

MEMORANDUM

TO: GCRTA E. 120th Street Station Technical Workshop Participants
FROM: The E. 120th Street Station Planning Team
RE: Key points of Consensus and Meeting Minutes
DATE: June 7, 2007

Please review the attached transcript of the workshop proceedings and share with us any changes, corrections, or additional thoughts you may have.

E. 120th Street Technical Workshop
Areas of Agreement: Points of Consensus

1. The station project is scheduled to be completed before the other planned development projects in the study area (save for improvements to Tony Brush Park). The team will go forward with developing our concept for the station location, design and access. We encourage project developers, their clients and designers to consider the station area, access, entrances, and transit service when developing their concepts for the design, siting, and orientation of their buildings.
2. The station will be relocated south towards Mayfield; about 300 feet north of the intersection; roughly in the area of 117th Street, unless the ability to utilize the vault to incorporate staircases is compromised by this location. We do not want to have to incur additional expenses for tunneling north from Mayfield.
3. Due to the requirements for utilizing the vault under the Mayfield Bridge as a key access point, we will need to consider going to two side loading platforms with two staircases and two elevators. We do not have enough room to do what we want to do here using a central platform. The Team will work with GCRTA to gain access to the vault to determine its suitability for use.
4. RTA plans to relocate the electrical substation. This could be used to provide power to run the new station (lights, A/c etc.). This frees the station plaza up for future use as a community public space.
5. Lot 45 will be developed and designed to include a transit transfer component, which would be a facility to accommodate shuttles, car share (City Wheels), bicycles (City bikes) with bike racks at a minimum and potentially showers and repair facilities, taxis, and transit information. This will happen in the ground floor of the building. Lot 45 also will include a significant public space that will support the transit function as well as being programmable for a wide variety of community-based uses and activities, art installations, and amenities.

6. There will be a vertical connection to the station from the new development that will take place on Lot 45.
7. E. 117th Street will be designed as a pedestrian priority route through the station area. Putting in a road along the track behind J&L that exits at 118th Street should be further explored with the property owners and the RTA. The team feels that this route would be 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 as E. 117th would no longer be carrying cars through it.
8. The intersection of Mayfield and Euclid should be signalized as a Barnes Dance, with a simultaneous walk signal.
9. 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 (along with wider sidewalks).
10. Any tower or vertical feature installed at the station should be located over or at a station entrance to act as a guide to passengers entering and exiting the facility.
11. A series of green public spaces will be created through this area, as an amenity. Potential locations include the BRT stop on 115th Street, at Lot 45, and in front of the Cozad House.

E. 120th Street Station Plan
Transcript of Technical Workshop Meeting
5/23/07

Station Group

- As we work through some of the technical aspects: 300 feet down Mayfield road is the first place to have a center track platform.
- Pair of towers up over and back to an elevator on the track and we could connect to a TOD on lot 45 with commercial on the floor and parking upstairs. Further down may work better in terms of connecting to the lot 45 tod via a sky bridge. Only one elevator may be required at the location (rather than two). Wind driven (bird blender) elevators should be explored for this location as they represent a sustainable energy technique and financial incentives or abatements may be available.
- Circulation of shuttles around lot 45 so we can get people on and off the train and get people around
- We need a connection closer to Mayfield because of the neighborhood
- There isn't room under the RTA Bridge so we could put an elevator on both sides wrapping around. We would need to acquire some right of ways.
- Be careful with clearance in touching the bridge
- People coming from the north would have a problem however getting over to the Mayfield road entrance.
- We need to arrive towards the middle of the platform area and doing TOD work
- We need to move the station centrally!!!
- Ultimately 3-4 connections to the station. 2 for sure – one from Mayfield and one from Euclid
- This could help clean up both bridges that are not pedestrian friendly
- Visually you are pretty well connected to Mayfield on the Mayfield entrance and the original location on Euclid
- TOD on lot 45 could help with travel to a platform.
- So center platform will work the best – side platform not required.
- Potentially lot 45 for a parking structure so this could be built into the design - commercial on the first floor and parking garage structure up top
- Curiosity exists regarding public space on both sides of the street not connecting
- Only considered technical issues – not art or sustainability

Circulation Group

- We talked about whether this was a good station location and it was decided it was
- There is a great interface at the Mayfield Road area
- Trying to get streets lined up with regular intersections -- no offset intersections which already exist and could be hard on pedestrians
- Circulator stop for RTA and UC and also a bike facility so bikes could be stored and repaired at lot 45.
- Talking about bikes Mayfield has been traditionally underutilized

- Parking is greatly needed and space is truly limited in space on the road
- As we looked west of the station location there is opportunity to gain right of way on the street.
- Cars accessing UCI and pedestrians
- Bob Reeves says they are in the process of looking at Mayfield on Euclid to Cleveland Heights and re-doing the cross section on Mayfield Road
- This could give us a better streetscape and for pedestrians and motor vehicles
- Re-development can happen more smoothly if this should happen
- One big issue: you arrive at a destination and you don't know where you are. Get signs, big ones with arrows and just good quality signage
- Incorporated in this project and throughout the whole university circle area
- Arts and retail would be different for the rest of University Circle
- UCI wants to help with signage and wayfinding signage. In process of finding funding for this
- UCI is determining to deal with signage
- Maroon signs have only institutions
- New circle drive on the other side of Mayfield could not be lined easily
- Preferred is to do direct lined intersections
- Case wants to use 115th as the main street for access and 117th for pedestrian access
- 2 conflicting ideas in terms of roads

Public Spaces Group

- We started talking about the public space around the transit and it could work well on lot 45 and then we talked many questions regarding streetscaping, crossings, retail.
- Possible grocery store on lot 45 with outdoor food stations and eating tables that are moveable
- If UH rebuilds their parking deck towards Mayfield and wrapped retail below that would work too
- We decided about Tony Brush Park being good usage and across from the K House and Abington arms as a formal space with fountains and vegetation as buffers. Also we should connect Hope to the space – get them across the street
- We were looking to make sure retail was all the way down Mayfield.
- We also need to negotiate pedestrians and bikes along Mayfield at the uneven intersection with shuttles dropping off.
- We also looked at the possibility of having something on top of the tracks pulling people off the rapid station
- The station could be on the bridge and then the church etc. would be blocked so be careful if you have anything on the tracks so that the little Italy structural features do not obstruct the sightline
- So anywhere in the district could use something on top of the tracks as a waypoint!!!
- Didn't talk much about the existing station.

- Substation could move
- We could re-use the facility and embankment for something else
- Its not a small space and there is plenty of opportunity to have something viable in the space
- Buildings going around the spaces must be careful because those buildings are huge so that's a lot of wrapping retail for this to work
- Huge spaces!!!
- Scale issue
- There is a big difference in scale between different spaces
- Small scale versus large scale
- L shape lot 45 almost a block thick
- Remember an apartment cannot go alone in lot 45
- Must have parking structure that serves the whole district in terms of lot 45
- Be careful with the l-shape structure so that the space is utilized correctly
- When people especially students if you want to do a civic space it often gets drawn really big but what kills is that activity is not around it. Be careful that if it's too big and nothing is around, it will not be used real well. So a smaller space is easier to inhabit and do something in
- Some of the sizes of the spaces are big but they should be broken up into different sections that are smaller
 - Unless there is a desire for programming
- Hessler street is the next major event street besides Mayfield at the feast of the assumption
- 19,000 cars on Mayfield each day for a two lane road
- If you have a program for a big space than you can build a large space
- Active edges are critical
- Especially in this kind of environment
- Not a playground or palyingfield because there will be no recreation so we must

Links to Destinations

- We looked at drives and how they linked and the tod area did not make sense so we should clean up the intersection
- How big does it really need to be? depends on the area
- One way drop off is available
- Drop off zone closer to Mayfield transit stop at 119th street
- The other thing in our group suggested is on the plan right now the plan could be like east 4th street not for heavy traffic but retail and some cars
- Moca could have an entrance
- Now the whole area can have two sides of activity
- Trying to line up 115th street with a loop around with CIA's entrance
- Arch in side view/elevation view
- Main entrance
- Not just a square building
- Mandates that we have a little drive going throughout for fire access etcetera

- It would be a quiet street
- We can include bumps and change of materials to make it a low use road!
- Some safety issues
- Consumer stores, retail, parking, walking, eating and sitting, space
- Not sure what's going on in the first floor of the CIA building
- 115th street silver line – city wheels
- Segways whatever to access the circle
- All 2-way
- Development proposals talked about
- MOCA development with a lobby and restaurant and coffee shop on the lower level
- They would face Euclid and also a gift shop that could be developed separately and you could also dine outside with a little bit of greenspace
- Another idea is to have interior space as a screen to project public art and a small drive in movie experience on campus
- Large part of the ground floor is going to be kind of a see-through experience so when you come through the campus you can see the lobby on the ground floor
- Also apartment up on Euclid – town homes
- Also putting the speech and hearing over and rehabbing another building on the northern side of Euclid
- One area is by the silver line about greenspaces at the area to occupy the space
- One of the people wants to use it as a key development place for the building
- People with control of the lots might want to do other things with it
- Public art volunteers
- Liner building potential
- The idea is the retail on the lower level would be double sided yet the same business so there is two entry points however if it's a restaurant you have to worry about dumpsters etcetera
- We talked about the long new building for case we talk about how cars get from a to b