



U.S. Department
of Transportation
**Federal Transit
Administration**

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April 4, 2013

Mr. Joseph A. Calabrese, CEO
General Manager/Secretary-Treasurer
Greater Cleveland Regional Transit Authority
Programming and Planning Department
1240 West 6th Street
Cleveland, Ohio 44113

RE: Finding of No Significant Impact (FONSI), Little Italy – University Circle Rapid Transit Station

Dear Mr. Calabrese:

The Federal Transit Administration (FTA) has completed its review of the Environmental Assessment (EA) and related supporting documentation submitted to us for the referenced project. Based on our review of the material submitted in accordance with the National Environmental Policy Act (NEPA) and 23 CFR §771.119 and in accordance with the requirements of 23 CFR §771.121, it is our finding that there are no significant environmental impacts associated with the construction and operation of the project. Therefore, FTA adopts the description, environmental determinations, and all mitigation commitments presented in the EA that are relevant to the selected alternative and a Finding of No Significant Impact (FONSI).

A copy of the FONSI is enclosed. This letter of approval and the FONSI are good for a period of three years from the date of this letter (April 4, 2013). Should construction not begin by that time or any substantial changes that produce additional effects to the selected alternative or affected environment occur, FTA may require supplemental EA documentation.

A Notice of Availability (NOA) of the EA and FONSI must be sent by Greater Cleveland Regional Transit Authority (GCRTA) to the affected units of Federal, State and local government and the EA and FONSI shall be made available from the GCRTA and FTA upon request by the public, in accordance with 23 CFR 771.121(b).

Thank you for your cooperation in meeting the requirements of NEPA. If you need further assistance, please contact Ms. Susan Weber at (312) 353-3888 or susan.weber@dot.gov.

Sincerely,



Marisol R. Simón
Regional Administrator

Enclosure: FONSI for University Circle – Little Italy Rapid Transit Station EA

Attachments:

Attachment A: Environmental Assessment (February 2013) and Errata Sheet (March 2013)

Attachment B: Environmental Permits, Commitments, and Mitigation (March 2013)

Attachment C: Responses to Public Comments (March 2013)

cc: Maribeth Feke, GCRTA Director, Programming and Planning

Little Italy – University Circle Rapid Transit Station

Cleveland, Ohio

Finding of No Significant Impact (FONSI)

by the

U.S. Department of Transportation

Federal Transit Administration

The Federal Transit Administration (FTA) has determined, in accordance with 23 CFR §771.121, that the proposed Little Italy – University Circle Rapid Transit Station Project will have no significant adverse impacts on the environment.

This Finding of No Significant Impact (FONSI) is based on the Little Italy – University Circle Rapid Transit Station Environmental Assessment (EA), issued in February 2013 and incorporated by reference, other documents and attachments as itemized in this FONSI, and the findings herein. The EA and these other documents have been independently evaluated by the FTA and determined to accurately discuss the project purpose, need, environmental issues, impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

**FEDERAL TRANSIT ADMINISTRATION
REGION 5**

Finding of No Significant Impact

Project: Little Italy – University Circle Rapid Transit Station
Applicant: Greater Cleveland Regional Transit Authority (GCRTA)
Project Location: Cleveland, Ohio
FTA Grant No.: OH-79-0003

Introduction

This document provides the basis for a determination by the Federal Transit Administration (FTA), U.S. Department of Transportation, of a Finding of No Significant Impact (FONSI) for the Little Italy – University Circle Rapid Transit Station (RTS) project. This determination is made in accordance with the National Environmental Policy Act (NEPA) implementing regulations (42 U.S.C. §4332 *et seq.*) and the Federal Transit Administration's NEPA implementing procedures (23 C.F.R. § 771.121).

In December 2011, FTA announced a \$12.5 million Transportation Investment Generating Economic Recovery (TIGER) grant award to support an RTS project within the City of Cleveland, Ohio. TIGER is a component of the American Recovery and Reinvestment Act of 2009. This project is consistent with the Greater Cleveland Regional Transit Authority's (GCRTA) *Imagine RTA - Strategic Plan 2010 - 2020*.

The FTA is lead agency for the proposed action – the Little Italy – University Circle RTS TIGER Project. As the grant recipient, the GCRTA is the project sponsor.

Proposed Project

The proposed action consists of a new Little Italy – University Circle RTS with associated reconstruction of the Mayfield Road Rapid Transit Bridges. 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 station will be built approximately 1,200 feet to the south of the existing station adjacent to Mayfield Road. The one-story headhouse and passenger platform will be constructed between the eastbound and westbound GCRTA Red Line tracks. The bridge

rehabilitation and station construction projects were combined to achieve efficiency in construction schedule and cost.

Alternatives Considered

Four alternatives for the Little Italy – University Circle RTS for improving access have been considered, including a center platform of varying width with either relocation of the existing westbound or eastbound transit mainline tracks (Alternatives 1A, 1B, and 1C) as well the construction of dual-side (outside) platforms (Alternative 2). These alternatives are compared to the No-Build scenario to assess impacts.

The following alternative was selected for the proposed action and is consistent with the scope of work in the TIGER grant. Alternative 1C is a center platform (17-foot wide) with existing westbound transit mainline track to remain on the existing GCRTA westbound bridge. The existing GCRTA eastbound bridge and approximately 1,450 feet of eastbound transit mainline track will be relocated approximately 10 feet to the east. This alternative will ensure tangency for ADA loading.

Public Involvement

A public meeting was held at the Alta House, 12510 Mayfield Road in Cleveland on July 31, 2012. The environmental assessment (EA) was made available to the public through a notice published in the local newspapers of general circulation. Written comments on the EA were accepted for a 30-day time period from February 11 through March 13, 2013. A second public meeting was held Thursday, February 21, 2013 at Holy Rosary Church Hall, 12021 Mayfield Road in Cleveland. Additional details on this meeting are provided in Attachment C: Response to Public Comments.

Agency Coordination

Agency coordination took place throughout the project and documentation is included in Appendix F of the EA. State and federal agencies included the Ohio Historic Preservation Office (OHPO), Ohio Division of Natural Resources (ODNR), and United States Fish and Wildlife Services (USFWS). Local coordination was done with the Cleveland Landmarks Commission (CLC) and the Little Italy Redevelopment Corporation (LIRC). Notably, early coordination with the CLC resulted in their guidance on the boundaries of NRHP-eligibility for the Little Italy Historic District, which was outside the area of the project's direct impact.

Comments on the EA

Public comments were accepted at the public meeting and during the 30-day comment period by the GCRTA and FTA via mail, email, and the GCRTA website. Comments were received and

responses to all of these comments are addressed in Attachment C: Response to Public Comments.

Five comments were received that were specific to the Environmental Assessment document. Following the public comment period, minor changes were made to the environmental commitments and mitigation measures for the project to address three comments received from the United States Environmental Protection Agency (EPA). These changes are reflected in the Environmental Permits, Commitments, and Mitigation table included as Attachment B. Additionally, a comment was made regarding the geographic extent of the environmental studies, specifically whether or not the studies included the freight railroads. This project and corresponding EA does not cover the freight railroads or freight rail bridges, as the scope of the project is limited to the construction of the new Rapid Transit Station and the rehabilitation of the GCRTA rail bridges. There is no direct use of or change to the freight rail as a result of this project, therefore the EA does not examine it. Finally, based on public comment, the station name will officially be Little Italy – University Circle Rapid Transit Station since it is located directly in the Little Italy neighborhood.

Environmental Consequences/Findings

The following resource categories were investigated and were determined to be potentially affected through implementation of the proposed action:

Land Use: Implementation of the proposed action is consistent with existing land use plans. The RTS track would be entirely located within existing transportation right-of-way (ROW). No relocations or displacements of homes or businesses would occur as a result of the proposed action. The proposed action would have no adverse effects on land use.

Historic Resources: Historic, architectural and archaeological resources within the project's Area of Potential Effects (APE) were identified and evaluated in compliance with Section 106 of the National Historic Preservation Act of 1966, the regulations of the Advisory Council on Historic Preservation (36 CFR 800) and the guidelines provided by OHPO. FTA made the determination of No Adverse Effects for the history/architecture resources and No Historic Properties Affected for archaeological resources; OHPO concurred with these findings on November 12, 2012.

As part of the evaluation process, meetings were held with the CLC and Little Italy Redevelopment Corporation Design Review Board (LIRCDRB) in August 2012 (see Appendix C of the EA for meeting minutes). As a result of this meeting, the CLC sent a letter to OHPO to present their guidance on the NRHP eligible district boundaries for Little Italy Historic District. Notably, early coordination with the CLC resulted in their guidance on the boundaries of NRHP-eligibility for the Little Italy Historic District, which was outside the area of the project's direct impact.

In September 2012, the 30% complete design plans were presented to the CLC and LIRCDRB for their review and comment. The CLC found that proposed project will not adversely affect any

significant historical or aesthetic feature of the Little Italy Landmarks District and is appropriate and consistent with the spirit and purposes of the Landmarks Commission Chapter of the City of Cleveland's Codified Ordinances. The LIRCDRB recommended and unanimously approved the proposed project and station design as presented. The CLC passed a motion to approve a Certificate of Appropriateness for the construction of the RTS. Certificate of Appropriateness 12-056 was issued for the project. Meeting minutes and the Certificate of Appropriateness are in Appendix F of the EA.

Hazardous and Regulated Materials: Phase I and Limited Phase II Environmental Site Assessments (ESA) were performed in 2009 and updated in 2012. The 2012 update assessed the original property evaluated in 2009 (east of the GCRTA Redline tracks), as well as land located east of the GCRTA Redline tracks (see Appendix D of the EA).

The property west of the GCRTA Redline tracks was proposed for Alternative 2; however, Alternative 2 was eliminated and the acquisition of the land west of the GCRTA Redline was not required for the project. The 2012 update included the land required for Alternative 1C, the Preferred Alternative (dual side platforms). Soils on the east side of the GCRTA Redline were found to contain low concentrations of arsenic and benzo(a)pyrene that exceeded residential standards, but were well below commercial/industrial and construction/excavation standards. The compounds detected in soils were found to be of no concern for the project because they are associated with the past land uses (railroads) and the future land use will be maintained as a heavy-rail RTS.

Travel Patterns and Access: 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 implementation of the proposed action would not affect existing bus service. No streets would be permanently closed; temporary impacts would occur during the construction phase. The proposed action would have no long term adverse effects regarding travel patterns and access within the surrounding area. See Appendix A of the EA for project plans.

Social/economic Impacts: The proposed action would enhance connectivity and transit access to the community. The Little Italy - University Circle RTS will enhance transit options within the community, including persons with disabilities. The proposed action would have no adverse effects regarding social/economic impacts.

Environmental Justice: No reduction in transit opportunities would occur; in fact, the proposed action represents an additional affordable transit option available to all persons in the project area. No disproportionate, adverse impacts are anticipated to occur to the low-income or minority communities in the project area.

Indirect and Cumulative Impacts: The project is compliant with all local and Metropolitan Planning Organization (MPO) long range plans and master plans, and is consistent with all current and proposed development and redevelopment efforts being undertaken within the

project vicinity. The proposed action, in addition to other development projects in greater Cleveland in the context of existing land use development regulations and other environmental regulatory protections, would not result in substantial, adverse, cumulative impacts. The proposed project will not introduce increased noise or vibration elements into the neighborhood, it will not directly or indirectly affect Tony Brush Park, and it will meet local design requirements. The design has been approved by both the Little Italy Design Review Board and City of Cleveland's Landmarks Commission. The project will not result in any negative secondary impacts.

Safety and Security: The construction and operation of the proposed project enhances safety and security associated with the existing station. No adverse impacts are anticipated.

Construction Phase Effects: Construction phase effects would occur with respect to noise, air quality, water resources, road and lane closures, GCRTA Red Line closure; and sediment and soil erosion with the grading, excavation, and construction of an earthen berm. The project will be constructed in accordance with best management practices. These are detailed in Attachment B (Environmental Permits, Commitments, and Mitigation). Implementing mitigation measures detailed in Attachment B would minimize the temporary effects of construction on the previously mentioned resource areas.

The following resource categories were thoroughly investigated and were determined not to be substantially affected through implementation of the proposed action: land use and zoning, air quality, traffic, archaeological resources, socioeconomics, Environmental Justice, parks and recreation, noise and vibration, wetlands, floodplains, water quality and resources, ecological areas, and threatened and endangered species. Additional information for all resource categories may be found in the EA.

Environmental Permits, Commitments, and Mitigation Measures

The EA describes the environmental permits, commitments, and mitigation measures that are required of the GCRTA as conditions of this FONSI. These permits, commitments, and mitigation measures are also tabulated in FONSI – Attachment B. These commitments are based on the potential mitigation and monitoring measures identified in the EA. The FTA finds that with the implementation of these measures all parties have taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the proposed action.

Environmental Finding

The following documents are attached and incorporated by reference as part of this FONSI:

- Attachment A: Environmental Assessment (February 2013) and Errata Sheet (March 2013)
- Attachment B: Environmental Permits, Commitments, and Mitigation (March 2013)
- Attachment C: Responses to Public Comments (March 2013)

Section 4(f): Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. 303, declares a national policy that a special effort should be made to preserve the natural beauty of public parks, recreational areas, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may not approve transportation projects that adversely affect such resources unless a determination is made that there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm (23 CFR Part 774). There are no wildlife and waterfowl refuges in the vicinity of the project. The proposed project will not use any park, recreational areas, or historic site protected by Section 4(f).

Based on the environmental assessment and its associated supporting documents, the Federal Transit Administration finds pursuant to 23 C.F.R. § 771.121 that there are no significant impacts on the environment associated with the construction and operation of the proposed University Circle – Little Italy RTS project.



Marisol R. Simón
Regional Administrator
Federal Transit Administration

DATE 4-4-2013

Attachment A

Environmental Assessment and Errata Sheet

ERRATA SHEET

General Correction

- The official station title has changed from University Circle – Little Italy Rapid Transit Station to Little Italy – University Circle Rapid Transit Station. This change applies to all references to the station name in the Environmental Assessment.

Executive Summary

Page viii

- Mitigation measures for Auditory in Project Impacts and Mitigation Measures for Preferred Alternative 1C table, additional detail and clarification, strike and replace existing text: ~~“GCRTA will coordinate with the construction contractor the operation parameters to be agreed upon by the GCRTA and the responsible agency or government entity. Contractor will follow construction noise control specifications and operational parameters per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control) and City of Cleveland local ordinance.”~~
- Mitigation measure for Equipment Air Quality in Project Impacts and Mitigation Measures for Preferred Alternative 1C table, additional detail and clarification, supplement existing text: ~~“Contractor will follow the protection of air resources specifications per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control). GCRTA will coordinate with the construction contractor to require that project equipment will be maintained to manufacturer's recommended specifications. GCRTA requires that all of contractor's diesel equipment be fueled with highway grade diesel. Following the recommendation from the USEPA, GCRTA will provide the contractor with the USEPA's list of potential measures to limit diesel emissions during construction to use at their discretion. The full correspondence with the USEPA, including the list, can be found in Attachment C, Section 4.3 of the Finding of No Significant Impact (FONSI).”~~
- Mitigation measure for Road and Lane Closures in Project Impacts and Mitigation Measures for Preferred Alternative 1C table, additional detail and clarification, strike and replace existing text: ~~“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. All traffic signs and devices shall conform to the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). The contractor must notify GCRTA, the City of Cleveland (including police, fire and EMS), and the Ohio Department of Transportation (ODOT) two (2) weeks or fourteen (14) days in advance of all lane closures and traffic pattern changes, and two (2) weeks or fourteen (14) days in advance of complete closure of Mayfield Road. This will be done according to GCRTA Technical Specifications for Construction (Section 015526 - Maintenance of Vehicular and Pedestrian Traffic) and ODOT Construction and Material Specification 614. The contractor is required to obtain all necessary permits. Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction.”~~

- Add row to Project Impacts and Mitigation Measures for Preferred Alternative 1C table, after Road and Lane Closures. See below.

Resource Involvement	Impact	Mitigation Measures
GCRTA Red Line Closure	GCRTA EB and WB Red Line Closure of approximately 30 days during construction	The contractor must notify GCRTA two (2) weeks or fourteen (14) days in advance of complete closure of the GCRTA Red Line. This will be done according to GCRTA Technical Specifications for Construction (Section 015010 - Maintenance of Rail Traffic and Resumption of Revenue Service). The contractor is required to obtain all necessary permits.

- Mitigation measure for Grading, Excavation and Construction of Earthen Berm in Project Impacts and Mitigation Measures for Preferred Alternative 1C table, additional detail and clarification, supplement existing text: “Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated in the project plans, including a Stormwater Pollution Prevention Plan (SWPPP). The contractor, per GCRTA Technical Specifications for Construction (Sections 015713 - Temporary Environmental Control, 312300 - Earthwork and 312553 - Sediment Control), 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. Since the area of disturbance will be over an acre, GCRTA will ensure that a NPDES permit is obtained from the Ohio EPA.”

Section 3.17 – Construction Impacts

Page 32

- Paragraph 3, 2nd sentence, strike and replace text: “The contractor shall advise GCRTA, ODOT and the City of Cleveland ~~eighteen (18)~~ fourteen (14) days in advance of when the detour routes will be in effect.”
- Following Paragraph 3, insert the following paragraph regarding the closure of the Red Line: “During construction, the EB and WB Red Line tracks will be closed for approximately 30 days while tracks and catenary infrastructure are being relocated. The contractor shall advise GCRTA of the closure dates as soon as the construction schedule is finalized. The closure will be done according to GCRTA Technical Specifications for Construction.”

Section 3.19 – Resources with Limited Effect and Summary of Mitigation Measures

Page 34

- Impact for Property Acquisition in Table 7, replace text: “Temporary: 3.47 acres/2 3 Private Parcels”
- Mitigation measures for Auditory in Table 7, additional detail and clarification, strike and replace existing text: “~~GCRTA will coordinate with the construction contractor the operation parameters to be agreed upon by the GCRTA and the responsible agency or government entity. Contractor will follow construction noise control specifications and operational parameters per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control) and City of Cleveland local ordinance.~~”

- Mitigation measure for Equipment Air Quality in Table 7, additional detail and clarification, supplement existing text: “Contractor will follow the protection of air resources specifications per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control). GCRTA will coordinate with the construction contractor to require that project equipment will be maintained to manufacturer's recommended specifications. GCRTA requires that all of contractor's diesel equipment be fueled with highway grade diesel. Following the recommendation from the USEPA, GCRTA will provide the contractor with the USEPA's list of potential measures to limit diesel emissions during construction to use at their discretion. The full correspondence with the USEPA, including the list, can be found in Attachment C, Section 4.3 of the Finding of No Significant Impact (FONSI).”
- Mitigation measure for Road and Lane Closures in Table 7, additional detail and clarification, strike and replace existing text: “~~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. All traffic signs and devices shall conform to the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). The contractor must notify GCRTA, the City of Cleveland (including police, fire and EMS), and the Ohio Department of Transportation (ODOT) two (2) weeks or fourteen (14) days in advance of all lane closures and traffic pattern changes, and two (2) weeks or fourteen (14) days in advance of complete closure of Mayfield Road. This will be done according to GCRTA Technical Specifications for Construction (Section 015526 - Maintenance of Vehicular and Pedestrian Traffic) and ODOT Construction and Material Specification 614. The contractor is required to obtain all necessary permits. Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction.~~”
- Add row to Table 7, after Road and Lane Closures. See below.

Resource Involvement	Impact	Mitigation Measures
GCRTA Red Line Closure	GCRTA EB and WB Red Line Closure of approximately 30 days during construction	The contractor must notify GCRTA two (2) weeks or fourteen (14) days in advance of complete closure of the GCRTA Red Line. This will be done according to GCRTA Technical Specifications for Construction (Section 015010 - Maintenance of Rail Traffic and Resumption of Revenue Service). The contractor is required to obtain all necessary permits.

- Mitigation measure for Grading, Excavation and Construction of Earthen Berm in Table 7, additional detail and clarification, supplement existing text: “Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated in the project plans, including a Stormwater Pollution Prevention Plan (SWPPP). The contractor, per GCRTA Technical Specifications for Construction (Sections 015713 - Temporary Environmental Control, 312300 - Earthwork and 312553 - Sediment Control), 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. Since the area of disturbance will be over an acre, GCRTA will ensure that a NPDES permit is obtained from the Ohio EPA."

Attachment B

Environmental Permits, Commitments, and Mitigation

Environmental Permits, Commitments and Mitigation				
No.	Impact/Mitigation Measure	Implementation and Monitoring	Responsible Party	Timing
1	<u>Historic and Archaeological Resources</u> 3 NRHP listed or eligible resources and 1 NRHP eligible district were identified in the project's APE. An overall project finding of "No Adverse Effect" was determined. Design review and approval received by the Little Italy Design Review and the Cleveland Landmarks Design Review. No archaeological resources were identified with the construction limits, however the area east of E. 119th Street may contain partial foundations or remnants of these structures. This area is outside the archaeological APE (the construction limits) and will not be impacted by the project or construction activities.	GCRTA will inform and coordinate with the design review boards if substantial changes to the scope of the project are made before construction. Contractor will ensure that no construction activities, including staging and lay-down areas, will occur outside the identified construction limits	GCRTA	Final Design, Construction
2	<u>Property Acquisition</u> Permanent: Approx. 0.45 acres from 2 private parcels; no relocations; no buildings or structures. Temporary: Approx. 3.47 acres from 3 private parcels; no relocations; no buildings or structures.	The permanent and 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 statutes.	GCRTA	Property Acquisition, Construction
3	<u>Hazardous Materials</u> Soils with arsenic and benzo(a)pyrene concentrations exceeded residential direct soil standards, however, they are well below the commercial/industrial and construction/excavation standards. These compounds are not a concern for the project based on the intended use of the project site.	Contractor will follow soil handling specifications per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control).	GCRTA	Construction
4	<u>Construction Activity Impact (Auditory)</u> Temporary short-term audible impacts from construction activities and construction equipment noise. Given the project design, it is anticipated that blasting or pile driving will not be necessary.	Contractor will follow construction noise control specifications and operational parameters per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control) and City of Cleveland local ordinance.	GCRTA, City of Cleveland	Final Design, Construction

Environmental Permits, Commitments and Mitigation				
No.	Impact/Mitigation Measure	Implementation and Monitoring	Responsible Party	Timing
5	<u>Construction Activity Impact (Equipment Air Quality)</u> Exhaust from construction equipment.	Contractor will follow the protection of air resources specifications per GCRTA Technical Specifications for Construction (Section 015713 - Temporary Environmental Control). GCRTA will coordinate with the construction contractor to require that project equipment will be maintained to manufacturer's recommended specifications. Following the recommendation from the USEPA, GCRTA will provide the contractor with the USEPA's list of potential measures to limit diesel emissions during construction to use at their discretion. The full correspondence with the USEPA, including the list, can be found in Attachment C, Section 4.3.	GCRTA	Construction
6	<u>Construction Activity Impact (Road and Lane Closures)</u> Temporary closure of Mayfield Road (Maximum of 1 week during bridge relocations). Periodic temporary lane closures under the bridges on Mayfield Road during construction.	All traffic signs and devices shall conform to the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). The contractor must notify GCRTA, the City of Cleveland (including police, fire and EMS), and the Ohio Department of Transportation (ODOT) two (2) weeks or fourteen (14) days in advance of all lane closures and traffic pattern changes, and two (2) weeks or fourteen (14) days in advance of complete closure of Mayfield Road. This will be done according to GCRTA Technical Specifications for Construction (Section 015526 - Maintenance of Vehicular and Pedestrian Traffic) and ODOT Construction and Material Specification 614. The contractor is required to obtain all necessary permits. Local access to all properties within the project construction limits will be maintained at all times during all phases of project construction.	GCRTA, City of Cleveland, ODOT	Final Design, Construction

Environmental Permits, Commitments and Mitigation				
No.	Impact/Mitigation Measure	Implementation and Monitoring	Responsible Party	Timing
7	<u>Construction Activity Impact (GCRTA Red Line Closure)</u> Temporary closure of the EB and WB Red Line tracks (Approximately 30 days during track relocation)	The contractor must notify GCRTA of Red Line closure needs as soon as the construction schedule is finalized. This will be done according to GCRTA Technical Specifications for Construction (Section 015010 - Maintenance of Rail Traffic and Resumption of Revenue Service). The contractor is required to obtain all necessary permits.	GCRTA, City of Cleveland, ODOT	Final Design, Construction
8	<u>Construction Activity Impact (Grading, Excavation, and Construction of Earthen Berm)</u> Sediment and Soil Erosion.	Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated into the project plans, including a a Stormwater Pollution Prevention Plan (SWPPP). The construction contractor, per GCRTA Technical Specifications for Construction (Sections 015713 - Temporary Environmental Control, 312300 - Earthwork and 312553 - Sediment Control), 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. Since the area of disturbance will be over an acre, GCRTA will ensure a NPDES permit is obtained from the Ohio EPA.	GCRTA	Final Design, Construction

Attachment C

Responses to Public Comments

RESPONSES TO PUBLIC COMMENTS ON THE ENVIRONMENTAL ASSESSMENT GCRTA LITTLE ITALY - UNIVERSITY CIRCLE



RAPID TRANSIT STATION

City of Cleveland, Cuyahoga County, Ohio

Date: March 26, 2013

Prepared by:

Greater Cleveland Regional Transit Authority (GCRTA)

In cooperation with the:

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



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1.0 Introduction

This Response to Comments Report includes comments received during the 30-day comment period following the release and circulation of the Environmental Assessment (EA) document. The environmental process followed by the Greater Cleveland Regional Transit Authority (GCRTA) and the Federal Transit Administration (FTA) provides an opportunity for formal public comments regarding the project. All comments that were received by GCRTA during the public and agency comment period are included in this report. A Notice of Availability (NOA) of the EA was published in the Plain Dealer (local newspaper) on February 8, 2013. On February 11, 2013, the NOA was sent to the public officials, stakeholders and consulting parties, the EA was posted on GCRTA's website and hard copies were made available at locations near the project area; see Section 2 for the distribution list. A public meeting was held on February 21, 2013 to discuss the findings of the EA. Comments received at this meeting are also included in this report. The official comment period began on February 11 and ended on March 13, 2013. This document lists each of the comments received during the comment period and provides a response to each comment.

2.0 DISTRIBUTION LIST

Following is the list of individuals and organizations that received the Notice of Availability of the EA and instructions on how to access the electronic version or request a hard copy. Included at the end of the list are the locations that received hard copies of the EA, which were made available for public viewing. Hard copies were also available upon request to GCRTA.

COUNTY OFFICIALS

Yvonne Conwell, Cuyahoga County Council, District 7
Bonita Teeuwen, Cuyahoga County Department of Public Works

CITY OFFICIALS

Kevin Conwell, Cleveland City Council, Ward 9
Robert Brown, City of Cleveland Planning Commission
Daniel Musson, City of Cleveland

FEDERAL AGENCIES

Susan Weber, Federal Transit Administration, Region V
Mary Knapp, United States Fish and Wildlife Service

STATE AGENCIES

Greg Schneider, Ohio Department of Natural Resources
Myron Pakush, Ohio Department of Transportation, District 12
Melinda Bartizal, Ohio Department of Transportation, District 12
Norman West, Ohio Environmental Protection Agency
Lisa Adkins, Ohio Historic Preservation Office

REGIONAL AND LOCAL AGENCIES

Sara Maier, Northeast Ohio Regional Coordinating Agency
Chris Ronayne, University Circle Incorporated
Kevin Slesh, Case Western Reserve University
Lillian Kuri, The Cleveland Foundation
Mary Beth Levine, University Hospitals

Heidi Gartland, University Hospitals
Terry Coyne, Little Italy LLC
Peter Rubin, The Coral Company
Peter Snavelly, Snavelly

CONSULTING PARTIES

Chris Bongorno, University Circle Incorporated
Joanne Brown, Case Western Reserve University
Father Joseph Previte, Holy Rosary Church
Robert Keiser, City of Cleveland Landmarks Commission
Ramond Kritosik, Little Italy Redevelopment Corporation

LIBRARIES AND OTHER LOCATIONS

This Environmental Assessment was available for public viewing at the following locations:

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

UNIVERSITY LIBRARIES

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

LOCAL ORGANIZATION OFFICES

University Circle Incorporated

10831 Magnolia Drive
Cleveland, Ohio 44106

Alta House

12510 Mayfield Road
Cleveland, Ohio 44106

3.0 COMMENTS RECEIVED AND RESPONSES

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
1	E-mail	2/21/2013	Tracy Love	Will there be another public meeting besides the one scheduled for February 21st.? If so, I would like to know the times and locations. I'm an Environmental Health & Safety student and I would like have the opportunity to observe and learn the process involved with an environmental assessment. I look forward to hearing from you and Thank You	The February 21 meeting was the last public meeting scheduled for this project. However, GCRTA is happy to discuss the project, as well as the federally-regulated environmental assessment process in general.
2	Comment Form	2/21/2013	Stephen Stika	How does the Environmental Assessment extend/blend into the freight rail? Does the Assessment extend to the CSX rail bridge? Does ongoing usage of CSX have lasting impact after construction?*	The Environmental Assessment (EA) for this project does not cover the freight rail tracks or bridges. The scope of the project includes the rehabilitation of the GCRTA rail bridges and the construction of the new Rapid Transit Station (RTS). There is no direct use of or change to the freight rail, therefore the EA does not examine it.
3	Comment Form	2/21/2013	Stephen Stika	What is the scope of work for the existing station?	The scope of the project includes the rehabilitation of the GCRTA rail bridges and the construction of the new rapid transit station. The existing E. 120/Euclid RTS will remain in place; the traction power substation housed within the existing station building will continue to function with access limited to GCRTA personnel. Any demolition of the E. 120/Euclid RTS will occur as part of a separate project.
4	Comment Form	2/21/2013	Stephen Stika	What is the formal name of this station? Being on the historic Little Italy side of the tracks, should the name Little Italy be first in the title?*	The official station title in all publications and signage will be Little Italy - University Circle. This will be reflected in the construction drawings and signage plans.
5	Comment Form	2/21/2013	Stephen Stika	Can architectural tours be included during construction? AIA Associates?	GCRTA often provides tours of construction projects for design and construction professionals. It is likely that this project will be able to accommodate such visits.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
6	Comment Form	2/21/2013	Stephen Stika	Are the existing piers to be re-used? (metal)	New piers will be constructed for the re-located eastbound bridge. They will be similar in design and aesthetic to the westbound piers, which will be rehabilitated and painted.
7	Comment Form	2/21/2013	Stephen Stika	Is there any lead abatement?	Environmental testing found lead-containing paint on the bridge structures. Paint sampling was conducted and results are contained in the hazardous material survey report. While there is no abatement of paint planned, the contractor should be aware of the lead-containing paint during the demolition activities. The contractor is responsible for the safe and proper handling of the painted items according to all Federal, State and local regulations. The contractor will comply with the Occupational Safety and Health Administration (OSHA) Lead Standard, which regulates occupational exposure for lead.
8	Comment Form	2/21/2013	Stephen Stika	What is the porosity of the pre-cast panels? Will they require being cleaned because of the heavy rail?	The concrete panels are a smooth finish and cleaning will be minimal because the GCRTA heavy rail line does not pollute.
9	Comment Form	2/21/2013	Stephen Stika	What new drainage will be added at the lower level?	GCRTA is adding two trench drains and two floor drains at the first floor lobby.
10	Comment Form	2/21/2013	Stephen Stika	Will any in-slab heat (sno-melt) be included in order to avoid using salt on terrazzo flooring?	No. GCRTA does not use in-slab heat. The staff has experience in maintaining terrazzo flooring and will maintain this in accordance with manufacturer's recommendations. Radiant ceiling panels will heat the floor and keep the terrazzo dry.
11	Comment Form	2/21/2013	Stephen Stika	Who are the judges to represent Little Italy?	It is assumed that this comment refers to the public art process. GCRTA has an Arts in Transit Committee comprised of art professionals and local representatives who, with LAND Studio and the project team, will evaluate and select the public art pieces.
12	Comment Form	2/21/2013	Stephen Stika	Private Bridge: Is the intent to purchase?	GCRTA and the private owner are still in negotiations and are exploring a variety of options.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
13	Comment Form	2/21/2013	Stephen Stika	Private Bridge: Artistic renderings show lighting up the private bridge, is this agreed to?	If the private owner remains in control of the bridge, they have agreed to the placement of lighting underneath it.
14	Comment Form	2/21/2013	N/A	(Crossed out and re-ordered station title on all sheets of comment card)*	The official station title in all publications and signage will be Little Italy - University Circle. This will be reflected in the construction drawings and signage plans.
15	E-mail	2/28/2013	Andrew Tsai	A couple of quick questions, will the underpass/concrete vault be fixed/improved or will it be used in its current state? It really is a difficult place to walk through with all the mud/oil/debris that seems to fall from the tracks and walls. Also, when might we anticipate that underpass to be closed for construction?	<p>As part of the new station project, improvements will be made to both the concrete vault and GCRTA's bridges. The vault will actually be used to house the new station. The walls of the vault under the bridge will be removed to create an open and inviting station area. The renderings in the presentation show this very well (which should be posted by the end of this week). GCRTA's bridges will be rehabilitated, lit, and painted as part of this project as well.</p> <p>This underpass is actually a series of 5 bridges: 2 freight rail bridges, 2 RTA bridges and 1 privately owned bridge. The mud/oil/debris coming from under the freight rail tracks are not and can not be part of this project's scope. These corrections can only be done by NS or CSX.</p> <p>As part of a separate project, GCRTA has secured some funding from NOACA to clean up the area <u>under</u> the other bridges (painting, lighting, pedestrian features, etc). This process was not included in the station project because coordination with the freight railroads can be time-consuming and we did not want to hold up the construction of the new station. That being said, this separate project is moving forward and will provide a great benefit to GCRTA riders and the neighborhood.</p> <p>Construction of the station/GCRTA bridge rehabilitation project is scheduled to begin later this year. A more detailed construction schedule will be available upon selection of a contractor.</p>

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
16	Letter	3/11/2013	Kenneth Westlake USEPA	As noted in the Draft EA, the project is located in a nonattainment area for PM2.5. As such, this project is exempt from transportation conformity analysis under 40 CFR 93.126. However, air emissions during construction may degrade local air quality, particularly with regard to ozone and PM2.5. We recommend that the Final EA include consideration of measures to limit diesel emissions during construction, and we have enclosed a list of potential measures for your use.*	The contractor will follow the protection of air resources specifications per GCRTA Technical Specifications for Construction (Section 015713 – Temporary Environmental Control). GCRTA will coordinate with the construction contractor to require that project equipment will be maintained to manufacturer's recommended specifications. Following the recommendation from the USEPA, GCRTA will provide the contractor with the USEPA's list of potential measures to limit diesel emissions during construction to use at their discretion. The full correspondence with the USEPA, including the list, can be found in Attachment C, Section 4.3.
17	Letter	3/11/2013	Kenneth Westlake USEPA	We also recommend that the Final EA include additional information regarding expected levels of traffic congestion during construction, including an indication of the expected levels of service for affected streets and intersections.*	Traffic impacts during construction will consist of a temporary closure of Mayfield Road in the vicinity of the project (maximum duration of one week) and periodic temporary lane closures. During the closure of Mayfield Road, traffic will be detoured onto Euclid Ave (US 20) and Superior Rd. All traffic signs and devices shall conform to the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). The contractor must notify GCRTA, the City of Cleveland (including police, fire and EMS), and the ODOT two (2) weeks or fourteen (14) days in advance of all lane closures and traffic pattern changes, and two (2) weeks or fourteen (14) days in advance of complete closure of Mayfield Road. This will be done according to GCRTA Technical Specifications for Construction (Section 015526 – Maintenance of Vehicular and Pedestrian Traffic) and ODOT Construction and Material Specification 614. Contractor is required to obtain all necessary permits. Local access to all properties within the construction limits will be maintained at all times during project construction. All of the above measures will help limit traffic impacts to the greatest extent during construction.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
18	Letter	3/11/2013	Kenneth Westlake USEPA	In addition, we recommend that the Final EA include information on what best management practices will be used to control sediment and soil erosion resulting from construction activities. Please note that because the project will disturb more than one acre, GCRTA will need to obtain a stormwater management permit from the Ohio EPA.*	Best Management Practices (BMP) for control of sediment and soil erosion will be incorporated into the project plans, including a Stormwater Pollution Prevention Plan (SWPPP). The construction contractor, per GCRTA Technical Specifications for Construction (Sections 015713 – Temporary Environmental Control, 312300 - Earthwork and 312553 – Sediment Control), 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. Since the area of disturbance will be over an acre, GCRTA will ensure a NPDES permit is obtained.

* = Comment specifically applicable to the Environmental Assessment Document

4.0 ADDITIONAL INFORMATION AND SUPPORTING MATERIAL

4.1 Notice of Availability (Cleveland Plain Dealer – 2/8/2013)

Public Meeting Notice

The Greater Cleveland Regional Transit Authority (GCRTA) invites the public to participate in a Public Meeting regarding the University Circle - Little Italy Rapid Transit Station project's Environmental Assessment (EA). The Federal Transit Administration in cooperation with the Greater Cleveland Regional Transportation Agency (GCRTA) has prepared an Environmental Assessment (EA) Report for the proposed Red Line station to be located on Mayfield Road between E. 117th Street and E. 119th Street in Cleveland, Ohio. This EA compares the Construction of a Rapid Transit Station Alternatives (the Build Alternatives) to a No Build Alternative and identifies potential social, economic, environmental and transportation impacts of the alternatives. At the public meeting, GCRTA will present the elements of the projects as well as the findings of the EA.

Meeting Date and Time:

· Thursday, February 21, 2013
Holy Rosary Church Hall
12021 Mayfield Rd, Cleveland
Ohio
6:00pm

Copies of the EA will be available to be viewed at the following locations on February 11:

- 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

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

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

University Circle Incorporated
10831 Magnolia Drive
Cleveland, Ohio 44106

Alta House
12510 Mayfield Road
Cleveland, Ohio 44106

A copy of the EA is also available on RTA's website (www.riderta.com). A public review period will begin on February 11, 2013 and conclude on March 13, 2013. Written comments should be sent to Greater Cleveland Regional Transit Authority c/o Maribeth Feke, Director of Planning & Programming, 1240 W. Sixth Street, Cleveland, OH 44113, or by email to Valerie Webb at VWEBB@gcrrta.org. All comments received by March 13, 2013 will be included as part of the official record. You may request a copy of the EA by writing to Ms. Feke at the above address. If you require special accommodations, please call Valerie Webb at 216-566-5260.

4.2 Public Meeting Information

The final public meeting for the project was held on February 21, 2013 from 6:00p-8:00p at Holy Rosary Church Hall (12021 Mayfield Road, Cleveland, Ohio 44106). The purpose of the meeting was to present the Environmental Assessment to the public. A brief update on the station design and the status of the public art process were also presented by members of the project team. The format of the public meeting included a formal PowerPoint presentation followed by a question & answer session. Each attendee was given a comment form to provide feedback to the GCRTA project team. A total of seventeen (17) individuals signed in at the meeting; five of those being members of the project team. Following the meeting, the presentation was posted on GCRTA's website (www.riderta.com).

Two written comment forms were collected at the meeting. Comments were also accepted via mail and e-mail through March 13, 2013. Two e-mail comments and one mailed-in set of comments were received.

Public Meeting Advertising included:

- A news release/meeting advertisement posted on GCRTA's website (www.riderta.com) – February 8, 2013
- Notice of Availability (including a public meeting announcement) was published in the Cleveland Plain Dealer – February 8, 2013
- E-mail invitations from GCRTA to all project stakeholders, consulting parties, Federal/State/Regional agencies with project involvement, and City and County Council representatives for the project area (as listed in Section 2.0) – February 11, 2013
- University Circle Incorporated e-mail blast to their "community list" which includes neighborhood residents, elected officials, and marketing directors of UCI member institutions - February 14, 2013
- A meeting advertisement was published in GCRTA's E-News (a biweekly e-mail to online subscribers) – February 15, 2013

A copy of the meeting advertisements, meeting materials and public comments are included in Section 4.3.

4.3 Public Meeting Supporting Materials

The supporting materials included on the following pages are listed below.

- Public meeting GCRTA news release
- Public meeting notice on GCRTA website
- E-mail invitations to project stakeholders, consulting parties, Federal/State/Regional agencies with project involvement, and City and County Council representatives
- University Circle Incorporated e-mail blast to their community list
- Public meeting advertisement in GCRTA E-News
- Public meeting sign-in sheet
- Public meeting presentation
- Returned Comment Forms
- E-mailed Comments
- Mailed in Comments

News & Updates: Newsroom

RTA news

February 14, 2013

Public meeting set for University Circle-Little Italy Station

CLEVELAND -- The Greater Cleveland Regional Transit Authority (RTA) will hold a public meeting to discuss the [Environmental Assessment \(EA\)](#) of the proposed \$17.5 million [University Circle - Little Italy Rapid Transit Station](#). The meeting will begin at 6 p.m. Thursday, February 21, 2013, at [Holy Rosary Church Hall](#), 12021 Mayfield Road, Cleveland, OH 44106.

Links to the EA documents can be found [here](#) and will be available for review at various locations, including a number of public libraries.

RTA prepared the assessment with Michael Baker, Jr., Inc. and the Federal Transit Administration (FTA). The public can review the Environmental Assessment for 30 days, from February 11 - March 13, 2013. Comments made during that time will become a part of the official record. Comments can be mailed to Maribeth Feke, Director of Planning & Programming, RTA, 1240 West 6th Street, Cleveland, OH 44113. E-mail comments can be sent to Valerie Webb, vwebb@gcrt.org, or call 216-566-5260.

RTA was awarded a \$12.5 million grant for the construction and design of the new station from the U.S. Department of Transportation through the FTA. The funding comes from the TIGER III program, which is designated to improve U.S. infrastructure. The proposed Red Line station will replace the station now located at E. 120th Street and Euclid Avenue. The new location will be at E. 119th Street and Mayfield Road, near the bustling Little Italy neighborhood.

Additional funding for the design of the area around the station was secured from the [Northeast Ohio Areawide Coordinating Agency \(NOACA\)](#), [Little Italy](#), [The Cleveland Foundation](#), [University Hospitals](#), the [Cleveland Clinic](#) and [Case Western Reserve University](#).

RTA provides quality, economic and safe public transportation via rail, bus and Paratransit throughout Cuyahoga County. Check www.riderta.com for timetables, schedules and route information or call the RTAanswerline at 216.621.9500.

RTA MEDIA INQUIRES ONLY:

Mary Shaffer, 216.566.5211 OR 216.390.9605

www.riderta.com; Twitter @GCRTA & @GCRTApnr;

www.facebook.com/riderta



rideRTA.com

News & Updates: Critical Updates

Community Meetings

Feb. 21: Public meeting regarding University Circle – Little Italy Station

The public is invited to attend an RTA-sponsored meeting to discuss the **Environmental Assessment** (EA) of the proposed [University Circle – Little Italy Rapid Station](#). The EA, prepared by RTA and [Michael Baker, Jr., Inc.](#), in cooperation with the [Federal Transit Administration](#), compares the **Build Alternatives** to a **No Build Alternative**, and identifies potential social, economic, environmental and transportation impacts of the alternatives.

The meeting will take place at **6:00pm Thursday, February 21, 2013** at [Holy Rosary Church Hall, 12021 Mayfield Road](#), Cleveland. The meeting site is served by the [#9 - Mayfield](#) bus route.

EA Documents:

[Environmental Assessment](#) (includes partial Appendix A), 19.2MB PDF
[Appendix A - Maps and Plans](#) (documents not included in the main document above), 31.2MB zip file
[Appendix B - Planning Background Reports](#), 63.2MB zip file
[Appendix C - Cultural Resources](#), 56.1MB zip file
[Appendix D - Environmental Site Assessment](#), 40.5MB zip file
[Appendix E - Noise and Vibration Analysis](#), 3.5MB zip file
[Appendix F - Agency Coordination](#), 12.1MB zip file
[Appendix G - Public Involvement](#), 24.4MB zip file

After February 11, 2013, the EA documents may also be reviewed at:

- Case Western Reserve University, Kelvin Smith Library, [11055 Euclid Ave.](#)
- Cleveland State University, Michael Schwartz Library, Rhodes Tower, [2121 Euclid Ave.](#)
- University Circle Inc., [10831 Magnolia Dr.](#)
- Alta House, [12510 Mayfield Road](#)
- Cuyahoga County Public Library branches at [4645 Mayfield Road](#) or [4415 Northfield Road](#)
- Cleveland Public Library branches at [325 Superior Ave.](#), [1962 Stokes Blvd.](#), [11535 Shaker Blvd.](#), [11900 St. Clair Ave.](#) or [10200 Superior Ave.](#)

The public review period will take place from **February 11 - March 13, 2013**.
Comments received by March 13, 2013 will be part of the official record.

To comment via postal mail, or to request hardcopy of the EA documents:
Maribeth Feke
Director of Planning & Programming
RTA
1240 W 6th St
Cleveland, OH 44113

To comment via e-mail, or if you require special accommodations:
Valerie Webb, vwebb@gcrta.org
Phone: 216-566-5260

From: Valerie Webb
To: greg.schneider@dnr.state.oh.us; mary_m_knapp@fws.gov
CC: Maribeth Feke
Date: 2/11/2013 3:35 PM
Subject: GCRTA University Circle-Little Italy Station NOA for Environmental Assessment
Attachments: Notice of Availability and Public Meeting.doc

Good Morning,

On behalf of the Federal Transit Administration (FTA), GCRTA would like to notify you that the environmental document for the University Circle-Little Italy Rapid Transit Station project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

As part of this review process, we will be holding a public meeting at the following time:

Thursday, February 21 @ 6pm
Holy Rosary Church Hall
12021 Mayfield Rd, Cleveland Ohio

The meeting will present both the station design and the environmental findings.
We hope that you are able to join us for the meeting. The 30-day public comment period begins today and concludes on March 13, 2013. If you are unable to attend the meeting, please send your written comments to me at the contact information provided below.

We appreciate your review and if you have any questions, please do not hesitate to contact me.

Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrt.org

From: Valerie Webb
To: Myron.Pakush @dot.state.oh.us; S Maier; West.norman@Epa.gov; bteeuwen@cuyahogacounty.us; dmusson@city.cleveland.oh.us; ladkins@ohiohistory.org; melinda.bartizal@dot.state.oh.us
CC: Susan.weber@dot.gov
Date: 2/11/2013 10:12 AM
Subject: GCRTA University Circle-Little Italy Station NOA for Environmental Assessment
Attachments: Notice of Availability and Public Meeting.doc

Good Morning,

On behalf of the Federal Transit Administration (FTA), GCRTA would like to notify you that the environmental document for the University Circle-Little Italy Rapid Transit Station project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

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We appreciate your review and if you have any questions, please do not hesitate to contact me.

Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrtta.org

From: Valerie Webb
To: Chris Bongorno; JSB124@case.edu; previtejg@aol.com; rkeiser@city.cleveland.oh.us; rkristosik@sbcglobal.net
Date: 2/11/2013 9:32 AM
Subject: GCRTA University Circle-Little Italy Station Public Meeting
Attachments: Notice of Availability and Public Meeting.doc

Good Morning,

As a consulting party to GCRTA's University Circle-Little Italy Rapid Transit Station project, RTA would like to inform you that the environmental document for the project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

As part of this review process, we will be holding a public meeting at the following time:

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Thank you for your continued cooperation. If you have any questions, please do not hesitate to contact me.

Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrtta.org

From: Valerie Webb
To: yconwell@cuyahogacounty.us
Date: 2/11/2013 9:39 AM
Subject: GCRTA University Circle-Little Italy Station Public Meeting

Good Morning,

As the county representative for Council District 7, RTA would like to inform you that the environmental document for the University Circle-Little Italy Rapid Transit Station project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

As part of this review process, we will be holding a public meeting at the following time:

Thursday, February 21 @ 6pm
Holy Rosary Church Hall
12021 Mayfield Rd, Cleveland Ohio

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We hope that you are able to join us for the meeting. The public comment period begins today and ends on March 13, 2013. If you are unable to attend, please send your written comments to me at the contact information provided below.

Thank you for your continued cooperation. If you have any questions, please do not hesitate to contact me.

Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrtta.org

From: Valerie Webb
To: Mary Beth Levine; cronayne@universitycircle.org; djm@thecoralcompany.com; heidi.gartland@uhhospitals.org; info@terrycoyne.com; kevin.slesh@case.edu; lkuri@clevefdn.org; peter@snavely.com; rnbrown@city.cleveland.oh.us
CC: Maribeth Feke
Date: 2/11/2013 9:23 AM
Subject: GCRTA University Circle-Little Italy Station Public Meeting
Attachments: Notice of Availability and Public Meeting.doc

Good Morning,

As a key stakeholder to GCRTA's University Circle-Little Italy Rapid Transit Station project, RTA would like to inform you that the environmental document for the project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

As part of this review process, we will be holding a public meeting at the following time:

Thursday, February 21 @ 6pm
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12021 Mayfield Rd, Cleveland Ohio

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Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrtta.org

From: Valerie Webb
To: council9@clevelandcitycouncil.org
Date: 2/11/2013 9:42 AM
Subject: GCRTA University Circle-Little Italy Station Public Meeting
Attachments: Notice of Availability and Public Meeting.doc

Good Morning,

As the representative for Cleveland's Ward 9 and the Little Italy neighborhood, RTA would like to inform you that the environmental document for the University Circle-Little Italy Rapid Transit Station project has been complete and is available for review. A copy of the Environmental Assessment is available on our website (http://www.riderta.com/nu_notices-community.asp) and at the locations listed in the attached Notice of Availability.

As part of this review process, we will be holding a public meeting at the following time:

Thursday, February 21 @ 6pm
Holy Rosary Church Hall
12021 Mayfield Rd, Cleveland Ohio

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Regards,
Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrtc.org

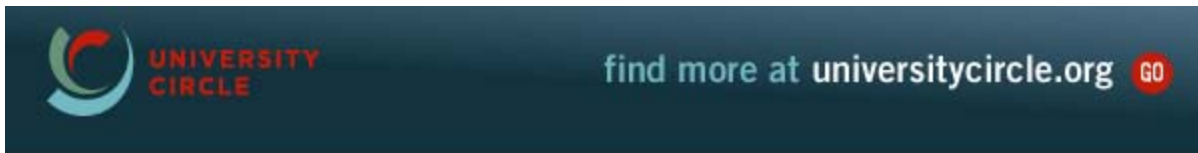
Valerie Webb - FW: Please Forward to Your Staff: University Circle-Little Italy Rapid Transit Station Public Meeting

From: Chris Bongorno <CBongorno@universitycircle.org>
To: Valerie Webb <VWEBB@gcrta.org>
Date: 2/14/2013 3:27 PM
Subject: FW: Please Forward to Your Staff: University Circle-Little Italy Rapid Transit Station Public Meeting

For your records

From: University Circle Inc. [mailto:comments@universitycircle.org]
Sent: Thursday, February 14, 2013 2:01 PM
To: Chris Bongorno
Subject: Please Forward to Your Staff: University Circle-Little Italy Rapid Transit Station Public Meeting

Having trouble viewing this email? [Click here](#)



news

University Circle-Little Italy Rapid Transit Station Public Meeting

Thursday, February 21
 6:00 p.m.
 Holy Rosary Church Hall
 12021 Mayfield Road

Community members are invited to attend an RTA-sponsored meeting to discuss the Environmental Assessment (EA) for the proposed University Circle - Little Italy Rapid Station. If you are unable to attend and would like to review the materials, a copy of the EA is available at UCI's offices on Magnolia Drive or on the RTA website. For station-related documents and additional meeting information, [click here](#).

[Forward email](#)



This email was sent to cbongorno@universitycircle.org by comments@universitycircle.org | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).
 University Circle Inc | 10831 Magnolia Drive | Cleveland | OH | 44106

From: "e-news" <e-news@gcrta.org> (E-News)
Date: 2/15/2013 2:05 PM
Subject: RTA e-news, Feb. 15, 2013



1

New iWatch program helps you report crime

[RTA has launched a new program](#), called [iWatch](#), that lets you send photos, videos and text directly to Transit Police from your mobile device. This is another step in RTA's long time message, ***If You See Something, Say Something***.



2

RTA wants to install video cameras on all buses

The RTA Board is considering a plan to spend \$2.5 million to install video cameras on all buses and trains. CEO Joe Calabrese stressed that RTA ***IS*** safe, and this will make it even safer. [The plan](#) includes \$2 million to upgrade and expand the existing camera system, and \$500,000 to add cameras to 70 new buses arriving in 2014-2015.



3

Feb. 21 meeting looks at new Little Italy station

An extensive Environmental Assessment document for a [proposed Rapid Station near Little Italy](#) will be the topic of a [public meeting at 6 p.m. Feb. 21](#) at Holy Rosary Church. RTA expects to begin construction this summer.



4

Traffic congestion robs us all of valuable time

A [new study](#) reports that [the total financial cost of congestion in this nation was \\$121 billion in 2012](#). That's up more than \$1 billion from 2011. Both fuel and time are wasted daily. This costs the average consumer



Transit Trends

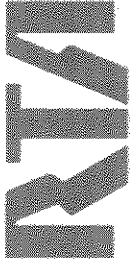
University Circle – Little Italy (Mayfield Station)
February 21st 2013 – Community Meeting #2 Sign In Sheet



Name	Address
Christopher Owen	1228 Euclid Ave Cleveland Ohio 44115
JIM FISCHER	12610 MAYFIELD ROAD CLEVELAND, OHIO 44106
STEPHEN STIKA	2382 RIVINGTON RD. CLEVELAND HTS, OHIO 44118
WILLIAM McLAUGHLIN	4286 ELMWOOD RD SOUTH EUCLID, OHIO 44121-3502
MARK J. ASHMOKE	6107 VERONA PARMA, OHIO 44129
Valerie Webb	1240 W. 6th ST Cleveland, OH 44113
JERRY KEUER	2151 MURRAY HILL CLEVELAND, OH 44106
MILKRESCANDER	6620 1240 WEST 6th ST CLEVELAND, OH 44107
Maeibeth Fekle	1240 W 5th, CLEVELAND OH 44113
JOANNE BROWN	10620 CEDAR AVENUE CLEVELAND OH 44106-7228



University Circle – Little Italy (Mayfield Station)
February 21st 2013 – Community Meeting #2 Sign In Sheet



Name	Address
Melinda Bartizal	ODOT-D12
John H. Motl	ODOT-D12
Rev. Joseph Previte	12021 Mayfield Rd.
Paul Burzio	1240 W. 6 TH St. Cleveland
Jessica White	57 BOSTON LAKE Dr. VAUVEY CITY, OH 44280
Jeff Epstein	13219 Shaker Square Cleveland, OH



University Circle – Little Italy (Mayfield Station)
 February 21st 2013 – Community Meeting #2 Sign In Sheet



Name	Address
Ray Kerstosik	12570 Mayfield Rd 44106



LITTLE ITALY – UNIVERSITY CIRCLE (MAYFIELD STATION)

COMMUNITY MEETING

FEBRUARY 21, 2013



LITTLE ITALY REDEVELOPMENT
CORPORATION



Environmental Assessment (EA) Availability

- Completed in Compliance with the **National Environmental Policy Act (NEPA)** of 1969
 - Requires all federal agencies to assess and determine if a proposed action will result in significant environmental impacts on the social and natural environment
- Environmental Assessment (EA)* has been prepared to evaluate any potential impacts the Rapid Transit Station may have on:
 - Socioeconomic
 - Natural
 - Physical Environment

*40 CFR § 1500, 23 CFR Part 771

Sections 134& 135 USC as amended § 6001 SAFETEA-LU

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Environmental Assessment Document



Environmental Schedule

- July 31, 2012 – Public Meeting #1
- February 11, 2013 – Environmental Assessment (EA) Available
- February 21, 2013 – Public Meeting #2
- March 13, 2013 – Environmental Assessment Comment Period Ends
- April 2013 – Finding of No Significant Impact (FONSI) Expected

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Environmental Assessment Document



Environmental Assessment (EA) Availability

- GCRTA's Website
 - http://www.riderta.com/nu_notices-community.asp
- Local Sites:

Cleveland Public Library:

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Warrensville Heights Branch

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Kelvin Smith Library

Cleveland State University:

Michael Schwartz Library

University Circle Incorporated

Alta House

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Environmental Assessment Document



Environmental Assessment (EA) Availability

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

Valerie Webb, Planning Team Leader,
Greater Cleveland Regional Transit Authority
Programming and Planning Department
1240 West Sixth Street
Cleveland, Ohio 44113
216.566.5260
VWEBB@gcrta.org

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Environmental Assessment Document



February 21, 2013

Findings of Environmental Assessment (EA)

Resources with No Effect/Impact determined on:

- Land Use and Zoning
- Air Quality
- Traffic
- Archaeological Resources
- Socioeconomic and Environmental Justice
- Parks and Recreation
- Noise and Vibration
- Wetlands
- Floodplains
- Water Quality and Resources
- Ecological Areas and Threatened / Endangered (T&E) Species
- Indirect and Cumulative Impacts

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Environmental Assessment (EA)



February 21, 2013

Findings of Environmental Assessment (EA)

- Resources with Limited Effect/Impact** determined on:
 - Cultural Resources/Section 106
 - Property Acquisitions
 - Hazardous Materials
 - Temporary Construction Activity

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Environmental Assessment (EA)



February 21, 2013

Cultural Resources

- Completed in compliance with Section 106, as Amended, and 36 CFR Part 800
- FTA Developed the Area of Potential Effect (APE) in Consultation with Ohio Historic Preservation Office (OHPO)
- Evaluated any Potential Effects of the Project on Historic Properties & Resources Over 50 Years of Age

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Cultural Resources (Section 106) Requirements



February 21, 2013

Cultural Resources

- Coordination with Local Agencies and Consulting Parties
 - Little Italy Redevelopment Corporation
 - Cleveland Landmarks Commission
 - Cleveland Institute of Art
 - University Circle, Inc.
 - Case Western Reserve University
 - Holy Rosary Church
- Coordination with OHPO
 - 3 meetings with OHPO
 - OHPO Concurrence with FTA Findings on November 12, 2012
- Local Design Review Approval
 - Little Italy Redevelopment Corporation's Design Review Board – September 25, 2012
 - Cleveland Landmarks Commission Design Review – September 27, 2012

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Cultural Resources (Section 106) Requirements



Based on the Phase I Cultural Resource Survey Report, FTA made the determination that the proposed project will result in a finding of **No Historic Properties Affected** for archaeological resources and a finding of **No Adverse Effect** for history/architecture resources.



UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Cultural Resources Analysis Finding



History/Architecture



Archaeology



UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Area of Potential Effects (APE)



Cultural Resources

- 3 Individually Listed NRHP Resources
 - Justus L. Cozad-Bates House
 - Holy Rosary Church
 - Murray Hill School
- 3 Cleveland Historic Landmarks
 - Justus L. Cozad-Bates House
 - Holy Rosary Church
 - Murray Hill School
- Little Italy Local Cleveland Historic Landmark District
- No Archaeological Sites

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Cultural Resources Inventory



Property Acquisition

Permanent

- Approximately 0.45 acres of vacant former railroad property that borders the GCRTA tracks to the east

Temporary – for constructed related activities

- Approximately 3.47 acres that border both sides of the GCRTA tracks

No Relocations or Displacements

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Property Acquisition



February 21, 2013

Hazardous Materials

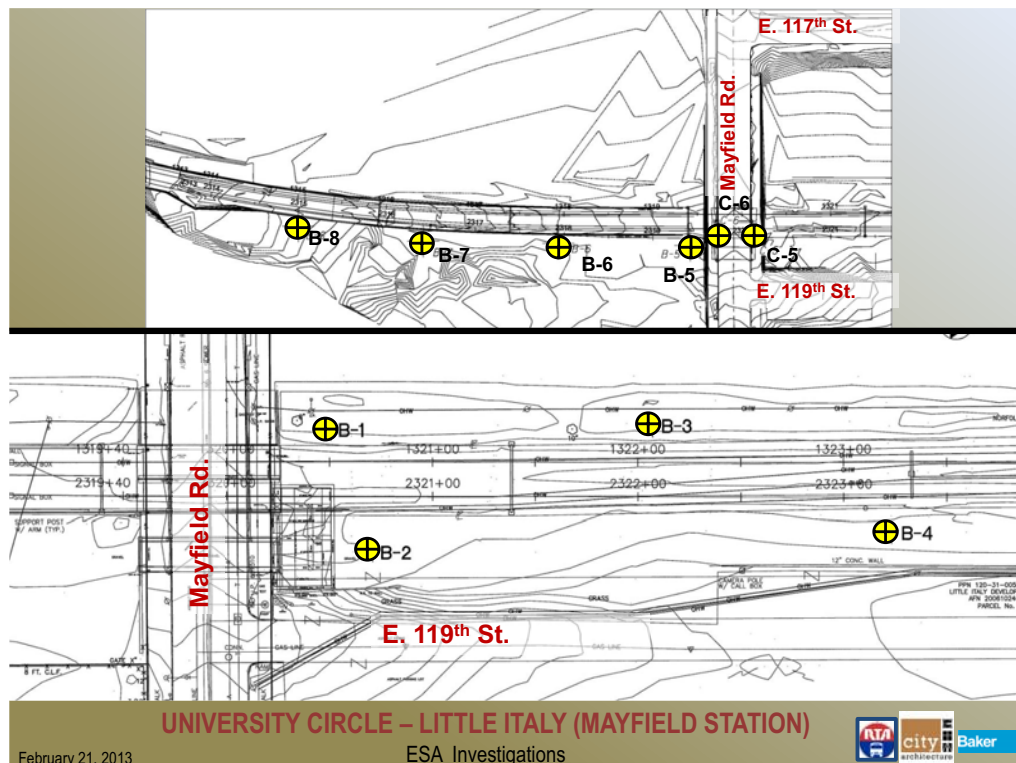
- Phase I Environmental Site Assessment (ESA) in 2009 and 2012
- Limited Phase II ESA in 2009 and 2012
- Investigations determined that the arsenic and benzo(a)pyrene levels identified within the construction area **do not exceed the commercial/industrial and construction/excavation direct soil standard**
 - Arsenic levels range from 2.99 - 9.12 mg/kg < 82 mg/kg
 - Benzo(a)pyrene levels range from 0.00 - 1.90 mg/kg < 7.70 mg/kg
- Managed through appropriate health and safety, dust, erosion, and soil management protocols

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Environmental Site Assessments (ESA) for hazardous materials and/or waste



February 21, 2013



UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

ESA Investigations



February 21, 2013

Temporary Construction Activities

- Auditory
 - Temporary and Short Term from Construction Activities
 - Construction Equipment
- Equipment Air Quality
 - Construction Equipment Exhaust
- Road and Lane Closures
 - Temporary Closure of Mayfield Road
 - Maximum 1 Week During Bridge Relocation
 - Periodic Temporary Lane Closures
- Grading, Excavation and Construction of Earthen Berm
 - Sediment and Soil Erosion

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

Construction Impacts



February 21, 2013

Project Impacts & Mitigation Measures

Resource	Mitigation
Cultural Resources	Little Italy and Cleveland Landmarks Design Review and Approval
Property Acquisition	Uniform Relocations Assistance Act
Hazardous Materials	Below Commercial and Construction Limits
Construction Activity:	
Auditory	No Blasting or Pile Driving; GCRTA Operational Parameters
Air Quality	Equipment meet Manufacture's Specs for Maintenance and Fuels
Road and Lane Closures	Detour Signs; 18 Day Notification to Agencies and Local Officials; Access to All Properties will be Maintained
Grading and Excavation	Follow Regulatory Agency Best Management Practices (BMP) and Maintain Control Measures

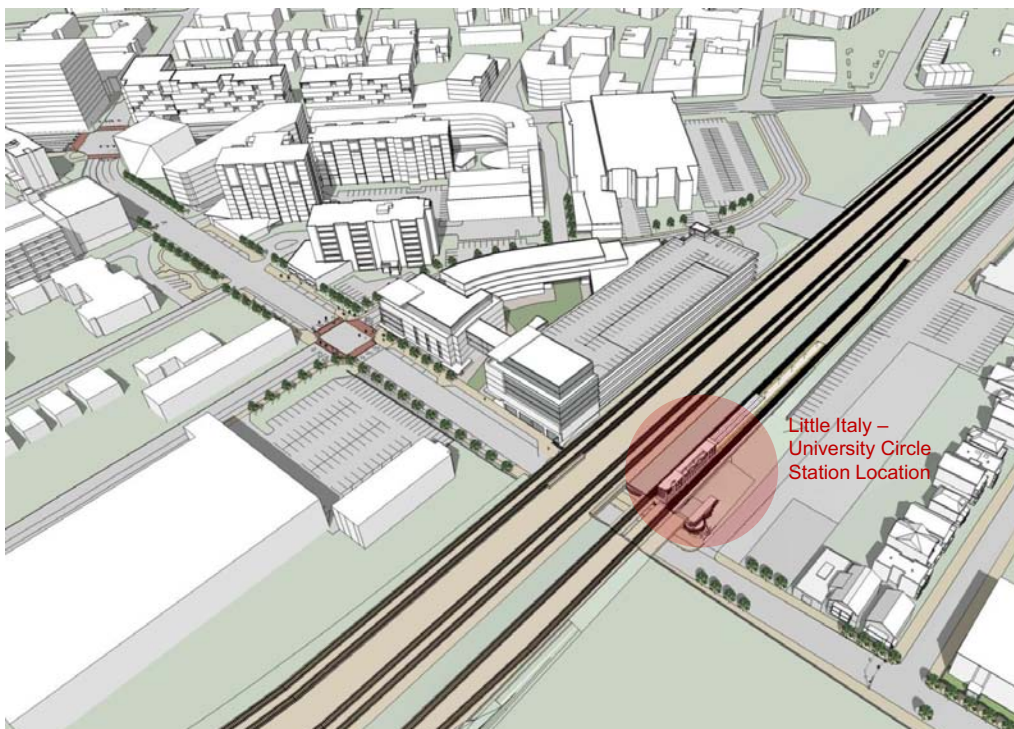
UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

February 21, 2013

Environmental Assessment Document



Station Relocation & Neighborhood Adjacency



New Station Position Within The Emerging Neighborhood Context



LITTLE ITALY - UNIVERSITY CIRCLE (MAYFIELD STATION)

February 21, 2013

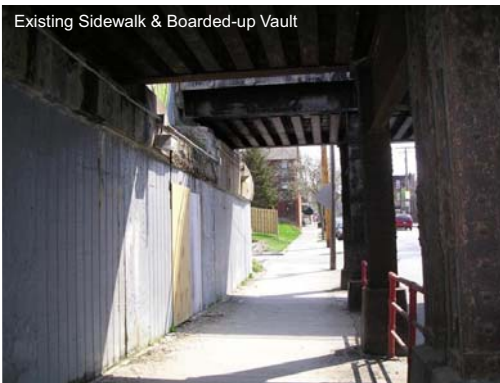
Existing Vault



Existing Sidewalk Under Bridges



Existing Sidewalk & Boarded-up Vault



Existing Interior of Vault



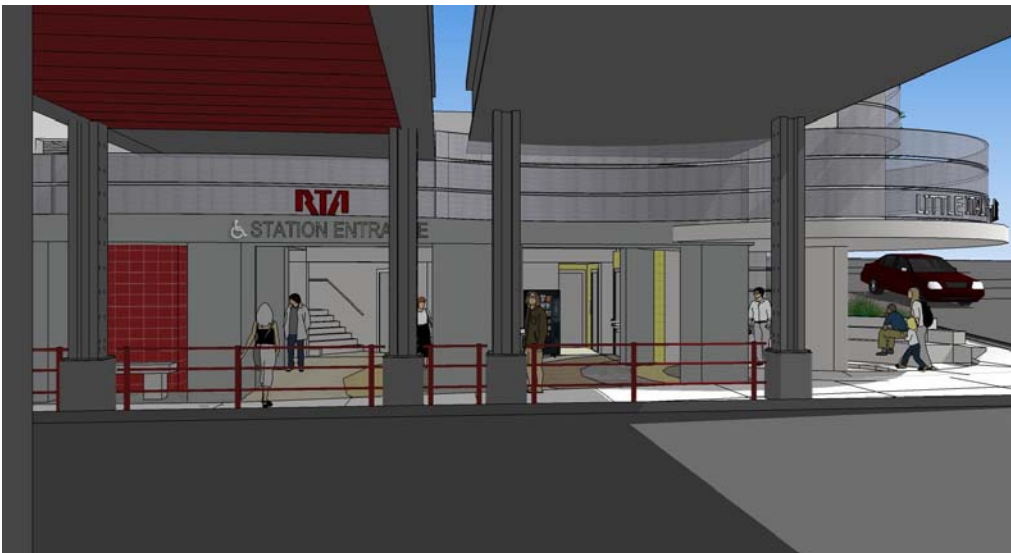
Existing Interior of Vault



LITTLE ITALY - UNIVERSITY CIRCLE (MAYFIELD STATION)

February 21, 2013

RTA Eastbound Bridge Existing Location



LITTLE ITALY - UNIVERSITY CIRCLE (MAYFIELD STATION)

Relocated RTA Eastbound Bridge and New Station Entrance

February 21, 2013



Existing Vault & Bridges Along Mayfield Road





New Little Italy – University Circle Transit Station at Mayfield Road



New Little Italy – University Circle Transit Station at Night



University Circle-Little Italy RTA Station Public Art



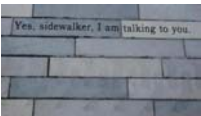
Public Art Components



Suspended entrance installation
(local or national artist)



Artist designed terrazzo floor
(local artist)



Seating text/poetry
(local writer)



Bike rack
(local artist)



Artistic Lighting Environment
(national artist)

Timeline



Suspended entrance installation Finalists selected March 2013
Artist selected May 2013
Final design completed summer 2013



Seating text/poetry Finalists selected
Work selected March 2013



Bike rack Artist selected spring 2013



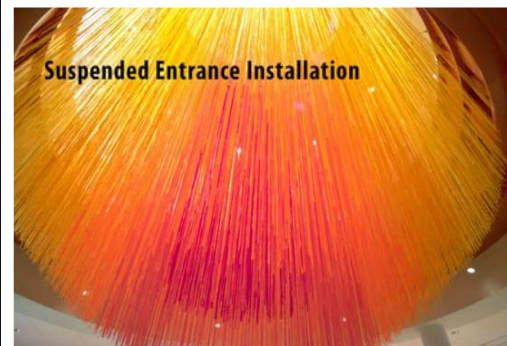
Artist designed terrazzo floor Work in progress



Artistic Lighting Environment Work in progress



Suspended Entrance Installation



Artwork Design Direction:

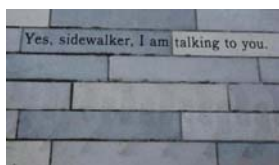
Animate an opening in the architecture
Welcome users into the station
Create a sense of arrival into the "RTA Space"



Inspiration images: "Letting Go" by Hottea, also known as Eric Rieger, from <http://www.mutantspace.com/hottea-letting-go>



Seating text/poetry



Possible location:
Step seating area at
main entrance



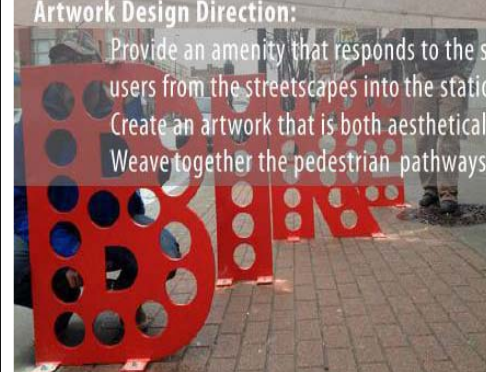
Rendering by City Architecture

Bike Rack



Artwork Design Direction:

Provide an amenity that responds to the surrounding neighborhoods & architecture and that draws users from the streetscapes into the station
Create an artwork that is both aesthetically pleasing and functional
Weave together the pedestrian pathways under the bridge and throughout the station



INSPIRATION IMAGES



Artist Designed Terrazzo Floor

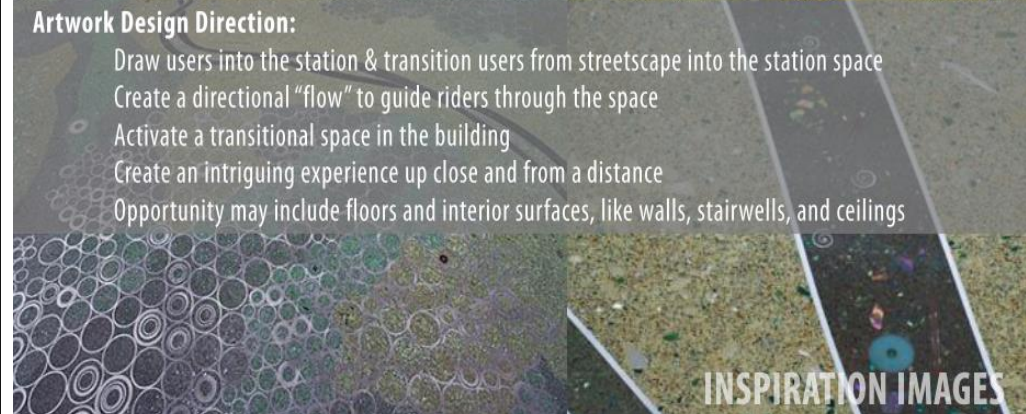


Throughout first level and possibly on other surfaces, like stairwells or ceiling



Artwork Design Direction:

Draw users into the station & transition users from streetscape into the station space
Create a directional "flow" to guide riders through the space
Activate a transitional space in the building
Create an intriguing experience up close and from a distance
Opportunity may include floors and interior surfaces, like walls, stairwells, and ceilings

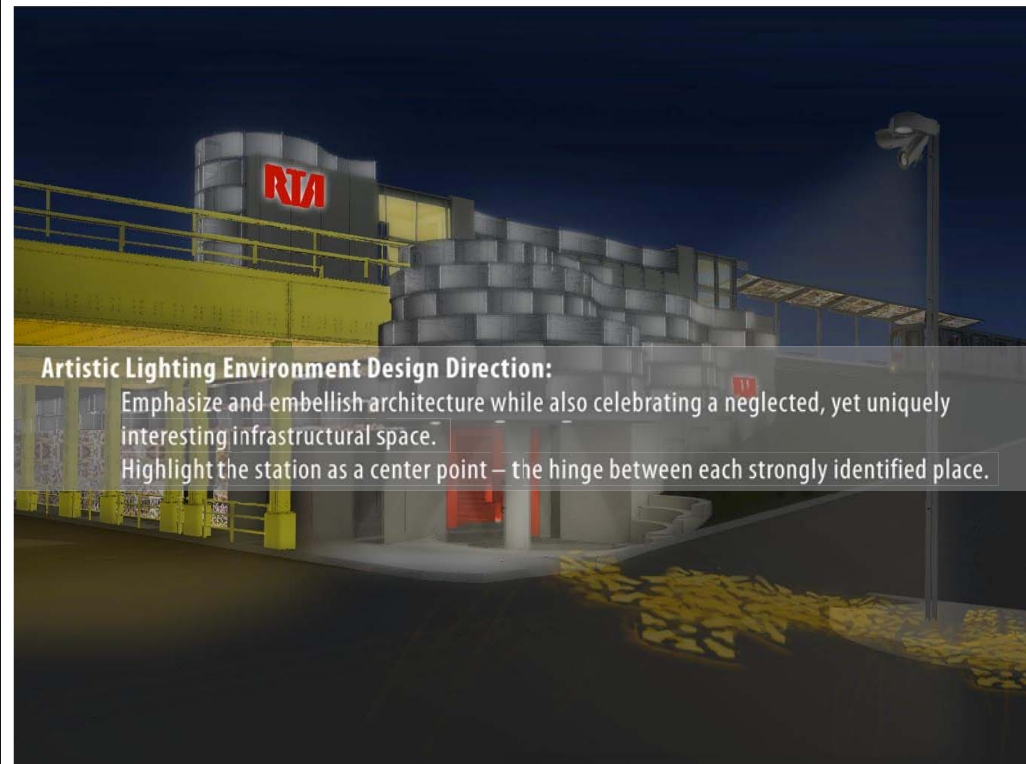


Artistic Lighting Environment

Artist Leni Schwendinger of Light Projects developing concepts



Examples of Light Projects work



Artistic Lighting Environment Design Direction:

Emphasize and embellish architecture while also celebrating a neglected, yet uniquely interesting infrastructural space.
Highlight the station as a center point — the hinge between each strongly identified place.

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD STATION)

QUESTIONS / COMMENTS

FEBRUARY 21, 2013



Baker



**LITTLE ITALY REDEVELOPMENT
CORPORATION**



**UNIVERSITY
CIRCLE INC**

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD) RTS

Public Involvement Meeting #2

February 21, 2013



Stephen Stika
Architectural Designer

our public meeting for the University Circle-Little
We would like to hear from you regarding your

URS Corporation
1375 Euclid Avenue, Suite 600
Cleveland, OH 44115-1808
Tel: 216.622.2400
Direct: 216.622.2383
Fax: 216.622.2208
stephen.stika@urs.com

with one of the Project Team members, or mail it
or honest and open answers to our questions will
reflects your needs and the needs of our customers.

Joseph A. Calabrese, Chief Executive Officer/ General Manager
Greater Cleveland Regional Transit Authority

↓
QUESTIONS MUST BE ANSWERED
BY FTA.

Your comments and concerns are important to us.

1. Please list any questions, comments or concerns that you may have on the Environmental
Assessment (EA) or the environmental investigation/analysis.

How DOES THE ENVIRONMENTAL ASSESSMENT EXTEND / BLEND INTO
THE FREIGHT RAIL? DOES THE ASSESSMENT EXTEND TO THE
CSX RAIL BEDDING? DOES ONGOING USAGE OF CSX HAVE LASTING IMPACT
AFTER CONSTRUCTION.

• WHAT IS THE SCOPE OF WORK FOR THE EXISTING STATION?

• WHAT IS THE FORMAL NAME OF THIS STATION? BEING ON THE HISTORIC
LITTLE ITALY SIDE OF THE TRACKS. SHOULD THE NAME LITTLE ITALY
BE FIRST IN THE TITLE?

• CAN ARCHITECTURAL TOURS BE INCLUDED DURING CONSTRUCTION? AIA
ASSOCIATES?

• ARE THE EXISTING PIPES TO BE RE-USED? (METAL)

• IS THERE ANY LEAD ABATEMENT?

• WHAT IS THE POROSITY OF THE PRE-CAST PANELS? AREA POTENTIAL EFFECT. [APE]
WILL THEY REQUIRE BEING CLEANED B/C OF
HEAVY RAIL? W/ FTA -
W/ SHIRO



UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD) RTS

Public Involvement Meeting #2

February 21, 2013

2. Please provide any additional comments, questions or concerns that you may have for this project.

◦ WHAT NEW DRAINAGE WILL BE ADDED AT THE LOWER LEVELS?

◦ WILL ANY ^(SOD GRASS) IN-SLAB HEAT BE INCLUDED?

◦ WHO ARE THE JUDGES TO REPRESENT LITTLE ITALY?

◦ IN ORDER TO AVOID USING SALT ON TERRAZZO FLOORING.

PRIVATE BRIDGE

1. IS THE INTENT TO PURCHASE?

2. ARTISTIC RENDERINGS SHOW LIGHTING UP
PRIVATE BRIDGE. — IS THIS AGREED TO?

UNIVERSITY CIRCLE – LITTLE ITALY (MAYFIELD) RTS

Public Involvement Meeting #2

February 21, 2013

The University Circle-Little Italy (Mayfield) Rapid Transit Station Project involves the construction of a new transit station at Mayfield Road and the closure of the existing E. 120th Street Station at Euclid Avenue. National Environmental Policy Act (NEPA) of 1969 requires all federal agencies to assess and determine if a proposed action will result in significant environmental impacts and to consider what impacts a federal undertaking may have on the social and natural environment.

An Environmental Assessment (EA) has been prepared to evaluate any potential impacts the University Circle-Little Italy (Mayfield) Rapid Transit Station project may have on:

- Economic
- Natural
- Physical environment

The Environmental Assessment is available on GCRTA's website (http://www.riderta.com/nu_notices-community.asp) and at the following local sites:

Cleveland Public Library:

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Martin Luther King Jr. Branch
Rice Branch
Glenville Branch
Langston Hughes Branch*

Case Western Reserve University:

Kelvin Smith Library

Cleveland State University:

Michael Schwartz Library

University Circle Incorporated

Cuyahoga County Public Library:

*South Euclid-Lyndhurst Branch
Warrensville Heights Branch*

Alta House

The Greater Cleveland Regional Transit Authority (GCRTA) welcomes you and thank you for participation in this project public involvement meeting for the University Circle-Little Italy (Mayfield) Transit Station. We would like to hear from you regarding your ideas, concerns and suggestions.

Please fill out the comment form and leave it with one of the Project Team members or mail to the Project Team by **March 13, 2013**. Your honest and open answers to our questions will allow us to achieve a successful project that meets your needs and the needs of our customers.

If you have any additional comments or concerns regarding this project, please feel free to contact:

GCRTA NEPA/Environmental Contact

Valerie Webb

Planning Team Leader

Programming and Planning Dept.

Greater Cleveland Regional Transit Authority

1240 West 6th Street, Cleveland, Ohio 44113

Phone: 216-566-5260

vwebb@gcrtta.org

RTA Engineering Contac

Joseph L. Shaffer, P.E.

Director,

Engineering & Project Development

Greater Cleveland Regional Transit Authority

1240 West 6th Street, Cleveland, Ohio 44113

216-566-5146

jshaffer@gcrtta.org



~~UNIVERSITY CIRCLE - LITTLE ITALY (MAYFIELD) - RTS~~

February 21, 2013

LITTLE ITALY. UNIV. CR.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

UNIVERSITY CIRCLE - LITTLE ITALY (MAYFIELD) RTS

Public Involvement Meeting #2

~~February 21, 2013~~

2. Please provided any additional comments, questions or concerns that you may have for this project.

[illegible]

LITTLE ITALY - UNIVERSITY CIRCLE
UNIVERSITY CIRCLE - LITTLE ITALY (MAYFIELD) RTS

Public Involvement Meeting #2

February 21, 2013

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Valerie Webb

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Joseph L. Shaffer, P.E.

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jshaffer@gcrt.org*



Valerie Webb - RE: University Circle - Little Italy Rapid Station Environmental Assessment

From: "Love, Tracy" <Tracy.Love@tri-c.edu>
To: "Valerie Webb" <VWEBB@gcrta.org>
Date: 2/22/2013 4:30 PM
Subject: RE: University Circle - Little Italy Rapid Station Environmental Assessment

Thank You Valerie. I would like to share this with my instructor, so I'll definitely be in touch.

From: Valerie Webb [mailto:VWEBB@gcrta.org]
Sent: Friday, February 22, 2013 3:03 PM
To: Love, Tracy
Subject: Re: University Circle - Little Italy Rapid Station Environmental Assessment

Tracy,

I realized that I neglected to paste the link to our website in the e-mail :) Please see below.

http://www.riderta.com/nu_notices-community.asp

Let me know if you have any questions or if you would like to discuss further.

Thanks,
 Valerie

>>> Valerie Webb 2/21/2013 5:02 PM >>>
 Tracy,

Tonight's meeting is the last public meeting scheduled for this project. However, I'd be happy to discuss the project with you, as well as the federally-regulated environmental assessment process in general. If you haven't done so already, the document is available for download on our website at the link below. Please let me know if you would like to meet.

Thanks for your interest.

Best,
 Valerie

Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: 216-566-5260
E-mail: vwebb@gcrta.org

>>> "Love, Tracy" <Tracy.Love@tri-c.edu> 2/21/2013 4:46 PM >>>
 Ms Webb,

Will there be another public meeting besides the one scheduled for February 21 st.? If so, I would like to know the times and locations. I'm an Environmental Health & Safety student and I would like have the opportunity to observe and learn the process involved with an environmental assessment. I look forward to hearing from you and Thank You.

Sincerely,
 Tracy love

Valerie Webb - Re: details of Feb 21 meeting re: Little Italy RTA station

From: Andrew Tsai <andrew.g.tsai@gmail.com>
To: Valerie Webb <VWEBB@gcrt.org>
Date: 3/13/2013 10:04 AM
Subject: Re: details of Feb 21 meeting re: Little Italy RTA station

Thanks so much, Valerie.

Andrew

On Wed, Mar 13, 2013 at 8:54 AM, Valerie Webb <VWEBB@gcrt.org> wrote:

Andrew,
 My apologies for the delay, but please see attached for the powerpoint presentation that was given at the February public meeting for the Little Italy-University Circle Rapid Transit Station. Please let me know if you have any additional questions.
 Thanks,
 Valerie
 Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: [216-566-5260](tel:216-566-5260)
E-mail: vwebb@gcrt.org

>>> Valerie Webb 3/6/2013 10:59 AM >>>

Andrew,
 As part of the new station project, improvements will be made to both the concrete vault and RTA's bridges. The vault will actually be used to house the new station. The walls of the vault under the bridge will be removed to create an open and inviting station area. The renderings in the presentation show this very well (which should be posted by the end of this week). RTA's bridges will be rehabilitated, lit, and painted as part of this project as well.
 This underpass is actually a series of 5 bridges: 2 freight rail bridges, 2 RTA bridges and 1 privately owned bridge. As part of a separate project, RTA has secured some funding from NOACA to clean up the other bridges and the rest of the underpass (painting, lighting, pedestrian features, etc). This process was not included in the station project because coordination with the freight railroads can be time-consuming and we did not want to hold up the construction of the new station. That being said, this separate project is moving forward and will provide a great benefit to our customers and the neighborhood. Construction of the station/RTA bridge rehabilitation project is scheduled to begin later this year. Once the project goes out to bid and a contractor is selected, a more detailed schedule will be available.

I hope this helped answer your questions and please feel free to contact me with anything additional that comes up.

Thanks,
 Valerie
 Valerie Webb
Planning Team Leader
Programming and Planning Dept.
Greater Cleveland Regional Transit Authority
1240 West 6th Street, Cleveland, Ohio 44113
Phone: [216-566-5260](tel:216-566-5260)
E-mail: vwebb@gcrt.org

>>> Andrew Tsai <andrew.g.tsai@gmail.com> 3/4/2013 10:26 AM >>>

Hi, Valerie,

Thanks for your reply. I'm really excited about this project, and hope the new station can add a lot to the neighborhood. I look forward to seeing the presentation when it comes up. A couple of quick questions, will the underpass/concrete vault be fixed/improved or will it be used in its current state? It really is a difficult place to walk through with all the mud/oil/debris that seems to fall from the tracks and walls. Also, when might we anticipate that underpass to be closed for construction?

Thanks again,
Andrew Tsai

On Mon, Mar 4, 2013 at 9:57 AM, Valerie Webb <VWEBB@gcrta.org> wrote:

Andrew,

Thank you for your interest in the Little Italy-University Circle Rapid Transit Station project. I apologize for my delayed response; I was out of the office on Friday.

I'm sorry to hear you weren't able to attend the meeting. There were around 15 residents and community representatives in attendance. The project team presented on three topics: the environmental findings, the design of the station, and public art. In the next couple of days, we'll be posting the presentation on our website. I will send you a follow-up e-mail when that is available. For now, please see below for my brief summary of the three topics.

1) Environmental Findings - An Environmental Assessment (EA) was completed for the station in compliance with the National Environmental Protection Act (NEPA). The project was found to have limited effect on 4 environmental resources (Cultural resources, Hazardous Materials, Property Acquisition and Temporary Construction Activities). All other environmental resources will not be effected by the project. For more details on these findings, the full text of the EA is available on our website (http://www.riderta.com/nu_notices-community.asp)

2) Station Design - The design has not changed substantially from what we presented at the July 2012 public meetings. We're reusing the existing concrete vault to create an open-air pavilion-like station at the street level. The presentation (when posted) has some really great renderings of the station included.

3) Public Art - Again, the presentation will give you the most detail but there are multiple elements of public art being incorporated into the station. There is a Call for Artists out until March 11 for a piece of suspended artwork for the pavilion area. More details can be found here: <http://www.riderta.com/procurement/contracts/detail/?listingid=1248>.

The public comment period for the findings of the Environmental Assessment is open until March 13. Please feel free to send me any questions/comments at the contact information listed below.

Thanks,

Valerie

Valerie Webb

Planning Team Leader

Programming and Planning Dept.

Greater Cleveland Regional Transit Authority

1240 West 6th Street, Cleveland, Ohio 44113

Phone: [216-566-5260](tel:216-566-5260)

E-mail: vwebb@gcrta.org

>>> Andrew Tsai <andrew.g.tsai@gmail.com> 2/28/2013 5:04 PM >>>

Hi, Valerie,

I'm a resident of Little Italy, and was interested in details from the Feb. 21 meeting regarding the RTA station.

Unfortunately I was unable to attend the meeting in person, but are there minutes from the meeting or anywhere I can find further details regarding the station? Thanks so much!

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Andrew

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Andrew

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Andrew



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

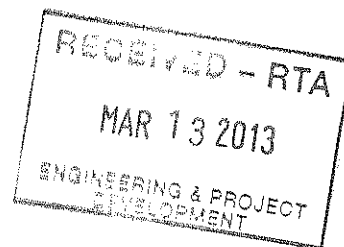
CHICAGO, IL 60604-3590

MAR 11 2013

REPLY TO THE ATTENTION OF:

E-19J

Ms. Valerie Webb, Planning Team Leader
Greater Cleveland Regional Transit Authority
Programming and Planning Department
1240 West Sixth Street
Cleveland, Ohio 44113



Ms. Susan Weber
U.S. Department of Transportation
Federal Transit Administration
Office of Planning and Program Development
200 West Adams Street, Suite 320
Chicago, Illinois 60606

**RE: Draft Environmental Assessment: Greater Cleveland Regional Transit Authority
University Circle – Little Italy Rapid Transit Station, City of Cleveland, Cuyahoga County,
Ohio**

Dear Ms. Webb and Ms. Weber:

The United States Environmental Protection Agency (U.S. EPA) has received the Greater Cleveland Regional Transit Authority's (GCRTA) correspondence dated February 4, 2013, requesting U.S. EPA's comments on the Federal Transit Administration's Draft Environmental Assessment and its associated documents, plans, and appendices (hereafter referred to as the Draft EA) for the proposed University Circle - Little Italy Rapid Transit Station reconstruction/rehabilitation project in Cleveland, Ohio. We have reviewed the Draft EA, and are pleased to provide comments pursuant to our authorities under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

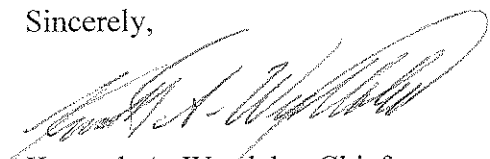
The overall goal of the project is that the modified station will comply with the Americans with Disabilities Act and spur transit-oriented development. GCRTA's proposal has several beneficial effects: minimization of property acquisition and construction, improved ridership, and the rehabilitation of structurally deficient bridges. Furthermore, the Draft EA includes GCRTA's proposal to address such issues as center platform improvements and the removal of lead-based paints from bridge work.

As noted in the Draft EA, the project is located in a nonattainment area for PM_{2.5}. As such, this project is exempt from transportation conformity analysis under 40 CFR 93.126. However, air emissions during construction may degrade local air quality, particularly with regard to ozone and PM_{2.5}. We recommend that the Final EA include consideration of measures to limit diesel emissions during construction, and we have enclosed a list of potential measures for your use.

We also recommend that the Final EA include additional information regarding expected levels of traffic congestion during construction, including an indication of the expected levels of service for affected streets and intersections. In addition, we recommend that the Final EA include information on what best management practices will be used to control sediment and soil erosion resulting from construction activities. Please note that because the project will disturb more than one acre, GCRTA will need to obtain a stormwater management permit from the Ohio EPA.

Thank you for the opportunity to review and comment on this Draft EA. We are available to discuss our comments with you in further detail if requested. If you have any further questions about this letter, please contact Mr. Robert O'Brien of my staff at 312-886-3283 or via e-mail at obrien.robert@epa.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kenneth A. Westlake', written over a horizontal line.

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Compliance and Assurance

Enclosure

Enclosure – Clean Diesel Strategies during Construction

- Using ultra-low sulfur diesel fuel (less than 15 parts per million sulfur).
- Retrofitting engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Positioning the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, thereby reducing the fume concentration to which personnel are exposed.
- Using catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes (these devices must be used with low sulfur fuels).
- Attaching a hose to the tailpipe of diesel vehicles running indoors and exhaust the fumes outside, where they cannot reenter the workspace. Inspect hoses regularly for defects and damage.
- Using enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintaining diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reducing exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Purchasing new vehicles that are equipped with the most advanced emission control systems available.
- Using electric starting aids such as block heaters to warm the engine with older vehicles thereby reducing diesel emissions.
- Using respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, a N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of the mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute of Occupational Safety and Health (NIOSH) approval number. Do not use paper or surgical masks without NIOSH approval numbers.