


# Public Hearing

## Federal Actions In and Adjacent to Jackson Park

### Urban Park and Recreation Recovery Amendment and Transportation Improvements




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

This presentation is pre-recorded and is available on the project website (<http://www.tinyURL.com/JPIImprovements>). It will be presented during each Public Hearing webinar, followed by an opportunity for public comments. Additional details on how you can provide your comments will be discussed at the end of this presentation.

## Agenda

- Purpose of the Public Hearing
- Federal Process Overview
- Federal Authority
- Purpose and Need
- Project Alternatives
- Impacts of Alternatives
- Compliance with other laws
- Next Steps
- Public Comments

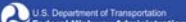








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This presentation will cover the items listed here. It will begin with a discussion of the purpose of the Public Hearing. An overview of the Federal process and the agencies involved will follow. The Federal Authority and Purpose and Need for each Federal agency will be summarized. The project alternatives and the impacts of those alternatives will be presented. A summary of the project compliance with other laws will be provided. The presentation will conclude by discussing the next steps of the process. Following the presentation, an opportunity for public comments will be provided.

## Purpose of the Public Hearing



- This Public Hearing is being held to:
  - Provide an overview of the Environmental Assessment (EA) and Federal Review
  - Present the alternatives considered
  - Present the preferred alternative described in the EA
  - Describe the next steps of the Federal Review Process and
  - Solicit public comments
- An EA was prepared to determine whether any of the federal actions have the potential to cause significant environmental impacts, pursuant to the National Environmental Policy Act (NEPA) regulations



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The purpose of this Public Hearing is to:


- Provide an overview of the Environmental Assessment (or EA) and Federal Review
- Present the alternatives considered
- Present the preferred alternative described in the EA
- Describe the next steps of the Federal Review Process and
- Solicit public comments


An Environmental Assessment was prepared to determine whether any of the federal actions have the potential to cause significant environmental impacts, pursuant to the National Environmental Policy Act, or NEPA. The significance of an impact considers both the context and intensity of the impact.

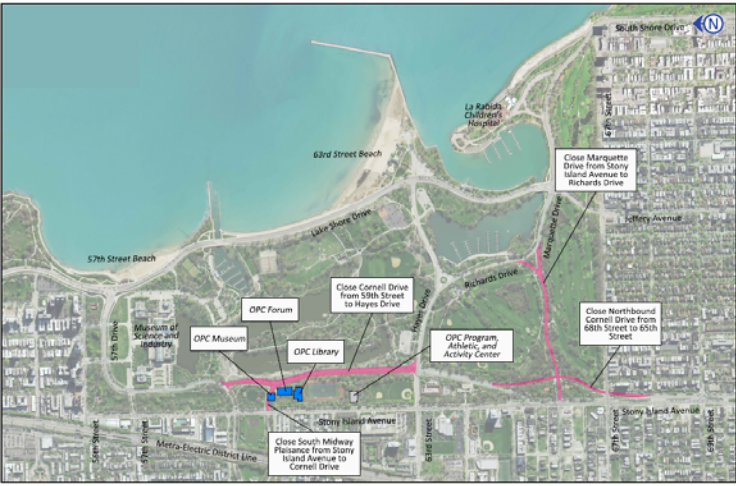
The following slides will describe the need for the federal review process and provide an introduction to the Federal agencies involved in the preparation of the EA.


## Federal Process – Why are we here?


- City actions trigger need for federal review
- City actions include approving:
  - Construction of OPC in Jackson Park
  - Roadway closures
  - Transportation improvements


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U.S. Department of Transportation  
Federal Highway Administration  




  
DPD  
Department of Planning  
and Development

  
CDOT  
Colorado Department of  
Transportation


  
Illinois Department  
of Transportation

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The proposed Federal Actions are in response to the City's decision to allow for the construction of the privately funded Obama Presidential Center, or OPC, in Jackson Park and the City's improvements to the roadway network in and around Jackson Park. The decision to site the OPC in Jackson Park, the design of the OPC campus, and the related roadway closures in Jackson Park do not require federal approval or funding.


The NPS and the FHWA ensure proposed federal actions meet all federal requirements and environmental laws.

## Federal Authorities



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


Administers the Urban Park and Recreation  
Recovery (UPARR) Program



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




Federal Highway  
Administration (FHWA)

Administers the Federal-  
Aid Highway Program



United States Army Corps of Engineers

Authorizations under the Clean Water  
Act and the Rivers and Harbors Act




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The Federal review is being conducted jointly by the NPS and the FHWA. As noted previously, the National Park Service administers the UPARR program and the FHWA administers the Federal-Aid Highway Program. Each of these will be discussed later in this presentation.


The National Park Service is acting as the lead agency for this NEPA review. The National Park Service and the FHWA will make independent determinations relating to their authority, but both will draw from the same information gathered during the NEPA process.

The actions by the City will also require authorizations from the United States Army Corps of Engineers. The authorizations arise due to the proposed discharge of fill material into waters of the United States, requiring a permit under Section 404 of the Clean Water Act, and due to impacts to the Great Lakes Fishery and Ecosystem Restoration, or GLFER, program. Alterations to the GLFER project require USACE permission pursuant to Section 14 of the Rivers and Harbors Act, commonly referred to as 'Section 408'.


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# ***Federal Authorities and Purpose and Need***

 **DPD**  
Department of Planning  
and Development

 **CDOT**



 Illinois Department  
of Transportation

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Federal Authorities and Purpose and Need

Federal Actions In and Adjacent to  
Jackson Park


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**NPS**

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Federal Highway Administration



## Urban Park and Recreation Recovery (UPARR) program

- Program provided grants to economically hard-pressed communities specifically for the rehabilitation of critically needed recreation areas, facilities, and development of improved recreation programs.
- The federal government, via the UPARR program, provided two grants to the City for use in Jackson Park in 1980 and 1981.



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The proposed OPC project and proposed roadway improvements would impact lands currently managed consistent with the UPARR program. The UPARR program provided grants to economically hard-pressed communities specifically for the rehabilitation of critically needed recreation areas, facilities, and development of improved recreation programs. The federal government, via the UPARR program, provided two grants to Jackson Park in 1980 and 1981.

NPS

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Federal Highway Administration

- The City is responsible for maintaining public recreation uses in the UPARR Grant Boundary (Section 1010).
- NPS must approve any conversion of UPARR land to non-recreation use



Excluded from UPARR Boundary:  
Existing Roadways, Museum of Science and Industry, La Rabida Children's Hospital



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As part of the agreements to receive funds, the City committed to maintaining public recreation uses in the UPARR Grant Boundary or Section 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.

The National Park Service reviews any proposed change within the UPARR Grant Boundary to something other than public recreation use. Any property improved or developed with UPARR grant funds may not be converted to non-recreation uses without the approval of the National Park Service.






**NPS**

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## Purpose and Need

- The purpose of the NPS action is to evaluate whether the City's planned partial conversions meet the requirements of UPARR.
- The need for NPS action is due to the City's decision to close roadways, authorize the location of the OPC within Jackson Park, and improve the roadway network in and around Jackson Park.



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The purpose of the NPS action is to determine if the City's planned partial conversions meet the requirements of UPARR. In order to amend the UPARR grant agreement, the requirements stipulate that the conversion must (among other criteria):


- Be in accord with the current local park and recreation recovery action program; and
- Assure adequate recreation properties and opportunities of reasonably equivalent usefulness and location are identified.

If so, the UPARR agreement may be amended.


The need for the NPS action arises from the City's decision to close roadways, authorize the location of the OPC within Jackson Park, and improve the roadway network in and around Jackson Park. The NPS has determined that these City projects would trigger a partial conversion of certain parts of the OPC site and areas of roadway improvements that are currently recreational use, to non-recreational uses. The NPS must ensure recreational opportunities of reasonably equivalent usefulness and location are provided to replace the converted areas.

**FHWA**

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## Federal-Aid Highway Program


- Makes available federal funding to state departments of transportation and local agencies
- CDOT proposes to use federal funds for transportation improvements




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The FHWA administers the Federal-Aid Highway Program, which makes federal funding available to state departments of transportation and local agencies for roadway projects. In Illinois, all Federal-Aid Highway program Funds are administered through the Illinois Department of Transportation, or IDOT, through a stewardship and oversight agreement. The Chicago Department of Transportation, or CDOT, proposes to use Federal-Aid Highway funding for roadway construction and bicycle and pedestrian improvements within Jackson Park.

**FHWA**

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## Purpose and Need

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
- Long pedestrian crossings of heavily-traveled multi-lane roadways



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The purpose of the 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, and
- Long pedestrian crossings of heavily-traveled multilane roadways

## U.S. Army Corps of Engineers

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The USACE is a cooperating agency in this EA. The USACE is requested to grant authorizations under the following:

**Section 404 of the Clean Water Act**

- Widening of the 59<sup>th</sup> Street bridge abutment
- Dewatering the portion of the lagoon under Hayes Drive

**Section 14 of the Rivers and Harbors Act (“Section 408”)**

- Impacts to the Great Lakes Fishery & Ecosystem Restoration (GLFER) program



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The United States Army Corps of Engineers, or USACE, is a cooperating agency as part of this EA. The USACE is not a signatory to this EA, however, the City has requested the USACE grant authorizations pursuant to their Federal authority.

An authorization under Section 404 of the Clean Water Act is required as a result of proposed discharges of fill material into waters under USACE jurisdiction. The actions that require Section 404 authorizations include: the widening of the 59<sup>th</sup> Street bridge abutment to accommodate an additional southbound travel lane along Lake Shore Drive, and dewatering a portion of the lagoon under Hayes Drive to complete bridge improvements.

The USACE also provided federal funds for ecosystem restoration activities in Jackson Park under Section 506 of the of the Water Resources Development Act of 2000, which is known as the Great Lakes Fishery and Ecosystem Restoration (or “GLFER”) program. Certain actions that are part of this EA will impact areas previously restored under the GLFER project, requiring USACE review under Section 14 of the Rivers and Harbors Act, also known as Section 408.

The slide features a blue header bar at the top. On the right side of the header, the logos for the U.S. Department of the Interior National Park Service and the U.S. Department of Transportation Federal Highway Administration are displayed. The main body of the slide is white and contains the title ***Project Alternatives*** in a large, bold, italicized black font. At the bottom left, there are four logos: DPD (Department of Planning and Development), CDOT (Colorado Department of Transportation), and the Illinois Department of Transportation. The number 13 is located in the bottom right corner of the slide.

Project Alternatives.

## Alternative A: Existing Conditions (No Action)

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

The No-Action Alternative includes the existing conditions in Jackson Park, subject to ongoing operation and maintenance. The existing National Park Service UPARR Grant Boundary is shown here in yellow; existing roadways remain unchanged. Alternative A is evaluated as a baseline to compare against the action alternatives B and C.

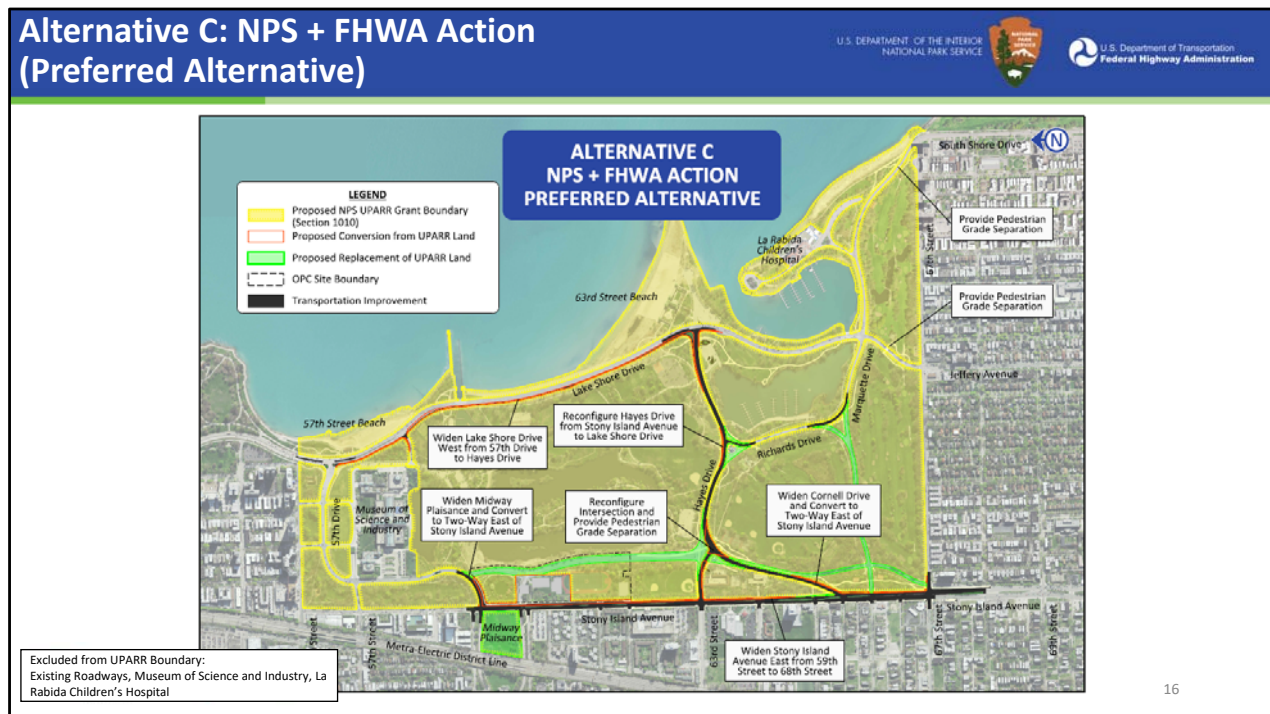


To replace recreation opportunities lost by the construction of the OPC, the City has identified a portion of the Midway Plaisance where replacement recreation opportunities will be developed.

The NPS action is to determine whether the City's proposed replacement of recreation opportunities lost due to the OPC are adequate, and to modify the UPARR boundary. If the National Park Service approves the partial conversion, the City's proposed roadway closures would be implemented and the OPC would be constructed and the UPARR agreement and boundaries would be amended to include a portion of the Midway Plaisance with replacement recreational opportunities provided.

This condition, as shown in this slide, also represents the FHWA No-Build alternative to compare impacts of proposed transportation actions.





Alternative C is the same UPARR replacement as Alternative B and adds transportation improvements to mitigate traffic congestion as a result of roadway closures in Jackson Park. This alternative also increases continuity between existing park areas with proposed trails and underpasses for improved pedestrian and bicyclist access and circulation. Under Alternative C, NPS would also evaluate and approve the conversion of UPARR recreation land caused by roadway improvements in exchange for replacement recreation opportunities where existing roads are converted to park space.

The FHWA Action only occurs if the National Park Service approves the conversion of recreational use by the OPC, the City closes roadways, and the OPC is constructed in Jackson Park.

The FHWA evaluates the impacts of transportation improvements, as shown here. Under this alternative, more parkland will be taken from recreation use for roadway improvements, resulting in further partial conversion. The National Park Service would evaluate the conversion of UPARR recreation



land taken for roadway improvements and will review the adequacy of replacement land and recreational opportunities offered by developing the closed road corridors as parkland.

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# ***Impacts of Alternatives***

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Department of Planning  
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CDOT

Illinois Department  
of Transportation

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Impacts of Alternatives.

### Impact Topics – Not Carried Forward for Further Analysis



- Agricultural Resources
- Special Status Species
- Other Wildlife and Wildlife Species
- Air Quality
- Water Resources
- Highway Traffic Noise
- Archaeological Resources
- Construction Noise from OPC

*See EA and Appendices C - F for analyses*



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For the analysis of impacts by the alternatives, environmental resources were identified. In keeping with NEPA guidance, the Environmental Assessment discussion focuses on key issues. Specifically, issues are retained for detailed study of impacts if they may be substantial, if they are of critical importance for decision making, if they are expected to have different impacts across alternatives, or if the results of study are expected to be scientifically contentious.

Certain environmental resource topics were dismissed from further analysis as they do not meet the described criteria. The topics dismissed include:

- Agricultural Resources
- Special Status Species
- Other Wildlife and Wildlife Species
- Air Quality
- Water Resources
- Highway Traffic Noise
- Archaeological Resources, and
- Construction Noise associated with the OPC

Further details regarding the dismissal of each topic are provided in the EA.

## Impact Topics – Carried Forward for Further Analysis

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- Recreation
- Traffic Congestion
- Cultural Resources
- Social and Economic Issues
- Great Lakes Fishery and Ecosystem Restoration (GLFER)



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The impact topics that were carried forward for further analysis include: Recreation, Traffic Congestion, Cultural Resources, Social and Economic Issues, and the Great Lakes Fishery and Ecosystem Restoration, or GLFER.

## Recreation

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

See EA Appendix G for detailed analysis

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The analysis of recreation as an impact topic includes describing the change of the UPARR boundary under each alternative, as well as the change in recreational uses and opportunities that would result from loss due to the OPC.

### Impacts of Alternative A:

- Under Alternative A, recreation within Jackson Park and the Midway Plaisance would continue under the current City ownership and management by the Chicago Park District; there would be no change to the UPARR boundary or recreation uses under this alternative.

## Recreation

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

See EA Appendix G for detailed analysis

**ALTERNATIVE B  
NPS ACTION (FHWA NO BUILD)**

**LEGEND**

- Modified NPS UPARR Grant Boundary (Section 1010)
- Proposed Conversion from UPARR Land
- Proposed Replacement of UPARR Land
- Roadway Closures
- OPC Site Boundary

**4.6 acre conversion area**

**5.2 acre replacement area**

Excluded from UPARR Boundary:  
Existing Roadways, Museum of Science and Industry, La Rabida Children's Hospital

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### Impacts of Alternative B:

- The partial conversion of the area around the proposed OPC buildings in Jackson Park would result in lifting the existing UPARR requirements for recreation from a 4.6-acre parcel within the OPC site. UPARR restrictions would then be placed on the 5.2 acre site on the east end of the Midway Plaisance.

## Recreation

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

*See EA Appendix G for detailed analysis*

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- The OPC site currently includes open space with paths that are used for walking or running; a track that is used for exercise, running, and walking; and an artificial turf field, bounded by the track, which is used for playing football and soccer. The site also includes open picnic grove space that can be reserved by applying for a permit, a memorial garden (known as the Perennial or Women's Garden), and a portion of the 62nd Street Playground.
- At the OPC site, recreation elements would be reconfigured. Lost UPARR recreational opportunities here include the track and field, the picnic grove, and the open recreation space, including biking and walking trails.



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## Recreation

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Federal Highway Administration

See EA Appendix G  
for detailed analysis

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

Existing Layout

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- To replace lost UPARR recreational opportunities, the City proposes modifying the East End of the Midway Plaisance to accommodate a combination of play area and open space.
- The majority of the east end of Midway Plaisance is an open lawn lined with trees. This area has two mixed-use trails and a sidewalk. Within the open space are park benches, trees, an informational kiosk, the Cheney Goode Memorial, and a wetland. The open space allows for informal recreation such as pick-up games, walking, gathering, or open play. Sidewalks provide opportunities for walking and biking.

## Recreation

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

*See EA Appendix G for detailed analysis*

Proposed Layout

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- Within the east end of the Midway Plaisance, the western side of the lawn would be altered with the addition of play area that would include both inclusive play and nature play facilities. New structural features would result in the loss of some open recreational space; however, the City proposes modifications to improve the recreational utility of this area. The sunken grade of the lawn area would be modified to facilitate infiltration and drainage to remove the wetland and to enhance use of the open field. The proposed flexible open space on the site would accommodate a variety of activities such as dog-walking, picnicking, and holding soccer practice. The City also proposes to re-install a missing historic walk and restore historic tree patterns on the site with the goal of rehabilitating historic spatial organization to a historically open character with corner plantings. There will be no alterations to the configuration of existing roadways or walking paths.

## Recreation

- **Alternative A**
  - No changes to recreation
- **Alternative B**
  - Picnic Grove removed
  - Baseball fields removed
  - Track and field relocated
  - New play area and flexible open space on Midway
- **Alternative C**
  - Widened roads result in loss of open park land
  - Closed roads result in new open park land

*See EA Appendix G for detailed analysis*

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### Impacts of Alternative C

- In addition to the recreation impacts of Alternative B, the analysis of Alternative C evaluates the incremental impacts to recreation changes as a result of the transportation improvements. The planned roadway changes would result in lost park space where roads would be widened or improved and new recreational space where roads are closed and converted to park space.
- The areas of Jackson Park that are currently parkland within the UPARR boundary but that would become roadways or sidewalks generally consist of sidewalks, walkways, open space, or landscaping that serves as buffer zones for roadways and/or areas for informal recreation.
- The planned roadway widening and improvements would result in lost open park spaces used for informal recreation as well as some sidewalks and pathways used for walking, jogging, and biking. These spaces are linear, narrow, and mainly serve as landscaped buffer space between roadways and more functional recreation areas nearby. The conversion of these areas to transportation use would not prevent park users from continuing to use the adjacent open areas of the park for recreation.

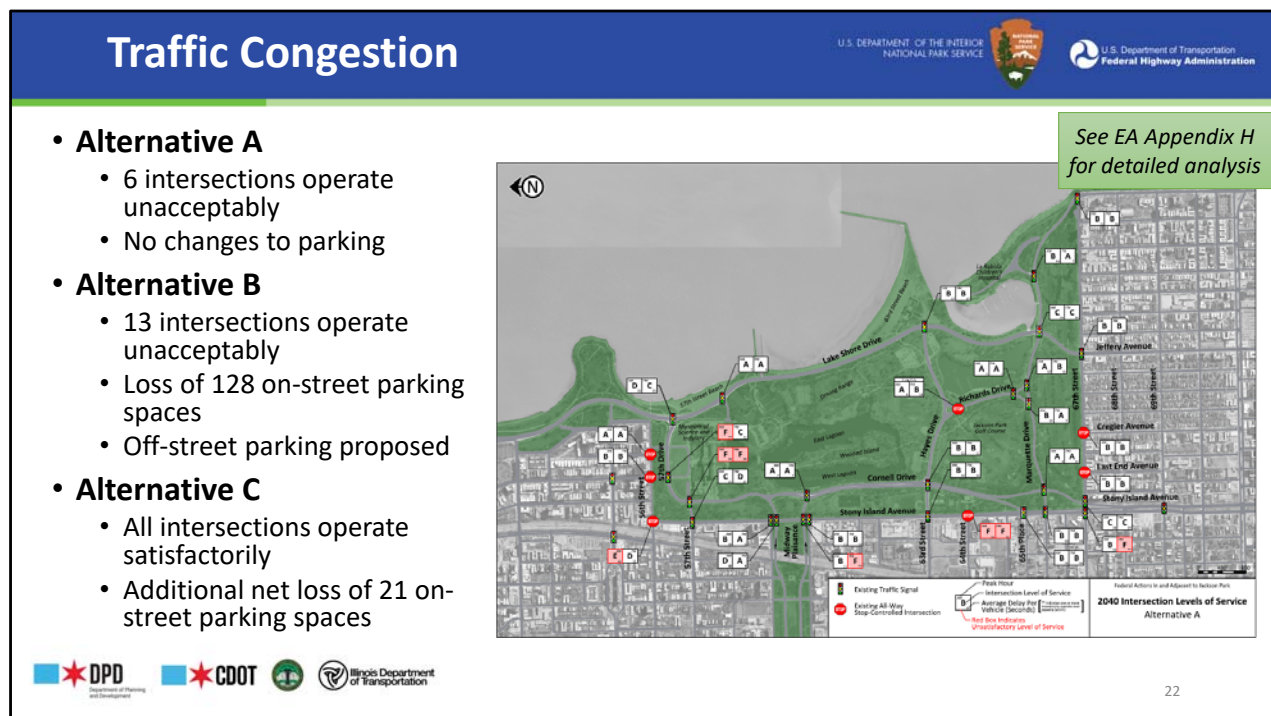
Recreation – UPARR Boundary			
	Alternative A	Alternative B	Alternative C
Loss in UPARR Boundary	No Change	Picnic Grove Track and Field Open Space -4.6 acres (Jackson Park: OPC site development)	-9.8 acres (Jackson Park: OPC site development and roadway improvements)
Gain in UPARR Boundary	No Change	New Open Spaces Playgrounds PAAC +5.2 acres (Midway Plaisance)	+16.2 acres (Midway Plaisance, Jackson Park: closed roadways)
Net Changes in UPARR Boundary	No Change	Restored Women's Garden Picnicking areas Athletic fields 62 <sup>nd</sup> Street Playground- relocated and expanded +0.6 acres	+6.4 acres (roadway improvements and conversion to parkland)

See EA Appendix G for detailed analysis

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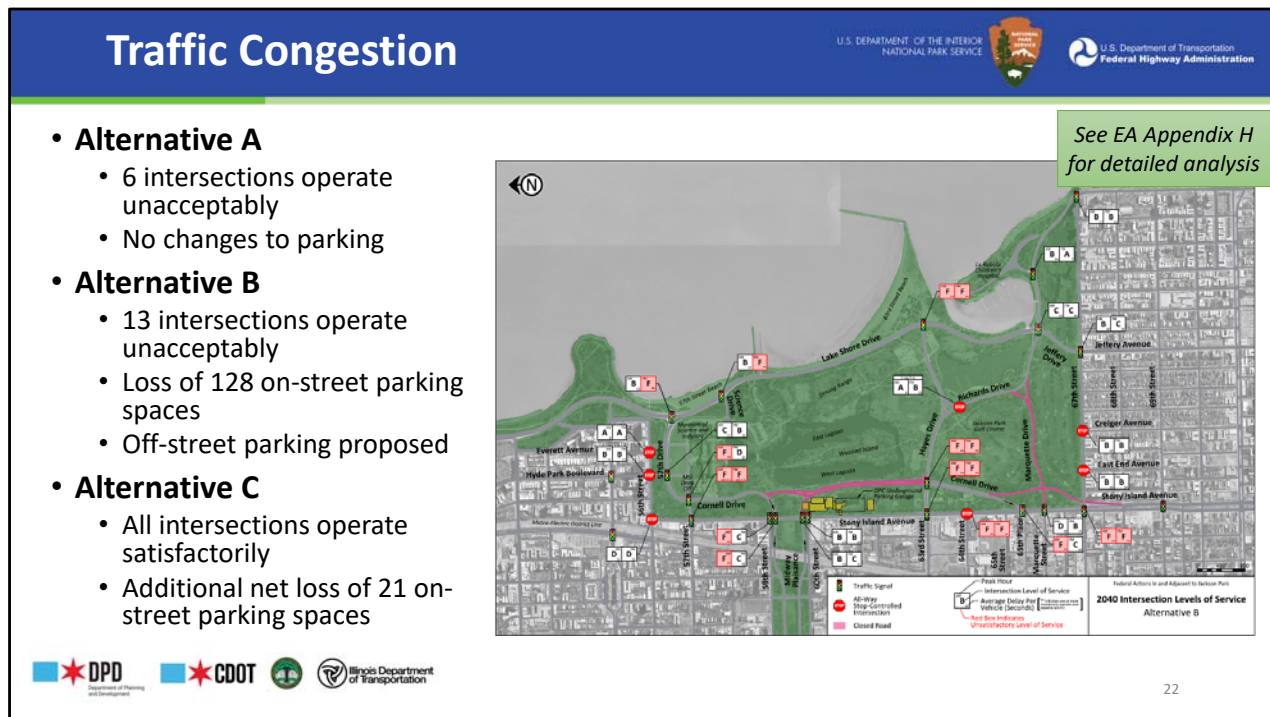
This slide summarizes the change in UPARR boundary acreages as a result of each alternative. Alternative B results in a net gain of 0.6 acres of UPARR land, and Alternative C results in a net gain of 6.4 acres of additional UPARR land.





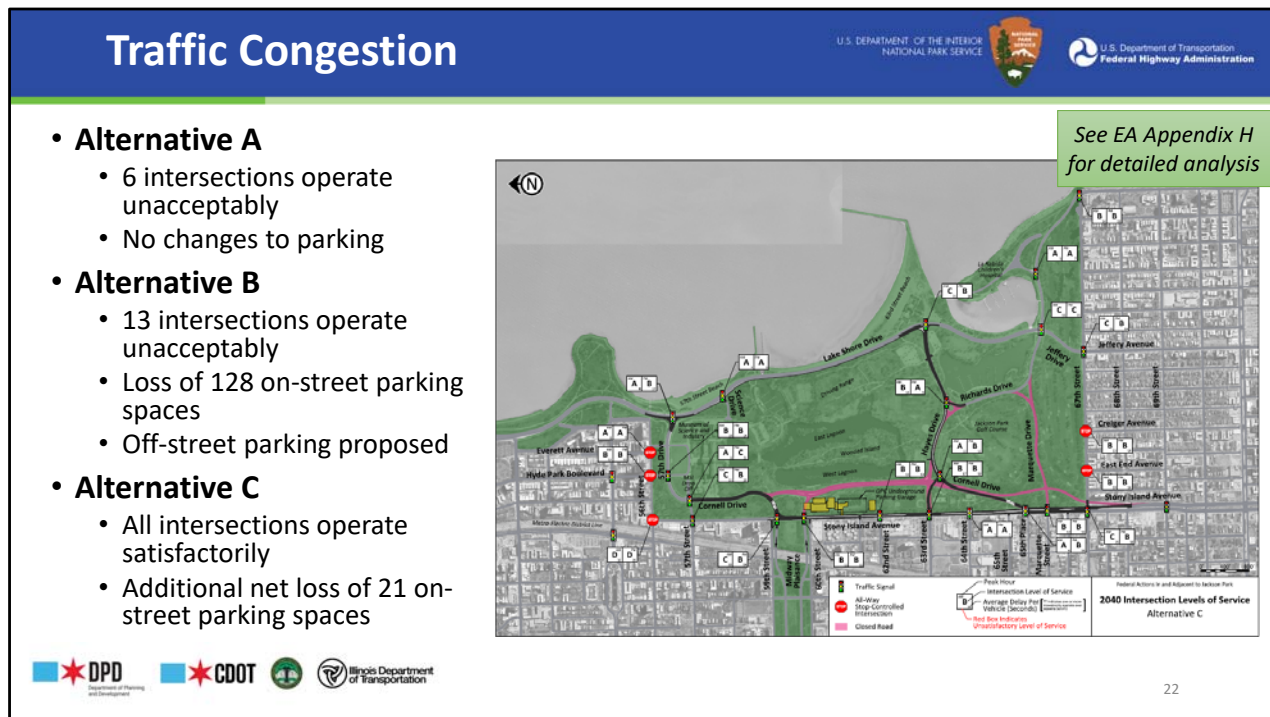
For the analysis of Traffic Congestion, travel patterns, traffic volumes, traffic operations and parking supply were studied. Mobility at intersections is measured by calculating the average delay per vehicle and relating it to Level of Service benchmarks. Level of Service letter designations A through F are correlated to quantitative measures based on the average seconds of delay per vehicle experienced at an intersection. A Level of Service A represents the best conditions and Level of Service F, the worst.

Alternative A considers the existing roadway network within Jackson Park and projects traffic volumes to the year 2040. Existing travel patterns and travel times are anticipated to remain largely the same as existing conditions. Traffic growth over this time is anticipated to increase approximately 2.4 percent, concentrated on arterial roadways. Most intersections continue to operate satisfactorily, however, some intersections experience a degradation in level of service due to the growth in traffic volumes. As no changes to the roadway network occur under this alternative, there are no impacts to parking under Alternative A.



Alternative B considers a scenario where the OPC is constructed and the roadway closures are in place. Due to the closure of Cornell Drive, travel patterns and traffic volumes that remain within the study area are diverted to surrounding roadways, primarily Stony Island Avenue to the west and Lake Shore Drive to the east. Traffic patterns shift to the remaining roadway network during the morning and evening peak travel periods. As a result of the traffic diversions, the remaining roadway network experiences substantial congestion and delays. Thirteen intersections operate at unacceptable levels of service.

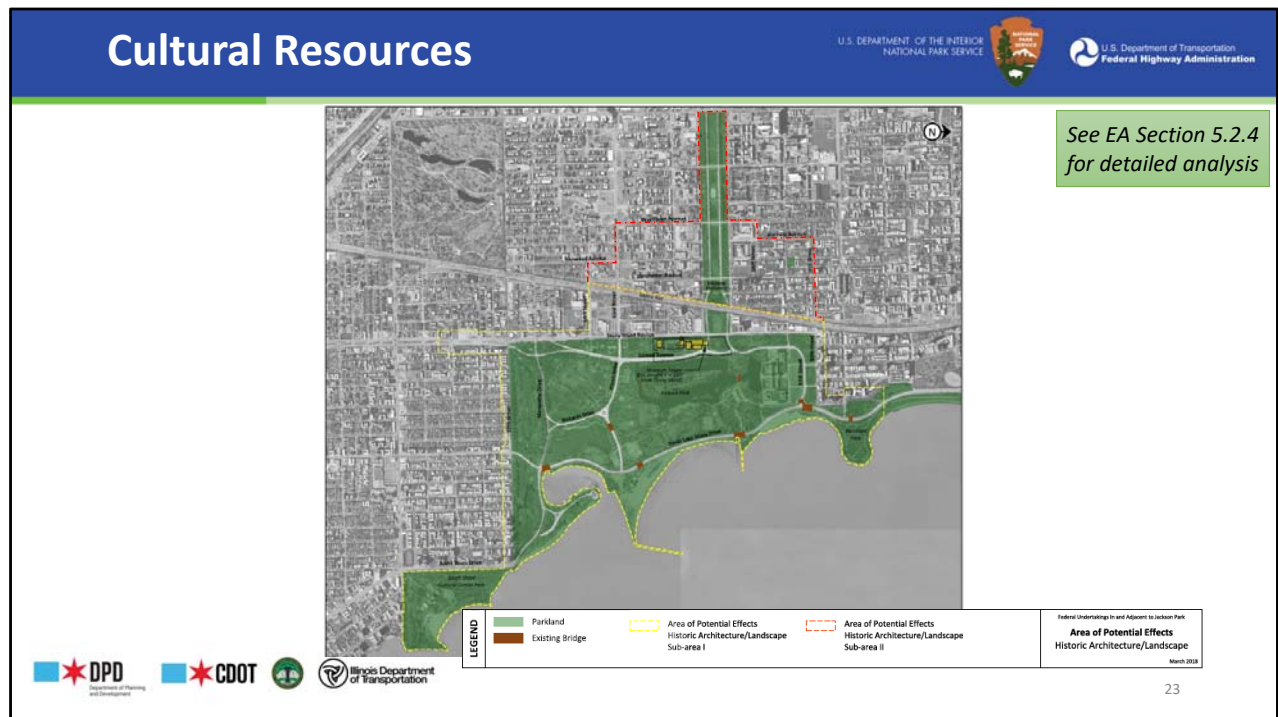
Due to the roadway closures, 128 on-street parking spaces are lost. Additional off-street parking proposed as part of the OPC development is provided to accommodate anticipated parking demand from visitors to the center and its employees.



Under Alternative C, the FHWA may provide funding for roadway improvements to address congestion caused by the roadway closures. These improvements are concentrated along Stony Island Avenue, Lake Shore Drive, and Hayes Drive. Traffic volumes and travel patterns are dispersed among the improved roadways more evenly without overburdening one particular roadway. Alternative C would improve traffic congestion and travel times along all of the routes compared to Alternative B. Traffic operations and delays are comparable or improved compared to existing conditions.




The roadway improvements in Alternative C result in an additional net loss of 21 on-street parking spaces.





This impact topic focuses on the analysis of impacts on cultural resources under NEPA. An analysis under Section 106 of the National Historic Preservation Act, or NHPA, was conducted concurrently with but separately from the EA.

This map shows the affected area of the project. The NEPA analysis's affected area for the EA is the same as the Area of Potential Effects, or APE, and was determined in consultation with the Illinois State Historic Preservation Officer.

Cultural Resources	
<ul style="list-style-type: none"> <li>• <b>Alternative A</b> <ul style="list-style-type: none"> <li>• No changes to cultural resources.</li> </ul> </li> <li>• <b>Alternative B</b> <ul style="list-style-type: none"> <li>• Some historic features restored (e.g., pathway and vegetation at Midway); some historic features reconfigured or removed (e.g., Women's Garden); historic viewsheds altered by new buildings (e.g., OPC buildings within historic viewshed)</li> <li>• Overall, the impacts would diminish ability of Jackson Park Historic Landscape District and Chicago Park &amp; Boulevard Historic District to convey their historic character</li> </ul> </li> <li>• <b>Alternative C</b> <ul style="list-style-type: none"> <li>• Some additional contributing features removed or reconfigured (e.g., Hayes Dr./Richards Dr. intersection); historic use of some roadways changed (e.g., roads closed and converted to recreational space)</li> <li>• Overall, additional impacts arising from the roadway improvements would further diminish integrity of the historic districts</li> </ul> </li> </ul>	<p><i>See EA Section 5.2.4 for detailed analysis</i></p>
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#### Impacts of Alternative A:

- No direct or indirect impacts on cultural resources would occur under Alternative A. As a result, no impacts to the characteristics of the historic properties that qualify them for inclusion in the National Register of Historic Places, or NRHP, would occur.

#### Impacts of Alternative B:

- Proposed UPARR replacement recreational improvements would result in impacts to the Midway Plaisance. The designed character of the sunken lawn would remain intact, and historic features would be restored, including a north-south path and historic vegetation patterns. The new playground would be designed to be compatible with the existing character of the Midway Plaisance. The NHPA Assessment of Effects process concluded that the effects on the Midway Plaisance would not be adverse.
- Reconfiguring the Women's Garden, and relocating the track & field along with removing roads and adding new pathways would alter historic circulation patterns. Historic viewsheds would be altered by the OPC buildings. Designed topography and viewsheds would be removed for the OPC site development.
- Though the Assessment of Effects concluded there would be adverse effects, the historic properties would retain enough historic integrity to continue to


- qualify for NRHP listing.
- Mitigation is under development through a Memorandum of Agreement, or MOA, as part of the Section 106 process.

Impacts of Alternative C:




- Alternative C would have additional direct impacts due to roadway improvements.
- Some contributing features would no longer remain in their historic locations; specifically, the Hayes Drive/Richards Drive intersection would be moved. The historic triangular design of the intersection and its design emphasis on the Statue of the Republic would be removed.
- The designed character of Marquette Drive and Richards Drive would be altered by changes to the design and location of contributing historic features.
- Material features would be lost as a result of project implementation due to the removal of historic roadways. These alterations would diminish the evident historic workmanship of Olmsted's design by altering the spatial organization of Jackson Park, and the historic properties' feeling and aesthetic would be diminished.
- Though the Assessment of Effects concluded that there would be adverse effects, the historic properties would retain enough historic integrity to continue to qualify for NRHP listing.
- Mitigation is under development through an MOA as part of the Section 106 process.

## Social and Economic Issues

- **Alternative A**
  - No social and economic impacts
- **Alternative B**
  - Increase in construction employment
  - Public Space improvements
  - Increase in jobs and expenditures from operations
- **Alternative C**
  - Additional increase in construction employment from transportation improvements



See EA Appendix I  
for detailed analysis

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For the analysis of social and economic issues, the project study area includes portions of the neighborhoods of South Shore, Woodlawn, and Hyde Park. These neighborhoods are highly developed and include residential, commercial, recreational, transportation, and public and private institutional land uses.




Population in the three neighborhoods in the project study area totals over 100,500 residents. Nearly half of the residents live in South Shore. Woodlawn and Hyde Park share the remaining residents with approximately 25,200 and 26,800 residents, respectively. Population values for each neighborhood were established by combining data from individual Census Tracts within each neighborhood boundary.

The labor force participation rates, which include persons in the labor force divided by population 16 years and older, in each of the neighborhoods in the project study area fall below those of the City of Chicago and the State of Illinois. Unemployment rates for the South Shore and Woodlawn neighborhoods for the 2013-2017 period were considerably higher than the City of Chicago and Illinois, while that of Hyde Park was below.

Because no federal actions would occur under Alternative A, there would be no

direct or indirect social or economic impacts. Alternative B would include temporary impacts to the community, such as increase in short-term employment and public amenity improvements. Alternative C would include additional short-term employment opportunities from road improvement construction.

Social and Economic – Summary			
		U.S. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE	U.S. Department of Transportation Federal Highway Administration
	Alternative A	Alternative B	Alternative C
Job Creation in the State of Illinois	None	Short-term (construction and startup phases): 6,493 jobs  Long-term (operation phase): 2,774 jobs	Same as Alternative B plus:  Short-term (construction): 222 jobs
Job Creation in South Side of Chicago	None	Short-term (startup phase only): 1,407  Long-term (operation phase): 2,175	Same as Alternative B plus:  Short-term (construction): 222 jobs


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This slide summarizes the overall social and economic impacts of the alternatives. There would be no impacts from Alternative A because no Federal action would be taken.


Under both Alternative B and Alternative C, construction will lead to an increase in short term employment. In the State of Illinois, over 6,000 short term jobs are anticipated during the construction and startup phases of the OPC site development, with an additional 2,700 long-term jobs during the operation phase of the OPC facilities. Alternative C would generate an additional 200 construction-related jobs for construction of roadway improvements.

## Great Lakes Fishery and Ecosystem Restoration

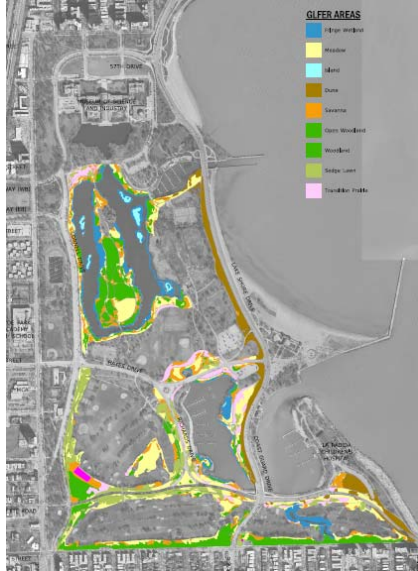
U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE






U.S. Department of Transportation  
Federal Highway Administration



- **Alternative A**
  - No change
- **Alternative B**
  - Permanent impacts (78 sq. ft)
  - Temporary impacts (0.23 acres)
- **Alternative C**
  - Permanent impacts (1.32 acres)
  - Temporary impacts (1.47 acres)
  - Temporary impacts restored in place
  - Replacement area (2.43 acres)
  - Net gain (1.11 acres)



See EA Appendix J  
for detailed analysis

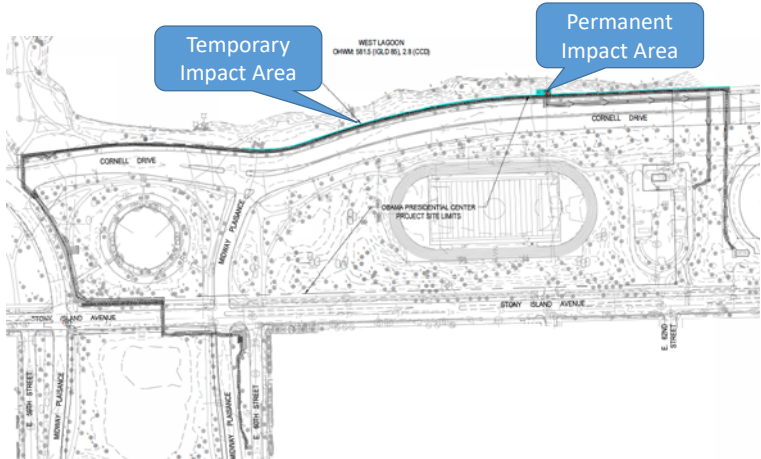
27

The Great Lakes Fishery and Ecosystem Restoration project, or GLFER, aims to create or enhance nearly 147 acres of native habitat within Jackson Park and along the Lake Michigan shoreline. The project includes 24 acres of new natural areas and the installation of over 600,000 native plants that will increase the biological diversity of Jackson Park and provide critical habitat and beautiful scenery for Jackson Park visitors. In addition, to improve access and circulation throughout Jackson Park, the project includes the installation of overlooks along the water's edge, new pathways, and the reconstruction of existing pathways on the Wooded Island.

The areas included as part of the GLFER project are shown on this slide. Alternative A represents the current conditions in Jackson Park; there is no change to GLFER areas under Alternative A.


## Great Lakes Fishery and Ecosystem Restoration

- **Alternative A**
  - No change
- **Alternative B**
  - Permanent impacts (78 sq. ft)
  - Temporary impacts (0.23 acres)
- **Alternative C**
  - Permanent impacts (1.32 acres)
  - Temporary impacts (1.47 acres)
  - Temporary impacts restored in place
  - Replacement area (2.43 acres)
  - Net gain (1.11 acres)



Temporary Impact Area

Permanent Impact Area



See EA Appendix J for detailed analysis

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Under Alternative B, permanent impacts will result from the construction of a new lift station by the Chicago Park District. Temporary fencing along the east side of Cornell Drive is proposed as part of this work and would result in temporary impacts.

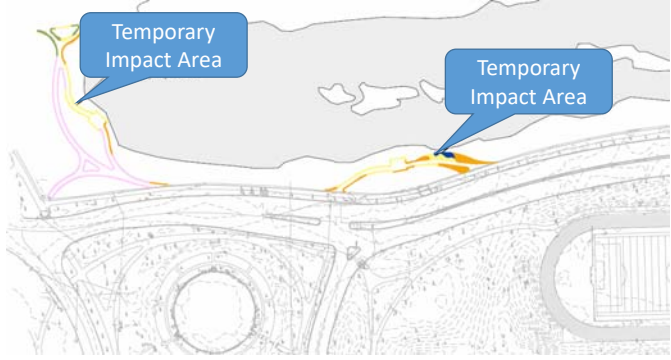


## Great Lakes Fishery and Ecosystem Restoration

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

U.S. Department of Transportation  
Federal Highway Administration

- **Alternative A**
  - No change
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  - Net gain (1.11 acres)



See EA Appendix J  
for detailed analysis

DPD CDOT Illinois Department of Transportation


27

The Obama Foundation proposes to construct accessible pathway connections from the OPC site to the GLFER pathways and replace the existing crushed stone screening covered paths with concrete, resulting in temporary impacts to the GLFER areas.




A total of 78 square feet of permanent impacts and 0.23 acres of temporary impacts result from Alternative B.

## Great Lakes Fishery and Ecosystem Restoration

- **Alternative A**
  - No change
- **Alternative B**
  - Permanent impacts (78 sq. ft)
  - Temporary impacts (0.23 acres)
- **Alternative C**
  - Permanent impacts (1.32 acres)
  - Temporary impacts (1.47 acres)
  - Temporary impacts restored in place
  - Replacement area (2.43 acres)
  - Net gain (1.11 acres)



See EA Appendix J  
for detailed analysis


27

Alternative C impacts are in addition to those observed in Alternative B. Under Alternative C, the widening of southbound Lake Shore Drive to the west would have additional permanent and temporary impacts to the restored GLFER areas from grading and utility work. The proposed pedestrian underpasses near the intersections of Lake Shore Drive and Hayes Drive as well as Cornell Drive and Hayes Drive would also result in additional permanent and temporary impacts.


An additional 1.32 acres of permanent impacts and 1.47 acres of temporary impacts result from implementing Alternative C.

## Great Lakes Fishery and Ecosystem Restoration


U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE






U.S. Department of Transportation  
Federal Highway Administration



- **Alternative A**
  - No change
- **Alternative B**
  - Permanent impacts (78 sq. ft)
  - Temporary impacts (0.23 acres)
- **Alternative C**
  - Permanent impacts (1.32 acres)
  - Temporary impacts (1.47 acres)
  - Temporary impacts restored in place
  - Replacement area (2.43 acres)
  - Net gain (1.11 acres)



*See EA Appendix J  
for detailed analysis*

27

All impacts to GLFER areas would be restored or replaced within Jackson Park. Areas impacted temporarily by construction would be restored in place using the GLFER planting palette as a guide. Permanently impacted GLFER areas would also be replaced on the east side of the Jackson Park Inner Harbor to the south of Hayes Drive, providing a net gain of 1.11 acres compared to the existing restoration area.

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE



U.S. Department of Transportation  
Federal Highway Administration



# *Compliance with other laws*

 **DPD**  
Department of Planning  
and Development

 **CDOT**



 Illinois Department  
of Transportation

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Compliance with other laws

Federal Actions In and Adjacent to  
Jackson Park

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## Compliance with Other Laws



### **National Historic Preservation Act (NHPA) Section 106**

- Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.
- Section 106 also gives the Advisory Council on Historic Preservation, interested parties, and the public the chance to weigh in on these matters before a final decision is made.
- Compliance with Section 106 is being conducted separately from but concurrently with the NEPA process



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Section 106 of the National Historic Preservation Act of 1966, or NHPA, requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review is required.

Additionally, Section 106 gives the Advisory Council on Historic Preservation, interested parties, and the public the chance to weigh in on these matters before a final decision is made.

Compliance with Section 106 is being conducted separately from, but concurrently with, this NEPA process.

## Compliance with Other Laws

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE



U.S. Department of Transportation  
Federal Highway Administration

### Section 4(f) of USDOT Act of 1966

- Provides consideration for park and recreation lands, wildlife and waterfowl refuges, and historic sites.
- Four properties could not be avoided:
  - Jackson Park (recreation resource)
  - Midway Plaisance (recreation resource)
  - Jackson Park Historic Landscape District and Midway Plaisance (historic site)
  - Chicago Park Boulevard System Historic District (historic site)
- Total Permanent and Temporary Use: 28.7 acres



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Section 4(f) of the U.S. Department of Transportation Act of 1966, known as Section 4(f), considers uses of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development. Historic sites are defined as prehistoric and historic districts, sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places. The law only applies to agencies within the U.S. Department of Transportation and is implemented by the FHWA and the Federal Transit Administration.

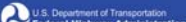

A total of 41 properties are protected by Section 4(f) within the project area. Of these properties, 4 of the properties could not be avoided by the transportation project. Jackson Park and Midway Plaisance are considered as two separate recreation properties. As they are jointly listed on the National Register, the Jackson Park Historic Landscape District and Midway Plaisance is considered as one historic property. The Jackson Park Historic Landscape District and Midway Plaisance is a contributing feature of the Chicago Park Boulevard System Historic District, thus, a use within Jackson Park equates to a use of the Chicago Park Boulevard System Historic District.

The total use of Section 4(f) properties by the transportation project is 28.7 acres.

Detailed descriptions of Section 4(f) properties and uses by the transportation project are documented in the Draft Section 4(f) Evaluation, which is available on the City's website.






## Compliance with Other Laws



### Section 4(f) of USDOT Act of 1966

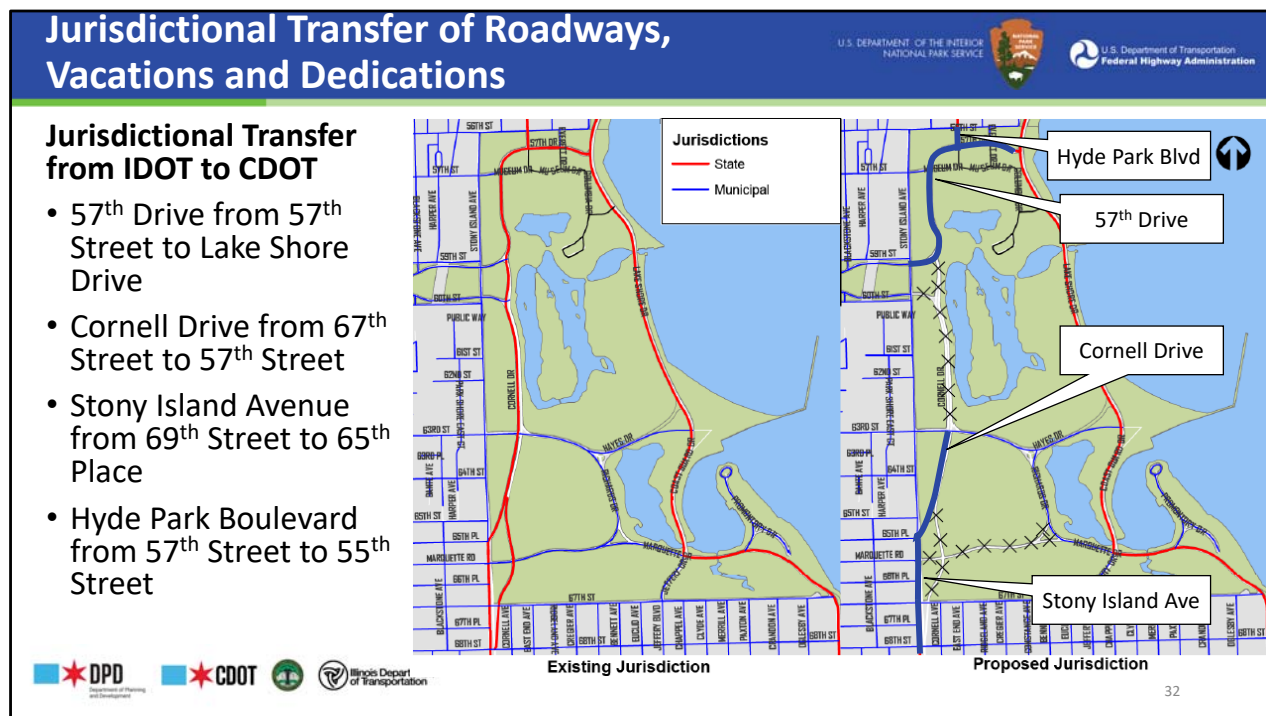
- Draft Section 4(f) Evaluation released to the Officials with Jurisdiction (OWJs) and the public for comments: April 22, 2020
- Comment period ended: June 8, 2020
- Final Section 4(f) Evaluation will be completed prior to, or concurrent with, the NEPA process



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On April 22, 2020, the Draft Section 4(f) Evaluation was released to the Officials with Jurisdiction, or OWJs, and Federal agencies with encumbrances on Section 4(f) land for a comment period that concluded on June 8, 2020. The Draft Section 4(f) Evaluation was also made available on the City's website for public review. FHWA will consider the comments received and complete the Final Section 4(f) Evaluation.

The Final Section 4(f) Evaluation will be completed prior to, or concurrent with, the conclusion of FHWA's NEPA process.





CDOT has requested a jurisdictional transfer of roadways from IDOT in response to the City's proposed roadway closures and resulting improvements to the roadway network. The following roadways will be transferred from IDOT to CDOT jurisdiction: 57<sup>th</sup> Drive from 57<sup>th</sup> Street to Lake Shore Drive, Cornell Drive from 67<sup>th</sup> Street to 57<sup>th</sup> Street, Stony Island Avenue from 69<sup>th</sup> Street to 65<sup>th</sup> Place and Hyde Park Boulevard from 57<sup>th</sup> Street to 55<sup>th</sup> Street. Coordination of the jurisdictional transfer agreement is ongoing.

Coordination is also ongoing between CDOT and the Chicago Park District regarding the vacation and dedication of public way in Jackson Park to accommodate the City's proposed increase in park space and roadway improvements to offset the roadway closures in Jackson Park.

The slide features a blue header bar at the top. On the right side of the header, there are two logos: the U.S. Department of the Interior National Park Service logo and the U.S. Department of Transportation Federal Highway Administration logo. The main body of the slide is white and contains the text ***Next Steps*** in a large, bold, black font. At the bottom left, there are four logos: DPD (Department of Planning and Development), CDOT (Colorado Department of Transportation), and the Illinois Department of Transportation logo. The number 33 is located in the bottom right corner of the slide.




Next Steps.

## Next Steps



### NEPA

- EA released to public: **September 28, 2020**
- 30 day public comment period ends **October 30, 2020**
- Analyze public comments
- Respond to substantive comments
- NEPA determination of a Finding of No Significant Impact (FONSI) or decision to proceed with an Environmental Impact Statement (EIS)



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This slide summarizes the next steps in the NEPA process.

The EA was released to the public for review on September 28, 2020, marking the beginning of a 30-day public review period. The public review comment period will end on October 30, 2020. Afterward, the Federal agencies and the City will analyze the public comments received and provide responses to substantive comments. These will be addressed in a Public Comment Analysis Report, which will append the federal agencies' NEPA determination.

A substantive comment does one or more of the following:

- Questions, with reasonable basis, the accuracy of information presented in the EA;
- Questions, with reasonable basis, the adequacy of the environmental analysis;
- Presents reasonable alternatives other than those presented in the EA; and/or
- Causes changes or revisions in the proposal.

The NEPA process will continue as the agencies either make a determination of a Finding of No Significant Impact, or FONSI, or decide to proceed with an Environmental Impact Statement.

***Provide your comments***

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

U.S. Department of Transportation  
Federal Highway Administration

DPD  
Department of Planning  
and Development

CDOT

Illinois Department  
of Transportation


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As mentioned in the previous slide, the official comment period for the Environmental Assessment began on September 28, 2020 and will conclude on October 30, 2020. There are a variety of methods through which comments may be provided.

## Commenting Methods

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

U.S. Department of Transportation  
Federal Highway Administration




**Online** via the NPS Planning, Environment and Public Comment (PEPC) website at:  
<https://parkplanning.nps.gov/ChicagoJacksonPark>.  
*(Preferred Method)*

DPD  
CDOT  
Illinois Department of Transportation

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The preferred method of providing comments is online via the NPS Planning, Environment and Public Comment website, or “PEPC” website, at <https://parkplanning.nps.gov/ChicagoJacksonPark>. The Environmental Assessment is available on this site for public viewing.


## Commenting Methods



**By mail to:**



Todd Wyatt  
Department of Planning and Development  
121 N. LaSalle Street, Room 1000  
Chicago, IL 60602

**In person by appointment** at the following location and time:






**October 15, 2020**  
3:00 P.M. - 5:00 P.M.  
South Shore Cultural Center  
7059 S. South Shore Drive  
Chicago, IL 60649

You may schedule your appointment with the court reporter via email to [JacksonPark@civiltechinc.com](mailto:JacksonPark@civiltechinc.com) by October 14, 2020.



*Considering the current state of public health safety and out of an abundance of caution, it is recommended that comments be submitted online, during a webinar, or by mail, if possible. For those submitting comments in person, social distancing and safety precautions, consistent with City and State regulations, will be enforced.*





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You may also mail your comments to the Department of Planning and Development at the address listed on this slide.

Considering the current state of public health safety, and out of an abundance of caution, it is recommended that comments be submitted online, during a webinar, or by mail, if possible. For those without access to the internet and for those unable to provide comments using these methods, an appointment to speak with a court reporter in person may be scheduled. A court reporter will be present for collecting comments at the South Shore Cultural Center on October 15 between 3 PM and 5 PM. Social distancing and safety precautions, consistent with City and State regulations, will be enforced.




## Comments








### Verbal comments during Public Hearing Webinars (following presentation)

- All comments are treated equally regardless of the method through which they are submitted.*
- Duplicate comments by the same individual will be disregarded.*



**Online** via the NPS Planning, Environment and Public Comment (PEPC) website at:  
<https://parkplanning.nps.gov/ChicagoJacksonPark>.  
*(Preferred Method)*



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Public comments will also be collected during each of the Public Hearing webinars for individuals who submitted speaking requests. The opportunity for public comments will follow this presentation.

The preferred method of providing comments is online via the NPS PEPC website.

All comments received are treated equally regardless of the method through which they are submitted. Duplicate comments by the same individual will be disregarded.

U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE



U.S. Department of Transportation  
Federal Highway Administration





**Thank you!**

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This concludes the presentation. The National Park Service, the Federal Highway Administration, the Illinois Department of Transportation and the City of Chicago thank you for your time and input regarding this project.

At this time during each of the Public Hearing webinars, the opportunity for public comments will begin.