

Meeting Display Boards for Public Hearing on the Wilson Transfer Station Project held Tuesday, February 18, 2014.

Board 1: Welcome

Welcome to the Wilson Transfer Station Project Public Hearing. The purpose of this Public Hearing is to solicit comments from the community about the Environmental Assessment and Section 4(f) Evaluation prepared for the Wilson Transfer Station Project.

Public Hearing Agenda

6:00-6:30 PM: Public review of Project display boards

6:30-7:00 PM: Formal presentation by CTA

7:00-8:30 PM Oral public comments (sign-up required)

Image: Wilson Transfer Station simulated photo depicting the Gerber building and restored clock tower at Wilson Avenue and Broadway.

Board 2: Making Oral Comments

1. Sign-up at the welcome station. To accommodate as many people as possible, each person has one opportunity to sign up and speak.
2. Receive a colored card to indicate your position in the speaking queue
3. You will have three minutes to speak
 - We will adhere to the three-minute time limit
 - The Facilitator will let you know how much time you have left.

Thank you and we look forward to hearing from you!

Board 3: Project Purpose

- Replace outdated and deteriorated facility
- Serve current and future ridership demand
- Improve passenger access, comfort, safety and security
- Provide access for disabled CTA customers
- Provide easy and convenient transfers between Red and Purple Lines
- Improve efficiency and safety of transit operations and maintenance
- Improve street-level environment
- Traffic, pedestrian, bicycle safety and security
- Visibility and viability of existing businesses
- Attract new development to the area

Image: Existing view of Wilson Station at the northwest corner of Wilson and Broadway

Board 4: What are the elements of the project?

For transit customers:

- Longer and wider platforms
- Three new station entrances/exits
- Wider stairwells, new escalators and elevators, new energy-efficient lighting, security cameras, new signage, additional bike parking and modern canopies

For transit customers with disabilities:

- Two new accessible station entrances/exits (none currently)
- Elevator, Braille signage, wheelchair-accessible fare gates and ramps

For neighborhood (street-level enhancements):

- Restoration of Gerber Building terra cotta exterior and clock tower
- New station house
- Removal of track columns on Wilson, Broadway and sidewalks

For transit operations and maintenance:

- New track structure to improve safety, operations and maintenance

Images: Two photographs of the existing Wilson Station track structure; one at platform level and one at street level.

Board 5: About the Wilson Transfer Station Project Area

Wilson Station Location: 4620 North Broadway, Chicago

Year Station Built: 1923

Number of Customers Served by Wilson Station: 6,300 per day or 2.1 million

Average Number of Trains: 510 per weekday (one every three minutes)

Population within the Study Area:

- 25,000 in 2010 and estimated 36,000 in 2040
- 47 percent minority
- 28 percent low-income

Jobs within the Study Area: 5,200 in 2010 and estimated 5,300 in 2040

Primary Land Uses: Multi-family residential and commercial

Historic Properties within the Study Area:

- Uptown Square Historic District - Wilson Station is within the Historic District
- Uptown Broadway Building

Estimated Project Capital Cost: \$203 million

Image: An aerial photograph depicting the Project Area north to Leland Avenue, west to Magnolia Avenue, south to Montrose Avenue and east to Sheridan.

Board 6: What is the Environmental Assessment (EA)?

- Identifies and Evaluates
 - Potential project impacts to human, natural and historic resources
 - Ways to reduce/eliminate potential negative effects foundation: National Environmental Policy Act of 1969 (NEPA)
- Foundation: National environmental Policy Act of 1969 (NEPA)
 - Applies to federally-assisted projects
- Public involvement and Agency Coordination are Crucial to thee A Process

*Image 1: Depicts a historic image of the Gerber Building entrance to Wilson (or Uptown) Station.
Image 2: Depicts a similar image of the station entrance today.*

Board 7: Other Environmental Considerations

| | Section 4(f) | Section 106 |
|--|---|---|
| Federal Legislative Reference | Section 4(f) of Department of Transportation (DOT) Act | National Historic Preservation Act |
| Type of Legislation | Preservation | Preservation |
| Protected Resources | Public parks, waterfowl and wildlife refuges, and significant historic sites | Historic, architecture, archeology and cultural districts, sites, buildings and structures - Listed or eligible for inclusion on the National Register of Historic Places |
| Applies to | Programs and projects undertaken by U.S. DOT | Action of any federal agency |
| | Actual use or occupancy of a resource | Assessment of adverse effects on historic places |
| General Procedures | Must avoid using protected areas, if feasible and prudent; | Identify and consider effects of a project on historic properties |
| Requirements | Consultation, avoidance or mitigation | Consultation and mitigation when affected |
| Coordination with | <ul style="list-style-type: none"> - U.S. Department of Interior - U.S. Department of Agriculture - U.S. Department of Housing and Urban Development - State Historic Preservation Officer - State or local agency with jurisdiction | <ul style="list-style-type: none"> - U.S. Department of Interior (National Parks Service) - State Preservation Officer - Tribal Historic Preservation Officer - Advisory Council on Historic Preservation - Other consulting parties - The public |
| Relationship to other statutes | Section 106 if integral to Section 4(f) compliance. | Section 4(f) is not integral to Section 106 process |
| Relationship to NEPA | Considered in the National Environmental Policy Act process | Considered in the National Environmental Policy Act process |
| Relevant Wilson Transfer Station Resources | Uptown Historic District including Elevated Rail Line, Gerber Building, Majestic Men's Wear Store Building; and Historic Uptown Broadway Building | Same as Section 4(f) |

Reference: U.S. Department of Transportation – Federal Highway Administration

Board 8: The Project would benefit:

Transportation: Allow transfers between the Red and Purple Express Lines. Provide station access by transit patrons with disabilities.

Economic development: Restore the Gerber Building to attract retail development. Create/enhance employment opportunities. Improve the visibility of existing businesses.

Visual Quality: Views of the Uptown Square Historic District would improve with the removal of the ‘L’ track columns on the street; restoration of the Gerber Building facade and clock tower; and reconstruction of Wilson Station.

Safety and Security: Enhanced sight lines from removing track columns and improved lighting and security cameras at the station.

Indirect effects: Potential for transit-oriented development including the restored Gerber Building.

Cumulative effects: Enhanced access to jobs, retail and places of interest; rise in enrollment at Truman College.

The Project would NOT affect:

- | | |
|-----------------------------------|-----------------------|
| Existing or planned land use | During construction |
| Noise | ○ Transit service |
| Air quality | ○ Air quality |
| Energy use | ○ Hazardous materials |
| Minority or low-income population | ○ Safety and security |

Would need to address these negative effects:

| Effect | How CTA will address them |
|---|---|
| <ul style="list-style-type: none"> ▪ Properties near Leland and Clifton: <ul style="list-style-type: none"> ○ Vibration after construction ○ Temporary construction | <ul style="list-style-type: none"> ▪ Use construction materials and methods to eliminate or minimize noise and vibration ▪ Notify the public of construction operations and schedule ▪ Monitor noise and vibration |
| <p>During Construction:</p> <ul style="list-style-type: none"> ▪ Pedestrian activities due to sidewalk closures ▪ Bike and traffic operations due to lane closures | <ul style="list-style-type: none"> ▪ Construction permits ▪ Notify the public of construction schedule |
| <ul style="list-style-type: none"> ▪ Physical changes to the Uptown Square Historic District: <ul style="list-style-type: none"> ○ Reconstruction of the ‘L’ track, Gerber Building and Majestic Men’s Wear Store Building | <ul style="list-style-type: none"> ▪ Agreement with Federal Transit Administration and Illinois Historic Preservation Agency for compatible design and construction |

Board 9: Noise Analysis

Findings

- Noise analysis completed per FTA manual
 - Operational Noise: When Project is completed; recurring / long-term
 - Construction Noise: During Project construction; temporary / short-term
- Representative sites analyzed are based on project's key physical features
- Need to mitigate construction noise at site M1 and M3

| RESULTS OF OPERATIONAL NOISE ANALYSIS | | | | |
|---------------------------------------|--------------------|-----------------------|--------|-------------------------|
| Site No. | Existing Condition | Preferred Alternative | Change | Exceeds Existing Level? |
| M1 | 74 | 72 | -2 | No |
| M2 | 64 | 63 | -1 | No |
| M3 | 72 | 71 | -1 | No |
| M4 | 70 | 69 | -1 | No |

| RESULTS OF CONSTRUCTION NOISE ANALYSIS IN DECIBELS | | | | | |
|--|------------------------------|---------------|----------------|------------|-----------------------|
| | Receptor | | FTA (Criteria) | | |
| Site No. | Distance from Project (feet) | Project Noise | Day Time | Night Time | Exceeds FTA Criteria? |
| M1 | 44 | 89 | -2 | No | Yes |
| M2 | 115 | 81 | -1 | No | No |
| M3 | 66 | 86 | -1 | No | Yes |
| M4 | 362 | 71 | -1 | No | No |

Image: A map showing the location of the four representative noise monitoring sites and sensitive noise receptors proximate to the Project. The four sites are located in the vicinity of North Broadway, West Leland Avenue and North Clifton Avenue and plots site numbers and their respective descriptions as indicated in the table below.

| Site No. | Description |
|----------|---|
| M1 | Uptown Recording Studio, 4656 N. Clifton Avenue |
| M2 | Buddhist Temple of Chicago, 1151 W. Leland Avenue |
| M3 | Residences, 1110 / 1116 W. Leland Avenue |
| M4 | Residences near City Sports, 4601 N. Broadway |

Board 10: Vibration Analysis

Findings

- Vibration analysis completed per FTA manual
 - Operational Vibration
 - Construction Vibration

- Representative sites analyzed based on project's key physical features
- Operational Vibration would increase at Site M1
- Vibration levels would increase due to construction at Sites M1 and M3

| RESULTS OF OPERATIONAL VIBRATION ANALYSIS | | | | | | |
|---|----------|--------------|---------------|---------------------|------------------------|-----------------------|
| Site No. | Sta. No. | FTA Category | FTA Criteria* | Existing Condition* | Preferred Alternative* | Exceeds FTA Criteria? |
| M1 | 340+00 | 3 | 65 VdB | 70 VdB | 78 VdB | Yes |
| M2 | 341+00 | 3 | 75 | 65 | 62 | No |
| M3 | 342+00 | 2 | 72 | 70 | 71 | No |
| M4 | 336+00 | 2 | 72 | 50 | 48 | No |
| *VdB – Vibration Decibels | | | | | | |

| RESULTS OF CONSTRUCTION VIBRATION ANALYSIS | | | | |
|--|------------------------------|-------------------|--------------|-----------------------|
| Site No. | Distance from Project (feet) | Project Vibration | FTA Criteria | Exceeds FTA Criteria? |
| M1 | 44 | 87 | 65 | Yes |
| M2 | 115 | 74 | 75 | No |
| M3 | 66 | 81 | 72 | Yes |
| M4 | 362 | 59 | 80 | No |

Image: A map showing the location of the four representative noise monitoring sites and sensitive noise receptors proximate to the Project. The four sites are located in the vicinity of North Broadway, West Leland Avenue and North Clifton Avenue and plots site numbers and their respective descriptions as indicated in the table below.

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Board 11: Analysis of Historic Properties

“Section 4(f)” refers to the United States Department of Transportation Act of 1966

- FTA determines the historic properties within the Area of Potential Effects
- Related analysis: Section 106 of the National Historic Preservation Act

Findings

- Followed federal regulations to analyze various factors such as:
 - Project’s Purpose and Need
 - Cost
 - Socioeconomic and environmental impacts
 - Community disruptions
 - Impacts on other historic resources
- The Wilson Transfer Station Project cannot avoid affecting the Uptown Square Historic District
- Design Alternative #5 would minimize negative effects on the Historic District

Image: A map of historic architectural resources within the Project’s Area of Potential Effects (APE) with an aerial photograph in the background. The map also depicts the boundaries of the Uptown Square Historic District that is partially within the APE.

Board 12: Preferred Design Alternative – Modified Rigid Steel Bent with Cantilevers

- Replace deteriorating track structure
- Improve station platform capacity, circulation and amenities
- Include ADA access (two entrances) elevators and ramps
- Easy and convenient transfers between Red and Purple Line Express trains
- Efficient and safe transit system
- Consistent with current CTA maintenance practices
- No track columns on Broadway

Image 1: This is a map depicting the existing and proposed placement of the “L” track columns in the vicinity of Clifton, Leland and Broadway. This layout presents CTA’s proposed design as analyzed in the Environmental Assessment and Section 4(f) Evaluation released for public comment on January 27, 2014.

Image 2: This photo simulation depicts the before and after of the Barry Building (looking west) and street level with a reduction in the number of columns.

Image 3: This photo simulation is of the same as Image 1, only the view is from the south.

Board 13: Renderings

Image: Wilson Transfer Station simulated photo depicting wide, accessible platforms to allow transfers between Red and Purple Lines; enhanced lighting, security cameras and translucent station canopy.

Board 14: Renderings

Image 1: Wilson Transfer Station simulated photo depicting the Gerber building and restored clock tower at Wilson Avenue and N. Broadway.

Image 2: Wilson Transfer Station simulated photo depicting enhanced street environment on Wilson Avenue.

Board 15: Renderings

Image 1: A photo simulation of the entrance on Wilson showing a safe, secure and prominent station with bicycle parking and security;

Image 2: A photo simulation of Sunnyside Auxiliary Station Entrance (northwest view) identifying the new accessible ramp.

Board 16: Rendering

Image: A photo simulation depicting the proposed interior of the new station. Features include two elevators between the street and platform levels of the station; wheelchair-accessible fare gates; bright lighting; and a clean and modern design.

Board 17: Stay Involved

Your comments in the EA will become part of the official record. Please submit comments in writing using the comment cards provided in one of these ways:

During the public hearing:

Place them in the box provided

Talk to any member of the Project Team who can help write them down

Provide oral comments

By Mail: The comment form includes CTA's mailing address

E-MIL: wilsontransferstation@transitchicago.com

CTA will accept comments through 4:30pm on Wednesday February 26, 2014

The graphic element on this page depicts the steps (or process) of the Environmental Assessment:

Step 1: Design, Section106 Consultation, Analysis

Step 2: Issue Draft EA (January 27, 2014)

Step 3: Public Comment Period (January 27, 2014 to February 26, 2014)

Step 4: Respond to public comments

Step 5: Final Environmental Decision Document (Spring 2014)