

Chicago Transit Authority

Re: Questions and answers regarding the Section 106 Consulting Party meeting for the Wilson Station Rehabilitation Project located at 4620 N. Broadway Avenue, Chicago, Illinois 60640

Date: February 5, 2013

Location: Chicago Transit Authority Headquarters
1:00 P.M. – 4:00 P.M.

Attendee's:	James Cappleman	Alderman 46th Ward
	Anne Haaker	Illinois Historic Preservation Agency
	David Halpin	Illinois Historic Preservation Agency
	Mark Assam	FTA
	David Spacek	IDOT
	Terry Tatum	City of Chicago - Historic Preservation Division
	Rebekah Scheinfeld	CTA - Chief Planning Officer
	Mike Connelly	CTA - VP, Planning
	Hall Woods	CTA - Advisor, President's Office
	Chris Bushell	CTA - Chief Infrastructure Officer
	Carole Morey	CTA - VP, Infrastructure
	John Titzer	CTA - GM, Construction
	Kevin Campbell	CTA - Chicago Transit Partners (Consultant)
	Tom Ambry	CTA - Chicago Transit Partners (Consultant)
	Jennie Granger	CTA - AE-Com (Consultant)
	Bill Trumbull	CTA - GM, Real Estate/Planning
	Don Gismondi	CTA - GM, Grants
	Ernest Payne	CTA - Manager, Grants
	Laura Fedak	CTA - Financial Analyst III, Grants
	Jeff Wilson	CTA - Government & Community Liaison, Govt. & Community Relations

See attached sign in sheet for additional attendees

Public Questions:

1. **What has the community responded to positively and what have been some of the sticking points?**

CTA Response: *The community is very excited about the prospects of having a new station and the Gerber Building as a commercial space. In historic context, the CTA has had positive feedback about the Gerber Building terra cotta restoration, new exterior lights and rehabilitation of the windows and doors. The community was not originally aware of the track alignment reasons for the CTA station moving out of the Gerber Building station entrance. The proposed station will have two parallel and straight 10-car platforms that need to fit inside the CTA right-of-way. The existing station inside the Gerber Building does not line up with the new track and platform alignment.*

2. **What is an A.P.E.?**

CTA Response: *From the Wilson Screening sent to the Illinois Historic Preservation Agency. The area of potential effects (APE) encompasses all areas where construction activities could*

directly or indirectly impact significant historical properties. The APE is defined as “the geographic area or areas within an undertaking may directly or indirectly cause changes in the character or use of historical properties, if any such properties exist” (36 CFR §800.16 [d], amended 2004).

The APE encompasses properties adjacent to the project, as well as resources that may be visually or contextually affected by the project. The APE is developed based upon the preliminary project plans, renderings, and field reconnaissance.

3. **When will the community get a chance to see how CTA will mitigate around the structures?**

CTA Response: Later this year the community will see surveyors monitoring adjacent buildings. Work will be stopped if movement is observed and the necessary procedures will be performed to correct the condition.

4. **How will vibration affect the terra cotta?**

CTA Response: CTA's plans call for drilling caissons. This foundation method has minimal vibrations and is the least destructive. The process should not damage the terra cotta.

5. **Where else has CTA worked on similar structures?**

CTA Response: The CTA has recently completed several successful Purple Line viaduct projects in Evanston and has rehabilitated and completed the Fullerton and Belmont Red Line stations.

6. **Why couldn't the platforms be put in north of the Majestic Building?**

CTA Response: The locations of the platforms are governed by the track alignment for two straight and parallel 10-car platforms. The requested layout does not work north of Wilson Avenue or the Majestic Building. Constructing platforms north of the Gerber or Majestic Building would conflict with the Lawrence station.

7. **Why are there so many caissons? Why are they so close together?**

CTA Response: Caissons are required because the soil is very poor at this location. In order to keep trains operating and minimize the impact of the Red and Purple Line ridership CTA has to phase the demolition and construction of new track structure one track at a time. Each series of caissons support a construction phase of the track structure.

8. **Is there another section on this site with as many caissons?**

CTA Response: No, this situation is unique to the Broadway/Leland location due to the number of tight adjacent tracks, soil conditions, and the need to keep the trains operating during construction.

9. **Is there a clear span bridge from the Majestic Building to the station?**

CTA Response: The current plan has a clear span (no columns in the street) bridge from the Majestic abutment to the north side of the Gerber Building. The existing concrete supports on Broadway Avenue will be removed.

10. **How is the load transferred from the superstructure to the load bearing beams?**

CTA Response: At the Leland abutment, the load is transferred from track level to the caissons through the soil and retaining wall.

11. **Can CTA explain what the plan is for dismantling, storing, and reinstalling the terra cotta?**

CTA Response: *CTA's project design consultant team included a historical architectural firm that specializes in preparing documents for dismantling, storing, and reinstalling the terra cotta. The terra cotta façade will be photographed and recorded, and then each unit will be removed separately, numbered, packed and stored in a protected location. For installation, the numbered units will be cleaned, repaired if required, returned, and installed.*

12. **What would be in place of the windows?**

CTA Response: *CTA's design has recessed black tile units, but CTA staff is open to community suggestions just as long as maintenance procedures are in place.*

13. **Are there any (Majestic Building) renderings available for the community to view?**

CTA Response: *No, CTA does not have renderings of the Majestic building. However, CTA does have plans and elevations that show the design.*

14. **Can CTA give an additional 20 feet at the end of the Majestic Building to make it a habitable space?**

CTA Response: *This is structurally a very complicated area due to the tightness of the tracks, proximity to the Uptown Broadway Building, poor soil conditions, and the requirement that this work be performed while trains are kept operating. For constructability, maintenance, and security reasons, the proposed track structure with ground infill underneath is preferred by the CTA.*

15. **When will Bauer Latoza have designs for the Majestic Building?**

CTA Response: *The design for the Majestic Building should be completed by the Spring of 2013.*

16. **What is the proposed finish of the (Gerber Building) exterior (interior perimeter) walls?**

CTA Response: *The proposed finish on the Gerber Building interior perimeter walls will be dependent on the development use of the building. This will be decided at a later date.*

17. **How much would it cost to provide a historic finish on the walls?**

CTA Response: *CTA's design consultant has estimated that restoration of the interior plaster would cost \$1.1m.*

18. **Will the (Gerber Building) storefront be restored to a historic finish?**

CTA Response: *The terra cotta façade will be repaired and restored. Exterior lights, window and doors will be replaced with materials complimentary to the original design. The CTA is also proposing to reconstruct the original arched clock tower.*

19. **Can the stairs be left as a sculptural element for potential tenants?**

CTA Response: *CTA will leave the existing stairs during construction and the status will be decided in conjunction with future development.*