

## 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: January 31, 2013

Location: Truman College  
6:00 P.M. – 8:00 P.M.

Attendee's: See attached sign in sheet

### Public Questions:

1. **What is the budget for this project and where is it coming from?**

**CTA Response:** *The total budget is \$203M. The funding is coming from the State of Illinois, Illinois Jobs Now! plan Illinois Department of Transportation (IDOT) (\$170m), Federal Transit Administration (FTA) (\$30M), and local Tax Increment Financing (TIF) (\$3M).*

2. **When will construction begin and when will it end?**

**CTA Response:** *Construction is scheduled to begin summer 2013 and end late 2016.*

3. **When will the alley between the Main Station and the McJunkin Building be closed?**

**CTA Response:** *The alley between the Main Station and the McJunkin Building will close Fall 2014.*

4. **Entrance and Exit from the Gerber – Explain why the entrance and exit must be moved.**

**CTA Response:** *The station entrances and exits are dependent on the track alignment above. The new track alignment had to shift to the west in order to have two parallel and straight 10-car platforms within the CTA right-of-way. The current station entrance off Broadway is too far east to connect to the new improved track alignment above.*

5. **Having an entrance and exit at Sunnyside is not easily seen from the street, creating security issues. Why can't the entrance and exit be kept where they were originally?**

**CTA Response:** *The proposed Sunnyside entrance is centered on Sunnyside and can be seen from Broadway, Target, and Aldi, which increases security. The entrance is required for the south end of the two platforms to meet building code requirements and to serve the community south of Wilson station.*

6. **Did the platforms have to be moved because of the length of the cars? Does this move improve the time of the Red Line?**

**CTA Response:** *Yes, the location of the 10-car platforms is based on CTA right-of-way and track alignment design guidelines. The platform has to be relocated because of the realignment of the track. Having parallel and straight platforms creates maximum speed for approaching or*

departing from the station. This will enable the CTA to increase speeds at this location and as additional Red Line improvements are made travel times will incrementally improve.

7. **Historically the entrance and exit from the Gerber Building has been there for over 100 years. Why can't it be kept the same?**

**CTA Response:** *The new track alignment has moved west so that CTA can line up two new 10-car platforms. This means the existing station location inside the Gerber Building can no longer be functional with the new track and platform configuration.*

8. **What are the historic benefits of CTA's proposal now?**

**CTA Response:** *The new alignment removes unsightly track columns along the Gerber Building façade on Broadway. The CTA will restore the terra cotta façade of the Gerber and Majestic Buildings. CTA plans to replace the Gerber Building windows and doors and install period light fixtures on the exterior in character with the original architecture. The existing wood combustible roof will be replaced with a non-combustible steel structure. The current project budget and scope includes restoration of the clock tower on the exterior of the Gerber Building, but if historical preservation requirements for the interior of the Gerber Building change, the scope and budget for the clock tower may need to be reallocated. CTA's goal is to rehabilitate the Gerber Building as an attractive and sustainable commercial space for viable retail tenants.*

9. **Sunnyside entrance – Community is very concerned with safety issues. Is Sunnyside a 24 hour location? If so, the Chicago Police will not be able to see the entrance from the street.**

**CTA Response:** *The Sunnyside entrance is a 24 hour location and for safety reasons was located on the center line of Sunnyside Avenue to increase visibility. The Chicago Police Department vehicles will be able to see the Sunnyside entrance from Broadway and Sunnyside Avenue. There will be project cameras at key locations connected to the Chicago Police Department (CPD) and the Office of Emergency Management and Communications (OEMC).*

10. **Why will CTA be putting in new columns? Can't the CTA use the existing columns in the Gerber Building?**

**CTA Response:** *The proposed elevated track structure has shifted to the west and no longer lines up with the existing CTA columns. The old columns are also not strong enough to hold up the new track and platform structure.*

11. **Is the Illinois Historic Preservation Agency (IHPA) asking CTA to preserve existing columns?**

**CTA Response:** *The IHPA would like the CTA to preserve and restore the interior of the Gerber Building. The CTA is requesting that the interior scope of restoration be based on the future development. Any current restoration work may have to be modified at the time of the new build-out to meet the needs of a future tenant.*

12. **Are existing wall columns exposed? How does the CTA know if the existing columns are not able to work with the new roof?**

**CTA Response:** *CTA's design consultant's structural engineers found the existing wall structure in poor condition and not able to support new structure.*

13. **Is three feet enough clearance between the roof of the building and the train tracks? Will that distance be safe?**

**CTA Response:** Three feet is an improvement over current spacing and will be sufficient for maintenance and inspections.

14. **Can the historic columns be kept as decorative elements?**

**CTA Response:** The CTA is requesting that the interior scope of restoration be based on development proposals by sustainable tenants. We have proposed to restore two columns near the entry and wrap the three new CTA columns with decorative elements.

15. **Will there be some type of pigeon control under the structure?**

**CTA Response:** Yes, CTA has included pigeon control scope as part of the project design requirements.

16. **Will all three entrances to the station be staffed?**

**CTA Response:** The main entrance on the south side of Wilson Avenue and Sunnyside will be staffed; the North Auxiliary entrance on the north side of Wilson will not be staffed.

17. **Is there any easement entrance through the McJunkin Building?**

**CTA Response:** The CTA does not have an easement through the ground level opening at the McJunkin Building. Per the Chicago Building Code, the easement cannot be used as a means of egress from the platform level. Egress needs to be into a public right-of-way.

18. **Did CTA meet with the Chicago Police Department regarding safety concerns with the Sunnyside entrance? Were the Chicago Police Department's concerns met by CTA? How? The community would like confirmation from the Chicago Police Department regarding this.**

**CTA Response:** The CTA has had several meetings with the Chicago Police Department (CPD) about safety concerns at the Sunnyside entrance. CTA is working with CPD to address safety issues. The south exit is required by building code as egress from the two platforms.

19. **How much of this project cost is related to straightening the track?**

**CTA Response:** CTA does not have an exact dollar amount to answer this question. The new track alignment is required for the two 10-car straight and parallel platforms. CTA is replacing old track structure with new track and this will reduce maintenance costs and travel times.

20. **If CTA just build the Station and didn't move the track, what would the cost be? What would the constraints be?**

**CTA Response:** This cost has not been estimated because the requested scope is contrary to engineering design standards. Track structure alignment governs the station locations.

21. **Since CTA would be closing the alley between the Station and the McJunkin Building, can the Sunnyside entrance be brought north to enter using the alley?**

**CTA Response:** No, for several reasons. CTA Security and the Chicago Police Department prefer the present location because the entrance can be seen from Broadway and Sunnyside Avenues and the Chicago building code requires exiting at the south and into a public right-of-way, not into an easement.

22. **What are the mitigation efforts by CTA for the other surrounding buildings?**

**CTA Response:** *The Chicago Building Department has stringent code requirements that will be followed. Adjacent building will also be monitored during construction by a licensed surveyor.*

23. **What types of material/coating will CTA use to prevent gang related graffiti or etching?**

**CTA Response:** *Glass areas will be covered with sacrificial anti-graffiti window film or perforated metal panels to prevent graffiti and/or etching.*

24. **What is the cost between a manned CTA station entrance/exit and an unmanned CTA station entrance/exit?**

**CTA Response:** *The CTA plans to man the Sunnyside entrance. The unmanned North Auxiliary entrance on the north side of Wilson is close to the manned Main entrance on the south side of Wilson. CTA estimates that the manned entrances cost approximately \$250,000 to construct and another \$250,000 for yearly labor costs.*

25. **Is manning an entrance/exit one answer to increasing safety?**

**CTA Response:** *The CTA believes that the unmanned North Auxiliary entrance can be covered by the CTA personnel stationed at the Main entrance. This project will include lighting and have over 100 cameras stationed at key locations.*

26. **Can the railing (noise wall) be designed so that it is more attractive and not just a concrete wall? What can be done architecturally?**

**CTA Response:** *CTA's design architect studied the noise wall design at Belmont and Fullerton and has improved on the design. The panels have a deep unbroken horizontal recess pattern that will not look like an ordinary concrete wall.*

27. **How has the Department of Housing and Economic Development (DHED) been involved in conversations to provide city resources for this project?**

**CTA Response:** *The CTA and DHED have been coordinating on this project and several internal City agency meetings have occurred.*

28. **If Transit Oriented Development (T.O.D) opportunities do not come through, what will happen to the undeveloped sites? Is CTA prepared to build them out?**

**CTA Response:** *The CTA understands that the market is incredibly competitive and as a result, wants to ensure that the interior of the Gerber Building is restored/reconstructed in a way that will attract a mass of developers. The Gerber Building will remain empty until an agreement with an independent party is reached. The CTA does not make a practice out of constructing/"building-out" spaces. It is not the core function of the transit agency. Until spaces south of Wilson are built, CTA will ensure they are fenced and landscaped.*

29. **Will the Lawrence Avenue station be a long term station?**

**CTA Response:** *CTA is studying the status of Lawrence; currently it is unlikely that the station would be closed.*