ENVIRONMENTAL ASSESSMENT
FOR
GCRTA UNIVERSITY CIRCLE – LITTLE ITALY

RAPID TRANSIT STATION

City of Cleveland, Cuyahoga County, Ohio

Date: February 4, 2013

Prepared by:

Greater Cleveland Regional Transit Authority (GCRTA)

Michael Baker Jr., Inc.

In cooperation with the:

U.S. Department of Transportation Federal Transit Administration (FTA)


FTA

RTA
RTA

Baker

GCRTA University Circle – Little Italy
Rapid Transit Station
City of Cleveland, Ohio
Environmental Assessment

This Environmental Assessment (EA) Documentation, completed in accordance with the National Environmental Policy Act (NEPA) guidance, assesses the impacts of the proposed construction of the University Circle – Little Italy Rapid Transit Station (Project) on the social, economic, and physical environment. The Project meets the requirements for an EA listed under 40 CFR § 1500, 23 CFR Part 771, and is consistent with Chapter 53 of title 49 USC, as amended by Moving Ahead for Progress in the 21st Century (MAP-21).

Prepared by:

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Marisol R. Simón, Regional Administrator
Federal Transit Administration Region V

Date February 4, 2013

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Comments regarding this Environmental Assessment (EA) can be submitted by **March 13, 2013** to:

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The EA is available on the GCRTA website (http://www.riderta.com/majorprojects) or locally at the following sites:

Cleveland Public Library:
Main Branch,
325 Superior Ave.
Cleveland Ohio 44114

Martin Luther King Jr. Branch
1962 Stokes Blvd.
Cleveland, Ohio 44106

Rice Branch
11535 Shaker Blvd.
Cleveland, Ohio 44120

Glenville Branch
11900 St. Clair Ave.
Cleveland, Ohio 44108

Langston Hughes Branch
10200 Superior Ave.
Cleveland, Ohio 44106

Cuyahoga County Public Library:
South Euclid-Lyndhurst Branch
4645 Mayfield Rd.
South Euclid, Ohio 44121

Warrensville Heights Branch
4415 Northfield Rd.
Warrensville Heights, Ohio 44128

Case Western Reserve University:
Kelvin Smith Library
11055 Euclid Ave.
Cleveland, Ohio 44106

Cleveland State University:
Michael Schwartz Library
Rhodes Tower
2121 Euclid Avenue
Cleveland, Ohio 44115

University Circle Incorporated
10831 Magnolia Drive
Cleveland, Ohio 44106

Alta House
12510 Mayfield Road
Cleveland, Ohio 44106

EXECUTIVE SUMMARY

The Greater Cleveland Regional Transit Authority (GCRTA) will be constructing a heavy-rail rapid transit station at Mayfield Road in the City of Cleveland, Ohio. The newly constructed rapid transit station (RTS) will be located on the Red Line and will replace the current station located at E. 120th / Euclid Avenue. The station will be built approximately 1,200 feet to the south on an existing concrete vault and will involve the rehabilitation of existing rail bridges over Mayfield Road between E 117th and E 119th streets at the west end of the Little Italy neighborhood. The eastbound track will be relocated so that a single station building and center platform can be located between the eastbound and westbound tracks. The associated track work, bridge rehabilitation/move, retaining walls and embankment have been designed to minimize property acquisition and construction, operation and maintenance costs. The station relocation is necessary for compliance with the Americans with Disabilities Act (ADA), to maintain a state-of-good repair, to provide a safe and secure station environment, and to better serve adjacent neighborhoods and employment centers with better connectivity.

Project Description

GCRTA, in cooperation with the Federal Transit Administration (FTA) is proposing to construct a new University Circle – Little Italy Rapid Transit Station (RTS) with associated reconstruction of the Mayfield Road Rapid Transit Bridges (Project). The primary impetus for the Project is the Voluntary Agreement between the GCRTA and the FTA to upgrade all key rail stations for ADA compliance. The project is funded in part with a Department of Transportation TIGER grant, in the amount of $12.5 million.

In 2007, the GCRTA completed a Master Planning Study for the existing E. 120th / Euclid Red Line RTS, funded through Transportation for Livable Communities Initiatives funds (as distributed by the Northeast Ohio Areawide Coordinating Agency (NOACA)) and a grant from The Cleveland Foundation. The intent of the Master Planning Study was two-fold: identify ways of enhancing the streetscape to encourage walking, cycling, and bus ridership, as well as identifying the best location for and conceptual redesign of the station, boarding platforms, waiting areas and entranceways so as to provide a clear and positive identity for transit service for the Little Italy and University Circle areas. The key recommendation of this study was to reconstruct the RTS at Mayfield Road. This planning and public involvement effort was compiled and incorporated into the findings and recommendations presented in the 2007 *GCRTA Little Italy E120th Station Master Plan* (Appendix B).

In 2009, the GCRTA further refined this master plan's recommendations into the proposed University Circle – Little Italy RTS project. The project area is located in the City of Cleveland, Cuyahoga County, Ohio, within the City's Little Italy and University Circle neighborhoods at Mayfield Road, between E 117th and E 119th streets and along the GCRTA's right-of-way (see project location figures and project photos on pages xiii – xvi of the Executive Summary). The proposed rapid transit station will be located on GCRTA's Red Line and will replace the current center platform station at E 120th / Euclid Avenue. The existing 120th Street Station will remain

in place; the traction power substation housed within the existing station building will continue to function with access limited to GCRTA personnel.

The proposed station will be built approximately 1,200 feet to the south of the existing station on an existing concrete vault adjacent to Mayfield Road and will involve the rehabilitation of the existing rail bridges over Mayfield Road between E. 117th and E. 119th streets at the west end of Little Italy neighborhood. The existing concrete vault was constructed in 1929 and was intended for use as a passenger station, though it has never been used for this purpose. Along the railroad tracks, a one-story station and passenger platform (of height no greater than 20 feet above existing rail elevation) will be constructed between the eastbound and westbound GCRTA Red Line tracks. To accommodate this, the eastbound track will be relocated approximately 8 to 10 feet to the east on earthen berm (once relocated, the eastbound track will be approximately in its original 1929 location; it was moved to its current location in the 1950s). The associated track work, bridge move, and embankment have been designed to minimize property acquisition and construction, operation and maintenance costs.

The station design is comprised of a weather-protected entrance, street level waiting area, elevator / stair access to platform level, enclosed platform level waiting area, and canopy covered train loading platform. The bridge rehabilitation was previously planned within the capital program; therefore, the two projects were combined for efficiency.

Purpose and Need Statement

The purpose of this project is to provide a safe and adequate rapid transit station facility that addresses the deficient condition and design of the existing E. 120th / Euclid RTS while providing a RTS that supports the population and employment centers of the Little Italy and University Circle neighborhoods. The project has four identified needs below.

- ***ADA Compliance*** – The Voluntary Agreement between the GCRTA and the FTA is to upgrade all key rail stations for ADA compliance.

- ***Safe and Secure Environment*** – The existing stations platform, stairs, and hallway create perceivable security concerns and blind spots and it does not follow the Crime Prevention Through Environmental Design (CPTED) principles from the International CPTED Association (ICA). Safety and security concerns regarding the existing station were expressed during the public meetings for the 2007 Master Study.

- ***Ridership*** –The existing E. 120th / Euclid RTS has only 15% of the ridership of the other major station serving Little Italy / University Circle. It is located on the outside edges of the population and employment centers of Little Italy and University Circle and current access to these points requires the use of mostly indirect routes of streets and parking lots.

- ***Structural Deficient Bridge Structures*** – While the substructure is generally sound, the deck and bridge seats of the two GCRTA transit bridges over Mayfield Road require rehabilitation to lengthen the life of service for the structure. These bridges were built around 1929 and modified in 1954. The Mayfield Road Bridges have been identified as structurally deficient bridges in the December 2011 bridge inspection report (see Appendix A for a complete inspection report).

Alternatives

The No-Build Alternative would be to close the existing E. 120th / Euclid RTS and not construct a new station. The existing station is not ADA compliant and suffers from significant safety and security issues. It is not feasible to consider any form of minor rehabilitation that would address those basic functional issues. The bridge structures at Mayfield Road would still be rehabilitated as a separate project. This alternative does not address any of the four components of the project's stated Purpose and Need.

GCRTA developed four feasible build alternatives (Figures 6a – 6l in Appendix A) and conducted an alternatives analysis to determine the most feasible geometry for the construction of the University Circle – Little Italy RTS. All of the alternatives planned on reutilization of the existing vault under the transit bridges as the primary entrance and passenger areas with new stair / elevator access up to the platform areas. The four feasible build alternatives are:

Alternative 1A: Construction of a center platform (34' wide) with existing westbound (WB) transit mainline track to remain on existing GCRTA WB Bridge. The existing eastbound (EB) transit mainline track to be relocated onto the privately owned former alignment of the industrial siding and existing private bridge. The existing GCRTA EB Bridge will be removed.

Alternative 1B: Construction of a center platform (17' wide) with relocation of the EB transit mainline track onto the privately owned former alignment of the industrial siding and existing private bridge. Relocation of the WB transit mainline track onto the former alignment of the EB mainline transit track and existing GCRTA EB Bridge. The existing GCRTA WB Bridge will be removed. This alternative will ensure tangency for ADA loading.

Alternative 1C: Construction of a center platform (17' wide) with existing WB transit mainline track to remain on existing GCRTA WB Bridge. Relocation of existing GCRTA EB Bridge approximately 10' to the east towards the former industrial siding and existing private bridge; approximately 1,450 linear feet of EB transit mainline track will be offset approximately 10' to the east. The private bridge will remain. This alternative will ensure tangency for ADA loading.

Alternative 2: Construction of dual-side (outside) platforms with very minor track relocation to ensure tangency for ADA loading. The existing EB transit mainline track to remain on existing GCRTA EB Bridge. The existing WB transit mainline track to remain on existing GCRTA WB Bridge. This alternative will ensure tangency for ADA loading.

Based on the long-term maintenance considerations and initial cost on a 34' center platform, Alternative 1A was eliminated from further consideration by GCRTA in 2009. The platform width is excessive and Alternative 1B provided the ability to phase construction and maintain operations with less interference.

GCRTA conducted a review of the operational and environmental considerations for the No-Build Alternative, Alternative 1B and Alternative 2, in 2009. GCRTA determined that the operational benefits with a center platform (Alternative 1B) were highly beneficial over the dual platform design (Alternative 2). These benefits include the ability to maintain operations during phased construction, lower operations and maintenance costs due to a single elevator/vertical circulator, and creating less confusion for riders who do not need to know their destination before ascending to the platform. GCRTA confirmed that the No-Build Alternative was not compliant with the Purpose and Need of the project; therefore this alternative was eliminated.

In 2012, Alternative 1C was developed as a refinement of Alternative 1B to minimize the property acquisition and track relocation and to limit the RTS to a height no greater than 20 feet above existing rail elevation.

GCRTA identified Alternative 1C as the Preferred Alternative and was advanced forward for environmental impacts and affects analysis.

Project Impacts and Mitigation Measures

The existing environment within the proposed project's study area was characterized for the purpose of describing the existing conditions and identifying the relative potential impacts for the proposed project. The potential impacts to social, cultural, physical, and natural environment that would result or not result from the proposed project were then determined following this existing conditions characterization.

Resources with no effect include:

- Land Use and Zoning
- Air Quality
- Traffic
- Archaeological Resources
- Socioeconomics and Environmental Justice
- Parks and Recreation
- Noise and Vibration
- Wetlands

- Floodplain
- Water Quality and Resources
- Ecological Areas and Threatened / Endangered Species
- Indirect and Cumulative Impacts

While efforts have been made to avoid or minimize impacts to resources through project design, the proposed project will have a limited effect on cultural and social resources.

The following table is a list of resources with limited impacts, and a summary of proposed mitigation measures for Preferred Alternative 1C.

Project Impacts and Mitigation Measures for Preferred Alternative 1C		
Resource Involvement	**Impact**	**Mitigation Measures**
NRHP Listed or Eligible Resources:		Design review and approval by the Little Italy Design Review and the Cleveland Landmarks Design Review.
Justus L. Cozad-Bates House	No Historic Properties Affected	
Murray Hill School	No Adverse Effect	
Holy Rosary Catholic Church	No Adverse Effect	
Little Italy Historic District	No Adverse Effect	
Property Acquisition:	Permanent: Approximately 0.45 acres/2 Private Parcels No Relocations No Buildings or Structures	The permanent property will be acquired per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and state statues.
	Temporary: Approximately 3.47 acres/3 Private Parcels No Relocations No Buildings or Structures	The temporary property will be acquired per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and state statues.
Hazardous Materials:	Soils with arsenic and benzo(a)pyrene concentrations exceeded the residential direct soil standards	While arsenic and benzo(a)pyrene concentrations exceeded the residential direct soil standards, the concentrations of these compounds are well below the commercial/industrial and construction/excavation standards. These compounds are not a concern for the Project based upon the intended use of the Project Site.
Construction Activity Impacts:		
Auditory	Temporary short-term audible impacts from construction activities	No blasting or pile driving will be allowed during construction.

Project Impacts and Mitigation Measures for Preferred Alternative 1C		
Resource Involvement	**Impact**	**Mitigation Measures**
	Construction Equipment Noise	GCRTA will coordinate with the construction contractor the operational parameters to be agreed upon by the GCRTA and the responsible agency or government entity.
Equipment Air Quality	Construction Equipment Exhaust	GCRTA will coordinate with the construction contractor that project equipment will be maintained to manufactures recommended specifications. GCRTA requires that all of contractor's diesel equipment be fueled with highway grade diesel.
Road and Lane Closures	Temporary Closure of Mayfield Road (Maximum of 1 Week During Bridge Relocation)	Detour signs will be placed in accordance to the guidelines in the Ohio Manual on Uniform Traffic Control Devices (OMUTCD), and other Ohio Department of Transportation (ODOT) specifications. The contractor shall advise GCRTA, ODOT and the City of Cleveland eighteen (18) days in advance of when the detour routes will be in effect. The GCRTA will notify the local officials, public services, and the public of the bridge closure and detour route prior to project construction and detour posting
	Periodic Temporary Lane Closures	Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction.
Grading, Excavation and Construction of Earthen Berm	Sediment and Soil Erosion	Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated in the project plans. Contractor is responsible for the full implementation and daily maintenance of these controls. Control measures will be installed and functional prior to the start of the project and will be maintained throughout the project.

Public Involvement

In 2007, GCRTA began a Master Planning Study for the E. 120th / Euclid Red Line RTS. The project's planning process and public involvement activities generated immediate, direct input from a wide range stakeholders and community participants that were utilized to shape the direction of the development of the concept plans and recommendations described in the Master Planning Study. The 2007 public involvement process included:

- Stakeholder Interviews and Focus Groups
- Placemaking Workshops
- Study Area Plan Technical Workshops
- Presentation of findings and recommendation to the NOACA Transportation Advisory Committee (TAC) and Governing Board

Public involvement meetings held previously have been positive for the station entrance at Mayfield Road, encouraging significant improvements of the underpass area, and for a safe, secure building with enhanced wayfinding.

This previous effort was the basis and foundation for the current public involvement effort for the Environmental Assessment. The current effort included public and stakeholder meetings, as well as individual meetings with specific stakeholders and consulting parties.

Public Meetings:
PUBLIC MEETING #1
July 31, 2012
6:00 to 8:00pm
Alta House,
12510 Mayfield Road
Cleveland, Ohio 44106

The purpose of the meeting was to present the National Environmental Policy Act (NEPA)/environmental effort for the project, the environmental investigations completed to date, schematic design concepts, and to collect stakeholder and community feedback. A Public Meeting Summary, including a list of all oral and written comments and GCRTA responses to all comments and meeting advertisements are included in Appendix G**.**

Responses to the information presented at this meeting and to the project have been favorable, with positive responses for the RTS relocation to Mayfield Road, encouraging significant improvements of the underpass area, and for a safe, secure building with enhanced wayfinding.

PUBLIC MEETING #2
Will be held:

Thursday, February 21, 2013
6:00 to 8:00pm
Holy Rosary Church Hall
12021 Mayfield Road
Cleveland Ohio 44106

DESIGN REVIEW MEETINGS:
Two Design Review Meetings were held for this project as part of the public involvement process and agency coordination. The meetings were open to the general public. Homeowners within the Area of Potential Effect (APE) were invited to attend. Details of these meetings can be found in the Agency Coordination Section of the Executive Summary and the in Chapter 6.0 – Agency Coordination of the EA. The two design review meetings include:

- Little Italy Redevelopment Corporation's Design Review Board – September 25, 2012,
- Cleveland Landmarks Commission – September 27, 2012.

Stakeholder Meetings:
Will be included once complete (anticipated for early 2013).

Consulting Parties:
Section 106 regulations of the National Historic Preservation Act (NHPA) of 1966, as amended, specify that an organization with a demonstrated interest in the undertaking (federally funded project) and its potential effects on historic properties must be invited to participate in the historic review process as a consulting party. Potential Consulting Parties were identified by FTA and GCRTA and on May 3, 2012, a letter (See Appendix C) was sent inviting them to participate as a consulting party for the University Circle – Little Italy RTS project.

Pursuant to 36 CFR 800, a lead agency official "shall make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties" for any federal undertaking. On May 29, 2012, FTA initiated this government-to-government consultation by sending a letter (Appendix C) to the contact name of the six federally recognized Indian tribes in the Cuyahoga County, as listed on the U.S. Department of Housing and Urban Development's Tribal Directory Assessment Tool. These six tribes included: Delaware Nation, Forest County Potawatomi Community, Hannahville Indian Community, Ottawa Tribe of Oklahoma, Wyandotte Nation, and Seneca Nation of Indians. The letter introduced the project and invited each tribe to participate as a consulting party. During the 30-day response period, the only reply received was from Delaware Nation, which formally declined to participate in the project.

Consulting Parties include:

- Mr. Raymond Kristosik – Little Italy Redevelopment Corporation
- Mr. Chris Bongorno – University Circle Inc.
- Mr. Robert Keiser – Cleveland Landmarks Commission
- Ms. Joanne Brown – Case Western Reserve University
- Fr. Joseph Previte – Holy Rosary Church

Agency Coordination:

Agency Coordination was conducted as part of the NEPA process and environmental investigations. Agency Coordination included:

1. ***Ohio Historic Preservation Office (OHPO)***: OHPO coordination, as part of the Section 106 process, included the identification of Consulting Parties, the development of the Archaeology and History/Architecture APEs, determinations of eligibility and assessment of effects (See Appendix C).

2. ***Ohio Department of Natural Resources (ODNR)***: The intent of this coordination (initiated in 2009 and updated in 2012) was to review ODNR's Natural Heritage Database for rare or endangered species in the project area (See Appendix F). The coordination was also completed to identify any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within a one half mile radius of the project area (See Appendix F).

3. **United States Department of the Interior, Fish and Wildlife Service (USFWS):** The intent of this coordination (initiated in 2009 and updated in 2012) was to identify federally-listed threatened or endangered species in the area, and to identify Federal wildlife refuges, wilderness areas, or critical habitat within vicinity of the project site (See Appendix F).

4. **City of Cleveland Landmarks Commission/Planning Department**: In addition to participating as a Consulting Party, individual coordination meetings were held to assist with the identification of historic resources and to conduct a design review. On September 27, 2012, the GCRTA presented the 30% complete plans to the Cleveland Landmarks Commission for their review and comment. This meeting was open to the public. Consulting Parties for the project and homeowners within the project area were invited to attend this meeting. See Appendix F for meeting minutes.

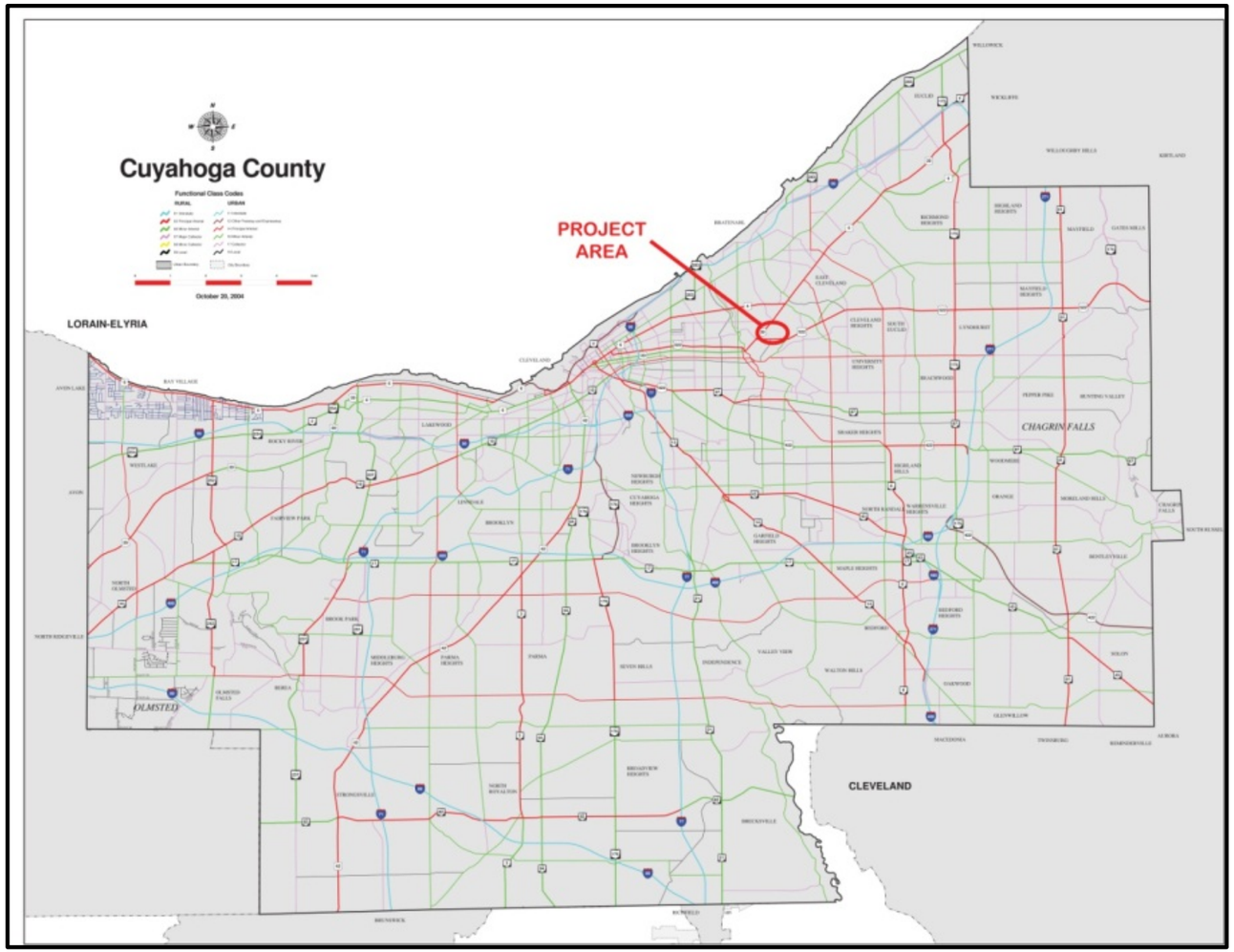
5. **Little Italy Redevelopment Corporation (local landmark district)**: In addition to participating as a Consulting Party, individual coordination meetings were held to assist with the identification of historic resources and to conduct a design review. On September 25, 2012, GCRTA presented the 30% complete drawings to the Little Italy Design Review. This meeting was open to the public. Consulting Parties for the project

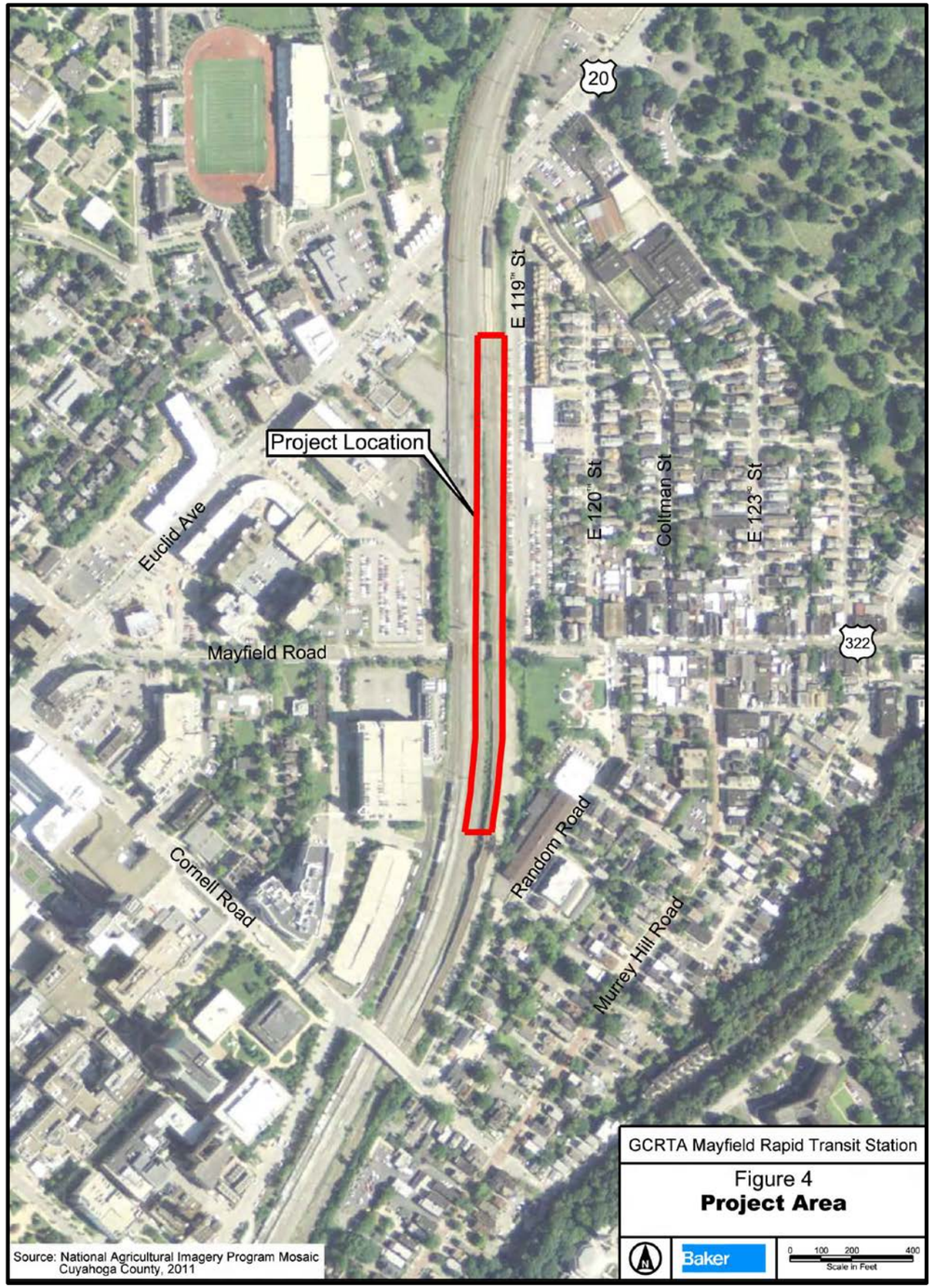
and homeowners within the project area were invited to attend this meeting. See Appendix F for meeting minutes.

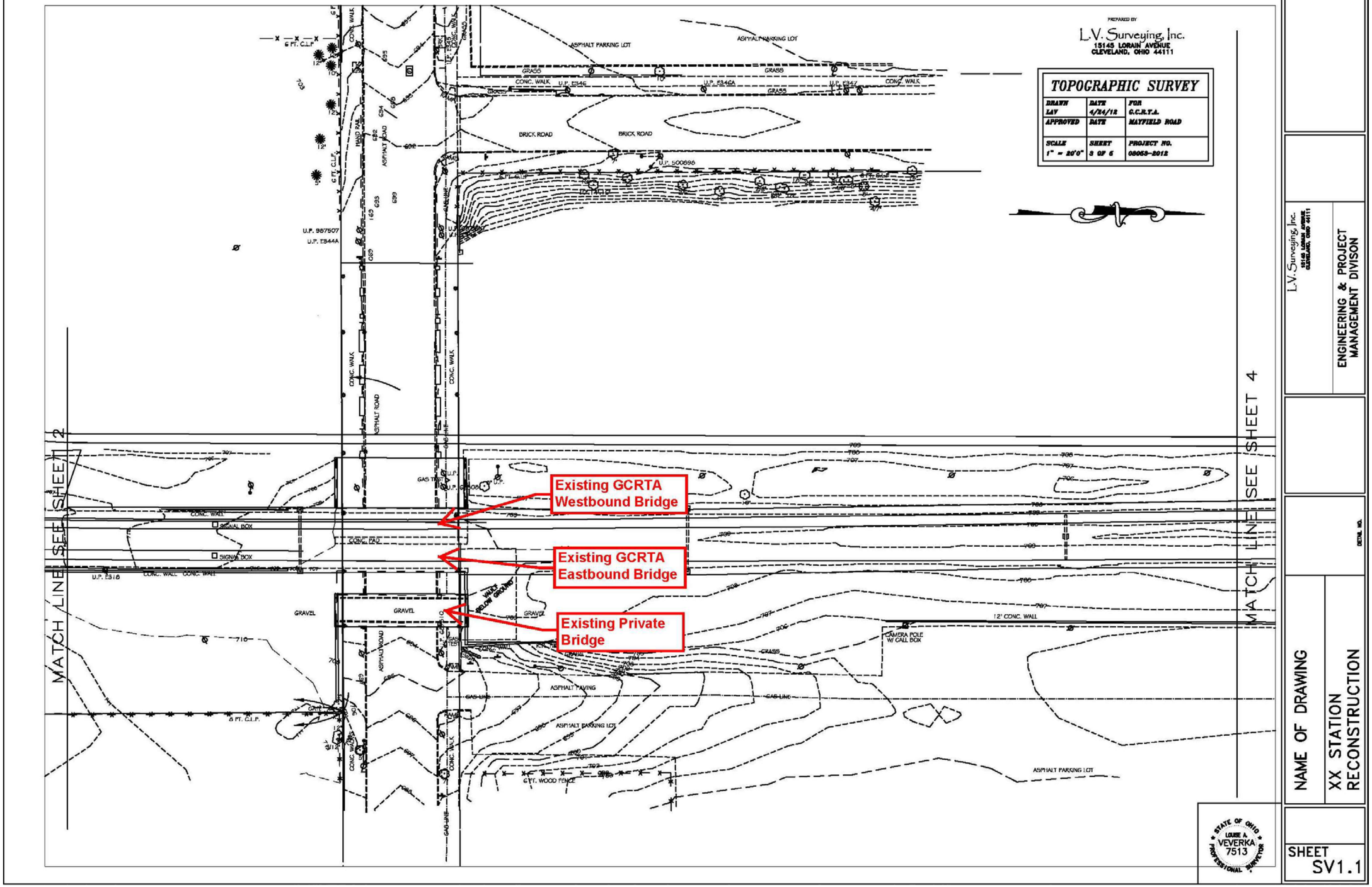
Section 4(f)

In accordance with 23 CFR 774.17, the Project does not constitute a use of a Section 4(f) publicly owned park or recreational area property. No land or temporary occupancy, in whole or in part, is required from Tony Brush Park, or any other publicly owned park or recreational area, or wildlife or waterfowl refuge. No parkland will be permanently incorporated into the Project (transportation facility). No direct or proximity impacts from the project will occur to these resources. Since the project will have no direct, indirect, or constructive use of the Tony Brush Park facility or prohibit its recreational use, and private property will remain between the transit tracks and the park, a Section 4(f) Evaluation and mitigation is not required.

In addition, Section 4(f) of the Department of Transportation Act of 1966 protects historic and/or cultural resources of national, state, or local significance and other natural public features from conversion to transportation use unless there is no prudent or feasible alternative. While a portion of the locally designated Little Italy Landmark District within the history/architecture APE was determined to be eligible for inclusion on the National Register of Historic Places (NRHP), that portion that is eligible for the NRHP is not within the project limits and will not be directly impacted by the project. Based on that, the eligibility determination and overall finding for this undertaking is No Adverse Effect for history/architecture resources, and No Historic Properties Affected for archaeological resources, a Section 4(f) determination of No–Use for historic resources is applicable.


Cuyahoga County
PROJECT AREA
LORAIN-ELYRIA
CLEVELAND
CHAGRIN FALLS
OLMSTED


Project Location
Euclid Ave
Mayfield Road
Cornell Road
E 119th St
E 120th St
Collman St
E 123rd St
Random Road
Murrey Hill Road
20
322
Source: National Agricultural Imagery Program Mosaic Cuyahoga County, 2011
GCRTA Mayfield Rapid Transit Station
Figure 4
Project Area
Baker
0 100 200 400
Scale in Feet

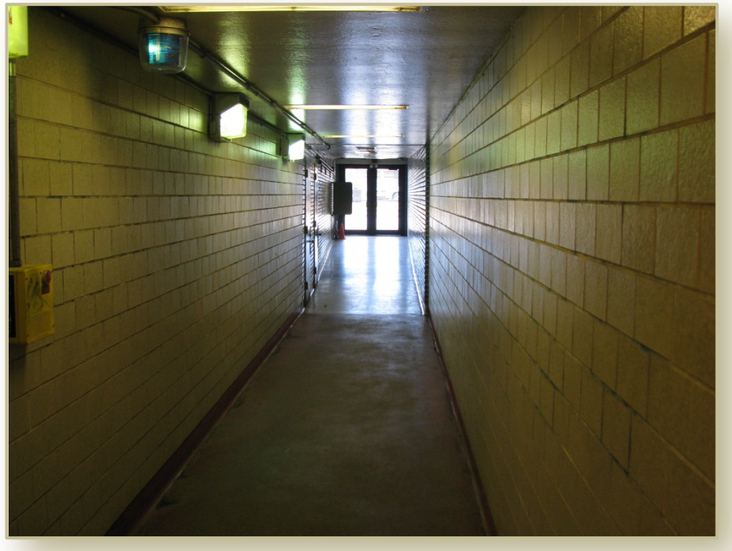

Existing GCRTA Westbound Bridge
Existing GCRTA Eastbound Bridge
Existing Private Bridge
MATCH LINE SEE SHEET 2
MATCH LINE SEE SHEET 4
ASPHALT PARKING LOT
BRICK ROAD
CONC. WALK
GRASS
GRAVEL
ASPHALT ROAD
U.P. 500696
U.P. 987507
U.P. E344A
U.P. E346
U.P. E346A
U.P. E347
U.P. E316
SIGNAL BOX
CONC. PAD
12" CONC. WALL
CAMERA POLE W/ CALL BOX
ASPHALT PAVING
GAS LINE
6 FT. WOOD FENCE
8 FT. C.L.F.
6 FT. C.L.F.
HAND RAIL
CONC. WALL
PREPARED BY
L.V. Surveying, Inc.
15148 LORAIN AVENUE
CLEVELAND, OHIO 44111
TOPOGRAPHIC SURVEY
DRAWN LAV
DATE 4/24/12
FOR G.C.R.T.A.
APPROVED
DATE
MAYFIELD ROAD
SCALE 1" = 20'-0"
SHEET 3 OF 6
PROJECT NO. 08055-2012
STATE OF OHIO
LOUISE A. VEVERKA
7513
PROFESSIONAL SURVEYOR
L.V. Surveying, Inc.
15148 LORAIN AVENUE
CLEVELAND, OHIO 44111
ENGINEERING & PROJECT MANAGEMENT DIVISON
NAME OF DRAWING
XX STATION RECONSTRUCTION
SHEET
SV1.1

Existing E. 120th / Euclid RTS – looking north along the Red Line

Existing E. 120th / Euclid RTS – looking north along the Red Line at the platform and headhouse.

Existing E. 120th / Euclid RTS – looking north along the Red Line at the platform and headhouse.

Existing E. 120th / Euclid RTS – looking down the headhouse staircase that leads from the platform to the hallway.



Existing E. 120th / Euclid RTS – looking along the hallway to the street level entrance at Euclid Avenue and E. 120th Street.

Existing E. 120th / Euclid RTS – looking west at the street level entrance from Euclid Avenue and E. 120th Street.

University Circle - Little Italy RTS - looking north across Mayfield Road at the street level entrance.

University Circle - Little Italy RTS - looking west along Mayfield Road at the street level entrance.

University Circle - Little Italy RTS - looking west along Mayfield Road at the station entrance and Redline bridge.

University Circle - Little Italy RTS - looking northwest along E. 119th Street at the street level entrance.

University Circle - Little Italy RTS - looking north along the Redline at the GCRTA bridges and location of the new headhouse and platform.

University Circle - Little Italy RTS - looking south along the Redline. The tracks will be shifted to the left (east).

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PRINTED APPENDICES

Appendix A: Maps and Figures

APPENDICES ON ATTACHED DVD

Appendix A: Maps and Figures

- August 31, 2012 Renderings
- September 11, 2012 30% Design Plans
- BR86 Bridge Inspection Report
- BM191 Bridge Inspection Report
- General Bridge Inspection Report
- Existing Station Plan Sheet (4 files)

Appendix B: Planning Background Reports
Appendix C: Cultural Resources
Appendix D: Environmental Site Assessments
Appendix E: Noise and Vibration Study
Appendix F: Review Agency Coordination
Appendix G: Public Outreach Meeting Minutes and Agency Commentary
Appendix H: List of Preparers

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1.0 PURPOSE AND NEED

1.1 Introduction

The Greater Cleveland Regional Transit Authority (GCRTA) is proposing to construct a new University Circle – Little Italy Rapid Transit Station (RTS) with associated reconstruction of the Mayfield Road Rapid Transit Bridges (Project). The Project is to construct a new Rapid Transit Facility at Mayfield Road to replace the existing transit station facility at E. 120th Street and Euclid Avenue (see Figures 1 to 5 in Appendix A). In addition, the existing transit track bridge at Mayfield Road will be rehabilitated for an additional 25 years of service. The project is funded through a Department of Transportation TIGER grant, in the amount of $12.5 million, as well as Federal Transit Administration Rail Modernization dollars and Northeast Ohio Areawide Coordinating Agency (NOACA) enhancement funds.

One of the reasons for the Project is a Voluntary Agreement between the GCRTA and the Federal Transit Administration (FTA) to upgrade all key rail stations for Americans with Disabilities Act (ADA) compliance. The station program is comprised of a weather-protected entrance, street level waiting area, elevator / stair access to platform level, platform level waiting area, and canopy covered train loading platform, an electric room, and the traction power substation. Due to the proximity to the bridge structures, the project involves the rehabilitation of the two Mayfield Road transit track bridges. The bridge rehabilitation was already planned within the GCRTA capital program and the two projects were combined for efficiency.

The project area is located in the City of Cleveland, Cuyahoga County, Ohio, within the City's Little Italy and University Circle neighborhoods on Mayfield Road, between E 117th and E 119th streets and along the GCRTA's right-of-way (see Figures 1-5 in Appendix A for project area mapping). The proposed RTS will be located on GCRTA's Red Line and will replace the current center platform station at E 120th / Euclid Avenue.

Properties adjacent to the project area include former industrial parcels along the railroad tracks, and residential areas (single and multiple) setback behind the industrial spaces. To the northwest of the project area, the former Ford Motor Company building now houses studios and classrooms for the Cleveland Institute of Art. Modern parking lots and tower apartment buildings also occupy this quadrant. To the southwest of the project area, a modern seven-story parking garage occupies a substantial footprint. A local park (recently extensively rehabbed) and an industrial building (turned parking space) fill the area to the southeast of the project area. Finally, to the northeast of the project area, a large modern paved surface parking lot is closest to the railroad tracks and occupies an area that once contained industrial and warehouse buildings. Behind this, an industrial manufacturing building and modern townhomes also face the project area. The back yards of several residential properties are also in the vicinity.

According to the East Cleveland, Ohio quadrangle topographic map, the project area is situated in a relatively flat area with an elevation that ranges from approximately 690 to 710 feet above mean sea level (MSL). The area to the east is characterized by an increased hilly terrain.

1.2 Project Background

As the Project will involve the relocation of the existing station at E. 120th to Mayfield Road, the background includes the overall history of the Red Line, including the E. 120th Station; planning associated with the Euclid Corridor Major Transportation Project (HealthLine BRT); a planning study that evaluated where the E 120th / Euclid Avenue Station should be reconstructed; and a planning phase within the overall design that included an alternatives analysis of station configuration.

1.2.1 TRANSIT AND STATION HISTORY / EXISTING CONDITIONS

The Project is located along the existing GCRTA Red Line Transit tracks at Mayfield Road. The transit tracks are grade-separated from the roadway via two twin structures that carry the tracks over the vehicular traffic.

The bridges were originally constructed around 1929 as part of a planned interurban rail line associated with Cleveland Union Terminal (CUT), now known as Terminal Tower. CUT was constructed by the Van Sweringen brothers as the terminus of their new Shaker Rapid Transit (now the GCRTA Blue / Green Lines). It was to consolidate all transit, interurban, and intercity passenger traffic in one master terminal on Cleveland's Public Square. To facilitate the trains entering an occupied building, the freight trains were required to switch from steam to electric power. As the Van Sweringens had acquired the Nickel Plate railroad for the necessary right-of-way within Cleveland, they utilized its right-of-way for the electrified approaches into CUT. During massive construction that overhauled the right-of-way for electrification, the grading, bridges, overhead supports, and station shells were installed for an interurban line – which is now the GCRTA Red Line. Because of the Depression and eventual bankruptcy of the Van Sweringens, the interurban line was not finished with tracks and final stations. The Mayfield Road bridges, as well as many others in the area including the existing Euclid / E. 120th Station, were constructed with a blank "vault" integral with one of the abutments to be used as a station entrance. The original plans show that the intention was to provide a two-entrance station with an exceedingly long platform between Euclid Avenue and Mayfield Road.

The bridges themselves are one of many similarly designed and constructed structures on the Red Line east of downtown. They all utilized common details and methods. The bridge abutments are large gravity-type structures typical for the late 1920's. The current superstructure is a pair of twin steel thru-girders as a floor beam system. The main girders are riveted built-up steel plate girders while the floor beams are rolled sections. Riveted steel deck plate connected to the top flanges of the floor beam. Each structure has a main span of 34' over the roadway with two sets of piers at the edge of the sidewalk. Tracks are carried on a ballasted trough over a concrete deck and steel trough plate supported by the closely spaced floor beams. This construction style is still common for rail structures today and is replicated in many locations within the GCRTA rail system.

In the early 1950's, the predecessor organization to the GCRTA, Cleveland Transit System (CTS) began to consider options for rail rapid transit within Cleveland. Because of the existing infrastructure, the Red Line east of downtown was determined to be the most opportunistic corridor for construction. When the route was evaluated for station locations, CTS did not activate the Mayfield Road station because they did not operate the bus line along Mayfield Road. This bus line was operated by a competitor. As they did operate the line along Euclid, they placed the station at that location.

As part of the construction in the 1950's, the right-of-way was rehabilitated to allow the freight rail access to the industrial properties that had developed along the right-of-way, including the property along the tracks from Mayfield to Euclid. To accommodate vertical clearance issues at Mayfield, the existing structures were relocated along the abutments. At that time, the backwall, seats, and concrete deck were replaced. A new structure was constructed over Mayfield Road just to the east of the GCRTA spans to carry the industrial track. Since the opening of the Red Line, only minor work has occurred on the transit track bridges. Minor painting and cosmetic touch-ups have been the only construction activities.

The property directly to the east of the transit tracks and abutting the GCRTA right-of-way from Mayfield Road north to Euclid Avenue was owned by the Norfolk Southern Railroad. It was acquired by the railroad during the CUT construction and consequently the former E. 119th Street was vacated. Sometime between 1950 and the present, the industrial tracks were removed and the property was primarily used as parking or railroad construction staging. The property was sold to a private developer (Little Italy Development, LLC) within the past three years who removed the only remaining structure. The current owner is continuing the primary use of parking with a long-term goal of mixed commercial or residential development consistent with the rest of the area.

1.2.2 EUCLID CORRIDOR PLANNING

As part of the overall planning effort for the Euclid Corridor Major Transportation Project, the entire Red Line was evaluated for improvements to facilitate the Euclid Corridor project. While not implemented in the Euclid Corridor Project's Locally Preferred Alternative – currently operating as the HealthLine BRT – the *Red Line Station Relocation Technical Memorandum*, dated December 16, 1997 (See Appendix B), recommended moving the E. 120th / Euclid RTS to Mayfield Road to achieve four (4) potential objectives:

1. A good potential for attracting higher ridership
2. Providing a connection to Little Italy and Mayfield Road bus routes
3. Providing a better pedestrian connection to the east end of University Circle
4. Potential for use as the proposed end-of-line terminal for the Euclid Corridor

The Euclid Corridor programming introduced the concept of moving the E. 120th / Euclid RTS to Mayfield Road and the first three objectives support the recommendation for relocation of the station.

1.2.3 E. 120TH RAPID TRANSIT STATION TLCI REPORT

In 2007, the GCRTA completed a Master Plan for the E. 120th / Euclid RTS (Appendix B) to evaluate the station location and transit-oriented development (TOD) opportunities through a series of extensive public and stakeholder outreach meetings. The study, funded through a Transportation for Livable Communities (TLCI) grant from the local metropolitan planning organization (MPO), was the first formal step in the process of the evaluation for reconstruction of the E. 120th / Euclid RTS in accordance with GCRTA's agreement with FTA for achieving ADA compliance at all key stations.

Through workshops, public input was gathered on the existing station as well as set goals and objectives for the reconstruction. The existing station was generally found to be deficient in general atmosphere, leading to safety and security concerns, and pedestrian access. The basic goals for a new facility included:

- The design should be welcoming, visible, and attractive.
- The station should be identifiable as the entrance to an arts district; as the hub, anchor or gateway to a great place.
- The station should integrate with the surroundings; capitalizing on view of University Circle.
- Residential quality of the neighborhood must be maintained and the area remains safe and pedestrian friendly.

From these goals and objectives, it was recommended that the station be relocated to Mayfield Road by the stakeholder groups. This recommendation was tested through an informal survey of current riders at the E. 120th / Euclid RTS with the answers being split between positive and indifferent for station relocation to Mayfield Road.

It was recognized that a station entrance at Mayfield Road would better serve the existing Little Italy community and the employment node of University Hospitals. While the current location at E. 120th / Euclid is on the northern edge of the Little Italy neighborhood, the pedestrian connection to the heart of the community – Mayfield Road – is inadequate.

The study also recommended the station be connected to the eastern / University Circle side of the tracks via a series of overhead walkways and a "green" bridge structure which would tie into a transit-oriented development on a current surface parking lot. The current design for the station does not pursue those options because of the excessive costs that would be incurred in bridging over two freight railroad lines Norfolk Southern (NS) and CSX Corporation (CSX)) as well as complications from a high-voltage electrical line. The pedestrian environment along Mayfield Road and under the bridge structures will be improved to achieve the same goal.

The final TLCI report can be found in Appendix B.

1.2.4 MAYFIELD ROAD TRANSIT STATION DESIGN ALTERNATIVES ANALYSIS

The design for a the new rapid transit station at Mayfield Road began with a schematic planning phase on alternatives for the station platform based on track geometry options. This is further discussed in Chapter 2 – Alternatives Analysis.

1.3 Purpose and Need

The purpose of this project is to provide a safe and adequate rapid transit station facility that addresses the deficient condition and design of the existing E. 120th / Euclid RTS while providing a station that supports the population and employment centers of the Little Italy and University Circle neighborhoods. The project has four identified needs below.

- ***ADA Compliance*** – The Voluntary Agreement between the GCRTA and the Federal Transit Administration (FTA) is to upgrade all key rail stations for Americans with Disabilities Act (ADA) compliance. The existing E. 120th / Euclid RTS is substandard with the existing station's entrances and platforms not in compliance with ADA requirements. Access is limited to stairs, with no other vertical transportation for the disabled riders. The existing wooden platform does not meet ADA regulations for gaps to the train doors and is unable to be retrofitted to do so due to track geometry. An ADA compliant elevator cannot be retrofitted or accommodated within the existing layout the building and platforms (See Appendix A for station plans).

- ***Safe and Secure Environment*** – The existing platform at the E. 120th / Euclid RTS is connected by an approximately 163 foot long, 5.5 to 7 foot wide, and 7 foot high hallway with a 90 degree corner, a 45 degree bend and 3 sets stairs which rise approximately 23 feet. The 90 degree corner creates a blind spot and the 45 degree bend is between bottom and the middle stairs also creating a blind spot. The tunnel-like hallway cannot be widened or straightened, nor can it accommodate an ADA compliant elevator. The existing station does not contain a communications/security room. Throughout the TLCI public involvement process, the public has expressed that the hallway, platform, and station feel isolated due to lack of ADA access, clear sight-lines and openness, and poor connection to the existing street level and public destinations. According to the 2007 TLCI Study the existing station conditions are such that "station area is plagued by inadequately designed sidewalk connections to existing destinations, conflicts between pedestrian movement patterns and vehicular traffic movements and a lack of active commercial uses at the street edge that would produce safe and vibrant pedestrian connections to the destinations within the neighborhood" (Appendix B – *GCRTA Little Italy E. 120th Station Master Plan,* 2007).The Case Western Reserve University (CWRU) Police Department state that because the existing station does not connect to their campus or active commercial areas, it recommends to students to not use the station and have made unofficial requests to GCRTA for its closure. The existing station does not meet the current design principles for Crime Prevention Through Environmental Design (CPTED) from the International CPTED Association (ICA). Safety

and security concerns regarding the existing station were expressed during the public meetings.

- ***Ridership*** –The E. 120th / Euclid RTS has only 15% of the ridership of the other major station serving Little Italy / University Circle. The existing E. 120th / Euclid RTS does not provide ADA accessible access. The existing station is located on the outside edges of the population and employment centers of Little Italy and University Circle. The existing station is approximately 1,600 feet from the commercial center of Little Italy; approximately 2,000 feet from the retail, commercial, and residential Uptown Project area of the University Circle; approximately 3,000 feet from University Hospital; and approximately 3,000 feet from the central portion of Case Western Reserve University's campus. Current access to these points requires the use of mostly indirect routes of streets and parking lots.

- ***Structurally Deficient Bridge Structures*** – The two GCRTA transit bridges over Mayfield Road are part of five bridge spans over Mayfield Road (SFN 1812181). They were originally constructed around 1929 and modified around 1954 with the installation of the Red Line transit system. Since 1954, they have had minor improvements with painting, lighting, and minor patching. While the substructure is generally sound, the deck and bridge seats require rehabilitation to lengthen the life of service for the structure.

  The condition of bridge structures are evaluated in accordance with Ohio Department of Transportation's Manual of Bridge Inspection as codified in the Ohio Revised Code Section 55.0147, in compliance with the Code of Federal Regulations Part 650.307 and Federal Highway Administration's (FHWA) National Bridge Inspection Standards (NBIS) as mandated by 23 CFR Part 650. Based on inspections, structures are assigned a general appraisal rating on a scale from 1 to 9 where 9 indicates a new condition, 4 indicates deficient/poor condition and 1 indicates near failure. The Mayfield Road Bridges (SFN 1812181) have been identified as a structurally deficient bridge in the December 2011 bridge inspection report. The December 14, 2011 ODOT BR86 Bridge Inspection Form for the CSX, NSC, RTA14@East 177 Bridge (SFN 1812181), City of Cleveland, Cuyahoga County Ohio rated the bridge with a General Appraisal of 4 (See Appendix A).

2.0 ALTERNATIVES CONSIDERED

As discussed previously, the original 1920's construction of the Red Line right-of-way had planned for a center platform station at Mayfield Road with an entrance through a concrete vault in the northern abutment. In the 1950's, during installation of the transit tracks and operating infrastructure, the bridges were realigned to allow for the construction of an industrial siding to the east. The realignment reduced the track centers and placed the westbound structure over the stairs up from the vault. In accordance with GCRTA's *Station Safety and Security Design Criteria* (2012), the existing track configuration does not allow for enough clearance space between tracks for a center platform arrangement. With the completion of the E. 55th RTS Reconstruction in 2011, all stations on the Red Line, with the exception of the E. 120th / Euclid RTS, have center platforms for operational efficiency, reduction of redundant vertical circulation elements, and ease of passenger use.

In 2007, the GCRTA completed a E. 120th Street Station Master Plan (Appendix B) - for the E. 120th / Euclid RTS to evaluate the station location and transit-oriented development (TOD) opportunities through a series of extensive public and stakeholder outreach meetings and workshops. The study was the first formal step in the process of the evaluation for reconstruction of the E. 120th / Euclid RTS in accordance with GCRTA's agreement with FTA for achieving ADA compliance at all key stations.

From the E. 120th Street Station Master Plan's goals and objectives, it was recommended that the station be relocated to Mayfield Road utilizing the abandoned concrete vault in the northern abutment. This recommendation was supported by the stakeholder groups and tested through an informal survey of current riders at the E. 120th / Euclid RTS.

It was recognized that a station entrance at Mayfield Road would better serve the existing Little Italy Community and the employment nodes of University Hospitals and Case Western Reserve University (CWRU); it "will directly serve and benefit visitors and residents of CWRU's Urban Arts and Retail District, the new Museum of Contemporary Art (MOCA), and an expanded Cleveland Institute of Art (CIA)" (2007, E. 120th Street Station Master Plan). While the existing location at E. 120th Street / Euclid Avenue is on the northern edge of the Little Italy neighborhood, the pedestrian connection to the heart of the community – Mayfield Road – is inadequate. The existing E. 120th / Euclid Avenue station has inadequately designed sidewalk connections to these identified destinations, with conflicts between pedestrian movement patterns and vehicular traffic movements.

2.1 No-Build Alternative

The No-Build Alternative would be to close existing E. 120th / Euclid RTS and not construct a new station. The existing station is not ADA compliant and suffers from significant safety and security issues. Minor rehabilitation of the existing station would not address these functional issues as identified in the Purpose and Need. The bridge structures at Mayfield Road would still be rehabilitated as a separate project. National Environmental Policy Act (NEPA) regulations

require that a No-Build Alternative be included in the environmental analysis to provide a baseline to use to determine the significance associated with any of the build alternatives that are carried forward. This alternative does not address any of the four components of the project's stated Purpose and Need. Therefore, this alternative was eliminated from consideration in the preliminary alternatives analysis stage. While the No-Build was analyzed and recognized as not meeting the Purpose and Need, as required by NEPA, the No-Build Alternative was carried forward for comparison; its rejection was again affirmed as not compliant with the Purpose and Need of the project.

2.2 Proposed Build Alternatives

In 2009, GCRTA developed three feasible build alternatives Alternative 1A, Alternative 1B, and Alternative 2 (Figures 6a – 6i in Appendix A) based on the recommendations from the 2007 E. 120th Street Station Master Plan. GCRTA determined the most feasible geometry for the construction of the University Circle – Little Italy RTS. In 2012, GCRTA developed Alternative 1C (Figures 6j – 6l in Appendix A) to minimize the amount of property acquisition and track relocation and to limit the height of the RTS to no greater than 20 feet above the existing rail elevation.

All of the alternatives planned on reutilization of the existing vault under the transit bridges as the primary entrance and passenger areas with new stair / elevator access up to the platform areas. The four feasible build alternatives are:

Alternative 1A: Construction of a center platform (34' wide) with existing westbound (WB) transit mainline track to remain on existing GCRTA WB Bridge. The existing eastbound (EB) transit mainline track to be relocated onto the privately owned former alignment of the industrial siding and existing private bridge. The existing GCRTA EB Bridge will be removed. See Figures 6a to 6c in Appendix A.

Alternative 1B: Construction of a center platform (17' wide) with relocation of the EB transit mainline track onto the privately owned former alignment of the industrial siding and existing private bridge. Relocation of the WB transit mainline track onto the former alignment of the EB mainline transit track and existing GCRTA EB Bridge. The existing GCRTA WB Bridge will be removed. This alternative will ensure tangency for ADA loading. See Figures 6d to 6f in Appendix A.

Alternative 1C: Construction of a center platform (17' wide) with existing WB transit mainline track to remain on existing GCRTA WB Bridge. Relocation of existing GCRTA EB Bridge approximately 10' to the east towards the former industrial siding and existing private bridge; approximately 1,450 linear feet of EB transit mainline track will be offset approximately 10' to the east. The private bridge will remain. This

alternative will ensure tangency for ADA loading. See Figures 6j to 6l In Appendix A.

Alternative 2: Construction of dual-side (outside) platforms with very minor track relocation to ensure tangency for ADA loading. The existing EB transit mainline track to remain on existing GCRTA EB Bridge. The existing WB transit mainline track to remain on existing GCRTA WB Bridge. This alternative will ensure tangency for ADA loading. See Figures 6g to 6i in Appendix A.

Based on the long-term maintenance considerations and initial cost on a 34' center platform, Alternative 1A was eliminated from further consideration by GCRTA. The platform width is excessive and does not provide the ability to phase construction and maintain operations with minor interference.

A summary of the environmental and operational considerations of the remaining alternatives (1B, 1C, and 2) is provided on the following Table 1 – Alternatives Comparison.

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Table 1: Alternatives Comparison			
Category	**Alternative 1B** **17' Center Platform** **Using existing EB GCRTA bridge and private bridge**	**Alternative 1C** **17' Center Platform** **Using both existing GCRTA bridges**	**Alternative 2** **Dual-Side Platforms**
Date Developed	2009	2012	2009
Construction Cost	$12,832,304 (in 2012 $)	$11,098,885 (in 2012 $)	$12,406,880 (in 2012 $)
Rail Operations / Passenger Usage Impacts	• Center platform easier for rail operators to verify clearance before closing doors (time / safety) • Center platform less confusing for passengers during single tracking • Center platform standard at all other GCRTA Red Line stations	• Center platform easier for rail operators to verify clearance before closing doors (time / safety) • Center platform less confusing for passengers during single tracking • Center platform standard at all other GCRTA Red Line stations	• Will be only station on Red Line with field side platforms • Will require very clear signage and wayfinding to direct passengers to correct platform
Constructability	• Construction staging requires minimal interference with transit operations	• Requires closure of Mayfield Rd for approx. 1 week to move GCRTA EB bridge • Construction staging requires minimal interference with transit operations	• Must be built on the outside of two operating GCRTA transit lines • Would disrupt NS operations during construction of WB headhouse and platform • Requires significant mining/excavation operations to expand existing concrete structure under existing WB tracks for new WB headhouse
Location and Zoning	• Located within a semi-industry zoning district • The general existing surrounding land use is light industry, parking / vacant, and freight rail	• Located within a semi-industry zoning district • The general existing surrounding land use is light industry, parking / vacant, and freight rail	• Located within a semi-industry zoning district • The general existing surrounding land use is light industry, parking / vacant, and freight rail.
Traffic	• Will move the transit rail tracks 30 feet closer to the existing residential neighborhood • Requires relocation of 2,600 ft of both EB and WB track • Requires weekend closure of Mayfield Rd to remove existing GCRTA WB bridge	• Will move the transit rail tracks 10 feet closer to the existing residential neighborhood • Requires relocation of 1.450 ft of EB track • Requires closure of Mayfield Rd for approx. 1 week to move GCRTA EB bridge	• Will not substantially relocate any transit rail tracks • Minimal impact to Mayfield Rd traffic
Aesthetics	• Less significant architecture and will not buffer the existing community from the transit tracks • Shall remove one GCRTA bridge structure to significantly improve the underpass area	• Less significant architecture and will not buffer the existing community from the transit tracks	• Will provide for more significant architectural themes to assist in the stakeholder goal of connecting the Little Italy Neighborhood with University Circle • Field side platform shall buffer the existing transit track from the neighborhood. • Will not eliminate any bridge structures to open up the underpass area
Air Quality	• No negative impacts	• No negative impacts	• No negative impacts
Environmental Justice	• Located in economically disadvantaged area • Will not displace any population, affect community resources, or cause negative impacts to the health or environment of minority, low-income, or elderly populations • Will provide pedestrian connectivity, connections to existing destinations, and ADA accessibility,	• Located in economically disadvantaged area • Will not displace any population, affect community resources, or cause negative impacts to the health or environment of minority, low-income, or elderly populations • Will provide pedestrian connectivity, connections to existing destinations, and ADA accessibility,	• Located in economically disadvantaged area • Will not displace any population, affect community resources, or cause negative impacts to the health or environment of minority, low-income, or elderly populations • Will provide pedestrian connectivity, connections to existing destinations, and ADA accessibility,
Floodplains	None present	None present	None present
Hazardous Materials	• Bridge work shall require the removal of any lead based paints found on structure • Phase 2 Environmental Site Assessment (ESA) indicated minor levels of arsenic in soils from creosote (timber ties) at levels within OEPA standards for commercial/industrial land uses	• Bridge work shall require the removal of any lead based paints found on structure • Phase 2 ESA indicated minor levels of arsenic in soils from creosote (timber ties) at levels within OEPA standards for commercial/industrial land uses	• Bridge work shall require the removal of any lead based paints found on structure • Phase 2 ESA indicated minor levels of arsenic in soils from creosote (timber ties) at levels within OEPA standards for commercial/industrial land uses
Navigable Waterways	None present	None present	None present

Table 1: Alternatives Comparison			
Category	**Alternative 1B** **17' Center Platform** **Using existing EB GCRTA bridge and private bridge**	**Alternative 1C** **17' Center Platform** **Using both existing GCRTA bridges**	**Alternative 2** **Dual-Side Platforms**
Noise and Vibration	• Will move the transit rail tracks 30 feet closer to the existing residential neighborhood – within 175' of nearest structure	• Will move the transit rail tracks 10 feet closer to the existing residential neighborhood – within 195' of nearest structure • 2012 Noise and vibration Analysis on the Preferred Alternative resulted in a finding of No Impacts	• No changes in transit rail tracks results in no impacts
Prime and Unique Farmlands	None present	None present	None present
Natural Resources	No impacts	No impacts	No impacts
Archaeological Resources	No impacts	No impacts	No impacts
History/Architecture Resources	• Located within the Little Italy Historic District (local); coordination with Ohio Historic Preservation Office (OHPO) and Cleveland Landmarks Commission required	• Located within the Little Italy Historic District (local); coordination with OHPO and Cleveland Landmarks Commission required	• Located within the Little Italy Historic District (local); coordination with OHPO and Cleveland Landmarks Commission required
Recreational Resources	• Will move the transit rail tracks 30 feet closer to a local park • Does not require any takings from the park	• Will move the transit rail tracks 10 feet closer to a local park • Does not require any takings from the park	• Does not require any takings from the park
Biological Resources	None present	None present	None present
Water Quality	• No impacts • Construction shall utilize storm water pollution protection per Environmental Protection Agency (EPA) and local jurisdictional requirements	• No impacts • Construction shall utilize storm water pollution protection per EPA and local jurisdictional requirements	• No impacts • Construction shall utilize storm water pollution protection per EPA and local jurisdictional requirements
Wetlands	None present	None present	None present
Construction Impacts	• Normal impacts associated with construction that shall be mitigated through noise and environmental controls • Construction staging to take place between tracks and the residential neighborhood / park. Noise analysis shall include construction impacts	• Normal impacts associated with construction that shall be mitigated through noise and environmental controls • Construction staging to take place between tracks and the residential neighborhood / park. Noise analysis shall include construction impacts	• Normal impacts associated with construction that shall be mitigated through noise and environmental controls • Construction staging to take place between tracks and the residential neighborhood / park. Noise analysis shall include construction impacts
Cumulative and Indirect Impacts	No impacts	No impacts	No impacts
Property Acquisition	• Requires acquisition of bridge from private landowner	• Only requires acquisition of vacant land running parallel to tracks from private landowner	• Requires acquisition from two owners: Norfolk Southern and private landowner
Public Involvement	• Substantial public outreach performed as part of the planning study for the relocation of the entrance to Mayfield Road • Additional outreach will be required to inform public of preferred design with subsequent positive and negative impacts on the community	• Substantial public outreach performed as part of the planning study for the relocation of the entrance to Mayfield Road • Additional outreach will be required to inform public of preferred design with subsequent positive and negative impacts on the community	• Substantial public outreach performed as part of the planning study for the relocation of the entrance to Mayfield Road • Additional outreach will be required to inform public of preferred design with subsequent positive and negative impacts on the community
State and Local Policies and Ordinances	• The Project is consistent with City and County Land Use Plans as well as the Little Italy Master Plan	• The Project is consistent with City and County Land Use Plans as well as the Little Italy Master Plan	• The Project is consistent with City and County Land Use Plans as well as the Little Italy Master Plan

2.3 Preferred Alternative

GCRTA executive management reviewed Alternatives 1B and Alternative 2 in January 2009 and felt that the operational benefits with a center platform (Alternative 1B) were highly beneficial over the dual-side platform design (Alternative 2). These benefits include the ability to maintain operations during phased construction, lower operations and maintenance costs due to a single elevator/vertical circulator, and creating less confusion for riders who do not need to know their destination before ascending to the platform. Additionally, Alternative 2 included property acquisition from NS and inhibited NS operations. Unless property acquisition or neighborhood concerns were overwhelming, Alternative 1B (center platform) was pursued into design. Alternative 2 was removed from further consideration. While the No-Build was analyzed and recognized as not meeting the Purpose and Need, as required by NEPA, the No-Build Alternative was carried forward for comparison; its rejection was again affirmed as not compliant with the Purpose and Need of the project.

In 2012, Alternative 1C was developed as a refinement of Alternative 1B; this was the result of GCRTA desire to minimize property acquisition and track relocation and to limit the rapid transit station to a height of no greater than 20 feet above existing rail elevation. Alternative 1C includes the minor adjustment of approximately 1,000 lineal feet of WB track to ensure tangency for ADA loading as well as the relocation (realignment) of approximately 1,450 lineal feet of EB track that shall be offset approximately 10’ to the east at its greatest displacement. The embankment along the entire length of displaced EB track shall be regraded to accommodate the realignment. This alternative involves the relocation of GCRTA EB Bridge approximately 10’ to the east towards the privately-owned former industrial siding bridge and the rehabilitation of the two existing GCRTA bridges over Mayfield Road between E 117th and E 119th streets.

Alternative 1C reuses existing GCRTA assets and minimizes required property acquisition. Therefore, Alternative 1B was removed from consideration and Alternative 1C moved forward for environmental impacts and affects analysis as the Preferred Alternative.

The existing E. 120th / Euclid RTS Station will remain in place; the traction power substation housed within the existing station building will continue to function with access limited to GCRTA personnel. Signage will be put in place to direct passengers to the new University Circle – Little Italy RTS. Any demolition and/or improvements to the existing 120th Street Station will be completed as a separate project (PID 90156) under a separate environmental process, once GCRTA assesses the needs of the sub-station. That project (PID 90156) is currently programmed for design in 2015 with construction in 2016; it is in the process of being reprogrammed to 2016 for design and 2017 for construction.

The September 2012 total estimated construction budget amount for the development of the Alternative 1C (30% Design Plans, Schematics, and Concepts are depicted in Appendix A, Figures 6j to 6l on pages A-20 to A-22) with a 17’ Center Platform is $11,098,885. This cost estimate takes into consideration contractor’s general conditions, overhead and profit and permit and bond with 1.5% for public art and a 20% design and construction contingency. An additional 5%

has been added to account for the premium for staging and phasing the project over an extended period of time.

Table 2: Summary of Alternative Recommendations			
Alternative	**Developed**	**Date Removed from Consideration**	**Reason for Removal from Consideration**
No-Build	January 2009	January 2009 – Preliminary Stages; The No-Build was analyzed and recognized as not meeting the Purpose and Need; as required by NEPA, the No-Build Alternative was carried forward for comparison; its rejection was affirmed as not compliant with the Purpose and Need of the project.	Did not meet the projects stated Purpose and Need.
Alternative 1A	January 2009	January 2009 – Preliminary Stages	Cost restrictive
Alternative 1B	January 2009	October 2011	Required property acquisition and track relocation greater than Alternative 1C; re-uses existing GCRTA assets
Alternative 1C	April 2012	N/A - ***Alternative 1C moved forward for environmental impacts and affects analysis as the Preferred Alternative***	
Alternative 2	January 2009	October 2011	Operational and construction issues and NS property acquisition impacting NS operations.

3.0 AFFECTED ENVIRONMENT, CONSEQUENCES, & MITIGATION

This section describes the existing environment within the proposed project area for the purpose of describing the existing conditions and identifying the relative potential impacts for the proposed project. This section summarizes the potential impacts to social, cultural, physical, and natural environment that would result from the proposed project, and discusses any avoidance and/or mitigation measures.

3.1 Project Location

The Project is located at the intersection of Mayfield Road (US 322) and the GCRTA Red Line Rapid Transit within the City of Cleveland, Cuyahoga County, Ohio (see Figures 1-5 in Appendix A). It is on the easternmost edge of the City of Cleveland, adjacent to the Cities of East Cleveland and Cleveland Heights. The project is on the border of the Little Italy and University Circle neighborhoods.

3.2 Land Use and Zoning

3.2.1 ZONING

The Project is located within a Semi-Industry Zoning District of S1-B2 (see Figures 7a-7b in Appendix A). The general existing surrounding land use is light industry, parking / vacant, and freight rail. No adverse effects anticipated.

3.2.2 CONSISTENCY WITH LAND USE PLANS

The Project is consistent with City and County Land Use Plans as well as the 2005 Little Italy Master Plan (Figure 9 in Appendix A) and the 2009 Mayfield Road Streetscape Improvement Plan (See Appendix B). The City of Cleveland's 2020 Land Use Plan (Figure 8 in Appendix A) has identified the project within an area designated for Transportation/Utilities use. No adverse effects anticipated.

3.3 Air Quality

The Project is located in a Nonattainment Area for Ozone-8 hour (1997 Standard), PM2.5 Annual (1997 Standard), PM2.5 24-hour (2006 Standard) as indicated on the United States Environmental Protection Agency's (USEPA) NEPAssist online database (http://www.epa.gov/compliance/nepa/nepassist-mapping.html). The project is an exempt project for air quality analysis under 40 CFR Part 93.126; the project is a reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

The Project will have no negative impacts to air quality. By relocating the entrance to the station closer to the dense Little Italy neighborhood with its regional dining and shopping draw as well as to the major employer of University Hospitals, the Project will enhance air quality by

providing greater accessibility to mass transit to a larger number of users. No adverse effects anticipated.

See Section 3.17 for Air Quality control measures during construction.

3.4 Traffic

The project will not include an automobile parking lot (Park and Ride) or any other type of automobile accommodations. The project will have no increase in automobile or GCRTA train traffic or change GCRTA train operations. The project will maintain bus connections to GCRTA system by way of the Bus Route #9, which currently runs on Mayfield Road. No adverse effects anticipated.

See Section 3.17 for Maintenance of Traffic control measures during construction.

3.5 Cultural Resources

In 2012, a Phase I History/Architecture, Archaeology Assessment, and Effect Report (September 2012, Michael Baker Jr., Inc.) was completed for the project (See Appendix C). The survey identified any history/architecture/archaeological cultural resources fifty years of age or older (prior to 1962) in the Project's Area of Potential Effect (APE) (See Figures 10 to 12 in Appendix A) and evaluated them in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, the regulations of the Advisory Council on Historic Preservation (36 CFR 800), as amended, and the guidelines provided by the Ohio Historic Preservation Office (OHPO).

3.5.1 HISTORY/ARCHITECTURE RESOURCES

The history/architecture APE was determined by the FTA, in consultation with the GCRTA and the OHPO. The APE was based on the direct impacts of the project and the viewshed to the new structure, primarily from the Little Italy Cleveland Landmarks Neighborhood given the topography. The intent of the design is to be responsive to the neighborhood and provide for a gateway to the community.

The Phase I History Architecture survey identified within the history/architecture APE, twenty-two history/architecture resources that had been previously recorded with the OHPO, including three that are listed in the National Register of Historic Places (NRHP). The three NRHP-listed properties are also classified as City of Cleveland local historic landmarks. The majority of the history/architecture APE and a portion of the project fall within the locally designated Little Italy Cleveland Landmarks Historic District. The western boundary of the historic district is to the centerline of the nearest (eastern/eastbound) transit track. The Phase I Survey further identified 19 additional resources in the history/architecture APE that were fifty years of age and older. These 19 newly identified resources were intensively surveyed and documented with Ohio Historic Inventory (OHI) forms.

Those resources that were not listed on the NRHP (previous recorded or newly identified) were evaluated against the NRHP criteria for significance and assessed for integrity. None of the 19 previously recorded resources or the 19 newly identified resources were found to be individually eligible for listing in the NRHP due to significance and integrity concerns.

The rail transit corridors contain modern tracks, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern sound structures. The bridge structures located within this rail corridor no longer retain integrity to convey significance and are not individually eligible for the NRHP. Workmanship, design, feeling, association and materials have been altered due to modifications or major rehabilitation to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the NRHP Criteria for Evaluation as linear resources.

Through consultation with the Cleveland Landmarks Commission, the FTA determined that a large portion of the Little Italy neighborhood is eligible for listing in the NRHP. The Little Italy Historic District, for the purpose of this project, is defined and described as it occurs within the APE. The district likely extends beyond this project's APE, but the study of those resources was outside of the scope of this project. Within the APE, the Cleveland Landmarks Commission recommended the proposed district's western boundary align with "the former East 119th Street centerline north of Mayfield Road and the area west of the southerly promulgation of the centerline of the former East 119th Street south of Mayfield Road…" FTA concurs with this boundary delineation. See Appendix C for copy of the 2012 report and coordination.

The four NRHP-Listed and NRHP-Eligible history/architecture resources located within the APE include the Justus L. Cozad-Bates House, the Murray Hill School, the Holy Rosary Catholic Church, and the Little Italy Historic District. None of these resources falls within the area of direct impact for the proposed undertaking. Analysis of historic maps, current and historical photos, historic research and survey forms (OAI, OHI, and NRHP) reveals that the project area has had a substantial transportation focus for well over the last 100 years. The immediate land use of the project area will not substantially change, except for the construction of a station (headhouse and platform) above the existing concrete vault. The view from the proposed project area consists of existing rail transportation facilities, and substantial modern intrusions including a multi-story hospital facility, parking facility, and a multi-story residential tower. All of the historic resources are sufficiently blocked from the view of the proposed undertaking, through distance and other structures or buildings blocking the direct line of sight, thereby minimizing the opportunity for a visual effect at each resource. Where the proposed undertaking will be minimally visible, the visual effects will be limited to the extent that they will not alter the characteristics of the historic properties that qualify them for inclusion in the NRHP. There are no anticipated auditory or vibration effects to the resources.

The effect findings for individual resources are as follows:

- *Justus L. Cozad-Bates House – No Historic Properties Affected*
- *Murray Hill School – No Adverse Effect*
- *Holy Rosary Catholic Church – No Adverse Effect*
- *Little Italy Historic District – No Adverse Effect*

The overall recommended finding for this undertaking is No Adverse Effect for history/architecture resources. The OHPO concurred with this finding on November 12, 2012 (see Appendix C).

3.5.2 ARCHAEOLOGICAL RESOURCES

The archaeological APE was determined by the FTA, in consultation with the GCRTA and the OHPO. The construction limits were used to define the archaeological APE to capture the direct impacts of the project. The Archaeological Assessment did not identify any previously recorded archaeological sites within or adjacent to the archaeological APE. The parcels that immediately abut the Red Line north and south of Mayfield Road currently contain approximately 10 -15 feet of modern fill material and construction debris, and have been extensively impacted by land-use changes that have occurred during the historic and modern periods. Buildings and railroad ancillary structures that occupied these parcels were demolished and foundations walls removed. Any remaining archaeological features from the historic period, if they exist, would be below the level of modern fill material. The archaeological APE has been previously disturbed by modern development activities. The degree of disturbance and the presence of modern development preclude the existence of intact or interpretable archaeological resources within the proposed project area. The proposed project will have no impact on significant archaeological resources and no effects to archaeological resources are anticipated.

The proposed project requires the placement of compacted soils in the area immediately adjacent to the existing GCRTA tracks; limiting the potential for impacts to archaeological resources to the top 1’ to 3’ of soil within the project construction limits (including potential staging areas). Based on the degree of disturbance to the project area and the scope of the proposed project, archaeological investigations were limited to an archeological assessment of the archaeological APE area; a Phase I Archaeological survey was unnecessary.

While the area east of E. 119th Street may contain partial foundations or remnants of these structures, this area is outside the archaeological APE and will not be impacted by the project or construction activities. As part of the environmental commitments within the Environmental Assessment, no construction activities (including staging and material lay-down areas) will be permitted outside the identified construction limits.

The overall recommended finding for this undertaking is No Historic Properties Affected for archaeological resources**.** The OHPO concurred with this finding on November 12, 2012 (see Appendix C).

3.5.3 REGULATORY REQUIREMENTS

The survey of historic architecture and archaeological properties and resources within the proposed project are undertaken to assist in complying with NEPA and Section 106 of the NHPA of 1966. The Section 106 process consists of 1) identifying and evaluating historic properties; 2) assessing the effects of an undertaking on historic properties; and 3) consultation for methods to avoid, minimize, or mitigate any adverse effects.

Based on the findings of the Phase I History/Architecture Survey, Archaeology Assessment and Effects Report, the FTA has determined that the overall finding for this undertaking is No Adverse Effect for history/architecture resources and No Historic Properties Affected for archaeological resources. The OHPO concurred with these findings on November 12, 2012 (see Appendix C).

Local coordination with and approval of the Little Italy Design Review Board and the Cleveland Landmarks Commission's Design Review for the design of this project is required by City of Cleveland ordinance. This project was reviewed by the Little Italy Design Review Board on September 25, 2012 and by the Cleveland Landmarks Commission's Design Review on September 27, 2012. Both entities approved the 30% design as presented. See Appendix F.

Section 4(f) of the Department of Transportation Act of 1966 protects historic and/or cultural resources of national, state, or local significance and other natural public features from conversion to transportation use unless there is no prudent or feasible alternative. While a portion of the locally designated Little Italy Landmark District within the history/architecture APE was determined to be eligible for inclusion on the NRHP, that portion that is eligible for the NRHP is not within the project limits and will not be directly impacted by the project. Based on that eligibility determination and the finding of "No Historic Properties Affected" for history/architecture resources, a Section 4(f) determination of No–Use for historic resources is applicable.

See Chapter 6 - Agency Coordination and Chapter 7 - Section 4(f) Evaluation.

3.6 Hazardous Materials

Phase I and Limited Phase II Environmental Site Assessments (ESA) have been performed in 2009 and updated in 2012. The 2012 update assesses the original Little Italy Development Corp. property evaluated in 2009 (east of the GCRTA Redline tracks), as well as an additional 0.205 acre portion of land located east of the GCRTA Redline tracks and south of Mayfield Road, also owned by Little Italy Development Corp. (See Appendix D).

The NS property west of the GCRTA Redline tracks was needed for Alternative 2 (dual side platforms) when this alternative was being considered. The 2009 Environmental Site assessment (ESA) was conducted on the land both east and west of the GCRTA Redline tracks, given the alternatives that were being considered when the 2009 ESA was performed. For the reasons described in Section 2.2, Alternative 2 was eliminated and the acquisition of the land

west of the GCRTA Redline is not required for the Project. The 2012 ESAs were updated to include the land required for the Preferred Alternative.

3.6.1 PHASE I ENVIRONMENTAL SITE ASSESSMENT

The Phase I ESA was completed per American Society for Testing and Materials (ASTM) standards for recognized environmental conditions (REC). Based on the literature review, site reconnaissance, and interviews, evidence of one REC was determined: historic usage of the site as a coal storage and building supply company as well as the current and historic uses associated with railroad operations. The Phase I ESA recommended that a Limited Phase II ESA be conducted.

3.6.2 LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT

As part of the Limited Phase II ESA (Appendix D), samples were taken from four soil boring locations for analysis of volatile / semi-volatile organic compounds, heavy metals, and hydrocarbons. Laboratory testing indicated the presence arsenic throughout the site and benzo(a)pyrene was detected in one sample location. Arsenic ranged from 2.99 to 23 mg/kg and was detected in all 9 soil samples locations (B-1 (1-3'), (3-5'), (6-8'); B-2 (1-3') and (7-9'); B5-S1 (1-3'); B5-S3 (5-7'); B7-S2 (3-5'); and B7-S4 (7-9')) and exceeded the Ohio Environmental Protection Agency (OEPA) Volunteer Action Program (VAP) standard for residential land use (6.7 mg/kg) in 6 sample locations (B-1 (1-3'), (3-5'), (6-8'); B-2 (1-3') and (7-9'); B5-S1 (1-3')). Benzo(a)pyrene was detected in one sample location (B5-S1 (1-3')) at a level of 1.9 mg/kg, and exceeded the OEPA VAP standard for residential land use (1.10 mg/kg). There current commercial/industrial use does not require measure to control public access.

While arsenic and benzo(a)pyrene concentrations exceeded the residential direct soil standards, the concentrations of these compounds are well below the commercial/industrial and construction/excavation standards. These compounds are not a concern for the Project based upon the following:

- Elevated arsenic and benzo(a)pyrene concentrations are commonly associated with railroads (wood preservatives, pesticides, and coal ash) and would be an expected regional anthropogenic contaminant (resulting from human activity/not associated with a specific release/source), given the historic and future regional and site land use.

- The site land use is projected to continue as an existing heavy-rail, heavy-rail RTS, and is surrounded by commercial and industrial development; therefore, the anticipated land use would not require the use of the OEPA VAP Table I Residential standards.

- While concentrations of arsenic exceeded residential direct contact for soil standards, the concentrations of arsenic at the site are well below the commercial/industrial direct contact standard of 82 mg/kg and the construction/excavation standard of 420 mg/kg. Proposed land use is more accurately characterized by commercial use than residential; therefore, the presence of arsenic at the site does not appear to be a concern.

- While benzo(a)pyrene concentrations in one sample exceeded the residential direct contact for soil standards, the concentration of 1.9 mg/kg is well below the commercial/industrial direct contact standard of 7.7 mg/kg and the construction/excavation standard of 69 mg/kg.

3.6.3 MITIGATION MEASURES

Given that intended use of the property for transit operations and the arsenic and the results were well below the appropriate OEPA VAP land use/activity based standards for commercial and industrial and construction/excavation activity for soil (as noted above), avoidance of the site is not necessary. Per GCRTA's *Technical Specification for Construction*, the contractor is responsible to assure that the appropriate health and safety, dust, erosion, and soil management protocols be employed in the handling of on-site soils (see Section 5.0 of the Limited Phase II ESA Update in Appendix D) and that any off-site use of the material should be avoided.

3.7 Property Acquisition

A total of approximately 0.45 acres will be acquired from Little Italy Development, LLC from portions of two (2) separate parcels that border the GCRTA tracks to the east (see Figure 13 in Appendix A). These two parcels have a combined area of 6.278 acres and have been historically used for transportation purposes; they were previously owned by Norfolk Southern before being transferred to the private developer. The parcels from which the proposed property is to be acquired do not contain any buildings and will not require the relocation of any businesses or residences. The property will be acquired per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and state statues.

The NS property west of the GCRTA Redline tracks was needed for Alternative 2 (dual side platforms) when this alternative was being considered. The 2009 ESA was conducted on the land both east and west of the GCRTA Red Line tracks, given the alternatives that were being considered when the 2009 ESA was performed. For the reasons described in Section 2.2, Alternative 2 was eliminated and the acquisition of the land west of the GCRTA Redline is not required for the Project. The 2012 ESAs were updated to include the land required for the Preferred Alternative.

A total of approximately 3.47 acres of temporary easement will be acquired from Norfolk Southern (0.36 acres) and Little Italy Development, LLC (3.11 acres) for construction related activities (see Figure 13 in Appendix A). As noted above, the two Little Italy Development, LLC parcels have been historically used for transportation purposes. The Norfolk Southern parcel is part of an active rail line. The properties from which the proposed temporary easement is to be acquired do not contain any buildings and will not require the relocation of any businesses or residences.

On February 23, 2012, FTA concurred with a February 14, 2012 request sent by GCRTA for the use of 49 USC 5324 to acquire the property prior to the completion of NEPA documentation for the rapid transit station. FTA also concurred with the use of a Categorical Exclusion for the

acquisition under 23 CFR 771.117 (d). See Appendix F for a copy of this request, property acquisition map and FTA concurrence letter.

Any mitigation, if required, will be determined through the property acquisition process. No adverse effects are anticipated.

3.8 Socioeconomics and Environmental Justice

3.8.1 SOCIOECONOMIC BACKGROUND

Executive Order 12898 requires Federal agencies to identify and address disproportionately high adverse effects of proposed federal projects on low-income or minority populations, also referred to as Environmental Justice (EJ) populations. This Project is located at the edge of Cleveland, Ohio in Cuyahoga County and within United States Census Tract 1188.00 (See Figures 14 and 15 in Appendix A). Income data from the 2010 Census is not yet available at the block group level; for relative comparative purposes, this analysis was done at the Census Tract level. The adjoining census tracts are dominated by educational (Case Western Reserve University and Cleveland Institute of Art), medical / cultural institutions and cemeteries. The transient residential and culturally diverse populations associated with these educational, medical and cultural institutions make-up the predominate population of the adjacent census tracts and may outweigh the non-transient populations within the adjacent census tracts. Therefore, the demographics from those census blocks are likely disproportionably skewed from the general population.

The primary census tract for the Project encompasses the "Little Italy" neighborhood in Cleveland, as discussed above in Cultural Resources. Based on the USEPA's EJVIEW website (http://epamap14.epa.gov/ejmap/entry.html), the 2010 Census data (Table 3) shows a minority population of 37.62% for the referenced Census Tract 118800. This compares to minority populations of 16.4% for State of Ohio, 34.9% for Cuyahoga County, and 62.7% for the City of Cleveland.

Table 3: 2010 Census – Minority (%) 2010 by Census Tract

Tract ID	STATE	County	TRACT	Percent Minority
39035118800	39	035	118800	37.618

Based on the USEPA's EJVIEW website (http://epamap14.epa.gov/ejmap/entry. html), the 2010 Census data (Table 4) shows a poverty population of 40.00% for the referenced Census Tract 118800. This compares to poverty levels of 14.2% for State of Ohio, 16.4% for Cuyahoga County, and 31.2% for the City of Cleveland.

Table 4: 2010 Census – Below Poverty (%) by Census Tract

Tract ID	STATE	County	TRACT	Pct. Below Poverty
390351188002	39	035	118800	40.00

3.8.2 PROJECT EFFECTS

The Project will not require any residential or business relocations, nor displace any population. The Project will not affect community resources nor cause negative impacts to the health or environment of minority or low-income populations. The Project will provide an ADA compliant transit station that has direct access GCRTA's #9 bus line and to the Little Italy and University Circle neighborhoods. As noted previously, these urban neighborhoods house retail, medical, educational, recreational, community-center, and employment resources. The Project will provide for increased EJ access to these resources for the entire community including minority and low-income populations. The Project will also not have a negative impact on community cohesiveness for any populations, including minority and low-income populations (EJ populations). The Project is in accordance with all Federal regulations regarding disproportionate impacts to population sectors.

By constructing the University Circle - Little Italy RTS, the Project will provide for more transit options within the community as a whole, including for the physically handicapped, low-income, minority, and transit-dependent populations.

The Project will have no disproportionately high and adverse impacts to minority or low-income populations based upon the above tables and statements, and the attached mapping (Appendix A). Environmental justice outreach efforts included meeting with and engaging the local community development corporations (Little Italy and University Circle Incorporated), City Council members, City Planning staff, and local residents. The issue of impacts to EJ populations was raised during these outreach efforts which included one-on-one meetings, public meetings, and direct mailings to the local residents inviting them to attend project review and public meetings. No Environmental Justice issues were raised as a result of public involvement activities conducted as part of this project. Since the Project would have no adverse impacts as defined by USDOT Order 5610.2(a) and as disclosed in this EA, the Project will also have no disproportionately high and adverse impacts on minority or low-income populations. Therefore, in accordance with the protections of Executive Order 12898, United States Department of Transportation (USDOT) Order 5610.2(a) and FTA Circular 4703.1 (dated August 15, 2012), no further environmental justice analysis is required. No adverse effects are anticipated.

3.9 Parks and Recreation

3.9.1 ADJACENT RESOURCES

The City of Cleveland's Tony Brush Park is located east of the GCRTA right-of-way on the south side of Mayfield Road. It is a neighborhood recreational facility that was recently rehabilitated with new park facilities and playground equipment. There is private property between the park property and the transit tracks.

The track realignment will move the transit tracks approximately 10 feet closer to the park. No property will be taken from the Tony Brush Park; right-of-way will be taken from the adjacent private property. The private property will remain as a physical buffer between the park and the GCRTA transit tracks. The proposed project will not directly or indirectly impact the

recreational use of the park. While the tracks will be moved approximately 10 feet closer to the park, the park is adjacent to an existing rail corridor consisting of four active rail lines and two transit lines. While the proposed project may introduce additional minimal noise elements within the park, there will be no auditory effects resulting from the proposed undertaking. A recent *Noise and Vibration Analysis* (Baker 2012) identified only short-term audible impacts during project construction. The report predicted zero auditory impacts from GCRTA heavy rail train operations as a result of the proposed project. The frequency of GCRTA heavy rail train operations was not expected to change as a result of the project, and therefore the auditory impacts would not change either. Likewise, freight train operations will not change as a result of the proposed undertaking. See Section 3.10.

While the proposed project will introduce additional minimal noise elements within the history/architecture APE, there will be no auditory effects resulting from the proposed undertaking.

3.9.2 SECTION 4(F) EVALUATION

In accordance with 23 CFR 774.17, the Project does not constitute a use of a Section 4(f) publicly owned park or recreational area property. No land from Tony Brush Park, or any other publicly owned park or recreational area, will be permanently incorporated into the Project (transportation facility). No temporary occupancy, in whole or in part, is required for the project's construction-related activities. No direct or proximity impacts from the project will occur to the nearby Tony Brush Park; therefore the project will have no substantial impairment to the parks recreational features, activities, or attributes.

3.9.3 MITIGATION REQUIREMENTS

Since the project will have no direct, indirect, or constructive use of the Tony Brush Park facility or prohibit its recreational use, and private property will remain between the transit tracks and the park, a Section 4(f) Evaluation (see Chapter 7.0) and mitigation is not required.

3.10 Noise and Vibration

A Transit Noise and Vibration Impact Assessment (Appendix E) was performed in accordance with Title 49 CFR 1105 and FTA Circular VA-90-1003-06. The noise and vibration analysis examined the relocation of the rapid transit train tracks closer to Little Italy and installation of the Rapid Transit Station at Mayfield Road. The dominant components considered for the transit way and station are as defined in Table 2.1 of the FTA Circular.

3.10.1 NOISE ASSESSMENT

The Noise Impact Criteria used for this project were for transit projects only with the consideration of the existing noise conditions as it is a relocation project. Per Table 4.1 of the FTA Circular, the screening distance for the transit way was 750 feet. Eight (8) representative noise sensitive receptor sites (see Figure 16 in Appendix A) were identified in the vicinity of the project, including Tony Brush Park; Holy Rosary Church; Holy Rosary Montessori School; and residential dwelling units located in the residential neighborhood of Little Italy. Analysis of

impacts to the areas west of the transit way were minimized as the transit tracks are moving away from those receptors and the area is separated by both the NS and CSX freight tracks.

The entire assessment was performed in accordance with Chapter 5 of the FTA Circular for a General Noise Assessment. Given the high level of existing noise in the area from the existing freight railroads and operations, and that Table 5-7 of the FTA Circular does not provide main line railroad characteristics for the high frequency of the freight railroads, the existing levels were measured with physical receivers placed in the field.

Based on the analysis results, there are zero (0) impacts predicted from the implementation of the proposed project and minor heavy rail train track shift. The analysis in Table 5 shows that sounds levels at all noise sensitive sites will not increase over existing sound levels as a result of the project. This analysis was presented in the July 31, 2012 *Noise and Vibrations Analysis* report (Appendix E). Projected levels of the heavy rail train noise levels are well below the allowable thresholds. Therefore, no further analysis is required at this time.

Table 5: Existing and Predicted Sound Levels (dBA) and Impact

Receptor Number	Location	Distance to Rail (ft.)	Total Sound Levels		Rapid Transit Only	Allowable Level*	Type of Impact
			Existing	w/Project			
1	Tony Bush Park; Mayfield/Random Road	200	59 Leq	59 Leq	45 Leq	61 Leq	**No Impact**
2	"27 Coleman" Multifamily Residences; between East 119th and 120th Streets	100	66 DNL	66 DNL	56 DNL	66 DNL	**No Impact**
3	Abington Arms Apartments; Mayfield Rd	500	68 DNL	68 DNL	46 DNL	68 DNL	**No Impact**
4	Single and Multifamily Residences; between East 119th and 120th Streets	170	68 DNL	68 DNL	53 DNL	68 DNL	**No Impact**
5	Montessori School @ Holy Rosary	300	57 Leq	57 Leq	43 Leq	59 Leq	**No Impact**
6	Holy Rosary Church	400	55 Leq	55 Leq	41 Leq	58 Leq	**No Impact**

Table 5: Existing and Predicted Sound Levels (dBA) and Impact							
Receptor Number	Location	Distance to Rail (ft.)	Total Sound Levels		Rapid Transit Only	Allowable Level*	Type of Impact
			Existing	w/Project			
7	Serafino Gallery/ Residences; Mayfield Road	160	68 DNL	68 DNL	53 DNL	68 DNL	**No Impact**
8	Etna Restaurant/ Residences; Mayfield Road	230	66 DNL	66 DNL	51 DNL	66 DNL	**No Impact**

*Allowable level for "no impact" designation determined from FTA's *Transit Noise and Vibration Impact Assessment Manual*, May, 2006.

3.10.2 VIBRATION ASSESSMENT

Vibration analysis was performed for the transit way relocation based on the screening distances in Table 9-2 of the FTA Circular. Measurement of existing vibration conditions was done concurrently with the noise analysis. Geological conditions are as previously documented in the geotechnical analysis.

The impact criteria used for analysis was based on the maximum root-mean-square (rms) vibration levels for repeated events of the same source and accounts for project type variations as well as the event frequency. The criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. It is primarily based on experience with passenger train operations with limited experience from freight train operations.

There are approximately nine (9) sensitive vibration receptor sites (see Figure 17 in Appendix A) in the vicinity of the Project, near the proposed Mayfield Road Rapid Transit Station. These sensitive vibration receptors sites include Tony Brush Park; Holy Rosary Church; Holy Rosary Montessori School; and residential dwelling units located in the residential neighborhood of Little Italy. Based on field observations, the sensitive land uses near the station include residential, school, church, park and commercial business. Their locations are shown in Figure 17 in Appendix A.

Based on the analysis results, there are zero (0) impacts predicted from moving the heavy rail tracks 8 to 10 feet to the east. The analysis in Table 6 shows that vibration levels at all sensitive sites will not increase over existing levels as a result of the project. This analysis was conducted in the July 31, 2012 *Noise and Vibrations Analysis* (Appendix E). Projected heavy rail train vibration levels are well below the allowable thresholds. Therefore, no further analysis is required at this time.

Table 6: Predicted Vibration Levels (VdB and dBA) – Commuter Train Operations									
Receptor Number	Location	Distance to Commuter Rail Centerline (approx. in ft.)	Total VdB Levels*		Commuter Train Only		Land Use Category	Criteria (VdB/dBA)	Impact ?
			Existing	w/Project	VdB[1]	dBA[2]			
1	Tony Brush Park (@ Pavilion)	200	84	84	42	7	3	75 / 40	**No**
2	"27 Coleman" Multifamily Residences; East 119th Street	100	89	89	48	13	2	72 / 35	**No**
3	Abington Arms Apartments	500	79	79	<35	<1	2	72 / 35	**No**
4	Single/Multi-family homes; East 120th Streets	170	85	85	43	8	2	72 / 35	**No**
5	Montessori School @ Holy Rosary	300	82	82	37	2	3	75 / 40	**No**
6	Holy Rosary Church	400	79	79	<35	<1	3	75 / 40	**No**
7	Serafino Gallery/ Residences; Mayfield Road	160	85	85	44	9	2	72 / 35	**No**
8	Etna Restaurant/ Residences; Mayfield Road	230	83	83	41	5	2	72 / 35	**No**
9	Sidari's Italian Foods (warehouse); East 119th Street	100	89	89	48	13	3	75 / 40	**No**

[1] Ground Borne Vibration
[2] Ground Borne Noise
*Represents the total of all vibration sources such as freight, commuter, truck/bus traffic, industrial, etc. Field measurements were made at receptor 4. The maximum level taken from the measurement period is shown. Generalized estimates were made for the other receptor sites based on the representative field site, adjusted only by distance from the nearest freight rail track (~225 feet away). It does not take into account for ground propagation rate variables that may occur at the various receptor sites. Please note that freight rail likely does not occur under the "frequent events" criteria, which is the strictest of the criteria.

3.10.3 CONSTRUCTION NOISE AND VIBRATION ASSESSMENT

An analysis of noise and vibration during construction as outlined in Chapter 12 of the FTA Circular was included in the Noise and Vibration Report. There may be temporary short-term audible impacts during construction. It is anticipated that blasting or pile driving will not be necessary. Nonetheless, it is recommended that operational parameters be agreed upon by GCRTA and the responsible agency or government entity.

Ground vibrations from construction activities do not often reach the levels that can damage structures, but they can achieve the audible and "feelable" ranges in buildings that are located very close to the site. However, it is likely that the vibration will always be well below what is required to cause even minor cosmetic damage to buildings because they will be too far away.

3.10.4 MITIGATION REQUIREMENTS

Transit operations (schedule and frequency) are not expected to change as a result of the project. Adjacent freight train operations are not expected to change as a result of the project and are considered separate from this project since the tracks are not being moved. The Noise and Vibration Analysis had determined that there are zero (0) predicted additional noise impacts and zero (0) predicted additional vibration impacts from the proposed project. Therefore, no adverse effects are anticipated and no mitigation is required as a result of the relocation of the transit station and tracks.

There may be temporary short-term audible and vibration impacts during construction. To minimize these impacts, operational parameters will be agreed upon by the GCRTA and the responsible agency or government entity prior to construction. During construction of this project, there will be a 10 – 14 day period where a track-outage will occur as a result of construction activities related to the construction of the transit station. To minimize the amount of time required for the track-outage, construction activities will occur for 24 hour durations. During this period, the intent will be to limit the amount of heavy equipment usage to day-light hours as much a practicable given the construction activities needed to construct the transit station, and to follow local ordinances to the extent as feasible.

These variables will be identified as part of the Contractor's bid/scope process. However, pile driving is not anticipated. Once the Contractor's scope is approved, it is suggested that any changes would have to be approved by the Client. This can be done through a Special Provision, as applicable.

3.11 Wetlands

A review of the National Wetland Inventory (NWI) Maps (see Figure 18 in Appendix A) and field view of the project area has determined that there are no wetlands within the project area, there will be no direct or indirect impacts to wetlands or associated vegetation with this Project. No mitigation required.

3.12 Floodplain

A review of the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM) (see Figure 19 in Appendix A) and field view of the project area has determined that the Project is not within the boundaries of any 100 year floodplain, there will be no direct or indirect impacts to floodplains or associated vegetation with this Project. No mitigation required.

3.13 Water Quality and Water Resources

The closest surface water resources to the Project are over 0.5 miles distant. To the west, Wade Lagoon is located within the University Circle area and drains into the Doan Creek. To the northeast, two unnamed ponds and one stream are located within Lakeview Cemetery. Neither will be affected by the Project.

A review of the Ohio Department of Natural Resources (ODNR) Geocortex website in June 2012 indicated that there are no public or private water wells or drinking water sources within a 1 mile radius of the Project. All drinking water sources within the project are public municipal water utilities that are managed by the City of Cleveland's Division of Water. The source of this public water utility is Lake Erie, which is approximately 3 miles to the northwest. No impacts are anticipated to drinking water sources.

No effects are anticipated on water quality or water resources. A Construction General Permit (CGP) is anticipated for this project. The CGP requires compliance with effluent limits and other permit requirements, such as the development of a Stormwater Pollution Protection Plan (SWPPP). During construction activities, a Notice of Intent (NOI) certifying that the construction contractor has met the permit's eligibility conditions and that they will comply with the permit's effluent limits and other requirements will be submitted to the Ohio EPA. The requirements for the National Pollutant Discharge Elimination System (NPDES) permit will be determined based on Final Engineering Plans.

3.14 Ecological Areas and Threatened / Endangered Species

Initial coordination with ODNR - Division of Natural Areas and Preserves and the United States Department of the Interior, Fish and Wildlife Service (USFWS) was made in 2009 and updated in 2012. See Appendix F for copies of the 2009 and 2012 ODNR and USFWS agency coordination.

3.14.1 OHIO DEPARTMENT OF NATURAL RESOURCES

The 2012 coordination indicates that the ODNR Division of Wildlife's Natural Areas and Preserves' review of the Natural Heritage Database yielded no records of rare or endangered species in the University Circle – Little Italy RTS (referred to the Mayfield Rapid Transit Station & Track Bridge in agency correspondence) construction project area, including within a one mile radius, in the City of Cleveland, Cuyahoga County, Ohio. The ODNR is unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within a one half mile radius of the project area. The ODNR has no records for Indiana

Bat (Myotis sodalis) capture locations within a five mile radius or hibernacula within a ten mile radius of the project site.

3.14.2 UNITED STATES DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE

Coordination with the USFWS occurred in 2009 and 2012 regarding federally-listed threatened or endangered species within the project area. There are no Federal wildlife refuges, wilderness areas, or critical habitat within vicinity of the site.

The Project site is within the range of the Indiana bat (Myotis sodalis), the piping plover (Charadrius melodus) and the Kirtland's warbler (Setophaga kirtlandii), all of which are federally endangered species.

Given the limited availability of bat habitat within the project limits, the USFWS recommends any tree clearing, if necessary, to be completed between October 1 and March 31 to avoid impacts. As there are no trees to be cleared on the project site, there will be no impacts to the Indiana bat. The USFWS determined that due to the project type, location within an urban area, and onsite habitat, no impact to the piping plover and the Kirtland's warbler is expected.

The project lies within the range of the bald eagle (Haliaeetus leucocephalus), a species protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) and the Migratory Bird Treaty Act (16 U.S.C. 703-712). The USFWS determined that due to the project type, location within an urban area, and onsite habitat, this species would not be expected within the project area, and no impact to this species is expected. Relative to this species, this precludes the need for further action on this project as required by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

No adverse effects anticipated on ecological areas or threatened / endangered species.

3.15 Project Energy Use and Lighting Effects

As part of the GCRTA effort to provide universally accessible transit in a safe and secure environment, the University Circle – Little Italy RTS was designed to provide a sustainable and environmentally friendly station. The fundamental design criteria that were established to further these objectives included:

- Utilize existing concrete vault in design of new station to reduce the embodied energy and materials to construct station, thus reducing costs.
- Incorporate local, environmentally friendly and durable materials that are vandal resistant, easily cleaned and accessible for maintenance and replacement.
- Design a sustainably responsible station that reduces operating and energy costs and provides a healthy environment for riders and staff.
- Integrate new station with proposed public infrastructure improvements and development projects.
- Provide opportunities to integrate public art and advertising into the fabric of the building design.

Even though the station does not qualify for Leadership in Energy and Environmental Design (LEED) Certification for an enclosed conditioned structure, all of the materials, equipment and components designed and selected for this station have been carefully selected based on guidelines established by the United States Green Building Council's LEED Certification process. A major decision to provide an open station has resulted in eliminating the need to heat and cool a structure that is transient; reducing energy use and cost. Building elements such as concrete, precast concrete and terrazzo floors will contain recycled content. Regionally manufactured and harvested materials will be specified to expedite construction and stimulate the local economy. Exhaust fans will be strategically located in the head house to provide ventilation to promote a healthy environment for patrons. The overall design approach has been to incorporate strategies and features that reduce the use of energy, improve the interior environmental quality while reusing the existing vault in the construction of the station. Platform lighting will be beneficial and focused downward to light specific areas and thus reducing light pollution and light trespass on adjacent properties.

Native, drought resistant plant materials will be implemented strategically to stabilize any sloping terrain and to accent architectural components of the design. Appropriate, low maintenance trees, shrubs, and grasses will be utilized for this purpose, reducing the amount of energy and costs to maintain the landscaping. To further reduce energy use, a pedestrian friendly, small outdoor plaza is proposed adjacent to the entry complete with stepped seating and bicycle racks; bicycles storage will be provided so bicycles can be stored conveniently facing Mayfield Road just before the entrance to the station.

The station design also exploits state of the art energy efficient elements and a selection of durable and attractive materials to provide GCRTA with a building that will serve its needs far into the future.

3.16 Project Safety and Security Effects

As part of GCRTA effort to provide universally accessible transit in a safe and secure environment, the University Circle – Little Italy RTS was designed to provide a safe and secure pedestrian friendly station. The fundamental design elements included in the RTS design to further this objective included:

- Open floor plan
- Closed circuit television (CCTV) cameras
- Sidewalk improvements with pedestrian lighting
- Canopy lighting
- Moving to a more populated area (Mayfield Road has much heavier traffic - vehicle and pedestrian - than Euclid Avenue / 120th Street intersection)
- Crosswalks
- No tunnel and elimination of "dark corners"
- Blue light emergency call boxes

Throughout the public involvement process, safety and security concerns regarding the existing station were expressed. The public has indicated that the E. 120th / Euclid RTS design, existing hallway, stairway, platform, poor lighting, and lack of security measures creates blind spots and feels isolated and unsafe.. The design of the University Circle – Little Italy RTS has used the CPTED principals to provide an open floor plan with increased pedestrian lighting at the sidewalk, station and platform levels, and has instituted security measures including a communications/security room, CCTV system and emergency call boxes. The University Circle – Little Italy RTS design will provide the benefit to the public of a safe and secure pedestrian friendly station.

3.17 Construction Impacts

There may be temporary short-term audible impacts during construction. It is anticipated that blasting or pile driving will not be necessary. GCRTA will coordinate with the construction contractor regarding the operational parameters and hours for construction activities. Construction will be limited to daylight hours to the extent as feasible, to minimize disturbance to adjacent residential properties, and to follow local ordinances to the extent as feasible. GCRTA's Technical Specifications for Construction will be provided to the contractor for the handling of the soils, maintenance of traffic, and temporary environmental protection.

Mayfield Road will be closed to traffic an estimated maximum of 1 week during the relocation of the east-bound transit bridge as part of the construction of this project. This period of closure will encompass the amount of time needed for the bridge to be moved and associated bridge rehabilitation construction activities. There will be periodic temporary lane closures as part of the bridge relocation and during the painting of the bridges. Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction. See Appendix A for project plans.

All signs utilized for detouring traffic will be placed in accordance to the guidelines in the Ohio Manual on Uniform Traffic Control Devices (OMUTCD), and other Ohio Department of Transportation (ODOT) specifications. The contractor shall advise GCRTA, ODOT and the City of Cleveland eighteen (18) days in advance of when the detour routes will be in effect. The GCRTA will notify the local officials, public services, and the public of the bridge closure and detour route prior to project construction and detour posting.

Sediment and soil erosion may occur during construction activities as part of the proposed project. Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated into the project plans. The project plans will specify that the contractor is responsible for the full implementation and daily maintenance of these control measures. The control measures will be installed and functional prior to bridge rehabilitation and will be maintained throughout the project.

3.18 Indirect and Cumulative Impacts

The proposed project is compliant with all local and MPO long range plans and master plans. It is consistent with all current and proposed development and redevelopment efforts being undertaken within the Project vicinity. The goal of the project is to provide the community with a transit station that meets current design and safety standards, including ADA standards. The project will positively impact the community by increasing the mobility for the community by providing a centrally located neighborhood transit station with ADA accessibility.

The proposed project will not introduce increased noise or vibration elements into the neighborhood. The project will meet local design requirements; the design was reviewed and approved, as presented, by the Little Italy Design Review Board on September 25, 2012, and the City of Cleveland's Landmarks Commission Design Review Board on September 27, 2012 (see Appendix F). The proposed project will not directly or indirectly affect Tony Brush Park as a result of moving the tracks closer. The proposed project will not result in negative secondary or cumulative impacts.

3.19 Resources with Limited Effect and Summary of Mitigation Measures

While efforts have been made to avoid or minimize impacts to resources through project design, the proposed project will have a limited effect on cultural and social resources. Resources with limited effect include:

- Natural Register of Historic Places (NRHP) Listed and Eligible Resources
- Property Acquisition
- Hazardous Materials
- Construction Activity Impacts

The following table is a list of resources with limited impacts, and a summary of proposed mitigation measures.

Table 7: Project Impacts and Mitigation Measures

Resource Involvement	Impact	Mitigation Measures
NRHP Listed or Eligible Resources:		Design review and approval by the Little Italy Design Review and the Cleveland Landmarks Design Review.
Justus L. Cozad-Bates House	No Historic Properties Affected	
Murray Hill School	No Adverse Effect	
Holy Rosary Catholic Church	No Adverse Effect	
Little Italy Historic District	No Adverse Effect	
Property Acquisition:	Permanent: 0.45 acres/2 Private Parcels No Relocations No Buildings or Structures	The permanent property will be acquired per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and state statues.

Table 7: Project Impacts and Mitigation Measures		
Resource Involvement	**Impact**	**Mitigation Measures**
	Temporary: 3.47 acres/2 Private Parcels No Relocations No Buildings or Structures	The temporary property will be acquired per the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and state statues.
Hazardous Materials	Soils with arsenic and benzo(a)pyrene concentrations exceeded the residential direct soil standards	While arsenic and benzo(a)pyrene concentrations exceeded the residential direct soil standards, the concentrations of these compounds are well below the commercial/industrial and construction/excavation standards. These compounds are not a concern for the Project based upon the intended use of the Project Site. Contractor will follow soil handling specifications per CGRTA Technical Specification for Construction.
Construction Activity Impacts:		
Auditory	Temporary short-term audible impacts from construction activities	It is anticipated that blasting or pile driving will not be necessary.
	Construction Equipment Noise	GCRTA will coordinate with the construction contractor regarding the operational parameters to be agreed upon by the GCRTA and the responsible agency or government entity.
Equipment Air Quality	Construction Equipment Exhaust	GCRTA will coordinate with the construction contractor to require that project equipment will be maintained to manufacturer's recommended specifications; per GCRTA Technical Specification for Construction.

Table 7: Project Impacts and Mitigation Measures		
Resource Involvement	**Impact**	**Mitigation Measures**
Road and Lane Closures	Temporary Closure of Mayfield Road (Maximum of 1 Week During Bridge Relocation)	Detour signs will be placed in accordance to the guidelines in the Ohio Manual on Uniform Traffic Control Devices (OMUTCD), and other Ohio Department of Transportation (ODOT) specifications. The contractor shall advise GCRTA, ODOT and the City of Cleveland eighteen (18) days in advance of when the detour routes will be in effect. The GCRTA will notify the local officials, public services, and the public of the bridge closure and detour route prior to project construction and detour posting
	Periodic Temporary Lane Closures	Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction.
Grading, Excavation and Construction of Earthen Berm	Sediment and Soil Erosion	Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated into the project plans. The construction contractor, per GCRTA Technical Specification for Construction, is responsible for the full implementation and daily maintenance of these controls. Control measures will be installed and functional prior to the start of the project and will be maintained throughout the project.

3.20 Resources with No Effect

The existing environment within the proposed project's project area was characterized for the purpose of describing the existing conditions and identifying the relative potential impacts for the proposed project. The potential impacts to social, cultural, physical, and natural environment that would result or not result from the proposed project were then determined following this existing conditions characterization.

Resources with no effect include:

- Land Use and Zoning
- Air Quality
- Traffic
- Archaeological Resources
- Socioeconomics and Environmental Justice
- Parks and Recreation
- Noise and Vibration
- Wetlands
- Floodplain
- Water Quality and Resources
- Ecological Areas and Threatened / Endangered Species
- Indirect and Cumulative Impacts

4.0 PUBLIC INVOLVEMENT

4.1 Public Involvement

4.1.1 PREVIOUS PUBLIC OUTREACH

In 2007, the GCRTA began a Master Planning Study for the E. 120th / Euclid RTS. The intent of the Master Planning Study was to identify ways of enhancing the streetscape to encourage walking, cycling, and transit bus ridership, as well as to identify a new location for and conceptual redesign of the station, boarding platforms, waiting areas and entranceways so as to provide a clear and positive identity for transit service for the Little Italy and University Circle neighborhoods.

The Mater Plan Study initiated a multifaceted process for planning the new station facility, streetscape and public spaces in the study area that included technical workshops with members of the community collaborating in the development of a vision and action plan for location of the new station and enhancing the streetscape and public spaces.

The project's planning process and public involvement activities generated immediate, direct input from a wide range of stakeholders and community participants that the team utilized to shape the direction of the development of the concept plans and recommendations described in the Master Planning Study. A number of key decisions about the project also were made in this manner – in direct conversation with project partners and constituents. A complete list of community members that participated in the planning process can be found in the 2007 *GCRTA Little Italy E120th Station Master Plan* located in Appendix B or at NOACA's TLCI website (http://www.noaca.org/gcrtalittleitaly.pdf).

Previous Stakeholders included:

- Barrie Projects & UARD
- Case Western Reserve University
- City of Cleveland Planning Department
- City Wheels
- Cleveland GBC
- Cleveland Institute of Art (CIA)
- The Cleveland Foundation
- Cleveland Public Art
- Terry and Fred Coynes Developers
- Detroit Shoreway Community Development Org.
- Earth Day Coalition
- EcoVillage
- GCRTA
- Green Building Strategies Collaborative
- Hessler Neighborhood Association
- Holy Rosary Catholic Church
- Little Italy Redevelopment Corp. Board
- Museum of Contemporary Art (MOCA)
- Montessori School at Holy Rosary
- Parkworks
- Perotti Development LLC
- Presti's Bakery
- Sidari's Italian Foods
- University Circle Incorporated (UCI)
- UARD Developers
- University Hospitals
- UCI Police

The 2007 public involvement process included:

- Stakeholder Interviews and Focus Groups
- Placemaking Workshops
- Study Area Plan Technical Workshops
- Presentation of findings and recommendation to the NOACA Transportation Advisory Committee (TAC) and Governing Board

Stakeholder interviews and Focus Groups meetings were conducted on March 7th and 8th, 2007. The Project Team facilitated focus group meetings and interviews with stakeholders and interested parties, with local partners from agencies and organizations that could play a role in supporting the new transit facility, enhancing access, managing the facility, or providing technical expertise with regard to sustainable environmental efficiency, public art projects and events. Stakeholders were asked to clarify the goals of their master plans and development projects; to identify what they considered to be the biggest challenges/issues facing this neighborhood as a whole and to identify the most important sites, intersections, and blocks to analyze; to provide their suggestions as to the location of the station, configuration of amenities, location of station elements and streetscape enhancements they felt would make the area safer for pedestrians; and finally to provide their suggestions for public art and sustainable design practices. Stakeholder input was compiled and distilled and incorporated into the findings and recommendations presented in the 2007 *GCRTA Little Italy E120th Station Master Plan*.

Placemaking Workshops were held on April 18th and 19th, 2007. The Project Team facilitated public brainstorming workshops at the Abington Arms Apartments in University Circle, with residents and merchants from Cleveland, city staff, and representatives from the GCRTA, Stakeholders Committee, ODOT, City Council, and area non-profits and cultural organizations. Approximately 50 people participated in each Place Performance Evaluation exercise, the first step in developing the Station Area Plan for E. 120th Street / Euclid Avenue, and contributed to the recommendations collected and presented in the 2007 *GCRTA Little Italy E120th Station Master Plan*. Participants were divided into groups to examine five sites. Participants contributed to breakout discussions of observations and then presented both short and long-term recommendations to the larger group. Findings and recommendations from these workshops were compiled, distilled and incorporated into the findings and recommendations presented in the 2007 *GCRTA Little Italy E120th Station Master Plan* (see Appendix B).

Based upon the results of the Placemaking Workshop, literature review and stakeholder focus groups, the Team summarized the specific key issues for more study and convened a technical work session held in May 2007 to explore these areas in more depth, develop more specific recommendations, and review conceptual plans developed by the Team with the Stakeholders. Participation in the technical workshops was expanded to include relevant staff from across GCRTA, officials from Cleveland and Cuyahoga County, area developers and project architects. This technical work session assisted the Team in the development of conceptual design alternatives: the Team developed alternative designs for the configuration of the station area, building location and entrances, and connections to the Little Italy neighborhood, the University

Circle neighborhood, streetscape treatments for Mayfield Road, E. 117th and E. 118th Street, and public spaces in a variety of locations within a ¼ mile radius of the station.

4.1.2 CURRENT PUBLIC OUTREACH

This previous effort was the basis and foundation for the current public involvement effort for this Environmental Assessment. The current effort includes public and stakeholder meetings, as well as individual meetings with specific stakeholders and consulting parties.

Public Meetings:

PUBLIC MEETING #1
July 31, 2012
6:00 to 8:00pm
Alta House,
12510 Mayfield Road
Cleveland, Ohio 44106

The purpose of the meeting was to present the NEPA/environmental effort for the project, the environmental investigations completed to date, schematic design concepts, and to collect stakeholder and community feedback. The format of the public meeting included a formal PowerPoint presentation followed by a question & answer session. Each attendee was given a handout and comment form to provide feedback to the GCRTA project team. A total of forty-one (41) individuals signed in at the meeting; six of those being members of the project team. Following the meeting, the presentation, handout and comment forms were posted on GCRTA's website.

Several written comment forms were collected at the meeting. Comments were also accepted via mail and e-mail for two weeks after the meeting. A Public Meeting Summary, including a list of all oral and written comments and GCRTA responses to all comments, are included in Appendix G**.**

Public Meeting Advertising included:

- A one-page meeting advertisement flyer to Little Italy Redevelopment Corporation and University Circle Incorporated - July 20, 2012.
- A news release/meeting advertisement posted on GCRTA's website (www.riderta.com) - July 21, 2012
- University Circle Incorporated e-mail blast to their "community list" which includes neighborhood residents, elected officials, and marketing directors of UCI member institutions - July 25, 2012.
- E-mail invitations from GCRTA to all project stakeholders, consulting parties, and City and County Council representatives for the project area - July 24 and 25, 2012.

Project Stakeholders, Consulting Parties, public officials, property owners were invited by mail and/or e-mail to the public meeting. The general public was invited by news media outlets and

general advertisement. A copy of the flyer, news release, e-mail blast, and e-mail invitations are included as part of the Public Meeting Summary, in Appendix G: Public Involvement**.**

PUBLIC MEETING #2
Will be held:

Thursday, February 21, 2013
6:00 to 8:00pm
Holy Rosary Church Hall
12021 Mayfield Road
Cleveland Ohio 44106

A second Public Meeting will be held approximately two weeks following the release of the Environmental Assessment and during the 30 day public comment period for the Environmental Assessment. Public Meeting #2 documentation and any comments received regarding this Environmental Assessment will be addressed and incorporated into the NEPA decision-making document. It is anticipated that the NEPA decision-making document will be a Finding of No Significant Impacts (FONSI).

Stakeholder Meetings:

Current Stakeholders include:

- Abington Arms Senior Care Apartments
- Case Western Reserve University
- CIA
- Cleveland City Planning
- Cleveland City Council
- The Cleveland Foundation
- Commodore Plan
- Coral Company (Peter Rubin)
- Cuyahoga County Council
- Little Italy Redevelopment Corporation
- Little Italy LLC (Coynes)
- Little Italy Merchants Association
- MOCA
- MRN (Ari Moran)
- Snavely Development
- University Circle Incorporated
- University Hospitals

Stakeholders Meeting#1

A Stakeholders Meeting (anticipated for early 2013) will be held approximately two weeks following the release of the Environmental Assessment and during the 30 day public comment period for the Environmental Assessment; and prior to Public Meeting #2. Stakeholder Meeting documentation and any comments received from the project's Stakeholders regarding this Environmental Assessment will be addressed and incorporated into the NEPA decision-making document.

Consulting Parties:
Section 106 regulations specify that an organization with a demonstrated interest in the undertaking (federally funded project) and its potential effects on historic properties must be invited to participate in the historic review process as a consulting party. Potential Consulting Parties were identified by FTA and GCRTA, and on May 3, 2012 a letter (See Appendix C) was sent inviting them to participate as a consulting party for the University Circle – Little Italy RTS project.

Pursuant to 36 CFR 800, a lead agency official "shall make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties" for any federal undertaking. On May 29, 2012, FTA initiated this government-to-government consultation by sending a letter (Appendix C) to the contact name of the six federally recognized Indian tribes in the Cuyahoga County, as listed on the U.S. Department of Housing and Urban Development's Tribal Directory Assessment Tool. These six tribes included: Delaware Nation, Forest County Potawatomi Community, Hannahville Indian Community, Ottawa Tribe of Oklahoma, Wyandotte Nation, and Seneca Nation of Indians. The letter introduced the project and invited each tribe to participate as a consulting party. During the 30-day response period, the only reply received was from Delaware Nation, which formally declined to participate in the project.

Consulting Parties include:

- Mr. Raymond Kristosik – Little Italy Redevelopment Corporation
- Mr. Chris Bongorno – University Circle Inc.
- Mr. Robert Keiser – Cleveland Landmarks Commission
- Ms. Joanne Brown – Case Western Reserve University
- Fr. Joseph Previte – Holy Rosary Church

Consulting parties and homeowners (within the project area) were invited to participate in the July 31, 2012 Public Meeting, the September 25, 2012 Little Italy Design Review meeting and the September 27, 2012 Cleveland Landmarks Commission Design Review meeting. Both entities approved the 30% design as presented. See Appendix C for Design Review Meeting minutes.

Individual Consulting Party Meetings were conducted to solicit feedback concerning the Section 106 and local design approval processes. Individual meetings included:

- ***Cleveland Planning Department and Landmarks Commission Staff***: August 20, 2012, the FTA and GCRTA held a meeting with the staff of the City of Cleveland's Planning Department, Landmarks Commission, and Little Italy Redevelopment Corporation to discuss the project and the NRHP eligibility of the local Little Italy Cleveland Landmarks District (see Appendix C for meeting minutes). As a result of this meeting, the Cleveland

Landmarks Commission sent a letter to OHPO to present their guidance on the NRHP eligible district boundaries.

- ***Little Italy Redevelopment Corporation's Design Review Board***: On September 25, 2012, the GCRTA presented the 30% complete plans to the Little Italy Redevelopment Corporation's Design Review Board for their review and comment. Homeowners within the APE were invited to attend. The Little Italy Design Review Committee recommended and unanimously approved the proposed project and station design as presented. Meeting minutes are in Appendix F.

- ***Cleveland Landmarks Commission***: On September 27, 2012, the GCRTA presented the 30% complete plans to the Cleveland Landmarks Commission for their review and comment. This meeting was open to general public and property owners were invited to attend. The Commission found that applicant's (GCRTA's) proposal will not adversely affect any significant historical or aesthetic feature of the Little Italy Landmarks District (property) and is appropriate and consistent with the spirit and purposes of the Landmarks Commission Chapter of the City of Cleveland's Codified Ordinances. The Landmarks Commission passed a motion to approve a Certificate of Appropriateness for the construction of the GCRTA University Circle – Little Italy Station at Mayfield Road. Certificate of Appropriateness 12-056 was issued to the GCRTA for the project. Meeting minutes and the Certificate of Appropriateness are in Appendix F.

- ***Cleveland Institute of Art (CIA)***: On October 2, 2012, the GCRTA met with the CIA to present the 30% complete plans and to solicit CIA feedback. GCRTA presented information on the Section 106 process including the boundary of the APE and the recommended finding of No Adverse Effect for historic/architectural resources. A draft copy of the Cultural Resources report was provided. The renderings for the 30% design were then presented and discussed, including the ongoing effort and need to improve the walkway beneath the bridge with better lighting and drainage. See Appendix C for Meeting Minutes. The CIA expressed their support for the project.

5.0 PERMITTING

The City of Cleveland will review the design of the proposed project in accordance with the City of Cleveland's Zoning Code (161.05(b)(2)F. The City of Cleveland's Planning Commission reviews the appropriateness of a proposed new structure and its impact on the surrounding community. Property which has been designated a landmark or which is situated in a designated landmark district will need to obtain a Certificate of Appropriateness. The Commission shall evaluate applications to determine whether or not the environmental change proposed by the applicant (GCRTA) will adversely affect any locally significant historic or aesthetic feature of the property and to determine whether or not the environmental change proposed by the applicant (GCRTA) is consistent with the local landmark designation. In areas designated as Landmark Districts, a separate design review process is administered by the Cleveland Landmarks Commission which takes precedence over the Planning Commission's design review process.

On September 25, 2012, the GCRTA presented the 30% complete plans to the Little Italy Redevelopment Corporation's Design Review Board for their review and comment. Homeowners within the APE were invited to attend. The Little Italy Design Review Committee recommended and unanimously approved the proposed project and station design as presented. See Appendix C for Design Review Meeting minutes.

On September 27, 2012, the GCRTA presented the 30% complete plans to the Cleveland Landmarks Commission for their review and comment. This meeting was open to general public and property owners were invited to attend. The Commission found that applicant's (GCRTA's) proposal will not adversely affect any significant historical or aesthetic feature of the Little Italy Landmarks District (property) and is appropriate and consistent with the spirit and purposes of the Landmarks Commission Chapter of the City of Cleveland's Codified Ordinances. The Landmarks Commission passed a motion to approve a Certificate of Appropriateness for the construction of the GCRTA University Circle – Little Italy Station at Mayfield Road. Certificate of Appropriateness 12-056 was issued to the GCRTA for the project. Meeting minutes and the Certificate of Appropriateness are in Appendix C.

Since the project will involve construction activities of grading, filling and excavating that at will disturbing one or more acres of land, requiring a National Pollutant Discharge Elimination System (NPDES) Permit will be required. The contractor will be responsible for preparing and obtaining the NPDES Permit from the Ohio EPA. Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated in the project plans. The contractor will be responsible for the full implementation and daily maintenance of these controls. Control measures will be installed and functional prior to the start of the project and will be maintained throughout the project.

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6.0 AGENCY COORDINATION

- ***Ohio Historic Preservation Office (OHPO):*** Initial project coordination between the GCRTA and the OHPO occurred on August 31, 2011, and took the form of a Section 106 Coordination and Scoping meeting. This meeting resulted in the establishment of the preliminary history/architecture APE for the project. The OHPO concurred with the proposed history/architecture APE on April 4, 2012, during a conference call with FTA and GCRTA. On April 27, 2012, the FTA sent a letter to OHPO documenting the determined APE in accordance with 36 CFR 800.4(a)(1) (see Appendix C). In July 2012, a Draft Phase I Cultural Resource Survey was prepared and submitted to the OHPO for draft comments. On August 14, 2012, a field visit of the project area was conducted by the OHPO, FTA, GCRTA, and GCRTA's Cultural Resources Consultant (Michael Baker Jr., Inc.). The purpose of this field visit was to understand the relationship of the project with the surround cultural resources and review the findings of the Draft Phase I Cultural Resources Report. Based on this field visit and associated discussions, the Phase I Cultural Resources Report was revised and submitted in November 2012 for Section 106 Review, in accordance with 36 CFR 800. The overall recommended finding for this project is No Adverse Effect. The project will result in a finding of No Adverse Effect for history/architecture resources and No Historic Properties Affected for archaeological resources. The OHPO concurred with these findings on November 12, 2012 (see Appendix C)**.**

- ***Ohio Department of Natural Resources (ODNR)***: Initial project coordination with the ODNR, Division of Natural Areas and Preserves occurred in 2009, with supplemental coordination in 2012. The intent of this coordination was to review ODNR's Natural Heritage Database for rare or endangered species in the University Circle – Little Italy RTS (referred to the Mayfield Rapid Transit Station & Track Bridge in agency correspondence) construction project area. The coordination was also completed to identify any unique ecological sites, geologic features, animal assemblages, scenic rivers, state wildlife areas, nature preserves, parks or forests, national wildlife refuges, parks or forests or other protected natural areas within a one half mile radius of the project area. The results of this coordination are found in Section 3.14 – Ecological areas and Threatened/Endangered Species. Copies of agency coordination can be found in Appendix F.

- ***United States Department of the Interior, Fish and Wildlife Service (USFWS)***: Initial project coordination with the USFWS occurred in 2009, with supplemental coordination in and 2012. The intent of this coordination was to identify federally-listed threatened or endangered species in the area, and to identify Federal wildlife refuges, wilderness areas, or critical habitat within vicinity of the project site. The results of this coordination are found in Section 3.14 – Ecological areas and Threatened/Endangered Species. Copies of agency coordination can be found in Appendix F.

- ***City of Cleveland Landmarks Commission/Planning Department***: The City of Cleveland's Landmarks Commission/Planning Departments are engaged in the project as Stakeholders and Consulting Parties. In addition to attending public and stakeholder meetings, individual coordination meetings were held. On August 20, 2012, the FTA and GCRTA held a meeting with the staff of the City of Cleveland's Planning Department, Landmarks Commission, and Little Italy Redevelopment Corporation to discuss the project and the NRHP eligibility of the local Little Italy Cleveland Landmarks District. On September 27, 2012 GCRTA presented the 30% complete drawings to the City of Cleveland Landmark Commission Design Review where the design was approved as presented. See Appendix F for meeting minutes.

- ***Little Italy Redevelopment Corporation (local landmark district)***: The Little Italy Redevelopment Corporation is engaged in the project as a Stakeholder and Consulting Party. In addition to attending public and stakeholder meetings, individual coordination meetings were held. On August 20, 2012, the FTA and GCRTA held a meeting with the director of the Little Italy Redevelopment Corporation, and the staff of City of Cleveland's Planning Department and Landmarks Commission to discuss the project and the NRHP eligibility of the local Little Italy Cleveland Landmarks District. On September 25, 2012, GCRTA presented the 30% complete drawings to the Little Italy Design Review Board where the design was approved as presented. See Appendix F for meeting minutes.

7.0 SECTION 4(F) EVALUATION

Section 4(f) of the Department of Transportation Act of 1966 prohibits the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the FTA determines that there is no feasible and prudent avoidance alternative and that all possible planning to minimize harm has occurred.

In accordance with 23 CFR 774, the Project does not constitute a use of a Section 4(f) publicly owned park or recreational area property. No land from Tony Brush Park, or any other publicly owned park or recreational area, will be permanently incorporated into the Project (transportation facility). No temporary occupancy, in whole or in part, is required for the project's construction-related activities. No proximity impacts of the project adjacent to, or nearby Tony Brush Park will occur that will result in substantial impairment to the parks recreational features, activities, or attributes of the park. No publicly owned wildlife and waterfowl refuges were identified in or near the project area.

Section 4(f) protects publicly or privately owned historic and/or cultural resources of national, state, or local significance from conversion to transportation use unless there is no prudent or feasible alternative. Section 4(f) applies to those resources listed on or eligible for the NRHP and can included individually eligible or listed properties; or those properties that contribute to a NRHP eligible or listed historic district. Three NRHP listed resources were identified within the history/architecture APE; the Justus L. Cozad-Bates House, the Murray Hill School, the Holy Rosary Catholic Church. Through consultation with the Cleveland Landmarks Commission, FTA determined that a large portion of the Little Italy neighborhood is eligible for listing in the NRHP under Criterion A as a district. The Little Italy Historic District, for the purpose of this project, is defined and described as it occurs within the APE. The district likely extends beyond this project's APE, but the study of those resources was outside of the scope of this project

None of the four NRHP-Listed and NRHP-Eligible history/architecture resources falls within the area of direct impact for the proposed project. None of the four will be directly or indirectly impacted so as to affect those characteristics that make them eligible for listing on the NRHP. The effect findings for individual resources are as follows:

- Justus L. Cozad-Bates House – No Historic Properties Affected
- Murray Hill School – No Adverse Effect
- Holy Rosary Catholic Church – No Adverse Effect
- Little Italy Historic District – No Adverse Effect

The overall recommended finding for this undertaking is No Adverse Effect for history/architecture resources

No archaeological resources listed on or eligible for the NRHP and determined to be important for preservation in place were present within the archaeological APE. The overall recommended finding for this undertaking is No Historic Properties Affected for archaeological resources.

The overall recommended finding for this project is No Adverse Effect. Based on that eligibility determination and the effect findings, a Section 4(f) determination of No–Use for cultural resources is applicable.

APPENDICES

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APPENDIX A: MAPS AND FIGURES

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Figure 1 - Map of the state of Ohio, showing the Project Area in relation to drainage areas and county boundaries (ODNR 2004).

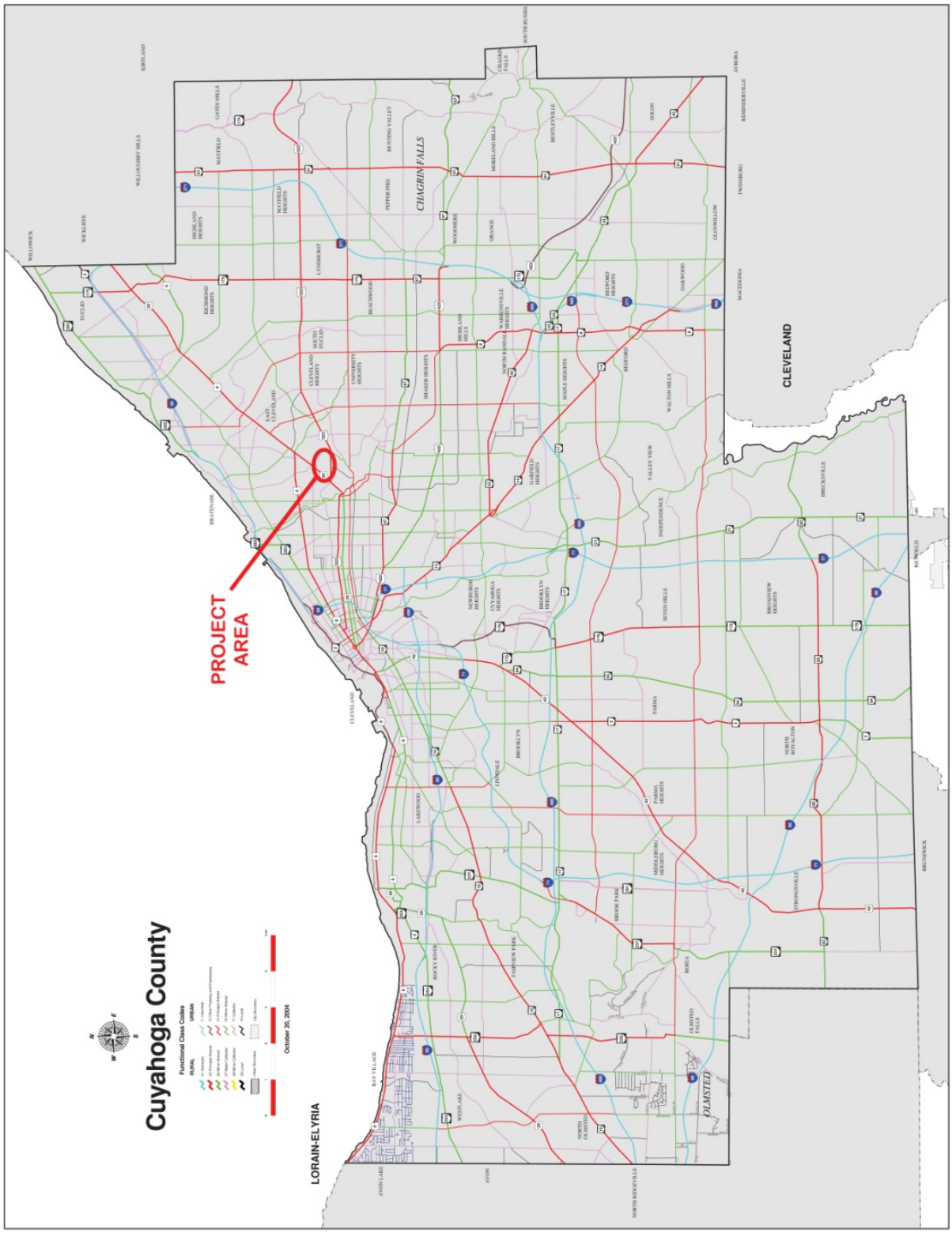

Figure 2 - Map of Cuyahoga County, Ohio, showing the Project Area (ODOT 2004).

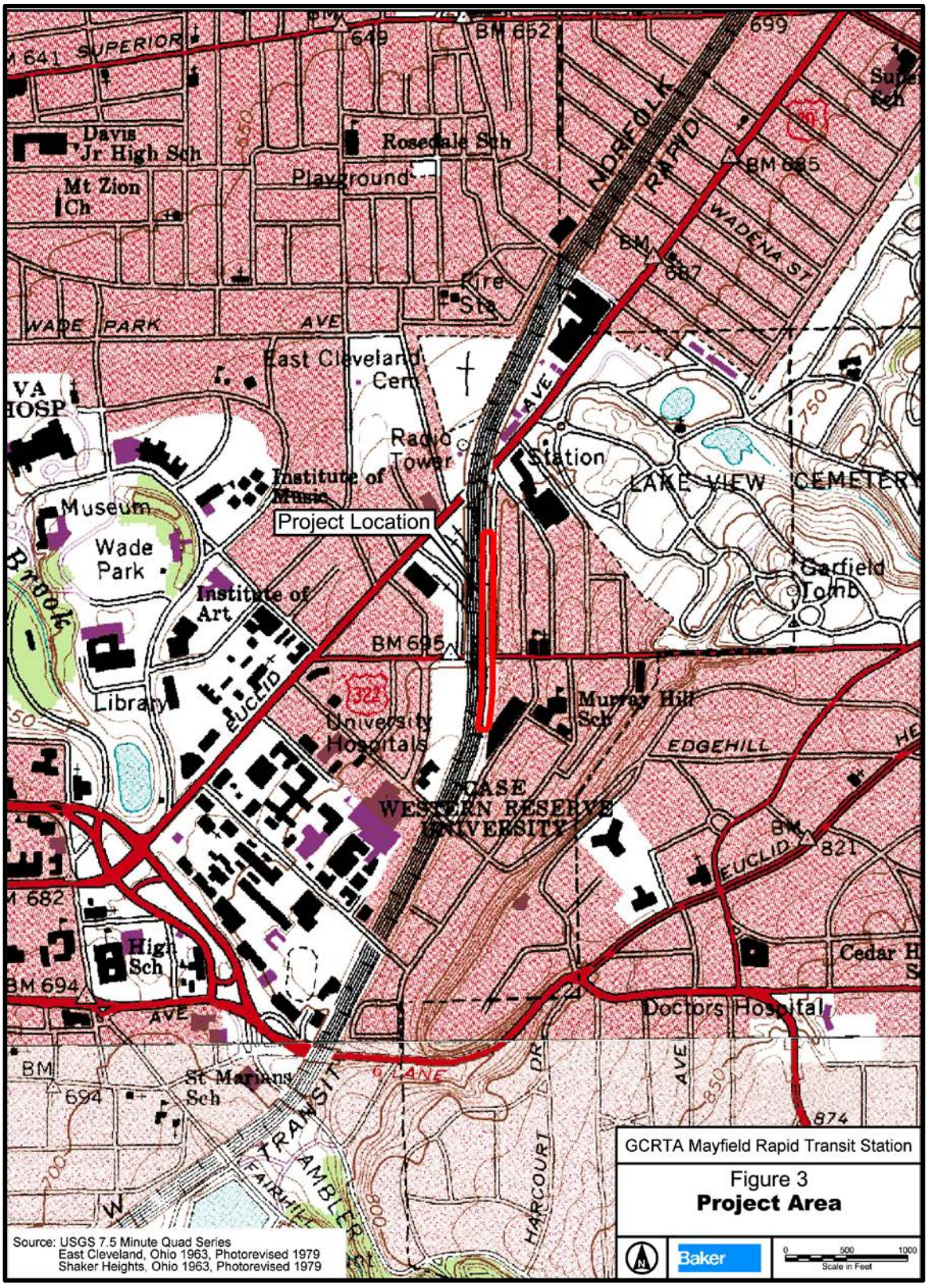

Figure 3 – USGS Location Map of the Project Area in Cuyahoga County, Ohio (from the USGS 1963 (photo revised 1979) East Cleveland, Ohio quadrangle and the USGS 1963 (photo revised 1979) Shaker Heights, Ohio quadrangle).

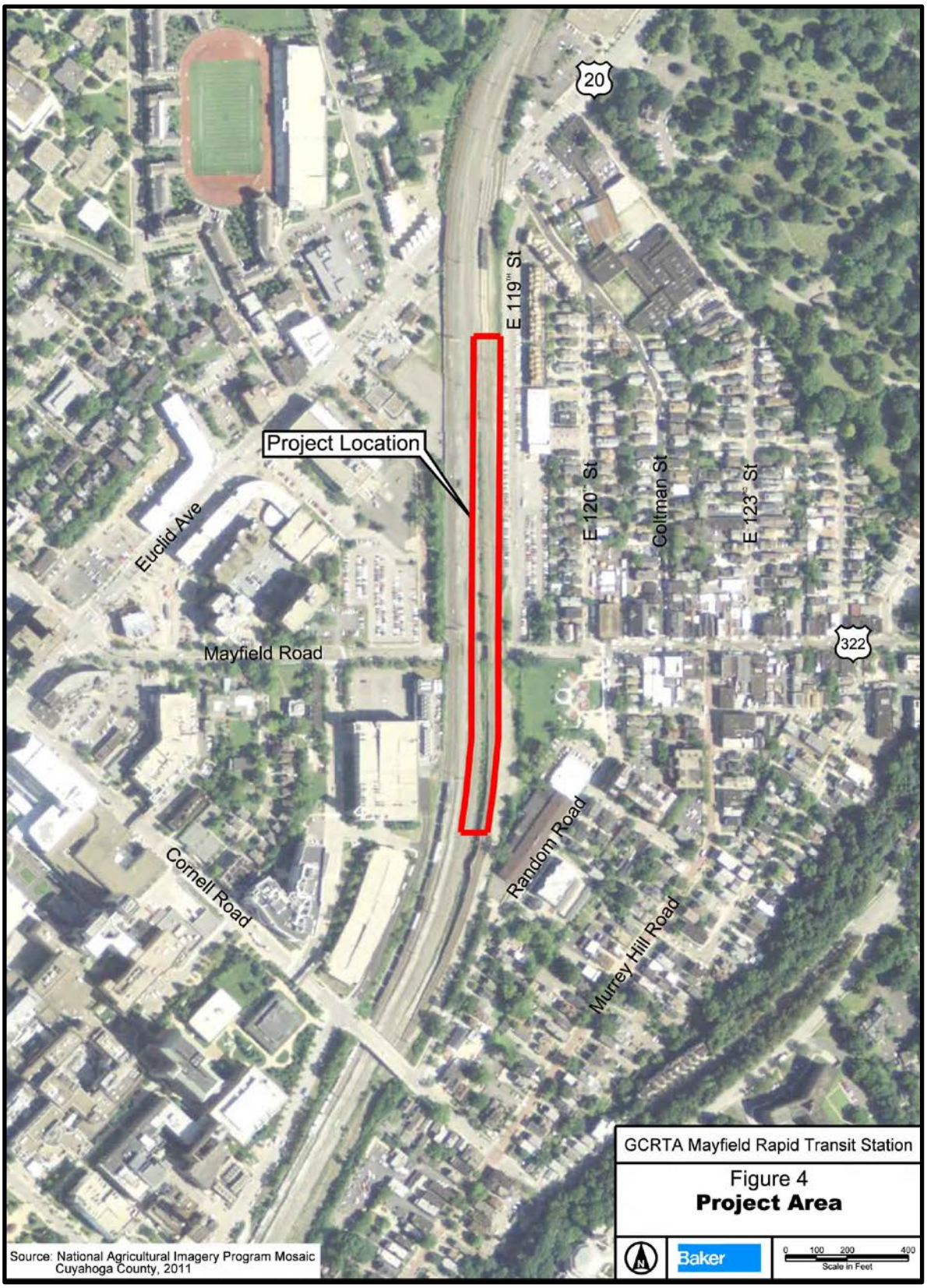

Figure 4 - Aerial image showing the Project Area.

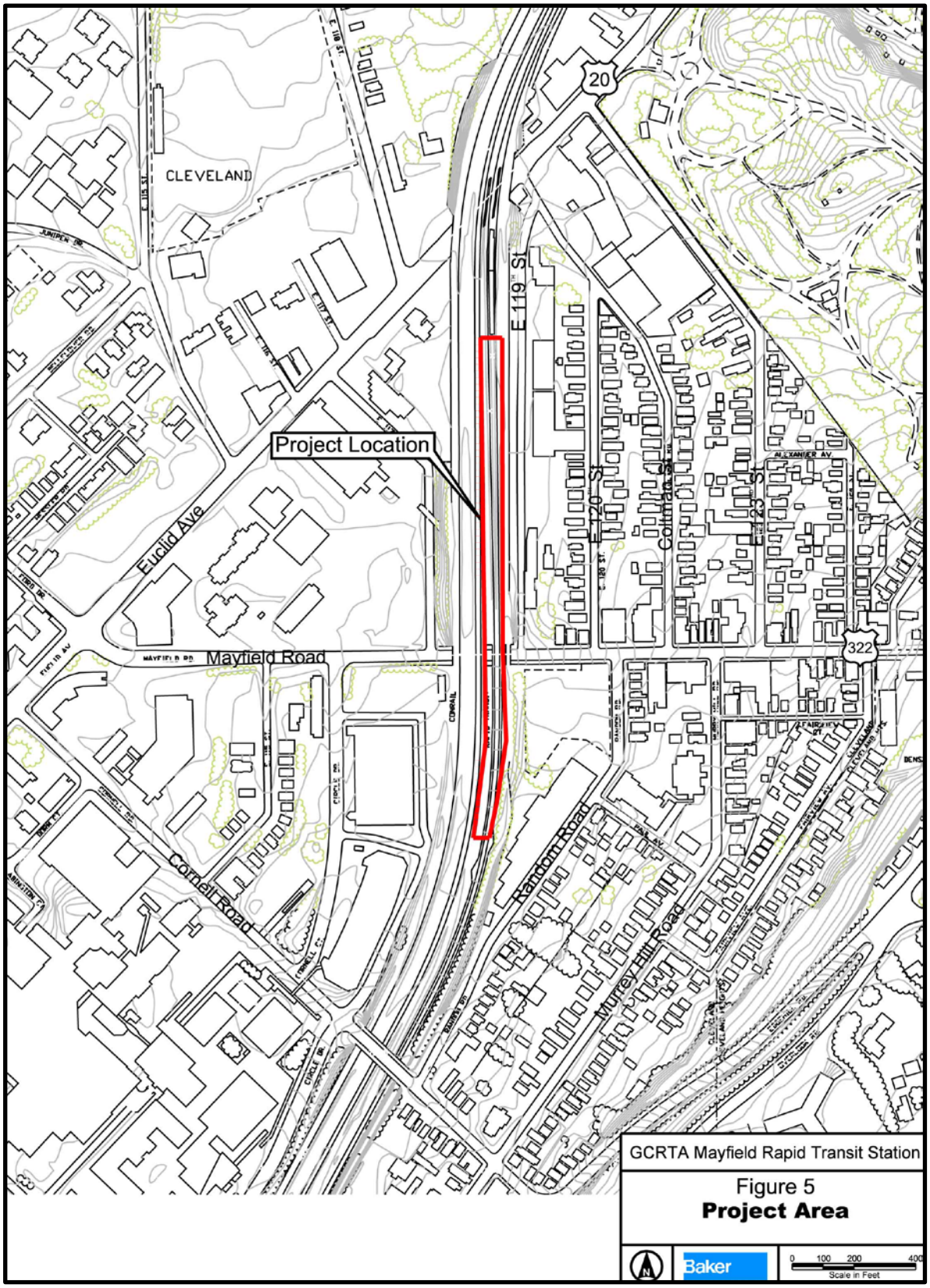

Figure 5 - Planimetric mapping showing the Project Area.

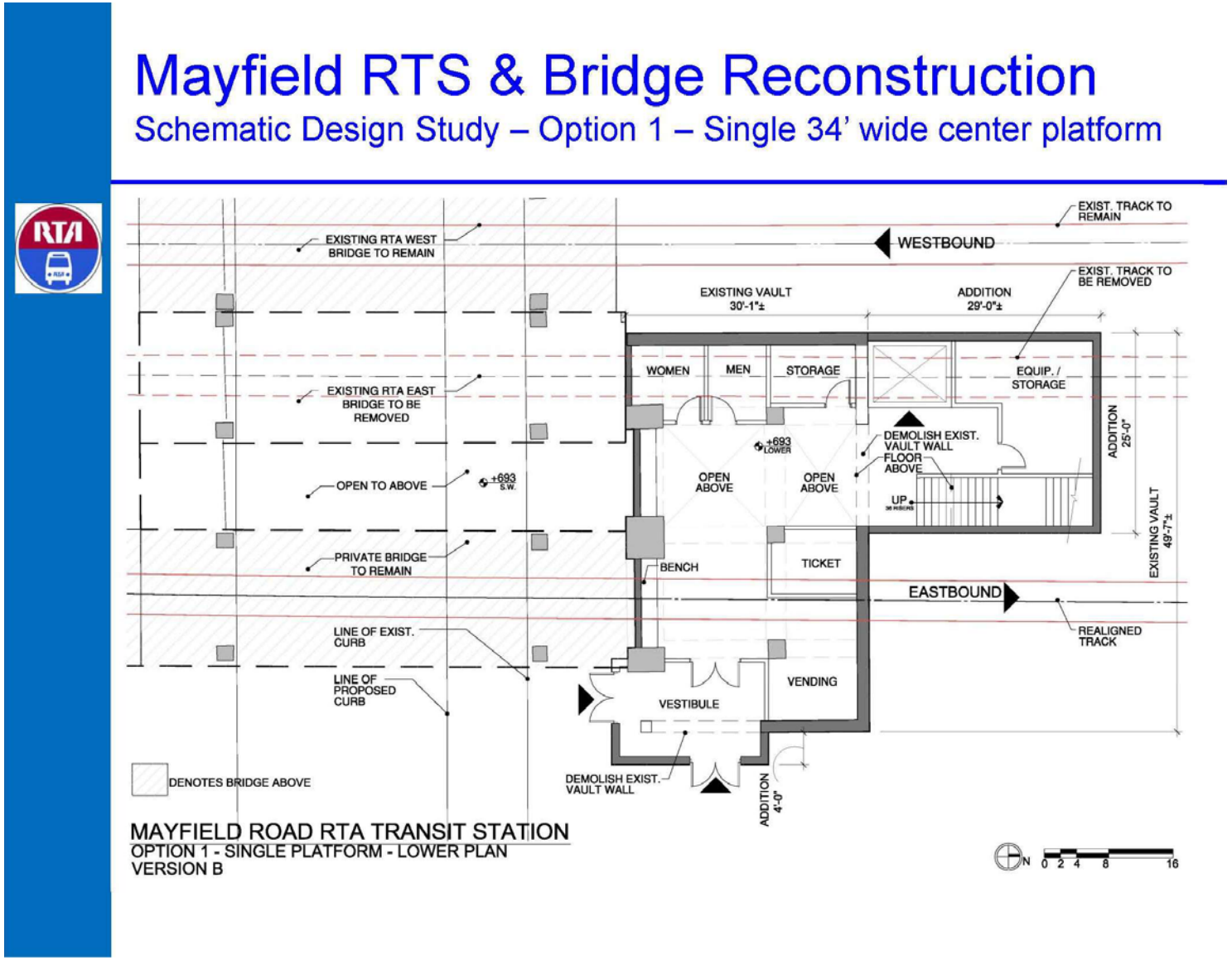

Figure 6a – Proposed Build Alternative 1A.

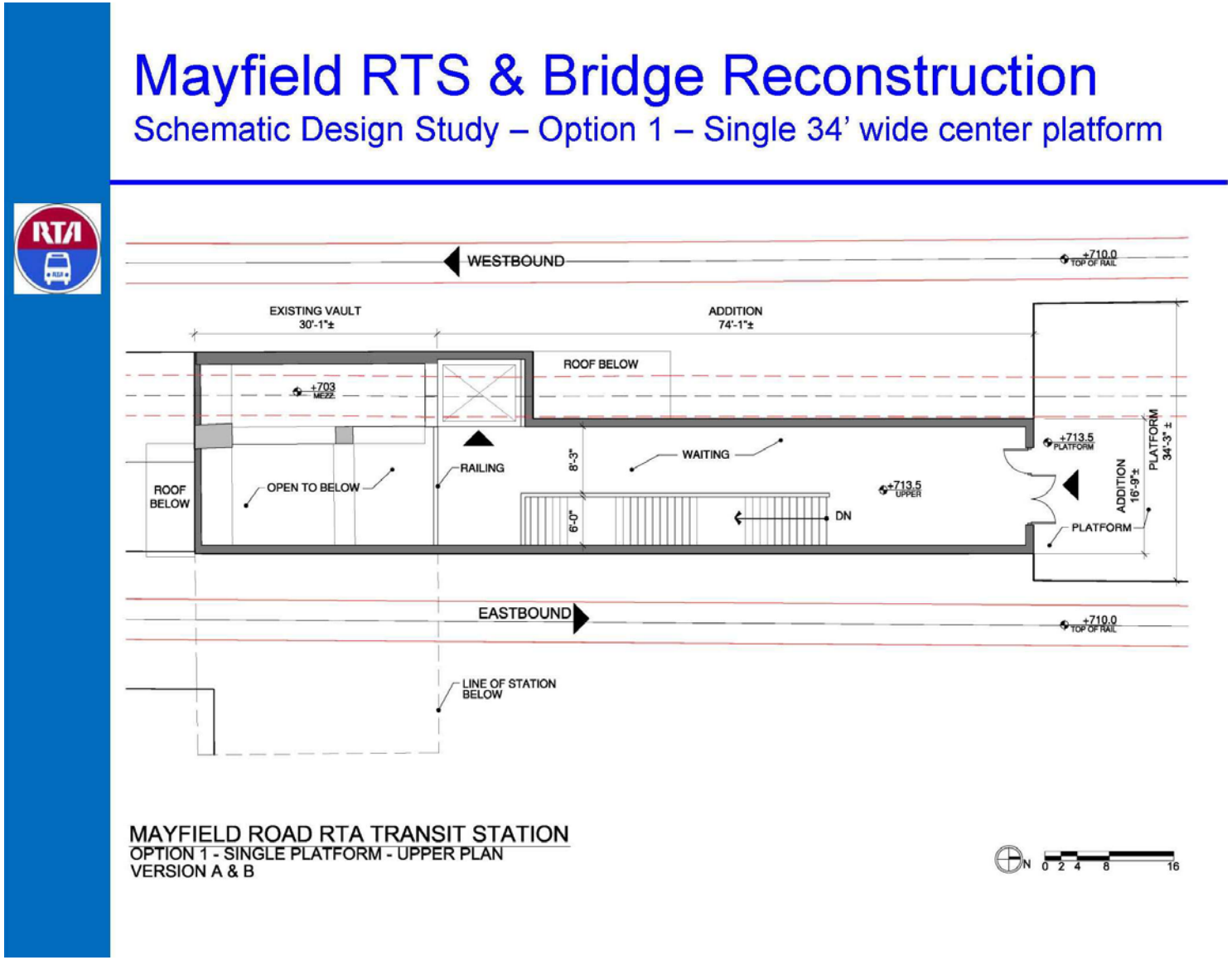

Figure 6b – Proposed Build Alternative 1A.

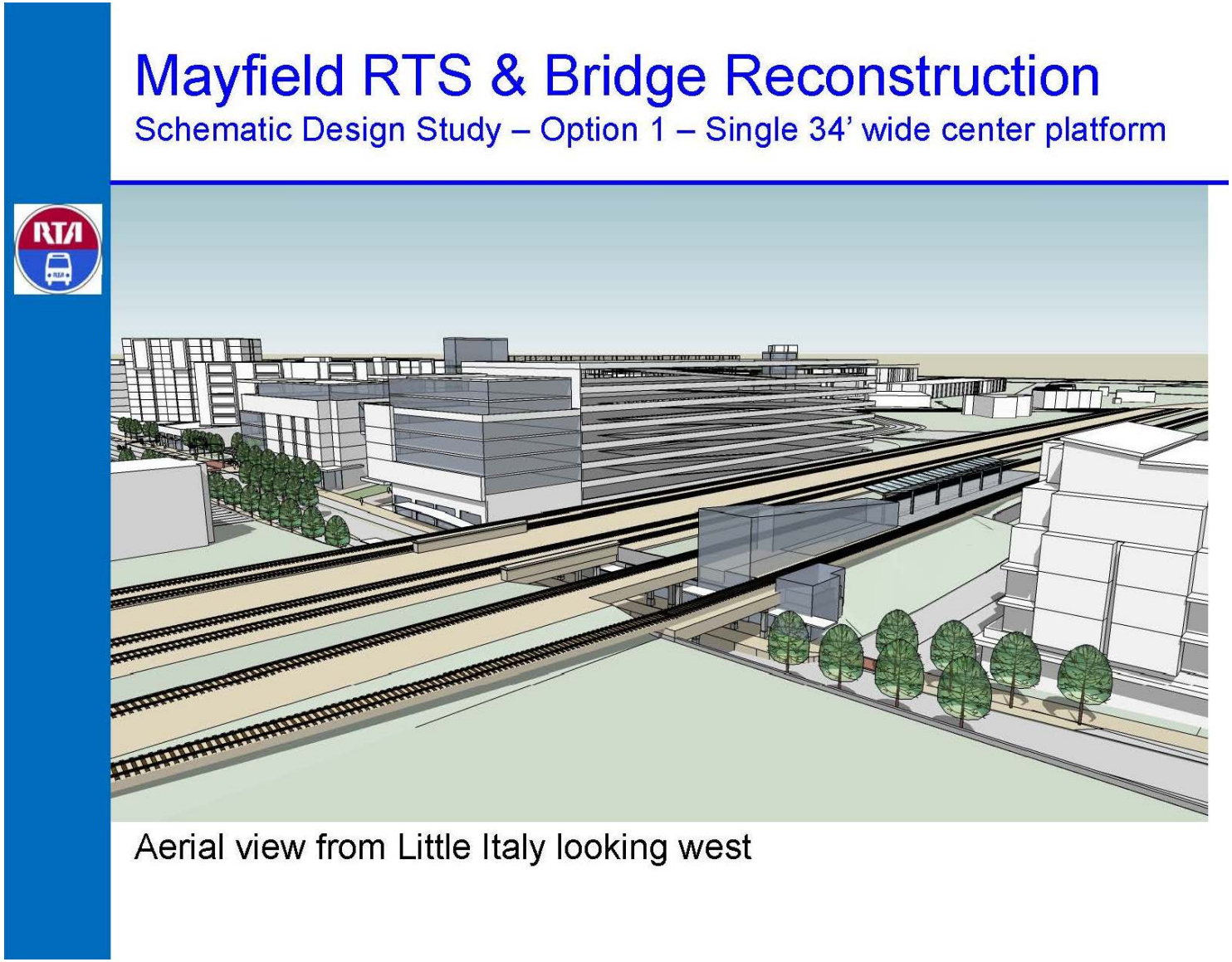

Figure 6c – Proposed Build Alternative 1A

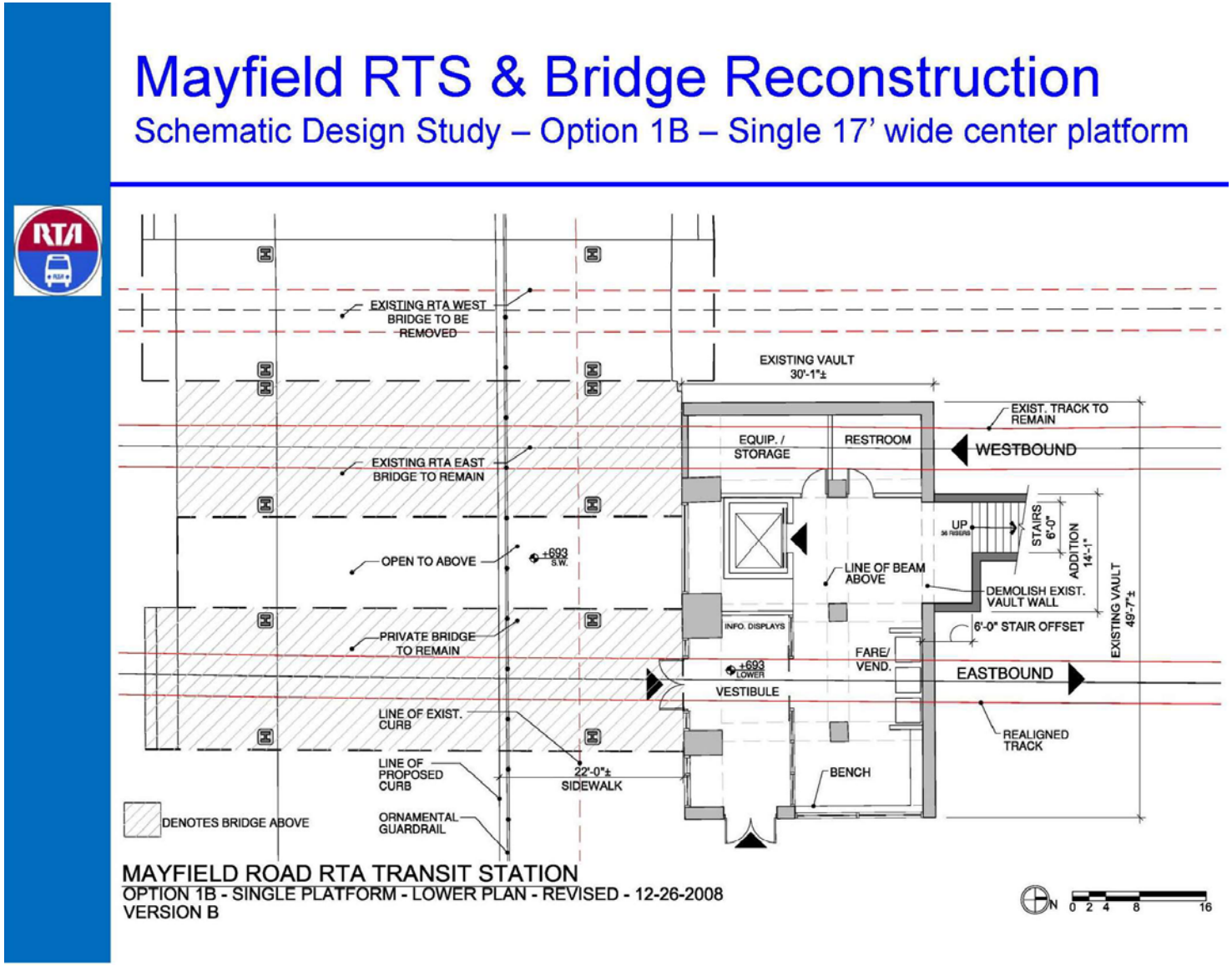

Figure 6d – Proposed Build Alternative 1B

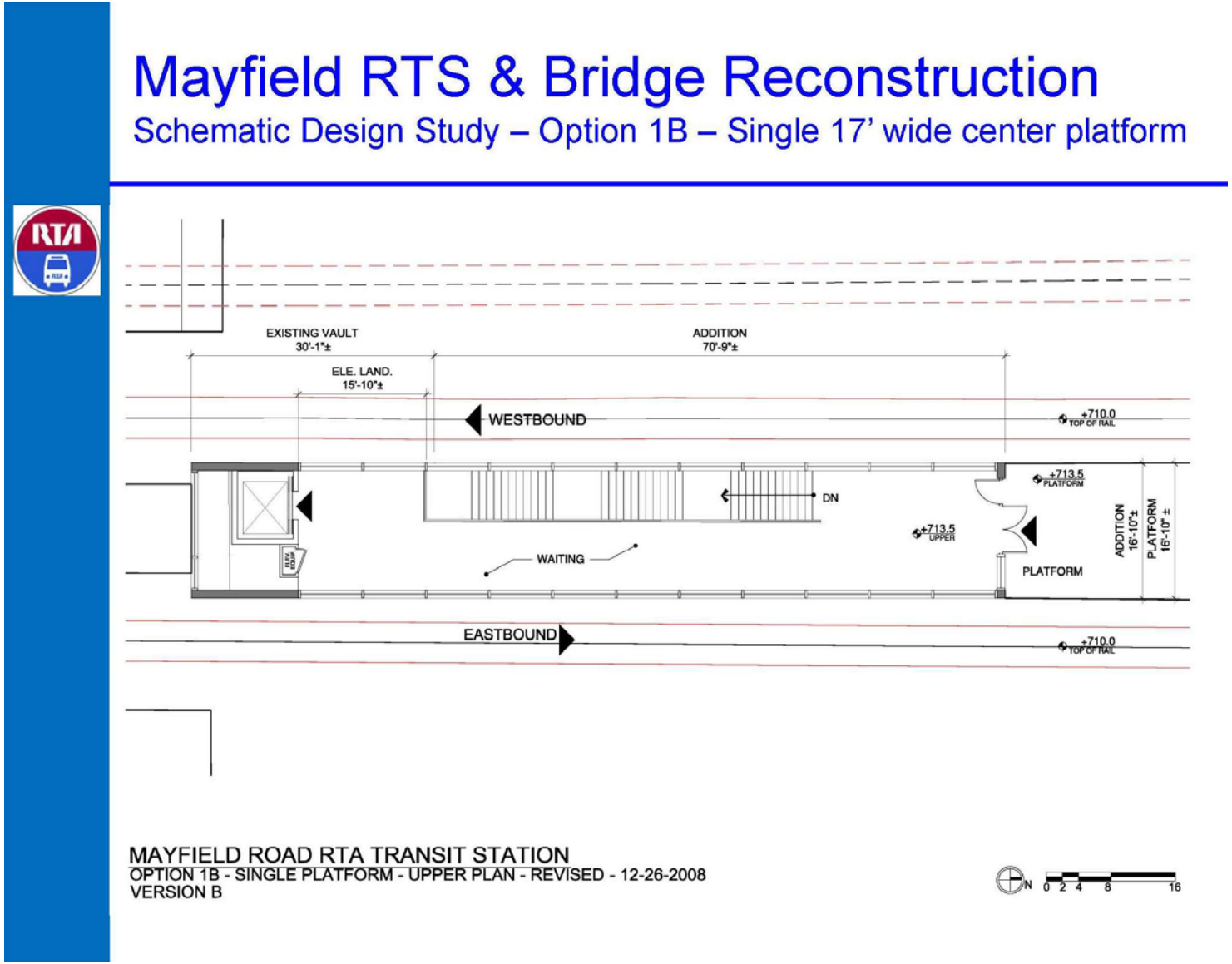

Figure 6e – Proposed Build Alternative 1B

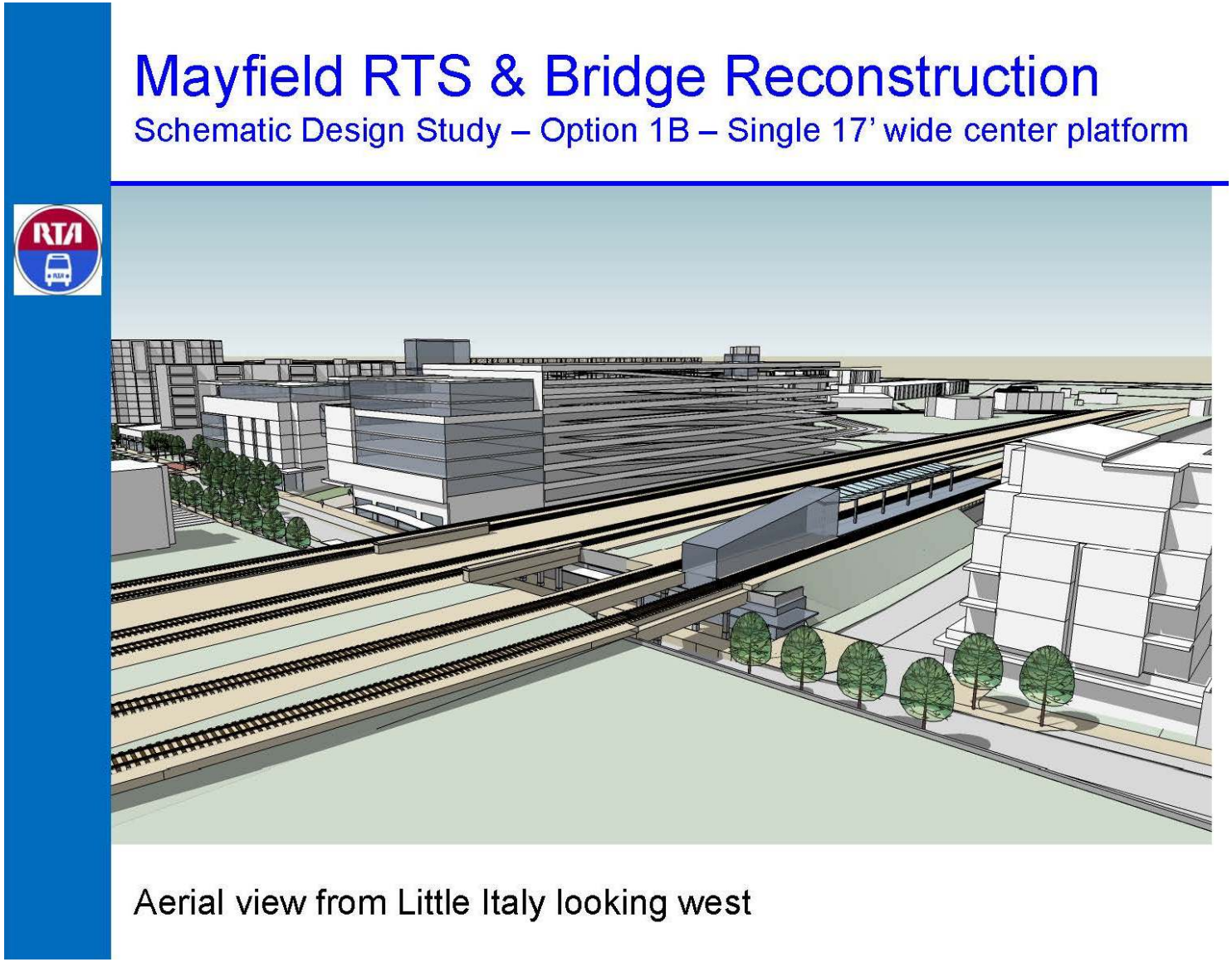

Figure 6f – Proposed Build Alternative 1B

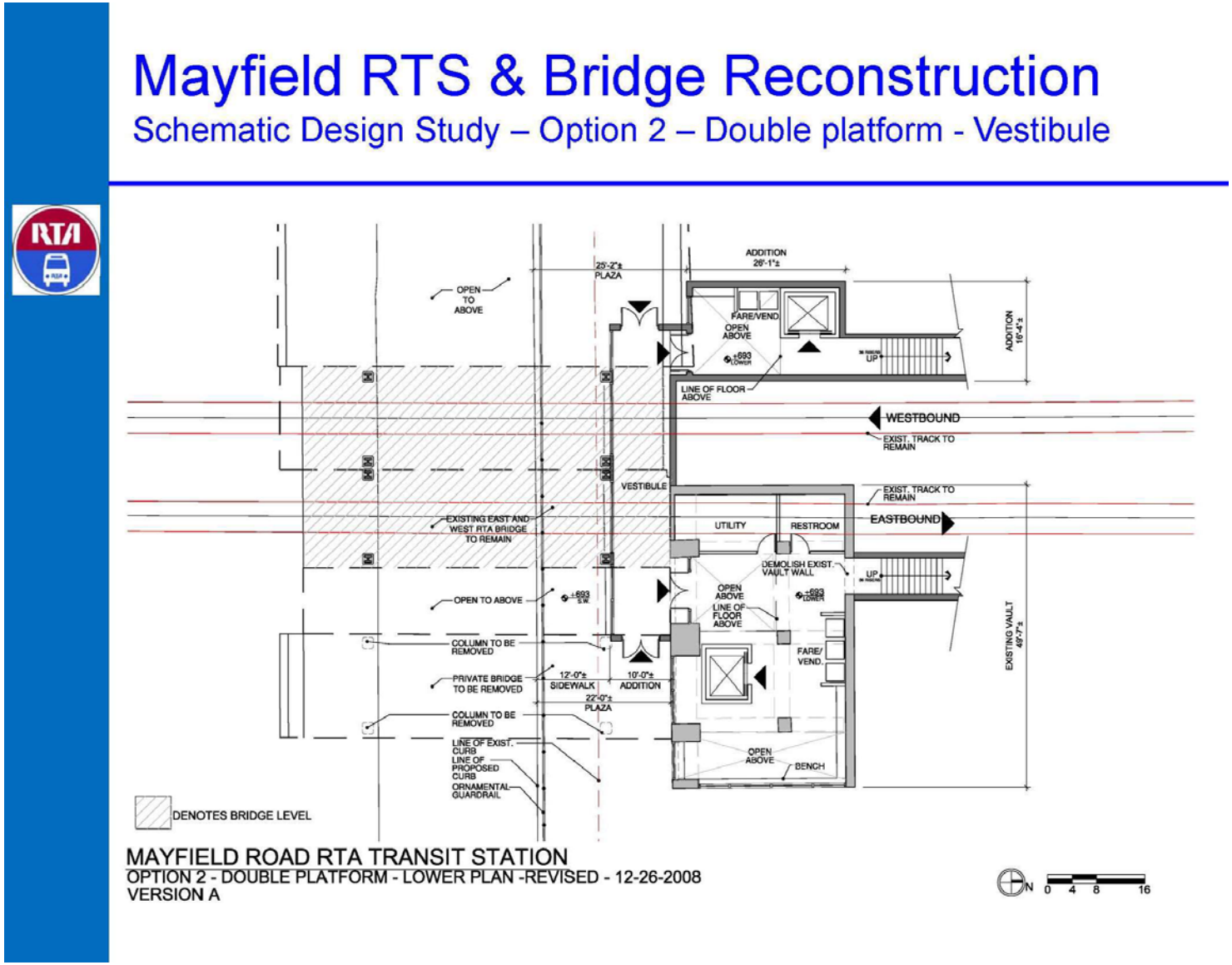

Figure 6g – Proposed Build Alternative 2

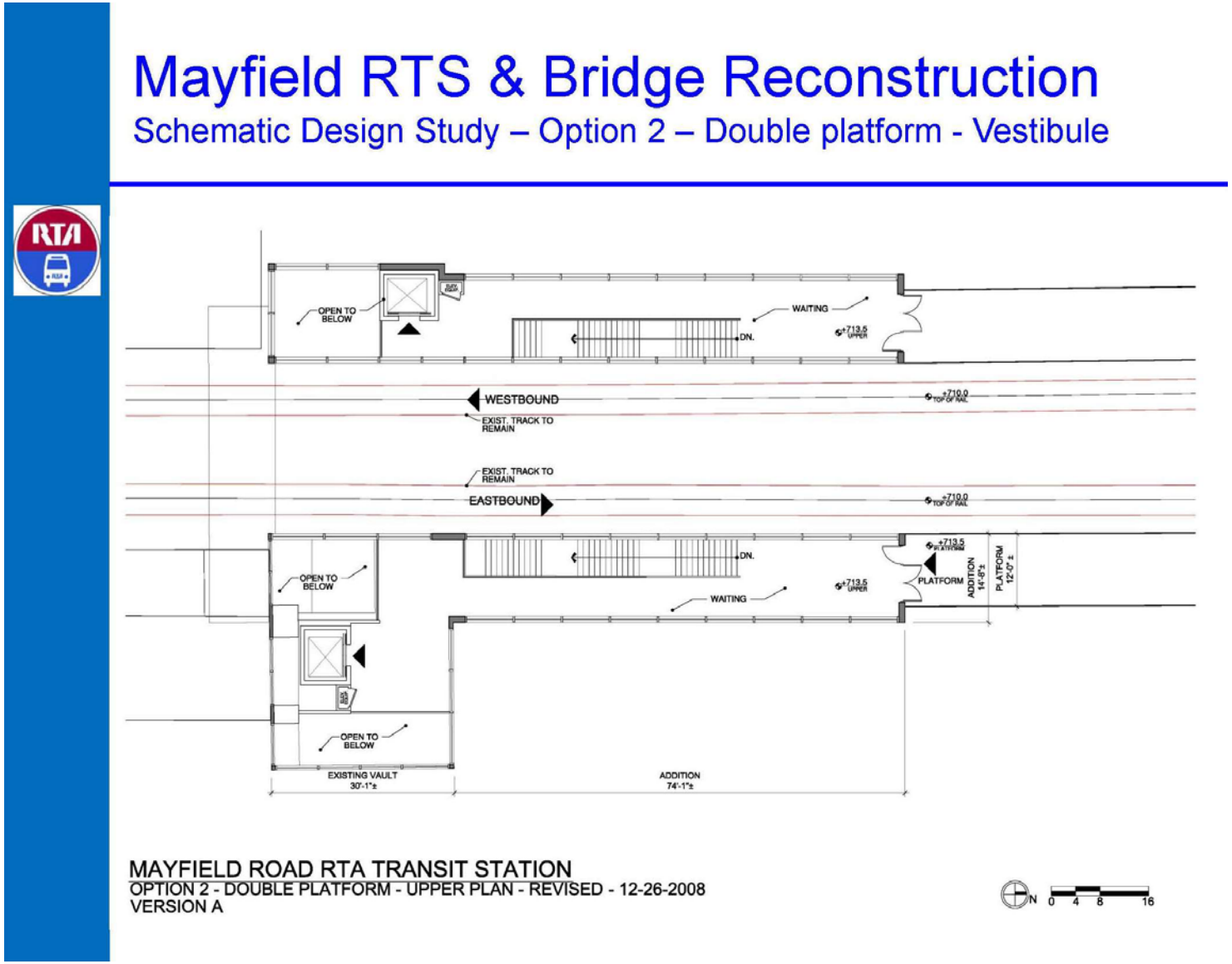

Figure 6h – Proposed Build Alternative 2

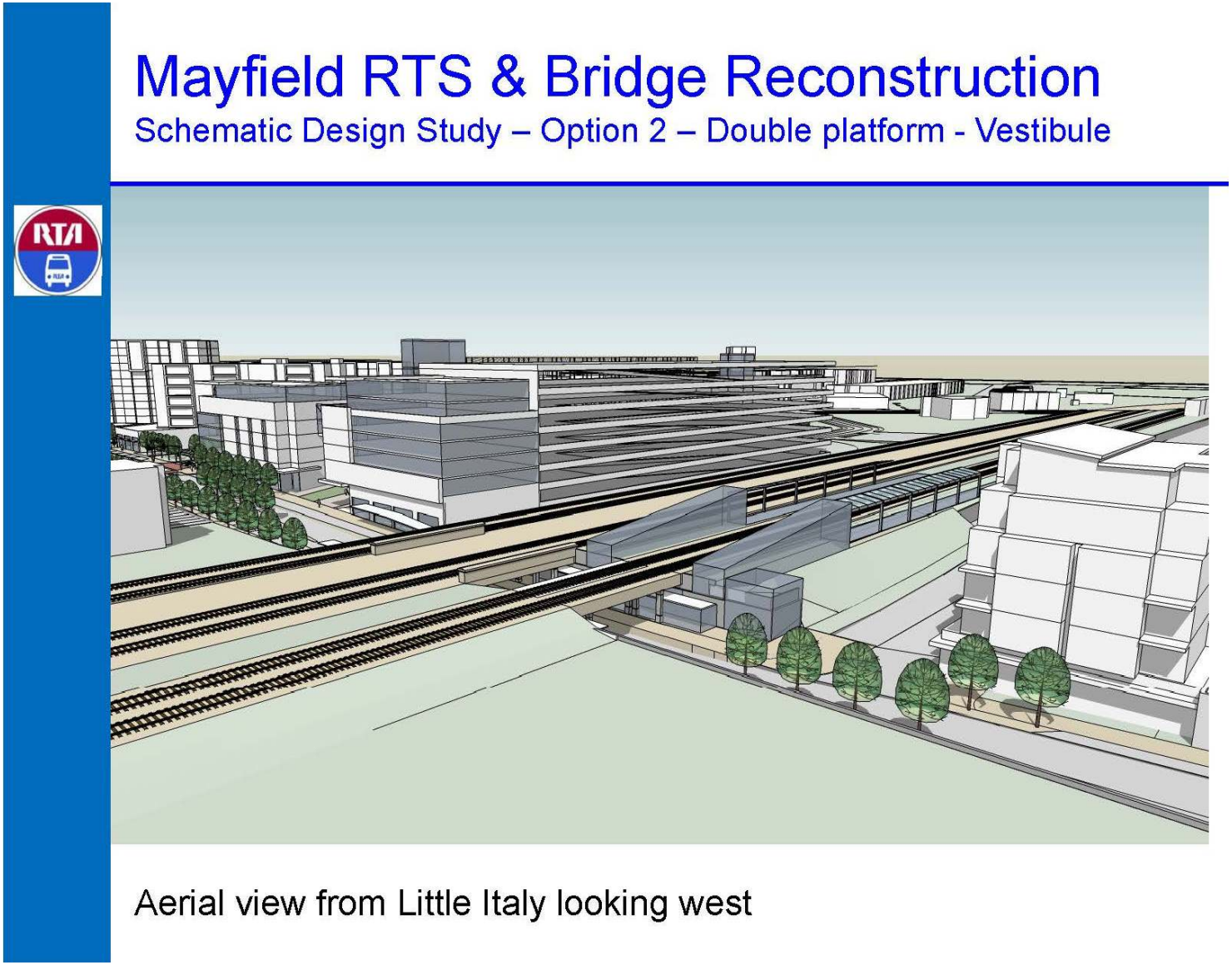

Figure 6i – Proposed Build Alternative 2

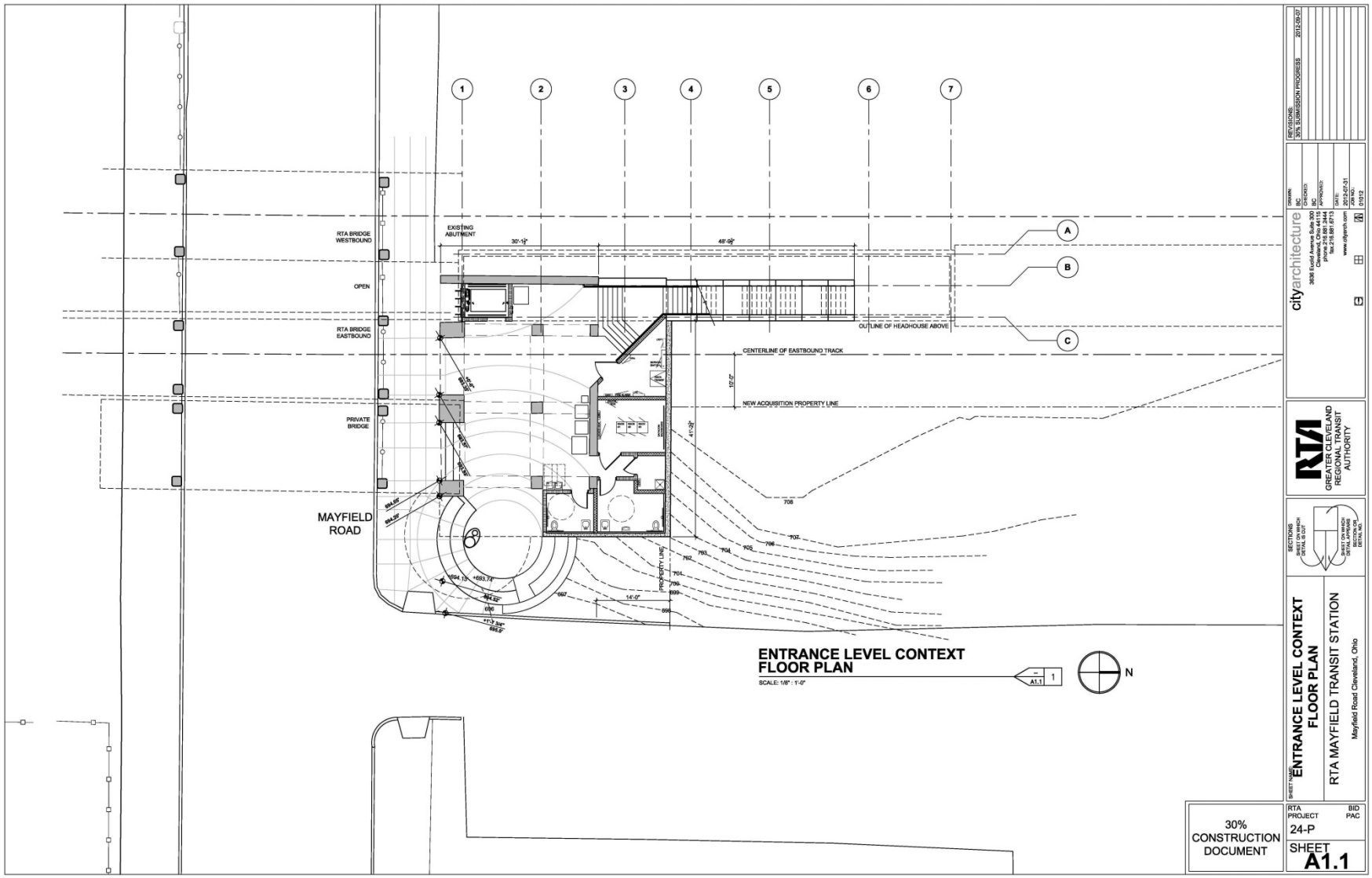

Figure 6j – Proposed Build Alternative 1C

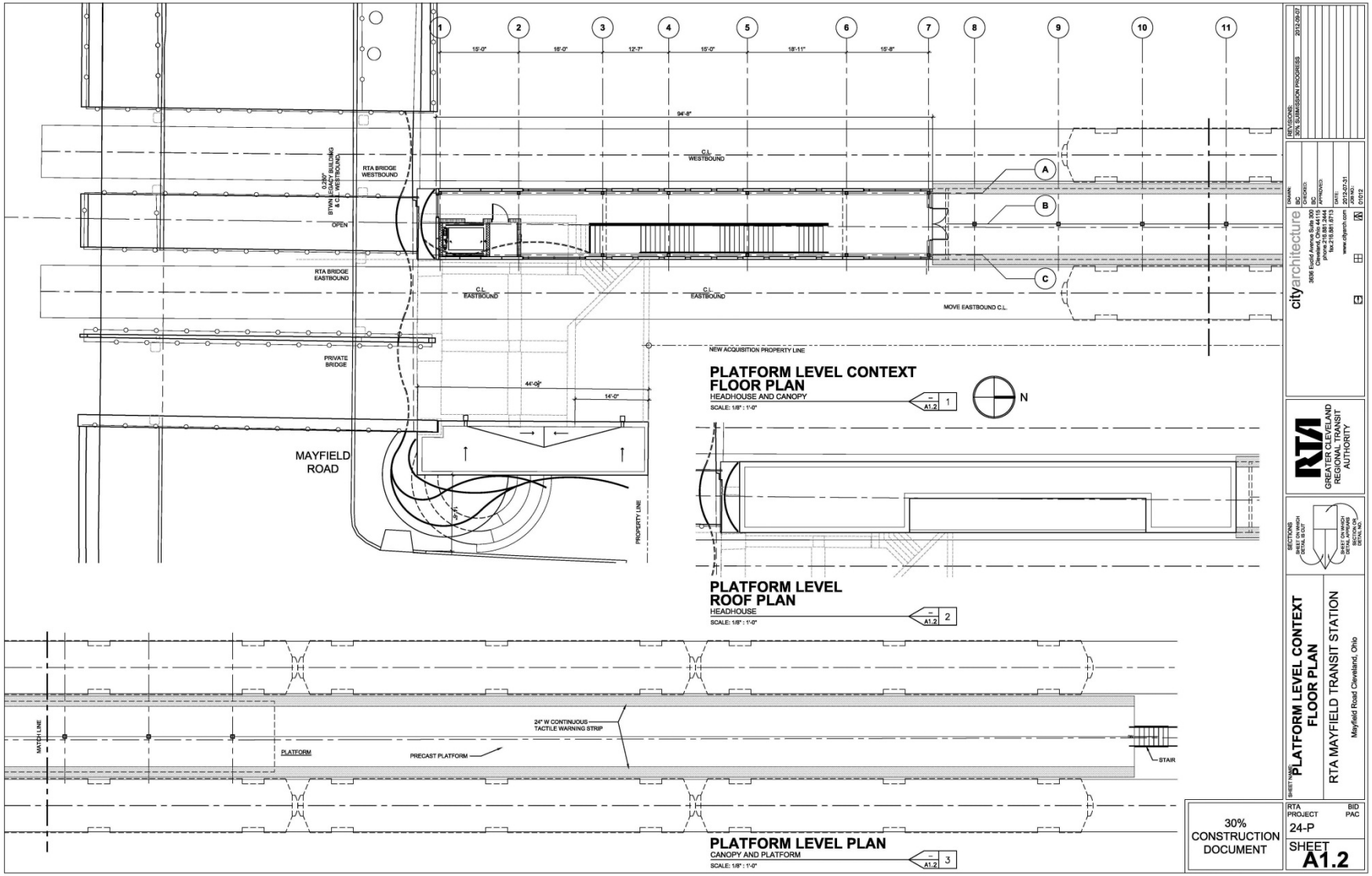

Figure 6k – Proposed Build Alternative 1C

Figure 6l – Proposed Build Alternative 1C

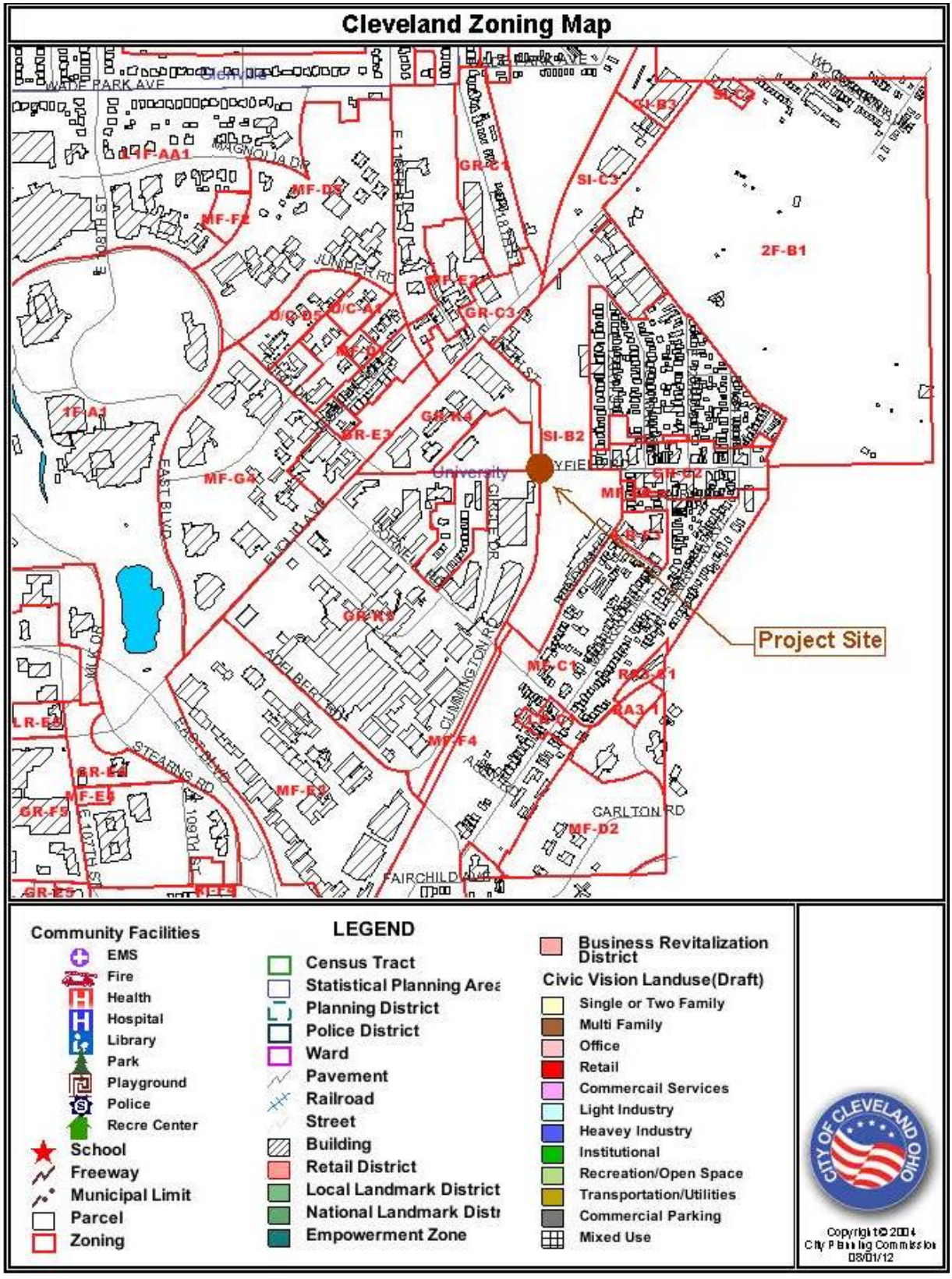

Figure 7a – City of Cleveland Zoning Vicinity Map (Zoning Legend on following page).

CITY OF CLEVELAND
Mayor Frank G. Jackson

CLEVELAND CITY PLANNING COMMISSION
Zoning Map Legend

Example: 2F-B1
"2F" (Use District) | "B" (Area District) | "1" (Height District)

USE DISTRICTS

L1F	Limited One Family
1F	One Family
2F	Two Family
RA	Townhouse
LMF	Limited Multi-Family
MF	Multi-Family
MMUD	Midtown Mixed-Use District
DR	Downtown Residential
MH	Manufactured Housing Park
IR	Institutional-Research District
RO	Residence Office
LR	Local Retail Business
UR	University (College) Retail
SC	Shopping Center
LLR	Limited Retail Business
GR	General Retail Business
RI	Residence-Industry
SI	Semi-Industry
GI	General Industry
UI	Unrestricted Industry
P	Parking District

HEIGHT DISTRICTS

District	Height Limit
1	35'
2	60'
3	115'
4	175'
5	250'
6	600'
7	700'
8	800'
9	900'

AREA DISTRICTS

		Minimum Lot Area (Square Feet)			
	Max Gross Floor Area	One-Family	Two-Family	ROW-House	Multi-Family
AA	1/2 x Lot Area	7200			
A	1/2 x Lot Area	4800	9600		
B	1/2 x Lot Area	4800	6000	2400	2400
C	1/2 x Lot Area	4800	6000	2400	NONE
D	1 Lot x Area	4800	6000	2100	NONE
E	1 1/2 x Lot Area	4800	6000	2100	NONE
F	2 x Lot Area	4800	6000	2100	NONE
G	3 x Lot Area	4800	6000	2100	NONE
H	4 x Lot Area	4800	6000	2100	NONE
J	5 x Lot Area	4800	6000	2100	NONE
K	6 x Lot Area	4800	6000	2100	NONE

Figure 7b – City of Cleveland Zoning Legend.

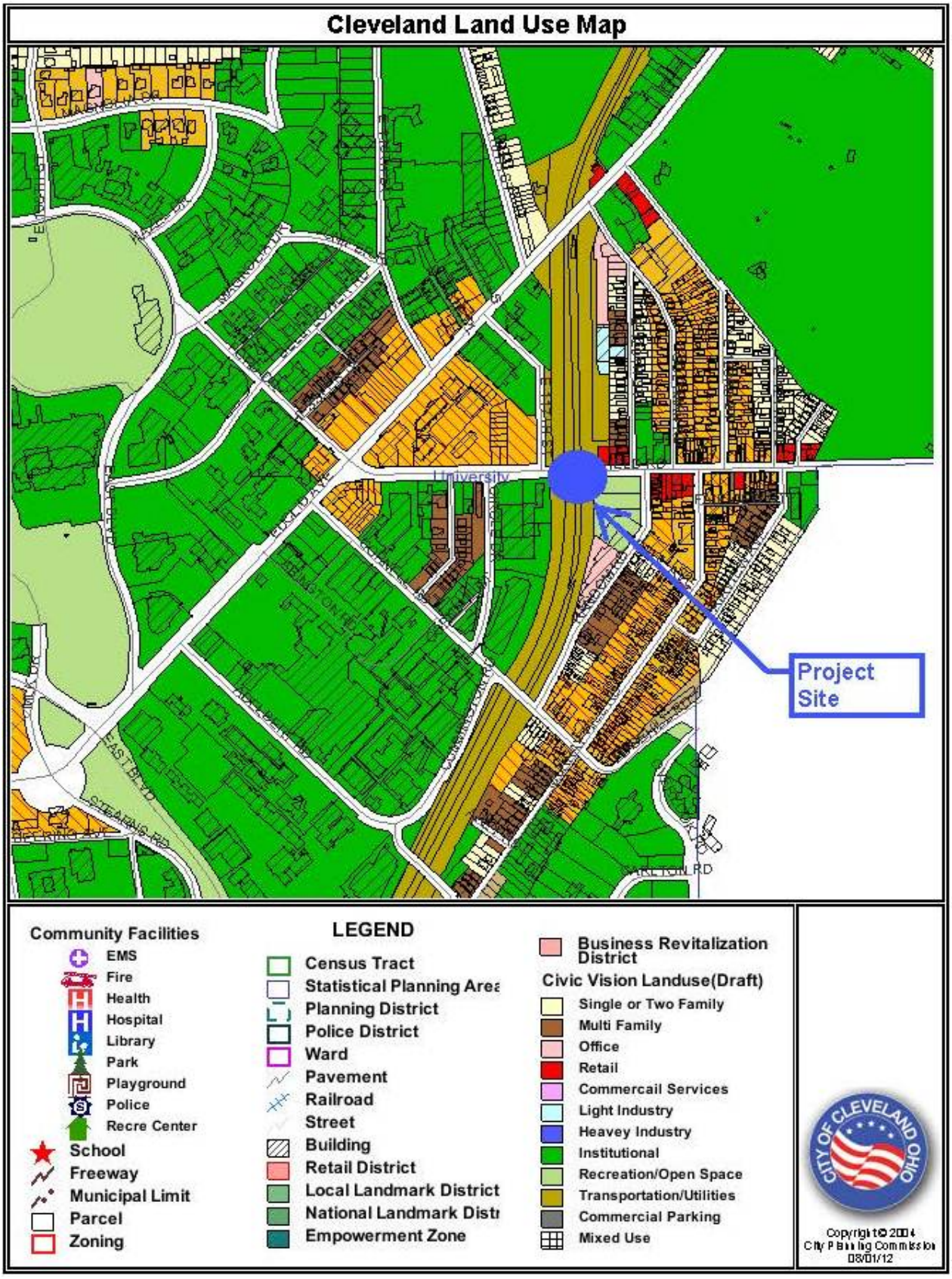

Figure 8 – City of Cleveland Land Use Plan Vicinity Map.

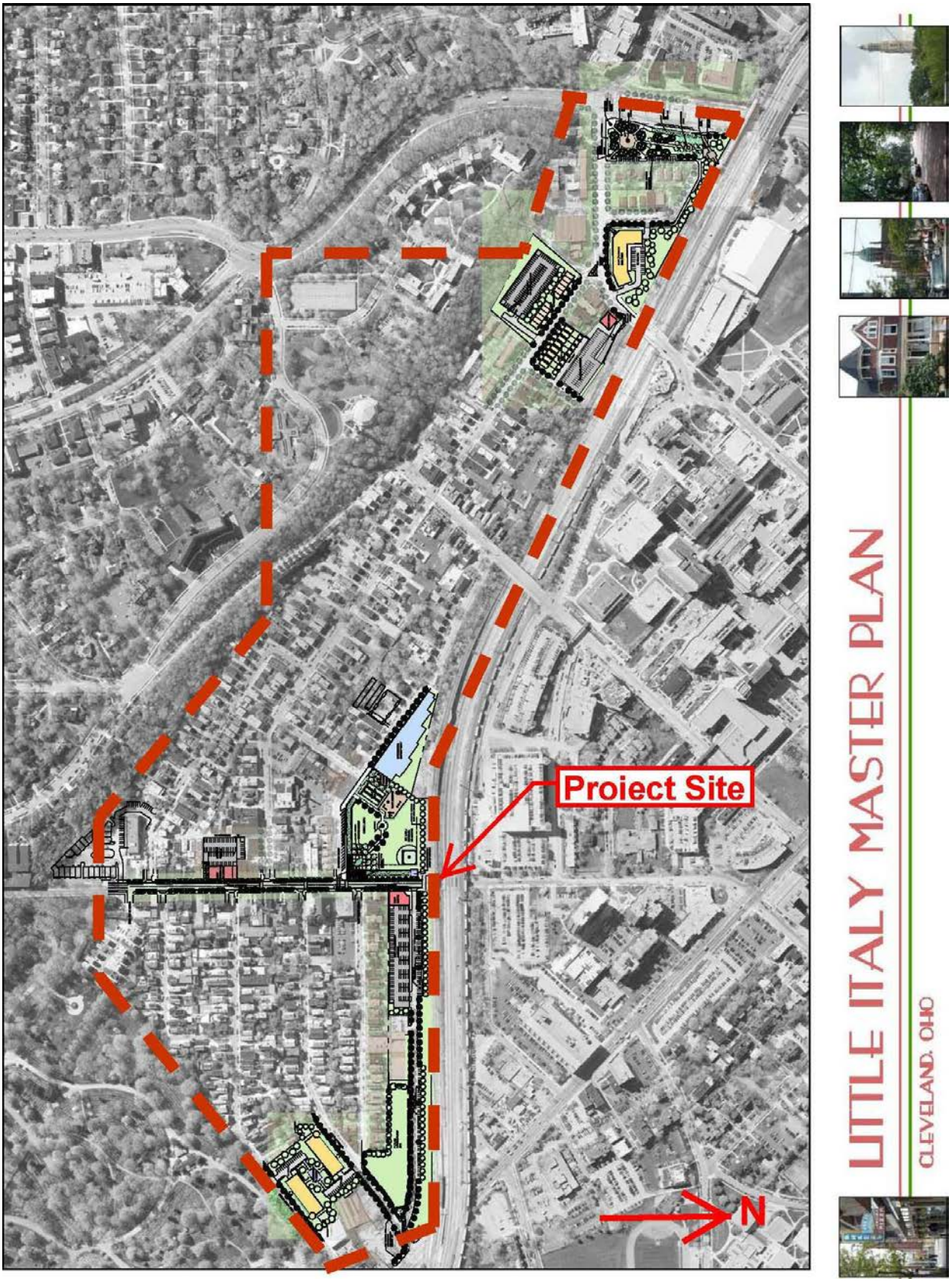

Figure 9 – Little Italy Master Plan Vicinity Map.

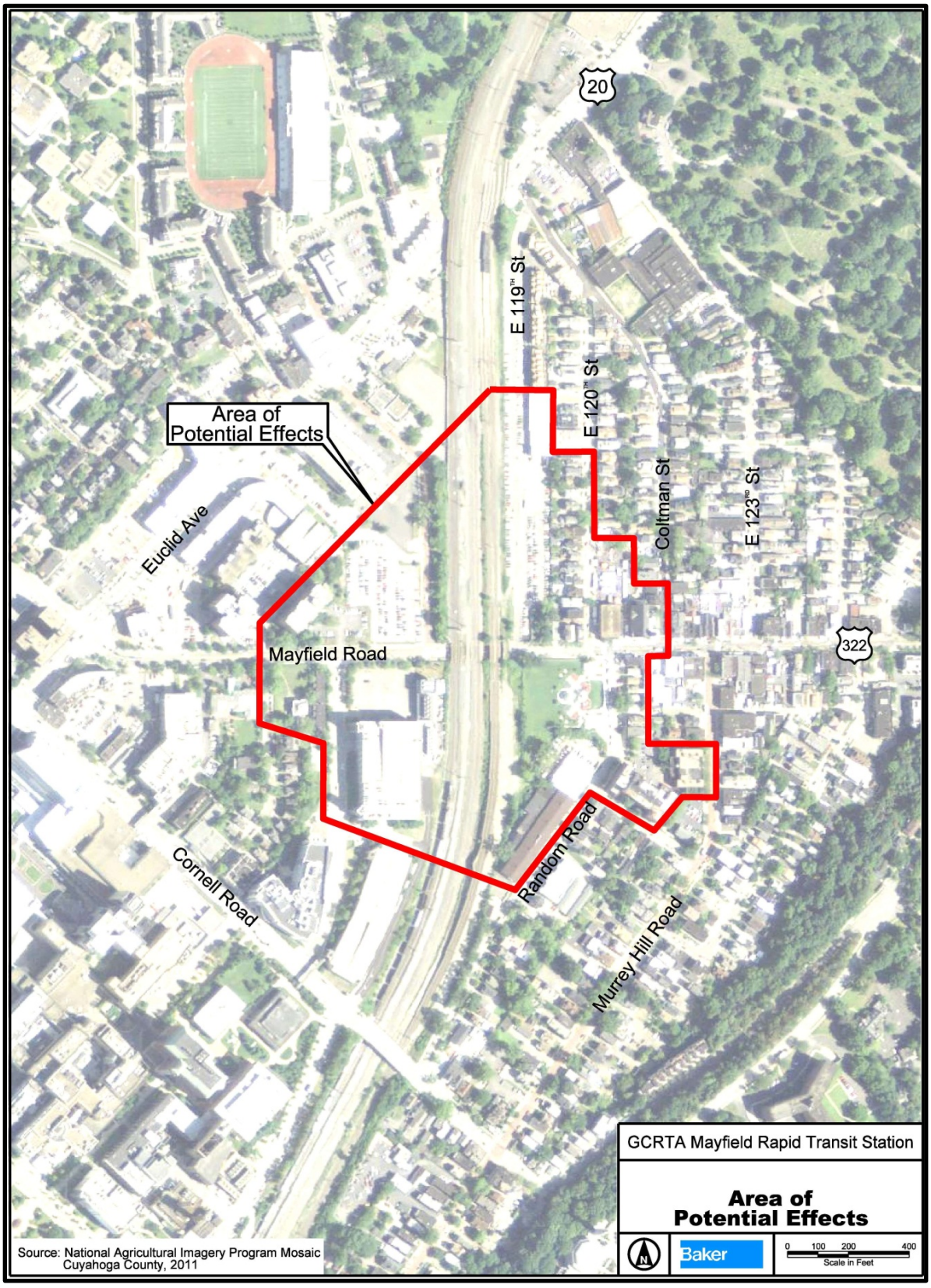

Figure 10 - Historic APE Map.

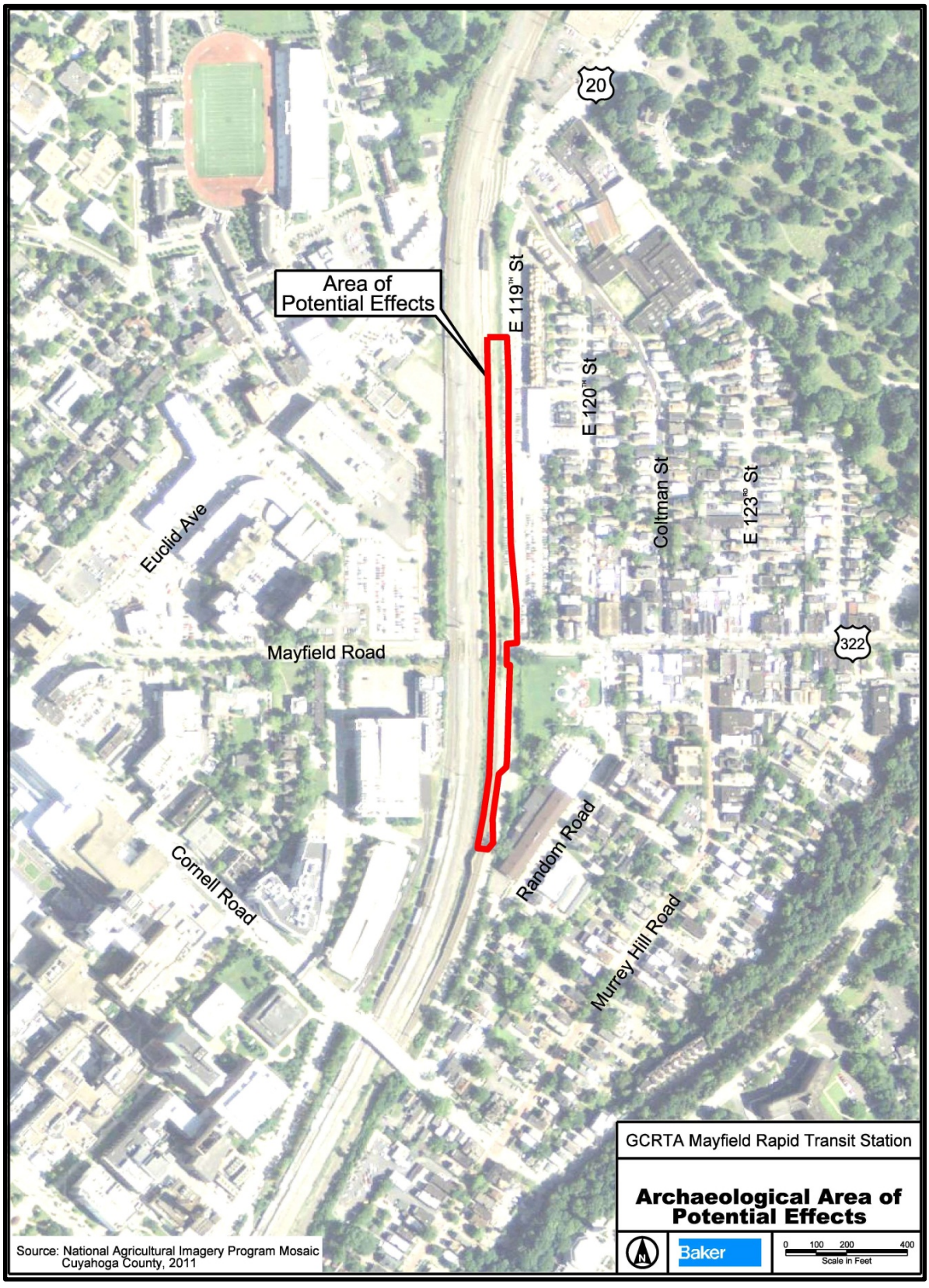

Figure 11 - Archaeological APE Map.

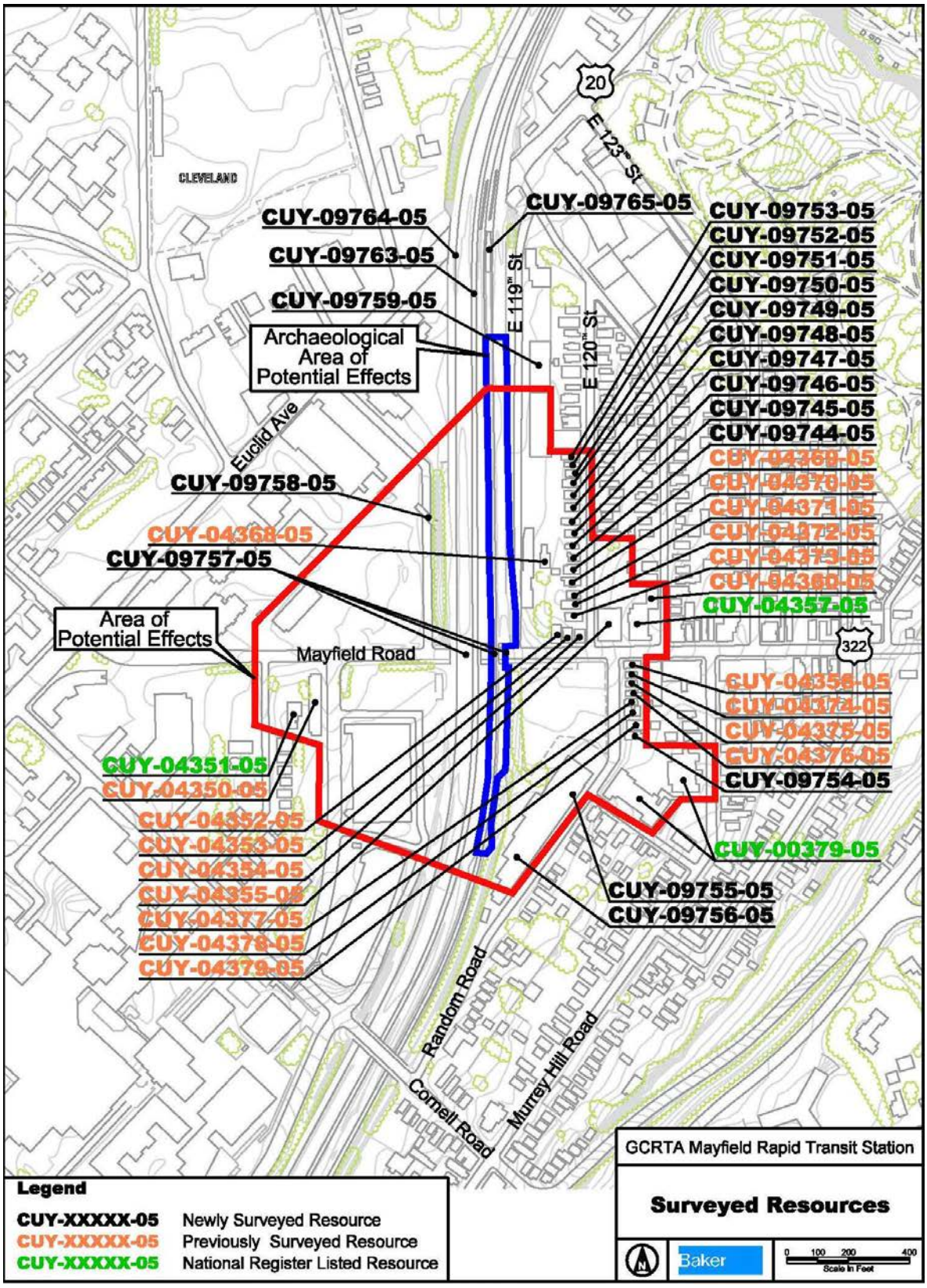

Figure 12 – Surveyed Cultural Resources within the History/Architecture and the Archaeological APEs.

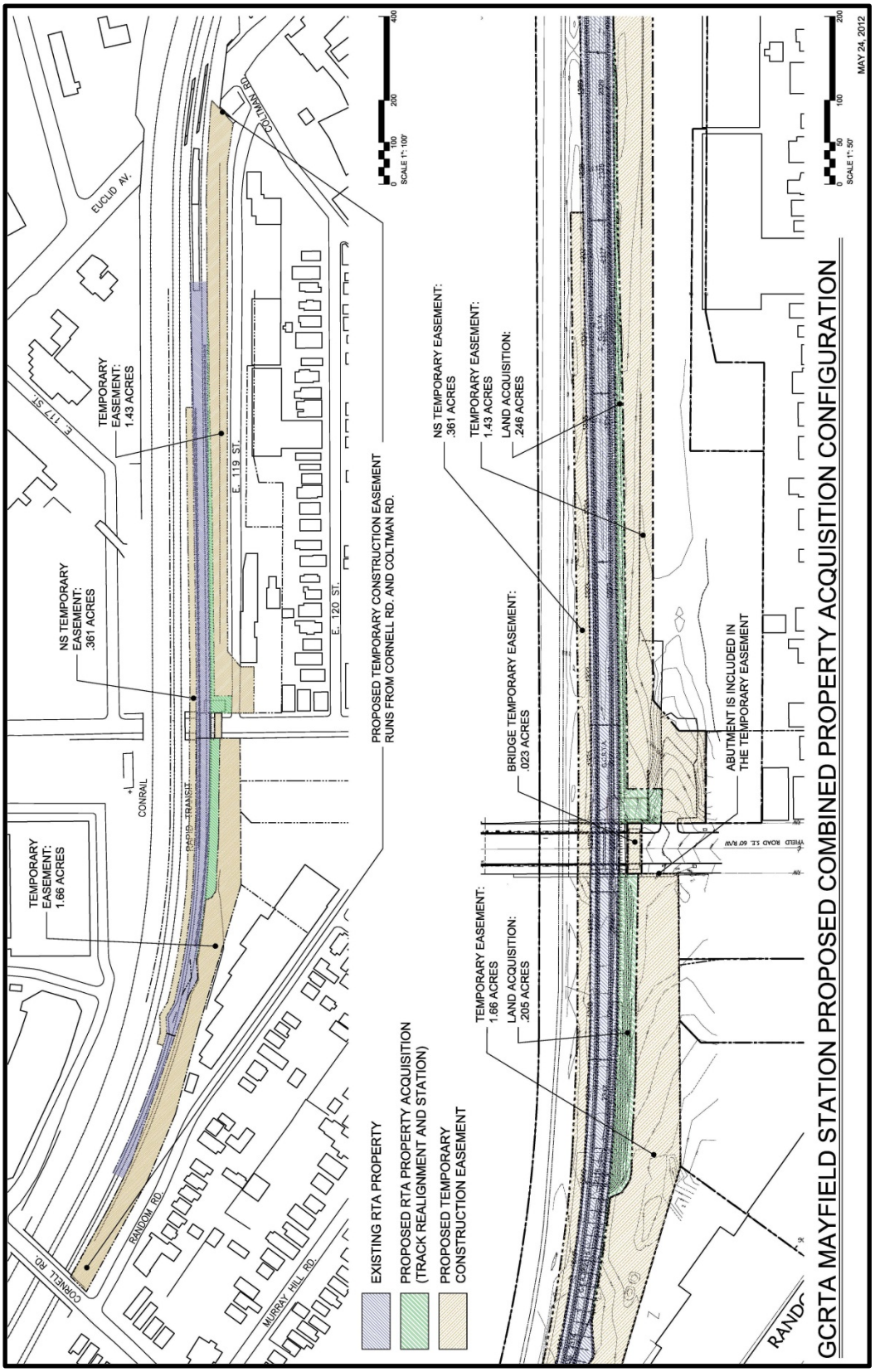

Figure 13 – Property Acquisition Map

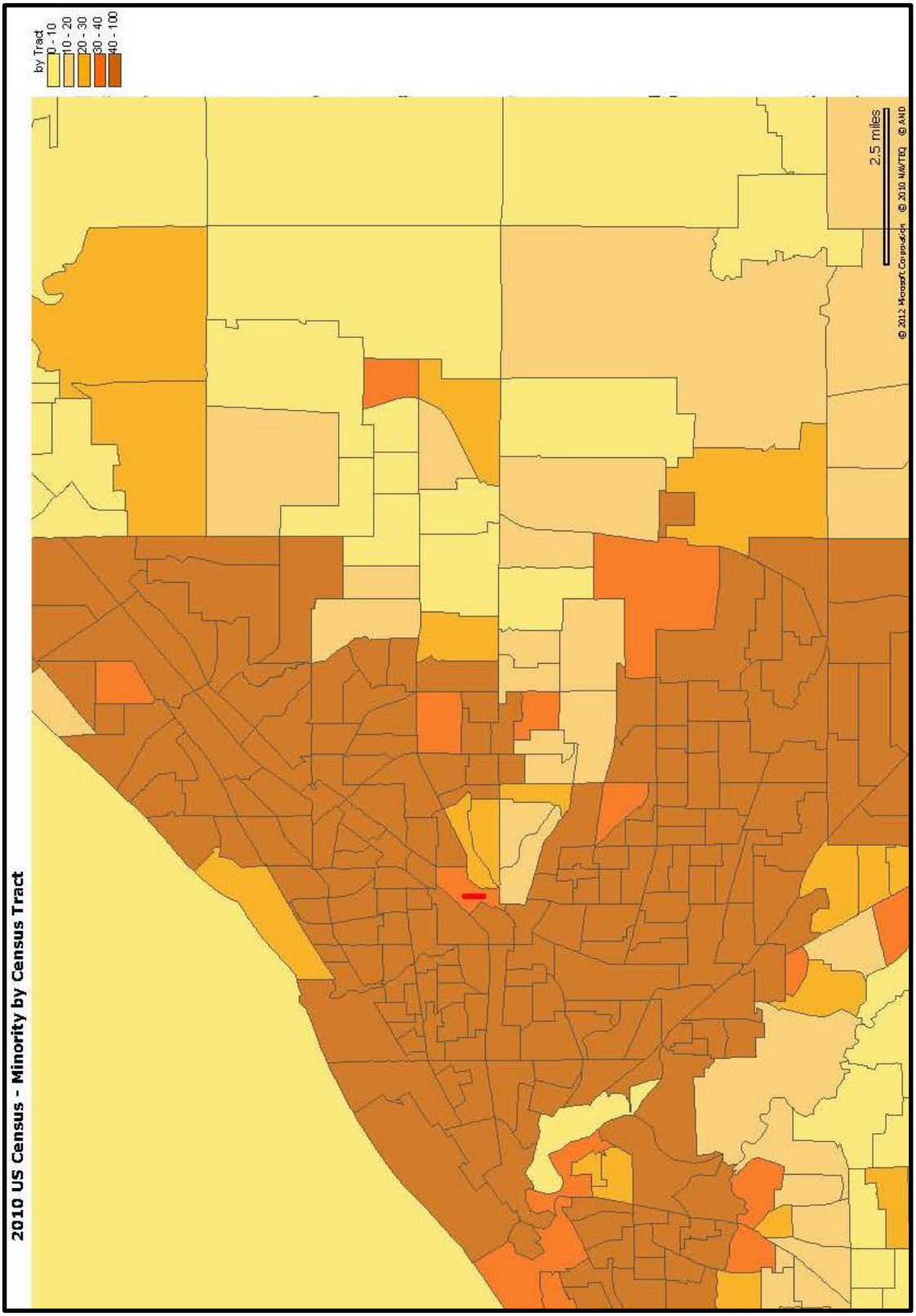

Figure 14 – 2010 United States Census Minority Population Map by Census Tract. The Project Site is in Red.

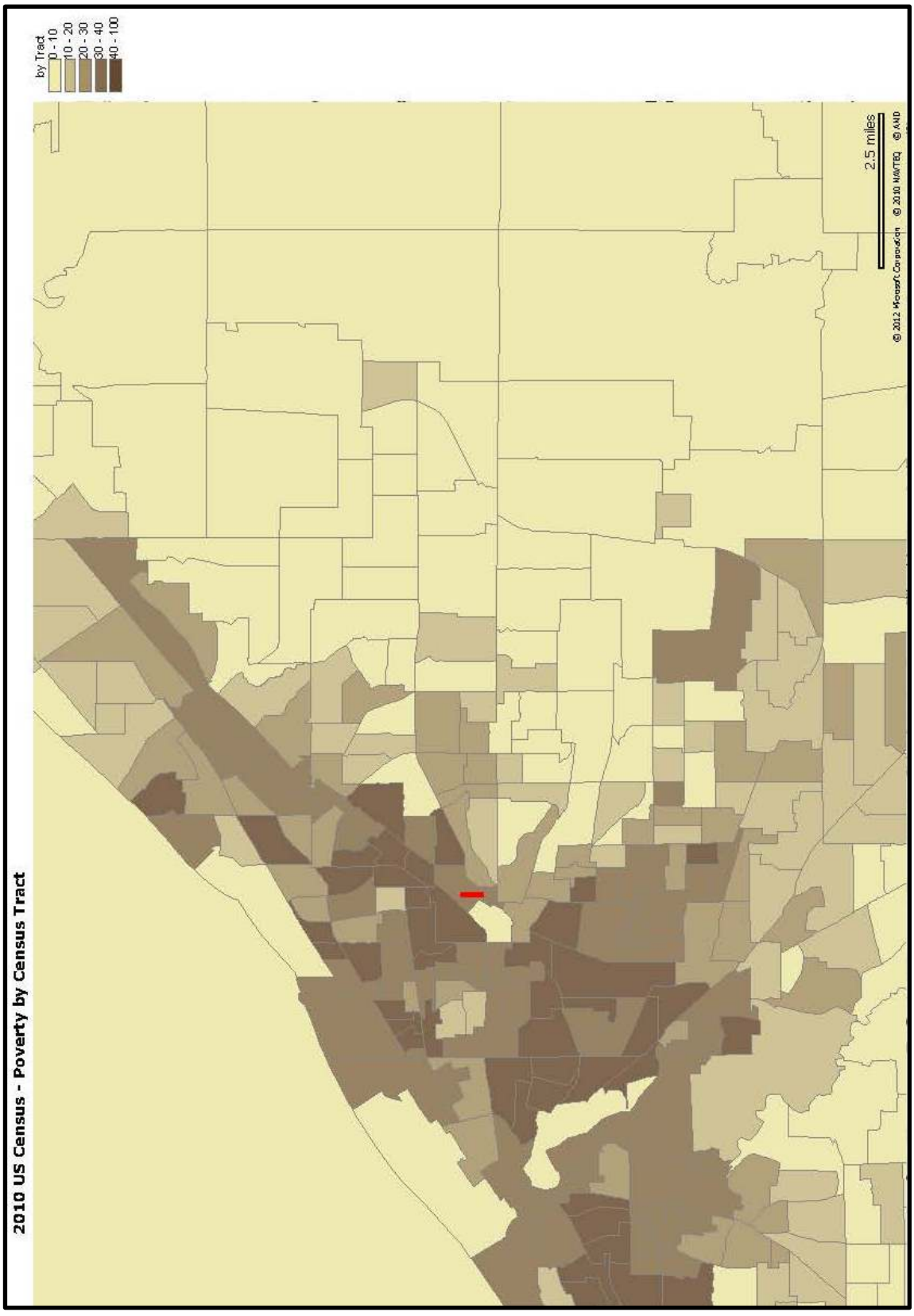

Figure 15 – 2010 United States Census Poverty Population Map by Census Tract. The Project Site is in Red.

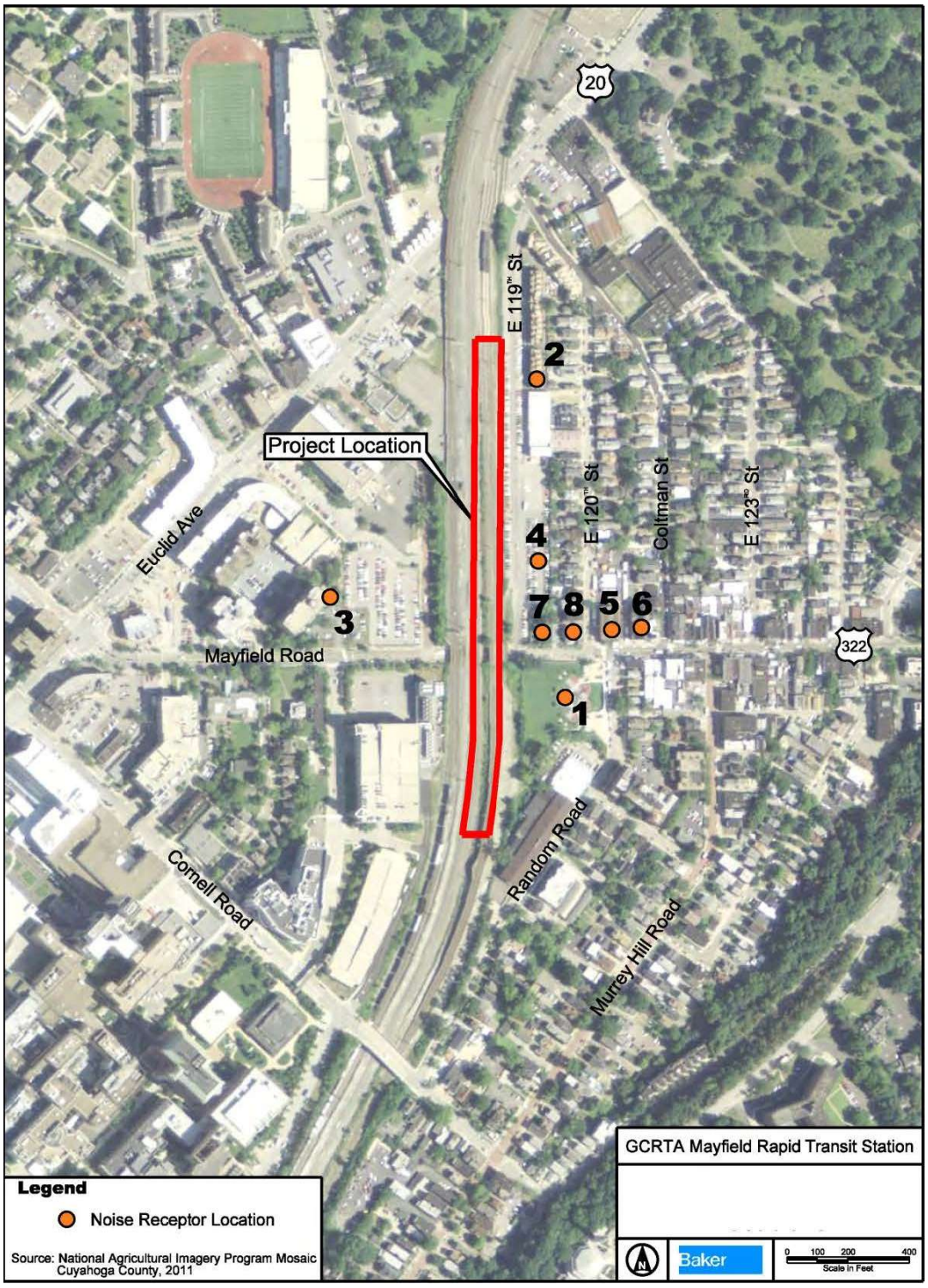

Figure 16 – Identified Sensitive Noise Receptors Map.

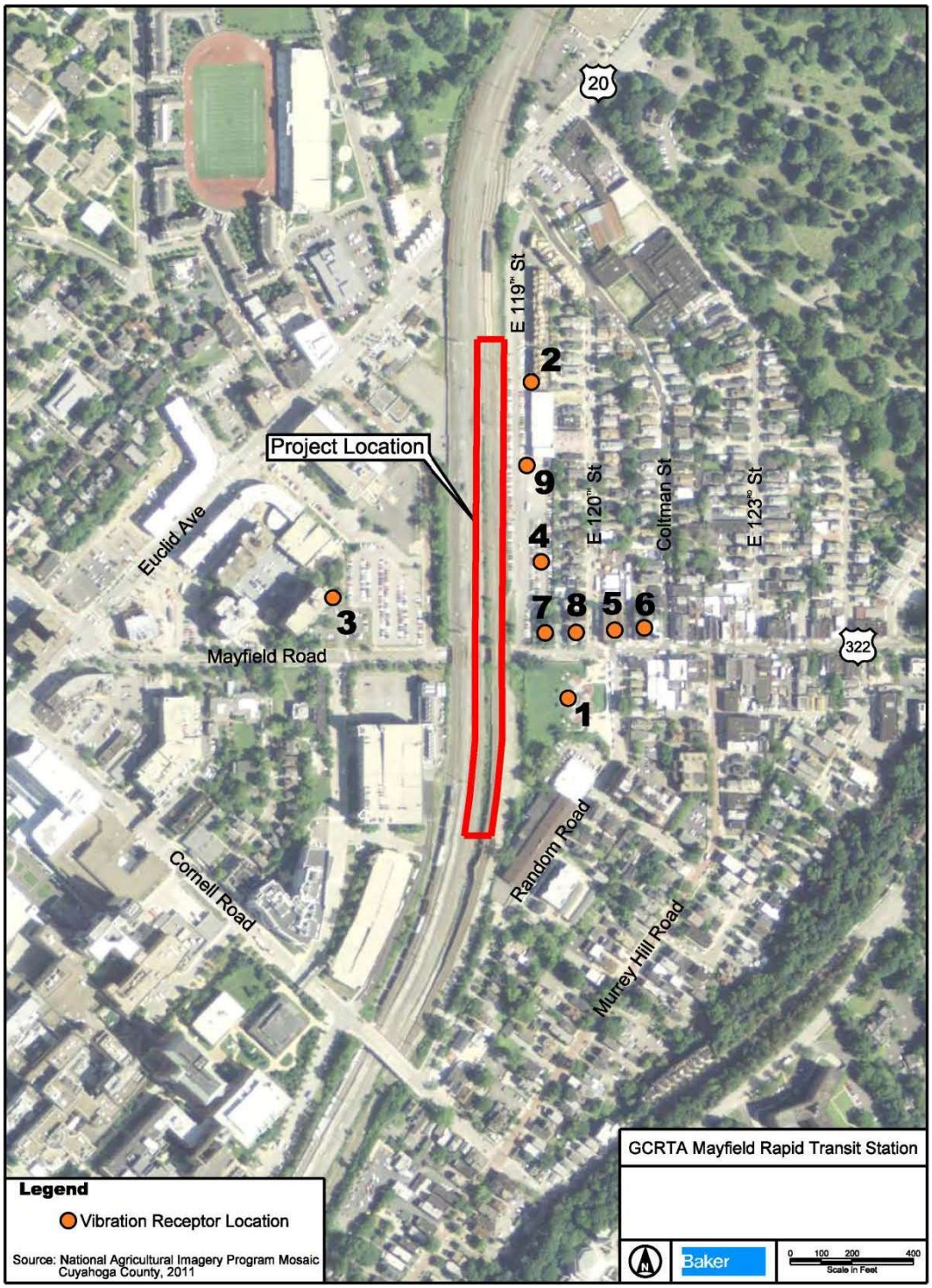

Figure 17 – Identified Sensitive Vibration Receptors Map.

Figure 18 – National Wetland Inventory (NWI) Map.

Figure 19 – FEMA Flood Insurance Rate Map (FIRM) Map.

On Attached DVD

Separate Maps and Plans:

- **August 31, 2012 Renderings**
- **September 11, 2012 30% Design Plans**
- **BR86 Bridge Inspection Report**
- **BM191 Bridge Inspection Report**
- **General Bridge Inspection Report**
- **Existing Station Plan Sheet (4 files)**

APPENDIX B: PLANNING BACKGROUND REPORTS

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APPENDIX C: CULTURAL RESOURCES

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APPENDIX D: ENVIRONMENTAL SITE ASSESSMENTS

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APPENDIX E: NOISE AND VIBRATION STUDY

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APPENDIX F: REVIEW AGENCY COORDINATION

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APPENDIX G: PUBLIC OUTREACH MEETING MINUTES AND AGENCY COMMENTARY

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