- Natural Resources
- Water Quality and Resources
- Groundwater Resources
- Floodplains
- Wetlands
- Tribal Interest





As part of the NEPA review, the National Park Service and FHWA will be evaluating the natural and cultural resource impacts of their federal actions due to the city's proposal. They may include:

- Social and Economic Issues
- Cultural Resources
- Recreation
- Special Lands
- Traffic Congestion
- Environmental Justice
- Agricultural
- Air Quality
- Traffic Noise
- Natural Resources
- Water Quality and Resources
- Groundwater Resources
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35 seconds

Proposed Next Steps*



NEPA

- Prepare and Environmental Assessment – Fall 2018
 - Evaluate Alternatives
 - Identify a Preferred Alternative
 - Assess Preferred Alternative and Associated Impacts
- Release EA for 30-day Public Comment Period, including Public Hearing – Fall 2018/Winter 2019

NHPA – Section 106

- Complete Assessment of Effects (AOE) – Fall 2018
- Distribute AOE and hold Consulting Party Meetings – Fall 2018
- Execute Memorandum of Agreement as appropriate – Winter 2019

* Subject to project readiness

After tonight’s meeting, alternatives will be evaluated based on the previously-described impact topics and a Preferred Alternative will be identified and further assessed. An Environmental Assessment will be prepared and released for a 30-day public comment period including a public hearing. It is anticipated that the Public Hearing will be held in the Fall of 2018 or Winter of 2019.

In tandem with the NEPA process, the NHPA Section 106 Assessment of Effects is currently being prepared. This assessment will be distributed to Consulting Parties prior to conducting the next Consulting Party Meeting in the Fall of this year.

43 seconds



Comments received this evening will be added to this public meeting record.

We encourage you to provide any questions or comments you might have regarding the Federal review process by completing a comment card. Comments received this evening will be added to this public meeting record and considered while developing the NEPA Environmental Assessment.

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The National Park Service, the Federal Highway Administration, the Illinois Department of Transportation and the City of Chicago thank you for your participation.

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