Public Information Meeting
July 26-28, 2011
Introductions
Terri Hamilton Brown, Greater Cleveland Partnership
Robert Brown, City of Cleveland

Roadway Presentation
Matt Wahl, HNTB
# Steering Committee

## Participating Organizations

<table>
<thead>
<tr>
<th>Civic/Non-Profit</th>
<th>Public</th>
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<tbody>
<tr>
<td>Greater Cleveland Partnership</td>
<td>City of Cleveland</td>
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<tr>
<td>The Cleveland Foundation</td>
<td>State of Ohio</td>
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<td>The George Gund Foundation</td>
<td>Cuyahoga County</td>
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<tr>
<td>Case Western Reserve University</td>
<td>Northeast Ohio Areawide Coordinating Agency</td>
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<table>
<thead>
<tr>
<th>Private</th>
<th>CDCs and Residents</th>
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<tr>
<td>Cleveland Clinic</td>
<td>Buckeye Area Development Corp.</td>
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<td>Early Stage Partners</td>
<td>Burten Bell Carr</td>
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<td>New Era Builders</td>
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<td>Orlando Baking Company</td>
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<td>The Plain Dealer</td>
<td>Slavic Village Development</td>
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<td>University Hospitals</td>
<td>University Circle Inc.</td>
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<tr>
<td>North Shore AFL-CIO</td>
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</table>
Harriet Applegate  North Shore Federation of Labor
Anthony Brancatelli  City of Cleveland Council
Peter Buszuk  Slavic Village Resident
Joseph A. Calabrese  Greater Cleveland Regional Transit Authority
Bob Chalfant  University Circle Resident
The Honorable Phyllis Cleveland  City of Cleveland Council
Joe Dennis  Buckeye Resident
Terrance Egger  The Plain Dealer (Co-Chair)
Edward Fitzgerald  Cuyahoga County Executive
Joyce Hairston  Slavic Village Resident
John Hopkins  Buckeye Area Development Corporation
James D. Ireland  Early Stage Partners, LP (Co-Chair)
Frank Jackson  Mayor, City of Cleveland
Vickie Johnson  Fairfax Renaissance Development Corporation
Marie Kittredge  Slavic Village Development Corporation
Paul Lewis  Fairfax Resident
Joseph Lopez  New Era Builders
Robert Lucas  Kinsman Resident
Mamie Mitchel  City of Cleveland Council
John Anthony Orlando  Orlando Baking Company
Myron Pakush  ODOT District 12
Joseph A. Roman  Greater Cleveland Partnership
Chris Ronayne  University Circle, Inc.
Timothy L. Tramble  Burten Bell Carr Development Corporation
Shared Vision Statement
(Working Draft)

The Opportunity Corridor will act as a catalyst for economic development in the City of Cleveland, create vital connections to the greater region, and support revitalization efforts in the surrounding established neighborhoods. The well-designed, multi-modal public infrastructure will leverage private investment and infuse the corridor-area with new jobs for existing and future residents. The success of the Opportunity Corridor will result from an inclusive planning process that involves the community and results in development initiatives that promote sustainable land uses and healthy communities.
Community and Development Planning

- Planning workshops with CDCs
- Meetings with residents and businesses
- Recommendations on future land use
- Economic impact study
Transportation Planning

- Previous Work - Steps 1-5
- Step 6 Alternates
- Recommended Preferred Alternative
- Next Steps
- Schedule
- Property Purchase Process
• Purpose Statement

The purpose is to improve the transportation infrastructure, access and mobility within a historically underserved, economically depressed area within the City of Cleveland

• Need Elements

– Improve system linkage
– Improve mobility
– Support planned economic development
Steps 1-4 (completed September 2009)
Summary of CSS activities and feedback on priorities

- Roadway elements
- Roadside elements
- Community elements
- Vegetative elements
- Landform elements
- Corridor theme
Roadway Elements:
• Enhanced bridges
• Ornamental roadway lighting
• Ornamental railings and fencing

Roadside Elements:
• Pedestrian amenities
• Ornamental pedestrian and access lighting
• Bike facilities

Some elements will require additional funding sources
Community Elements:
- Plaza/Community areas
- Stormwater runoff sustainable management

Vegetation Elements:
- Street trees
- Green/sustainable street program
- Planted roadway median

Some elements will require additional funding sources
Landform Elements:

- Naturalistic approach to grading

Corridor design character and Theme:

- Community Inspired Theme

Step 5 (October 2010)
Context Sensitive Solutions

Some elements will require additional funding sources
Step 6 (July 2011)
Alternatives and Recommendations
Step 6 Activities (July 2011)

- Revised Roadway Cross Sections
  - Community Input
  - Traffic Analysis
- Further developed alignments
- Evaluated alternates
- Established a Recommended Preferred Alternative
Step 5 Cross Sections (October 2010)

- Local street
- 35 mph speed limit
- Sidewalk
- Multipurpose path
- Landscaping
- Lighting
West & Central Sections: Typical Cross Section Showing RTA

West & Central Sections: Typical Signalized Intersection Cross Section

* Turn lanes provided where required by traffic analysis

Note: The number of lanes required for the proposed roadway may change once future traffic volumes are confirmed.
Step 6 Cross Sections (July 2011)

**West and Central Sections:** Typical Bridge Cross Section

*Example of Bridge with Enhanced Fences and Abutments*

**East Section:** Typical E. 105th Cross Section

*Roadway and Pedestrian Lighting*

Note: The number of lanes required for the proposed roadway may change once future traffic volumes are confirmed.
Alternate A
At Grade Intersection

Alternate B
Grade Separated

Alternate C
Quadrant Roadway
Alternates are not feasible due to geometric constraints at I-490/I-77 ramps.
West Section Alternate C – Quadrant Roadway
Alternate C
RTA Conceptual Schemes
### West Alternate Evaluation

<table>
<thead>
<tr>
<th>Impact Description</th>
<th>Alternate C Quadrant Roadway</th>
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<tbody>
<tr>
<td>Potential Hazardous Material Sites Impacted</td>
<td>3</td>
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<tr>
<td>Historic/Parkland Impacts (Acres)</td>
<td>0</td>
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<tr>
<td>Residential Displacements (Units)</td>
<td>49 (76)</td>
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<tr>
<td>Church Displacements (Number)</td>
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<tr>
<td>Commercial Business (Relocations)</td>
<td>4 (3)</td>
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<tr>
<td>Public/Community/City Support</td>
<td>Preferred</td>
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<tr>
<td>Recommended as Preferred Alternative</td>
<td>Yes</td>
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Impacts listed are based on a 4-lane roadway. The number of lanes required for the proposed roadway may change once future traffic volumes are confirmed.
Central Section Alternate A – Discontinuous Woodland Avenue
Central Section Alternate B – Continuous Woodland Avenue
### Central Alternates Evaluation

<table>
<thead>
<tr>
<th>Impact</th>
<th>Alternate A</th>
<th>Alternate B</th>
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</thead>
<tbody>
<tr>
<td>Potential Hazardous Material Sites Impacted</td>
<td>7</td>
<td>12</td>
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<tr>
<td>Historic/Parkland Impacts (Acres)</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Residential Displacements (Units)</td>
<td>6 (10)</td>
<td>11 (11)</td>
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<tr>
<td>Church Displacements (Number)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Commercial Business (Relocations)</td>
<td>12 (5)</td>
<td>16 (7)</td>
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<tr>
<td>Public/Community/City Support</td>
<td>Less Preferred</td>
<td>Preferred</td>
</tr>
<tr>
<td>Recommended as Preferred Alternative</td>
<td>No</td>
<td>Yes</td>
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Impacts listed are based on a 4-lane roadway. The number of lanes required for the proposed roadway may change once future traffic volumes are confirmed.
### Alternate C
**Eastern Widening**

<table>
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<tr>
<th>Impact Category</th>
<th>Value</th>
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<tbody>
<tr>
<td>Potential Hazardous Material Sites Impacted</td>
<td>3</td>
</tr>
<tr>
<td>Historic/Parkland Impacts (Acres)</td>
<td>1 (possible)</td>
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<tr>
<td>Residential Displacements (Units)</td>
<td>4 (8)</td>
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<tr>
<td>Church Displacements (Number)</td>
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</tr>
<tr>
<td>Commercial Business (Relocations)</td>
<td>3 (3)</td>
</tr>
<tr>
<td>Public /Community/City Support</td>
<td>Preferred</td>
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<tr>
<td>Recommended as preferred alternative</td>
<td>Yes</td>
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Impacts listed are based on a 4-lane roadway. The number of lanes required for the proposed roadway may change once future traffic volumes are confirmed.
RECOMMENDED PREFERRED ALTERNATIVE

WEST ALTERNATE C + CENTRAL ALTERNATE B + EAST ALTERNATE C

PROPOSED BRIDGE OVER NS RAILROAD AND GCRTA RED LINE

PROPOSED BRIDGE OVER GCRTA BLUE AND GREEN LINES

PROPOSED E. 55TH BRIDGE OVER THE BOULEVARD

PROPOSED BRIDGE OVER KINGSBURY RUN VALLEY

STUDY AREA

NI. NICKELPLATE LINE

GCRTA RED LINE

GCRTA BLUE & GREEN LINE

WOODLAND AVE

CENTRAL AVE

E 55TH ST

E 79TH ST

E 86TH ST

E 93RD ST

E 100TH ST

E 108TH ST

CHESTER AVE

EUCLID AVE

CARNEGIE AVE

CEDAR AVE

PROPOSED NS RAIL BRIDGE OVER THE BOULEVARD

BUCKEYE RD

HOLTON RD

WOODHILL RD

NORTH
Recommended for Further Study
Next Steps (Environmental Process)

1. Travel Demand Modeling
2. Update Alternative
3. Draft Environmental Impact Statement (DEIS)
4. Public Hearing
5. Final Environmental Impact Statement (FEIS)
6. Record of Decision (R.O.D)
Right of Way Acquisition (Purchasing of land required for roadway)

- Approval of Recommended Preferred Alternative (approval of R.O.D)
- Identification of funding
- Start in 2014 in the East Section
- Purchase of land
- Purchase of buildings (residential and commercial)
- Relocate occupants
Right of Way Acquisition Process

Acquisition/Relocation Phase Begins

1. Appraise value of property (3-6 months)
2. Present Offer (1 month)
3. Negotiate Offer (Minimum 30 days, up to 3 months)
4. Closing Phase (up to 8 weeks)
5. Purchase or Rent Replacement Sites (3 to 12 months)

Acquisition/Relocation Phase Ends

~ 12-18 month timeline
Residential Owner Occupied Structure

- Must be living in home at the time offer is presented to qualify for program benefits (primary place of residence)

- Price Differential
  - Replacement Housing Cost
  - Incidental Expenses (i.e. closing costs, credit reports, application fees, etc…)
  - Interest Differential Cost

- You are entitled to moving expense reimbursement
EXAMPLE

Appraised Value = $27,000
Replacement Home Value = $40,000

Price Differential ♦
Payment = $13,000
Total Offer = $40,000
(+ closing costs + moving expenses)

If you purchase a home for $30,000, you will only receive $3,000 of the differential payment.

If you purchase a home for $25,000, you will receive no differential payment, but you still receive the full $27,000 appraisal value.
Residential Tenant Occupied Benefits

- Must be living in home at the time offer is presented to owner to qualify for program benefits
- Benefits based on number of days you occupied the home: maximum benefit received after 90 days of occupancy
- May receive a rental supplement based on period of occupancy. May be used to purchase home – for down payment and/or closing costs
- At a minimum, you are entitled to the same moving expense reimbursement benefit as the owner occupant
Commercial Businesses

- Reimburse for Actual Move Costs (Personal Property)
- Search Expenses (up to $2,500.00)
- Re-establishment Expenses (up to $10,000.00)
- Economic Loss (< 365 days)
- Loss of Good Will
- In Lieu of Payment (up to $20,000.00)
- West Section Alternate
- Central Section Alternates
- East Section Alternate
- Recommended Preferred Alternative
- Right of Way Acquisition Process
- Public Comments
  - Apply to be a Consulting Party
  - Give verbal comments
  - Turn in comment form
Question & Answer