

Slide 1

Wilson Transfer Station Public Hearing

Environmental Assessment and Section 4(f) Evaluation

February 18, 2014

Uplift Community High School

- Formal Presentation 6:30 – 7:00 PM
- Oral Public Comments 7:00 – 8:30 PM
- Closing Remarks 8:30 PM

Slide 2 – Welcome

- Welcome to the Wilson Transfer Station Public Hearing. Our goal is to gather your feedback on the Environmental Assessment and keep you informed about the next steps for the proposed station renovation.
- Public engagement is critical to the Project's success—we encourage your feedback.
- Public comments will be addressed in writing
- The photo on this slide shows the existing façade of the Gerber Building at the northwest corner of North Broadway and Wilson Avenue

Slide 3 – What is an Environmental Assessment?

- Evaluates potential impacts to the community, natural environment and historic resources that may result from the Project
 - Describes and compares the Project to the existing environmental setting
 - Analyzes the potential effects of construction and operation of the Project
 - Proposes ways to reduce or eliminate potential negative effects
- The image on this slide depicts a bird's-eye view of the existing track and surrounding properties in the Project Area.

Slide 4 – Preservation of Historic Properties

- Applies to federally-funded projects
- Historic properties analyzed
 - Uptown Square Historic District
 - Uptown Broadway Building

- Considerations to determine effects on historic properties
 - Purpose and Need; cost; effects on the community, environment and other historic resources
- Identify and analyze ways to avoid affecting historic properties
- There are two images on this slide:
 - The first is 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.
 - The second is a photo of the Uptown Broadway Building at 4703-4715 North Broadway (northeast view)

Slide 5 – What have we heard from you so far?

- Since the October 2012 public meeting:
 - A modern facility with improved amenities, making the station more accessible and safe, and preserving the historic character of the Uptown community.
- Section 106 Consulting Parties meetings
 - Sunnyside exit: What would the entrance/exit look like?
 - How would pedestrian circulation work?
 - Restore Gerber Building to improve appearance and attract development
 - Safe pedestrian connections around the station on Broadway and Wilson
- An open and transparent public engagement process is KEY to the Project’s success

Slide 6 – In response, the EA and design include:

- Renderings of the Sunnyside access to show appearance and pedestrian circulation
- Over 100 security cameras; improved lighting around the station
- Ramps, elevators, accessible fare gates
- Restored Gerber Building (4620 North Broadway) for economic development
- Reduce the number of columns on the street and sidewalks
- Aesthetic improvements under the “L” south of Wilson Avenue
- Analysis of historic resources – Expanded area of analysis and consulting parties; conducted five consulting parties meetings between January and September 2013
- This slide includes a photo simulation of Sunnyside Auxiliary Station Entrance (northwest view)

Slide 7 – This Project would benefit...

- Transit Patrons
 - Safe, comfortable and secure facility with:
 - 26-foot wide platforms
 - Improved lighting
 - More than 100 security cameras
 - Customer agent at Sunnyside entrance
 - Transfer between Red and Purple Lines
 - Upgraded infrastructure = Reliable transit service
 - Connects station with south end of community
- Transit Patrons with Disabilities
 - Two new accessible station entrances/exits
 - Accessible fare gates
 - Ramps and elevators
 - Braille signage
- This slide has 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.

Slide 8 – The Project would benefit...Economic Development

- Restore Gerber Building to attract retail tenants
- Fewer track columns at street level to improve visibility of existing businesses
- Create construction jobs
- Improved transit system = Enhanced connection to job opportunities
- This slide includes a photograph of the existing “L” columns at street level, and a photo simulation of the reconstructed Wilson Station and track structure on Broadway looking northwest

Slide 9 – The Project would benefit...Visual Environment

- Restore Gerber Building façade and clock tower; install new roof and lighting
- Reconstruct façade of Majestic Men’s Wear Building (4701 North Broadway)
- Improve views of Uptown Square Historic District by reducing the numbers of track columns at street level from 31 to 10

- Replace dilapidated infrastructure with a new and modern transit facility
- This slide includes a photo of the existing Wilson Station entrance and a photo simulation of the proposed Wilson Station entrance.

Slide 10 – The Project would benefit...Street Environment

- Fewer track columns = better sight lines
 - Increased pedestrian safety and security
 - Safer bicycle operations
 - Safer traffic operations
 - Enhanced lighting in/around station
- Aesthetic improvements under “L” south of Wilson station
- This slide contains three images:
 - A photograph of the existing “L” columns at street level
 - A photo of the existing track structure at Wilson and Broadway
 - A photo simulation of the proposed track structure at Wilson and Broadway

Slide 11 – The project would not affect...

- Existing or planned land uses
- Noise
- Air quality
- Energy use
- Minority or low-income population
- During construction:
 - Transit service air quality
 - Hazardous materials
 - Safety and security
- This slide includes two images:
 - A photo of 4635-4643 North Broadway (southeast view), including the Gigio’s Pizzeria façade
 - A photo of 4647-4651 North Broadway (east view), including the Uptown Bikes, Flower Shop and Z Wallis Discount Department Store façade.

Slide 12 – Negative effects

Negative effects	How CTA will address them
<ul style="list-style-type: none"> ▪ Pedestrian activities due to sidewalk closures during construction ▪ Bike and traffic operations due to lane closures during construction 	<ul style="list-style-type: none"> ▪ Construction permits ▪ Notify the public of construction schedule
<ul style="list-style-type: none"> ▪ Uptown Square Historic District 	<ul style="list-style-type: none"> ▪ Agreement with Federal Transit Administration and Illinois Historic Preservation Agency for compatible design and construction
<ul style="list-style-type: none"> ▪ Vibration after construction (Uptown Recording Studio) 	<ul style="list-style-type: none"> ▪ Modify column foundation and placement ▪ Use construction materials and methods to eliminate or minimize vibration
<ul style="list-style-type: none"> ▪ Temporary noise and vibration during construction (Uptown Recording Studio and 1110/1116 W. Leland) 	<ul style="list-style-type: none"> ▪ Use construction materials and methods to eliminate or minimize noise and vibration ▪ Notify public of construction operation and schedule

Slide 13 – Column Placement in Current Bid Set

- 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 to address the concerns of some stakeholders in the area that is included in the February 7, 2014, construction bid set. Specifically, the layout shows additional reductions in the number of “L” columns on North Broadway as follows:
 - Column 7131 relocated from the northwest corner to the northeast corner Leland Avenue and North Broadway to avoid visual impacts to the Barry Building
 - Column 7130 at the northwest corner of Clifton Avenue and North Broadway would be situated further from the Barry Building by extending the sidewalk into the street
 - Similarly, Column 7128 (situated south of Column 7130) would be located on the west side of North Broadway and the existing sidewalk would be widened to accommodate the column. There would not be a column on the east sidewalk between 4621 and 4643 North Broadway.

Slide 14 – The Preferred Alternative

- Design with the least overall effect on the Uptown Square Historic District
- Meets the Project's Purpose and Need
- This slide includes two images:
 - A photo of the existing Gerber Building before
 - A photo simulation of the proposed Gerber Building after, with the restored façade and clock tower

Slide 15 – The Preferred Alternative

This slide contains photo simulated images depicting:

- A wider, more modern platform allowing transfers between Red and Purple Lines; enhanced lighting; security cameras; and translucent station canopy;
- Entrance on Wilson showing a safe, secure and prominent station with bicycle parking and security;
- Wilson Station along Wilson Avenue (view west) with an open view; and
- Before and after images of Broadway and Leland showing new column placement and enhanced visual environment.

Slide 16 – Next steps

- Written comments accepted through 4:30 PM on February 26, 2014
 - This public hearing
 - Email us: wilsontransferstation@transitchicago.com
 - U.S. Mail: Wilson Transfer Station Project / CTA
567 W. Lake Street
Chicago, IL 60661
- CTA will review and respond to comments for input in the final environmental decision document in Spring 2014
- The final environmental decision document allows the Project to begin construction using federal funds

Slide 17 – Tell us what you think! *Your opinions matter to us.*

To provide oral comments on the EA:

- Please sign-up at the Welcome Station
- You will receive a card to indicate your position in the speaking queue
- You will have three minutes to speak
- We will adhere to the three-minute time limit
- You can also provide oral comments through the second court reporter