

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY LITTLE ITALY REDEVELOPMENT CORPORATION E. 120TH STREET STATION MASTER PLAN

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PREPARED FOR
GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA)





PROJECT PARTNERS

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Northeast Ohio Coordinating Agency (NOACA) TLCI Program

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The Cleveland Foundation

Little Italy Redevelopment Corporation



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A. INTRODUCTION

Project Scope • Anticipated Outcomes • Executive Summary



A. INTRODUCTION, OUTCOMES AND EXECUTIVE SUMMARY

The study will dramatically enhance the potential of the station to meet the area's historical environmental concerns while creating a safe and efficient transportation network that serves the area.

Project Scope

Specifically, the scope of this land use/station area plan included the following tasks:

1. Define the location of the station, its entry points, waiting areas, pedestrian paths, drop off areas, and types of cross track connections that will best serve the residents, businesses, institutions, and students who represent both the existing and potential ridership population in the area.
2. Suggest development alternatives that maximize the land use development and transit oriented development opportunities of the surrounding land uses.
3. Provide an enhanced pedestrian experience along all points of access to the station, including E. 117th Street, Mayfield Road, and E. 119th Street. This will include a series of streetscape improvements that will help create a lively, mixed used multi-modal transit facility that demonstrates how transit can benefit from and enhance connections to neighborhood civic, cultural, residential, health care, and educational destinations.
4. Organize and rationalize the supply, design and need for off-street parking to enhance walkability, and transit usage while meeting the needs of both residents and businesses.
5. Complement the master planning and redevelopment projects being undertaken by UCI, the City of Cleveland, the Little Italy Redevelopment Corpora-

tion, the Cleveland Institute of Art, the Museum of Contemporary Art, Cleveland Institute of Art, University Hospitals and Case Western Reserve University as part of their long range planning efforts.

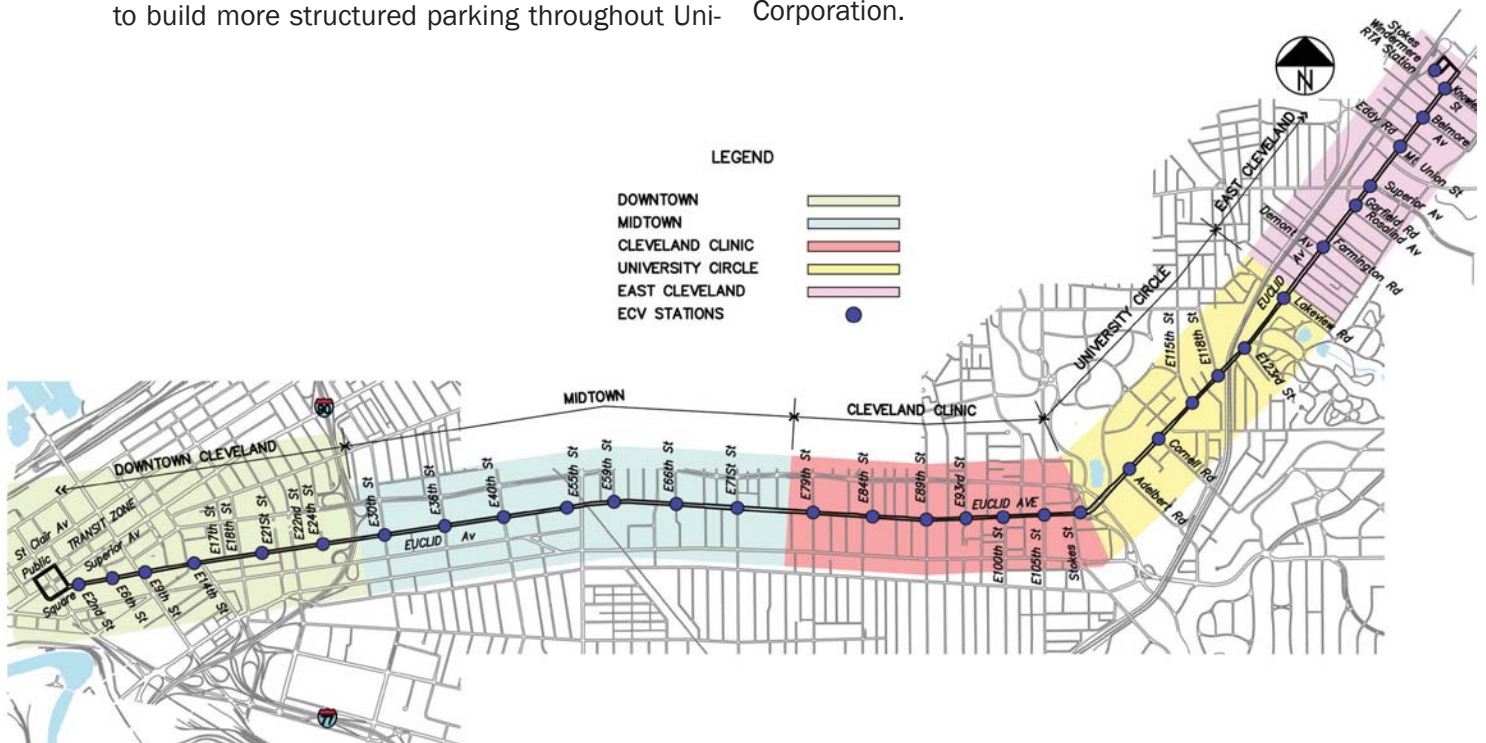
It is anticipated that the new station location will directly serve and benefit visitors and residents of CWRU's Urban Arts and Retail District, the new Museum of Contemporary Art (MOCA,) and an expanded Cleveland Institute of Art (CIA); as well as employees of both CWRU and University Hospital. Furthermore, it will need to provide safe and convenient access to the new campus housing recently opened in the vicinity of E. 115th Street, proposed housing in Little Italy and to new CIA dorms. While GCRTA is capable of designing a station at E. 120th Street that meets its technical transit requirements, this master plan was conceived in such a way as to enable GCRTA to leverage its transit investment to maximize its impact; that is to comprehensively incorporate and address land use, development and transit into one integrated strategy to strengthen the ties between Little Italy and University Circle to create a truly unique transit oriented development that will enhance what is already in the neighborhood while creating future development that is consistent with the adjacent Master Plans. Additionally, relocating the station provides the opportunity of making the station into a true multi-modal center with shuttles connecting the Red Line to the new Silver Line BRT service along Euclid Avenue. This connection will provide the GCRTA the opportunity to cross-promote both services and to raise the level of visibility and image of transit service in a quickly developing part of Cleveland.

Anticipated Outcomes

Anticipated project outcomes include:

- Support the long-term economic, environmental, and social viability of the area
- Reduce the amount of surface parking while taking the best possible advantage of the existing structured parking and managing existing parking supply more effectively
- Provide people with viable and desirable options for traveling to and from the area while demonstrating to visitors the benefits of using public transportation to reach Little Italy and University Circle
- Reduce the amount of local vehicle traffic and transfer some of those trips to walking and biking, while transferring work vehicle trips to the train or bus
- Ensure the success of the renovated E 120th Street transit station and the Silver Line service along Euclid Avenue in attracting transit riders, decreasing congestion, and relieving the pressure to build more structured parking throughout University Circle. This is dependent upon the seamlessness of the connection among modes serving the UCI neighborhood and safe, quick, and comfortable access by passengers and pedestrians.
- While the locations of the Silver Line are fixed, and construction is underway, the development of strategies for how best to connect the rail to the bus is paramount. Therefore, intermodal connections (shuttles) to the station, pedestrian connections, streetscape, traffic calming, bicycle access, way finding signage, and circulation will be incorporated into the planning and design documents.
- Incorporate the creation of a series of lively public spaces as part of the station area planning, that can be programmed by community groups for a variety of civic and cultural activities and that will combine information about transit service, local events, amenities, and works of public art.

Funding for this study was provided through grants by NOACA, the Cleveland Foundation, and Case Western Reserve University. The study was a joint partnership between GCRTA and The Little Italy Redevelopment Corporation.





Executive Summary

In 2007, the Greater Cleveland Regional Transit Authority (GCRTA) hired Project for Public Spaces, Inc., studio-TECHNE Architects, Atlas Architectural Services, Wade Trim, Jake Beckman Public Art Consultant and Bemba K. Jones, Surveyors to undertake a Master Planning Study for the E. 120th Street and Euclid Avenue Red Line Rapid Transit Station which the agency has identified as its first TOD initiative, whereby a new station facility will be incorporated into a future mixed use development within the study area. The Master Planning Study also included identifying the location and layout of a series of new public spaces and amenities, and works of public art that will create a series of lively civic gathering spaces where members of the diverse populations within the University Circle and Little Italy communities can meet and socialize and share the community they all love. Identifying ways of enhancing the streetscape to encourage walking, cycling, and transit bus ridership was part of this plan as was identifying a new location for and conceptual redesign of the station, boarding platforms, waiting areas and entranceways so as to provide a clear and positive identity for transit service for the University Circle area. The plan also identifies opportunities for sustainable, environmental preservation practices that will both conserve resources while taking advantage of prevailing conditions to reuse and recycle both materials and energy.

The “Placemaking” process utilized by the team, described below, generated immediate, direct input from a wide range stakeholders and community participants that the team utilized to shape the direction of the development of the concept plans and recommendations described in this report. A number of key decisions about the project also were made in this manner – in direct conversation with project partners and constituents.

The framework for this report and the development of the concepts and designs that accompany it revolved around six overarching themes: Station Design and Location; Circulation, Access and Linkages to Destinations; Transit Oriented Development; Public Spaces and Streetscape; Sustainability; and Public Art.

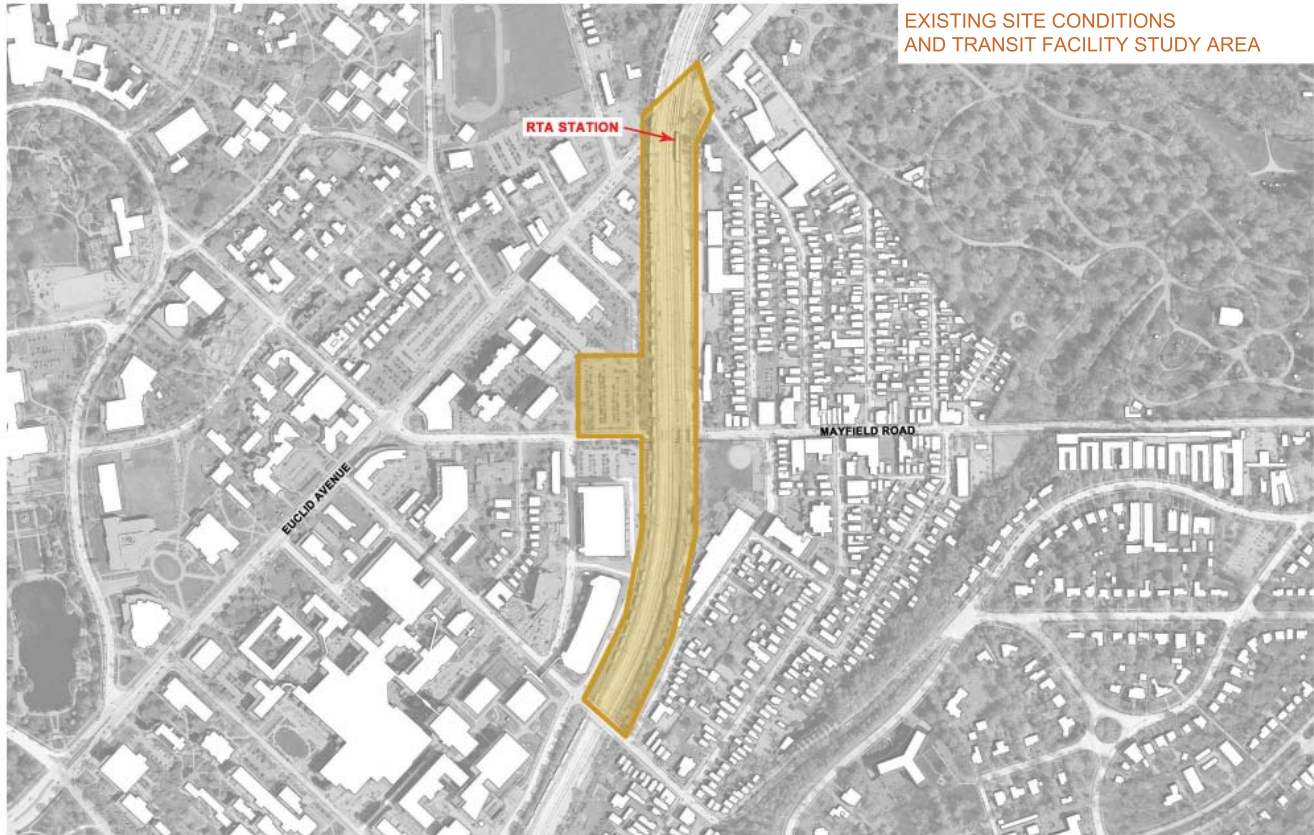
Station Design and Location

The focus of pedestrian and infrastructure investment in the area proximate to the transit station is centered along Mayfield Road. To help leverage this investment, improve connectivity through the region, and provide the opportunity for the station to link to a transit oriented development it is recommended that the station be relocated south of its current location to the bridge crossing at Mayfield Road and the abandoned interurban rail station. The station lobby will be on grade at Mayfield Road, and owing to the narrowness of the tracks in this location, stairs and elevators will take riders to a pair of side loading platforms.

The GCRTA is under a deadline to complete this station by December of 2010, and given the timeframe and construction schedule for the many new development projects in the areas surrounding the station, it was determined early on that this station redesign project will precede the other development projects. By moving forward with developing the concept for the station first, other area developers, institutions and their architects will be encouraged to partner with the GCRTA and neighboring institutions to relate physically and contextually to the station facility, entrances, public spaces, and transit service itself as they develop the concepts, designs, and programs for their buildings.

Circulation, Access, and Linkages

The existing roadways are past capacity and for the amount of growth proposed to be achieved; a multi-modal transit solution is required. The new station will be the center of this transit solution. The station is a gateway to the area, and has been designed as the connector between rail, bus, shuttle and other modes of transportation. Its link to downtown and direct connection to the airport make it a starting point of one's journey to and through University Circle and Little Italy. The station will also act as a visitor's center to University Circle, linked – physically through a network of pedestrian paths, and visually, and programmatically – to the new and existing developments planned in the immediate area. University Circle's institutional partners will be



able to encourage their patrons, clients, staff, visitors and employees to leave their car at home and utilize the public transit system.

Guided by the PPS team, stakeholders and workshop participants evaluated current circulation, wayfinding, and access issues related to navigating between area destinations and the rail station and among the various transit services available in the University Circle neighborhood and suggested ways to streamline the location and type of information provided, rationalize parking, and provide for safe pedestrian and bicycle circulation and access throughout the study area.

Transit-Oriented Development

The Team's key recommendation is the redevelopment of Lot 45 as a transit oriented mixed use development with two new mixed use commercial|residential buildings facing each other across a significant public space and

wrapping a parking structure. The public space will provide both a transit support function and be programmed for a wide variety of community-based uses and activities, art installations, and amenities. The public space will include a multi-modal transfer component, which could accommodate shuttles, car share (City Wheels), bicycles (City bikes), and taxis. The ground floor of the new building along E. 117th Street realigned with Circle Drive would contain a station waiting lobby, with transit information and ticket service. Elevators will connect this lobby to a pedestrian walkway over the freight lines that will bring passengers down a pair of elevators to the side loading platforms of the station.

Public Space and Streetscape

Placemaking Workshops indicated a strong consensus that public space is currently lacking in the immediate vicinity of the site; the Euclid Avenue/Mayfield Road corridor is a thruway for cars with pedestrians and cy-



clists pushed to the periphery and unsafe. This dearth of public space exacerbates a pervading sense of neighborhood isolation, the lack of well designed, accessible public spaces that are comfortable and welcoming are necessary for people to gather and socialize. The Team focused on developing a public space and streetscape plan that ties the area together through a series of programmable public spaces and a network of pedestrian friendly streets and paths.

Public Art

Participants in the placemaking workshops were passionate and excited about envisioning the future of the station and the surrounding area and about the role public art can play in this future. There was a desire for public art that is smart and makes sense, that is informed by the space that surrounds it, connected to the arts institutions of University Circle, and for public art that is neither overstated and nor purely decorative but an integral part of the station and its surroundings. Ideas for public art included permanent works installed in the station facility, functional public artworks that would be created as part of the station design (i.e. tile, lighting, railings, seating, information kiosks), permanent public art that would be commissioned by area partners and sited within the study area and temporary art events,

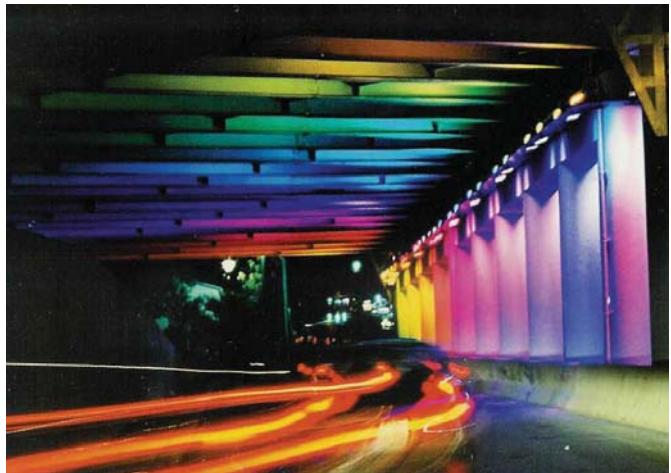
such as exhibit, art fairs, concerts, and performances.

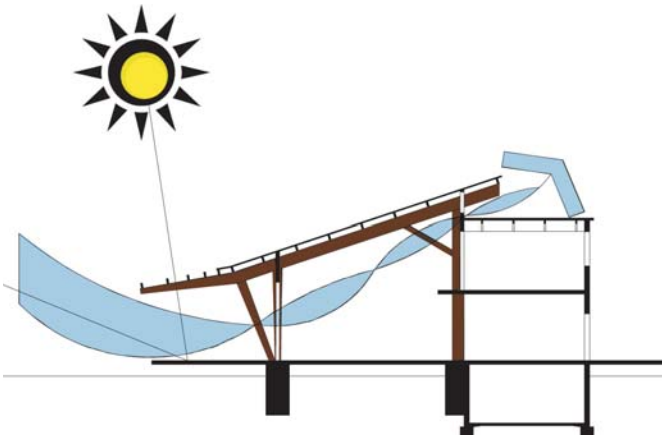
Sustainability

Reduce, Reuse, and Recycle. GCRTA has made important strides in reducing its operational costs by incorporating sustainable design principles into their new stations. Opportunities for sustainable elements, locations for sustainable treatments and funding sources were identified and discussed with participants and stakeholders. Given the existing conditions, workshop participants brainstormed opportunities and recommendations that support the following group objectives:

- Neighborhood sustainability
- Contextual architecture and design
- LEED certifiable building standards
- Integrating high performance building components and sustainable features into the design of the station facility
- Educating the public about the sustainable elements

The addition of sustainable building elements defined by the study will dramatically enhance the potential of the station to reduce its overall operating expenses, and continue to exhibit the GCRTA's commitment to enhancing public environments.

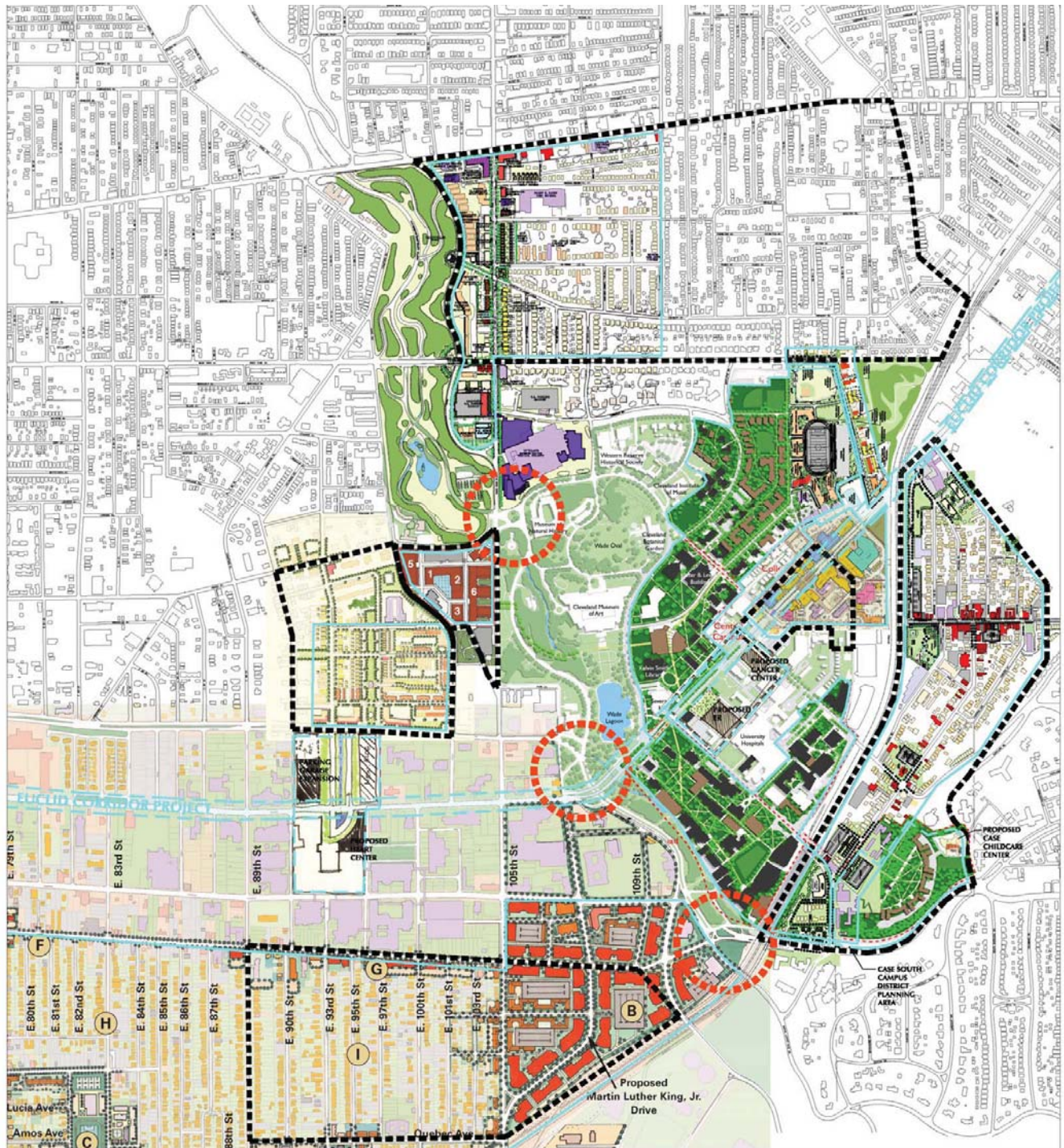








B. BACKGROUND FOR THE STUDY



COMPOSITE MASTER PLAN

GREATER UNIVERSITY CIRCLE STRATEGIC PLANNING



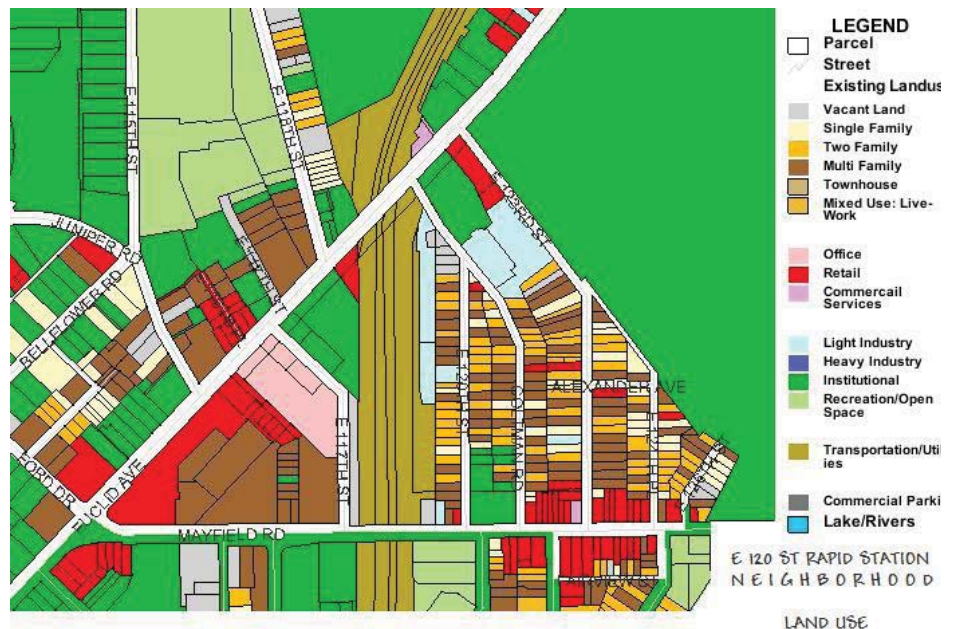
B. BACKGROUND FOR THE STUDY

GCRTA is under a deadline of December 2010 to construct a new station in the vicinity of E. 120th Street that is fully compliant with the Americans with Disabilities Act. To complete this project, GCRTA has budgeted funds for the design and construction of the station. Given the recent adoption of the Little Italy Master Plan by the neighborhood, the present planning process undergoing by UCI as part of its Parking and Traffic Study, the pending transfer of the Norfolk & Southern rail right-of-way, the time was deemed right to undertake a serious study of the transit development opportunities in this area.

This study area for this project is within the Little Italy neighborhood abutting the campuses of Case Western Reserve University and the University Hospital Health System, and includes the entire vicinity of the E. 120th and Euclid Red Line Station from Cornell to E. 120th street. The concentrated study area for the transit facility concept and transit station plan stretches from Mayfield to Euclid along E.119 and E. 117th Street and is adjacent to a piece of abandoned

Norfolk & Southern (N&S) right-of-way purchased by Coyne Properties before this Master Plan study began, and includes right-of-way access for E.119th Street.

Furthermore, the University Circle/Little Italy area has huge potential for increased transit ridership and transit oriented development. The basic attributes of the area, include large numbers of employees and students, high density of development, a unique and varied mix of uses, strong neighborhood fabric, and compact land uses are primary success factors for transit oriented development related projects. Moreover, the populations in this area are traditionally those that tend to utilize transit and who prefer living in more dense, mixed use types of communities. The proper positioning of the transit station, its pedestrian pathways, the resolution of the parking issues, and the type and layout of station amenities tied to a comprehensive development strategy are a recipe for a transit facility that will be a positive and successful catalyst in the ongoing revitalization of the area.







C. PROJECT METHODOLOGY AND APPROACH

THE PLACEMAKING APPROACH
PROJECT METHODOLOGY



Site # _____

Rate the Place:

COMFORT & IMAGE	POOR		GOOD	
Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/Quality of Maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4
Comments/Notes:				

ACCESS & LINKAGES	POOR		GOOD	
Visibility from a distance	1	2	3	4
Ease in walking to the place	1	2	3	4
Transit access	1	2	3	4
Clarity of information/signage	1	2	3	4
Comments/Notes:				

USES & ACTIVITIES	POOR		GOOD	
Mix of stores/services	1	2	3	4
Frequency of community events/activities	1	2	3	4
Overall busy-ness of area	1	2	3	4
Economic vitality	1	2	3	4
Comments/Notes:				

SOCIABILITY	POOR		GOOD	
Number of people in groups	1	2	3	4
Evidence of volunteerism	1	2	3	4
Sense of pride and ownership	1	2	3	4
Presence of children and seniors	1	2	3	4
Comments/Notes:				

Identify Opportunities

1. What do you like best about this place?
2. List ideas that you would do to improve this place that could be done right away and that wouldn't cost a lot:
3. What changes would you make in the long term that would have the biggest impact?
4. Ask someone who is in the "place" what they like about it and what they would do to improve it. Their answer:
5. What local partnerships or local talent can you identify that could help implement some of your proposed improvements? Please be as specific as possible.

C. METHODOLOGY AND APPROACH

The Placemaking Approach

To ensure that a public facility fulfills its potential for increasing community and environmental friendliness, Project for Public Spaces utilizes a Placemaking methodology to create places on a human scale that respond to community needs, that feel safe and comfortable—especially to families and the elderly—and that are conducive to community gathering. PPS’s Placemaking process allows diverse constituencies to identify how a public space can be reshaped to make it a welcoming, well functioning, and attractive place for people. This approach to Placemaking is based on a belief that it is not enough to develop design ideas and elements to improve or develop a public space; these improvements must reflect the values and needs of the community in which they are proposed: A public involvement process that defines and responds to community conditions and needs from the outset is one of the most critical factors in achieving a public facility that is truly sensitive to its context.

To this end, PPS initiated a multifaceted process for planning the new station facility, streetscape and public spaces in the study area that included systematic observations, interviews and surveys, documentary photography, and place evaluation and technical workshops with

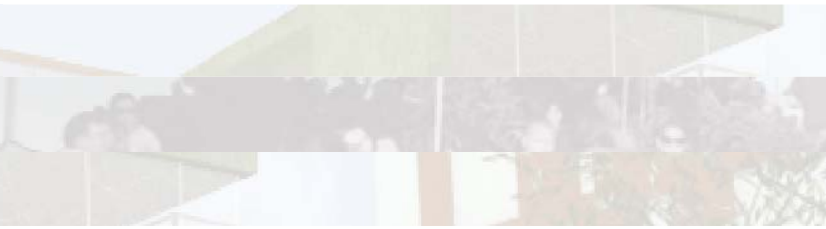
members of the community all collaborating in the development of a vision and action plan for these spaces.

PPS staff and team members worked with community members to brainstorm and identify short-term improvements that could be made to the places they viewed as important parts of community life and to their daily experience. This process will continue to support the master planning effort as it moves forward into implementation and will ensure that truly appropriate and lasting solutions are achieved.

The Place Performance Evaluation Game™

A key component of the public engagement work on the E. 120th Street project was the Place Performance Evaluation Game™. This place-oriented approach to community improvement and involvement relies on common sense and intuition along with structured observations and interview techniques for a quick and productive site assessment. While engaged in the exercises of this “game,” participants get to know each other better and gain new insights into ways to look at downtowns, streets, and other public space environments. They learn to view their environment more holistically and to see its potential as meaningful “places” for community interaction. Highly trained professionals and laypeople alike can conduct the evaluation—equally dramatic results are achievable by both groups.





Project Methodology And Approach

Throughout the Placemaking process, participants of the various workshops were asked to analyze the existing rapid station location and also discuss potential future locations through an on-site evaluation.

1. **Project Kick Off:** The planning process began with a kick-off meeting with the Project Stakeholders previously identified by the GCRTA and project sponsors to come to an agreement on goals for the project, identify key issues, determine key agencies and individuals to involve in the project and to obtain up to date master plan and design documents for each of the projects underway in the study area.

2. **Literature Review:** The GCRTA and Project Stakeholders provided PPS with base maps and aerial photographs of the study area, and other types of planning information, including zoning regulations, development plans and master plans for all the projects planned and underway in the study area, as well as transportation data, the alignment of the Euclid Corridor BRT system, etc.



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

4. **Placemaking Workshops:** On April 18th and 19th, 2007, the Team facilitated public brainstorming workshops at the Abington Arms Apartments in University Circle, with residents and merchants from Cleveland, City staff, and representatives from the GCRTA, Stakeholders Committee, ODOT, City Council, and area non profits and cultural organizations. Approximately 50 people participated in each Place Performance Evaluation exercise, the first step in developing the Station Area Plan for E. 120th Street, and contributed to the recommendations collected and presented in this report.

The workshop took place in the vicinity of the sites being evaluated, so that participants had easy access to them. The workshop participants were divided into groups and taken out to examine five sites where facilitators instructed them in how to complete the Place Performance Evaluation Game™, which is a survey and observation form created by PPS for this purpose. Par-



ticipants then returned to the training session venue for a breakout discussion of observations from each study site visit, and then they presented both short- and long-term recommendations to the larger group.

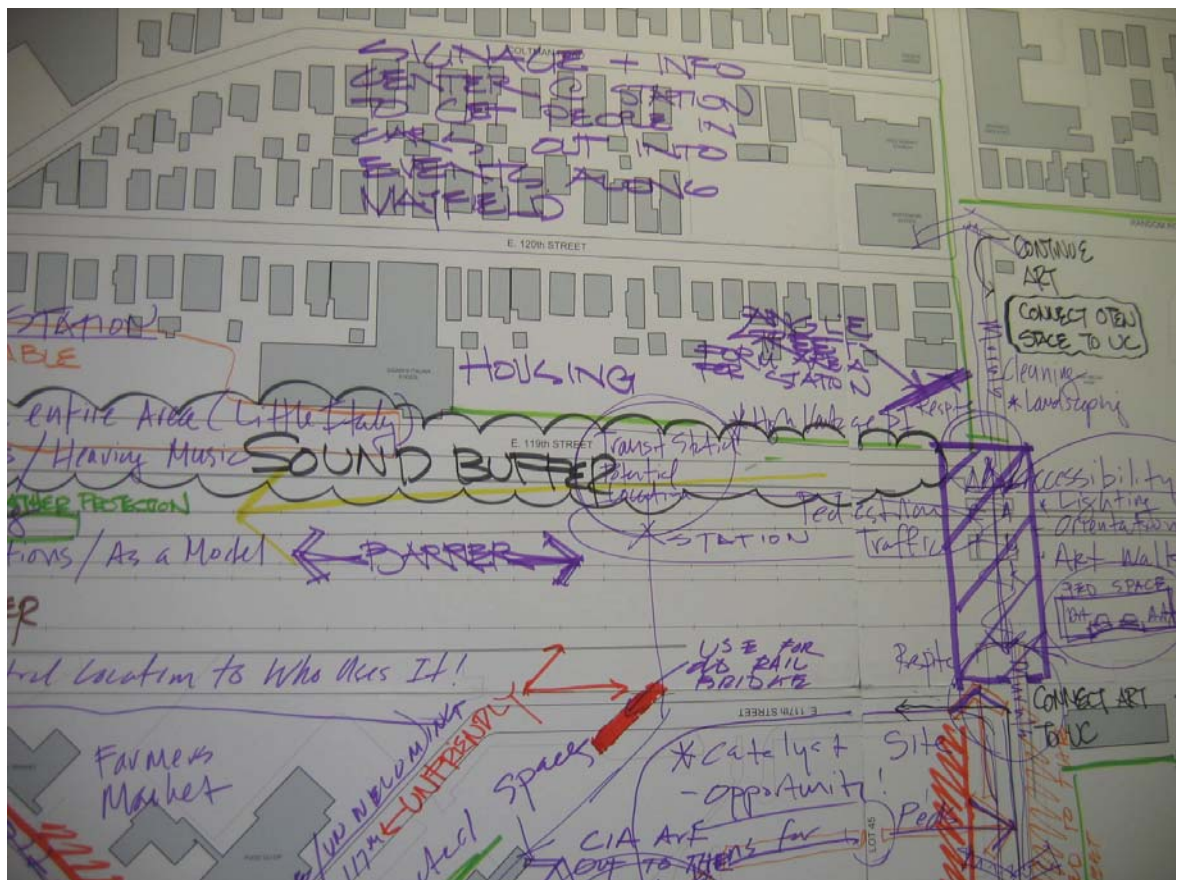
Findings and recommendations from these workshops was compiled, distilled and incorporated into the findings and recommendations presented in this report.

5. Study Area Plan Technical Workshops: Based upon the results of the Place Games, literature review and stakeholder focus groups, the Team summarized the specific key issues for more study and convened a technical work session held in May 2007 to explore these areas in more depth, develop more specific recommendations, and review conceptual plans developed

by the Team with the Stakeholders. Participation in the technical workshops was expanded to include relevant staff from across GCRTA, officials from Cleveland and Cuyahoga County, area developers and project architects.

6. Development of Design Alternatives: The team developed alternative designs for the configuration of the station area, building location and entrances, and connections to the new TOD on Lot 45 and the Little Italy neighborhood, streetscape treatments for Mayfield Road, E. 117th and E. 118th Street, and public spaces in a variety of locations within a ¼ mile radius of the station.

7. Presentation of Recommendations: These were submitted to the GCRTA for review and then were revised by the project team. They will be presented to the community and Stakeholders for final approval.







D. OVERVIEW OF THE STUDY SITES

D. DESCRIPTION OF THE STUDY SITES

The areas selected for analysis and improvement during the public workshops were:

Site One

Mayfield Road around the Underpass & Little Italy

Site Two

Mayfield Road from the Underpass to Euclid Avenue

Site Three

E .117th Street and E. 119th Street between Mayfield Road and the southern end of the existing station platform

Site Four

East and west sides of the current Station along Euclid Avenue

Site Five

Current station & platform area at E 120th Street and Euclid Avenue

These sites were selected because they are adjacent to, intersect or run parallel to the rail line and include the existing station location in addition to other station locations that have been proposed in prior discussions and studies.



Site One – Mayfield Road under the Underpass and into Little Italy

This site was selected because of the tremendous potential it has for becoming a truly engaging and inviting gateway into the Little Italy and University Circle neigh-

borhoods. Currently, the pedestrian environment under the railroad bridges is very unpleasant, due to the spalling of the concrete, leaks, trash, dirty walls and narrowness of the sidewalks.

There are water drainage issues that need to be addressed here as well. Water leaks onto Mayfield Road under the railroad bridge at E. 119th St and, because of poor drainage and diversion of stormwater along the tracks, water and mud drip through the tracks onto the pedestrian right of way along both sides of the underpass, creating not only an unpleasant experience, but a potentially hazardous situation.

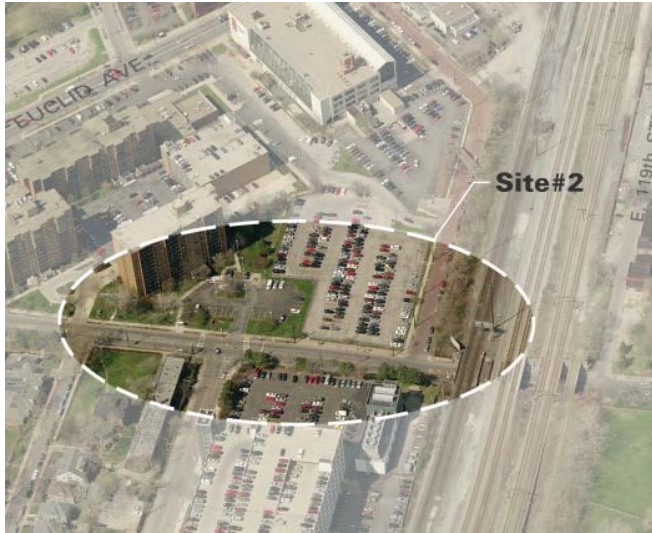
The lack of pedestrian lighting is a problem that should be dealt with in early stages of station planning and development (of the 14 pedestrian box lights located in the underpass, six lights are broken with five alone located on the northern side of Mayfield Road as of 6.15.07).

The potential also exists for the creation of accessible public space via improved access into Tony Brush Park along the south side of the street. Tony Brush Park is considered a key neighborhood element but is blocked from view by a retaining wall. Redesigning this wall could create a space for arts and cultural programming.

Opening up Tony Brush to the street, enhancing the street edge along the front of the UH chiller facility and parking garage, and locating an iconic clock tower or other type of iconic landmark to help orient visitors in the area, to the station, and to serve as a lasting visual symbol were some of the suggestions for enhancing this area.

Sites Two and Three – Mayfield Road to Euclid Avenue and the areas along E. 117th and E. 119th Streets

E. 117th Street is underutilized right and left turns onto Mayfield Road are dangerous, however, it is valuable land with great opportunity for future development. The assets inherent in its location, namely close proximity to a relocated rail station, access to Euclid Avenue (north of the congested intersection with Mayfield), and linkages to CIA and much of the future development already planned for this area. There is a great deal of scrub and brush along the E. 117th Street side of the rail embankment which blocks visibility to and from the platform,



and features, such as the brick roadbed which retains its original character, and the old railroad bridge, to enhance these areas and to create an attractive and welcoming environment for neighborhood transit patrons; but the potential of 117th street to be relocated and aligned with circle drive may be of greater benefit. Traffic hazards will be reduced and an important new means of connection will be developed between Mayfield Road and Euclid Avenue. This realigned road will be important for pedestrian and shuttle traffic serving the new station.



Looking at the structures along/surrounding E. 119th Street and comparing them with the scale of housing along/surrounding E 117th Street, it was deemed that large scale development is more appropriate on the western side of the tracks, along E. 117th Street, Case Western Reserve University (CWRU), and University Hospital (UH) while town homes, garages, and public spaces are appropriate uses for the eastern side of the tracks, along E. 119th Street, Mayfield Road, and Little Italy.

Site Four – East and west of the current Station along Euclid Avenue

and surface parking lots line the west side of the road, which makes for an unpleasant tooth-gap situation and a inhospitable walking experience. E. 119th Street is no longer a dedicated street and has been turned into parking for University Hospital during the day and valet parking for Little Italy at night. A five year lease with the hospital ensures development of this site will not occur short term, but will be a longer range development opportunity. A billboard located against the upper track at E 119th St and Mayfield Road was once a venue for protest literature but has since been vandalized and taken over by vegetation. Both E. 119th and 117th Streets see fairly regular vehicular traffic.



There is the potential to work with current structures

The area between the existing station and E. 117th Street feels unsafe, uninviting, dark (under the railroad bridge), and not particularly people friendly. There are vacant lots lining Euclid Avenue that can be redeveloped as infill to provide the street a continuous streetwall and an edge that would frame the street and provide visual



continuity. Ground floor retail uses and improved pedestrian amenities and enhancements to the streetscape would help to create attractive pedestrian links and routes from the new BRT stops across Euclid Avenue to the new station.

Site Five – Current Station and Platform Areas at E. 120th Street and Euclid Avenue

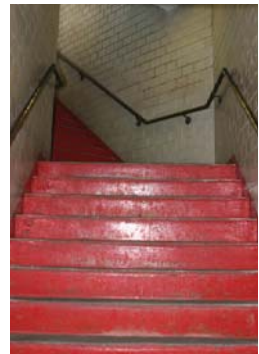


This study recognizes that this rapid station is the gateway from the east to all of University Circle and the City of

Cleveland itself. It can be seen from a distance and gives a clear view to the outlying area. This station exists at a pinnacle corner, which gives it the opportunity to serve populations on both sides of the tracks by bringing them together and enabling them all to use this space. The existing station is close to CWRU dormitories, Lakeview Cemetery, the Food Co-op, the Free Clinic, Euclid Avenue, Little Italy, and numerous cultural identities. The station plaza could be transformed into a lively public space and gathering place for the community, with GCRTA and Transit information, outdoor café type seating and food concessions or vendors. Impediments to this are the bridges immediately west of the station which are dark, imposing and hazardous. The plaza itself is small and supportive amenities are not close enough to support activity. Access to the station platforms is through a long narrow tunnel and up winding concrete stairs. The lack of visual connection between the head house and platform provides an unwelcome and unsafe condition, and upgrading the station to meet universal standards of accessibility will be difficult.

The complete inventory of workshop findings and recommendations from workshops participants is provided in the appendix.









E. STATION DESIGN + LOCATION

ISSUES LOCATION AND CHARACTER STATION BUILDING AND DESIGN
STATION ENTRANCES OPERATIONAL FEATURES LOT 45 — NEW TOD



E. STATION DESIGN AND LOCATION

Station Design

Project participants were asked to evaluate the current station, focusing on issues that are related to the location of the station, its entrances and platforms, and the design and features of the station. Participants were asked to suggest future station amenities, designs, and features that they felt would improve the image of this Rail facility and, equally important, the image of the Rapid itself.

Issues

The current station has been described as “old, dirty, unsafe, depressing, and boring.” There is a general consensus that people want a change in atmosphere – the station has not undergone improvements in many years and residents suggest now is the time to improve conditions.

There are physical barriers as well that limit the ability of this station to serve Little Italy and the greater University Circle area. The station is currently separated from the residential areas on the west side by a busy five lane road, and on the east side, adjacent properties are abandoned, the area is poorly lit and perceived of as unsafe. At the station, a significant change in grade, a narrow, dim corridor, and steep steps makes getting to the platform difficult for pedestrians. Additionally, the platform is isolated and the lack of a lively station area discourages more transit patrons than it attracts.

Many of the riders living on the northern side of Euclid Avenue and to the east of E 120th Street use the current station to get to and from work and also to and from the Free Clinic and the Dialysis Center. Students from Case Western Reserve University (CWRU) do not travel on the E 120th Street Redline, often but use the Cedar Redline station instead because they are told it is safer and a more inviting experience. An informal survey of train

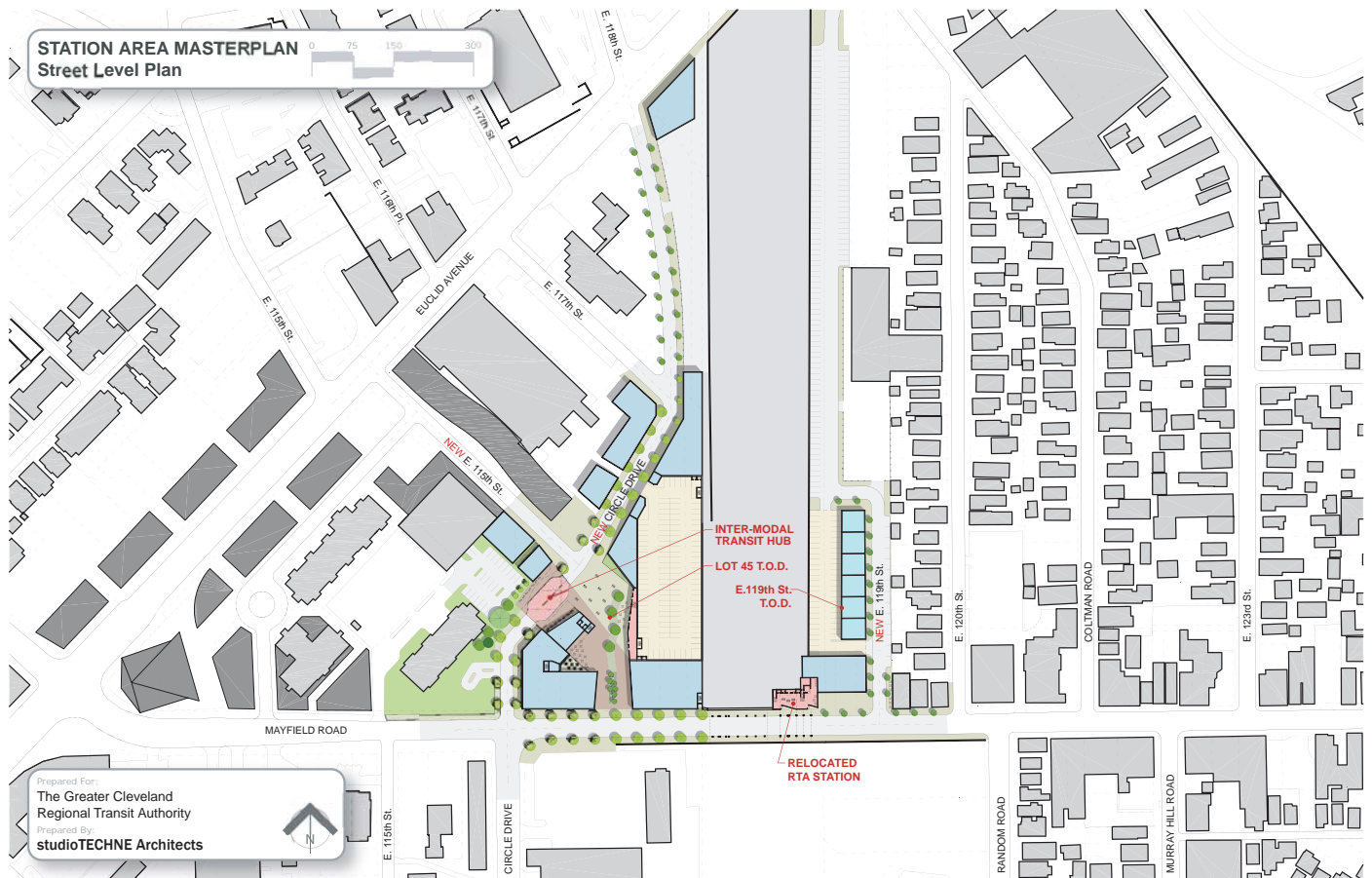
passengers conducted on June 21 and 22 revealed that while the large majority of trips generated are for work, passengers did not take the train every day. Passengers reported taking the train for non-work trips several times per week. When asked what kind of impact a station relocated closer to Mayfield Avenue would have on their decision to use the station, half of respondents reported a positive impact and the other half responded that they were “indifferent” to the change. Redesigning E. 117th Street as a more pedestrian friendly route to the station garnered the same responses as did the station relocation question.

The sale of land by Norfolk-Southern railroad along E. 119th Street represented a major opportunity to enhance connections to the transit station from Little Italy and to Tony Brush Park. Had the City or GCRTA purchased the property, it would have provided the GCRTA with land sufficient to build a station facility on the east side the tracks. The purchase of this property by a private interest instead has posed a significant challenge to the GCRTA’s ability to enter into a TOD type project on the E.119th Street side and leaves them only with approximately 10 feet of right of way from the outside of the tracks. In addition, it eliminated development opportunities for new and existing businesses and privatized land that could have been used to provide free over flow parking in the immediate vicinity.

The new Euclid Avenue BRT Silver Line will run along Euclid Avenue parallel to the rail alignment with stops at Cornell, E. 115th, E. 118th and E. 123rd Street. No stop is planned at the current station location.

Given the existing conditions, workshop participants brainstormed opportunities and recommendations that support the following group objectives:

1. Design a “Community Supportive Transit Facility” that can become a destination itself by providing passenger-supportive uses and services while being



welcoming, visible, and attractive.

2. The station should be visible and identifiable as the entrance to an arts district; as the hub, anchor, or gateway to a great place.
3. The current station will be abandoned, and be available for future redevelopment dependant upon the development of the adjacent abandoned parcels.
4. The station should integrate with the station surroundings; capitalizing views to University Circle, connecting riders with information about transit, local cultural institutions, local events, news, shops, and adjacent businesses.
5. The area is the arts and culture district of the city, and as such, public art is integral to the success of the station.
6. Residential quality of the neighborhood must be maintained and the area must remain safe and pedestrian friendly.
7. Riders need to be connected to convenience retail, so that employees of the adjacent institutions can quickly purchase necessities before taking the train home.

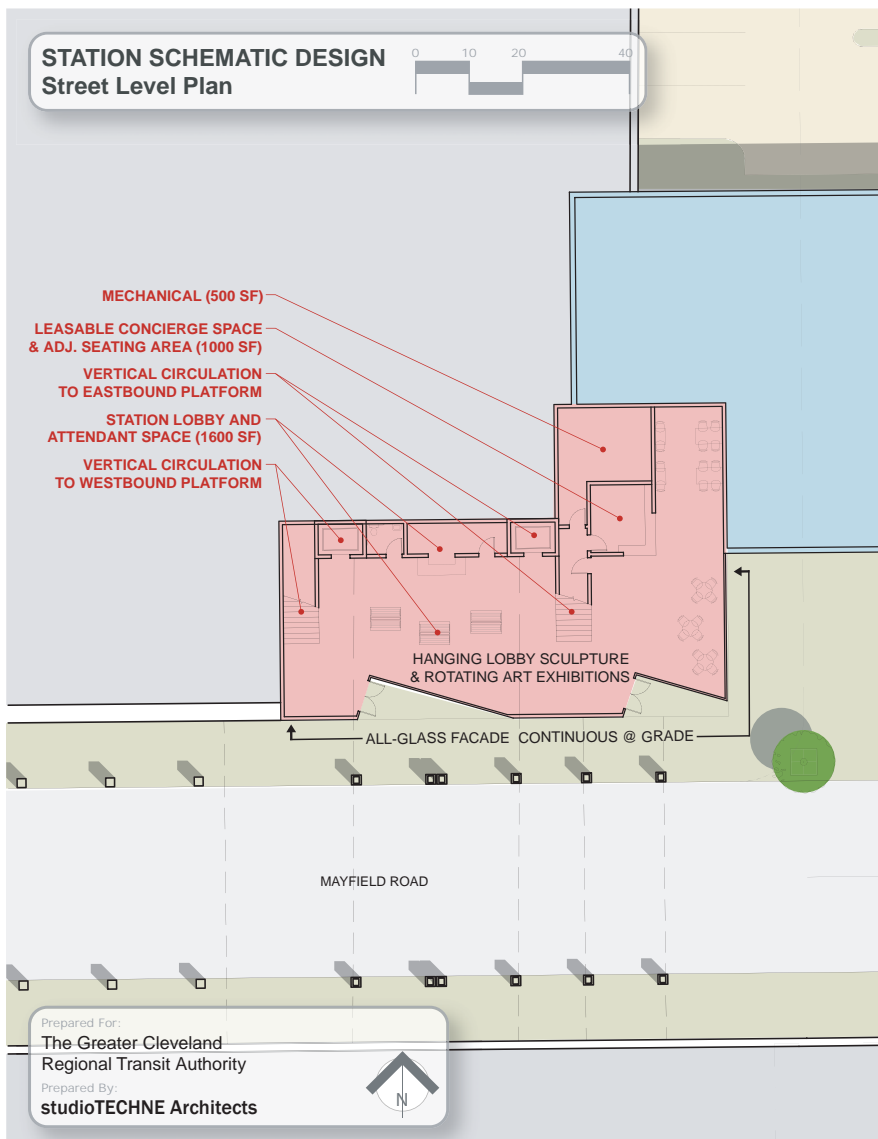
Recommendations were categorized below by category.

Location and Character

The current station is required to be completely redesigned, and owing to that, it is recommended that it be relocated to the center of pedestrian activity as well. Several locations were considered. The preferred spot was a location south of the existing site, closer to Mayfield Road, which would bring rail service closer to the population of potential riders: residents of Little Italy, staff and employees of UH, Case and CIA students and residents and employees along with visitors and patrons of UC's myriad cultural destinations.

The recommended position of the station will visually draw pedestrians and cyclists down Mayfield Road. By being sited in a more visible place, it will be perceived as inviting and easy to walk to, especially between various modes of transit. Furthermore by relocating the station building south, at E. 119th Street and Mayfield Road, direct, clearly marked pedestrian routes from the BRT stops to the station can be identified and marked.

A station in this location would be visible from adjacent streets and serve as a landmark in an of itself, drawing patrons in much the same way as the Museum of Contemporary Art's (MOCA) design for their new location is planned to do. Planning the design with friendly, open, and useable public spaces would allow it to accommodate and support festivals, art exhibits, open air mar-



a center platform station design without a major track realignment. Therefore, the station is laid out as an L shaped building with ground floor entrances on Mayfield Road at E. 119th Street. This entrance, under the transit rail trestles, will take advantage of the abandoned Interurban Railroad station still located underneath the platform. Based upon our best available information and an informal on site inspection the vault, with modest modifications appears to be deep enough to permit the construction of two code compliant staircases and a pair of glass enclosed elevators that will move pedestrians approximately 15' vertically. The remaining space approximately 32'x 70' (2,240s.f.) is available for circulation and wait-

ing. kets, and music concerts in all kinds of weather. Having the station create an inviting environment would also make it feel friendly, accessible and open to all types of travelers.

Station Building and Design

In designing the station, the needs of four basic transit ridership groups must be met:

1. Cultural/institutional visitors
2. Employees/commuters to and from the area
3. Students and their families
4. Residents traveling during off-peak times

We feel strongly that passenger needs must be met for them to enjoy their experience and continue to use transit. The proposed design of the station includes many of these elements (see concept plan).

The basic track geometry at the station will not permit

ing.

The station building is two stories, approximately 38' deep and 80' wide. The exterior walls are glass to promote transparency and visibility to and from the areas adjacent. Two stair cases and two elevators lead from the ground floor to the platform level. The eastbound platform also would be accessible directly from E. 119th Street via a ramp or walkway leading from the street directly to the platform. This connection is required owing to the land constraints on the E119th street side of the station. Riders being dropped off, or trying to connect to the various shuttle systems will need this link to conveniently access the adjacent institutions. A passenger pick up and drop off area, with bike parking and vehicle turn around is recommended for the E. 119th Street side of the station, just south of where the UH parking lot is located.



We are recommending a 34'x22' area dedicated to a café or small shop on the ground floor, owned and operated by a local vendor or merchant. Local businesses and services should be featured and given first right to participate in the program. Convenience amenities such as flower and news stands, and coffee/pastry carts were suggested as well. University Hospitals' employees are working 12 hour shifts, breaks are generally short, and this leaves little time for convenience shopping. Therefore basic amenities, such as a small convenience store, newsstand, or passenger service center, incorporated into the station building could improve quality of life and the commute for employees of University Hospital.

Café type seating on the ground floor would be provided with benches located near the elevators. The upper level would be open to the ground floor on both sides of a broad bridge/walkway connecting the top of the stairs to the platforms. There could be a long bench along one side of this walkway and the wall on the opposite side could be used for displays of art. A hanging sculpture or two could be suspended from the ceiling to animate the space from above and below.

As the cost of energy to operate stations is increasing at an alarming pace, weather protection elements over the platform should include heat vents (solar power generators) and wind shields (for wind power collection) to ensure a safe and enjoyable experience for passengers walking along the platform to and from the station lobby. Outdoor seating areas should also be located under the shelter for protection from the elements, and/or wind screens added to the platform and on bus shelters for weather protection, as well, making the waiting experience pleasant in unfavorable weather conditions.

Other amenities that will provide comfort to people through design, amenities, and character that could be included in the design of the station include the following:

Waste receptacles

Railings with depth can hide the unpleasant features of the bridge

RTA ticket station/University Circle police mini-station

A signifying and visible element, feature, or structure that identifies the location of the station. Examples include a clock tower, sculpture, fountain, or wind tower

Station Entrances

The station draws from a large area, and as such, the team has deemed it vitally important to have multiple entrances and also to connect the current station to future developments planned for the University Arts and Retail District (Uptown), Cleveland Institute of Art, and Lot 45. People are coming from various places such as University Circle Institutions, the historic Wade Park neighborhood, Euclid Avenue and Mayfield Road. Therefore, one entrance does not suit all the needs of the community and its visitors. The new station entrances and access points need to be coordinated with the location of new development so that passengers arrive into a welcoming passenger-friendly place that is linked to one or multiple key destinations and institutions. Additionally, multiple entrances will provide sufficient space for local groups such as Cleveland Bikes and City Wheels who offer transit supportive uses such as bike and car rentals that are of benefit to connecting commuters.

The creation of visible entrances and a visible architectural building structure is necessary for quality development. Entrances should be constructed to extend both east and west, connecting as many people and places as possible.

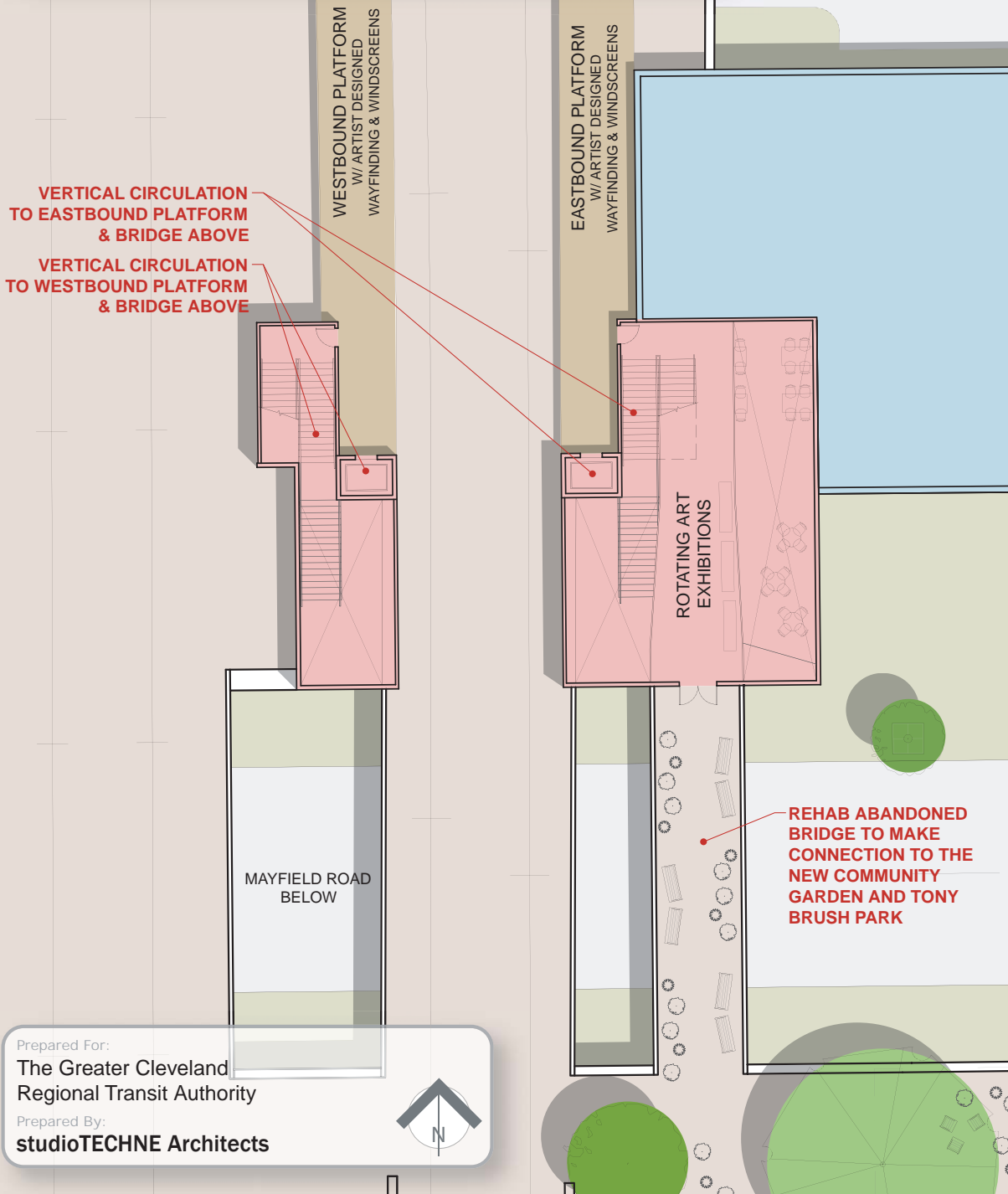
After much discussion and evaluation two station entrance locations were identified:

1. At the Mayfield Road bridge in the abandoned Inter Urban Rail Station located under the tracks. This site



STATION SCHEMATIC DESIGN

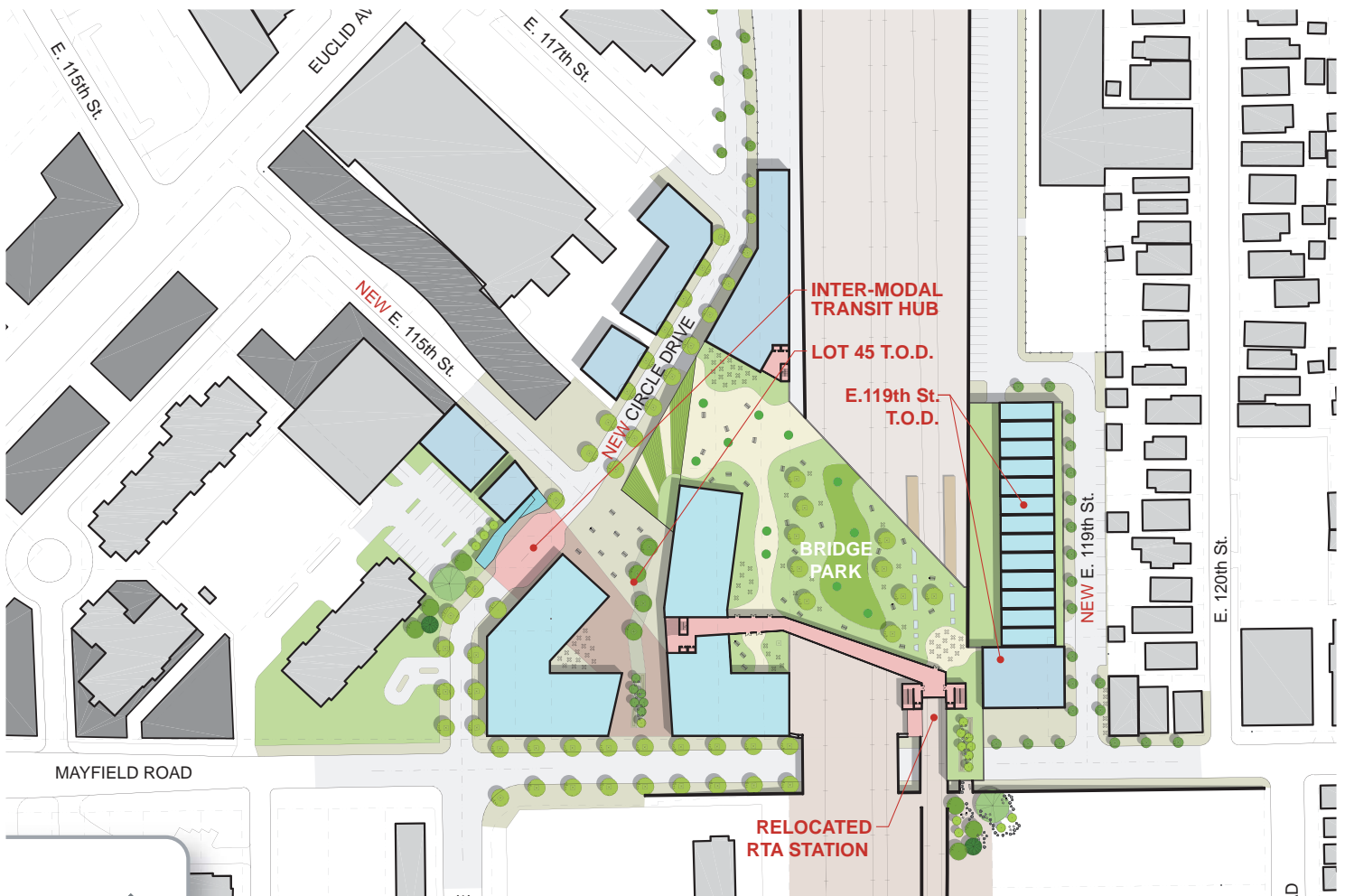
Platform Level Plan



Prepared For:
The Greater Cleveland
Regional Transit Authority

Prepared By:
studioTECHNE Architects





is easily accessed by removing the plywood barricades at the sidewalks and can be modified to accommodate the new station.

2.A Sky bridge connecting to a new transit oriented development on Lot 45. This connection would be made at approximately the 4th floor of this development. The bridge would connect to an elevator that would bring patrons down to a waiting area leading onto a new public plaza, and an intermodal transit center.

Current track geometry dictates that two side platforms with elevators and stairs linking to the sky bridge from the ground floor and platform levels are required. A center platform configuration is also possible. This would require a costly track realignment. Furthermore, while every station platform should have a minimum distance of 9 feet between the tracks and can be a minimum of 120 feet to a maximum of 340 feet in length the team is proposing two twelve foot wide platforms approximately 300 feet in length.

Operational Features

- Train/Bus/Shuttle arrival, departure and connecting announcements
- Wayfinding signs and maps indicating adjacent places of interest and the means of getting there
 - o On-site management 24/7
 - o Paid station attendants/ GCRTA Staff
 - o Volunteers
 - o Students
 - o Neighborhood ambassadors
 - o RTA employees
 - o University Circle police
 - o Institutional Partners

Lot 45 TOD

As part of a future, mixed use, Transit Oriented Development (TOD) project developed on Lot 45, a second station lobby would be created in the ground floor of this building. The Lot 45 station would have a ticket and information counter leading out onto a public space/plaza that would be flanked by a second TOD mixed use building to the west.

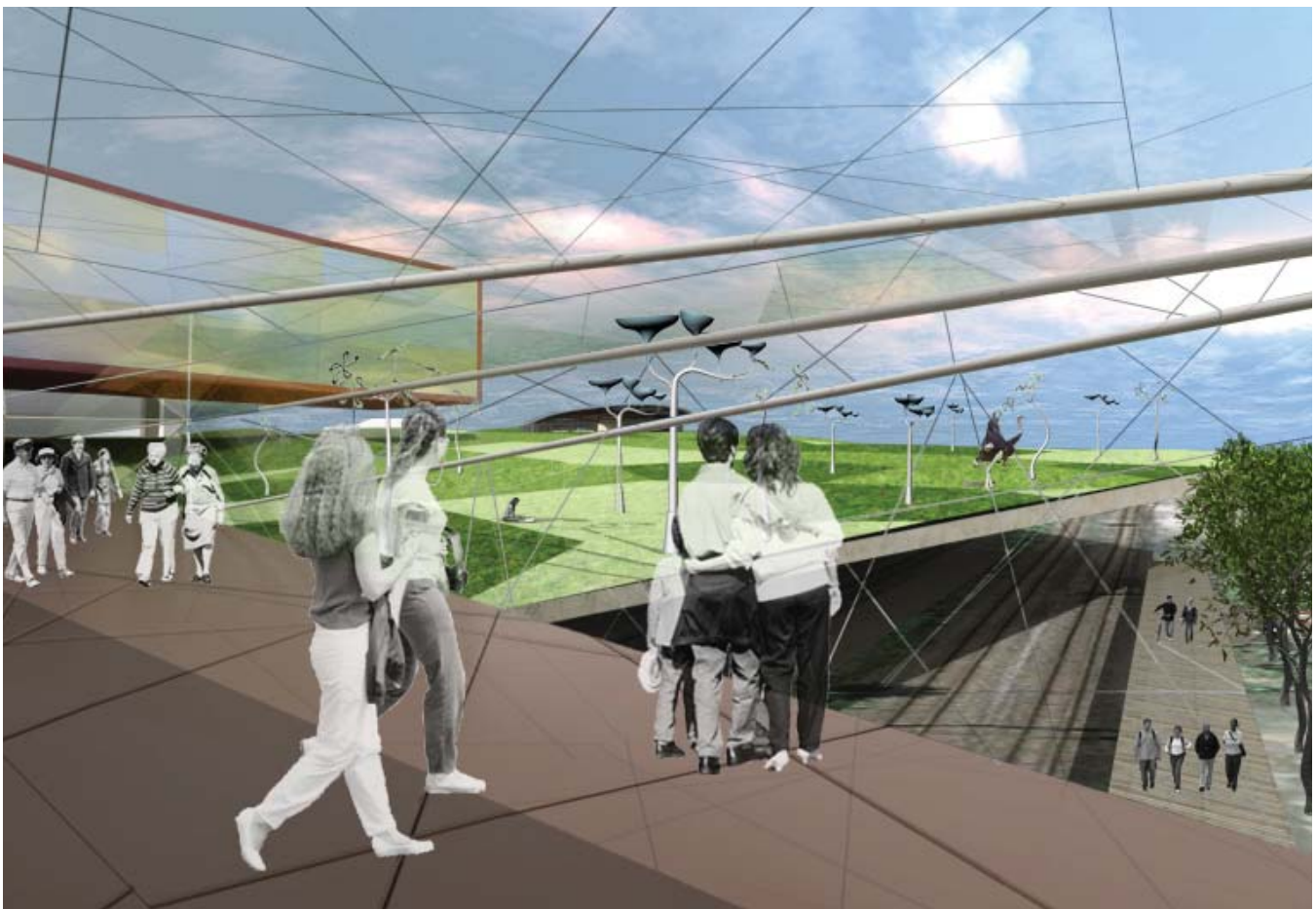
A lobby elevator would lead up to a sky bridge that would cross the tracks at approximately the fourth floor, ap-



proximately 23 feet over the tracks (clearance required by the double height trains run by Norfolk Southern and CSX). The bridge would lead to a lobby with a pair of elevators taking passengers down to the station platform. It would be constructed of clear glass and lit from within. The lighting and design of the walkway should integrate public art into its design and become an element that identifies to passengers that they are arriving at the Little Italy station.

The public space proposed for Lot 45 should become a “service hub” with amenities such as a hotel shuttle and taxi service, bus and circulators, a bike station, and

parking area for City Wheels. It is strongly recommended that such an intermodal hub be located at the northern edge of the new public space, at the intersection with a realigned Circle Drive. A grocery store has been suggested as part of this new mixed use development that would serve transit passengers and residents alike. Fresh fruit and flowers are excellent amenities for those commuting back and forth through the station each day as well. Among the desired amenities and retail services suggested by workshop participants and project stakeholders are an open air market on the weekends, a coffee shop, a newsstand with flat screens projecting local and national news; all of these uses would promote





further positive ridership-relationships with commuters and visitors alike. A child care center was also cited as a needed service for this community. The station facility and proximate areas also could accommodate art projects, small concerts, kiosks, coffee carts, and newsstands. The current mix of uses proposed for this development are:

- A five story and a seven story building
- Structured Parking (approximately 1 000 spaces using a generally accepted TOD parking ratio of 1.3 spaces per residential unit and 1 space per 1000 square feet of retail/commercial)
- 30,000 sf. of retail and services

- 12,000 sf. childcare center
- 48 apartments designated to temporary corporate/institutional housing
- 72 market rate apartments

A market analysis should be conducted to ensure the optimal mix of commercial, retail and residential uses.

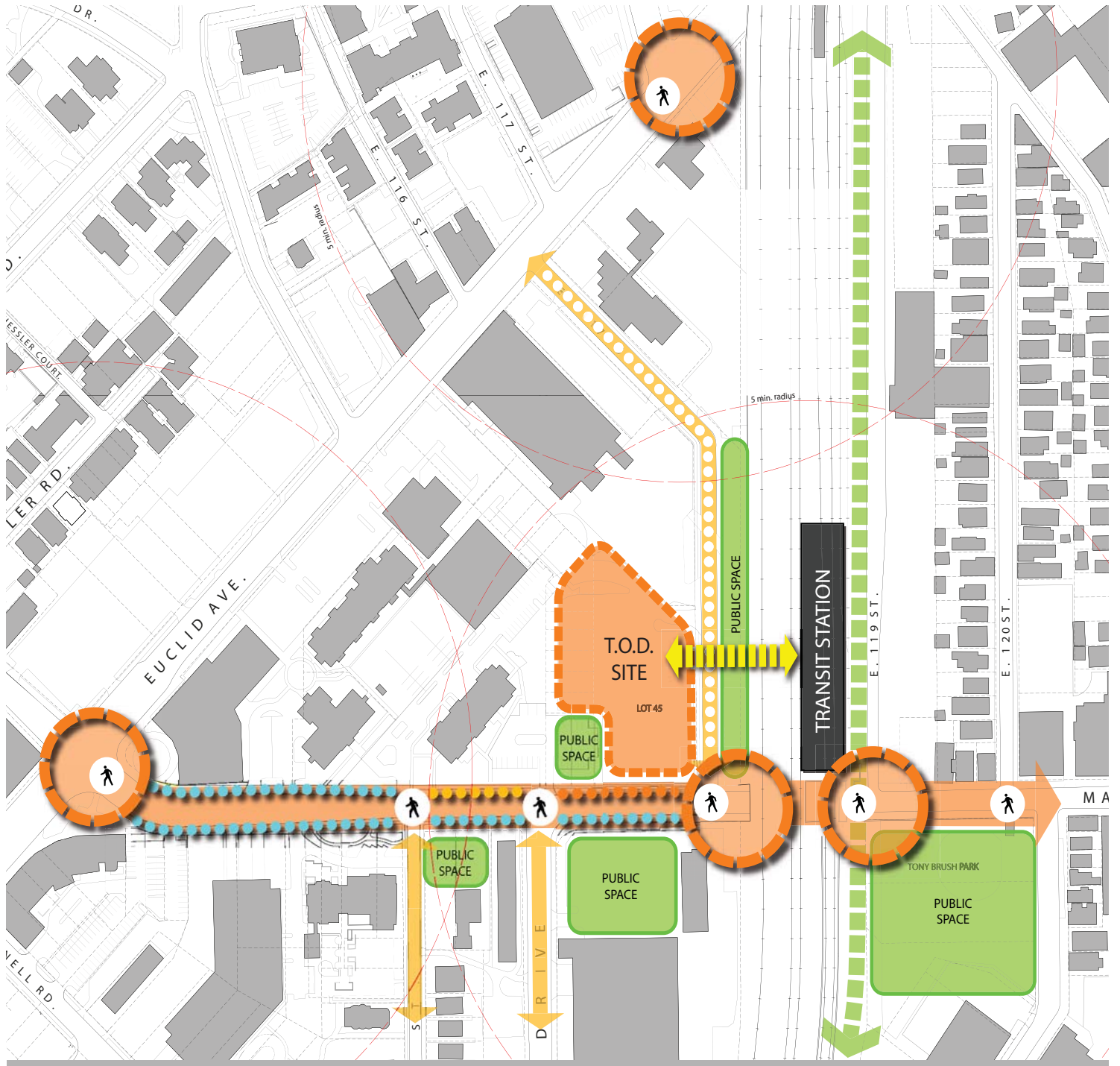






F. CIRCULATION AND ACCESS

ACHIEVING INTERMODAL CONNECTIVITY • ENHANCING PEDESTRIAN ACCESSIBILITY TO THE STATION • ENHANCING BICYCLE ACCESSIBILITY TO THE STATION • AMENITIES/DESIGN TO IMPROVE ACCESSIBILITY • RATIONALIZE PARKING ROADWAY RECONFIGURATION • STREETScape DESIGN OBJECTIVES





F. CIRCULATION AND ACCESS

Throughout the station planning and design process, stakeholders and workshop participants were asked to evaluate current circulation, wayfinding and access issues related to navigating between area destinations and the rail station and among the various transit services available in the University Circle neighborhood, and to suggest ways to streamline the location and type of information provided, rationalize parking, and provide for safe pedestrian and bicycle circulation and access.

The project site is located within the District 5/University Neighborhood Statistical Planning Area and has been designated as a “Pedestrian Retail Overlay District”. The Citywide Zoning and Land Use Plan Update is nearing completion, yet no major changes are proposed for the area except for the closing and vacating of E 117th Street and possibly E 119th Street; no decision has yet been made regarding the later.

The proposed station area is plagued by inadequately designed sidewalk connections to existing destinations, conflicts between pedestrian movement patterns and vehicular traffic movements and a lack of active commercial uses at the street edge that would produce safe and vibrant pedestrian connections to the destinations within the neighborhood.

Given the existing condition, workshop participants brainstormed opportunities and recommendations that support several group objectives. These are listed below:

Recommendations were grouped into six categories:

1. Achieving Intermodal Connectivity
2. Enhancing Pedestrian Accessibility to the Station
3. Enhancing Bicycle Accessibility to the Station
4. Amenities/Design to Improve Accessibility
5. Rationalize Parking
6. Roadway Reconfiguration
7. Linkages to Area Destinations

I. Achieving Intermodal Connectivity

Issues

Case Western Reserve University operates the Circle Link, a circulator shuttle connecting all the major institutions in University Circle, but many people noted that it tries to cover too much territory and is therefore slow and somewhat inefficient. CWRU also operates a campus commuter shuttle, an evening shuttle, and the UCRC Shuttle; while University Hospital (UH), also operates a circulator shuttle service serving the hospital employees who park remotely at a number of park and ride locations around the area, primarily in order to reduce the need for large quantities of on site parking. The UH shuttle pick-up locations are currently located at Lot 45, 55th Street and 61st Street, only. Both of these services are free, hop and hop off, flag down systems, and patrons may flag the bus at any point along the route and board or alight. As a result, there are no fixed shuttle stops along these routes, and no place to post travel routes or schedule information. Moreover, many people are unaware that these services are free and open to the public, not just to Case Western Students or UH staff or clients and few people, other than regular patrons, know where the shuttles actually go.

Opportunities

All shuttle services in the area should be coordinated to serve the train and the bus stops. This includes Circulators, the Silver line, University Circle Incorporated (UCI) Circle Link Shuttles, the UH and Cleveland Clinic shuttles, City Wheels, and hotel and taxi services. Schedules, routes, and hours of operation among transits and shuttles need to be reviewed, coordinated, and modified to eliminate redundancy and maximize efficiency. For example, the two bus circulators could be combined into one service, with stops located at the BRT stations at Cornell and 115th Street, at the relocated RTA station, and at the public parking areas currently serving UH patrons. The service could be re-branded and signed, and more purposefully marketed as way of encouraging



transferring between the red line and silver line and aid red line and silver line passengers who disembark in the area reach their ultimate destination.

Transit services (bus, train, and shuttle) must be well marked through signage, route maps, schedules, and fare information at all stations and stops. The material should be easy to read and similar in design characteristics as this helps travelers identify navigational/informational literature across all locations.

Mobility to and from the rail stop is crucial to good development. All RTA bus routes must connect to the current rail stop location and the future location as well. An idea to better serve the community and all public transportation agencies is to combine them under one name – all buses, trolleys, circulators, shuttles, and rails. This could create better connections between all of these modes and create less confusion to the ridership. Below is the current routing of Mayfield Road and Euclid Avenue public transportation services:

- Route 6 - Euclid Avenue & E 118th Street
- Route 9 – Mayfield Road & Euclid Avenue
- CWRU Evening Loop – Euclid Avenue & E 117th Street
- Circle Link Shuttle – Euclid Avenue between Triangle & E 117th Street
- University Circle Community Circulator (Free) – Mayfield Road & Circle Drive including Ford Drive and destinations around Wade Oval
- University Hospital Shuttle – Lot 45

Based on the above service corridors, work is needed on re routing bus lines or adding extended stops along Mayfield Road. Only one bus travels down Mayfield Road and the stop is located at the Triangle. There is great potential and need to add shuttles and circulators at:

1. The proposed station location on Mayfield Road
2. The proposed TOD at Lot 45
3. The current station on Euclid

A shared fare payment structure could be piloted whereby shuttle service operators offer bus passes and rail discounts and rail and bus passengers can obtain free

or discounted passes or transfers to area shuttles. This could promote further use of public transportation in general and transportation to the University Circle area.

The creation of an intermodal facility, potentially on Lot 45 in the base of a new mixed use development to be located on that site, could have shuttles meet bus and detrain passengers and take them to nearby locations, passing by other bus stops along the way. This could help make all public transportation services more efficient and also capture more ridership and thus ridership income.

Car sharing and bicycle parking (possibly with repair and shower facilities) could be co-located with the intermodal center at Lot 45 or at one of the new station entrances, space permitting.

2. Enhancing Pedestrian Accessibility to the Station Area

ISSUES

Within the study area, there is a need for well-marked crosswalks, bike facilities, lockers, pedestrian signals, and color deviation on pedestrian right-of-ways to keep cars and people moving and safe at the same time. The goals of these recommendations are to:

1. Enable passengers to safely reach the station from Little Italy
2. Guide passengers to and from their final destination
3. Get passengers safely back to their point of origin

Therefore, we see our work does not stop once the Rapid arrives in Little Italy. We must take responsibility for more of the travel sequence, especially if we are encouraging people to travel by foot or bicycle for part of their journey.

Paving improvements along sidewalks and roadways will help improve safety conditions for drivers and pedestrians. Easy connections and clear orientation will keep visitors coming back to the area.

OPPORTUNITIES

PEDESTRIAN ROUTES

Multiple access points and walkways that are clearly marked leading to and from the station, from Little Italy, UH and Case are needed. These should be connected to walkways with clearly signed directions to the hospitals, University Circle cultural institutions, and to Little Italy. The creation of formalized pedestrian route leading from Circle Drive to Euclid Avenue is a potential routing answer. A walkway through Lot 45 could handle significant pedestrian traffic flow and provide safe access to the station for public transportation users.

The routes should radiate outward from the station area towards key UCI destinations. Popular routes should be mapped representing the shortest walking distance between the station and the likely destinations of the transit passengers using bus lines and rail stops. The following is a list of several destinations and attractions to be served by these routes:

1. CWRU classrooms
2. CWRU northern dorms
3. Wade Oval
4. Little Italy
5. University Hospitals
6. VA Hospital
7. Crawford Car Museum
8. Historical Society
9. Cleveland Institute of Art
10. Museum of Contemporary Art
11. Cleveland Botanical Museum
12. Cleveland Museum of Art
13. Museum of Natural History
14. Neighborhoods N and S of the proposed station location

The pedestrian routes leading to and from the station entrances also should take people past shops, restaurants, and various other services. Good TOD practices include retail in various respects on street level, thus improving sales because of easy access. The routes themselves should be well-lit, landscaped, and marked with

directional kiosks or signage at appropriate junctures.

DESIGNATE STREETS TO GIVE PRIORITY TO PEDESTRIANS

The integration of transportation modes - pedestrians on foot and bicycle and riding on buses and trains - is a key factor behind the success of multi-modal transportation facilities. Therefore, to support access to the station by patrons on foot, E 117th Street could be redesigned as a "bike and pedestrian access only" route through a series of streetscape enhancements that could strengthen the cultural feel of the area and increase the likelihood of people reaching the station without needing to drive and park their cars. By establishing retail on the ground floor of structures along E 117th Street, for example, visitors will be more apt to walk or bike ride along the street to window shop; it is safer, more pleasant, and understood to be meant for the pedestrian on foot or bicycle. The new road proposed as part of the UARD development also should be designed and signed as pedestrian priority, where slow moving vehicles can be accommodated as well.

RAIL ROAD BRIDGES

There are three bridges along Mayfield Road at E 120th Street and the bridge owned by RTA will be given renovations in 2008. Unfortunately, trucks often get stuck under the bridge due to its low underpass height and the lack of other thruways for the trucks. In addition, the underpass at Mayfield Road floods frequently and leaves pedestrians with a less than inviting walking route to the rest of University Circle.

Current routes of pedestrian circulation and access to and from the station are uninviting and discontinuous. The railroad bridges over Euclid Avenue and Mayfield Road serve as the gateways into Little Italy and University Circle, but are in a poor state of repair, with both bridges in need of structural repair, painting, lighting, and patching.



ISSUES

An inspection of the Mayfield Road bridges, conducted as part of this study revealed all three bridges to be in approximately the same condition. The easterly bridge has had the structural steel (both superstructure and steel pier bents) cleaned and coated. The paint appears to be in good condition, indicating this work has been in recent years. The GCRTA bridge and the private bridge are both uncoated steel. The steel at these bridges are in relatively good shape. The bearings at the GCRTA bridge appear to have heavy scale and dirt/rust buildup. It was unclear during a visual inspection as to which end is expansion and which end is fixed. There is some slight leaking of water at the abutment walls, indicating deck joints may be deficient in areas.

Furthermore, the top of both abutments between the GCRTA bridge and the privately owned bridge on Mayfield road is in need of repair. There is significant spalling and concrete delamination of the top surface of the wall. While it is unclear how the top of the concrete walls are at the mainline bridge, the front faces of the abutments are in reasonably sound shape. There are some small areas of delamination of the concrete surface. The full report on the Mayfield Road bridges can be found in the Appendix: Preliminary Analysis Mayfield Road Bridges (Route 20)

OPPORTUNITIES

Elimination of certain bridges or opening up areas between the bridges should be considered. A very noticeable item with the existing bridge layout is the “tunnel” effect one gets when driving or walking under the bridges. While artificial lighting is a good alternative, natural daylight between bridges and certainly at the ends reduces the tunnel effect. The desire is to make the bridges less of a barrier, and more of a continuation from one side to the other. Additional short term improvements should, therefore, include better pedestrian level lighting, underpass sidewalk cleanup, and working guardrails.

The underside of the trestle bridges need to be repaired, repainted, the sidewalks raised and widened, and signage added that both welcomes people to the community and indicates the location of station entrances. The

bridges need short and long term work, including structural repairs, and with that, neighborhood gateway signage and information mounted or painted on each side.

An overpass could be designed so that it welcomes travelers to the area and to the station through providing a sense of openness, safety, and attractive visual elements. The current underpass and any newly constructed overpass should be cohesive so the entire site remains functional, safe, and good looking.

Four alternatives to addressing the bridges were considered as part of this study. They are:

- Do nothing (leave bridges as is).
- Bridge Rehabilitation (repair steel and concrete; remove selected areas of bridge deck; lower Mayfield Road at bridges [if possible]).
- GCRTA Bridge Replacement of the Mayfield Road crossing and Bridge Rehabilitation of the other bridges (similar to second bullet except replace the GCRTA bridge).
- Complete bridge replacement of all bridges.

As only alternative one has no construction costs associated with it though, though future maintenance costs will be increasing as the bridges continue to deteriorate and require future rehabilitation funding sources to undertake needed structural and underpass bridge improvements to both Mayfield Road and Euclid Avenue need to be identified.



3. Enhancing Bicycle Accessibility to the Station

ISSUES

There are no designated bike lanes in the immediate station area. The existing routes terminate south of Mayfield. The bike lanes that are being built as part of the Silver Line project also stop south of Mayfield.

OPPORTUNITIES

The creation of a bike path leading to the station, in connection with existing bike paths and designated routes along Mayfield and Euclid, and the designated bike lanes being planned for the Euclid Corridor, combined with an established route to Lakeview Cemetery, is an excellent idea for the ever growing cycling population. As stated earlier, bike facilities such as parking, showers, lockers, and repair shops at the station are vital to successful transportation on bicycle or foot. One possible location for these facilities is at the back of the public plaza planned as part of the TOD site at the intersection of the plaza and a realigned Circle drive.

Mayfield Road should be signed with Share the Road signs in the short term. As part of the future streetscape redesign, dedicated bicycle lanes should be added to Mayfield.

4. Amenities/Designs to Improve Accessibility

ISSUES

The University Circle/ Little Italy area critically lacks essential gateway signage and treatments that indicate to people that they have entered a special area of Cleveland that is full of cultural, educational, medical, retail, and culinary assets. The station area needs to read as the Gateway to the Eastern Suburbs, to Cleveland, to the “Uptown” District, and from the surrounding areas to all of University Circle. Although this area is a textbook definition of an American melting pot of activities, cultures, and environments, it is difficult to get a sense of this because people appear to live and work in isolation from one another.

The station area also fails to serve as a catalyst for connection and synergy among uses and destinations. The potential for a one seat ride from the airport to Severance Hall or the Cleveland Clinic, for example, is diminished by the fact that once a passenger arrives at the E. 120th Street station, there is no information on how to find their destination once one leaves the station, nor information about the many shuttles and circulators in the area that could help a traveler complete their journey. This situation is exacerbated by the fact that the tracks physically separate Little Italy from the rest of University Circle, creating a visual barrier. With the trestle bridges themselves in poor shape, and dimly lit as well, passengers leaving the station are not encouraged by the quality of the station area, to continue their journey on foot.

UCI currently provides a number of information kiosks that have area maps posted on them. The one closest to the train station is located on Euclid Avenue near the triangle building with advertising facing the street. As a result, only people walking directly past it know that this information exists.

OPPORTUNITIES

Station legibility is important to cultural visitors and business commuters because University Circle is large, confusing to both visitors and residents, and a place packed with many types of venues. There must be area maps and information about how to reach local destinations and information about intermodal transit connections at the station and on the platform

Information posts could be installed throughout the station area towards Mayfield Road, Euclid Avenue, bus/circulator stops, and etcetera. These posts could take the form of kiosks, tri-boards, electronic scrolling boards, or street signs. No matter what way the maps and information are portrayed, it must be visible, it must be uniform, and it must give practical, helpful, and up-to-date information. People must be able to rely on this information, knowing it is up-to-date, accurate, and easy to understand.



Information kiosks, with area maps, train and bus schedules and routes, a directory of local businesses schedules of cultural and civic events also are needed through the study area, but primarily in the areas immediately adjacent to station entrances, at the edge of the TOD plaza, at the corner of Euclid Avenue and Mayfield Road. These kiosks should be distinctive and well maintained. Artists could be commissioned to come up with their design and local volunteers and representatives of neighborhood groups would be charged with keeping the information up to date.

Free standing signage indicating the location of rail station entrances and key civic and cultural destinations should be provided along Mayfield Road and Euclid Avenue at their intersections with Circle Drive, 117th, and 118th Streets.

5. Rationalize Parking

ISSUES

While there are hundreds of parking spaces within $\frac{1}{4}$ mile of the RTA station, most if not all are privately owned and operated.

Parking is a key issue in the study area as it is in nearly every community around the country. Residents of Little Italy have parking stickers to make sure they can park, and many find the parking they need on the side streets. Little Italy businesses on the other hand are surviving, but not thriving, somewhat in relation to the seasons but more because of the perception of a lack of available parking for customers close to their establishments. There also is the perception that students (CIA and Case) take up parking because it is free and close to their respective campuses.

UH has a plan to replace two parking garages along Circle Drive. One has 900 spaces and the other 450. Lot 45 is being proposed as the site for 250 parking spaces for Cleveland Institute of Art (CIA); on site parking is one way CIA markets itself to potential students. Coyne purchased E. 119th Street on both sides of Mayfield Road in Little Italy. The area is currently paved, striped, lighted and leased to UH for use by hospital staff and employees during the day and as valet parking nights and week-

ends for Little Italy.

OPPORTUNITIES

Parking Strategy Plan


It is important to understand that the availability of parking does not draw people to a place; neither does the absence of parking normally keep them away. Consider the most popular districts in your region – or places like downtown Cambridge, MA, or the French Quarter of New Orleans. Is it easy to park there? No. But do people go anyway? Yes. People will walk six blocks from their car to a store, and enjoy themselves while doing it. Which is to say that people don't come to an area for the parking, they come for what's distinct and special about that place. Many communities that have parking shortages are actually thriving. In densely settled areas, such as Little Italy, providing significant amounts of parking may necessitate dismantling parts of the community fabric or at least tearing down some of the very types of establishments that contribute to Little Italy as a destination worth visiting. Below are nine strategies for getting the most use out of the parking that currently exists in Little Italy/UCI. These strategies rely upon parking management, cooperation among business owners, enforcement and flexible parking regulations.

i. Enforce current parking regulations.

When there appears to be a parking shortage, a likely explanation is that people are simply not obeying parking laws. In the business district of Poughkeepsie, NY, PPS found that more than half the on-street parking was illegal and that cars were parked sometimes four hours longer than permitted by law. Parking turnover studies are an easy, inexpensive way to show where violations are happening and suggest where existing regulations need to be more effectively enforced. Enforcement represents a financially beneficial and expedient way of clearing up a perceived parking shortage and should be an early action step in any parking strategy plan.

ii. Identify opportunities to share parking lots among businesses with different parking demands.

Parking areas for churches, theaters, restaurants and bars often sit vacant during peak working hours, when demand is highest. Can these businesses and



institutions be encouraged to let go of their dedicated parking areas and take advantage of existing nearby parking which is available on evenings and weekends? Put another way: Would people be more likely to go to church or the theater or a restaurant if they saw their destination as simply Little Italy and could easily visit more than one place per trip? Residential and office are perfect trade offs in terms of shared parking as well.

Shared parking opportunities, between UARD and CIA students, for example, combined with the implementation of TOD-based parking requirements (1.3 spaces per residential unit and 1 space for 1k of retail) would both help make the most efficient use of the existing parking supply and both encourage and reward people who chose to depend on transit as a primary way of getting around.

iii. Encourage employees to car pool and to use off street parking.

In nearly every community we've seen, merchants and their employees consistently take the best on-street spots early in the morning and feed the meters all day. They should be encouraged to instead park in municipal parking lots, carpool, or take transit. These alternatives can be made more attractive by designating off-street spots, creating employee travel demand incentive programs (employer sponsored transit passes or discounts), or retiming meters.

The fact that public transit is free to students should be better promoted. Both University faculty and UH employees could be encouraged to make use of public transit as a way of avoiding the high cost of parking and worsening traffic congestion, but it must be an attractive option as well as being time-saving and cost-efficient.

iv. Optimize the timing and pricing of meters for each location.

Different sections of the same street may have varying parking needs. Timing meters appropriately so that they serve the businesses and customers in an area is another short term effective way of mitigating on-street parking shortages. The meters in front of a post office, for instance, may provide two whole

hours of parking time, but only require ten minutes. Parking spaces located closer to the most popular areas or shopping destinations could be more expensive to encourage high turnover. Two hours should be allowed – either by meter or by regulation - for restaurants and shopping and 8 to 12 hour meters can accommodate commuters. Again, parking turnover studies can inform more appropriate regulations that fit the context of the street.

v. Provide adequate sidewalks and pedestrian amenities to connect off-street parking areas to downtown streets.

The walk to downtown shopping areas from many municipal parking lots and garages is often very unpleasant, so much so that many people won't park there even if it is free. Even though these lots may provide significant quantities of parking, they will be underutilized if the walk from the car is poorly lit, dull, uncomfortable, or outright hazardous. Conversely, people will walk further when the pedestrian environment is designed to encourage them to do so.

vi. Explore and experiment with angled parking.

Lane widths in downtowns and on commercial streets need only be 8-10 feet, rather than the standard 12-plus feet. This means that some commercial streets are wide enough to accommodate angled parking in some sections. Angled parking can fit almost 50 percent more cars than parallel parking, and it calms traffic, creating a safer environment that's more conducive to pedestrian use. Therefore, if one side of a street were restriped with angled parking and all of the parallel parking on the other side of the street was removed to provide the necessary clearance, more total parking on that street could be accommodated. Parking can be restriped on a temporary or experimental basis to test its effectiveness. Back in angled parking is often preferred because it makes it that much safer and easier for motorists to pull out a parking space; the parking process also slows down through traffic and makes it safer for pedestrians to cross the street.

vii. Consolidate, narrow, and share driveways

Often parking lot entrances and exits can be com-



bined, narrowed or made one-way to make room for more on-street parking and a safer, more pleasant pedestrian environment. In addition, many businesses, particularly gas stations and banks, have numerous curb cuts and driveways that disrupt the continuity and safety of sidewalks. If these are shared, curb cuts can be eliminated and the street made safer for both cars and pedestrians.

viii. Identify opportunities to maximize use of loading zones and drop off areas.

Some truck loading or passenger drop-off areas are only used for predictable early morning or weekday periods and should be available for use as parking, or for outdoor seating, markets and events at other times.

ix. Shared Vehicles

CityWheels which is located nearby could be relocated to the intermodal center at the back of the TOD site and would provide cars to art students needing vehicles for getting art materials for example.

6. Roadway Reconfiguration

ISSUES

A number of roadway reconfigurations are being recommended for this area, both by the UARD team as part of their development and by the E.120th Street station planning team.


Case Western's University Arts and Retail District will include 200 housing units and 200,000 SF of ground floor retail fashion, bookstore, bars, and restaurants at the cost of \$250 M. This will include the construction of two eight to ten story buildings along Euclid at Elm Street, with residential over a CVS pharmacy and a Barnes and Noble book store. Graduate student housing is anticipated for this site. A twenty two story tower building is planned for the site behind the MOCA. This project is being developed of as an entertainment district with first floor retail, street level food vendors, and upper floor condo units. UARD envisions a road entering their development from the north side of Mayfield, just east of the intersection at Euclid. This roadway would

curve around in back of the MOCA and be used for patron drop off. Then it travels roughly parallel to Euclid behind the proposed row of shops and apartments to E. 115th, where it jogs to the southeast in front of the CIA and then connects to an extended Circle Drive back out onto and across Mayfield Road. This road is planned to carry vehicular traffic and safely accommodate pedestrians at the same time,

The proposal for development of an intermodal development of significant scale at Lot 45 and a new transit station at the east of the rail crossing will serve as catalytic developments. It is important that the existing and proposed network of streets designed to serve this development, and the other major institutions in the area, create a comfortable, walkable alternative commercial and living experience in Cleveland. Simple site design and building façade design can ensure that housing, cultural, institutional or park uses will relate to the street which will support and draw activity to these streets.

OPPORTUNITIES

Therefore, our team recommends reconfiguring and straightening the intersection of Circle Drive and Mayfield so that Circle Drive can continue north across Mayfield and around the back of Lot 45, where it would connect to the UARD road and then connect to E.117th street where it would turn northwest back to Euclid. Ideally, this extended Circle Drive would connect to E.117th and then, rather than heading back to Euclid behind CIA, would connect to E.118th Street (which is currently closed and used by J&L for storage) and then back to Euclid, just shy of the E. 120th Street railroad trestle. This would allow patrons to the MOCA, UARD, CIA, etc. or people picking up or dropping passengers at the station plaza who wanted to head north up Euclid to both avoid the intersection of Mayfield and Euclid. The Euclid Avenue and Mayfield Road intersection currently experiences a low level of service, and there is no room within the existing right-of-way to add turning lanes. This configuration also would not force transit related traffic through the UARD site. Additionally, UH staff could travel north from the UH garages, along Circle Drive, across Mayfield and then through to Euclid Avenue northbound, both avoiding the



UARD area and the intersection with Mayfield. (See Concept Plan) This would require obtaining an easement from J&L in exchange for land they currently do not own along E.118th. Additionally, J&L would enjoy additional street frontage along this new E118th Street and have the benefit of many cars passing by their establishments both along Euclid and along E. 118th Street.

We recommend that a formal traffic analysis be conducted both of the proposed UARD configuration and of the PPS Team's recommended configuration to identify the best scenario or combination of changes.

7. Linkages To Destinations

The E. 120th Street Station is located in the center of much redevelopment and master planning taking place throughout UC and Little Italy. The station also functions as a gateway to the area. It is the starting point of one's journey to and through UC and Little Italy.

This E. 120th Street project area has been referred to as the third point of a triangle with CIA (Cleveland Institute of Art) and MOCA (Museum of Contemporary Art) as the other pieces. The station is widely perceived to be at the center of the redevelopment and master planning taking place within both UC (University Circle) and Little Italy. The station is also the only logical gateway; the starting and ending point of one's journey to and through Little Italy and the greater University Circle area.

Given the existing conditions, workshop participants brainstormed opportunities and recommendations that support the following group objectives:

- i. Establish a two way flow of information between the transit facility and the destinations and their client populations.
- ii. Work with these institutions to create programs and activities that will enhance their function as transit-supportive destinations.
- iii. Create a management partnership for the station area

Public Information to Link & Build Destinations

ISSUES

The area should be branded and have its own identify and character. One suggestion is to call the Station "Up-town". Clear identification and information is critical to establishing a wayfinding program that lets visitors know where they are and where they are going. A branding exercise also can contribute to an understanding of community, vitality, strength, and commitment.

OPPORTUNITIES

As was suggested earlier, area maps and information about how to reach local destinations and information about intermodal transit connections needs to be installed in the future station entrance and on the platforms.

Signage, way findings, location, and directional information – on station platforms, transit vehicles and at bus stops and at property sited, easily visible kiosks (in front of key cultural destinations and at key intersections) are all necessary to help signify location and place. Signage provides a key way to identify all the uses and destinations in the immediate vicinity and beyond. An example of key visual identification would be an electronic display screen – on the Mayfield Road trestle or on the station platform - that shows what cultural activities are going on in the area, and how to get to them.

Art can be used to accomplish this, through decorative banners, lighting, etc. as well to help establish an overall identity for the area. For example, a beacon of light – that can be seen from a distance – could be an appropriate feature that could be installed within the study area, such as on the bridge over Mayfield Road. It could serve the dual purposes of orientation and association. Or, the bridge itself could be transformed into a "beacon," were it to be renovated and lit it could serve as a visual gateway to Little Italy and UC.



Welcoming signs on either side of the bridge for Little Italy and University Circle would not only bring a public art component to the project, but could also serve as a landmark, or a starting/ending or meeting point, for a visit to the area. A large outdoor public art work sited at E. 118th and Euclid also could serve as a gateway feature and focal point to people arriving in the area from the north.

Programmatically Link Destinations to the Station

ISSUES

Institutions such as UARD, Severance Hall, CIA, MOCA, the Museum of Art, Natural History Museum, the Botanical Gardens, CWRU, WRHS (Western Reserve Historical Society), and the VA (Veterans Hospital) can link themselves to the train station and transit service by providing information in all their literature and promotional materials about how they can be reached by transit - by both the Red Line train and the Silver Line BRT. These destinations can, in turn, promote transit use by providing discounts to patrons arriving by train/bus or providing patrons with bus/train passes.

Additional discussions with the institutions below should take place so that specific recommendations can be developed for how institutions in the immediate area can link to the station, and therefore leverage the significant investments being made in their own properties.

OPPORTUNITIES

MOCA

The Museum of Contemporary Art (MOCA) will move and expand its facility from the current location on Carnegie Ave to the Triangle, at Euclid Ave and Mayfield Rd. Renowned architectural firm FOA has been selected and groundbreaking will occur in 2009. MOCA anticipates that over half of its patrons will not be driving to the Museum, and will be arriving by transit or on foot. This projection, however idealistic it may seem at this point, is the kind of mind set change that we are seeking to accomplish with this project and to encourage other developers and institutions to consider both the existence of and proximity of the Silver and relocated Red Line in the

planning of their projects, and particularly in the scoping of their parking facilities. There is even more reason for the creation of a clear physical and programmatic connection between MOCA and the station. Programming such as outdoor films, "Dinner and a movie" promotions, music, art festivals, food and flower vendors, children's activities, and public space around MOCA can promote linkages between this former "Triangle" site and the station as well.

CWRU

Case Western's University Arts and Retail District (UARD) will include 200 housing units and 200,000 SF of ground floor retail fashion, bookstore, bars, and restaurants at the cost of \$250 M. This will include the construction of two eight to ten story buildings along Euclid at Elm Street, with residential over a CVS pharmacy and a Barnes and Noble book store. Graduate student housing is anticipated for this site. A twenty two story tower building is planned for the site behind the MOCA. This project is being developed of as an entertainment district with first floor retail, street level food vendors, and upper floor condo units.

Case Western Reserve University (CWRU) is erecting phase one of the West Quad, a \$120 M facility bringing together Cleveland's medical industry for cutting edge research and developments. CWRU is also erecting the Mandel Center for non-profit organizations at the cost of \$11 M. Currently, most students do not take transit from the E. 120th Street Station. However, if the new station and its surrounding areas were enjoyable and attractive, students may be encouraged to visit it and to take transit to get there - they currently visit the Coventry neighborhood because it has these qualities. A well planned and designed TOD project could be beneficial in that it could provide the uses and attractions that would both serve attract new visitors to the area. The CWRU north campus is an excellent example of the integration of transit with development. Therefore, a connection between the CWRU north campus and the station is critical to capture these potential transit patrons (and reduce their demand for parking space).



CIA

The Cleveland Institute of Art is consolidating their campus and renovating the historic McCullough Center, previously a Model T Ford factory, which houses a coffee house, visual arts center, gallery, and auditorium. Cinemateque at CIA will move into this facility, The Institute is exploring opportunities for providing housing for 200 to 250 students at the new facility with 130 onsite parking spaces. A new building will be added to a site on the south side of the current facility, which will be designed by the architecture firm MCRDV.

LIRC

The Little Italy Redevelopment Corporation (LIRC) is looking into the redevelopment of the Singer Steele building for office or residential use, as UH parking has relocated to the Coyne Property along E. 119th Street. The Church is planning to build a new hall. The Little Italy neighborhood recently completed a planning process resulting in the Little Italy Master Plan that has been adopted by the Cleveland City Planning Commission. While the plan provides a comprehensive framework for development in Little Italy the Little Italy Master Plan does not specifically address the location of transit facilities or related development in the adjacent real estate parcels. A plan for the redesign of the eastern portion of Tony Brush Park was recently completed and construction of the new park plan has already begun. A market or convenience were mentioned by workshop participants as being good and desirable additions to the local community within Little Italy as grocery stores, banks, and drugstores are non-existent in the neighborhood currently, and these are staples which people look for in a residential community.

The improvements recommended in this report are aimed at enhancing the quality and experience of the train station area, creating a distinct place identity, and improving pedestrian access and links with downtown businesses to foster revitalization. The Little Italy neighborhood has much to gain, therefore, by thinking about their side of the train station as an extension of the Station area and expand their master plan to include design guidelines for street improvements to connect to and to

expand the quality and experience of the train station, enhance the sense of place, improve pedestrian access, and create additional links to resources in Little Italy. This “neighbor” is a key stakeholder in the train station area especially with regard to future development opportunities and should become an active partner with the GCRTA in the planning, improvement, maintenance and management of the train station area.

CMSD

The Cleveland Municipal School District’s (CMSD) John Hay Campus is renovating their facility (\$40 M), constructing a school for arts nearby (\$60 M), and incorporating a landscape plan to the campus (\$1 M).

AREA MUSEUMS

The Cleveland Museum of Art (CMA) is in process of making renovations and expansions to its world-renowned facility. The Cleveland Museum of Natural History will renovate their current facility beginning in 2009 at the cost of \$50 M. The Cleveland Institute of Music is currently renovating and expanding its facility at the cost of \$40 M.

HOSPITALS

The Cleveland Clinic is erecting a new heart and vascular center (\$478 M), and Alley entrance (\$50 M), two new parking structures with a total of approximately 6000 parking spaces (\$150 M), and undertaking a joint venture with Fairfax on a Global Innovation Center (\$60 M).

University Hospitals of Cleveland has established a vision plan incorporating several phases of development. Phase one is in progress with the construction of a 200-bed, freestanding cancer hospital (\$400 M), major renovations and expansions to the Pediatric and Adult Emergency Department at UH, Case Medical Center (\$250 M), and a new parking structure (\$150 M). The Veteran’s Affairs Medical Center is in the construction phase for a new Bed Tower (\$100 M), a Domiciliary (\$50 M), and a 2,000 vehicle parking garage (\$100 M).



ROCKEFELLER PARK

A Rockefeller Park plan has begun to identify physical improvements to programming, management, safety, and maintenance recommendations. The plan will recognize catalytic projects that improve the park's connection to overall development activities, park usage, and the potential of the park to stimulate development in adjoining neighborhoods. University Circle Incorporated (UCI) is developing a new park at East Boulevard and Wade Oval Drive. In addition to the variety of seating, public art, and lighting that will make the park a beautiful and functional gateway to Wade Oval, the park will also function as the trailhead to Circle Walk, a system of way-finding and signage that enhances the visitor experience by taking users on a self-guided tour of University Circle.

Management and Partners

In order for the station area to be managed in a manner that all stakeholders, workshop participants and Little Italy residents feel is necessary - including programming the station area public spaces, utilizing the station building as a venue for art and exhibits, and recruiting and working with a concessionaire - a public/private partnership will need to be created to undertake this. UCI could spearhead this or a separate entity could be created drawing upon local civic, municipal and cultural partners in partnership with the GCRTA. Each of the station area partners described in this report could play a role in ensuring the station serves their patrons, their facilities and brings clients and patrons to them thereby reducing pressure on parking and roadways.

University Circle, Inc. serves a vital role in supporting the business sector in the University Circle area yet should consider expanding its activities and actively participate in the revitalization of the E. 120th Street Station. In order to do that, UCI needs to expand its current activities to encompass such broader tasks as:

- Image building
- Coordinating with and shaping redevelopment and new mixed use development
- Addressing transportation and parking issues

- Ensuring that the properties it develops reflect the qualities and follow the design guidelines of true mixed use, TOD
- Business, customer, and tenant recruitment.

The UCI's expanded management activities, or those of a new entity, specifically geared towards the areas proximate to the Station could include the following:

- Promoting and marketing of area businesses to transit in conjunction with GCRTA
- Acting as a catalyst for the improvements to the streetscape and pedestrian environment along Mayfield Road
- Spearhead the creation of a joint operating strategy for the transportation services in University Circle and establish an umbrella organization to coordinate, promote and streamline existing and future shuttle service routes and destinations.
- Organizing the effort to find private donors for a series of distinctive pieces of artwork or a fountain to be placed in the center of the TOD plaza
- Arranging for or actively programming events such as concerts, festivals, and art exhibits in the station area; and
- Leading the effort to put together the area map and signage that identifies and promotes University Circle/Little Italy as a cohesive, accessible, and interesting place to visit and shop, work and go to school.

Kiosk vendors or operators of the moveable kiosk, concession or vending carts, could be contracted to provide some level of on site management and maintenance for the station area for reduced rent. Their duties could be broadened to include giving out information such as area and transit maps, bus schedules, train timetables, community information, and generally act in a capacity as ambassadors for the area.

In this scenario, the GCRTA would provide an annual contribution to the managers to help support their expanded role. Additional public funds could possibly be generated for area maintenance by increasing the rates for parking in area garages and by collecting parking meter revenue. If station area partners can be convinced that maintenance and upkeep of the facilities and station area buildings would be in the best interest of and would serve their own patrons, they may be induced to contribute financially to the programming and management of the station as well. UH has stated that they would welcome an opportunity not to have to build more structured parking at a cost of \$4.5 million if their clients and staff could share parking at the TOD and be guaranteed fast and reliable transit service.

The new management entity also would coordinate a program of activities, events, and enhancements to be provided and produced by MOCA, CIA, the Botanical Gardens and the other museums in the area. For example, this group could work with art faculty and students on creating the rotating and temporary exhibits suggested in the public art strategy.



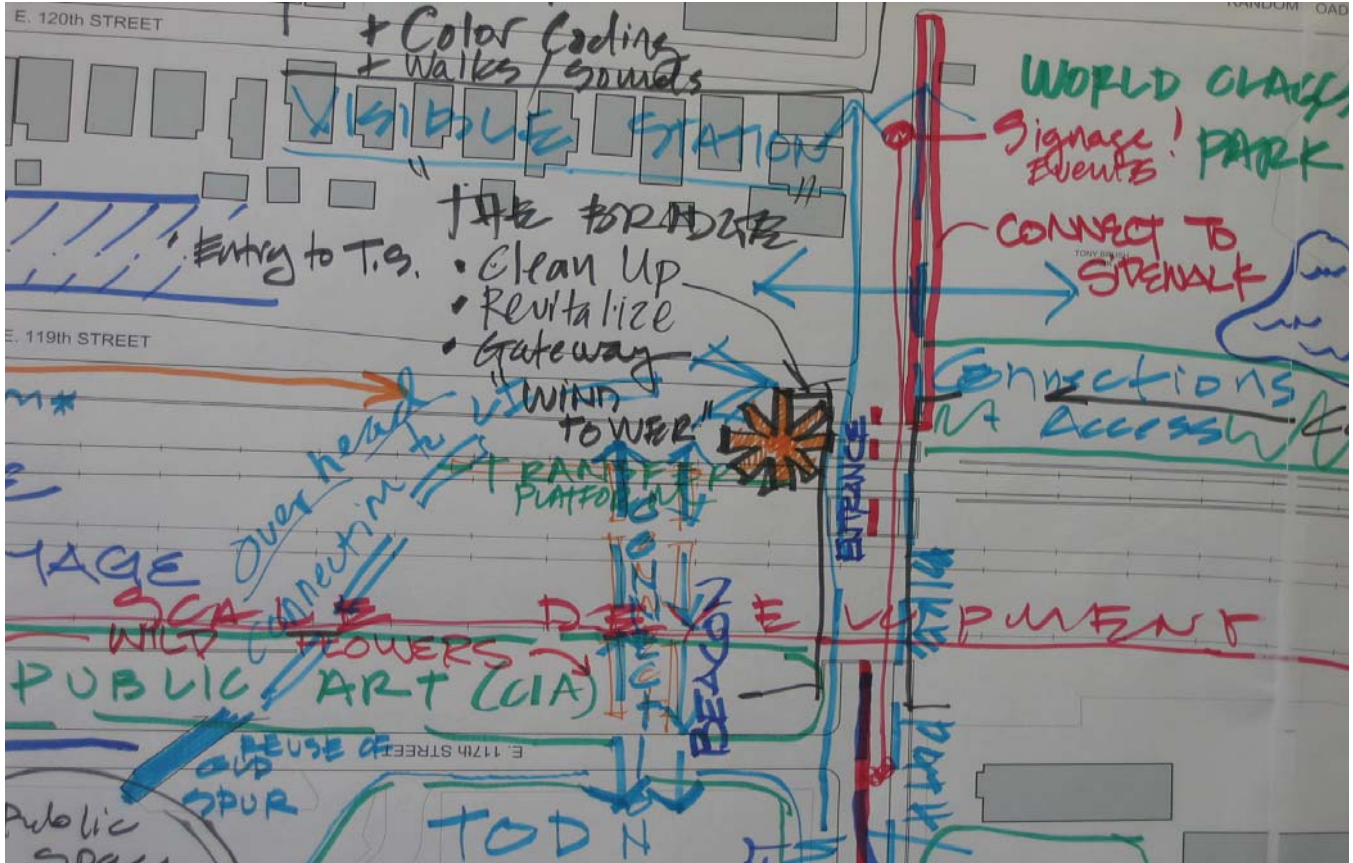




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Streetscape Design Objectives

We begin with a brief summary of the salient urban design objectives that were formulated by the designers to guide the streetscape design plan. These objectives have evolved from the extensive public process and act as the foundation for the streetscape design plan. Input gathered from a broad base of stakeholders during focus groups, public meetings, and during the design charrette was used to formulate design objectives illustrating the needs and aspirations of the Little Italy/UCI citizenry for redevelopment of this area of the Little Italy/UCI neighborhood.

From what the design team heard during the public meetings; the streetscape plan should complement rather

than compete with its context. Although it should have a distinct identity, it should also be harmoniously integrated with its environs with respect to scale and connectivity. New streets should feel like they belong. Circulation improvements should seek to untangle the movement of vehicles and pedestrians in a way that mitigates the current conflicts and improves overall function for both systems. And finally, bicycles should be accommodated along major corridors with designated bike lanes to be added to Mayfield Rd and Circle Drive. Enhanced transit usage will increase the overall need for pedestrian and bike facilities and an area wide plan of improvements should be implemented as an integral part of the intermodal development project.



In general, the proposed Streetscape Design seeks to:

1. Improve Circulation

The network of sidewalks and public spaces planned for the area should support increased pedestrian activity along the primary streets of Mayfield Road and Circle Drive. The plan also recommends extending existing roads (Circle Drive and E117th Street) to the north within the triangle blocks and TOD Site (Lot 45). The plan also suggests creating new secondary streets and pedestrian ways within the triangle area that connects to Euclid and adjacent neighborhoods (E115th and New Private Road).

2. Convert Vehicular-oriented streets to Pedestrian-Oriented Streets

The plan seeks to tame and calm high-volume corridor traffic along Mayfield Road by introducing roadside street-tree plantings, safe pedestrian crossings and enhanced sidewalk amenities (Pedestrian-scale lighting, wayfinding signage, benches and well-designed public open-spaces).

3. Reinforce Identity and Image

Natural features, built form and changes in urban pattern could be used to create a sense of entry and arrival into the neighborhoods and new development areas. The potential of the existing bridges to serve as portals to the new neighborhood through special lighting, sidewalk treatments and enhanced security for the pedestrian should be explored in the plan as well.

4. Reinforce Cultural Heritage

The historic and cultural legacy of Historic Little Italy and the cultural/educational institutions located in the surrounding neighborhood could be preserved and enhanced by incorporating iconic architectural elements in new structures, thereby blending the new with the old while preserving the existing residential neighborhoods within the district.

5. Demonstrate Sustainable Design

Streets, public spaces and buildings should be planned utilizing sustainable practices, including strengthening connections to multiple modes of travel, recovering surface runoff for irrigating new landscaping, and green building/site design new construction. The public realm should incorporate rain gardens; implement porous pavement and other stormwater best management practices.

Specific Design Recommendations

The transit station, in its proposed location, is positioned at the core of the activity center and will serve to knit together the developments of UCI with Little Italy along the traditionally heavy traveled Mayfield Road Corridor. The streetscape plan illustrates a design concept to knit together a street network that balances pedestrian access with traffic movement along the arterial movements of Mayfield Road and extends the existing road network into the emerging development along the north side of Mayfield Road between Euclid Avenue and the proposed intermodal development at UCI's Lot 45. It is vital that the extension of the connecting streets (Circle Drive and E117th Street) contribute to the overall quality of development of the TOD and surrounding private and institutional investments.

The adjacent graphic provides a summary of the current circulation conditions and issues that were identified from the stakeholders and the design team's observations during the planning phase of the study. The current land use configuration is a major contributor to a lack of street level activity. Existing underutilized parcels within the study area (parking lots and fragmented marginal commercial development) create dead zones along the streets that contribute to a perceived lack of security and in very real terms a lack of pedestrian activity.



All buildings in the new development blocks should reinforce and revitalize public streets and open spaces, as previously mentioned. Primary entrances to buildings must face the street and have direct pedestrian access to the sidewalk. The plan calls for development of a major parking structure. Whenever possible ground level uses should be required, especially along Mayfield and Circle Drive. Where possible, landscaping should combine with the adjacent sidewalk treatments to decrease the apparent impact of the structure. Additionally, where appropriate, vines may be trained to grow in these structures to reinforce a softer appearance at the ground level.

Mayfield Road can be redesigned, if this plan is followed, to be more permeable with pedestrian connections across intersecting streets. Such connections can be as simple as a pedestrian actuated signal and painted crosswalks. The future build out of the triangle parcels should have complete internal and external pedestrian continuity. Such public connections should serve business, institutions and residents of the UCI/Little Italy district, and the City of Cleveland as a whole. The pedestrian needs to be directed to surrounding neighborhoods, destinations and institutions along Mayfield Road and the experience of movement at the street level is critical to creating the overall vitality of the area. The following elements that comprise the Streetscape Plan provides a menu of recommendations to improve the pedestrian experience and movement pattern in the station area and surrounding development.

Streetscape Plan Elements

The plan included in this report is a conceptual illustration that provides the very basic framework for streetscape improvements. The plan presented in this report is an attempt to conceptually illustrate a well developed public realm of paved sidewalks, street trees, furniture and decorative lighting. In addition, public greens and parks are integrated when an opportunity exists. If the plan is followed what should emerge is a well knitted street pattern. The following is a summary of the preliminary design criteria recommended for the primary streetscape elements.

Street Intersections

Improving cross-street intersections is a key strategy in increasing pedestrian safety and comfort and slowing through traffic. The solution preferred by the design team is to introduce a new, very visible signalized crossing at the Circle Drive/Mayfield Road intersection in order to provide a location for safe movement across this heavily traveled corridor. This intersection would include raised and textured crosswalks that will slow traffic slightly and let motorists know that they are in a pedestrian area. Other intersecting roads between Euclid and the proposed station could have similar treatments as the Circle Drive intersection with the exception of the raised crossing and the enhanced detailing of the pavement crossing. The possibility of signaling this intersection needs to be verified and coordinated through traffic engineering.

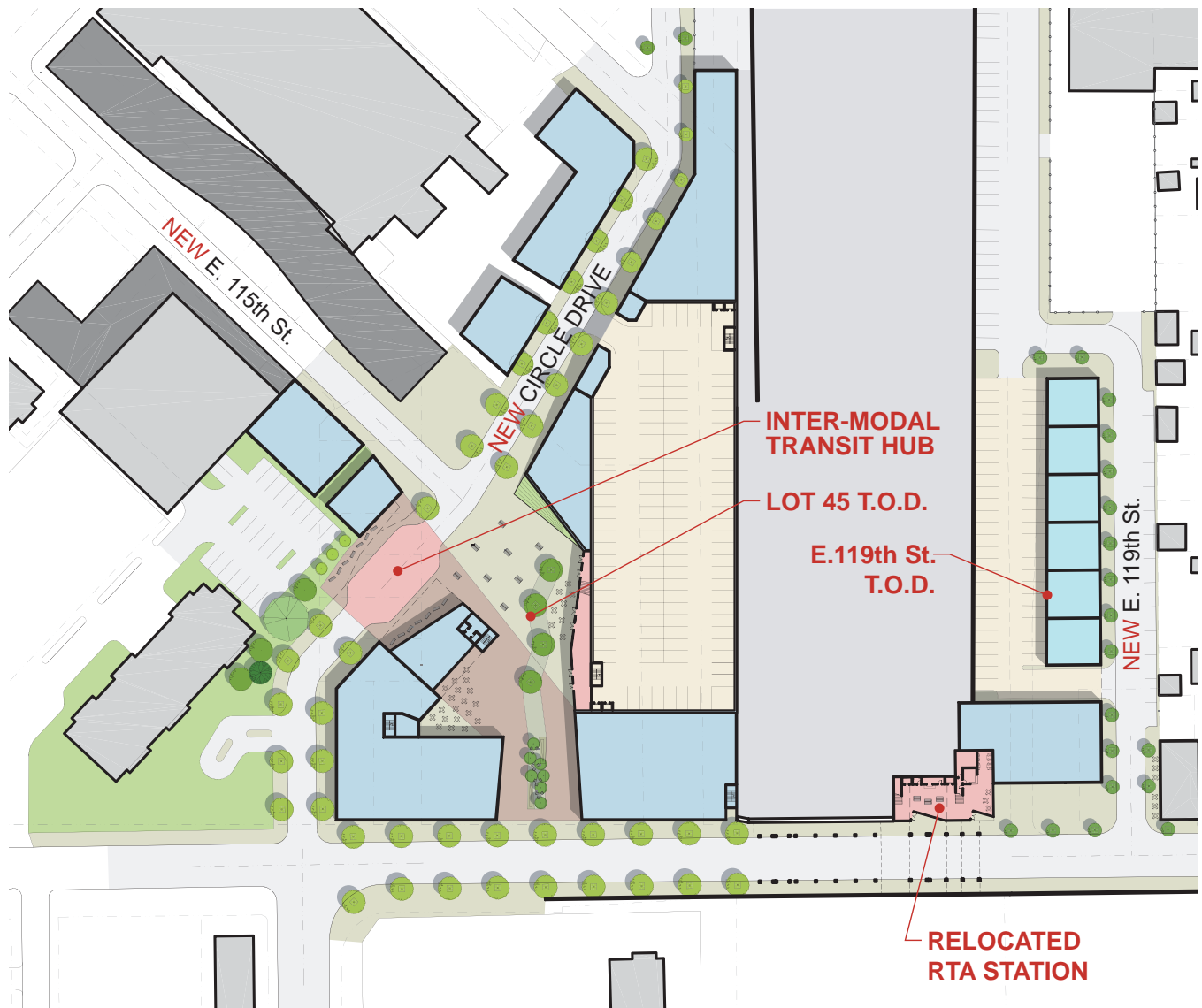
The Mayfield Road/Euclid Avenue intersection is designated to receive a highly detailed pavement with delineated pedestrian crossings at all four corners of the intersection. Since this is a major gateway intersection, the four quadrants of the intersection will include special light poles with banner arms that could be used to hold gateway signs for the district. In addition business directory and wayfinding signs will be added to this intersection. Landscaping will be coordinated with the street tree plantings associated with the Euclid Corridor project.

Improving the streetscape along Mayfield road will improve the aesthetics and community feel of the area. Both sides of Mayfield Road must be further landscaped and uniform in design features. Street trees should be added between the sidewalk and the roadway if space permits, or along where the property line meets the sidewalk. In front of the Cozad house and the UH chiller and parking structures, there is room for a pedestrian path to wind through the sites in addition to the curb side sidewalk. Pedestrian scaled lighting also should be incorporated into the streetscape plan. (See Concept Plan for specific treatments.)

Improving pedestrian crossings along Mayfield Road to facilitate safe and direct access to and from the station

and plaza area is a necessary safety measure. Therefore, every intersection along Mayfield Road and Euclid Avenue must be upgraded with improvements that will enhance pedestrian safety. Such improvements could include curb extensions to narrow crossing distances and slow vehicles turning onto side streets, bricked or raised crosswalk ramps, and pedestrian countdown signals. Pedestrian-scaled lighting that illuminates the sidewalks and at key crosswalk intersections should be installed. Pedestrian refuges and changing pavement color or texture also are appropriate at intersections along both Mayfield Road and Euclid Avenue. To con-

clude, all appropriate street design and roadway changes that will support safer pedestrian circulation through this corridor should be seriously considered.





Sidewalk improvements

Sidewalk improvements such as widening areas of the sidewalk to slow traffic, and creating a more pedestrian feel are all necessary improvements to a successful project in this area. Maintenance of the pedestrian right-of-ways must be improved. For example, the sidewalk potholes at E 118th Street especially need to be filled and repaved.

Streetscaping of Adjacent Streets

It is suggested that landscaping should be designed and implemented by several businesses along Mayfield Road, close to the station. E 118th Street is in need of clean-up and possible landscaping as well. Landscaping and seasonal plantings can be done by a neighborhood group, area businesses, or perhaps even a youth group in the area.

Surface Parking Lots

While it is expected that most of the surface parking lots in the area will eventually be built upon, in a manner in keeping with a TOD overlay guidelines, those remaining along the Mayfield Corridor and Circle Drive Extension should be screened with hedges and fences which allow visibility for safety. Trees should be planted in the lots interior at a rate of 1 tree per 10 spaces, minimum, and planting areas for lawn and shrubs should comprise a minimum of 5-percent of the surface area. Lighting should be limited to a height of 30-foot poles and should match the selected street lighting style.

The parking lots at Abington Arms also should be screened by vegetation or a decorative iron fence. The creation of specially indicated paths to support pedestrian traffic should be installed behind buildings through parking lots on the south side of Mayfield Road between Euclid Avenue and Circle Drive to promote and provide safe passageways for people accessing the rail station on foot.

Wayfinding Signs

Way-finding signage located both at the station and throughout the neighborhood is vital to placemaking. Wayfinding signs, that are legible from a distance, are needed to direct visitors traveling to UCI and Little Italy along Mayfield Road to businesses on the side streets and Mayfield Corridor. For example, located at the intersection of Mayfield/Euclid and Circle Drive/Mayfield each sign could feature the name, logo and directional arrow pointing to the business. The signs also should meld with the overall branding of the area and reflect the historic character of the area and be built of either metal or concrete in a style that reflects the districts cultural past. This new design standard could be created via a competition or commission of local artists or graphic designers. A community organization, working with the UCI, should take responsibility for taking the lead on developing a new wayfinding system.

Gateways

Gateways mark the visitors entry into the district at the locations noted in Figure ?. Certain street intersections noted on the illustrative plan should act as “gates” to the district. These intersections and other key pedestrian entrances to the transit development are to be marked with a combination of signage, site improvements, and physical gateways. Although monument signs, pylon signs or other landmark form would be desirable, the narrow sidewalks of the area mean there is little public space for such construction. Therefore, an overhead pole-mounted arm design is recommended unless acquisition of land or an easement to mount a sign on private property is possible. Special event banners could be stretched across the streets and pole-mounted banners and flags could enliven the streets at the gateways.

Two major gateways have been identified. The most important to the gateway experience is the intersection of Mayfield Rd./Euclid Ave. The other important gateway is at the underpass to Little Italy at the proposed station. Minor gateways are located at the East 117th/Euclid intersection, the transit drop-off at the intermodal development on Circle Drive and the East 115th/Euclid Intersection.



Lighting

New street lights should feature the following characteristics:

- Good optical performance- At least 1 foot-candle minimum on the street surface and more at the intersections.
- Durability and easy maintenance.
- Appropriate scale- Approximately 12-14 foot mounting height above street grade.
- Historic character
- Low life-cycle costs.

Privately initiated facade lighting is also recommended as an effective way to brighten dark evenings. Light from display windows is particularly attractive and useful to pedestrians.

Paving

Paving materials could be pre-cast concrete or brick pavers, both of which are durable and when set on sand as recommended by the manufacturer, are reusable when utility maintenance requires their excavation. Paving that incorporates porous surfaces also is encouraged as it eliminates the need for winter de-icing and slows runoff into storm sewers.

Crosswalks should be matched to sidewalk paving materials while maintaining an acceptable level of durability to accommodate heavy traffic. Curbs should be cast in place with integral curb and gutter types and all intersections must have handicapped accessible ramps.

Street Furniture

Street furniture such as benches, bicycle racks, waste receptacles, bollards and planters add to pedestrian comfort and convenience. A distinctive style that blends with the historic qualities of the area should be selected and continued in its use into all public spaces within new development areas of the district.

Furniture should be placed in constructive and crucial intersections of foot traffic as to help promote commu-

nity enhancement through communication and interaction. Lighting will be especially important around these gathering sites an along pedestrian walkways farther from mainstream traffic and gathering places. Benches, waste receptacles, and bicycle racks should be provided at building entrances and at all outdoor areas intended for recreation. Waste cans should be provided within 50-feet of transit stops and heavily used intersections. Bollards are to be placed at adjoining gateway intersections to reinforce the gateway effect. Bollards should be placed at locations where pedestrians and vehicles are not separated by curbs.

Streetscape Planting

Street trees are key to creating a human-scaled street – one that provides safety, shade, and contributes to a positive and memorable experience for those that walk along it. Street tree plantings can also visually weave buildings of various scales and architectural styles into a coherent urban fabric. .

Street Tree Planting

Shade trees are recommended along all streets in the study area. Street trees should be spaced no further than 30 feet on center in planter strips or tree wells located between the curb and sidewalk. A diverse street tree planting palette will ensure the long-term sustainability of the street planting. In addition, the street tree planting recommendation provides a mix of street trees that can tolerate urban conditions. A single tree species should be designated to each street. We suggest the following tree species for each of the major and minor streets in the area:

Mayfield Road	Zelkova serrulata “Green Vase”
East 117th Street	Pyrus calleryana “Chanticleer”
Circle Drive	Ulmus parvifolia “Allee”
East 115th Street	Gleditsia triacanthos inermis “Skyline”

Along the major arterial street, Mayfield Road, and surrounding the public streets and plazas at the intermodal

development, we recommend that trees be planted in a raised planting strip that is 4 to 6 inches high and a minimum of 4 feet wide. Due to sidewalk space limitation along the remaining streets, we recommend the trees be planted in a minimum 4-foot x 4-foot tree well that has a grate and subsurface drainage/aeration system to ensure the sustainability of the tree.



Raised planters along sidewalks with adequate space enable the addition of pedestrian gathering areas that enliven the street.

Accent and Special Purpose Planting

Shrubs, groundcovers, flowers and lawn support streetscape plantings and can add a higher degree of detail and richness to the public plazas and open spaces that surround the station and new structures. Seasonal color and interest can add visual appeal and vitality to the streets and public spaces during the change in seasons and special events within the district. Plant material selected should tolerate urban conditions, salt and drought and possess low cultural requirements. In special areas, such as building entries and plazas, we recommend changing plantings in planters and beds for each season. These areas may be donated by garden or service clubs to reduce the expense to the city or property managers. Lawn areas should be used sparingly and only as a contained and preferably usable space. Lawns in the district should be well defined by planting beds and edging materials to lend a sense of control and enclosure to the lawn space.

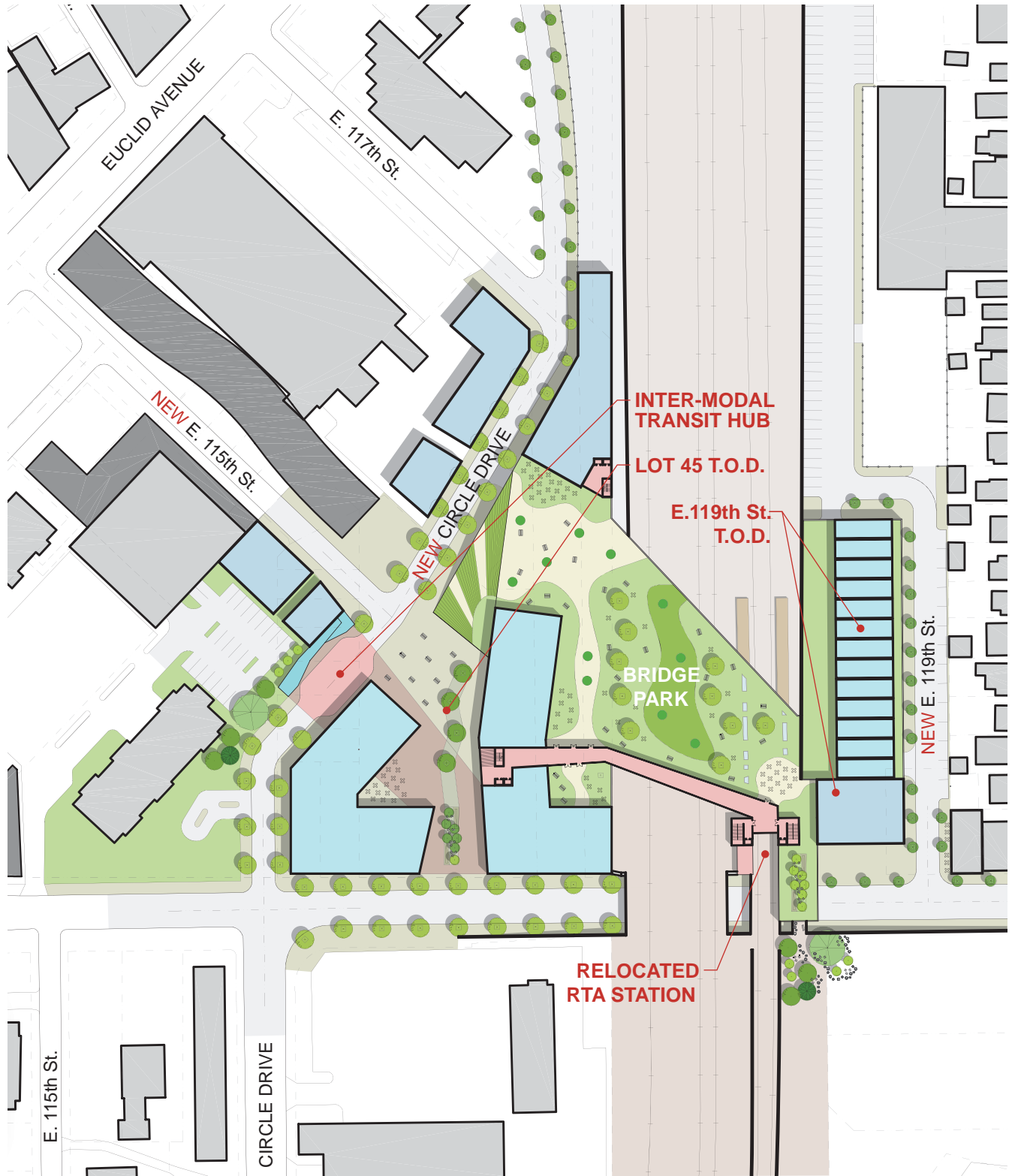


Shrubs and seasonal color accent plantings can define pedestrian spaces and add to the sense of enclosure and safety along busy arterial streets.

Irrigation and Water Reuse

The landscape development of the master plan area will require supplemental irrigation for the establishment and long-term survival of the plantings. This is especially true for areas that are planted intensely with shrubs, ground covers and lawn. The irrigation system should be designed to reuse rainwater runoff collected from the surrounding buildings in cisterns or other collection devices. Implementing a master planned water reuse strategy will enable developments to achieve LEED accreditation credits and promote sustainable development in the district.

Passive systems such as rain gardens that capture runoff for reuse by the plants is another strategy that is warranted if the space, existing soils and infrastructure can support it. These stormwater management best management practices will enable the city and developers to minimize the infrastructure costs for new projects and improve the quality of receiving waters in the watershed.





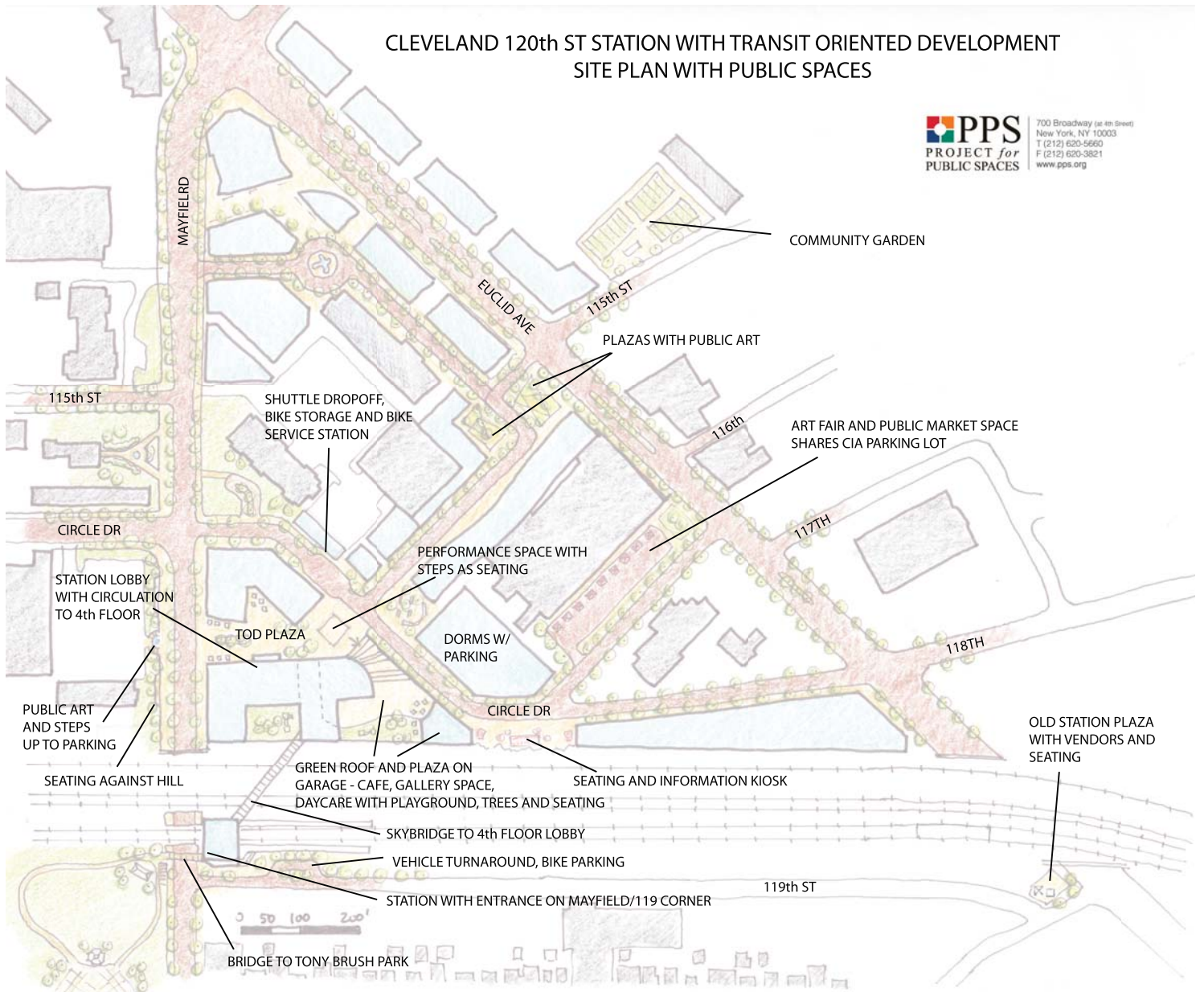


H. PUBLIC SPACES



CLEVELAND 120th ST STATION WITH TRANSIT ORIENTED DEVELOPMENT SITE PLAN WITH PUBLIC SPACES

PPS
PROJECT for
PUBLIC SPACES
700 Broadway (at 4th Street)
New York, NY 10003
T (212) 620-5660
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www.pps.org





H. PUBLIC SPACES

There was a general feeling, expressed repeatedly during the planning process, that while there is much in the way of privately planned development, most of which includes opportunities for people to interact and socialize, there is no truly “public” space in the immediate vicinity of the site, save for Tony Brush Park. In fact, as expressed elsewhere in this study, the Euclid Avenue/Mayfield Road corridor feels like a thoroughfare designed to move cars rather than a neighborhood that accommodates people. UC is seriously lacking in public places that provide a sense of relief from the seemingly endless flow of traffic. This dearth of public space exacerbates the sense of neighborhood isolation that people feel pervades what looks, to the casual observer at least, to be a series of tightly knit communities, primarily because there is no democratic public space where everyone feels comfortable and is welcomed to gather and socialize. Having the train station located at the historic boundary between the black and white populations of Cleveland provides an opportunity to address populations on both sides of the tracks. Furthermore, providing a series of variously sized public spaces in the areas immediately proximate to the relocated station could provide the kinds of venues, if programmed with a series of community events and activities, where people could find themselves interacting in positive and meaningful ways and enjoying shared experiences.

Therefore, the Team believes that development of public space is vital to the success of the station area’s redevelopment and that providing places in the immediate vicinity for people to mingle, share, and operate as a community is key to the sustained quality of life of University Circle and Little Neighborhoods as a whole. Enlivening the dead and vacant space throughout the area first, by making them functional, appealing, and inviting is necessary to stimulate future potential for socialization and interaction and is the place to start.

Issues

Existing conditions at the project site leave ample opportunity for the future creation of public spaces. For example, vacant sites and under-utilized plots, along E. 117th Street for example, can be transformed into vibrant, programmed public spaces, even in the short term, with parking lots made available for public programming at night and on weekends, such as farmers markets, an outdoor space for the food coop, art fairs and markets.

An exploratory workshop session was conducted to discuss further development of current public space and to identify potential future public space opportunities.

Short- Term Recommendations

- Listed in the National Register of Historic Places, the Cozad-Bates House, built in 1853, stands vacant and abandoned today at the corner of E 115th Street and the south side of Mayfield Road, just east of The Triangle. The Cleveland Restoration Society has put efforts in motion to transform the abandoned homestead into an interactive teaching center highlighting and celebrating historic Underground Railroad operations in Cleveland. Although the large front and side lawn, composed mostly of grasses and trees, is considered a public space today, it is not welcoming at this point as it lacks seating, a pathway through it, and other amenities. It does provide an open green space – one of few in the area - save for Tony Brush Park. Future programming and adaptive re-use of the house can act as a catalyst for future public space development and community programming of the front and side lawns. This building was recently purchased by UCI who has expressed interest in and support for utilizing the front lawn as a public gathering space, specifically a small public garden with seating, changing landscape and flower plantings.
- At Random Road and the south side of Mayfield



Road sits Tony Brush Park. This space is currently undergoing a redesign and upgrade which includes demolition of existing fencing, surfaces, and play equipment; a regrading of the lawn area; the installation of new safety surfaces, new play equipment and structures, new concrete walkways, and new landscaping. It is possible that this park could remain under-utilized even after the upgrades are complete if it is not further enhanced through the programming of activities and events. Connecting the improved Tony Brush Park – physically and programmatically - to the station area, for example, would allow the park to contribute to the creation of the cohesive and synergetic atmosphere that are key outcomes for both the station and park planning process. We also recommend programming Tony Brush Park with an eye towards ultimately transforming it from a neighborhood park into a world class family city park, with such destination activities as a fishing pond and rock wall for climbing. Furthermore, adding a community garden along the back of Tony Brush Park and the old Singer Steel building should also be considered, with plots that apartment dwellers could use to raise vegetables and grow flowers. It could become an ideal place for relaxing and socializing and because it would be visible and accessible from Tony Brush Park, Little Italy, and those using the Rapid, it would enhance the sense of connectivity of destinations in this area.

- In fact, much of the area's housing has limited lawn-space, which creates a programming opportunity for not just one, but a series of neighborhood vegetable and flower gardens. The front of the Cozad House on Mayfield Road could be used as a community garden, for example. The vacant lot where Hessler Street meets E. 115th also could be used for this purpose. The embankment along E. 117th Street also could use some landscaping. The local Co-op/farmers market could partake in this "market district" by selling their produce outdoors in some of these spaces, and even selling local vegetables and flowers grown by neighborhood gardeners.
- Abington Arms is another location where programming can transform this site into a positive destina-

tion. Abington Arms has ample surface at-grade parking which could be programmed for public use on weekends and evenings; most residents do not own cars and therefore the parking lot, a valuable commodity in this community, is under-utilized most of the time. Examples of possible activities that could take place here, and that would benefit residents of Abington Arms as along with the wider UC/Little Italy communities, would be an open-air produce market, or Saturday morning art fairs like at W. 25th Avenue across from the West Side Market and noon-time concerts.

- The Triangle plaza at Mayfield Avenue and Euclid Avenue also represents an opportunity to create a vibrant public space for programming and cultural connectivity within the greater University Circle area (with art shows or performances by local musicians) which would help integrate the site into, and make it feel connected both to, the station area and Little Italy.
- Where possible, streets themselves could be designed and programmed as public pedestrian-priority public spaces and closed for community events on a regular basis. This includes E. 117th Street, E. 115th Street and the streets proposed as part of the new UARD development.
- Small pocket parks could be introduced along Euclid Avenue in conjunction with the silver Line Rapid Stops, at E. 115th Street for example and across from the new CIA building. These pocket parks should also include transit information, such as schedules and routes and directions to the Rapid Station and works of public art. It may also be possible to cut stairs into the wall along Mayfield leading up to the UH parking garage and to incorporate public art in this location as well. In that way, public art and a sitting area instead of a blank wall, would terminate the view corridor from Circle Drive, through the new public plaza at Lot 45. The existing station plaza could be reconfigured and programmed as public plaza as well, with vendors and seating.
- The bend in E. 117th Street, where it meets the tracks, also could become a passenger information

public space area with seating and landscaping, signage leading to the station and area destinations. These sorts of upgrades would go a long way towards improving the view towards the rail line from Euclid Avenue and the Silver Line.

Long-Term Recommendations

- All new future development should include accessible, programmable, and active public space with a wide range of amenities, including moveable seating, tables with umbrellas, pedestrian-scaled lighting, planting beds with changing floral displays, water features and trees (where and if practical), waste receptacles, public art (sculptures and mosaics), and fixed benches at key locations where they will be of use to pedestrians and transit passengers alike.
- A public space or central square should be created as central piece of the redevelopment of Lot 45. Its location on the north side of Mayfield Road and E 117th Street, next to the station, makes it an ideal place for a great civic gathering space, as it can be easily accessed by the neighborhoods on both sides. Concerts, flower/food/craft vendors, gardens, seating and spaces for active interaction quiet activities, such as reading, can all be introduced throughout the ground floors of this site. Shaded outdoor seating in the summer, with heat lamps in the winter, would activate the ground floors of the buildings that will surround the plaza in the future. The Mayfield Road entrance to the public space should be wide and welcoming and provide a view of the entire space from the sidewalk. An information kiosk or international newsstand could be a key feature of this entranceway. The opportunities for including an intermodal transfer facility along the back of the plaza is discussed in the Circulation and Access section of this report. There could be space creation here that could accommodate small performances using steps as seating. The proposed green roof and plaza on top of the garage also could include a gallery, café, day care facility with a playground, trees and seating. A private public space, for use by residents of the new TOD development, also could be incorporated into the back of the

building overlooking the tracks and station area.

- A plaza or a public space also could be created as part of the new CIA development plan. This could become a common public space that everyone from all areas could come to and socialize and that would tie all the arts together – the Museum of Art, UARD, CIA, and MOCA – and connect the arts to the transit station. This would inspire, create, and support a strong and interactive arts community. In the short term, the back of the CIA can be programmed as an outdoor sculpture space where CIA students could exhibit and sell their art. The rail embankment was also discussed as a site for rotating art exhibits.







I. TRANSIT ORIENTED DEVELOPMENT



I. TRANSIT ORIENTED DEVELOPMENT (TOD)

ISSUES

The scope of this project is in keeping with the GCRTA's draft TOD guidelines, which state that GCRTA is fully supportive of community planning efforts and wishes to work with communities to create more of these districts throughout the region that seek to establish and create:

- high quality private or public development that is sensitive to the existing built environment; and
- development that promotes and enhances transit ridership by planning uses that are “transit-oriented” and that provide maximum linkages between the GCRTA Transit Facility and the development for transit patrons, pedestrians and bicycles; and
- reduction in auto use and congestion through encouragement of transit linked development; and
- value to GCRTA based on a fair market return on public investment, future revenue streams, additional taxes, and reduction in the cost of the site construction for GCRTA;
- development that maximizes the highest and best use of the real estate based on land use and economic development goals of the surrounding community and conforming to local and regional development plans; and
- value to the neighborhood, the developer and GCRTA through intensive, high quality development.


Furthermore, in its TOD Guidelines, the RTA explains that they are intended to serve as the first step in an evolving process for proactive planning around RTA stations resulting in TOD projects which support the goals of the community “To the greatest extent possible, transit-supportive land use planning and zoning is encouraged, but RTA believes this must be initiated by local officials... Where new TOD planning initiatives are being undertaken, RTA encourages adoption of zoning regulations that support TOD development.”

RECOMMENDATIONS

With regard to zoning modifications to the study area to enable transit oriented mixed used development to occur we recommend that a Mixed Use District TOD overlay district be established here. The precedent for this was set in 2004, when MidTown Cleveland, Inc. and the City of Cleveland Planning Commission initiated planning for a Midtown Cleveland Mixed Use zoning overlay district. RTA offered technical assistance to help make the overlay zone more transit friendly around advanced transit facilities. The result is the Midtown Mixed Use District which is Transit oriented Zoning overlay.

Each redevelopment project should be viewed as an opportunity to attract pedestrian and retail activity to the area, to generate and become a node of activity that would lead people to and from the station. The UARD plans call for buildings much larger in size and development much denser in scale than what exists currently in the area. Should zoning variances be sought by UARD and by other developers in the area (Contemporary Art Museum) they could be considered together and evaluated against TOD overlay district guidelines.

A well managed station surrounded by retail, commercial and community activities serves not only to enhance the entire transit experience, but serves to make the rail service itself more appealing to people and therefore can actually encourage transit use. Conversely, a station surrounded by blank walls and back entrances makes passengers feel very isolated and cut off from the surrounding areas and therefore, makes waiting for the train feel unsafe and uncomfortable. Therefore, it is important that every new building constructed around the rail line have active ground floor uses, and that the new station entrances and access points are coordinated with the location of new development so that alighting passengers “arrive” into a welcoming passenger friendly place that is linked to one of the key destinations. In terms of design, every new building constructed imme-



diately around the station should face it and not turn its back on the station. Specifically, UARD, CIA, MOCA, and future development along E. 119th Street should have entrances that face the rail line to serve and facilitate access by alighting transit passengers. The ground floors of all the buildings within the station area (1/4 mile radius) should have windows and active uses (cafes, restaurants, outdoor displays) that are engaging and attractive to pedestrians passing by and also should attract and generate foot traffic on their own. Furthermore, the percentage of blank walls at the ground floor should be kept to a minimum - 30% or less - and HVAC equipment, loading docks, driveways, dumpsters, and parking lot entrances should not interfere with or impede pedestrian circulation or access to the station and should be placed where they are out of sight as much as possible.

Infill development along the south side of Mayfield Road presents an opportunity for creating an active street edge facing the south side of the station area that would better connect Euclid Avenue to the new station entrance on Mayfield Road. One or two story retail storefronts or new mixed use development with active ground floor uses could be added along the south side of Mayfield, at the curb line. Retail buildings could have residential above. This may require easements and the removal or redevelopment of some surface parking lots, as an alternative, parking decks could be wrapped with ground floor uses and retail.

Specific recommendations for transit oriented development projects:

LOT 45

University Circle, Inc. (UCI) owns Lot 45 at the corner of Mayfield and E. 117th Street, the Cozad House and a site on E. 118th Street and Euclid Avenue. Lot 45 is clearly the key redevelopment parcel in this area. Lot 45 could be a catalyst for a broader range of improvements

and infill redevelopment along Mayfield Road over time. Therefore, it's planning, design, and development will impact all of the other development projects in the area as well as the location of the new station and the terminus of an overhead pedestrian bridge which could provide access to the station across the freight lines. Many uses have been suggested for this site, such as a 200k sf supermarket, student housing, structured parking, a relocated J&L food coop, an office building, and intermodal transfer facility for buses and shuttles (including spaces for CityWheels and a bicycle station) and the building of a significant public space that could be programmed for a variety of public uses, such as a farmers market, concerts and performances, and community activities such as festivals, venues, CIA art displays, and fairs. A partnership between the developers and local galleries, museums, and non profit organizations can help stimulate growth and further activate this public space. The site is large enough to accommodate a mix of uses in multi-story building with active ground floor retail, a station entrance, residential lobbies, and elevator lobbies leading to parking garages.

A culinary art school, movie theatre, gathering spaces, and even a hotel were suggested uses for Lot 45. A second floor supermarket or drug store, third floor parking, and fourth/fifth floor condos/student housing was one scenario and while this may be what actually is built, it does serve to illustrate qualities of a good, diverse mixed-use, high performance development.

Rather than building one large structure, we recommend that two buildings be constructed, facing each other across a public plaza that would stretch from Mayfield Road to a reconfigured Circle Drive, leading to the back of the new CIA building. Ground floor retail should line the base of the buildings along the Mayfield Road edges and the sides that face onto the plaza. The entrance to the parking garage and a staircase could be situated in the center of the building that would straddle E. 117th Street (which would be permanently vacated to provide



space for one of the new buildings) with an elevator lobby leading to the residential building and a station waiting area, ticket machines, and an elevator leading up to the sky bridge across the tracks. There also would be a broad sweeping staircase, leading from the Circle Drive edge of the plaza up and around the back of building. These steps would lead up to a roof garden on top of the garage. The garden could reuse water runoff water generated by the buildings. The garden would lead onto a hardscaped elevated plaza (the North Plaza) that would front onto retail, commercial and/or office space, an art gallery, and possibly a child care facility.

The fourth elevator floor lobby area, where the elevator would meet the sky bridge, should be transparent and also provide access onto the north plaza as well.

PEROTTI PROPERTY

Tim Perotti owns the site at the corner of E. 119th and Mayfield and plans to build a 60 foot mid-rise condominium building on the site, with 25 units in one building. The original plan was to build a medical office building but the Little Italy Neighborhood was resistant to that idea. Such a facility might be appropriate for joint use as a transit station entrance and waiting area.

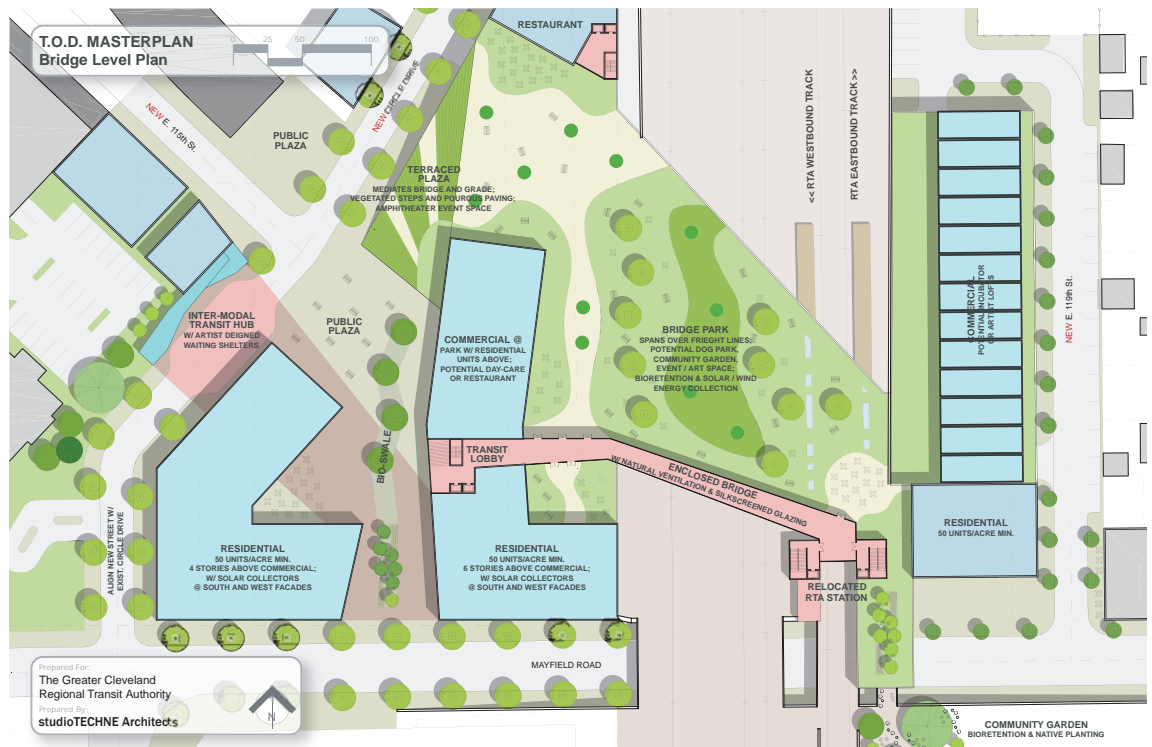
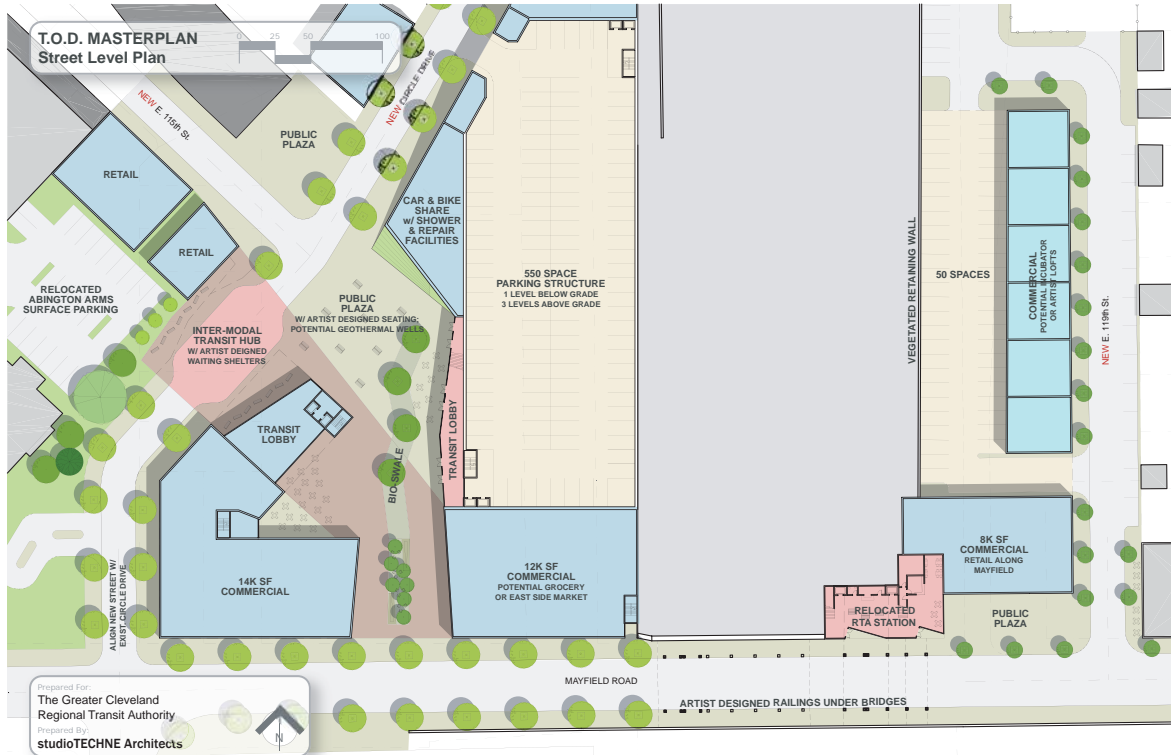
COYNE PROPERTIES

Coyne Properties purchased E. 119th Street and they hired Westlake to master plan the site for townhouses. Currently, they are unable to assemble the parcels and sites necessary to allow this. They have repaved and restriped it for parking and UH have signed a five year parking agreement with Coyne. They have told the Project Team that if they cannot buy up the land necessary within five years, they plan to sell the site. The property owners said they would consider a joint development project with the GCRTA to construct a mixed use

building with a station entrance if the parcels could be assembled.

NEW MIXED USE BUILDINGS

We also propose the construction of a series of two to three story buildings in this area, to remedy the “gapped tooth” condition of the building pattern that currently exists and to reduce the negative visual impact produced by having parking structures and lots located around the new public spaces and next to the tracks. This would include constructing a building at the back of the CIA to “hold” and create a street edge along the new Circle Drive. The area behind this structure is proposed as the site for a new CIA parking deck. That way, the parking would be shielded from view behind the new mixed use building. A structure also could be created as part of the intermodal transit center facing the plaza across Circle Drive. This could house bicycle facilities (shower, parking, repairs) and the City Wheels offices and Shuttle Operation facilities. (See plan)







J. PUBLIC ART PLAN

STATION FACILITY • MAYFIELD ROAD AND EUCLID AVENUE TRESTLE BRIDGES AND UNDERPASSES • USING PUBLIC ART TO LINK TO SURROUNDING DESTINATIONS • ARTS PROGRAMMING • COLLABORATIVE PARTNERS • FUNDING OPPORTUNITIES FOR ADVERTISING • RFP FOR ARTIST COMMISSIONS



The public art planning effort for this project produced a vision of the role public art will play in the E. 120th Street Station and surrounding area. That vision calls works of public art that are smart, informed by the space that surrounds them, not overstated, not purely decorative and above all, innovative. The sense from stakeholders and workshop and project participants is that this project represents a chance to create a destination that reflects the richness of the area, one that celebrates creativity at every turn. Public art sited at the E. 120th Street Station needs to supplement a creative, open, vibrant, festive, safe, artistic, educational, and pluralistic community. This is the charge.

VISION OF THE PARTICIPANTS

Participants in the placemaking workshops are passionate and excited about envisioning the future of the station and the surrounding area. Workshop participants brainstormed a public art plan for the station area that was comprised of the following seven key objectives and recommendations:

The public art projects will...

- Establish an overall identity for the area;
- Manage transitions and bring people into the station;
- Art can act as a catalyst to soften transitions between the station and surrounding spaces/buildings.
- Reflect the history of the community;
- Convey the arts and culture of the area through all aspects of the station design;
- Utilize recycled materials in their production, commissioning works that reflect a consciousness of the environment;
- Be integral, something that makes the experience unique and pleasant;
- Be durable and low maintenance

OVERALL RECOMMENDATIONS

The following are recommendations for ways to incorporate public art into the design of the station and surrounding area. The recommended works range from functional and architectural-based elements to more permanent sculptural installations. The types of work span traditional surface treatments such as murals and mosaics to embracing more innovative work that includes sound, lighting, and modern technology. Ephemeral events are also recommended, such as rotating exhibition spaces and arts and crafts fairs in surrounding plazas. Finally, five specific recommendations for public art projects are offered, including opportunities for collaborative projects and funding possibilities.

STATION FACILITY

The future station building proposed at the corner of Mayfield Road and East 119th Street provides ample locations for public art installations. The design of the primary entryway and lobby allows suspended architectural or sculptural installations. Artistic lighting of the central lobby area at night could be incredibly compelling when viewed from outside, especially if glass curtain walls are chosen for the station entrance. Allowing an artist to design the physical “RTA” sign would brand this station as one that reflects the cultural and artistic richness of the area, while maintaining a recognizable connection to the larger RTA network.

J. PUBLIC ART PLAN



Lighting Designed by Ingo Mauer

Both the passageways and the lobby are appropriate locations incorporate artistic informational displays, especially those that educate passengers about the area and its history. Topics, for example, could include the Little Italy Historical museum and the Western Reserve historical society. Potential collaborators are listed in the “Collaboration Partners” section of the appendix. As with any exhibit of this nature, an exhibition designer should be consulted to coordinate these displays so they appear professional and are organized in a visually interesting and informative manner.

Station platforms are ideal venues for rotating showcases of two dimensional works of art. In addition, art installations on the platform could serve a functional purpose to announce the arrival of trains in a fun and intelligent way, greatly enhancing the rider’s experience while creatively branding the University Circle/Little Italy station.

The proposed future pedestrian bridge across the freight tracks provides many fertile opportunities for creative interventions. As an exposed and breezy area, the setting can allow for works that utilize solar or wind energy as part of their design. Because the pedestrian

bridge is passing over heavily-traveled freight train rails, installations that respond to the sounds and vibrations of a passing train and translate them to the pedestrian traffic on the foot bridge will be preferable.

MAYFIELD ROAD AND EUCLID AVENUE TRESTLE BRIDGES AND UNDERPASSES

The rail bridges that cross Mayfield and Euclid have the potential to serve as gateways to the vibrancy of the University Circle and Little Italy areas through the incorporation of effective artistic elements.

Creating a pedestrian experience at both Mayfield Road and Euclid Avenue that feels welcoming, safe and clean is essential to the success of the project. In addition to the physical and structural remediation of these passageways, several opportunities exist to improve the journey under these bridges. On Mayfield, an artist-created sculptural railing or screen could replace the existing railing and provide pedestrians with a visual narrative that engages them as they walk through the space. On Euclid Avenue, artist-designed sculptural lighting elements or lighting projections on the piers or columns underneath the trestle bridges would help to enliven and celebrate these architectural elements while enabling them to function as gateway features.





A creative surface treatment of the trestles themselves would go a long way towards reducing the negative impact of these perceived barriers. This includes, but is not limited to artist-designed murals or mosaics on the abutment walls; a new coat of paint on the trestles; and improved lighting on the pedestrian pathways. Another simple, yet effective means of creating a gateway is with signage on the trestles that welcomes both pedestrians and motorists into what lies beyond the bridges. This signage could incorporate not only words, but sculptural elements as well.

USING PUBLIC ART TO LINK TO SURROUNDING DESTINATIONS

The station is an important focal point for the neighborhood and University Circle as a whole. The role of public art needs to expand beyond the station and act as the glue that provides a cohesive transition between all of the diverse surroundings.

Artist-designed benches, bicycle racks, information kiosks, and symbolic archways placed throughout the University Circle area would brand the area as an inviting, fun and creative place for visitors as they move between the station and their destination. Artist-designed fountains or gathering places would also add to the pedestrian experience. The potential sites for these elements include the proposed pocket park on Mayfield Road, the performance space planned for the TOD plaza area, and proposed plazas on E. 115th Street and Euclid Avenue (see Section I: Public Spaces).

Artists will also collaborate with a design team to develop a wayfinding system for the area that reflects the cultural richness and exciting destinations to be found there. This system will make the station easy to find from as many different areas in the Circle as possible. Signs announcing the distance to the station, for instance, would help keep public transit in people's consciousness as they navigate the area. An artist



Adrien Rovero Inout Projects

created map for the area, showing bus routes, museums, institutions, and other noteworthy destinations will serve as an important visual and informative resource for visitors to the area. These maps will set the basis around which informational kiosks will be designed, thereby creating kiosks that act as sculptural objects in their own right.



Kurt Perschke Red Ball



Additional opportunities for art exist along pedestrian routes, on plazas, and in areas surrounding the station in the proposed Little Italy master plan. In order to create an atmosphere of interaction between visitors and residents, these works should be thoughtful, whimsical, and unconventional, so as to spark conversation and become destinations in and of themselves.

ARTS PROGRAMMING

Arts' programming that occurs in various spaces throughout the station and surrounding area will contribute to the creation of an exciting, year-round destination. A gallery/showcase space on the upper level of the East 119th Street Station building is a potential rotating exhibition space for local artists or Cleveland Institute of Art students. There are several places in the proposed master plan, including the TOD courtyard and CIA's parking lot that could successfully accommodate art fairs. These fairs would provide opportunities for collaborations involving UCI or the City of Cleveland. Purchase prizes could be awarded for juried works, with the winning pieces hung in City or UC buildings.

COLLABORATIVE PARTNERS

The list of potential arts funding, programming, management and curating partners in the area is extensive. Museums, including the Cleveland Museum of Art, The Cleveland Museum of Natural History, The Dittrick Medical History Center, and the Western Reserve Historical Society, to name a few, could be potential collaborators in the new public art plan for the station area. These collaborations could involve working with artists to create displays or sculptural works of art that are inspired by pieces/objects/artifacts in the various museum collections. Collaborations also could include the incorporation of reproductions of various works of art, dinosaur fossils, etc. into the architectural features of the station, surrounding buildings and public spaces, much in the same way as is done in metro stations in Athens, Greece; Naples, Italy; and Paris, France.



Designed by Gae Aulenti



Photo by Dominique Monrocc

Works of art and installation that stem from a collaboration between artists and researchers at Case Western Reserve University would provide exceptional and innovative additions to the public art landscape of the station and surrounding areas. Drawing from the vast knowledge base in the fields of technology and medicine, and perhaps facilitated by such events as Ingenuity! Cleveland, whose mission it is to bring public art and

technology together, artist/researcher collaborations could be fostered as a way to celebrate both the cultural and intellectual richness of this area.

FUNDING

Many of the proposed ideas for public art in the station and surrounding area lie outside of the scope of the RTA's funding ability. As such, there is a great opportunity to elicit the participation and financial support of the numerous private institutions in the University Circle area. Enrolling these organizations in a vision of this area that is as rich in art, music, and creative thinking as it is in institutional expertise and resources could benefit everyone in unimaginable ways. Resources could be pooled for works that involve collaboration between artists and institutions; works that will exist in the public plazas and pedestrian walkways, and other works that local institutions would feel inspired to support on their own. Large financial institutions in the area would have an interest in supporting art and cultural activities that strengthen the community and attract visitors to the area.



Photo courtesy of PPS

OPPORTUNITIES FOR ADVERTISING AN RFP FOR ARTIST COMMISSIONS

There are several avenues for advertising public art opportunities, many of which the RTA has used in the past. It is important to get as many high quality proposals as possible from artists working locally, nationally, and around the world. Locally, Cleveland Public Art is an excellent resource for reaching artists interested in these types of projects. Approaching local or national art institutions, such as Spaces Gallery on the near west side, and asking permission to send an RFP to their list of artists would also increase the number of quality submissions. High-profile art publications and internet sites publicize artist RFPs, including Sculpture Magazine and ArtDeadline.com. A list of such opportunities to advertise for the RFP can be found in the appendix.

SPECIFIC PUBLIC ART PROJECT RECOMMENDATIONS

The five recommendations for specific public art projects in the study area that evolved out of the workshop process are:

- Euclid Avenue Underpass Lighting
- Train Arrival Piece
- University Circle/Little Italy Gateways
- Mayfield Road Underpass Railing and Mosaic
- Station lobby Sculpture or Installation Piece

The following pages outline the five projects and are intended to serve as the foundations upon which more comprehensive RFP's will be developed. An objective, rationale and estimated budget range for each project is given. Potential funding partners are suggested when appropriate. In several cases where the estimated budget exceeds the public art budget for the project, it is highly recommended that funding be pooled between area partners (see Funding: Section J).



Preconditions for each project are also included and would need to be met before an RFP was issued or installation begun. Design guidelines are offered as a rough outline to assist in formulating a more comprehensive list of guidelines for the RFP.

In addition to the five projects, four more opportunities for artists' involvement in other areas of the station project are summarized.

As a final note, it is recommended that the RFP for these projects embody the vision of public art as expressed by the participants in the workshops. This is a vision that calls for works of public art that are intelligent, that engage with their context in a meaningful way, and reflect a spirit of innovation.

EUCLID AVENUE UNDERPASS LIGHTING

Location:

Piers and pedestrian walkways in Euclid Avenue underpass

Objective:

Design a lighting program that facilitates a safe and visually intriguing experience for both pedestrian and automobile traffic traveling through the underpass on Euclid Avenue.

Rationale:

This underpass is perceived as a particularly dark and uninviting barrier. A well-conceived, creative lighting design could help to alleviate these conditions and enliven the transition from one side to the other.

Estimated budget range: \$35k – \$50k

Potential funding partners: UCI and UC institutions

Preconditions:

Evaluation of power availability [perhaps from adjacent RTA substation].

Design Guidelines:

Design must meet ODOT's approval and not interfere with automobile traffic;
Must seek approval from railroad companies to affix lighting elements to bridges;
Must comply with local building codes and be installed by a licensed electrical contractor.



Photo by Jerry Ting

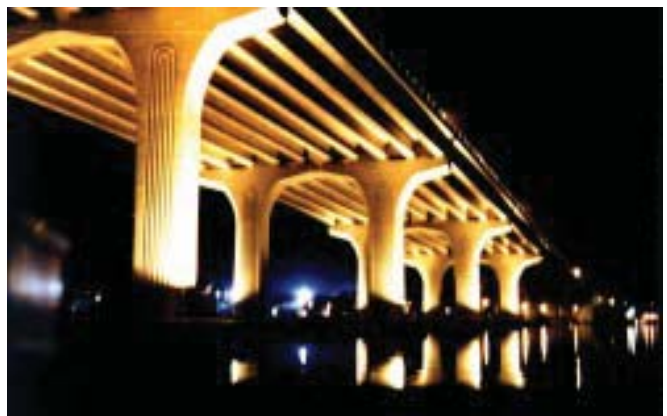


Photo courtesy of Cleveland Public Art



Metro- Stockholm Solna

TRAIN ARRIVAL

Location:

On station platform and in station lobby/waiting area.

Objective:

Design and create a multi-component piece that visually announces or responds to the arrival of the train and its passengers. The piece should be sited on the platforms and in the station lobby so that it can be seen by both waiting passengers and passengers already on the train.

Rationale:

The desire to differentiate the UC area in fun and creative way was expressed throughout the workshop process. Placing a work of art on the platform of the station distinguishes the station from other station and playfully communicates one's arrival at the cultural heart of Cleveland.

Recommended budget range: \$10k – \$15k

Potential funding partners: none

(If collaboration were sought between the artist and a Case engineering or physics professor/student, perhaps funding could be leveraged from the university.)

Preconditions:

Check feasibility of having track sensors relay signal to the piece.

Design Guidelines:

- Piece must not interfere with train signaling;
- Piece must not interfere with platform traffic;
- Piece must be durable, weatherproof, and low maintenance;
- Piece could include sound, provided the volume is not too high;
- All electronic components should be well-designed, tested and thoroughly debugged.



Installation By Peter Tao, Helen Lee, Stuart and Stacey Morse



Photographer Alessandro della Bella University Circle/Little Italy Gateways

EAST AND WEST SIDE OF BOTH MAYFIELD ROAD AND EUCLID AVENUE UNDERPASSES

Objective:

Design and create 4 gateway elements that communicate to the pedestrian and automobile traffic that the area they are about to enter is unique and exciting. Designs should draw from the cultural richness and history that defines the area and should facilitate a connection to and transition from one side of the underpass to the other.

Rationale:

The underpasses were consistently referred to as “barriers” throughout the workshops. By treating the underpasses as entryways to the areas beyond, that negative perception can begin to be mollified.

Recommended budget range: \$50k – \$200k

Potential funding partners: UCI, LIRDC, UC Institutions

Preconditions: • none

Design Guidelines:

- Design must not interfere with automobile or pedestrian traffic;
- Design must be durable, weatherproof, and low maintenance;
- 3-Dimensional designs must be free standing on the western side of each underpass due to railroad restrictions. Check with railroad for the minimum clearance from trestle;
- Proposals can range from free-standing 3-dimensional designs to 2-dimensional designs painted on the bridges;
- The eastern bridge on Mayfield is privately owned. Permission must therefore be sought if the proposed design involves affixing anything to that bridge.



Washington Square, NYC



PARIS METRO 2

MAYFIELD ROAD UNDERPASS RAILING AND MOSAIC

Location:

Mosaic to cover the abutment walls on both eastbound and westbound sides of Mayfield road. The new railings are to replace existing railings that separate the pedestrian walkways from street.

Objective:

Design and fabricate a railing and mosaic that create a visually cohesive pedestrian experience through the Mayfield Road underpass.

Rationale:

During the community workshops, the pedestrian experience through the Mayfield road underpass was consistently described in a negative light. By combining structural remediation with a cohesive visual design, these passageways can become inviting and enjoyable thoroughfares.

Recommended budget range: \$30k – \$75k

Potential funding partners: UCI, LIRDC, UH, CIA, other UC Institutions

Preconditions:

- water seepage through abutment walls must be remedied and prior to mosaic installation;
- wall surface must be improved prior to mosaic installation;
- lighting of the pedestrian walkways must be improved;
- concrete sidewalk surface should be improved prior to railing installation;
- permission must be sought from railroads concerning the feasibility of altering the surface of the abutment walls beneath their bridges.

Design Guidelines:

- railing must function as a barrier and comply with local code;

- mosaic and railing must be durable, weatherproof, and low maintenance;
- the artist should work with the architect in the design phase to ensure design compatibility.



Metro – New York 81st Street



Metro- Cologne Germany

STATION LOBBY SCULPTURE OR INSTALLATION

Location: Station lobby

Objective:

Design and create a sculpture or installation for the lobby of the new station. The design should

reference or draw inspiration from the history or institutions that make University Circle unique.

Rationale:

The station is a focal point for the UC area and the proposed lobby is highly visible from Mayfield Road. The addition of a world class sculpture or installation piece would further highlight this area as a destination unto itself.

Recommended budget range: \$10k – \$15k

Potential funding partners:

UC Institutions (depending on artist-initiated collaborations)

Preconditions: • none

Design Guidelines:

- Piece must be durable and low maintenance.
- The work may be suspended from the ceiling and/or wall-mounted.



Yves Baher

MAYFIELD ROAD POCKET PARK

Location:

See Section H: Public Spaces

Rationale:

Artist would work with the landscape architect to develop a small pocket park on Mayfield Road. The artist could focus on designing seating ele-

ments and a central object like a sculpture or a fountain, for example.



ARTIST WAYFINDING

Location:

See Section F: Streetscape, Subsection 2

Rationale:

Artist would be part of the wayfinding design team and would help develop creative signage and other elements throughout the UC area.

Researcher/Artist Collaboration:

Any number of the aforementioned projects could involve artistic collaboration with research being done at the area institutions.

Ingenuity! Annual Collaboration:

A component of the annual Ingenuity! festival could be incorporated into the station programming.





K. SUSTAINABILITY PLAN

GENERAL SUSTAINABILITY CONCEPTS • SUSTAINABLE DEVELOPMENT
STANDARDS • SPECIFIC PROJECT SUSTAINABLE DESIGN OPPORTUNITIES





K. SUSTAINABILITY PLAN

GENERAL SUSTAINABILITY CONCEPTS

SUSTAINABLE COMMUNITIES

- The concept of sustainability has a powerful grip on people. Few could disagree that attainment of a sustainable community is desirable; however, many challenges lie along the path to achieving such a community. A sustainable community requires a culture that not only sees sustainability as desirable but also accepts the inclusion of sustainability concepts in the planning process and supports the tough decisions necessary to make sustainability a priority.
- The idea of a sustainable society in which the needs of the present are met without compromising the ability of future generations to meet their own needs is compelling. Despite its many dimensions and uncertainties, sustainability is generally agreed to be important and worth pursuing. At the same time, current trends in development contribute to unsustainable conditions, including climate change, energy insecurity, congestion, noise pollution, and ecological impacts.
- Within this context sustainability satisfies three conditions: (a) the rate at which it uses renewable resources does not exceed their rates of regeneration, (b) the rate at which it uses nonrenewable resources does not exceed the rate at which sustainable renewable substitutes can be developed, and (c) its rate of pollution emissions does not exceed the assimilative capacity of the environment.
- Sustainability” has become one of the watchwords governing policy deliberations and debates. The intensity with which sustainable development will be debated is likely to increase for decades to come. Like so many other words that have entered our vocabulary, such as “efficiency” and “equity,” the concept is powerful and evokes strong reactions even as it is difficult to define and measure.

- What would a sustainable development look like? Outlining the basic components of such a development is an important step in progressing toward sustainability, even if the resulting vision is not entirely clear. At the most basic level, a sustainable transportation system is one that meets the needs of the present without compromising the ability of future generations to meet their needs. In considering the needs of future generations, the benefits of the present should not be excessively inhibited or used as the justification for precluding future choices.

THE STAKEHOLDERS AND COMMUNITY

- Collaboration with public stakeholders should be expanded during planning before projects have been identified, and measures of sustainability should be incorporated into the overall process. Likewise, the general public should be educated in sustainability and the importance of individual decisions and behavior through outreach and other forms of information dissemination.
- The two keys to moving toward sustainable transportation are a planning process infused with public participation and the development of an overarching vision for the community. Comment periods should be extended, all neighborhoods and businesses should be involved, and consensus should be reached on a plan that has strategies and projects consistent with its theme and objectives. To avoid simply continuing what has been done in the past, public participation must be improved. It is important to demonstrate how public participation changed the plan. In addition, metropolitan planning organizations must work with the community to develop an overarching vision for the area that integrates concepts of land use, environmental protection, and energy conservation.



THE PLANNING PROCESS

- Innovative design solutions that could address sustainability issues are often discouraged by inflexible and outdated regulations, rules, codes, and standards. When the developments full range of effect is considered in the planning process, innovative solutions can be developed that enable reasonable growth while addressing sustainability. Whether decisions made within the planning process reflect or ignore sustainability concepts has a significant bearing on the likelihood of achieving a sustainable system.
- Adopting longer horizons and visioning techniques in development planning will enhance the ability of the planning processes to integrate sustainability objectives. In addition, public involvement should be expanded to enable plans that reflect a community's vision, have support from a broad constituency, and are therefore more likely to be implemented successfully. Transit oriented development, if properly planned, could build social stability by renewing neighborhoods, nurturing a sense of community, improving safety and security, improving access, promoting public health, and shaping growth to minimize sprawl.

COST OF SUSTAINABLE DEVELOPMENT

- Investing in alternative materials, energy-efficient technologies, system upgrades, or improvements to the building envelope can increase capital and construction costs. Going green requires builders to look beyond first costs and to factor in the long-term operational savings resulting from green building practices, along with any associated environmental, productivity, health, and community-related benefits. Incorporating the costs or economic value of these variables into a life-span analysis will often prove that initial project costs are worth the investment over the long run.
- The first costs of constructing green buildings have substantially decreased over the years due to the marketplace's growing experience level in the

green building arena. According to the NYC Chapter of the U.S. Green Building Council's Estimated Costs of LEED Construction in NYC, first costs used to be 5 to 15 percent higher for green (LEED-certified) commercial and residential buildings. Based on an assumed average cost of \$200 per square foot, first costs now range anywhere from 0.25 to 3 percent higher (for commercial buildings), and 3 to 18 percent higher (for residential buildings). In most cases, these costs are offset by decreases in operating costs over the life span of the building.

- It is anticipated that building costs for LEED-certified green buildings will continue to decrease as the architectural and engineering communities become more knowledgeable, construction firms gain more experience, materials become more competitively priced, and the LEED Building Rating System evolves to serve specific market segments, such as large urban areas.
- Costs for building green can also be offset by a variety of government- and utility-sponsored economic incentive programs for businesses, institutions who invest in energy-efficient technologies or renewable energy resources.

SUSTAINABLE DEVELOPMENT STANDARDS

- The U.S. Green Building Council (USGBC) and the U.S. Department of Energy's (DOE) ENERGY STAR® program have established common industry standards for green building and energy efficiency in buildings.
- The USGBC developed the Leadership in Energy and Environmental Design (LEED™) rating system in response to market demand for a common definition and standard of measurement for green building. Based on well-founded scientific standards, LEED emphasizes state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The LEED-designed rating system applies to all building types and sizes.

SPECIFIC PROJECT SUSTAINABLE DESIGN OPPORTUNITIES

STATION, PLATFORM & BRIDGE BUILDING ELEMENTS

Façade/Envelope -

- The overall design of the building façade will be a combination of large expanses of a structural curtain wall system with panels of insulated, argon filled, low e, self-cleaning glass, such as Pilkington Activ™ and a perforated panel system, such as the Met-tile, Curveline series, to provide for natural ventilation, light diffusion and sound control.
- The bridge curtain wall system will also include glazing technology to deter the occurrence of night time bird hits due to interior light use.
- Interior walls will make use of low maintenance, recycled content CMU, such as Trenwyth. Available in numerous colors, shapes and sizes, the filled and polished units are mold and moisture resistant, graffiti resistant and emit low VOC's.

Roof System -

- The station roof will be integral with the overall raised park construction and include both hard and soft surface areas. See below "Site Elements."
- The overhead platform covers will entail a metal stainless steel fabric shade system, such as Cambridge Architectural, Solar, and Shade Series for sunlight and weather protection.
- The enclosed bridge structure will combine the use of standing seam "cool" metal roofing with a roof-mounted horizontal wind turbine from which the energy generated will be used to power the lighting and ventilation needs throughout the station, platform and bridge elements.

Floor System -

- Both interior station areas and actual station platforms will be formed of colored concrete with flyash content, and an embedded radiant piping system for both cool season heating and cold season snow melt.
- Specific interior bridges will be created using a glass block floor system, such as IBP Glass Block, to allow for penetration of daylighting and decreased need

for artificial lighting.

Mechanical & Electrical Systems -

- A large geothermal field, located adjacent to the station, will be used in combination with a radiant floor heating system, passive solar heat gain, natural ventilation and supplement ERVs. The system as an integrated, whole building approach, will need to be further modeled, analyzed and designed as appropriate.

TOD BUILDING ELEMENTS

Façade/Envelope

- The overall design of the buildings will vary depending of the internal program and elevation orientation. It is anticipated that south facing elevations will incorporate the use of BIPV (building integrated photo voltaic) either in the way of a cellular skin or glazing system or simply as light shelves and canopy covers.
- The remaining building façades will again be a combination of large expanses of insulated curtain wall and perforated panel system. See above "Station & Platform Elements, Façade/Envelope."
- The large expanse of open air parking garage structure will use a blend of recycled content CMU and a stainless steel mesh framework, such as Cambridge Architectural, Mesh System. The mesh framework presents a well defined, attractive surface, while allowing the movement of air, heat and light all while providing a high level of security.

Roof System -

- The majority of surfaces will simply be insulated roofing systems with integrated reflective coating. In cases where access is available a raised roof paver and railing system will be designed and incorporated.
- Program specific areas will utilize a translucent FRP panel system, such as the Major Industries', TransCURVE™ System. This system provide for daylighting, exceptional performance and striking appearance.



Mechanical & Electrical Systems

- A hybrid system will be developed to include the use of a large geothermal field, located within the parameters of the plaza, in combination with a co-generation micro-turbine system, located within a block of building space. The numerous opportunities available for co-generation, including fuel cells and various distribution systems, will need to be further modeled, analyzed and designed as appropriate.
- As a soft surface design element, a bioswale will be run north and south along the center of the plaza. Again this system will allow for stormwater collection of the adjacent hard surfaced plaza while allowing for green space activity and enjoyment. In conjunction, this area will make use of a water feature as a multi-purpose design element including night hours with LED landscape lighting, such as Colormotion LED Solutions.

RAISED PARK & PROJECT SITE ELEMENTS

Vegetation & Stormwater Management-

- Running north and south along both the eastern and western embankment edge of the tracks will be a natively vegetated retaining wall system, such as the Presto Geoweb® System, providing for erosion and sediment control, stormwater management and general green space eye appeal. This earth retention system will create a structurally stable, sustainable terraced environment for the healthy growth of vegetation.
- In addition, running north and south along the western edge of the commercial tracks will be a series of natively vegetated bioswales, such as the Storm-Chamber System. These bioswales will be the project site's collection point for the filtration and detention of all stormwater runoff. When properly designed, bioswales can be more effective and less expensive than traditional engineered solutions. They often reduce the need for extensive storm pipes, catch basins, and artificial water quality control systems.
- The raised park area will provide for a combination of both hard and soft surfaces. The hard surfaces will include areas of pervious concrete while the soft areas will simply support low level native landscaping and non-irrigated turf. Creatively placed raised beds will allow for additional native landscape plantings of shrubs and small trees, providing shading and visual interest.
- The monumental stairs leading from the raised park to the TOD Plaza will be constructed with a porous paver finish layer, such as the Invisible Structures, Grasspave2 System, which will allow for stormwater management, aesthetic appeal and comfortable informal seating.

Lighting-


- Under the railway bridges, running the length east to west, embedded in the sidewalk, will be LED-illuminated tile lighting, such as HessAmerica. The ultra long LED illumination and low-wattage use will contribute to energy savings while providing for a visually appealing secure environment to traverse.
- Spotted around the project site, as determined appropriate, will be solar powered LED lamppost fixtures, such as SolarOne Lighting. Trenchless installation, vandal-resistant design, remote-controlled light level and timing programs, reliability and warranty all add up to savings on top of zero power costs. This makes for a solution that continues to work during power outages and other emergencies.

Alternative Transportation -

- A number of spaces within the ground level of the open air parking garage will be dedicated for use through a contract with Cleveland's own City Wheels, a hybrid car sharing member program. In addition, a number of spaces will be reserved for alternative vehicle parking, such as hybrid and electric. And lastly, a small block of building perimeter along the north façade of the open air garage, at ground level, will be dedicated for the installation of a future alternative vehicle refueling station.
- Also along the north façade of the open air garage, at ground level, will be a block of space dedicated to a locally owned bicycle facility that will provide storage, repair, rental, sales and shower facilities on an on-going, year-round basis.

SITE DESIGN & PLANNING

- Site a building within close proximity of commuter



rail or bus lines, to reduce pollution and any land-development impacts associated with increased automobile usage.

- Establish building specifications that maintain the current level of storm water runoff, or decrease the amount of imperviousness already existing on site.
- Develop a site with a minimum density of 60,000 square feet per acre. Channeling development to urban areas with existing infrastructure protects greenfields and preserves natural habitats and resources.

Material & Product Selection-

- Use building materials and products that contain post-consumer recycled content.
- Support the regional economy by using materials and products manufactured regionally.
- Encourage environmentally responsible forestry through the use of wood or wood-based material that meets Forest Stewardship Council's Principles and Criteria for wood building components.
- Utilize rapidly renewable materials, such as bamboo flooring, wool carpets, strawboard, cotton batt insulation (made from denim scrap), genuine linoleum flooring, or poplar oriented-strand board (OSB). Using rapid renewables helps reduce the use and depletion of finite raw materials.

Deconstruction/Construction & Demolition Waste Management-

- "Deconstruction" is the process of selectively dismantling a whole building to salvage components for reuse. Items typically salvaged during deconstruction include both reusable structural commodities (such as brick, lumber, and gypsum drywall), along with finished goods (such as windows, flooring, cabinets, and trim).
- Develop and implement a waste management plan that diverts a substantial amount of construction, demolition, and land-clearing debris from landfills to recycling or salvage facilities.
- Reuse a percentage of salvage or refurbished materials from construction, demolition, or land clearing as new building material.

Energy & Atmosphere-

- Generate building electricity on site, from renewable resources like geothermal, solar, or biogas sources.
- Eliminate the use of CFCs (chlorofluorocarbons) in new heating, ventilation, air-conditioning, and refrigeration (HVAC & R) systems. Eliminating the use of CFCs reduces ozone depletion.
- Contract with a green power provider to purchase building electricity generated from renewable resources, such as solar, wind, geothermal, biomass, or low-impact hydro sources.
- Optimize energy performance to exceed the American Society of Heating, Refrigerating, and Air-Conditioning Engineers and the Illuminating Engineering Society of North America's (ASHRAE/IESNA) 90.1-1999 standard.

Water Management-

- Install water-efficient or low-flow equipment and appliances in kitchens and bathrooms to reduce water consumption.
- Use water-efficient irrigation, captured rain, or site-recycled water for onsite landscaping.
- Utilize innovative wastewater technologies, such as treating waste water on site or significantly decreasing the amount of potable water used for sewage conveyance.

Indoor Environment-

- Design the HVAC system and building envelope to provide for the most optimal delivery and mixing of fresh air. Effective air exchange supports the safety, comfort, and well-being of building occupants.
- Reduce the number of indoor air contaminants by selecting paints and coatings, adhesives, carpets, and composite woods that emit low VOCs (volatile organic compounds) or none at all.
- Establish segregated areas for chemical-using operations (such as copy/printing rooms and house-keeping); these areas should have separate outside exhaust and no air recirculation.
- Maximize day lighting and view opportunities. Day lighting and increased view opportunities can save energy costs and enhance worker productivity.



SUSTAINABLE SITE PLANNING

Low Impact Site Development-

- Create a map of community natural resources and plan to protect them
- Protect existing natural systems on the site during construction
- Require an erosion & sedimentation control plan for construction activities
- Limit earthwork during construction by providing construction boundaries

Habitat Preservation-

- Protect and restore natural areas and natural hydrology to normal functioning
- Restore an area of open space with native landscaping that is equal to built footprint
- Search for opportunities to restore biodiversity, leave the site more vital than pre-development

Low-Maintenance Landscaping-

- Limit high maintenance and irrigation intensive landscaping
- Green streets, which are intensely vegetated with trees, bushes, grasses, etc, with minimal or permeable paving, encourage pedestrian use and children's play and provide urban habitat for birds and other wildlife.
- Provide nature programs for residents and involve them in designing, installing and maintaining these spaces

Community Gardens-

- Community gardens allow residents to work on private plots or common projects.
- They should incorporate tool sheds, children's play areas, and other features commonly found in private backyards. To encourage social contact and to give residents access to greater range of facilities.

Natural Storm Water Strategies

- Design as if each drop of water falling on the site stays on site, collected, cleaned and reused
- Water runoff from streets, walks and roofs should be captured, by ground cover, wetlands, small dams

and holding tanks, and reused for local irrigation and for aquifer regeneration.

- Minimize impervious surfaces (limited paving, pervious/permeable/porous paving, green roofs)
- Install naturalized stormwater basins, drainage swales, and permeable paving to help clean stormwater runoff and reduce flooding

Alternative Transportation Opportunities-

- Minimize cars use and ownership in general. To reduce energy use and pollution. To reduce demands on public spaces – land use, noise levels, pollution levels, risk and obstacles for pedestrians - from moving and stationary vehicles. To save money for other more valuable or more necessary investments
- Bicycling
- Bicycles reduce the need for motorized transport, especially (single occupant) cars, and extend the range of public transport.
- Provide secure bicycle storage, repair, rental and shower facilities
- Bicycles should be available for use at public transport stations or carried aboard trains.
- An extensive, well-connected network of landscaped cycle paths allow for pleasant and safe cycling between all parts of the city.
- Walking
- Provide pathways and other public spaces (e.g. green streets and outdoor lounge-rooms) that are pleasant, safe and attractive for pedestrians, to encourage walking. Benefits: promotes community identity; encourages social contact and supportive relationships between neighbors, and between residents and visitors; encourages physical exercise
- Walking and biking as modes of transport are often ignored by planners and engineers, though they are perfect from a sustainability perspective and need to be taken more seriously. True intermodalism is required for sustainability. Intermodalism would coordinate all modes and integrate walking and cycling with other modes enabling longer trips.
- Incorporate car sharing opportunities

Exterior Air Quality, Noise & Light Pollution

- Reduce air pollution from mobile and stationary sources as poor air quality has various negative health impacts, particularly on the respiratory system
- Plant trees and maintain open space networks that help cleanse the air, absorb carbon dioxide, and produce oxygen
- Use structures, land mass and vegetation to minimize the noise pollution. Loud noise and continuous noise are harmful to human health. Noise harms human health and wildlife and can damage the quality of life. There is a wealth of literature suggesting that loud noise and continuous noise can be harmful to human health. The harm may be psychological and result in nervousness and behavioral disorders, or it may be physiological and result in impacts as significant as heart disease from the excess production of adrenaline.
- Select exterior lighting to reduce night sky pollution

Mixed-Use Development

- Houses should be close to shops, workplaces, public transport, schools and other learning facilities, health and recreation facilities, other community facilities. To encourage shorter journeys and give the suburb a more diverse and interesting character.
- Workplaces and housing should share streets, indeed buildings (e.g. with workplaces below and housing above) – to provide passive surveillance day and night.
- Car parking should be small and scattered, not gathered in large paved fields. Or multi-story, to save space for other uses. Or green – filled with vegetation, so doubling as a public garden. Or not required at all due to an abundance of good public transport and walking and cycling paths, which allow car-free mobility.

Affordable/Adaptable Housing

- There should be good provision of low rental accommodation with secure tenure, for residential, community or commercial use.
- The adaptability of houses allows people to stay in place despite changes in household size, in physical

ability, or other needs.

Safeguarding Water and Water Efficiency:

- Establish water efficiency in HVAC equipment for design model

Water Recovery & Greywater-

- Water recovered from sewage can be reused to flush toilets, if sufficiently purified to meet health regulations, and so used again and again

Limit The Use Of Potable Water Used For Irrigation/Maintenance

- Native vegetation, rain water reuse, drip irrigation
- Utilize storm and waste water as a resource rather than a waste product

ENERGY EFFICIENCY

- Passive strategies including daylighting & solar heating-
- Orient the building for maximum southern exposure w/ shading devices & light shelves
- Limit east/west exposures w/ shading devices to limit heat gain
- Shelter northern exposure while capturing daylight opportunities
- Integrate passive heating and cooling solutions into the overall heating/cooling solutions
- To control internal temperatures, use thermal sinks (to store and release heat or coolness), natural ventilation (outside breezes and internal air convection), trees and other vegetation (to provide shade and a buffer from warm breezes in summer, and a buffer from cold breezes in winter), insulation (walls, double-glazed windows, air-locks).
- Thermal sinks. Thick walls and floors, and air-pockets, which store and release heat and coolness, for temperature stability and to make best use of available heat and coolness. (e.g. storing heat from sunlight in winter for night-time release, or storing coolness from cooler night breezes in summer for daytime release).
- Natural ventilation. Cool air drawn from near floor level to replace warm air released near ceiling level. Windows on opposite sides of the house which



can be opened to let outside breezes pass through. "Wind cows" – rooftop ventilation units which steer into breezes to draw in and release air, and are equipped with passive heat exchangers - to provide ventilation in otherwise air-tight buildings, which lose less heat or coolness and let in less outside noise than open windows.

Optimize Energy Efficient Of Equipment And Lighting Design

- Establish a significant energy effectiveness and performance goals for design model
- Incorporate a lighting system that integrates daylight and occupancy sensors

Establish a goal for renewable energy opportunities in design model-

- Design to allow photovoltaics to be incorporated to the building/systems
- Consider opportunities for wind power
- Make provisions for adding fuel cells to the building in the future
- Local electricity generation allows for co-generation - the waste heat from electricity generation reused for industrial or domestic purposes

Conservation of Materials and Resources-

- Select durable building materials that can be cleaned with non-toxic cleaning practices
- Select regional building materials, and high recycled content
- Implement Construction Waste Management Plan (See above)
- Provide clean, user-friendly systems to accommodate recycling

Indoor Environmental Quality-

- Select building materials that minimize off-gassing of volatile organic compounds (VOCs)
- Reduce the use of building materials, furnishing, paints, adhesives, carpets, and cleaning products that negatively effect interior and exterior air quality

Design Entryway Systems To Protect Iaq, Temperature And Humidity

- Vestibules with separate filtration and entryway mats to collect particulates





L. CONCLUSION



L. CONCLUSION

In conclusion, the Team's overall recommendations for the new GCRTA Rapid Station are that it:

- Serves as a focal point for civic pride and an amenity to the community through improved public amenities, improving safety, enhancing the image of the station area, transit service and the adjacent neighborhoods while reflecting, and therefore helping to preserve, local heritage, history and culture.
- Function as a community destination that stimulates community involvement and pride, encourages coordination and cooperation among local stakeholders and partners, and provides a setting for community interaction.
- Builds a sense of community by functioning as a venue for a wide range of community activities and events, supports coordinated development, enlivens adjacent uses for neighborhood renewal, and creates local economic opportunity.
- Serves as an anchor for local business, and as an information center for the community.
- Links places in the community by serving and supporting a variety of mobility needs, improving access to jobs, services and housing, while enhancing pedestrian and bicycle access.
- Anchor a new transit-oriented development district.
- Design 115th Street to accommodate automobiles (as envisioned by the UARD project designers) and design E. 117th Street as a pedestrian priority route through the station area. Building a road along the tracks behind J&L that exits at 118th Street should be further explored with the property owners and the GCRTA. Circle Drive should be redesigned so it no longer creates an offset intersection at Mayfield and should cross Mayfield and curve behind Lot 45 to connect to E. 117th/E. 118th Street. The team feels that this route would serve motorists traveling through the area (up Circle Drive, across Mayfield heading north to Euclid and vice versa) and would allow the CIA campus to remain car-free.
- Redevelop Lot 45 as a transit oriented mixed use development with two new mixed use commercial and residential buildings facing each other across a significant public space. The public space will provide both a transit support function and be programmed for a wide variety of community-based uses and activities, art installations, and amenities. The public space will include a multi-modal transfer component, which facility could accommodate shuttles, car share (City Wheels), bicycles (City bikes), and taxis. The ground floor of the new building along E. 117th Street would contain be a station waiting lobby, with transit information and ticket service. There will need to be a vertical connection to the station in the future from the new development. This could take the form of a pedestrian bridge over the two freight rail tracks that will bring passengers down two elevators to the side loading platforms.

These goals will be achieved through the implementation of the following specific recommendations:

- It is recommended that the station be relocated south of its current location, and approximately 300 to 400 feet north of Mayfield, roughly in alignment with the bend in E. 117th Street. The platforms will be reconfigured into a side-loading configuration, with the vault under the tracks renovated as a waiting area.
- Build a network of green public spaces throughout this area, including around the BRT stop on 115th Street, at Lot 45, in front of the Cozad House.
- Install permanent works of public art inside the station facility itself, functional public artworks that could become part of the station design (tile, light-



ing, railings, seating, information kiosks), and encourage area partners and stakeholder to commission permanent public art work that could be sited throughout the study area.

- Recreate the East 120th Street Transit Station as a model of best-practice for natural resource conservation and community supportive features.





APPENDICES

APPENDIX A: PUBLIC ART

Potential Public Art Partners

Cleveland Museum of Art
Cleveland Museum of Natural History
Western Reserve Historical Society
Museum of Contemporary Art Cleveland
Dittrick Medical History Center
Cleveland Botanical Gardens
The Sculpture Center
Little Italy Redevelopment Corporation
Case Western Reserve University
University Hospitals
Cleveland Music School Settlement

Hessler Street Neighborhood Association

Cleveland Institute of Music
Cleveland Institute of Art
Cleveland Children's Museum
Cleveland Symphony Orchestra
Little Italy Historical Museum
Lakeview Cemetery
East Cleveland Cemetery and Sculpture Park

Opportunities for Advertising an RFP:

Sculpture Magazine:

- visit www.sculpture.org or fax 202-234-2663 for more info
To submit an RFP, send information to:

Opportunities

Sculpture Magazine
1633 Connecticut Ave. NW, 4th floor
Washington, DC 20009

College Art Association

- website: www.collegeart.org
To submit an RFP, visit:
<http://www.collegeart.org/advertising/cnr.html>

City of Phoenix Arts Commission

- To submit an RFP, send information to:
Kevin Vaughan-Brubaker
Phoenix Office of Arts and Culture

200 W. Washington, 10th Floor
Phoenix AZ 85003
fax (602) 262-6914
e-mail: milestones@phoenix.gov

www.artdeadline.com

- To submit an RFP, email: publications@artdeadline.com

www.artistsregister.com

- To submit an RFP, visit:
<http://artistsregister.com/submit-opp.phtml>

www.artsopportunities.org

- To submit a RFP, visit their homepage

Public Art Network Listserv

- To submit a RFP, email pan@artsua.org
To learn more about the listserv, visit:
http://www.americansforthearts.org/get_involved/membership/membership_001.asp

Public Art Review

- www.publicartreview.org
Contact them for information on how to submit an RFP:

FORECAST Public Artworks

2324 University Ave. W. #102
St. Paul, MN 55114
T 651.641.1128, F 651.641.1983
e-mail: forecast@visi.com

www.callforentry.org

- To submit an RFP, contact them for more information.



RTA's Evaluation Criteria

- | | |
|---|----|
| 1. Attractiveness and desirability of the art | 20 |
| 2. Creativity and boldness of the art | 20 |
| 3. Experience and reputation of the artist | 10 |
| 4. Durability and maintenance of project | 20 |
| 5. Feasibility of design and construction | 20 |
| 6. Response to project goals and objectives | 10 |





APPENDIX B

COMPILED WORKSHOP FINDINGS - SUSTAINABILITY

April 18 and 19, 2007

Current state of environmental sustainability

- The entire City of Cleveland is a Brownfield Designated Area
 - o Contact Brooke Furio and Belinda Peski for potential coordination with area-wide brownfield planning/projects.
- City has a City-wide bike plan
 - o Martin Cader is the Bikeway Planner at the City
- CityWheels currently has cars available at 'The Beach' site, plans to increase as development begins

Specific recommendations for sustainability opportunities

STATION

- o Construction waste management
- o Combine construction schedules and create one dump place for all materials to be recycled
- o Recycling stations at station entrances
- o Reflective, "cool" metal, and vegetative roofing
- o Self-cleaning glazing, and accessible glass heights
- o Bricks/locally manufactured materials and products
- o Recycled content/recyclable materials and products (flyash in concrete)
- o Radiant in concrete platforms/entrances
- o Natural ventilation to eliminate need for air conditioning
- o Fiber optics for daylighting and art
- o Notion of development of public art and solar energy and wind turbines
- o PV – use as visual – extend down platform
- o Vertical wind collectors to take advantage of the high winds

- o Weather protection on the platform with wind shields (wind power collection)

SITE

- o "Overlay District" for parking reduction for pedestrian increase in city code
- o Consider permeable materials to reduce run off. Dark sky lighting
- o Lighting, fence, cleanup, snow guard "all weather useable"
- o Wind tower could take care of lights
- o Stormwater management/mitigation – water runoff to irrigate gardens
- o Ground water recharge – sand bed – not geothermal
- o Sustainable landscaping/plantings
- o Use embankment as "art" with native landscaping to resist erosion, storm water run-off and bio-remediation
- o Balance safety while minimizing light pollution

ALTERNATE TRANSIT

- o Bikes (storage, rental, repair and shower facilities), CityWheels
- o Implement a TMA – Transit Management Authority

BRIDGE IMPROVEMENTS

- o Fiber optics, wind/solar



APPENDIX C

Principles of Successful Transit Design

1. Efficient passenger service through comprehensive system planning.
2. Environmental compatibility
3. Community/neighborhood compatibility and acceptance
4. Encouragement of transit-oriented development through mutually supportive uses
5. Development of pedestrian linkage to adjacent land uses
6. Enhancement of the image of public transportation through quality design
7. Creation of a safe, passenger-friendly environment
8. Creation of public spaces
9. Successfully balancing the desires of multiple stakeholders
10. Implementation of sustainable city design principles

Principles of Smart Growth In Transit Development

ENVIRONMENTAL PROTECTION AGENCY

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development toward existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost-effective
10. Encourage community and stakeholder collaboration in development decisions



TOD Development Features

Reconnecting America

Reconnecting America suggests through research that almost a quarter of all renters and buyers are likely to want TOD housing in 2030. There are many features to TOD:

- * Increases location efficiency so people can walk, bike and take transit
- * Boosts transit ridership and minimizes the impacts of traffic
- * Provides a rich mix of housing, jobs, shopping and recreational choices
- * Creates a sense of community and of place
- * TOD is more sustainable
- * More efficient use of land, energy and resources
- * Helps conserve open space
- * Less oil and gas consumption
- * Cleaner air
- * Minimizes traffic increases
- * Encourages walking
- * Increases revenues, allowing cities to lower tax rates and compete with suburbs
- * Increases transit ridership at a lower cost than if bus service or parking structures are needed to bring riders to stations
- * Increases foot traffic for local businesses
- * Increases property values, lease revenues and rents
- * Height and density can pay for community benefits and affordability
- * Reduces transportation expenditures
- * Promotes healthier lifestyles
- * Neighborhoods are safer because there are more people on the street and more “eyes on the street”

The Urban Land Institute’s “Emerging Trends” real estate report ranked TOD as one of the best bets for investors three years in a row.

Ensuring TODs Do Their Job

Planning Magazine, May 2003

Robert Cervero, a professor of city planning at the University of California, Berkeley, talks about what he calls the 3Ds or three dimensions (density, design, and diversity) that are needed for a TOD to work. Of these, says Tom Margro, general manager of the San Francisco Bay Area’s BART system, the first is most important. Density is paramount. Density is partly a matter of geometry, he says. All else being equal, the more housing and jobs within a short walk of a transit station, the greater the ridership. This makes all parties involved able to prosper.

Household Travel

US Dot

Average annual PMT (person miles of travel), person trips and trip length by trip purpose - see table 1


Average annual person trips per household by mode of transportation - see table 2

Portland, Oregon: Case Study

Reconnecting America

The enormous success of the Portland Streetcar, promoting \$2.3 billion in private investment in the Pearl District, has caused major interest in streetcars across the nation. Streetcars have been recently credited as the hot new transit technology boasting major features:

- * Streetcar systems are faster and cheaper to build
- * Streetcars are enormously successful in promoting private investment in compact, walkable development
- * Systems have been built for as little as \$3 million/mile
- * 100 cities have joined the national Community Streetcar Coalition
- * SAFETEA-LU authorized \$200 million annually for a “Small Starts” program for small transit projects



Research in Portland has shown that the residents of neighborhoods with good transit access and mixed-use development use their cars less than residents of suburban neighborhoods: only 58 percent of trips are by auto in mixed-use neighborhoods with good transit access compared to 87 percent in suburban neighborhoods. Research in California has shown that people who live in TOD are 5 times as likely to use transit as resident of the region at large, and people who work in TOD are 3.5 times as likely to use transit.

Seattle, Washington: Case Study

ITE Journal

A major influence on TOD in Seattle has been Washington's Growth Management Act (GMA), which was passed in 1989. The law requires cities to develop comprehensive plans that accommodate residential and employment growth within urban growth boundaries. Increasingly, municipalities are looking to TOD as a way to accommodate that growth.

TOD in the Seattle area is emerging as a viable way to locate people closer to transit services, retail places and offices. It is through public-private partnerships that transit-oriented development can be built successfully and operated to enhance transit access and serve local housing needs.

Arlington, Virginia: Case Study

Reconnecting America

The Rosslyn-Ballston Corridor was a declining low-density commercial corridor 30 years ago when the local government decided to focus development around five closely spaced rail stations, working with residents and the private sector. Despite the enormous amount of development that has occurred, single-family neighborhoods have been preserved just a short walk away, and there has been only a modest increase in traffic. Concluding the case study:

- * Assessed value of land around stations increased 81% in 10 years
- * 8% of county land generates 33% of county revenues – allowing Arlington to have the lowest property tax in Northern VA
- * 50% of residents take transit to work; 73% walk to stations; development has generated only modest increases in traffic
- * Surrounding single-family neighborhoods have been preserved

Arlington County has also adapted countywide development standards and guidelines, including lower parking rations, to support future growth of high-density commercial and residential development around Metrorail stations in their two corridors.

Kendall, Florida: Case Study

Downtown Master Plan, Kendall, Florida

Close attention to design can dramatically improve the environment for pedestrians. The city of Kendall, Florida, has started to redevelop a conventional mall near a rail station into a new town center. The Downtown Master Plan specifies a number of improvements to create a compact, walkable place with good connections to existing neighborhoods:

- Bicycle/pedestrian access via new sidewalks and pathways
- Trees and shrubs along edges facing streets and sidewalks
- Parking hidden in the rear or in parking garages
- Shade and rain protection for pedestrians, such as colonnades, arcades, marquees, second-floor balconies, wide awnings, or tree canopies
- Buildings positioned along the sidewalks at a deliberate alignment, giving a designed shape to the public space



- Doors and windows spaced at close intervals to generate activity, direct views to merchandise, and make walking interesting
- Minimal number of driveways and parking lot entries that can make walking unsafe and erode urban space

C o l u m b u s , O H : C a s e S t u d y

Mass Transit Magazine

In recent years, the Columbus Area Transit Authority has built a number of new transit centers at rail stops by raising local matching funds.

These transit centers are proving to be a catalyst for further economic development and increased public transportation use. These stops are becoming community “hubs”. This success happened because of communication between the transit authority and:

1. city councils
2. chambers
3. business developers
4. community

The Transit Authority also put together development standards for contractors, developers, and various other stakeholders so they can accommodate public transit during the development or re-development process. This enables all parties and stakeholders to have mutual agreement on practices of transit development - It sort of lays down the standards across the board.

N C H R P R e p o r t : Integrating Freight Facilities and Operations with Community Goals

Transportation Research Board

The objectives of this synthesis were to identify the successful efforts in the location and operation of freight transportation facilities and to compile information or practices that enable freight facilities and operations to be good neighbors within their communities.

Ways freight facilities have worked with communities: (Getting over the “not in my backyard” syndrome)

- * Traffic flow and congestion
- * Safety and security
- * Economic development
- * Air quality
- * Noise and vibrations
- * Land use and value
- * COMMUNICATION
 - Undertaking public education
 - Attending public meeting
 - Hiring local
 - Undertaking public charettes

The need to identify and apply good neighbor or balancing practices is intensifying for several reasons including: (Framework for communication)

1. The amount of freight traffic is increasing
2. Occupationally, the general population is increasingly less involved in goods production and therefore may not be as familiar with the steps needed to produce and deliver goods to consumer markets
3. The continued growth in U.S. population and land development increases the likelihood of conflicts between different types of uses
4. There is continuing pressure to keep freight transportation costs low

The Center for Corporate Citizenship at Boston College has developed seven standards of excellence, which can provide a framework for measuring the overall performance of good neighborhood practices.

- * Leadership
- * Issues Management



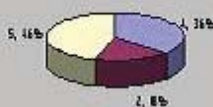
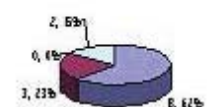
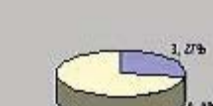
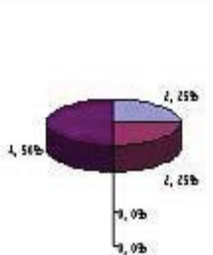
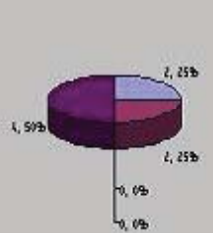
- * Relationship Building
- * Strategy
- * Accountability
- * Infrastructure
- * Measurement

Relating most to our topic of discussion follows the Alameda Corridor project in which relocating the rail yard was able to address both traffic flow and economic development issues.

The Salem (Oregon) Walkway Project is one example of a cooperative effort to create a physical separation. Originating from an effort to reduce trespasser and pedestrian fatalities within the major rail corridor, the project came about through a multifaceted partnership that included the city of Salem, the Oregon DOT, other state agencies, the Salem-Keizer School District, Willamette University, Safeway, and the Union Pacific Railroad. The completed project provides a safe and attractive pedestrian walkway and barrier linking public schools, state offices, the university, the rail station, and numerous businesses and residences.

APPENDIX D

E 120 ST RAPID STATION
 COMMUTER SURVEY
 June 21, 2007 – June 22, 2007
 7:00 AM – 9:00 AM
 12:00 PM – 2:00 PM
 4:00 PM – 6:00 PM

QUESTION	RESULT										
1	<p>HOW FREQUENTLY DO YOU TAKE THE RAPID FROM E 120 ST?</p> <table border="1"> <tr> <td>EVERY WEEKDAY</td> <td>4</td> </tr> <tr> <td>SEVERAL TIMES A WEEK</td> <td>2</td> </tr> <tr> <td>LESS THAN ONCE A WEEK</td> <td>5</td> </tr> </table> 	EVERY WEEKDAY	4	SEVERAL TIMES A WEEK	2	LESS THAN ONCE A WEEK	5				
EVERY WEEKDAY	4										
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2	<p>WHAT IS THE MAIN REASON YOU TAKE THE RAPID?</p> <table border="1"> <tr> <td>WORK</td> <td>8</td> </tr> <tr> <td>LEISURE</td> <td>3</td> </tr> <tr> <td>SCHOOL</td> <td>0</td> </tr> <tr> <td>OTHER</td> <td>2</td> </tr> </table> 	WORK	8	LEISURE	3	SCHOOL	0	OTHER	2		
WORK	8										
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SCHOOL	0										
OTHER	2										
3	<p>HOW FREQUENTLY DO YOU TAKE THE TRAIN AND THE BUS BEGINNING AT E 120 STREET?</p> <table border="1"> <tr> <td>EVERY WEEKDAY</td> <td>3</td> </tr> <tr> <td>SEVERAL TIMES A WEEK</td> <td>0</td> </tr> <tr> <td>LESS THAN ONCE A WEEK</td> <td>8</td> </tr> </table> 	EVERY WEEKDAY	3	SEVERAL TIMES A WEEK	0	LESS THAN ONCE A WEEK	8				
EVERY WEEKDAY	3										
SEVERAL TIMES A WEEK	0										
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4	<p>IF THE STATION WERE RELOCATED CLOSER TO MAYFIELD ROAD, WHAT IMPACT WOULD THAT HAVE ON YOUR DECISION TO USE THIS RAPID STATION?</p> <table border="1"> <tr> <td>SIGNIFICANT POSITIVE</td> <td>2</td> </tr> <tr> <td>SOMEWHAT POSITIVE</td> <td>2</td> </tr> <tr> <td>SOMEWHAT NEGATIVE</td> <td>0</td> </tr> <tr> <td>SIGNIFICANT NEGATIVE</td> <td>0</td> </tr> <tr> <td>INDIFFERENT</td> <td>4</td> </tr> </table> 	SIGNIFICANT POSITIVE	2	SOMEWHAT POSITIVE	2	SOMEWHAT NEGATIVE	0	SIGNIFICANT NEGATIVE	0	INDIFFERENT	4
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SIGNIFICANT NEGATIVE	0										
INDIFFERENT	4										
5	<p>IF THE STATION WERE RELOCATED CLOSER TO MAYFIELD ROAD AND EUCLID AVENUE AND E 117 ST WERE DESIGNED TO BE SAFE AND COMFORTABLE FOR PEOPLE WALKING TO THE NEW STATION, WHAT IMPACT WOULD THAT HAVE ON YOUR DECISION TO USE THIS RAPID STATION?</p> <table border="1"> <tr> <td>SIGNIFICANT POSITIVE</td> <td>2</td> </tr> <tr> <td>SOMEWHAT POSITIVE</td> <td>2</td> </tr> <tr> <td>SOMEWHAT NEGATIVE</td> <td>0</td> </tr> <tr> <td>SIGNIFICANT NEGATIVE</td> <td>0</td> </tr> <tr> <td>INDIFFERENT</td> <td>4</td> </tr> </table> 	SIGNIFICANT POSITIVE	2	SOMEWHAT POSITIVE	2	SOMEWHAT NEGATIVE	0	SIGNIFICANT NEGATIVE	0	INDIFFERENT	4
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APPENDIX E

Mayfield Road Bridge Analysis

The existing railroad bridges over Mayfield Road are steel thru-girder type bridges. The most westerly bridge is actually comprised of six (6) thru-girders and carries the four (4) tracks of CSX Railroad and Norfolk/Southern Railroad (Heavy Rail). The middle bridge carries both EB and WB tracks of the GCRTA line (Light Rail) and is comprised of two thru-girders. The easterly bridge currently serves as a maintenance vehicle bridge. This bridge has been identified as being privately owned. It is uncertain if there is an agreement between the owner and GCRTA for it to be used by GCRTA as vehicular access bridge for maintenance vehicles. All bridges are approximately the same overall length. They are comprised of three spans, the end spans being approximately 12'-6" and the main span over the roadway being approximately 39 feet.

A field investigation was done on March 29, 2007 to determine the condition of the bridges. In addition, an inspection report from July, 1989 of the GCRTA bridge has been referenced in the preparation of this report. The 1989 report deals only with the condition of the RTA bridge and does not address the condition of the other two bridges.

The field investigation was a visual only inspection, with no testing of materials. Some dimensions were obtained and others verified from the previous report. Photographs were taken and are a part of this report.

All three bridges are in approximately the same condition. The heavy rail bridge has had the structural steel (both superstructure and steel pier bents) cleaned and coated. The paint appears to be in good condition, indicating this work has been in recent years. The GCRTA bridge and the private bridge are both uncoated steel. The steel at these bridges are in relatively good shape. The bearings at the GCRTA bridge appear to have heavy

scale and dirt/rust buildup. It is uncertain which end is expansion and which end is fixed. There is some slight leaking of water at the abutment walls, indicating deck joints may be deficient in areas.

The top of both abutments between the GCRTA bridge and the private bridge is in need of repair. There is significant spalling and concrete delamination of the top surface of the wall. It is uncertain how the top of the concrete walls are at the mainline bridge. The front faces of the abutments are in reasonably sound shape. There are some small areas of delamination of the concrete surface.

According to the 1989 report, there is a large vault room behind the east half of the north abutment at the GCRTA bridge. This is currently covered with painted plywood to match the remaining portion of coated concrete surface at the abutments. It was not investigated as to the condition of the room and its interior walls.

The 1989 report indicates an uncertainty as to the year these bridges were constructed. It mentions the era of 1915 to 1930 as to these types of bridges being constructed. It does indicate that rehabilitation work was done to the GCRTA bridge in 1952. As previously mentioned, the heavy rail bridge has been coated in recent years; however, the exact year is unknown at this time.

Based on the above time frames, these bridges are between 77 and 92 years old.

Site Conditions

The four heavy rail tracks are at an approximate flat grade throughout the observed area. It appears that the two most westerly tracks are mainline tracks for the railroads and the two remaining tracks are spur tracks or siding tracks. The GCRTA tracks are approximately



16 feet higher 700 feet south of the Mayfield Road crossing. This is due to them crossing over a concrete tunnel which once served as access for a siding track to a former industrial area southwest of the Mayfield Road bridge. This tunnel now serves the maintenance way for GCRTA. North of the Mayfield Road crossing, the grades remain essentially the same, crossing over Euclid Ave. North of Euclid Ave, the tracks curve horizontally to the northeast, maintaining grade.

According to existing plans, the rail grades for the GCRTA tracks are within a vertical curve at Mayfield Road.

The attached sketch is a schematic layout of the tracks and where they are located in relation to the various bridges.

Mayfield Road approaches the bridges from the east in a rather sharp sag vertical curve. The curve continues under the bridge and onto the west side of the bridges. This sag curve and the low vertical clearance (signed at 12'-6") results in a high number of high-load hits to the bottom flange of the fascia girders. There is evidence of this along the bottom flanges of the fascia girders.

Current ODOT design requirements call for 14 feet minimum vertical clearance on existing bridges to remain. For new and reconstructed bridges, the minimum vertical clearance required is 16'-6". As noted, there is currently 12'-6" vertical clearance at Mayfield Road. If the bridges remain and work is required to be done to them then either the 14 feet minimum is needed or a design exception required. If new bridges are constructed then the 16'-6" minimum is required or again, a design exception required.

Alternatives

There are four alternatives considered for this study. They are:

- Do nothing - leave bridges as is.
- Bridge Rehabilitation - repair steel and concrete; remove selected areas of bridge deck; lower Mayfield Road at bridges (if possible).

- GCRTA Bridge Replacement of the Mayfield Road crossing and Bridge Rehabilitation of the other bridges (similar to second bullet except replace the GCRTA bridge).
- Complete bridge replacement of all bridges.

These four alternatives will be looked at with possible revisions to layout and other site conditions. Approximate construction costs will also be derived.

In looking at the last three alternatives, we will also look at what can be done to eliminate certain bridges or open up areas between the bridges. A very noticeable item with the existing bridge layout is the "tunnel" effect one gets when driving or walking under the bridges. While artificial lighting is a good alternative, natural daylight between bridges gives less of the tunnel effect. The desire is to make the bridges less of a barrier, and more of a continuation from one side to the other.

Do Nothing: With this alternative, the bridges are kept as is. There are essentially no construction costs, however future maintenance costs will be increasing as the bridges continue to deteriorate and require future rehabilitation.

Bridge Rehabilitation: With this alternative, all the bridges are rehabilitated to prolong their life. In addition, as can be seen in the attached sketch, there are two areas of bridge deck within the heavy rail bridge that are void of trackwork. It appears one section may be used as a maintenance way for the railroads. To allow for more natural lighting to the road below, we propose to eliminate one of the sections of bridge deck. Abutment backwalls would need to be extended and a barrier wall added on top of the backwall for safety purposes. If possible, Mayfield Road would be lowered to increase the vertical clearance. Ideally, we would look at a 1'-6" change in road grades to obtain the desired clearance. If this was not possible, than either a design exception will be required or a combination of road lowering and raising the bottom of steel elevations would be investigated. In addition, cleaning the structural steel and painting it, along with unverbridge lighting would be in-



cluded in this alternative.

GCRTA Bridge Replacement & Heavy Rail Bridge Rehabilitation: Under this alternative, the GCRTA bridge would be removed and replaced in its entirety. It would be reconstructed at a higher elevation to provide for the required underclearance at Mayfield Road. The remaining bridges could be either removed if possible as indicated above or rehabilitated under agreements with the appropriate railroad authorities.

Total Bridge Replacement: Under this alternative, all active bridges would be replaced and inactive bridges eliminated to open up the underpass as discussed above. This alternative would be the most costly and most difficult to coordinate and construct due to the high volume of all the rail lines. The project would need to be phased to allow for temporary relocation of tracks during construction of specific bridges.



APPENDIX F

TRANSCRIPT OF PLACE EVALUATION WORKSHOP FINDINGS

GCRTA E. 120th Street Station

Stakeholder Interview Notes

By Issue Topics

[Revised DRAFT]

4/13/07

(Notes from Dave, Cynthia, Tim & Jake)

Station Location and Access

LOCATION

- Explore the grade change south of Mayfield
- Would prefer the station as close to mid-block of 119th St as possible so as to draw pedestrians from Mayfield
- Station should be visible, must be easy and inviting to walk to, especially between modes of transit (commuters won't use otherwise)
- An entrance at Mayfield and 119th is okay, but should not be a transit hub that would create more traffic congestion
- A transit hub would be more welcome on the UC side, especially if the bridges were somewhat pleasant and safe to walk under
- GET the rapid stop moved up closer to Mayfield!!
- Station should have direct connection to Lot 45
- Plan for station needs to focus in the track area just east of Mayfield.
- Legibility of the station is important from the street network.
- Points of entry that extend to the east and west, connecting the neighborhoods.
- Current conditions of the E120th station should not dictate the station location, growth to the east will happen over time.
- 3rd point of the triangle is the station – MOCA and CIA are the other 2
- Minimum distance for the station platform 9-feet between tracks.300-feet long.
- No room on the east side of the tracks
- Pushes the connection to the west side of the tracks
- Have elevators end inside a building
-
- Access
- Potential connection to existing station/platform, elevated connection to UC side, under track connection to LI side, new destination at the center!
- Improve current under bridge access, perceived safety and security
- Tunneling is more inviting to pedestrians, seems less monumental, must be well lit with no blind turns, visual connections across are imperative
- Bridging is less inviting to pedestrians, generally longer travel distances
- Chihuly bridge of glass – Tacoma, WA
- 5 stories high to cross over the tracks; double deck tracks
- 30-foot clear zone above tracks for cross-over structures. See sketch book.
- Idea, punch through Tony Brush Park to access the station.

STATION ACCESS:

- Tunnel through bank
- Go over the track
- Tunnel into the wall under the bridge
- Tunnel through west side under the tracks?
- Station – enter station through and at the park and walk through the park and across
- Multiple entrances should enhance a sense of proximity to station/transit
- Idea: New Brunswick station staircase in embankment
- Have one entrance cut through Tony Brush park

Links to Buses and Shuttles

Mobility to and from rail is important

Connect brt to current stop

Interface with Mayfield buses and number 50 bus is important

The Rapid stop at Cornell will serve only the Cancer Center and the Church

Access from Abington Arms to the station is important to the mobility of the seniors that live there (165 residents with a full waiting list)

- UH operates a number of shuttles from parking lots to the Hospital:
- From Lot 45
- From 55th and 61st Street
- They are adding parking at 118th Street?
- They could offer bus passes and Rapid discounts – do they? TMA!!!
- UC shuttles should be re-thought as a part of this process, perhaps re-branded and marketed
- Rubber Trolley for the UCI neighborhood could be more functional with better branding and system plan.
- Circulators: natural gas and or electric
- Access to public parking areas and shuttles needs to be better thought out.
- CWRU and UH run? Trolley circulators that are free and open to all but people don't know it. UCI circulator tries to cover too much territory. It is too slow.
- Idea: All three could be combined into one service
- The Circulator makes it all work, not sure if this is planned for a station function in this area.
- Look at circulator routes in relation to red and silver line service, where do people want to go to/come from? Why would someone transfer from the redline to the BRT?
- Use enhanced UCI circulator – shorten the routes
- Use station to connect Tony Brush Park to UARD.
- Wayfinding is key, legible to everyone and attractive
- Seamless transition to other transit modes
- Case/U/H share a circulator route?
- 3 valet locations with one central parking place
- Circulator could serve the BRT stations via e. 115th street
- Need route map for UCI/case shuttle, i.e. better signage for transport in the area

Station Design/Character

- 30 to 40k employees and students in the area
- The station should be representative of the sense of ownership that each district holds
- Station should be a 'pass-thru' and connect to destinations as well as be a station/place/destination it-




self

- Manage the transition from the station to the street.
- Market it as 2 stops from NYC to CLE to MOCA!: Market it as a Cultural Stop
- Make the station a destination...did someone say Panini Stand? (look at museum restaurant boom)
- Station visibility and legibility of wayfinding is key
- 2 platforms? There is stopping flexibility with a heavy rail system
- Needs of two basic types of riders must be met by TOD amenities – cultural/institutional visitors vs. working class/employees/commuters
- Design of museum is visible and dramatic from all streets, station should be same
- Station should optimize perception of complete surroundings, everything from views to information about transit and events, shops, businesses nearby
- Entrances must be identifiable places, with amenities specific to neighborhood/area
- Station needs a visible entrance and a visible structure
- Fresh fruit/flowers; basic needs are important; flower shop in the station (J&L could operate this)
- J&L Foodmart excellent small scale neighborhood grocery to build upon.
- What is the station's personality, how does that relate to its connections?
- Have a transition space between ride and outside
- Architectural elements should start in the community
- Make it a magnet for people with modal choice
- Station legibility is important / points of entry/ wayfinding
- Station should be prominent on LI side at Mayfield, with signage and safety evident (safety for pedestrians, bikes, children, etc...)
- Station should look like a destination, well lit at night
- Look at branding of Green/Blue lines, should be different but have a similar feel
- Create a park around the station entrances
- There should be local amenities within and it should make a statement for the community
- UH wants/requires employees to remain within their campus, breaks are short, therefore basic amenities bundled with transit could improve quality of life/commute for employees
- Theater festival
- Coventry is the model everyone points to. What is it about Coventry that works? Have Christine investigate?

Management

- Tagging issues – can this be addressed with public art? (graffiti wall)
- SECURITY!
- Management presence 24/7
- Graffiti is a problem, College students are the source. Residents have a police hotline to manage the problem.
- Security and defensible design are good concepts for any improvements.
- Constantinos @ station entrance?
- Ideas: Station management program
- Pilot a Model station program for this station?
- Partnering with the area institutions for enhanced levels of station finish and quality should be a goal.
- Should model after the transit centers of Europe, flowers, markets and convenience retail.
- Little Italy currently has (and always has had) a strong sense of community and trust, very low crime/vandalism or concern for locking neighbors out...this cannot change due to a new station (primarily in the immedi-



ate vicinity of the Church and school/park)

- Residential quality of the neighborhood must be maintained, the park must be safe for kids

Streets/Streetscape

- UCI may have plans for Mayfield Road streetscape design
- Underpass at Mayfield floods frequently.
- Trucks get stuck under bridges.
- Mayfield is in need of activity, primarily on UC side, but should be a continuous experience throughout, a regional attraction with density
- Euclid/Mayfield Intersection is at a low level of service, no additional turning movements can be accommodated within the existing R of W.
- UCI to paint bridge “welcome to UCI” sign and Welcome to LI on the other side
- Rapid easy access to Mayfield is needed
- Mayfield Road is an important connection to the institutions, even for nonresidents of Little Italy, Heights dwellers in particular
- Mayfield has to look nice – streetscape plan by us, UH to pay to implement?
- Nice railings to hide the bridges
- Traffic patterns at Mayfield are important
- There are 3 bridges: the RTA bridge is under design (renovation?) for 2008
- 10k day cars on Hessler Street
- Don’t want 10 story buildings facing their neighborhood. Concerned with run off.
- Considerable Public infrastructure in the Mayfield Corridor; will need to coordinate with City Engineering.
- Pedestrian Retail Overlay District is designated for the project area along Mayfield. Citywide Zoning and Land Use Plan Update is nearing completion, no major changes proposed to the area. The project area is in District 5/University Neighborhood Statistical Planning Area.
- There is a city maintained easement for utilities along E. 119th Street
- E. 117th Street will be closed and vacated
- Road from Euclid through Euclid to connect to Circle drive
- E. 119th is not off the table

New Development

New development could incorporate as much green space as possible, connecting parks across tracks, immediately adjacent to high density of housing

Perotti: 60’ mid-rise condo building @ Mayfield

- 25 units in one building
- Built to sidewalk
- Train noise is a concern and the height of the head house
- Perotti was going to suggest a medical office building but the neighborhood wasn’t buying.
- Perotti – wanted to charge them \$1million for 7k sf for his site

Coyne:

- They bought it to redevelop it, parking is an interim solution. They are looking for opportunities ranging from medical office to housing. WRL was hired to master plan the site. If they can’t make it fly in 5 years, they are going to sell.

- Fred wants to make it residential/housing 2 storey
- Fred is hoping that the 4 owners can work together to create one project.

UARD:

- UARD public rollout in April/May
- Zaremba – 200 unit/condos
- Dennis and Kathy Barrie: were involved in visioning for triangle projects and uptown magazine and vision document.
- Entrance off Euclid, event space and receiving off Mayfield, sidewalks will be maintained
- Outdoor area internal to block, similar to library reading garden (UARD)
- UARD – Food and Entertainment destination:
- First floor will be converted to ground floor retail
- Street level food vendors
- There will be an alley double loaded with restaurants and cafes and bars
- Retail will be loaded on the north side of Mayfield
- On Elm Street, there will be 10 story apartment building built over retail – a CVS next to a Barnes and Nobel – 150 units total
- Student housing over retail is planned along Euclid (for graduate students).
- 2008 pre-marketing for sale
- Tower is last piece to go up – 22 stories and really dumb looking!
- The Zaremba/Moran proposal not so well thought of. Too much and little respect for the neighborhood.

MOCA: ½ of patrons anticipated to come on foot

- Programming – MOCA outdoor films, “Dinner and a Movie” promos

CIA: needs student housing

- CIA parking @ 130
- Cinemateque at CIA
- Could/should be planned with CIA who is looking to build more nice student housing.
- MVRDV ‘Broken Towers’ scheme is a go, but will be renamed
- 650 students at new facility, 200-250 student housing demand (perhaps on Lot 45)
- Shared parking load with UARD, parking is important for selling school to potential students
- Public transit is free to students, but less appealing do to limited service
- CityWheels may help with vehicles for getting art materials
- Faculty may make use of public transit due to cost of parking, but is still a tough sell, must be an attractive option to traffic and parking costs (similar to UH employees)

Little Italy: businesses are surviving, but not thriving, relation to seasons and perception of available parking

- Market or convenience store would be good for the community
- Singer Steel could be redeveloped once the parking all moves to the Coyne site
- The City has an aging population – goal is to attract empty nesters to live here.
- Church to build a new hall
- New housing on Random Road – 4 or 5 units
- Singer steel – they are going to press for code violations now that the Coyne parking is available; the idea is to get it closed and turned to office or residential.



UCI

- Lot 45 is the fulcrum for all development in this area, its planning should precede them as well (UARD, MOCA, CIA, E.19th)
- Look at Dave Abbot's (current director Gund Foundation, previous president UCI) ideas for development
- Lillian Kuri wants us to do Lot 45 as a mixed use market
- 200k sf supermarket suggested for UCI lot 45
- UCI may relocate J&L food coop – could relocate it into Lot 45 building
- UCI bought historic Kozach house and are looking for a use and a tenant.
- Commercial development should not compete with local businesses
- There are no markets or drugstore or banks in the neighborhood
- Office building next to the tracks
- Or on the 115th Street side with a station building?
- Connection to UARD must be visible, Lot 45 is a good option
- Patterns of roadways through UARD will greatly affect all developments, especially the station location and planning of Lot 45

Case students: Don't take transit (but they are building new housing in the North campus area).

- TOD – connect to RTA shuttle routes.
- What's to happen at bus turnaround on E1. 118th? New housing plus...
- Connection to CWRU north campus housing is important, should not be discarded, perhaps existing station location is more important than it seems

Public Art

- Art must be integral, not additive: Don't separate from overall design
- Station should scream "art!"
- Art must be integral, something that makes the experience unique and pleasant, be it subtle or blunt
- Public Art integrated into the facilities would be supported. Stone Cutting and Sculpting.

Art Suggestions:

- spaces rooftop signage (visible from the highway/playful)
- MOMA relocation – train specific signage
- Cueing as train approaches station
- Live feed of gallery exhibitions
- Feeds of Cleveland orchestra or CIM recording in station
- Accentuate freight trains
- Art suggestions: art integrated into station, not stand alone objects
- Successes in city: airport platform
- Mill creek falls fence (Brinsley Tyrrell)
- W44 and orchard fence (Brinsley Tyrrell)
- Rocky River res. Wetlands fence
- Art must be durable and low maintenance
- Art should reflect the history of the community (stone, masonry, piazzas, etc...)
- The plan needs to offer opportunities to interpret the history of Little Italy and UCI. Oral history kiosks planned for the area.

- Historical reference in public art (aural history project associated with Euclid Corridor)
- Art suggestions: incorporate oral history of area in audio- for Euclid corridor. Mark Tebeau' project- CSU professor who is doing this; do it at the BRT stops as well
- Look at artists w/ freight trains, industrial
- Public art used to manage transitions
- Station will be station-use art as glue for transitions between station and surrounding spaces/buildings
- Artist designed bridges - Gehry - an icon in itself
- Art in transit as a way to bring people to the station
- Project images and sound

Sustainability

- LEED and Green Building design concepts would be supported.
- The entire City of Cleveland is a Brownfield Designated Area-Contact Brooke Furio and Belinda Peski for potential coordination with area-wide brownfield planning/projects.
- Martin Cader is the Bikeway Planner at the City and has the City-wide bike plan.
- CityWheels currently has cars available at 'The Beach' site, plans to increase as development begins
- Bike rental starting from the station
- Need Bike Racks for students at the station
- Sustainable issues, stormwater and potential for green roofs.
- Parking lots: consider permeable materials to reduce run off? Dark sky lighting?
- Construction waste management, stormwater management, pv's and other renewable energy sources, alt transit (bikes, cityWheels).
- Combine construction schedules and create one dump place for all materials to be recycled
- Idea: recycling stations at station entrances
- Celebrate sustainable elements
- Look for grants for building green stations

Parking

- Perception is that students take up parking because it's free and close to UC, residents maintain the parking they need, businesses cannot
- LI needs parking in this location
- UH employees all pay the same cost to park, lower paid employees could really benefit from transit, but it still must be quick
- UH plans to replace 2 parking garages along Circle Drive. One has 900 spots and the other has 450 spots. They are both 25 years old, only!
- Lot 45 part of parking solution for CIA
- Coyne purchased land on both sides of Mayfield - Hourly lot weekends and evenings on E. 119th.
- 20' wide roadway (E. 119th)
- 2 1/2 miles in length
- \$250k year in parking revenue anticipated by Coyne
- 250 spaces X \$1000 per year
- Don't want to keep it parking forever
- They've paved it. The lower area will be used by UH days 8-6 and by valet parking at nights and weekends. The row of ROW above the paved area could be given back to RTA to use for parking as is - no paving and no lights - no improvements. UH has it for 5 years.

GCRTA E. 120th Street Station
Stakeholder Interview Notes
(Dave, Cynthia, Tim & Jake)

[Draft 3/30/07]

Wednesday, March 7th @ Alta House

1. Joe Sidari (Owner Sidari's Italian Foods)

Background

- Joe does not own his building, but does not plan to move. He has 20 employees coming from Heights/South Euclid. His son is going to take over the business
- Joe has purchased land from Coyne and maintains an easement through their property, to access his (from E 119th St.)
- Re-grading plans for this spring (who?)

Station Location and Access

- Station should be a 'pass-thru' as well as a station
- Would prefer the station as close to mid-block 119th St as possible, draw pedestrians from Mayfield to avoid bridges

Station Design and Character

- There should be local amenities within and it should make a statement for the community

2. Jill Snyder (MOCA – bringing Stewart Kohl, MOCA Building Task Force chair)

Background

- MOCA waiting for UARD development schedule before design/development phase begins
- Expecting 60-65,000 museum visitors at new facility
- Expecting 60+ events per year, this could double if they rent space on their ground floor (weddings, bar mitzvahs, etc...)

Station Design and Character

- Design of museum is visible and dramatic from all streets, station should be same
- Station should optimize perception of complete surroundings, everything from views to information about transit and events, shops, businesses nearby

New Development

- Entrance off Euclid, event space and receiving off Mayfield, sidewalks will be maintained
- Outdoor area internal to block, similar to library reading garden

Public Art

- Art must be integral, not additive
- Art Suggestions:
- spaces rooftop signage (visible from the highway/playful)

- MOMA relocation – train specific signage
- Don't separate from overall design
- Cueing as train approaches station
- Live feed of gallery exhibitions
- Feeds of Cleveland orchestra or CIM recording in station
- Accentuate freight trains

3. Scott Frantz (City Planning – bringing Jim Danek, City Planning)

Station Location and Access/Circulation

- Station should be close to Mayfield and visible, must be easy and inviting to walk, especially between modes of transit (commuters won't use otherwise)
- Improve current under bridge access, perceived safety and security
- Daily hub of living necessities for UC and LI populations
- Tunneling is more inviting to pedestrians, seems less monumental, must be well lit with no blind turns, visual connections across are imperative
- Bridging is less inviting to pedestrians, generally longer travel distances
- Considerable Public infrastructure in the Mayfield Corridor; will need to coordinate with City Engineering.
- Pedestrian Retail Overlay District is designated for the project area along Mayfield. Citywide Zoning and Land Use Plan Update is nearing completion, no major changes proposed to the area. The project area is in District 5/University Neighborhood Statistical Planning Area.
- Bridge needs addressing
- Interface with Mayfield buses and number 50 bus

Station Design and Character


- Entrances must be identifiable places, with amenities specific to neighborhood/area
- Station needs a visible entrance and a visible structure

Streets/Streetscape

- Mayfield is in need of activity, primarily on UC side, but should be a continuous experience throughout, a regional attraction with density
- Euclid/Mayfield Intersection is at a low level of service, no additional turning movements can be accommodated within the existing R of W.

Public Art

- Art must be integral, something that makes the experience unique and pleasant, be it subtle or blunt
- Public Art integrated into the facilities would be supported. Stone Cutting and Sculpting.
- Art suggestions: art integrated into station, not stand alone objects
- Successes in city: airport platform
- Mill creek falls fence (Brinsley Tyrrell)
- W44 and orchard fence (Brinsley Tyrrell)
- Rocky River res. Wetlands fence
- Art must be durable and low maintenance



Sustainability

- LEED and Green Building design concepts would be supported.
- The entire City of Cleveland is a Brownfield Designated Area-Contact Brooke Furio for potential coordination with area-wide brownfield planning/projects.
- Martin Cader is the Bikeway Planner at the City and has the City-wide bike plan.

4. Fr. Phil Racco (Holy Rosary Catholic Church) Tina Schneider (Montessori School @ Holy Rosary) Carol Browngardt (Little Italy Redevelopment Corp. Board)

Station Location and Access/Circulation

- An entrance at Mayfield and 119th is okay, but should not be a transit hub that would create more traffic congestion,
- A transit hub would be more welcome on the UC side, especially if the bridges were somewhat pleasant and safe to walk under
- Access from Abington Arms to the station is important to the mobility of the seniors that live there (165 residents with a full waiting list)

Station Design/Character

- Little Italy currently has (and always has had) a strong sense of community and trust, very low crime/vandalism or concern for locking neighbors out...this cannot change due to a new station (primarily in the immediate vicinity of the Church and school/park)
- Residential quality of the neighborhood must be maintained, the park must be safe for kids

Streets/Streetscape

- Traffic patterns at Mayfield are important

Public Art

- Art should reflect the history of the community (stone, masonry, piazzas, etc...)

New Development

- Market or convenience store would be good for the community

Parking

- Perception is that students take up parking because it's free and close to UC, residents maintain the parking they need, businesses cannot
- Little Italy needs parking in this location

5. Ari Maron & Nate Zaremba (UARD Developers)

New Development

- UARD – Food and Entertainment destination:
- First floor will be converted to ground floor retail
- Street level food vendors
- There will be an alley double loaded with restaurants and cafes and bars
- 200k sf supermarket suggested for UCI lot 45
- ½ of patrons anticipated to come on foot



- 30 to 40k employees and students in the area
 - Programming – MOCA outdoor films, “Dinner and a Movie” promos,
 - Cinemateque at CIA
 - Retail will be loaded on the north side of Mayfield
 - On Elm Street, there will be 10 story apartment building built over retail – a CVS next to a Barnes and Noble – 150 units total
 - Student housing over retail is planned along Euclid (for graduate students).
 - Could/should be planned with CIA who is looking to build more nice student housing.
 - 2008 pre-marketing for ale
 - Tower is last piece to go up – 22 stories and really dumb looking!
 - Case students don’t take transit (but they are building new housing in the North campus area).
 - The City has an aging population – goal is to attract empty nesters to live here.
6. Bob Brown (City Planning) Ryan McKenzie (City Wheels) Ray Braun (instead of Ron Dzedzicki, General Manager of Operations – UH) Mandy Metcalf (EcoVillage and Detroit Shoreway Community Development Org.)

Background

- UH employees don’t have a lot of time, transit could be appealing if it’s quick
- UH plans: Recruiting for a hotel at Mayfield
- 12-15k employees system-wide
- The new Cancer Center at Cornell and Euclid will have 3k employees
- City participation is limp?
- Code enforcement issues – targeted to stable areas
- City Property tax abatement
- City master plan – more 24/7 than now, More housing, More high density, More retail
- More neighborhood serving retail, More economic development related to institutions for this area

Station Design and Character

- UH wants/requires employees to remain within their campus, breaks are short, therefore basic amenities bundled with transit could improve quality of life/commute for employees
- Theater festival
- Coventry is the model everyone points to. What is it about Coventry that works? Have Christine investigate?
- Station Location and Access/Circulation
- UH operates a number of shuttles from parking lots to the Hospital:
- From Lot 45
- From 55th and 61st Street
- They are adding parking at 118th Street?
- They could offer bus passes and Rapid discounts – do they? TMA!!!
- The Rapid stop at Cornell will serve only the Cancer Center and the Church
- GET the rapid stop moved up closer to Mayfield!!
- There is a city maintained easement for utilities along E. 119th Street

Streets/Streetscape

- UCI to paint bridge “welcome to UCI” sign and Welcome to LI on the other side
- Rapid easy access to Mayfield is needed

New Development

- Singer Steel could be redeveloped once the parking all moves to the Coyne site

Sustainability

- CityWheels currently has cars available at ‘The Beach’ site, plans to increase as development begins
- Bike rental starting from the station
- Potential Brownfield site?
- Belinda Peski and Brooke are doing brownfield sites (?)

Parking

- UH employees all pay the same cost to park, lower paid employees could really benefit from transit, but it still must be quick
- They plan to replace 2 parking garages along Circle Drive. One has 900 spots and the other has 450 spots. They are both 25 years old, only!
- Coyne purchased land on both sides of Mayfield – Hourly lot weekends and evenings on E. 119th.

7. Melanie Kintner Knowles (Cleveland GBC) Bob Reeves & Debbie Berry (UCI)

Station Location and Access/Circulation


- UC shuttles should be re-thought as a part of this process, perhaps re-branded and marketed too
- Station should have direct connection to Lot 45
- Rubber Trolley for the UCI neighborhood could be more functional with better branding and system plan.
- Access to public parking areas and shuttles needs to be better thought out.
- CWRU and UH run? Trolley circulators that are free and open to all but people don't know it. UCI circulator tries to cover too much territory. It is too slow.
- Idea: All three could be combined into one service
- Make station visible and accessible from Mayfield
- Link the 2 communities
- E. 117th Street will be closed and vacated
- Road from Euclid through Euclid to connect to Circle drive

Station Design and Character

- J&L Foodmart excellent small scale neighborhood grocery to build upon.
- No room on the east side of the tracks
- Pushes the connection to the west side of the tracks
- Up from under or over and down?
- Have elevators end inside a building
- Graffiti is a problem, College students are the source. Residents have a police hotline to manage the problem.
- Security and defensible design are good concepts for any improvements.

Streets/Streetscape

- UCI is developing plans for the Mayfield Road streetscape design

- 
- Underpass at Mayfield floods frequently.
 - Trucks get stuck under bridges.

New Development

- The Zaremba/Moran proposal not so well thought of. Too much and little respect for the neighborhood.
- TOD – connect to RTA shuttle routes.
- UCI may relocate J&L food coop – could relocated it into Lot 45 building
- UCI bought historic Kozach house and are looking for a use and a tenant.

Public Art

- The plan needs to offer opportunities to interpret the history of Little Italy and UCI. Oral history kiosks planned for the area.
- Sustainability
- Need Bike Racks for students.
- Sustainable issues, stormwater and potential for green roofs.

Parking

- Lot 45 part of parking solution for CIA

Meeting with RTA engineer

- See Sketch Book for design information.
- Station Location and Access/Circulation
- Plan for station needs to focus in the track area just east of Mayfield.
- Legibility of the station is important from the street network.
- Points of entry that extend to the east and west, connecting the neighborhoods.
- Current conditions of the E120th station should not dictate the station location, growth to the east will happen over time.
- The Circulator makes it all work, not sure if the system is planned for a station function in this area.
- Manage the transition from the station to the street.
- Idea, punch through Tony Brush Park to access the station.

Station Design and Character

- Partnering with the area institutions for enhanced levels of station finish and quality should be a goal.
- Should model after the transit centers of Europe, flowers, markets and convenience retail.
- Minimum distance for the station platform 9-feet between tracks.300-feet long.
- Tunneling is tremendously expensive.
- 30-foot clear zone above tracks for cross-over structures. See sketch book.

Thursday, March 8th

1. Coynes, Developer at 119th Street (Terry and Fred)

Background

- Station has to be complete by December 2010 and be ADA accessible
- \$5 or \$6 million set aside for construction

- Coyne would prefer 119th not be included in the historic district or landmark districting.

Station Location and Access/Circulation

- Station access:
- Tunnel through bank
- Go over the track
- Tunnel into the wall under the bridge
- Tunnel through west side under the tracks?
- Explore the grade change south of Mayfield

Station Design/Character

- Constantinos @ station entrance?
- Ideas: Station management program
- Pilot a Model station program for this station?

Street/Streetscape

- There are 3 bridges: the RTA bridge is under design (renovation?) for 2008

New Development

- They bought it to redevelop it. First they wanted to put up housing. WRL was hired to master plan the site. They are studying options from residential to medical office.
- There is hope that the 4 owners around the site can work together to create one project.
- Perotti was going to suggest a medical office building but the neighborhood wasn't buying.
- There are no markets or drugstore or banks in the neighborhood
- Office building next to the tracks
- Or on the 115th Street side with a station building?
- Singer Steel - now that the Coyne parking is available; the idea is to get see if it can be turned to office or residential use.

Sustainability

- Parking lots: consider permeable materials to reduce run off? Dark sky lighting?

Parking

- 20' wide roadway
- 2 1/2 miles in length
- \$250k year in parking revenue anticipated
- 250 spaces X \$1000 per year
- Don't want to keep it parking forever
- They've paved it. The lower area will be used by UH days 8-6 and by valet parking at nights and weekends. The row of ROW above the paved area could be given back to RTA to use for parking as is - no paving and no lights - no improvements. UH has it for 5 years.

2. Nancy King Smith (Green Connections) John Feighan (Little Italy Redevelopment Corp. Board)

Demographics:

- Italians population is increasing
- Irish population is decreasing

- 
- Asian student population is increasing

Station Location, Access, Circulation

- Multiple entrances should enhance a sense of proximity to station/transit
- Wayfinding is key, legible to everyone and attractive
- Seamless transition to other transit modes
- Case U/H shared circulator route?
- 3 valet locations with one central parking place
- Circulator could serve the BRT stations via e. 115th street
- Idea: New Brunswick station staircase in embankment
- Have one entrance cut through Tony Brush park
- Need route map for UCI/case shuttle, i.e. better signage for transport in the area

Station Design and Character

- Station should be prominent on LI side at Mayfield, with signage and safety evident (safety for pedestrians, bikes, children, etc...)
- Station should look like a destination, well lit at night
- Look at branding of Green/Blue lines, should be different but have a similar feel
- Chihuly bridge of glass – Tacoma, WA
- Create a park around the station entrances
- Tagging issues – can this be addressed with public art? (graffiti wall)
- SECURITY!
- Wants graffiti stopped – anti graffiti task force
- Management presence 24/7

Street/Streetscape


- Mayfield Road is an important connection to the institutions, even for nonresidents of Little Italy, Heights dwellers in particular
- Mayfield has to look nice – streetscape plan by us, UH to pay to implement?
- Underpass floods
- Trucks get stuck
- Nice railings to hide the bridges
- More pleasant signage when you are entering LI/UCI.

New Development

- Commercial development should not compete with local businesses
- What's to happen at bus turnaround on E1. 118th? New housing plus...
- Church to build a new hall
- New housing on Random Road – 4 or 5 units

Public Art

- Historical reference in public art (aural history project associated with Euclid Corridor)
- Art suggestions: incorporate oral history of area in audio- for Euclid corridor. Mark Tebeau' project- CSU professor who is doing this; do it at the BRT stops as well



Sustainability:

- Construction waste management, stormwater management, pv's and other renewable energy sources, alt transit (bikes, cityWheels)
- Idea: recycling stations at station entrances
- Bike racks at stations
- Celebrate sustainable elements

3. Ann Zoller (Parkworks) Herb Crowther (Green Building Strategies Collaborative) Bruce Checefsky (CIA Reinberger Galleries) Tim Peppard (University Circle Police Chief) Greg Peckham (Cleveland Public Art) John Goodworth (GCRTA)

Station Design and Character

- Make the station a destination...did someone say Panini Stand? (look at museum restaurant boom)
- Station visibility and legibility of wayfinding is key
- 2 platforms? Multiple entrances? There is stopping flexibility with a heavy rail system
- Needs of two basic types of riders must be met by TOD amenities – cultural/institutional visitors vs. working class/employees/commuters
- Station should scream art
- Fresh fruit/flowers; basic needs are important
- What is the station's personality, how does that relate to its connections?
 - station as a destination
 - have flower shop in station
 - have a transition space between ride and outside
- Architectural elements should start in the community
- Train station as a destination, Cultural stop
- 5 stories high to cross over the tracks; double deck tracks
- Fruit and flowers at the station: J&L could do it
- Make it a magnet for people with modal choice

Station Location, Access, Circulation

- Potential connection to existing station/platform, elevated connection to UC side, under track connection to LI side, new destination at the center
- Mobility to and from rail is important
- Connect brt to current stop
- Station legibility is important / points of entry/ wayfinding
- Connect to destinations
- Circulators: natural gas and or electric

Public Art

- look at artists w/ freight trains, industrial
- Public art used to manage transitions
- Station will be station-use art as glue for transitions between station and surrounding spaces/buildings
- Artist designed bridges - Gehry – an icon in itself
- Art in transit as a way to bring people to the station
- Project images and sound



Sustainability

- Combine construction schedules and create one dump place for all materials to be recycled
- Look for grants for building green stations

4. John McGovern (Earth Day Coalition) Tim Perotti (Landowner/Perotti Development LLC) Pat Holland (Hessler Neighborhood Association) This group was shuffled into the previous discussion
Streets/Streetscape

- 10k day cars on Hessler Street
- Don't want 10 story buildings facing their neighborhood. Concerned with run off.

New Development

- Perotti: 60' mid-rise condo building @ Mayfield
- 25 units in one building
- Built to sidewalk
- Train noise is a concern and the height of the head house
- Revamp the circulator service
- CIA needs student housing
- CIA parking @ 130
- Zaremba - 200 unit/condos
- UCI sold corner of Ford and Mayfield. Need density to get ROI.

5. Lillian Kuri (The Cleveland Foundation) Claudia Di Bartolo Presti (Little Italy Redevelopment Corp. Board / Presti's Bakery) Dennis and Kathy Barrie (Barrie Projects & UARD) Ray Kristosik (Director Little Italy Redevelopment Corp) Paul Volpe (City Architecture and LIRC Board)

Background

- What is the ridership at Cedar Station?
- UC characterized as disconnected institutions next to a geographically defined neighborhood
- Paul Volpe came too: 500 buildings in Little Italy. Inflated housing market. Buildings are being sold to speculators who pay too much, can't recoup the cost in rent and so the buildings fall apart.

Station Design/Character

- The station should be representative of the sense of ownership that each district holds
- Market it as 2 stops from NYC to CLE to MOCA!
- 3rd point of the triangle is the station - MOCA and CIA are the other 2

Station Location/Access/Circulation

- Look at circulator routes in relation to red and silver line service, where do people want to go to/come from? Why would someone transfer from the redline to the BRT?
- Use enhanced UCI circulator - shorten the routes
- Use station to connect Tony Brush Park to UARD.
- Station - enter station through and at the park and walk through the park and across
- UCI disconnected from the station

New Development

- Lot 45 is the fulcrum for all development in this area, its planning should precede them as well (UARD,



MOCA, CIA, E.19th)

- UARD public rollout in April/May
- Look at Dave Abbot's (current director Gund Foundation, previous president UCI) ideas for development
- Little Italy businesses are surviving, but not thriving, relation to seasons and perception of available parking
- Dennis and Kathy Barrie: were involved in visioning for triangle projects and uptown magazine and vision document.
- Lillian Kuri wants us to do Lot 45 as am mixed use market

6. David Deming (Director, Cleveland Institute of Art)

- MVRDV's design scheme is moving forward to fundraising
- 650 students at new facility, 200-250 student housing demand (perhaps on Lot 45)
- Shared parking load with UARD, parking is important for selling school to potential students
- public transit is free to students, but less appealing due to limited service
- cityWheels may help with vehicles for getting art materials
- faculty may make use of public transit due to cost of parking, but is still a tough sell, must be an attractive option to traffic and parking costs (similar to UH employees)

7. Margaret Carney (University Architect – CWRU)

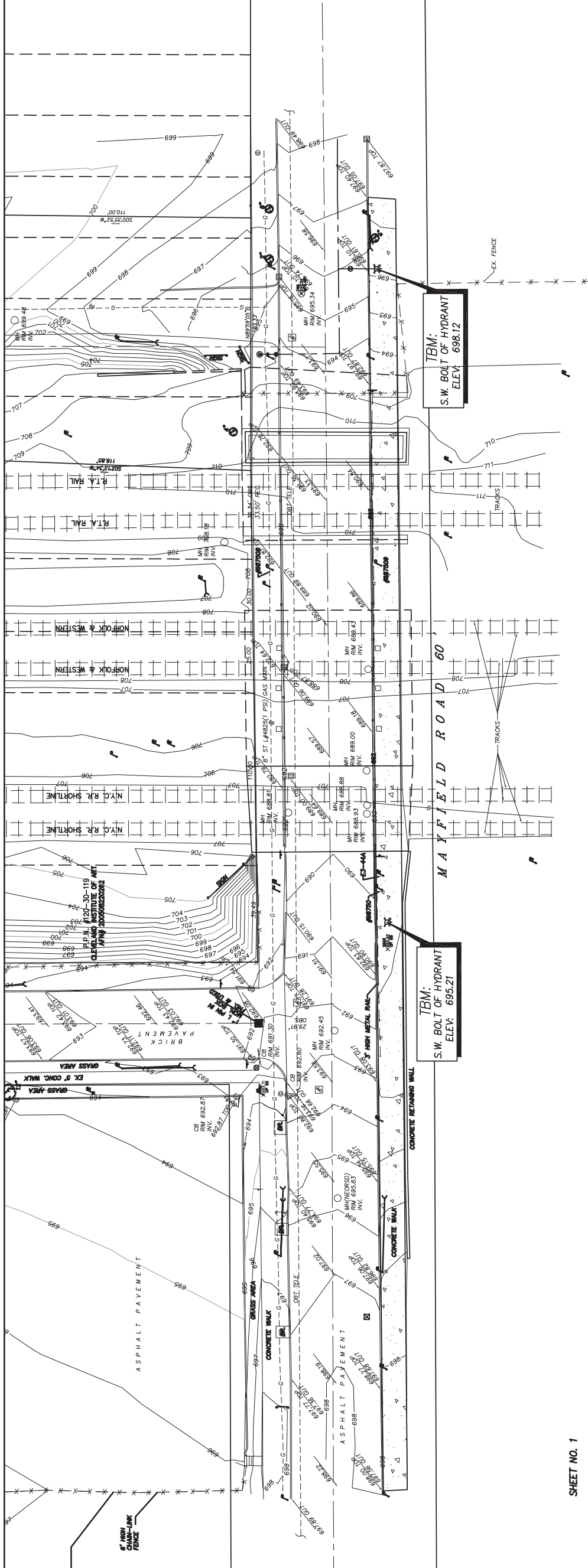
- Connection to UARD must be visible, Lot 45 is a good option
- New development could incorporate as much green space as possible, connecting parks across tracks, immediately adjacent to high density of housing
- Patterns of roadways through UARD will greatly affect all developments, especially the station location and planning of Lot 45
- Connection to CWRU north campus housing is important, should not be discarded, perhaps existing station location is more important than it seems



APPENDIX G DRAWINGS

EXISTING CONDITIONS PLAN
FOR
REGIONAL TRANSIT AUTHORITY
Sited in the City of Cleveland, County of Cuyahoga and
State of Ohio

MATCH LINE A-A
SEE SHEET 2 OF 5

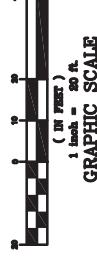


SHEET NO. 1



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GRAPHIC SCALE
1 inch = 50 ft.

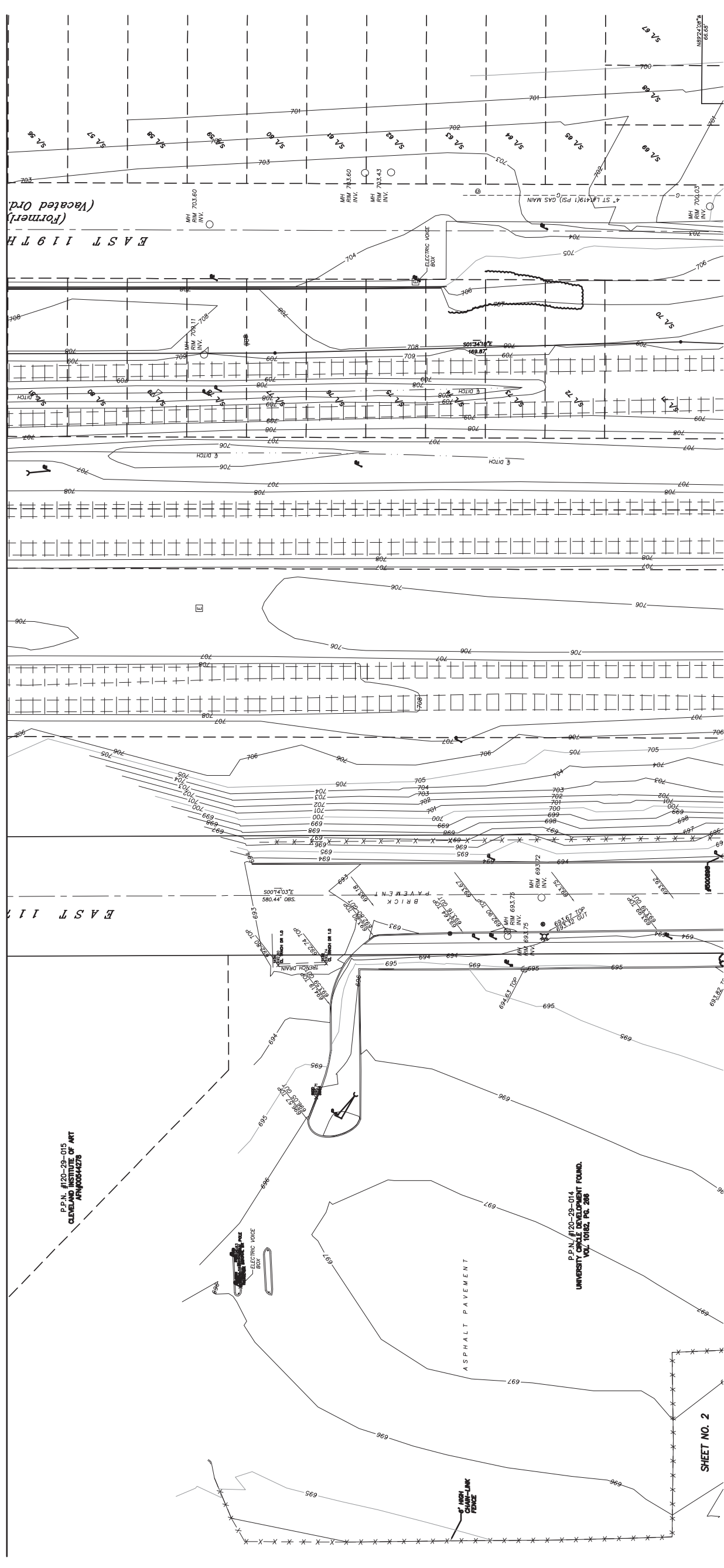
LEGEND

IRON PIN SET (60°)	GUY WIRE	PHONE BOOTH	EXISTING TREE
IRON PIPE	WATER METER	EXISTING SEWER	SURFACE RUNOFF COLLECTION
STORM/COMB. MANHOLE	HYDRANT	EXISTING TRUNK	EXISTING TRUNK
WATER VALVE	UTILITY POLE	EXISTING TRUNK	EXISTING TRUNK
WATER VALVE	UTILITY POLE	EXISTING TRUNK	EXISTING TRUNK
CATCH BASIN	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
MONUMENT BOX	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
WELL HOLE	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
CLEANOUT/TEST TIE	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
T.C. = TOP OF CURB	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
B.C. = BOTTOM OF CURB	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
T.M. = TEMPORARY BENCH MARK	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
NEEDSB = NORTHWEST OHIO REGIONAL WATER DISTRICT	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
CLEVELAND PUBLIC POWER MANHOLE	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK
OHIO BELL TELEPHONE MANHOLE	TRAFFIC POLE	EXISTING TRUNK	EXISTING TRUNK

NOTE:
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BKJ BEBEMBA K. JONES, P.S. & ASSOC.
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DATE: 08-07-819 06-20-07 1"=20' 1 OF 5

**EXISTING CONDITIONS PLAN
FOR
REGIONAL TRANSIT AUTHORITY**
*Situated in the City of Cleveland, County of Cuyahoga and
State of Ohio*



MATCH LINE B-B
SEE SHEET 3 OF 5

MATCH LINE A-A
SEE SHEET 1 OF 5

LEGEND

- IRON PIN SET (0.45")
- SPRING MANHOLE
- STANDARD MANHOLE
- CURB INLET
- CATCH BASIN
- MANHOLE BOX
- DRAIN/TIE
- T.C. - TOP OF CURB
- B.C. - BOTTOM OF CURB
- TM - TEMPORARY BENCH MARK
- WATER METER
- HYDRANT
- WATER VALVE
- LIGHT POLE
- TRAFFIC POLE
- TRAFFIC BOX
- MALKING POLE
- CLEAN OUT
- GUY WIRE
- EXISTING SETTER
- SURFACE RUNOFF DIRECTION
- EXISTING TREE
- CLEVELAND PUBLIC POWER MANHOLE
- CITY WELL TELEPHONE MANHOLE
- NEORSD - NORTHWEST OHIO REGIONAL SETTER DISTRICT



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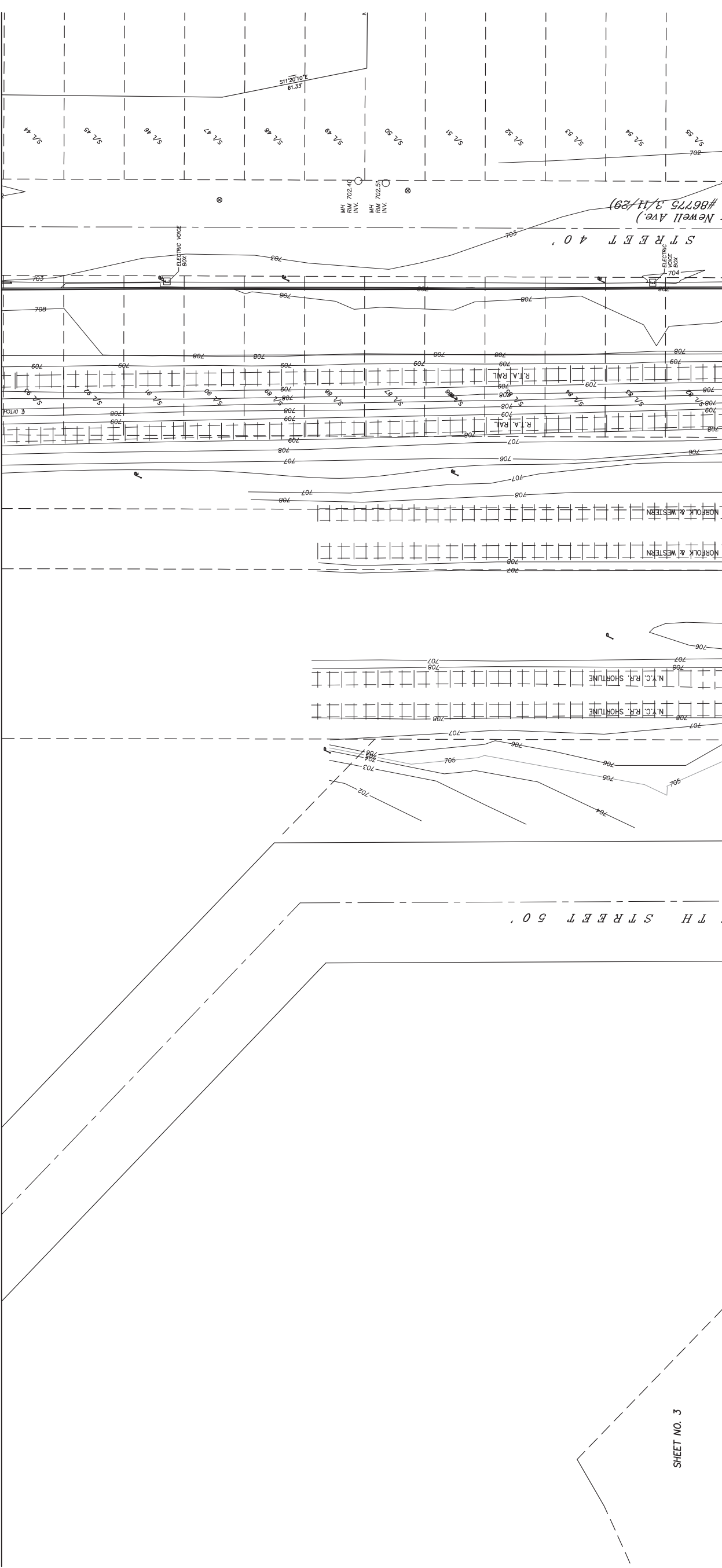
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CLEVELAND INSTITUTE OF ART
APN#00544278

P.P.N. #120-29-014
UNIVERSITY CIRCLE DEVELOPMENT FOUND.
VOL. 10162, PL. 286

SHEET NO. 2

EXISTING CONDITIONS PLAN
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MATCH LINE C-C
 SEE SHEET 4 OF 5

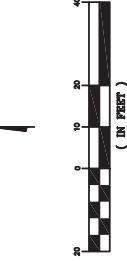


SHEET NO. 3

MATCH LINE B-B
 SEE SHEET 2 OF 5

LEGEND

- IRON PIN SET (3/8")
- STORM/COMB. MANHOLE
- CATCH BASIN
- MONUMENT BOX
- DRILL HOLE
- CLEANOUT/TEST TIE
- T.C. = TOP OF CURB
- B.C. = BOTTOM OF CURB
- TBM = TEMPORARY BENCH MARK
- CELESTIAL PUBLIC POWER MANHOLE
- OHIO BELL TELEPHONE MANHOLE
- NEORSD = NORTHEAST OHIO REGIONAL SEWER DISTRICT
- GUY WIRE
- WATER METER MANHOLE
- HYDRANT
- UTILITY VALVE
- TRAFFIC LIGHT
- TRAFFIC POLE
- TRAFFIC SIGN
- TRAFFIC BOX
- MANHOLE
- CLEAN OUT
- PHONE BOOTH
- EXISTING SEWER
- SURFACE RUNOFF DIRECTION
- EXISTING TREE
- NEW SEWER
- NEW TREE
- NEW SIGN
- GAS VALVE
- ELECTRIC METER
- TRAFFIC SIGNAL
- WALKBOX
- CLEAN OUT



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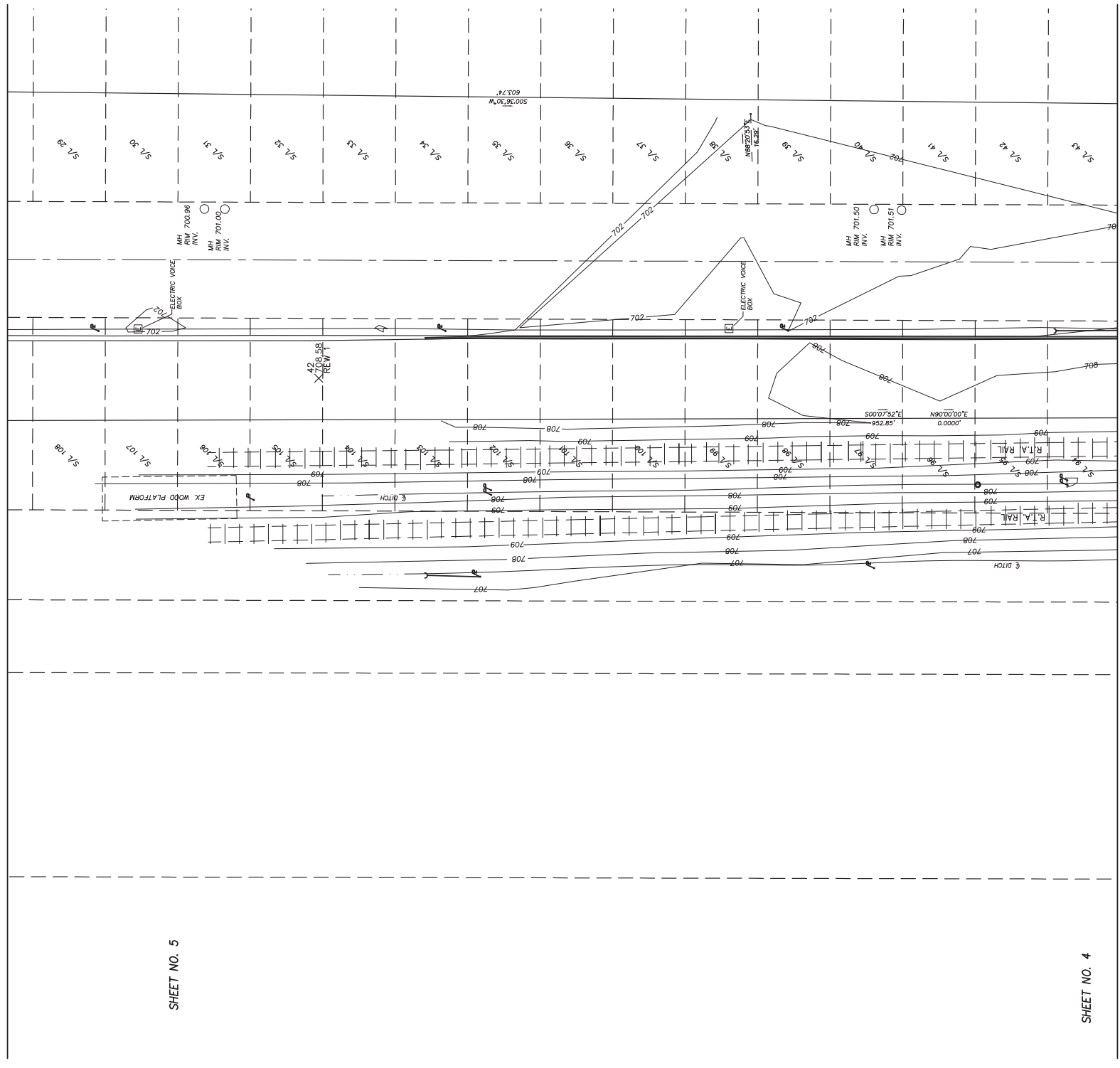
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EXISTING CONDITIONS PLAN
FOR
REGIONAL TRANSIT AUTHORITY
Situated in the City of Cleveland, County of Cuyahoga and State of Ohio

MATCH LINE D-D
SEE SHEET 5 OF 5

SHEET NO. 5



SHEET NO. 4

MATCH LINE C-C
SEE SHEET 3 OF 5

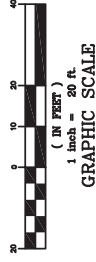
LEGEND

- | | | | |
|----------------------------|---|---|---|
| IRON PIN SET (5/8") | GUY WIRE | WATER METER MANHOLE | SIGN |
| HYDRANT | WATER METER | WATER METER | WATER METER |
| STORM/COMB. MANHOLE | WATER VALVE | WATER VALVE | WATER VALVE |
| WELL | WATER VALVE | WATER VALVE | WATER VALVE |
| CURB INLET | ELECTRIC METER | ELECTRIC METER | ELECTRIC METER |
| CATCH BASIN | TRAFFIC POLE | TRAFFIC POLE | TRAFFIC POLE |
| MONUMENT BOX | TRAFFIC POLE | TRAFFIC POLE | TRAFFIC POLE |
| DRILL HOLE | CLEAN OUT | CLEAN OUT | CLEAN OUT |
| CLEANOUT/TEST TEE | PHONE BOOTH | PHONE BOOTH | PHONE BOOTH |
| T.C. = TOP OF CURB | EXISTING SEWER | EXISTING SEWER | EXISTING SEWER |
| B.C. = BOTTOM OF CURB | SURFACE RUNOFF DIRECTION | SURFACE RUNOFF DIRECTION | SURFACE RUNOFF DIRECTION |
| TBM = TEMPORARY BENCH MARK | EXISTING TREE | EXISTING TREE | EXISTING TREE |
| | CLEVELAND PUBLIC POWER MANHOLE | CLEVELAND PUBLIC POWER MANHOLE | CLEVELAND PUBLIC POWER MANHOLE |
| | OHIO BELL TELEPHONE MANHOLE | OHIO BELL TELEPHONE MANHOLE | OHIO BELL TELEPHONE MANHOLE |
| | NEORSD = NORTHEAST OHIO REGIONAL SEWER DISTRICT | NEORSD = NORTHEAST OHIO REGIONAL SEWER DISTRICT | NEORSD = NORTHEAST OHIO REGIONAL SEWER DISTRICT |



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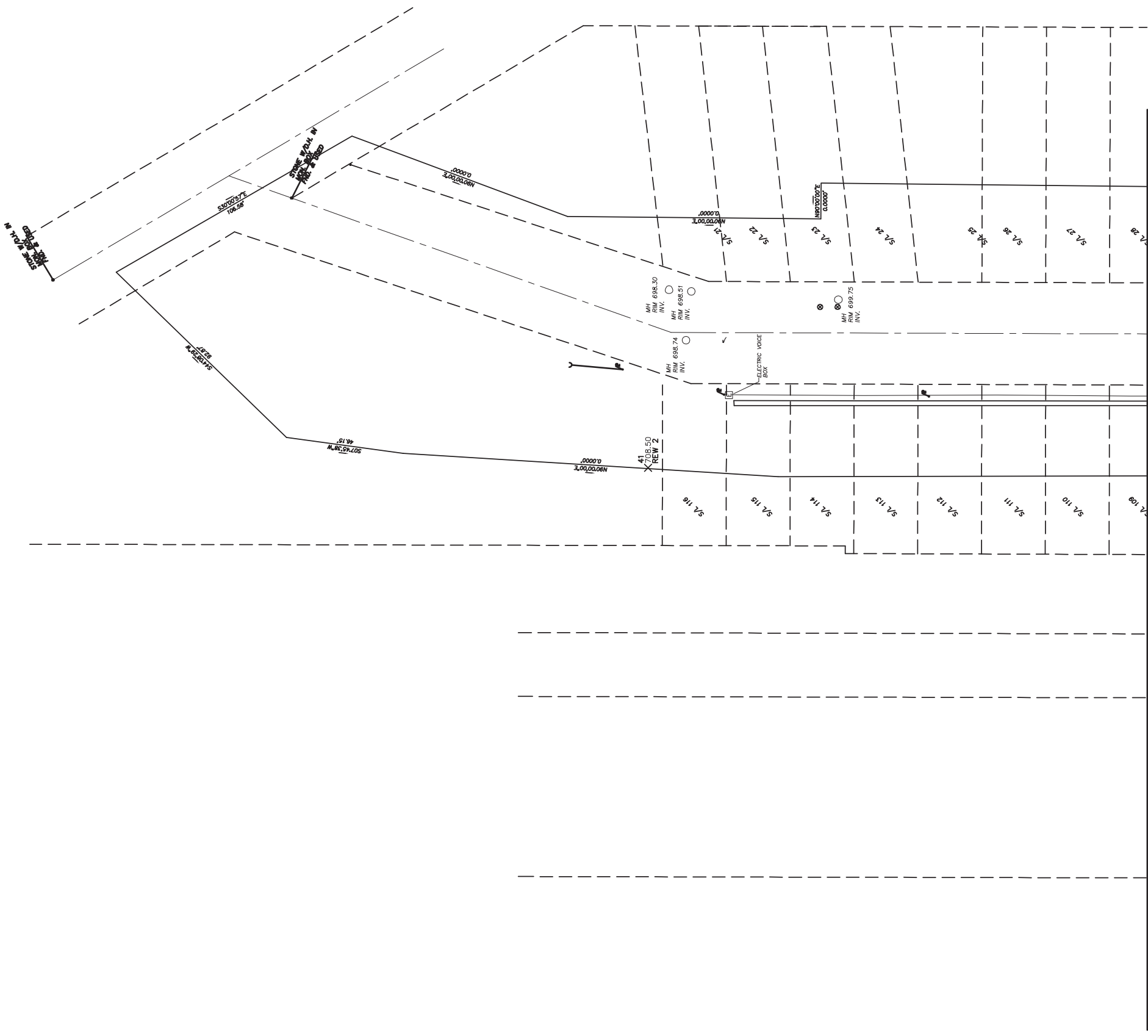


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 SCALE: 1"=20'

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Situated in the City of Cleveland, County of Cuyahoga and State of Ohio



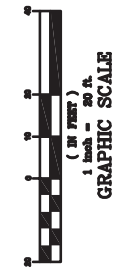
LEGEND

IRON PIN SET (6" P)	IRON PIN SET (6" P)	GUY WIRE	GUY WIRE
WATER METER MANHOLE	WATER METER MANHOLE	PHASE NORTH	PHASE NORTH
STORM/COMB. MANHOLE	STORM/COMB. MANHOLE	EXISTING SEWER	EXISTING SEWER
WATER VALVE	WATER VALVE	EXISTING TIME	EXISTING TIME
WATER METER	WATER METER	CLEVELAND PUBLIC POWER MANHOLE	CLEVELAND PUBLIC POWER MANHOLE
UTILITY POLE	UTILITY POLE	OHIO BELL TELEPHONE MANHOLE	OHIO BELL TELEPHONE MANHOLE
ELECTRIC METER	ELECTRIC METER	NEOSB - NORTHWEST OHIO REGIONAL SENIOR DISTRICT	NEOSB - NORTHWEST OHIO REGIONAL SENIOR DISTRICT
TRAFFIC BOX	TRAFFIC BOX		
MONUMENT BOX	MONUMENT BOX		
CLEAR CUT	CLEAR CUT		



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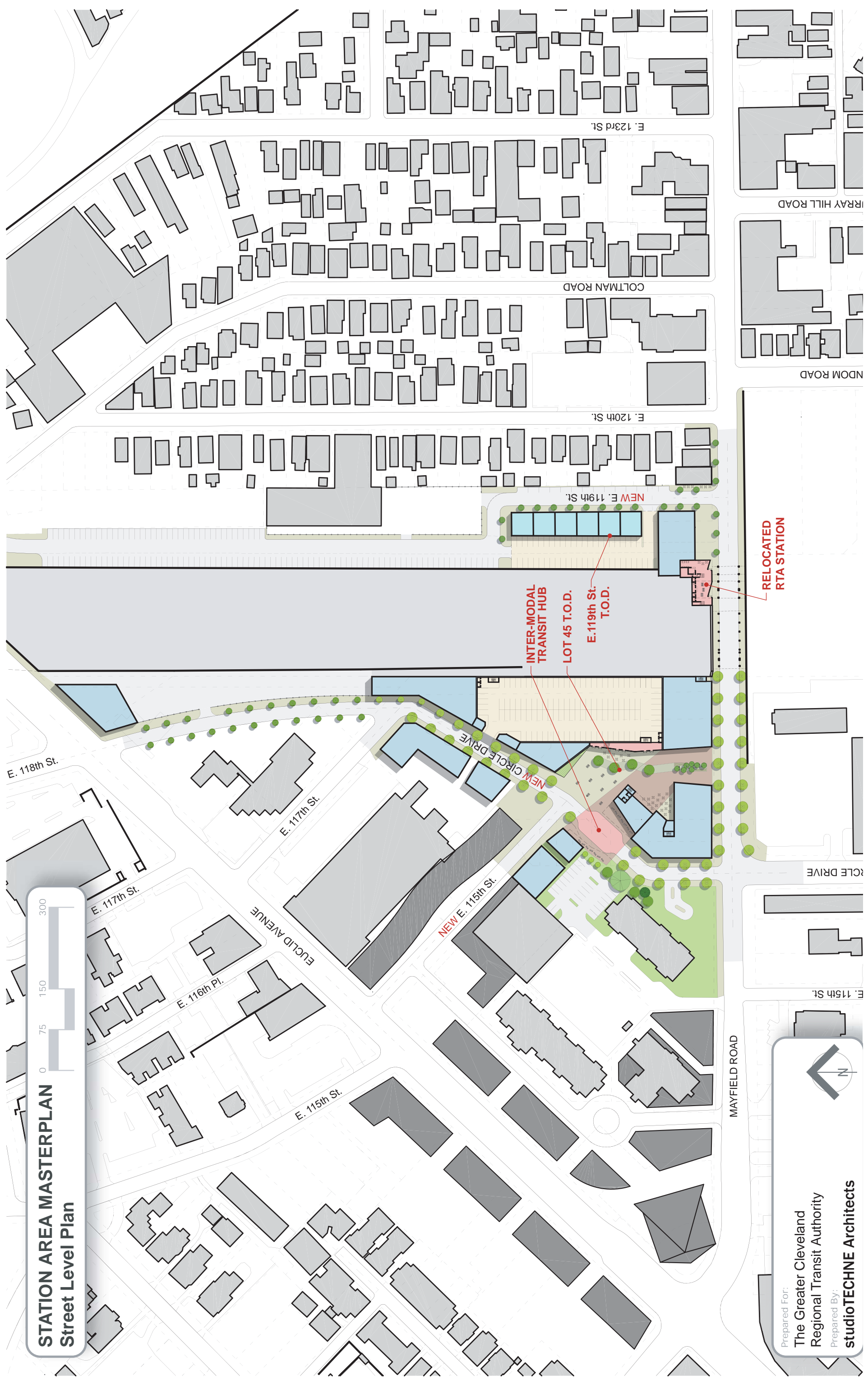
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EMAIL: BKJ@BKJENGINEERS.COM

DRAWN BY: A.P.
CHECKED BY: B.K.J.
DATE: 08-07-19 09-20-07

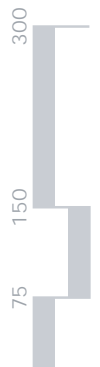
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SHEET: 5 OF 5

STATION AREA MASTERPLAN
Street Level Plan



Prepared For:
**The Greater Cleveland
Regional Transit Authority**
Prepared By:
studioTECHNE Architects

STATION AREA MASTERPLAN
Bridge Level Plan

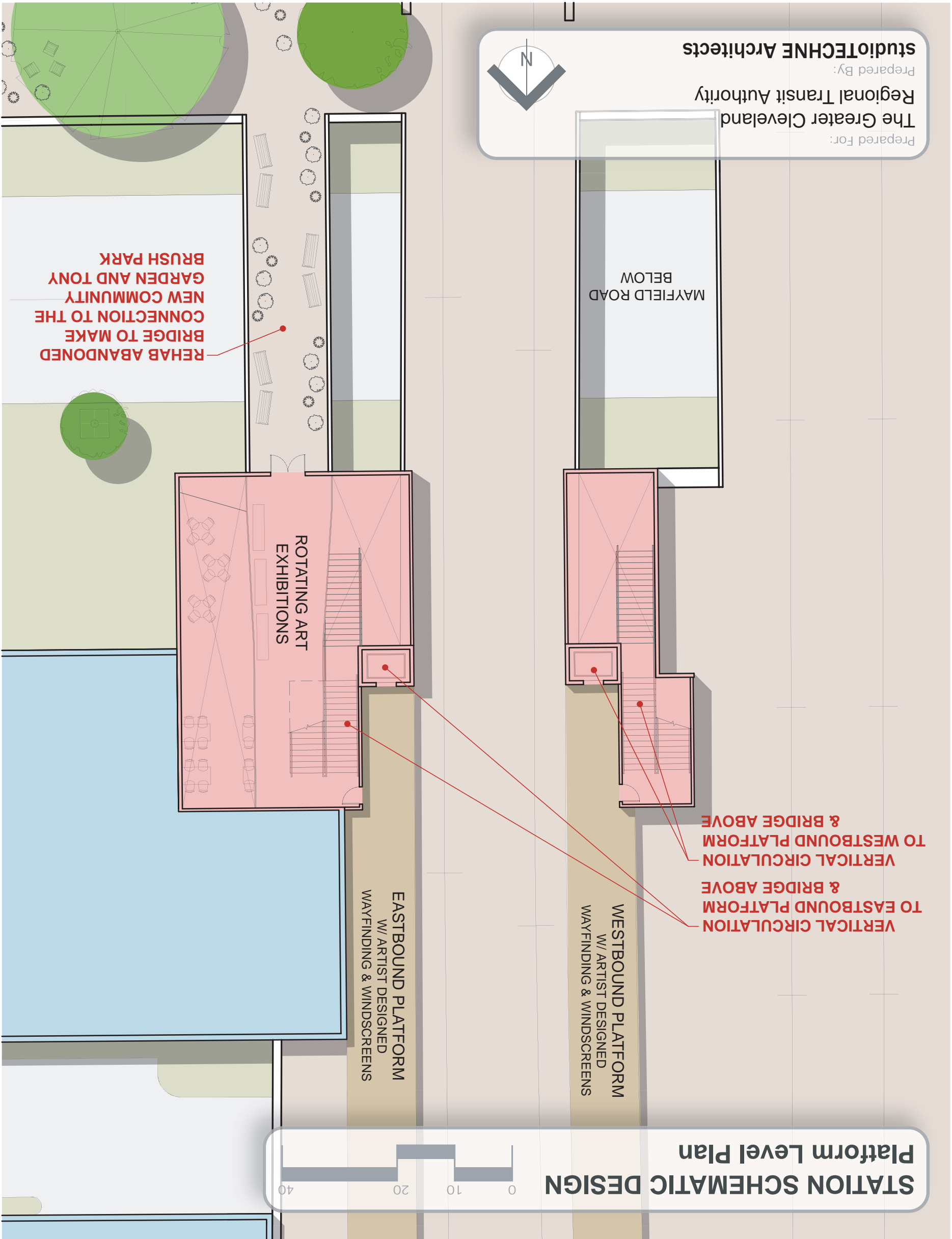
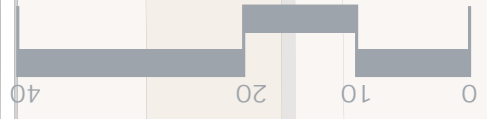


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Prepared By:
studioTECHNE Architects



STATION SCHEMATIC DESIGN

Platform Level Plan



studioTECHNE Architects

Prepared By:

The Greater Cleveland Regional Transit Authority

Prepared For:

The Greater Cleveland Regional Transit Authority



MAYFIELD ROAD
BELOW

REHAB ABANDONED
BRIDGE TO MAKE
CONNECTION TO THE
NEW COMMUNITY
GARDEN AND TONY
BRUSH PARK

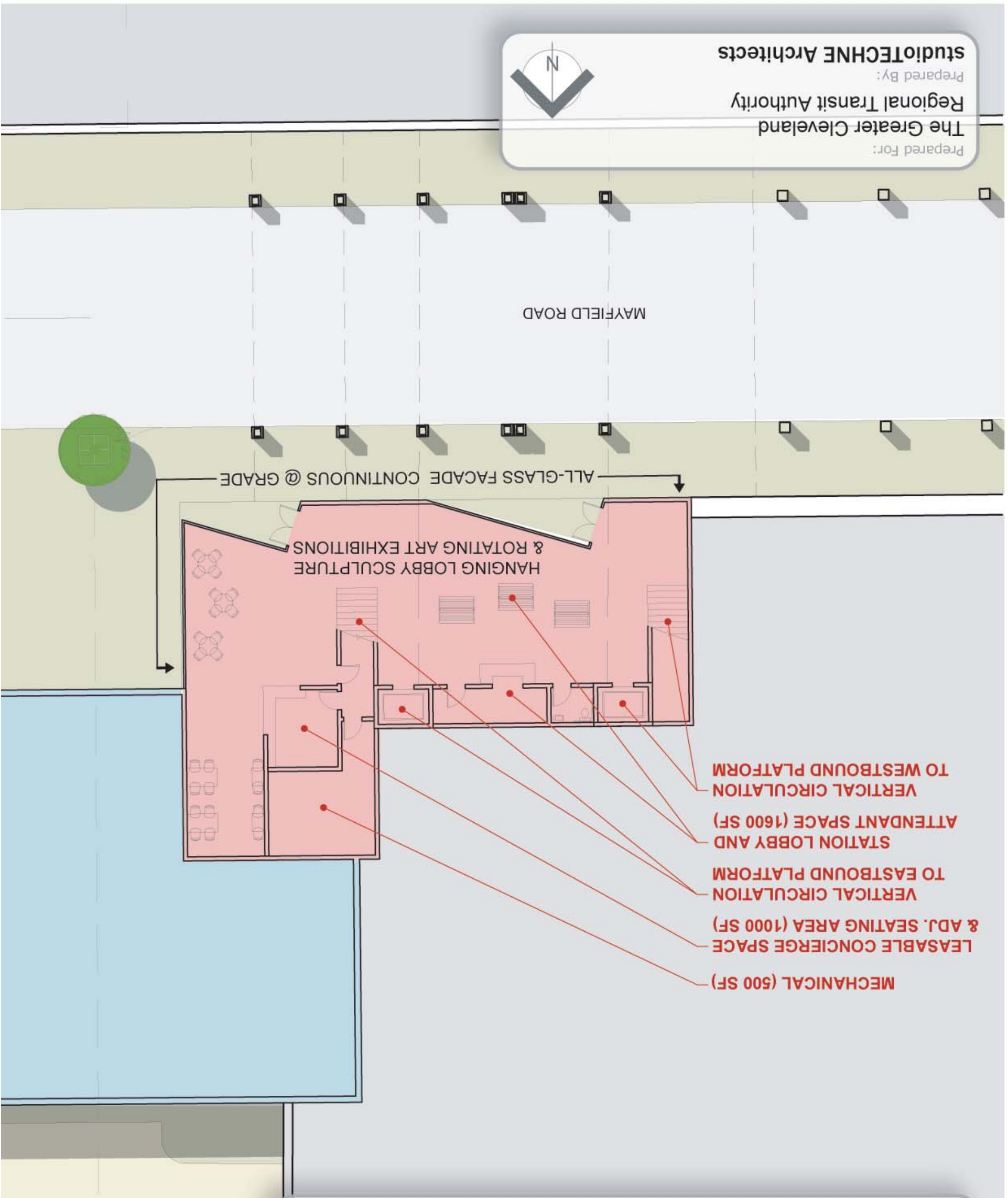
ROTATING ART
EXHIBITIONS

EASTBOUND PLATFORM
W/ ARTIST DESIGNED
WAYFINDING & WINDSCREENS

WESTBOUND PLATFORM
W/ ARTIST DESIGNED
WAYFINDING & WINDSCREENS

VERTICAL CIRCULATION
& BRIDGE ABOVE
TO EASTBOUND PLATFORM

VERTICAL CIRCULATION
& BRIDGE ABOVE
TO WESTBOUND PLATFORM



T.O.D. MASTERPLAN
Street Level Plan



Prepared For:
**The Greater Cleveland
Regional Transit Authority**

Prepared By:
studioTECHNE Architects

T.O.D. MASTERPLAN Bridge Level Plan



Prepared For:
**The Greater Cleveland
Regional Transit Authority**

Prepared By:
studioTECHNE Architects





