

WILSON TRANSFER STATION CONSULTING PARTIES MEETING



Chicago Transit Authority

AGENDA

- I. Welcome
- II. What is Section 106?
- III. Consulting Parties Introduction
- IV. Community Outreach
- V. Project Purpose and Need
- VI. Project Design
- VII. Amended Area of Potential Effect (APE)
- VIII. Memorandum of Agreement
- IX. Consulting Parties Input
- X. Next Steps



II. WHAT IS SECTION 106?

In the National Historic Preservation Act (NHPA), Congress established a comprehensive program to preserve the historical and cultural foundation of the Nation.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of projects they carry out, approve, or fund on historic properties. Section 106 review ensures that preservation values are factored into federal agency planning and decisions.

Section 106 review requires federal agencies to gather information to decide which properties in the area that may be affected by the project are listed, or are eligible for listing, in the National Register of Historic Places; determine how the historic properties might be affected; explore measures to avoid or reduce harm to historic properties and reach an agreement with the State Historic Preservation Officer on such measures to resolve any adverse effects.

II. WHAT IS SECTION 106? *(CONTINUED)*

Wilson Transfer Station Project Section 106 Timeline

- January 9, 2012 FTA sends Section 106 project initiation letter to Illinois Historic Preservation Agency (IHPA)
- September 4, 2012 FTA sends the Historic Architectural Survey (containing Eligibility and Effects Determinations) to IHPA for concurrence
- October 4, 2012 IHPA Concurs with Eligibility and Effects Determinations
- October 10, 2012 Consulting Parties invitation letters sent out
- October 11, 2012 Public Open House (Truman College)
- December 11, 2012 FTA invites Advisory Council on Historic Preservation (ACHP) to participate in consultation
- January 2, 2013 ACHP declines invitation to participate in consultation
- January 31, 2013 Section 106 Consulting Parties Meeting (Truman College)
- February 5, 2013 Section 106 Consulting Parties Meeting (CTA Headquarters)
- May 30, 2013 FTA sends draft Memorandum of Agreement (MOA) to Consulting Parties for review and comment
- June 26, 2013 Section 106 Consulting Parties/Public Meeting (Weiss Memorial Hospital)

III. CONSULTING PARTIES INTRODUCTION

Consulting Parties

- Terry Tatum, Department of Housing and Economic Development, City of Chicago
- Ward Miller, Preservation Chicago
- Lisa DiChiera, Landmarks Preservation Council of Illinois
- Martin Tangora, Uptown Historical Society
- Cindi Anderson, Uptown Chicago Commission
- Andy Pierce, Friends of the Uptown Theater
- Alyssa Berman-Cutler, Uptown United
- Gary Johnson, Chicago History Museum *
- Michael Wayland, Barry Building (4660-4668 N. Broadway) *
- Matthew Denny, Uptown Recording LLC (4654-4656 N. Clifton) *

** Invited as a Consulting Party*



IV. COMMUNITY OUTREACH

- **Five previous public outreach meetings:**

- January 24 - 27, 2011: Red and Purple Modernization Project Scoping Meeting
- February 6 & 7, 2012: Red and Purple Modernization Project Open House at Evanston Library and Broadway Armory
- October 11, 2012: Open House at Truman College
- January 31, 2013: Section 106 Meeting at Truman College
- February 5, 2013: Section 106 Meeting at CTA

- **Various meetings between CTA and Elected Officials**

- **Various meetings between CTA and Community Groups**

- **Meetings with Business Owners**



V. PROJECT PURPOSE AND NEED

- **What is the purpose of this project?**

To improve **capacity, circulation, and safety** for riders by relieving congestion. Specifically by adding two 10-car platforms, widening the platforms to 26 feet and creating a Red and Purple transfer point.



V. PROJECT PURPOSE AND NEED *(CONTINUED)*

• Why is this project needed?

Service Capacity

- Over 2 million patrons used the Wilson station in year 2011 and 2012 and it has consistently achieved a 2.5% annual growth over the last 10 years.
- 510 trains cross the Broadway viaduct on a weekday basis, for a total of 3,216 trains weekly.
- Passengers cannot presently transfer between the Red and Purple lines.

Lifespan

- Existing facilities close to 100 years old and beyond repair.
- Station facilities, viaducts, and track structures are deteriorating, repair is not feasible.

Access

- Station and platforms are not compliant with Americans with Disabilities Act (ADA) standards (no elevators).

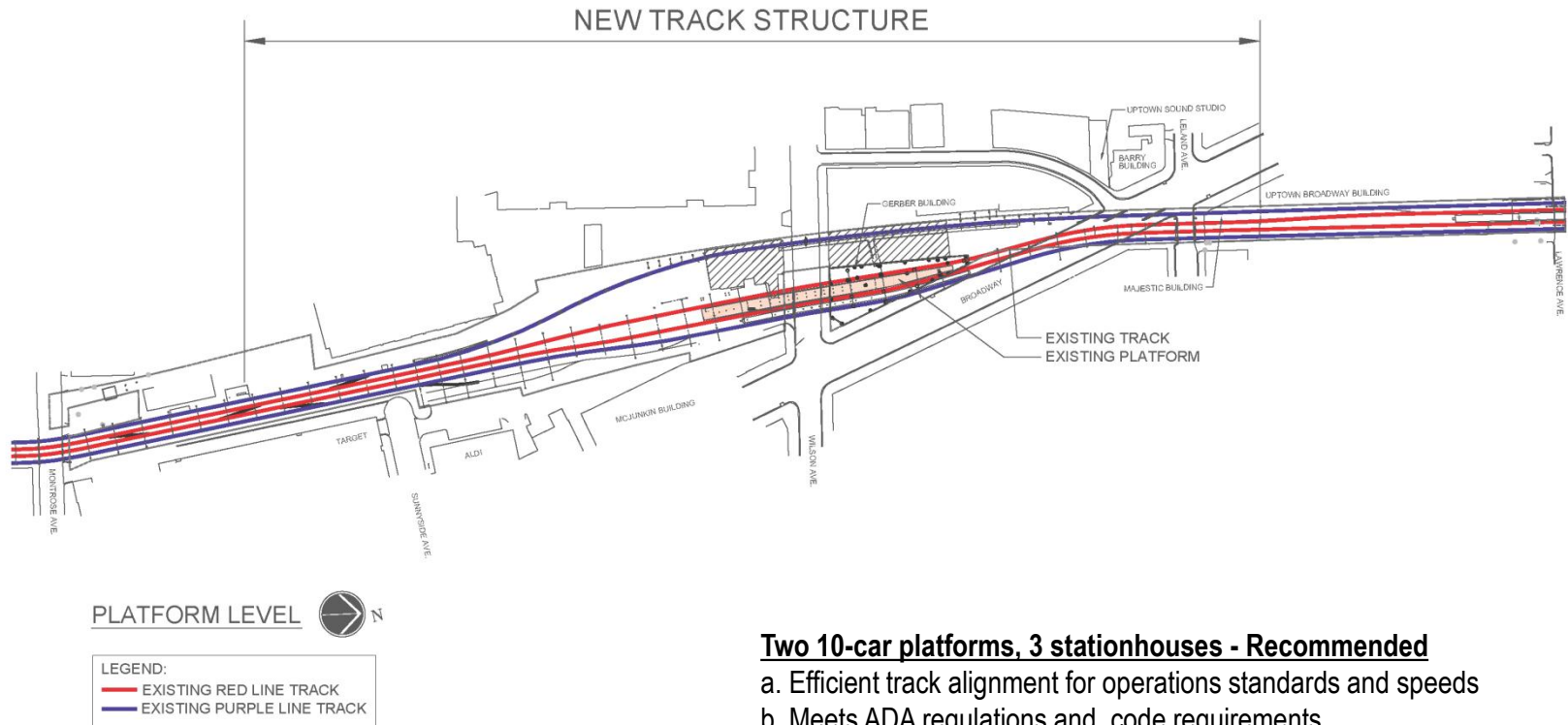
Efficiency

- Single platform track alignment does not meet current CTA design criteria, therefore reducing operating efficiency.
- Transfer stations supports inter-rail connections

Safety

- Station has safety concerns and poor access to surrounding community.
- Goal is to remove structural support columns off the street
- Curved tracks create poor sightlines
- Wider platforms add capacity

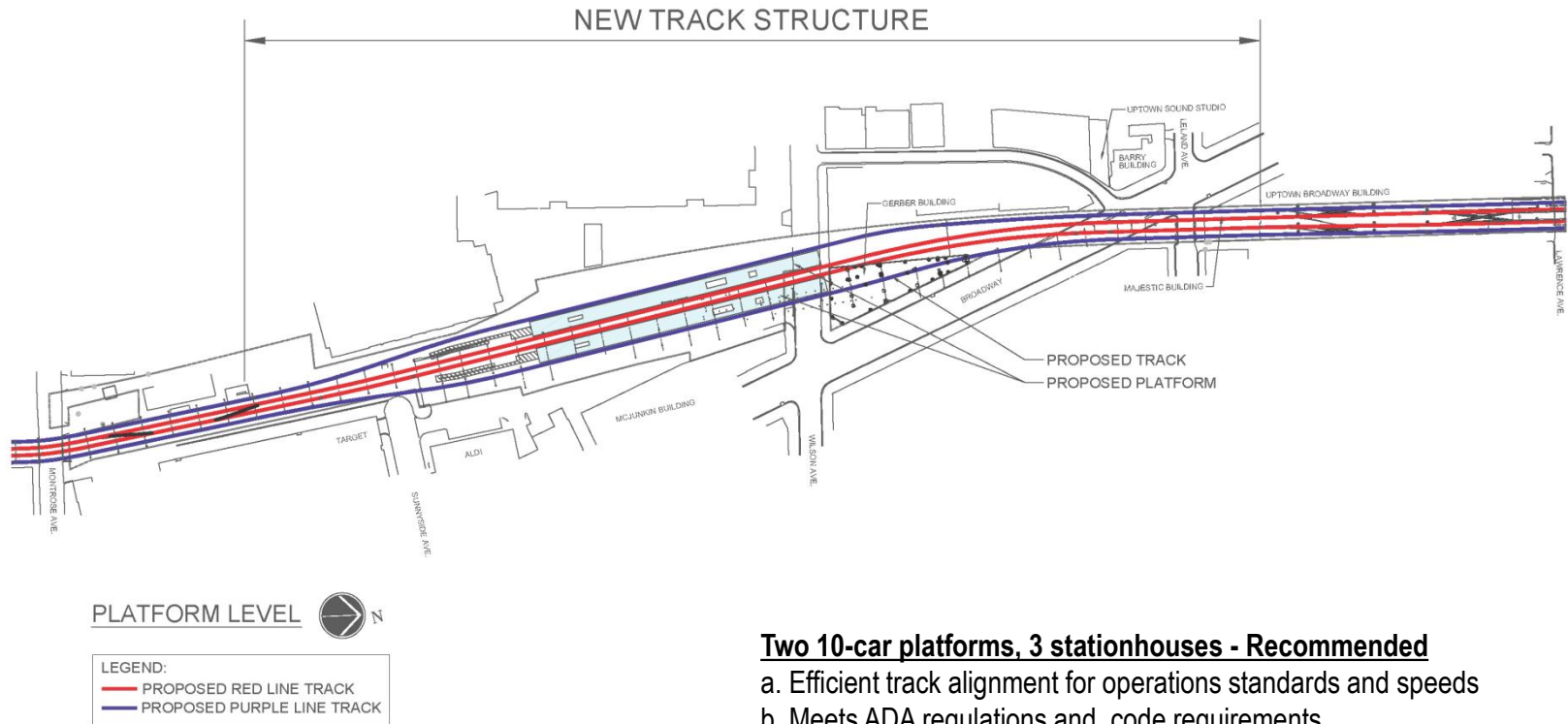
VI. DESIGN: EXISTING TRACK CONFIGURATION



Two 10-car platforms, 3 stationhouses - Recommended

- a. Efficient track alignment for operations standards and speeds
- b. Meets ADA regulations and code requirements
- c. Red/ Purple transfer station
- d. Station meets current CTA design standards including 26' wide platforms
- e. Captures additional ridership with Sunnyside stationhouse
- f. Stationhouses are compact maintainable, 9,300 SF
- g. Gerber Building space for retail or commercial

VI. DESIGN: PROPOSED TRACK CONFIGURATION



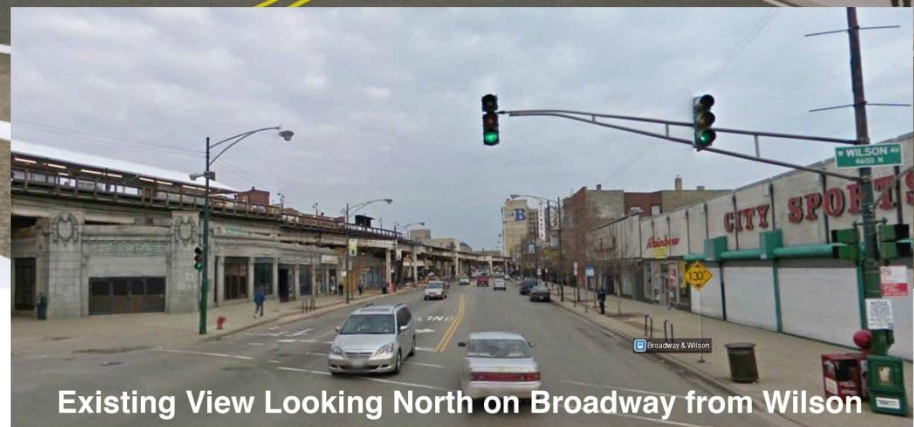
Two 10-car platforms, 3 stationhouses - Recommended

- a. Efficient track alignment for operations standards and speeds
- b. Meets ADA regulations and code requirements
- c. Red/ Purple transfer station
- d. Station meets current CTA design standards including 26' wide platforms
- e. Captures additional ridership with Sunnyside stationhouse
- f. Stationhouses are compact maintainable, 9,300 SF
- g. Gerber Building space for retail or commercial

VI. DESIGN



Looking North on Broadway from Wilson

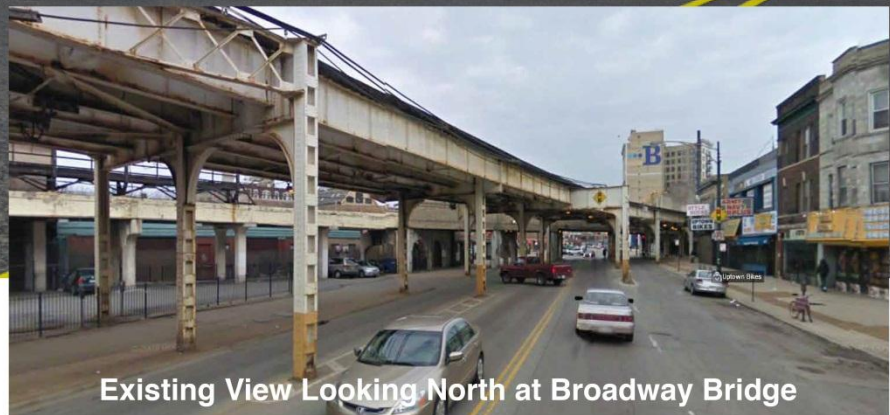


Existing View Looking North on Broadway from Wilson

VI. DESIGN



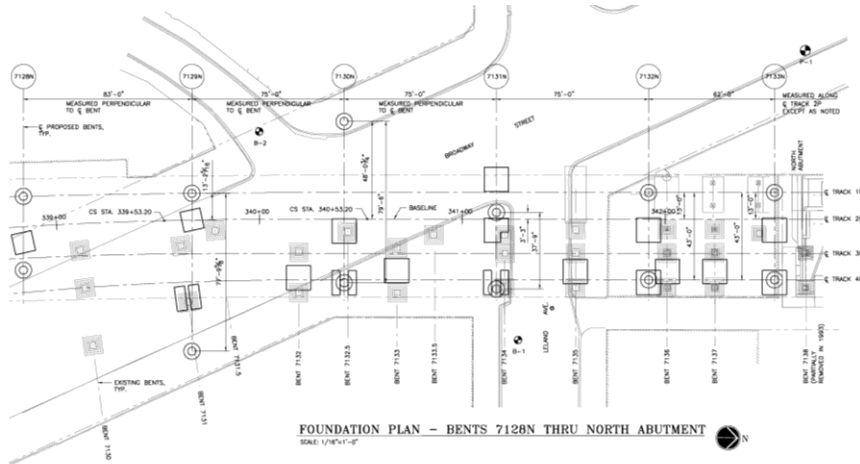
Looking North at Broadway Bridge



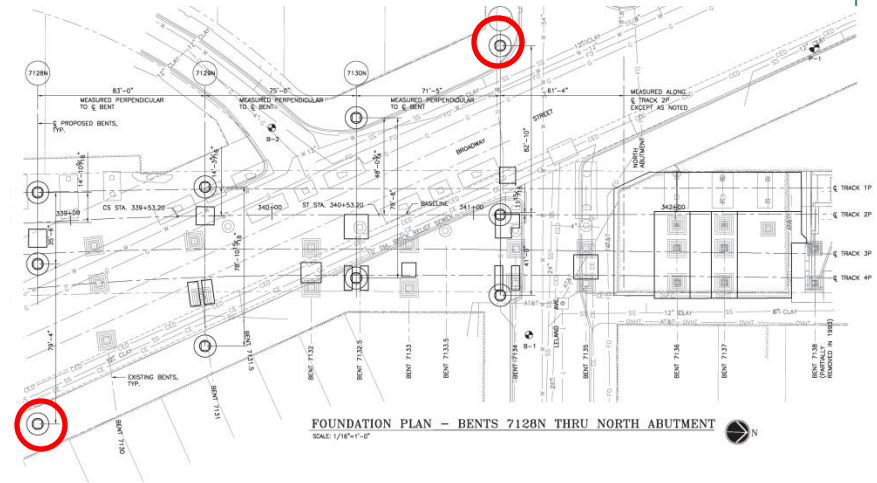
Existing View Looking North at Broadway Bridge

VI. DESIGN: BROADWAY/LELAND STRUCTURE

60% Documents



100% Documents



Key:

○ Location of new column

VI. DESIGN: BROADWAY/LELAND STRUCTURE



Existing view looking South at Barry Building



Proposed view looking South at Barry Building

VI. DESIGN: BROADWAY/LELAND STRUCTURE



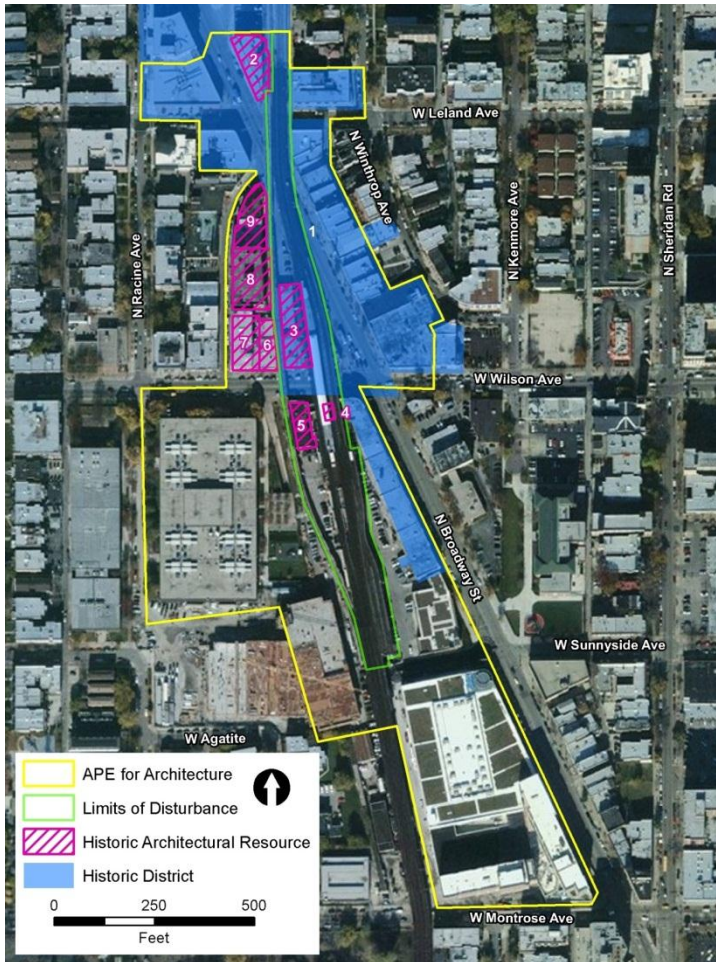
Existing view looking West at Barry Building



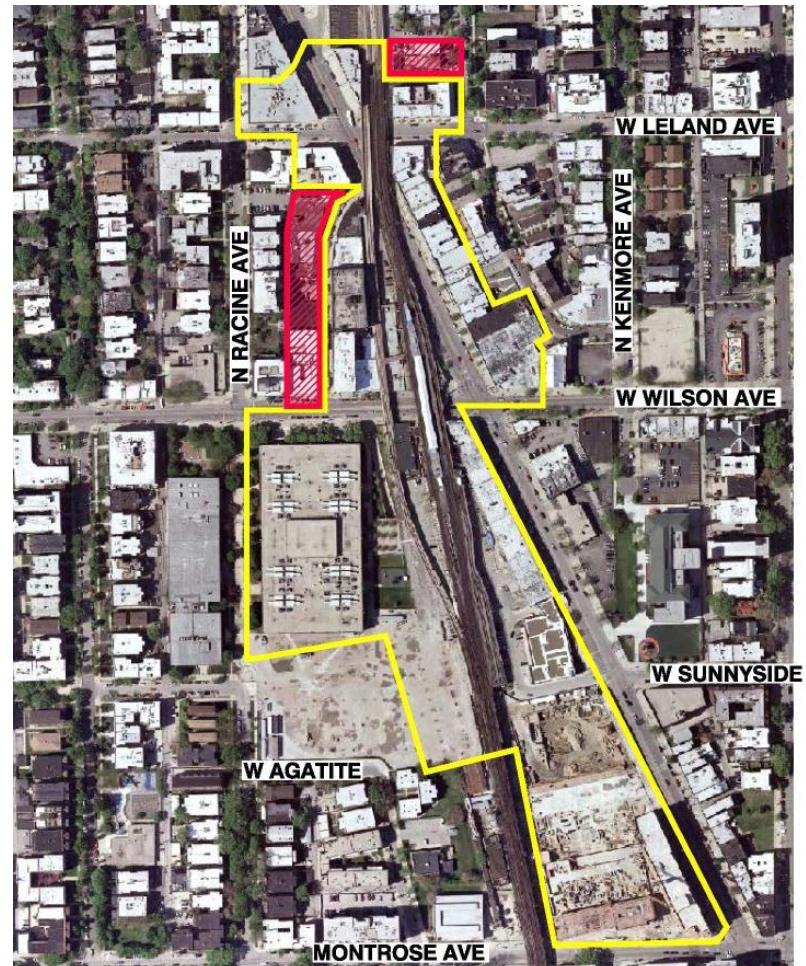
Proposed view looking West at Barry Building

VII. AMENDED AREA OF POTENTIAL EFFECT (APE)

Original APE (August 17, 2012)



Amended APE (June 14, 2013)



VIII. MEMORANDUM OF AGREEMENT (MOA)

Per the draft MOA, the following treatment measures were developed based on input received from the Consulting Parties to minimize and mitigate adverse effects on the Uptown Square Historic District (USHD):

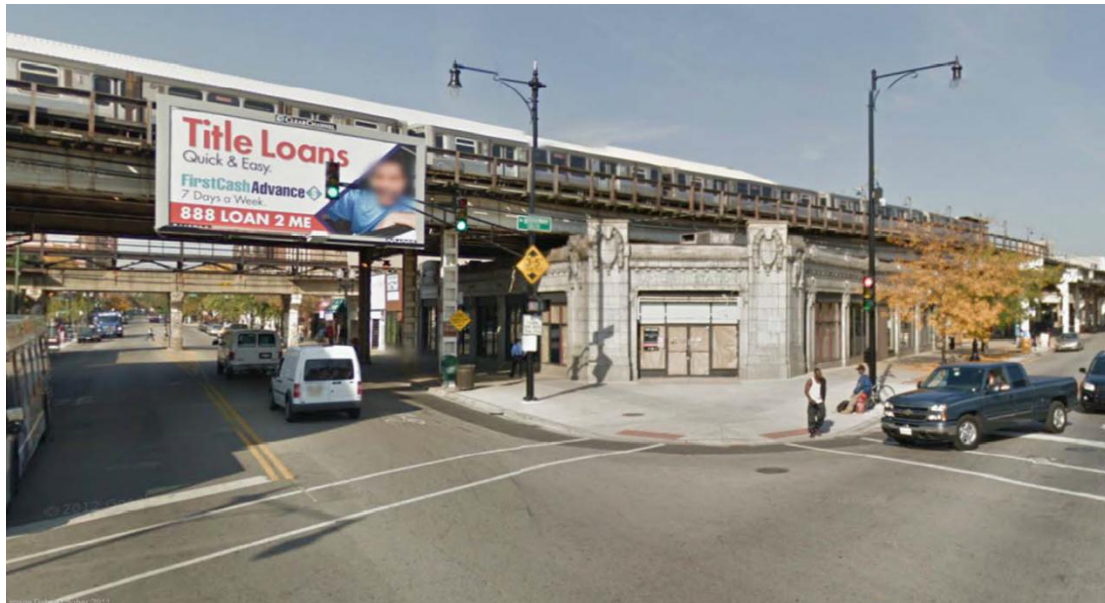
MOA was sent to Consulting Parties for comment and the CTA received input on 9 historic properties:

1. Gerber Building (4620 N. Broadway)
2. Barry Building (4660-68 N. Broadway)
3. Majestic Building (4701 N. Broadway)
4. Uptown Broadway Building (4703-15 N. Broadway)
5. 1111 and 1117 W. Wilson Avenue
6. Broadway Mall (1114 W. Wilson Avenue)
7. Kresge Building (4657-63 N. Broadway)
8. Monroe Building (1110-16 W. Leland)
9. Existing Elevated Track Structure

VIII. MOA: BUILDINGS

1) Gerber Building (4620 N. Broadway, contributing to the USHD):

- Restore the original lighted arched exterior clock tower .
- If new conduit is run for exterior lighting, CTA will complete the work with minimum damage to the exterior plaster, or the plaster will be replaced/replicated with a glass fiber reinforced gypsum (GFRG).
- All 13 of the original bent columns will be removed for construction of the new roof. These columns will not be replaced, as they will no longer be necessary to support the track structure in the new alignment.
- Three new interior bent columns within the Gerber Building will have GFRG cladding identical to the original bent columns. Two new interior roof columns at the corner of Wilson and Broadway will have GFRG cladding identical to the original bent columns.
- CTA will maintain the existing stairway to the mezzanine level in its present condition during construction and plans to incorporate the stairs into future development unless it hampers a future tenant's use.
- The mezzanine level will be demolished and removed. The mezzanine is defined as the second floor of the Gerber Building, and needs to be removed for installation of new non-combustible roof structure.



VIII. MOA: BUILDINGS *(CONTINUED)*

2) Barry Building (4660-68 N. Broadway, contributing to the USHD):

- Color of the two new columns along Broadway will be selected with input from Consulting Parties.
- Relief pattern on concrete piers at base of the new sidewalk columns will be designed with input from Consulting Parties.
- Construction noise and vibrations will be temporary and will be mitigated through CTA coordination with the contractor.
- CTA will coordinate construction activities with adjacent property owners.



VIII. MOA: BUILDINGS *(CONTINUED)*

3) **Majestic Building (4701 N. Broadway, contributing to the USHD):**

- Dismantle the Majestic Building terra cotta facade, replace/repair broken terra cotta and reconstruct the masonry façade.
- Illinois Historic Preservation Agency will review and comment on the plans prior to construction.
- The design includes opportunities for community billboards and/or advertisements on the facade. CTA will work with any Consulting Party to develop a lease agreement for the installation and maintenance of the community billboards and/or advertisements.



VIII. MOA: BUILDINGS *(CONTINUED)*

4) Uptown Broadway Building (4703-4715 N. Broadway, individually listed in the NRHP and a contributing resource to the USHD):

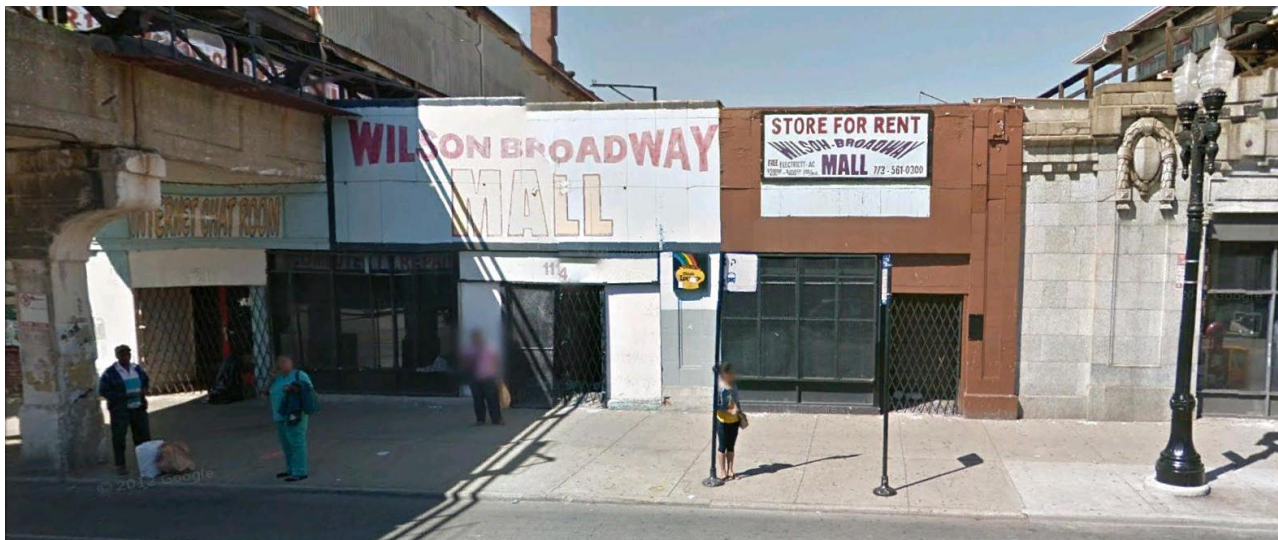
- CTA will conduct a condition assessment for the Uptown Broadway Building.
- CTA will prepare a protection and stabilization plan prior to construction to ensure the façade is preserved and protected during rail line construction.
- Construction noise and vibrations will be temporary and will be mitigated through CTA coordination with the contractor.
- Illinois Historic Preservation Agency and the building owners will be given an opportunity to comment in writing on the adequacy of these plans.



VIII. MOA: BUILDINGS *(CONTINUED)*



1111 and 1117 W. Wilson Avenue



Broadway Mall 1114 W. Wilson

VIII. MOA: BUILDINGS *(CONTINUED)*



Kresge Building (4657-63 N. Broadway)



Kresge Building (4657-63 N. Broadway)



Monroe Building (1110-16 W. Leland)



Monroe Building (1110-16 W. Leland)

VIII. MOA: BUILDINGS *(CONTINUED)*



Photographs of existing Track Structure



VIII. MOA: SOUND

Noise Panels

- Incorporated comments from Consulting Parties
- Design complements use, maintenance and visual uniformity



Existing Wilson Viaduct Concrete Panels



Proposed Wilson Noise Panels



Existing Wilson Viaduct Concrete Panels



Belmont/ Fullerton Noise Panels



VIII. MOA: SOUND *(CONTINUED)*

Noise and Vibration Analysis

- Extensive quantitative analysis is underway to provide before, during, and after construction comparisons.
- CTA coordination/outreach with Alderman Cappleman and community before major construction activities.
- CTA will monitor during construction.



IX. CONSULTING PARTIES INPUT

- **CTA wants your feedback on the following elements:**
 - The color selection for the sidewalk columns (along Broadway)
 - Texture/relief pattern selection for concrete column bases
 - Advanced outreach for construction activities
 - Other concerns



X. NEXT STEPS

- Historic architectural survey is currently being updated based on amended APE and the current design.
- The Chicago Transit Authority will compile input from today's meeting. The Federal Transit Administration, with the input from the Chicago Transit Authority and the Illinois Historic Preservation Agency, will update the draft MOA accordingly, and complete the Section 106 process.
- Public comment period on the draft EA and Section 4(f) - August through September 2013
- Public hearing - August / September 2013
- Complete EA / Section 4(f) - October 2013