

**Appendix K**  
**Agency Coordination and**  
**Public Involvement**

## **Consulting Party Coordination**



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

March 16, 2011

Mr. Mark Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson Street  
Columbus, Ohio 43211

Subject: Cincinnati Streetcar Project, Cincinnati, Ohio

RE: Phase I Cultural Resources Investigations

Dear Mr. Epstein:

The Federal Transit Administration (FTA) is providing the Ohio Historic Preservation Office (OHPO), and the Advisory Council of Historic Preservation (ACHP), with this determination of effects and related information pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR 800), for the above subject action. As you know from prior coordination, the FTA has determined that this action will be a federal undertaking, as defined by the NHPA, and has defined the Area of Potential Effect (APE). The purpose of this letter is to notify you of FTA's determination of potential adverse effects on historic resources under Section 106.

This letter also acknowledges that, due to the nature and schedule of the project, we are proceeding with a phased determination of effects and the development of a Memorandum of Agreement (MOA), regarding coordination of detailed project design features associated with shelters, catenary poles, electrical substations, a Maintenance Storage Facility (MSF), and other aspects of the project that have not progressed to final design.

The Section 106 consultation process for the Cincinnati Streetcar Project ("the Project") includes our consultation with the project sponsor, the Ohio State Historic Preservation Office, the Cincinnati Preservation Association, and other consulting parties including tribal parties.

**Proposed Undertaking**

The City of Cincinnati (the City) is sponsoring the development of a streetcar transit system to serve as an urban circulator for the Downtown and Uptown districts and adjoining neighborhoods. The proposed undertaking involves 4.9 miles of track that begins at the Great American Ballpark at Freedom Way and Main Street; runs north on Main Street to 12<sup>th</sup> Street; continues west on 12<sup>th</sup> Street to Elm Street; then proceeds north on Elm Street to Henry Street; east on Henry Street to Race Street; south on Race Street to Central Parkway; east on Central Parkway to Walnut Street; south on Walnut Street to Freedom Way; and east on Freedom Way to Main Street. The route includes an Uptown connector alignment that follows Findlay Street to Vine Street, continuing north along Vine Street to the intersection of Corry and Vine Streets.

In addition to laying tracks, the proposed undertaking also includes erecting a freestanding catenary system within public sidewalk areas along the route; constructing 22 stops for passenger boarding and alighting; constructing four electrical substations, and constructing a MSF. Three potential sites have been identified for the MSF (Location #1 - 120 Henry Street; Location #2 - 115 West McMicken Avenue, and Location #3 - Broadway between Third Street and East Pete Rose Way). The City's preferred alternative for this facility is Location #1 - Henry Street. The remaining two locations will be considered for further review under Section 106 only in the event that Location #1 proves not to be a feasible alternative for the MSF.

#### **Area of Potential Effect**

The project sponsor, at the direction of FTA, has prepared a Phase I Cultural Resources Investigation (dated November 2011 and revised February 2011) which details the Area of Potential Effects, the identification of historical resources listed on the National Register of Historic Places (NRHP) and the identification of historical resources that may be eligible for listing on the NRHP. In addition, after consultation with the OHPO, the FTA concurs with the OHPO's recommendation that an additional five resources be included in the list of resources eligible for listing on the NRHP for purposes of the Section 106 review. Tables 1 and 2 below, identify the properties currently listed on the NRHP and the properties that may be eligible for listing.

**Table 1: NRHP Listed Resources**

<b>NRHP Number</b>	<b>Resource Name</b>	<b>Address</b>	<b>Listed Date</b>
83001984	Main and Third Streets Cluster	300-302, 304-306 Main Street, & 208-210 E 3rd Street	1983
88000078	East Fourth Street Historic District	123, 127, & 135-137 E 4th Street	1988
08000802	Union Trust Building	36 E 4th Street	2008
79001856	Gwynne Building	6th & Main Streets	1979
09000443	Hotel Metropole	609 Walnut Street	2009
82003589	Underwriters Salvage Corps	110-112 E 8th Street	1982
82003591	Young Women's Christian	9th & Walnut Streets	1982

NRHP Number	Resource Name	Address	Listed Date
	Association of Cincinnati		
82003585	Nathaniel Ropes Building	917 Main Street	1982
84001046	Courtland Flats	117-121 E Court Street	1984
83001985	Over-the-Rhine Historic District	Bounded by Dorsey, Sycamore, Liberty, Reading, Central Parkway, McMicken Avenue & Vine Street	1983
80003035	Alms and Doepke Dry Goods Company Building	222 East Central Parkway	1980
82001467	Theodore Krumberg Building	1201 Main Street	1982
73001453	Apostolic Bethlehem Temple Church	1205 Elm Street	1973
78002076	Hamilton County Memorial Building	Elm and Grant Streets	1978
70000496	Cincinnati Music Hall	1243 Elm Street	1970
80003054	First German Methodist Episcopal Church	1310 Race Street	1980
72001020	Findlay Market Building	Esplanade at Elder Street between Elm & Race Streets	1972

**Table 2: Properties That May Be Eligible for Inclusion in the NRHP**

Reference Number	Resource Name	Address	OHI Number
NRHP 83001984	Extension of Third and Main Streets Cluster Historic District	308-310 Main Street 312-314 Main Street 316-318 Main Street	N/A
100010	Proposed Fourth & Walnut Street Commercial Style Historic District	432 Walnut Street 414 Walnut Street 41 East Fourth Street 101 East Fourth Street 36 East Fourth Street	HAM-1788-44 HAM-1716-44 HAM-1713-44 HAM-1658-44 NRHP 08000802
N/A	Main Street Locally Certified Historic District	Main Street between East Sixth and East Court Streets	N/A
N/A	Court Street Locally Certified Historic District	Court Street between Plum and Sycamore Streets	N/A
N/A	Cincinnati Gas & Electric Company Building	139 E. 4th Street	HAM-1659-44
N/A	St. Louis Church, Cincinnati Local Landmark	29 East Eighth Street	HAM-2053-44
N/A	Hibbens Dry Goods Company Building	700 Walnut Street	HAM-5487-44
N/A	Olympic Auto Park Garage	38 E. 3rd Street	HAM-5573-44
N/A	Federal Courthouse	100 E 5th Street	HAM-7574-44

Reference Number	Resource Name	Address	OHI Number
N/A	Olympic Garage	116-120 E 7th Street	HAM-7585-44
N/A	Cincinnati Gas & Electric Company Addition	315-335 Main Street (139b E. Fourth Street)	HAM-8347-44
N/A	Gibson Lofts	633-637 Walnut Street	HAM-6926-44
N/A	Phoenix Café / Righteous Room	641 Walnut Street	HAM-6927-44
N/A	Woodward Building and Loan Building	1029 Main Street	HAM-6931-44
N/A	Inwood Park	2326 Vine Street	N/A

### Subsurface Archaeology

The proposed undertaking will result in limited ground disturbance within existing right-of-way and will have no effect upon subsurface archaeological resources. For the proposed undertaking, including tracks, stations, electric substations, and MSF sites, only one MSF site (Location #2 -- 115 West McMicken) has the potential to contain intact subsurface archaeological resources. Should Location #2 be selected, a Phase I Archaeology Survey will be required prior to construction to determine whether there is a potential for significant subsurface archaeological resources. The City's preferred alternative for this facility is Location #1.

### Determination of Potential Adverse Effects

As presently designed, the proposed undertaking will not require the demolition or alteration of any NRHP-listed or NRHP-eligible property within the APE. The proposed undertaking may affect historic properties listed in or eligible for listing in the NRHP by introducing visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features. The extent of the potential adverse impacts on any particular historic resource and the resolution of that impact have not been determined. Pursuant to 36 C.F.R. 800.8, FTA, the OHPO, and the City will enter into a Memorandum of Agreement (MOA) to document compliance with Section and the resolution of any adverse effects. The MOA, at a minimum must provide for the following: (1) continued consultation with OHPO and other consulting parties in the design and construction of these elements; that the project sponsor take into account suggested approaches to new construction in historic areas in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties; that the final design for all project elements that may impact historic resources are submitted to the OHPO for review and written concurrence.

The proposed undertaking will result in limited ground disturbance within city streets, which will be excavated to a depth of approximately 18 inches, and therefore FTA finds that the proposed undertaking will have no adverse effect upon subsurface archaeological resources in Location 1 (the preferred alternative) and Location 3, and no further archaeological investigations are required in these locations. Location #3 has the potential for intact subsurface archaeological

resources; therefore, if this location is selected, a Phase I Archaeology Survey will be completed and coordinated with the OHPO office (as outlined in the MOA) to determine whether there is a potential for impacts to significant subsurface archaeological resources. In addition, the MOA will include a requirement that the City will consult with OHPO and the FTA, if previously unidentified archaeological sites are discovered during project construction or implementation.

### Concurrence

Pursuant to 36 C.F.R. 800.4, FTA requests concurrence of the OHPO on the following:

- The resources noted in Tables 1 and 2, and more fully described in the revised Phase I Cultural Resources Investigations Report, are located within the Area of Potential Effect of the subject undertaking, are listed on or eligible for inclusion in the NRHP;
- Potential adverse effects on the NRHP or eligible-NRHP resources are limited to visual effects, in accordance with 36 CFR 800.5; and,
- A Memorandum of Agreement will be executed by FTA, the City, and the OHPO pursuant to 36 C.F.R. Part 800.

We look forward to working with the OHPO as this proposed action continues to advance through preliminary and final design stages. We request OHPO's concurrence within 30 calendar days of the date of this letter. If no response is received within 30 calendar days of the date of this letter, FTA will assume that the OHPO does not object to the determinations made in this letter. Likewise all consulting parties receiving this letter are asked to provide comments within 30 days. FTA will have a separate consultation with the City of Cincinnati to set forth a schedule for concluding the consultation process. If you have any questions or comments regarding the contents of this letter, please contact Vanessa Adams at (312) 353-886-0309.

Sincerely,



Marisol R. Simon  
Regional Administrator

cc: Section 106 Consulting Parties  
City of Cincinnati  
Project Files

Enclosures: Cultural Resources Investigations Report



February 25, 2011

Mr. Chris Eilerman  
Assistant City Manager  
City of Cincinnati  
801 Plum Street  
Cincinnati, Ohio 45202

BOARD OF PARK

COMMISSIONERS

**RE: Cincinnati Streetcar Project**

Marian J. Lindberg  
President

Roscoe A. Fultz  
Vice President

Robert D.H. Anning

Otto M. Budig, Jr.

Merri Gaither Smith

Dear Mr. Eilerman:

On behalf of the Cincinnati Park Board, I am writing in support of the proposed Cincinnati Streetcar project, including the Uptown connector that follows Findlay Street to Vine Street, continuing north along Vine Street to Corry Street.

As you are aware, the Uptown connector passes Inwood Park, a resource owned, maintained, and operated by the Cincinnati Park Board. Inwood Park is approximately 20 acres in size and located on the east side of Vine Street between Hollister and Thill streets. Park amenities include a pavilion; a memorial to Friedrich Ludwig Jahn, a comfort station, playground equipment, and an artificial lake. The playground equipment is located south and west of the pavilion building.

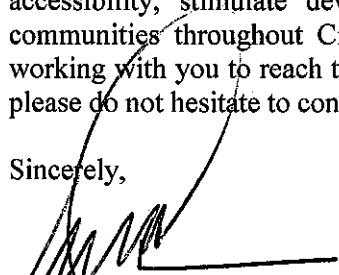
We understand that in addition to laying tracks within existing streets, the proposed project includes erecting a freestanding catenary system within sidewalk areas along the route; constructing 22 stops; four electrical substations, and a maintenance and storage facility.

As presently designed, the closest stop and substation are located on Vine Street near the Old Rothenberg School, well south of the Inwood Park boundaries, and that the preferred site for the maintenance and storage facility is located at 120 Henry Street in Over-the-Rhine. We also understand that access to Inwood Park will be maintained at all times during and after construction.

Given the above information, the Cincinnati Park Board feels that the project will not adversely impact access to the park or limit the use of any activity within Inwood Park before, during or after construction.

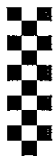
The Cincinnati Park Board recognizes that the project is designed to improve neighborhood accessibility, stimulate development and create jobs, and will revitalize and connect key communities throughout Cincinnati's urban core and the Uptown area. We look forward to working with you to reach these goals. If you have any questions or need additional information, please do not hesitate to contact me at (513) 352-4079.

Sincerely,

  
Willie F. Carden Jr.  
Director of Parks

950 Eden Park Drive  
Cincinnati, Ohio 45202  
Phone (513) 352-4080  
Fax (513) 352-4096  
[www.cincinnati-oh.gov/parks](http://www.cincinnati-oh.gov/parks)





# CINCINNATI PRESERVATION ASSOCIATION

September 22, 2010

Vanessa Adams  
Community Planner  
U.S. Department of Transportation  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606-5253

Dear Ms. Adams:

Thank you for contacting Cincinnati Preservation Association about the proposed Cincinnati streetcar project. I would welcome the opportunity to serve as a consulting party for this undertaking and offer input to the FTA about historic properties along the streetcar route. I was out of the office for a month due to illness and just received the letter from Ms. Simon inviting me to become a consulting party.

Thank you again for the opportunity to be involved in this project. Please contact me if you need additional information.

Sincerely,

Margo Warminski  
Preservation Director  
Field Representative, National Trust for Historic Preservation

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**From:** [MiCA 12/v](#)  
**To:** [Adams, Vanessa \(FTA\)](#)  
**Cc:** [MiCA O" Bryonville](#)  
**Subject:** Consulting Party on Streetcar Transit Project, City of Cincinnati  
**Date:** Tuesday, September 21, 2010 12:14:13 PM

---

Dear Ms. Adams,

I recently received a letter inviting me to be a Consulting Party on the City of Cincinnati's Streetcar Transit Project. I would like to be involved. So yes, as an Over-the-Rhine business owner and Over-the-Rhine Gateway Quarter Merchants Association President, I am interested in becoming a consulting party.

Thank you,

Mike Deininger

**MiCA 12/v**

corner of 12th and Vine  
Gateway Quarter/Over-the-Rhine  
1201 Vine Street  
Cincinnati, OH 45202  
p 513.533.1974  
p/f 513.421.3500

[www.shopmica.com](http://www.shopmica.com)



September 16, 2010

Ms. Marisol Simon  
 Regional Administrator  
 US Dept. of Transportation  
 200 West Adams Street Suite 320  
 Chicago, IL 60606-5253

**BOARD OF PARK**

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Steven L. Schuckman  
 Superintendent  
 Design & Planning

Julie W. Horne  
 Manager  
 Business Services

Marijane E. Klug  
 Manager  
 Financial Services

SUBJECT: Consulting Party on Cincinnati Streetcar Project

Dear Ms. Simon:

The Cincinnati Park Board is definitely interested in becoming a Consulting Party for the Cincinnati Streetcar project. The Park Director has designated Mr. Steven Schuckman, Superintendent of Park Planning & Design as the Park Board's Consulting Party staff.

Please contact Mr. Schuckman directly regarding his participation, including scheduling his attendance at meetings:

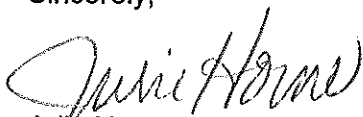
Cincinnati Park Board  
 Steven Schuckman, Superintendent  
 2625 Reading Road  
 Cincinnati, Ohio 45206-1617

[Steven.schuckman@cincinnati-oh.gov](mailto:Steven.schuckman@cincinnati-oh.gov)

Phone (513) 475-9600  
 Fax (513) 475-0318

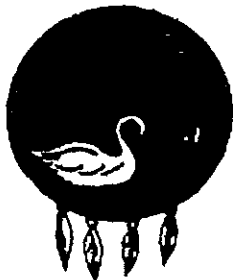
Thank you for inviting the Park Board to participate in the Cincinnati Streetcar Transit planning.

Sincerely,

  
 Julie Horne  
 Chief Business Officer

Copy- Steven Schuckman; Fax copy to Vanessa Adams at (312) 886-0351





## Eastern Shawnee Tribe

CULTURAL PRESERVATION  
DEPARTMENT

P.O. BOX 350, SENECA, MO 64865

918 666 2435 EXT 247

[culturalpreservation@estoo.net](mailto:culturalpreservation@estoo.net)

September 15, 2010

U.S. Department of Transportation  
Federal Transit Administration Region V  
200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253

RE: Cincinnati Streetcar Transit System

Dear Vanessa Adams;

The Eastern Shawnee Tribe's Cultural Preservation department has reviewed this undertaking as to the effect regarding religious and cultural significance to the historic properties. We are aware of historical Shawnee occupation in the area of Great Miami River and surrounding area.

We are interested in becoming a consulting party and the opportunity to offer input regarding the Streetcar project. We request to be contacted immediately if any inadvertent discoveries or human remains are uncovered throughout the various phases of construction.

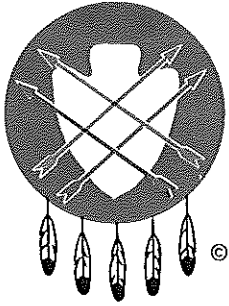
We would also like to update you on our current Chief, Glenna Wallace. Thank you for the correspondence, we look forward to hearing from you.

Best Regards,

A handwritten signature in black ink that reads "Robin Dushane".

Robin Dushane  
Cultural Preservation Director  
Eastern Shawnee Tribe

Cc/jh



**PEORIA TRIBE OF INDIANS OF OKLAHOMA**

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF  
John P. Froman

SECOND CHIEF  
Jason Dollarhide

September 15, 2010

Vanessa Adams  
Community Planner  
200 West Adams Street, Suite 320  
Chicago, IL 60606-5253

RE: Cincinnati Streetcar Project

Thank you for notice of the referenced projects. Please note that the contact person has changed, Frank Hecksher is the new Section 106/NAGPRA representative. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

A handwritten signature in black ink, appearing to be 'J.P.', with a long horizontal stroke extending to the right.

John P. Froman  
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

09-22-10 IN 1217

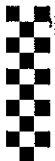
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U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Michael Deininger  
Over-the-Rhine Gateway Quarter Merchants  
1201 Vine Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Deininger:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

The streetcar system includes track way in shared travel lanes, station stops, electric rail streetcar vehicles, overhead wire (catenary) poles, and traction power substations. The project will also include additional track way needed to access a streetcar storage yard and maintenance/operations facility as well as additional passing siding/holding track.

The Cincinnati Streetcar project study area for the proposed project is approximately 4.7 miles in length and extends from the Cincinnati Riverfront area to the Uptown area. The southern limit of the study area is Theodore M. Berry Way on the Riverfront. The northern limit is Calhoun Street. The east and west limits of the study area extend one-half block in each direction from the proposed alternative alignments along Main, Walnut, Race, and Vine streets and West Clifton Avenue.

The purpose of the streetcar project is to:

- Connect jobs and trip generators/attractions
- Help attract redevelopment of adjacent properties
- Stimulate business and activity along the corridor
- Enhance the walkability and transit potential of the urban core
- Provide a transit line to link with existing bus service, thereby creating a more comprehensive regional transit system

As a Consulting Party, you will have the opportunity to offer input to FTA regarding historic properties that may be affected by the construction of a streetcar. Section 106 Consulting Parties will include representatives from Cincinnati's neighborhoods, businesses and government institutions, as well as state agencies that have a demonstrated interest in historic resources that may be affected by the project.

Enclosed you will find a map containing the study area used during the background research and the historic buildings and districts previously recorded in this area. The map also contains the Area of Potential Effects (APE).

If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

*Marisol Simon*

Marisol R. Simon  
Regional Administrator

YES! I would. 9/17  
Thank you. Mike



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Larry Harris  
Cincinnati Historic Conservation Office  
805 Centennial Plaza, Suite 700  
Cincinnati, Ohio 54202

SEP 09 2010

Dear Mr. Harris:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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The Cincinnati Streetcar project study area for the proposed project is approximately 4.7 miles in length and extends from the Cincinnati Riverfront area to the Uptown area. The southern limit of the study area is Theodore M. Berry Way on the Riverfront. The northern limit is Calhoun Street. The east and west limits of the study area extend one-half block in each direction from the proposed alternative alignments along Main, Walnut, Race, and Vine streets and West Clifton Avenue.

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Sincerely,

Marisol R. Simon  
Regional Administrator



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Brian Tiffany  
Central Vine Business Association  
111 East 13<sup>th</sup> Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Tiffany:

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Sincerely,

Marisol R. Simon  
Regional Administrator



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Michigan, Minnesota,  
Ohio, Wisconsin

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312-886-0351 (fax)

Mr. Jon Grosshans  
U.S. Environmental Protection Agency  
77 West Jackson Street  
Chicago, Illinois 60604

SEP 09 2010

Dear Mr. Grosshans:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon  
Regional Administrator



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Gregory J. Vehr  
University of Cincinnati  
2600 Clifton Ave. /610 UNIV PAV  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Vehr:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Regional Administrator



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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Paul Bernish  
National Underground Railroad Freedom Center  
50 East Freedom Way  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Bernish:

The Federal Transit Administration (FTA); City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Ms. Kelly Leon  
Cincinnati Center City Development Corp.  
1014 Vine Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Ms. Leon:

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Douglas W. McDonald  
Cincinnati Museum Center  
1301 Western Ave.  
Cincinnati, Ohio 45203-1130

SEP 09 2010

Dear Mr. McDonald:

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Marisol R. Simon  
Regional Administrator



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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Ms. Margaret Warminski  
Cincinnati Preservation Association  
342 West Fourth Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Ms. Warminski:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon  
Regional Administrator



U.S. Department  
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Administration**

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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Ms. Julie Fay  
Merchants of Main  
1320 Broadway  
Cincinnati, Ohio 45202-7315

SEP 09 2010

Dear Ms. Fay:

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Regional Administrator



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

REGION V  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Ms. Laurie Leffler  
Federal Highway Administration  
200 North High Street  
Columbus, Ohio 45315-2408

SEP 09 2010

Dear Ms. Leffler:

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Marisol R. Simon  
Regional Administrator



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

REGION V  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Ms. Joline Molitoris  
Ohio Department of Transportation  
1980 West Broad Street  
Columbus, Ohio 453223

SEP 09 2010

Dear Ms. Molitoris:

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
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Ms. Julie Horne  
Cincinnati Park Board  
950 Eden Park Drive  
Cincinnati, Ohio 45202

SEP 09 2010

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Marisol R. Simon  
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U.S. Department  
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200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
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Mr. David White  
Pendleton Community Council  
1326 Broadway #1  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. White:

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Marisol R. Simon  
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200 West Adams Street  
Suite 320  
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Mr. Walter Reinhaus, President  
Over-the-Rhine Community Council  
19 West Elder Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Reinhaus:

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200 West Adams Street  
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Mr. Brian Tiffany, President  
Over-the-Rhine Chamber of Commerce  
111 East 13th Street  
Cincinnati, Ohio 45202

SEP 09 2010

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon  
Regional Administrator



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Ken Jones, President  
Over-the-Rhine Foundation  
13317 Main Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Jones:

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Marisol R. Simon  
Regional Administrator



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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Michael Deininger  
Over-the-Rhine Gateway Quarter Merchants  
1201 Vine Street  
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Deininger:

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Sincerely,

Marisol R. Simon  
Regional Administrator



U.S. Department  
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200 West Adams Street  
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Chicago, IL 60606-5253  
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312-866-0351 (fax)

Summer Sky Cohen, THPO/NAGPRA  
Keweenaw Bay Indian Community  
Lake Superior Chippewas  
Tribal Historic Preservation Office  
16429 Beartown Road  
Baraga, Michigan 49908

SEP 09 2010

Dear Mr. Cohen:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol R. Simon  
Regional Administrator



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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Harold Frank, Chairperson  
Attn.: Ms. Clarice M. Werle, NAGPRA Contact  
Forest County Potawatomi  
Community of Wisconsin Potawatomi Indians  
P.O. Box 340  
Crandon, WI 54520

SEP 09 2010

Dear Mr. Frank:

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Marisol R. Simon  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Charles D. Enyart, Chief  
Attention: Robin Dushane, Cultural Preservation Director  
Eastern Shawnee Tribe of Oklahoma  
P. O. Box 350  
Seneca, MO 64865

SEP 09 2010

Dear Mr. Enyart:

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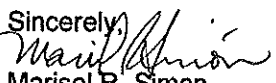
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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Kenneth Daugherty, Tribal Secretary  
Attn.: Karen Kaniatobe, Cultural Preservation  
Absentee-Shawnee Tribe of Oklahoma  
2025 S. Gordon Cooper Drive  
Shawnee, OK 74801-9381

SEP 09 2010

Dear Mr. Daugherty:

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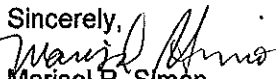
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Regional Administrator



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Charles D. Enyart, Chief  
Attention: Robin Dushane, Cultural Preservation Director  
Eastern Shawnee Tribe of Oklahoma  
P. O. Box 350  
Seneca, MO 64865

SEP 09 2010

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Leaford Bearskin, Chief  
Attn.: Kathy Welch, Environmental Specialist  
Wyandotte Nation  
P. O. Box 250  
Wyandotte, Oklahoma 74370

SEP 09 2010

Dear Mr. Bearskin:

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Marisol R. Simon  
Regional Administrator



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200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
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312-886-0351 (fax)

Mr. Richard Monette, Chairperson  
Attn.: Jeremy Laducer, THPO  
Turtle Mountain Band of Chippewa Indians  
P.O. Box 900  
Belcourt, ND 58316

SEP 09 2010

Dear Mr. Monette:

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
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Mr. Ron Sparkman, Chairman  
Shawnee Tribe of Oklahoma  
Ms. Rebecca Hawkins, Tribal Administrator  
21 N. Eight Tribe Trail  
P. O. Box 189  
Miami, OK 74354

SEP 09 2010

Dear Mr. Sparkman:

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200 West Adams Street  
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Ms. Kathleen Mitchell, THPO  
Attn. Gail Thompson, Archaeologist  
Seneca Nation of Indians  
Tribal Historic Preservation Office  
90 W. Hetzel Street  
Salamanca, NY 14779

SEP 09 2010

Dear Ms. Mitchell:

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Sincerely,



Marisol R. Simon  
Regional Administrator



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Leroy Howard, Chief  
Attn.: Paul Barton, Cultural Specialist  
Seneca-Cayuga Tribe of Oklahoma  
R2301 E. Steve Owens Blvd., PO Box 1283  
Miami, OK 74355

SEP 09 2010

Dear Mr. Howard:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

The streetcar system includes track way in shared travel lanes, station stops, electric rail streetcar vehicles, overhead wire (catenary) poles, and traction power substations. The project will also include additional track way needed to access a streetcar storage yard and maintenance/operations facility as well as additional passing siding/holding track.

The Cincinnati Streetcar project study area for the proposed project is approximately 4.7 miles in length and extends from the Cincinnati Riverfront area to the Uptown area. The southern limit of the study area is Theodore M. Berry Way on the Riverfront. The northern limit is Calhoun Street. The east and west limits of the study area extend one-half block in each direction from the proposed alternative alignments along Main, Walnut, Race, and Vine streets and West Clifton Avenue.

The purpose of the streetcar project is to:


- Connect jobs and trip generators/attractions
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As a Consulting Party, you will have the opportunity to offer input to FTA regarding historic properties that may be affected by the construction of a streetcar. Section 106 Consulting Parties will include representatives from Cincinnati's neighborhoods, businesses and government institutions, as well as state agencies that have a demonstrated interest in historic resources that may be affected by the project.

Enclosed you will find a map containing the study area used during the background research and the historic buildings and districts previously recorded in this area. The map also contains the Area of Potential Effects (APE).

If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,



Marisol R. Simon  
Regional Administrator



U.S. Department  
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**Federal Transit  
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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Badger Wahwasuck, Chairperson  
Attn.: Mr. Rey Kitchkumme, NAGPRA Contact  
Prairie Band of Potawatomi Indians  
16281 Q Road  
Mayetta, KS 66509-8970

SEP 09 2010

Dear Mr. Wahwasuck:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,



Marisol R. Simon  
Regional Administrator



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

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

SEP 09 2010

Mr. John P. Froman, Chief  
Peoria Tribe of Indians of Oklahoma  
P.O. Box 1527  
Miami, OK 74355

Dear Mr. Froman:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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The Cincinnati Streetcar project study area for the proposed project is approximately 4.7 miles in length and extends from the Cincinnati Riverfront area to the Uptown area. The southern limit of the study area is Theodore M. Berry Way on the Riverfront. The northern limit is Calhoun Street. The east and west limits of the study area extend one-half block in each direction from the proposed alternative alignments along Main, Walnut, Race, and Vine streets and West Clifton Avenue.

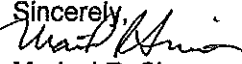
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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,  
  
Marisol R. Simon  
Regional Administrator



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

REGION V  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Charles Todd, Chief  
Attention: Charles Ulrey  
Ottawa Tribe of Oklahoma  
P. O. Box 110  
Miami, OK 74355

SEP 09 2010

Dear Mr. Todd:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,



Marisol R. Simon  
Regional Administrator



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

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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Floyd Leonard  
Attn.: Ms. Julie Olds, THPO  
Miami Tribe of Oklahoma  
202 South Eight Tribes Trail  
P. O. Box 1326  
Miami, OK 74355

SEP 09 2010

Dear Mr. Leonard:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,



Marisol R. Simon  
Regional Administrator



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Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

SEP 09 2010

Mr. John A. Barrett, Jr., Chairperson  
Attn: Jeremy Finch, NAGPRA Contact  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Dr.  
Shawnee, OK 74801

Dear Mr. Barrett:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol R. Simon  
Regional Administrator



U.S. Department  
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Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

Mr. Joe Brooks, Chief  
Attention: Levi Randall, NAGPRA Contact  
Delaware Tribal Headquarters  
220 N. W. Virginia Avenue  
Bartlesville, OK 74003

SEP 09 2010

Dear Mr. Brooks:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60608-5253  
312-353-2789  
312-886-0351 (fax)

SEP 09 2010

Mr. Kerry Holton, President  
Attn.: Tamara Francis, Cultural Preservation Director  
The Delaware Nation  
Delaware Nation NAGPRA Office  
P. O. Box 825  
Anardarko, OK 73005

Dear Mr. Holton:

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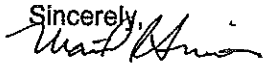
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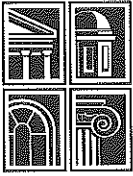
Marisol R. Simon  
Regional Administrator

Telephone Log of Interested Consulting Parties

Cincinnati Streetcar Project

<u>Date/Time</u>	<u>Contact &amp; Telephone</u>	<u>Organization</u>	<u>Call Back/Confirmation</u>
9/16 - 10:32 am	Ken Jones (513) 241-2022	OTR Foundation	9/21
9/17 – 9:19 am	Jon Grosshaus (312) 353-5617	USEPA	9/21 defer to local OHPO
9/20 – 10:29 am	Walter Reinhaus (513)241-3855	OTR Community Council	9/21

## **Agency Coordination**



CINCINNATI  
PRESERVATION  
ASSOCIATION

December 22, 2009

Mr. Alfred B. Craig, Jr., P.E.  
Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202

Dear Mr. Craig:

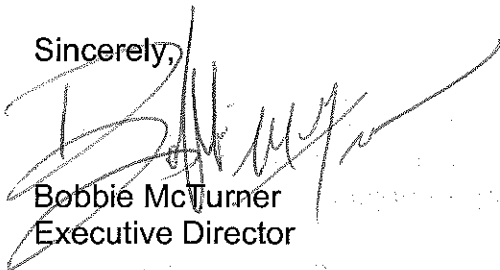
Cincinnati Preservation Association (CPA) is pleased to comment on the environmental review process for the proposed Cincinnati streetcar project. Our Advocacy Committee reviewed the options presented and would like to offer the following comments.

CPA supports construction of the streetcar as an important first step toward a more balanced and environmentally friendly transportation system. We need more information, however, before we can take a stand in favor of either the Vine Street or Clifton Avenue route.

We support the alternative that would have less adverse impact on National Register-listed or eligible historic resources along the route. We understand that the rights-of-way are the same width (60 feet), so one would not be preferable to the other in this regard. We also would like to see the Gilbert Avenue alternate included for consideration.

Thank you for including CPA in this process. Please contact us if you need more information.

Sincerely,



Bobbie McTurner  
Executive Director

OFFICERS

Lynn Jacobs  
*President*

Charles E. Schroer  
*Vice President/President Elect*

Susan L. Haas  
*Vice President*

John P. Mellott  
*Treasurer*

Timothy M. Burke  
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Mrs. John A. Ruthven  
James Tarbell  
Margaret H. Wyant



December 15, 2009

Alfred B. Craig, P.E., Project Manager  
PB  
312 Elm St., Suite 2500  
Cincinnati, OH 45202

Re: Invitation to Comment on the Environmental Review Process for the  
Cincinnati Streetcar Project

Dear Mr. Craig:

In response to your letter dated December 3, 2009, the Ohio Historic  
Preservation Office will want to be included as a consulting party when you begin  
the Section 106 process.

As you know, there are numerous properties in the project area that are included  
in the Ohio Historic Inventory and listed in the National Register of Historic  
Places.

I have no comments at this time, but please contact me if you need information  
from our files.

Sincerely yours,

Nancy Campbell  
Architecture Transportation Reviews Manager

1029868

OHIO HISTORICAL SOCIETY

*Ohio Historic Preservation Office*

1982 Velma Avenue, Columbus, Ohio 43211-2497 ph: 614.298.2000 fx: 614.298.2037  
www.ohiohistory.org

December 3, 2009

«Agency»  
«Name»  
«Title»  
«Address»  
«City\_State\_Zip»

Re: Invitation to Comment on the Environmental Review Process for the Cincinnati Streetcar Project

The Ohio Department of Transportation (ODOT), in cooperation with the City of Cincinnati has initiated the preparation of an Environmental Assessment (EA) for the proposed Cincinnati Streetcar Project. The proposed project is the construction of a modern streetcar line that will serve as an urban circulator and connect many of the City of Cincinnati's major centers, including the Downtown Cincinnati and Uptown business districts, the University of Cincinnati, and the Over-the-Rhine neighborhood. The project will include additional track needed to access a streetcar storage yard and maintenance/operations facility as well as additional passing siding/holding track. The project will utilize alignments of previous streetcar lines used until the 1960's.

This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible effects associated with this project. We will incorporate your comments into the study of the project's environmental impacts. The EA will be prepared to determine the project's potential social, environmental, and economic impacts in accordance with the National Environmental Policy Act (NEPA).

The study area for the proposed project is approximately two miles in length and extends from the Cincinnati Riverfront area to the Uptown area. The southern limit of the study area is Theodore M. Berry Way on the Riverfront. The northern limit is Calhoun Street. The east and west limits of the study area extend one-half block in each direction from the proposed alternative alignments.

The overall long-range transportation goal of the proposed streetcar is to provide a safe, efficient, economical, attractive, and integrated transit connection that contributes to increased economic development within the Cincinnati Central Business District (CBD) and contributes to reduced reliance on auto travel and reduced auto parking requirements.

The purpose and need for the proposed action are:

- Connect major activity centers
- Create economic development opportunities

- Support population and employment growth
- Improve transit service options
- Consistency with local plans
- Mobility and livability

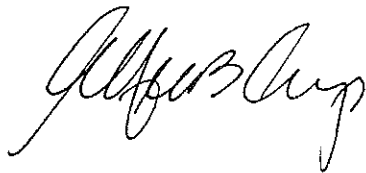
There are two Build Alternatives under consideration for the streetcar project. Build Alternatives 1 and 2 which have a common alignment through Downtown Cincinnati and Over-the-Rhine, between the Riverfront and Henry Street. The alternatives differ in their northern routes that will serve Uptown between Findlay Street and McMillan Street. Build Alternative 1 would have an Uptown connector alignment that follows Findlay Street to Vine Street and runs north along Vine Street. It would connect to a possible transit loop on Calhoun and McMillan streets in Uptown. Build Alternative 2 would have a connector alignment to Uptown that follows Findlay Street to Vine Street and then follows West Clifton Avenue to a possible transit loop on Calhoun and McMillan streets.

The No Build Alternative is retained as a baseline for evaluation of the Build Alternatives, as well as an alternative that could be chosen as a result of the NEPA process. The No Build Alternative includes existing and programmed improvements for transit and roadways in the Cincinnati Streetcar study area.

Attached with this letter are exhibits showing the proposed study area, proposed build alternatives, potential maintenance facility locations, points of interest, historic properties, and photographs of the study area. The *Cincinnati Streetcar Feasibility Study (2006)* is also available and can be viewed at [www.cincinnati-oh.gov/noncms/projects/streetcar](http://www.cincinnati-oh.gov/noncms/projects/streetcar) or [www.cincystreetcar.com](http://www.cincystreetcar.com).

Please provide comments within thirty (30) calendar days from the date of this letter to Parsons Brinckerhoff, 312 Elm Street Suite 2500, Cincinnati, Ohio 45202. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions please feel free to contact Jennifer Graf, at 513-639-2145. Thank you in advance for your input.

Sincerely,



Alfred B. Craig, Jr., P.E.  
Project Manager

Enclosures

Agency	Name	Title	Address	City	State	Zip
<b>Federal</b>						
US Environmental Protection Agency, Region 5	NEPA Implementation Section (Mail Code E-19J)		77 W. Jackson Blvd.	Chicago, IL	60604	
Federal Transit Administration, Region 5	Rhonda Reed	Acting Director Office of Planning and Program Development	200 West Adams Street, Suite 320	Chicago, IL	60606	
Federal Highway Administration	Mark VonderEmbase	Urban Programs Engineer	200 N. High Street	Columbus, OH	43215	
Federal Emergency Management Agency, Region 5	Amanda Ratliff	Environment and Historic Preservation Contact	536 South Clark St., 6th Floor	Chicago, IL	60605	
US Department of Housing and Urban Development	James A. Cunningham	Field Office Director	77 West Jackson Boulevard	Chicago, IL	60604	
US Department of the Interior, Office of Environmental Policy and Compliance, Philadelphia Region	Michael T. Chezik	Regional Environmental Officer	Custom House, Room 244 200 Ches	Philadelphia, PA	19106	
<b>State</b>						
Ohio Department of Development	Quinten Harris	Regional Economic Development Director, Region 5	One West Fourth Street, Suite 425	Cincinnati, OH	45202	
Ohio Department of Natural Resources	Southwest District Office	Administration or State Conservationist	2045 Morse Road, Building D	Columbus, OH	43229-6693	
Ohio Environmental Protection Agency	Franco Ruffini	Deputy State Historic Preservation Officer	1982 Veilma Avenue	Columbus, OH	43211-2497	
<b>Local</b>						
Cincinnati Preservation Association	Margo Warminski	Preservation Director	342 W Fourth Street	Cincinnati, OH	45202	
Ohio Kentucky Indiana Regional Council of Governments	Mark Policinski	Executive Director	720 E Pete Rose Way	Cincinnati, OH	45202	
Southwest Ohio Regional Transit Authority	Marilyn Shazor	Chief Executive Officer	602 Main Street, Suite 1100	Cincinnati, Ohio	45202	
Port of Greater Cincinnati Development Authority	Kim Satzger	President	1014 Vine Street, Suite 1600	Cincinnati, Ohio	45202	

**City Outreach (Presentations and Meetings) 2008 – Present**

Cincinnati Streetcar – Outreach Presentations

Cincinnati Business Committee – presentation to Board

August 3, 2009

Business community breakfast meetings (held at Aronoff Center for the Arts)

August 18, 2008

August 19, 2008

August 25, 2008

September 8, 2008

September 12, 2008

October 27, 2009

City Employees – brownbag lunch

November 5

Portland Delegation (organized by John Schneider)

November 13-16 (delegation activities on 11/15)

Cincinnati USA Regional Chamber of Commerce – presentation to Board

November 17, 2008

Downtown Cincinnati Inc. – presentation to Executive Committee

January 8, 2009

3CDC Board

March 4, 2009

September 30, 2009

Urban Design Review Board – presentation

March 18, 2009

Urban League – community presentations (at Urban League)

June 10, 2009

July 1, 2009

July 22, 2009

Greater Cincinnati & Northern Kentucky African American Chamber of Commerce

June 17, 2009

League of Women Voters

June 29, 2009

**Streetcar Breakfast - August 18, 2008**

David Arends	Cole + Russell
Dan Becker	URS (Charlotte)
Joe Bodkin	GBBN
Ron Chance	URS (Charlotte)
Jim Codell	URS (Charlotte)
Daniel Corey	CDS Associates
David Dickey	URS (Charlotte)
Pat Esposito	Environmental Technologies & Co.
John Fonner	BHDP Architecture
Larry Jacobson	URS (Charlotte)
Douglas McIlvain	Tetra Tech
Cindy Minter	MacTech Engineering & Consulting
Etta Reed	Bayer & Bekcer
Mark Rogge	Burgess & Niple
Tim Sharp	KZF Design
Richard Spencer	SCS Engineers
Dave Wormald	URS (Charlotte)
Gale Smith	Local developer

**Streetcar Breakfast - August 19, 2008**

Rob Conners	Conners & Co., Inc.
Alan Forsythe	Reece Campbell
Mike Huseman	HGC Construction
Ronald Koettters	Monarch Construction
Art Stern	Duke Realty
Peter Strange	Messer Construction
Dale White	DAG Construction
Chris Wilks	Edward Jones Investments

**Streetcar Breakfast - August 25, 2008**

Calvin Buford	Dinsmore & Shohl
Deborah Dent	Willow Creative Group
Wade Dent	Willow Creative Group
Ed Diller	Taft Stettinius & Hollister
Marion Haynes	Cohen Todd Kite & Stanford
Scott Kadish	Ulmer & Berne
Chris Muth	Greenbaum Doll & McDonald
Dave Owens	Justice & Young
Jake Samad	Robbins Kelly Patterson & Tucker
Mardee Sherman	Robbins Kelly Patterson & Tucker
Patricia Smitson	Thompson Hine

**Streetcar Breakfast List – September 8**

Ric Booth	Duke Energy Center
Jordan Cooper	Millenium Hotel
Marc Edwards	Millenium Hotel
Scott Lucke	Robert Lucke Interests
Herb Ratcliff	Hyatt Regency
Steve Smith	The Model Group

**Streetcar Breakfast List – September 12**

Stan Broadnax	PsychPros Executive Search
January Durbin	Ajilon Professional Staffing
Brent Rippe	Rippe & Kingston CPA
Russell Roberts	Taricel Management Staffing
James Rolfes	Jackson, Rolfes, Spurgeon & Co.
Thomas Schneider	Integrated Research Associates (may bring a guest)
Annette Tarver	Blackwell Consulting
Steve Zaffiro	Mellott and Mellott, CPA

**Streetcar Breakfast - October 27, 2008**

Gregory Baldwin	Baldwin Lawn Care
Gail Billings	Edibles n Such
Paul Czerwonka	Contract Interiord
Wahab Ekunsumi	Wahab Janitorial
Gary Elfers	Affordable Language Services
Eugene Ellington	Ellington Management
Rich Enyeart, President	RLE Construction
Charles Headen	Budget Concrete Works
Edna Hawkins	Hawkins Reporting Services
Terrence Holmes	Hawkins Reporting Services
Linda Nelson	Catt Lyons
Adkunle Okunoye	Wahab Janitorial
Arudi Rajagotal	Infrastructure Management Engineering
Tim Sauerwein	Sauerwein Welding
Pilar Zeglin	Kolar Design

**One-one-One Business Community Meetings**

Budco Group

Castellini Company

Children's Hospital

Cincinnati Bell

Cincinnati Zoo

Drake Hospital

dunnhumby

Fifth Third Bank

Humana

Huntington Bank

KeyBank

Messer Construction

Model Group

National Bank

Procter & Gamble

E.W. Scripps Co.

Toyota

US Bank

University of Cincinnati

V.A. Hospital

**Streetcar Forum**

June 10, 2008

**Radio**

WNKU-FM            Business Wise with Crystal Faulkner            June 21, 2010

WDBZ                Lincoln Ware Show

**Misc. Outreach**

Hamilton County Commissioner Greg Hartman    February 27, 2009

Over the Rhine Chamber of Commerce            August 28, 2008

Give Back Cincinnati YP Sounding Sessions      February 2, 2009



## FRIENDS OF FINDLAY MARKET

### MEMBERSHIP MEETING AGENDA

Saturday, January 29, 2011

#### I. WELCOME

#### II. ELECTION OF THE 2011 BOARD

The nominated slate of people is:

John Kornbluh, President	Mary Anne Berry	Lou Marx
Mary K. Schmeing, Vice President	Cathy Frank Betsy	Wilma R. Smith
Larry Wulker, Treasurer	Gotwals	Larry Stillpass
Barbara Allen	Judith Larsen	Jennifer Wirtz

#### III. REPORT FROM THE CORPORATION FOR FINDLAY MARKET

- Bob Pickford, president, CFFM, with a "State of the Market" report

#### IV. UPCOMING FRIENDS OF FINDLAY MARKET ACTIVITIES

- Mardi Gras at the Market, Sunday, March 6
- Shoppers tours of the Market: Last Saturday of each month. Tours resume March 26.
- Opening Day Parade, Thursday, March 31

#### V. ANNOUNCEMENTS

#### VI. COMING SOON TO FINDLAY MARKET: THE CINCINNATI STREETCAR

- Presentation:  
**Michael Moore**, Director of the Department of Transportation and Engineering for the City of Cincinnati  
**Chris Eilerman**, City Manager's Office

Meetings of the Board of the Friends of Findlay Market are the second Saturday of each month and are open to all members of the Friends. The next Board meeting is Saturday, February 12 at 9am. The meetings take place at the offices of the Corporation for Findlay Market at 19 West Elder Street, one block from Findlay Market.



## MEETING AGENDA

December 6, 2010

Introduction: Name, Company Represented

Quorum Present

Approval of Minutes

Education Topic: Chris Eilerman, City of Cincinnati Street Car Update

New Business:

- Committee Update:
  - Design Engineer Coalition Update – Frank Ward
  - Joint DPC Meeting
- Upcoming Projects/ Ongoing Projects
  - Dig Safely Month
- CGA Conference
- Local OCA Update
- Safety Innovations
- Last Month Damages/ Damage Issues
- KY/IN 811 Update
- OUPS Update
  - Budget Update

**Next Meeting Date:** January 4, 2011, at Woolpert

front

# LET'S GO

## CINCINNATI STREETCAR PROJECT

To sign up for updates & construction news from the City of Cincinnati  
visit [www.cincinnati-streetcar.com](http://www.cincinnati-streetcar.com)



back



**Let's grow** the local economy with a \$3 return for every \$1 invested. Streetcar lines draw new storefronts, businesses and housing. This increases property values and puts people to work – boosting city revenue.

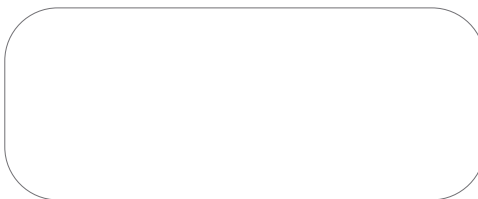
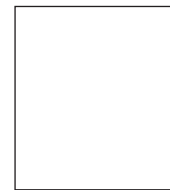
**Let's revitalize** the community with over 1,300 estimated new housing units and 9,000 new jobs.

**Let's connect** communities throughout Downtown, The Banks, Findlay Market, Over-the-Rhine and Uptown – including 130,000 workers in the area's two largest employment centers.

[www.cincinnati-streetcar.com](http://www.cincinnati-streetcar.com)



801 Plum Street  
Room 104  
Cincinnati, OH 45202



## **2009 Public Meeting Displays**

# CINCINNATI STREETCAR

## **What is it?**

- Modern.
  - Electrically powered.
  - Provides a smooth ride for up to 130 passengers.
  - Travels with the flow of traffic on steel tracks in the street.
  - Travels at an average speed of 13 mph.
  - Operates safely in high-pedestrian areas.
  - Links riders with major activity centers where parking is scarce.
- 
- Have level floor boarding and dual sided entrances.
  - Quick and easy access for wheeled vehicles (bicycles, strollers, wheelchairs, etc).
- 
- Runs on one over-head wire
  - Operated by a single driver to regulate speed, control the doors, and ensure safe operation.



# CINCINNATI STREETCAR

## **Who will ride it?**

Typical riders are making personal trips rather than commuting to work.

Riders are going to lunch, dinner or social activities.

Riders are making trips between locations for mid-day business meetings, running quick errands such as shopping, or visiting major destinations such as the Aronoff Center, Fountain Square, the Zoo or the Banks.

With the streetcar you can park one time and use the streetcar to get to whatever Downtown destinations you want to visit.

## **Did you know?**

More than 8,000 people currently live Downtown, and more than 130,000 people work in Downtown and Uptown (the City's two largest employment centers).

Approximately 3,700 daily weekday passengers would take a \$1 streetcar.

This equates to about 1.3 million riders per year in the opening year.

*\*Based in part on other cities' experiences in the HDR Feasibility Study and confirmed independently by the University of Cincinnati's Economics Center for Education and Research.*





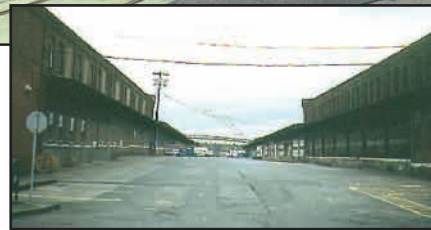
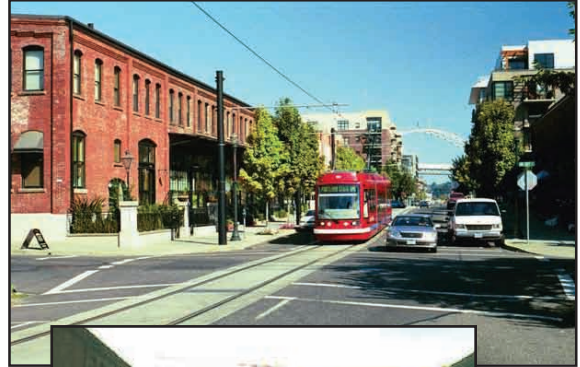
# CINCINNATI STREETCAR

## **Streetcars Create Development.**

## **Streetcars Create Revenue.**

- Revitalize existing vacant and rundown buildings.
- Re-adapt 92 acres of vacant land and parking lots.
- Jumpstart 2,290 new housing spaces.
- Spur 3,348 new commercial units.
- Leverage \$1.4 billion in private investment.
- Stimulate \$379 million in increased property values.
- Generate \$34 million in additional property taxes.
- Contribute more than \$80 million to Cincinnati Public Schools.

*\*Based in part on other cities' experiences in the HDR Feasibility Study and confirmed independently by the University of Cincinnati's Economics Center for Education and Research.*



# CINCINNATI STREETCAR

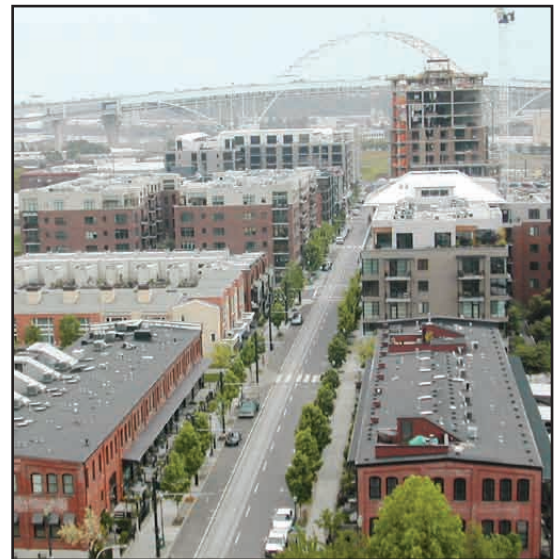
## **Portland – A Streetcar Case Study**

Since the Portland Streetcar system was approved in 1997, Portland has seen more than \$3.5 billion in real estate redevelopment.

This includes 10,212 residential units and 5.5 million sq. ft. of commercial space within a three block radius of the streetcar alignment.

The Streetcar was intended, in part, to help foster high-density residential, retail, and employment growth in two former industrial areas—the Pearl District north of downtown and the South Waterfront to the south.

Once a desolate railyard, The Pearl District has transformed into a lively neighborhood that contains art galleries, shops, restaurants, and several thousand condos and apartments. New investment has also come to established areas of Portland like the West End, where several apartment projects have been built and several condo projects are underway.



*Two of the “Brewery Blocks” along the streetcar route. New condo buildings and renovated warehouses crowd the alignment.*

# CINCINNATI STREETCAR

## ***Purpose & Need***

The overall long-range transportation goal is to provide a safe, efficient, economical, attractive, and integrated transit connection that contributes to increased economic development from the Riverfront up to Uptown, and contributes to reduced reliance on auto travel and reduced auto parking requirements.



### ***The following are the needs and opportunities for the proposed Streetcar Project:***

- Connect major activity and employment centers
- Create economic development opportunities
- Support population and employment growth
- Improve transit service options
- Consistent with local plans



*Construction of the streetcar rail creates the path for new development along the route*



# CINCINNATI STREETCAR

## Why Streetcars?

### The City Needs More Revenue

The City's deficit – and its impact on our ability to provide services – is nothing new. In cities across the country, demand for services is increasing while the revenue to provide them continues to decline. This is also true in Cincinnati. In order to meet this demand, the City must find a way to increase the base of revenue.

### The City Provides Services.

- Fire
- Police
- Trash collection
- Recreation centers
- Swimming pools
- Parks
- Health clinics

### City Services are funded by tax revenues.

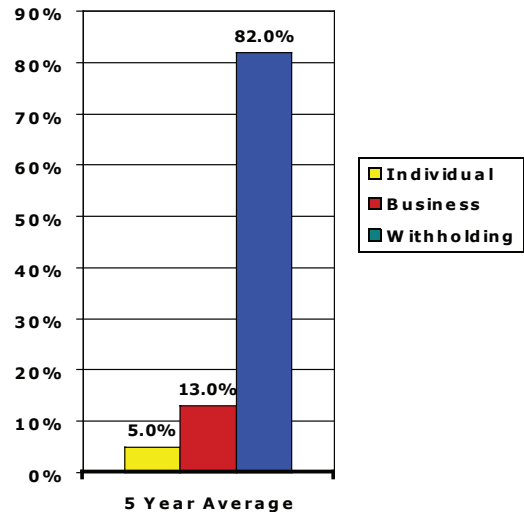
Income Taxes – 65%

- 2.1% of gross salaries, wages, other personal services compensation and business net profits

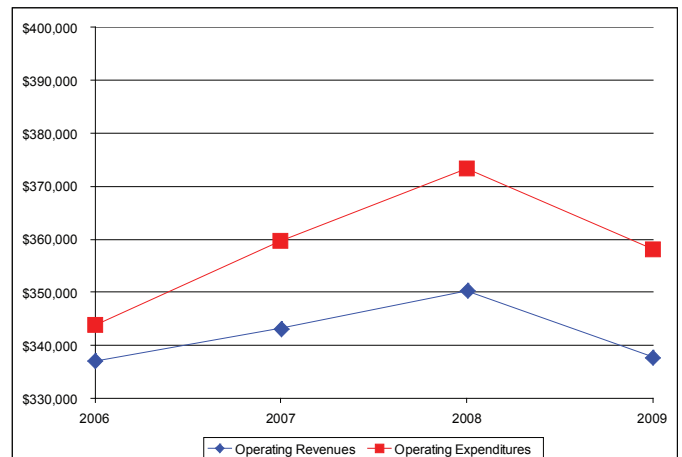
*By City Charter, split as follows:*

- 1.55% General Operating
- 0.30% Transit
- 0.15% Capital (Permanent Improvements)
- 0.10% Infrastructure
- Property Taxes – 8%
- Local Government Fund – 8%
- Estate Tax – 5%
- Other – 14%

The City must find a way to increase sources of revenue to provide services in all neighborhoods.



General Fund Operating Budget



**Expenses are Outpacing Revenue**

# CINCINNATI STREETCAR

## **Streetcars Provide Revenue For City Services**

A 2008 feasibility study projected that the Cincinnati Streetcar would generate:

- \$2.7 return for every \$1 invested
- \$1.4 billion of economic development
- More money for city services in all neighborhoods

## **Experts Agree.**

### **GO Cincinnati**

A national consortium of consultants, including the **Brookings Institution**, worked with more than 200 community and business leaders on the “Growth and Opportunities” or GO Cincinnati plan to help the city increase revenues through targeted economic development strategies to attract more businesses, employees and residents.

*Among their conclusions:*

***“ First, the City should aggressively pursue establishing a streetcar system, the first phase of which would link Downtown to Uptown, the city’s two leading job generation areas.”***

“In the near term...the City’s investment in transportation and infrastructure should physically link its primary and secondary job generators in its Downtown and Uptown areas with each other, and also to the neighborhoods where workers live.”

The study noted that:

- Downtown accounted for 34% of all jobs in the City in 2005 and has the highest average annual wage, followed by Uptown, at 20% of the City’s employment. From 2000-2005, however, downtown lost 6,333 jobs while Uptown gained 3,449 jobs.
- “The City of Cincinnati lost nearly 8,000 jobs between 2000 and 2005.”
- “At present, Cincinnati and the region’s ‘one size fits all’ transportation systems undermine continued economic growth and the creation of livable communities. In addition, the inadequate public transportation system puts Cincinnati at a very serious competitive disadvantage.”
- “Multi-modal transportation systems and infrastructure investment can create globally competitive cities and dynamic, growing neighborhoods.”



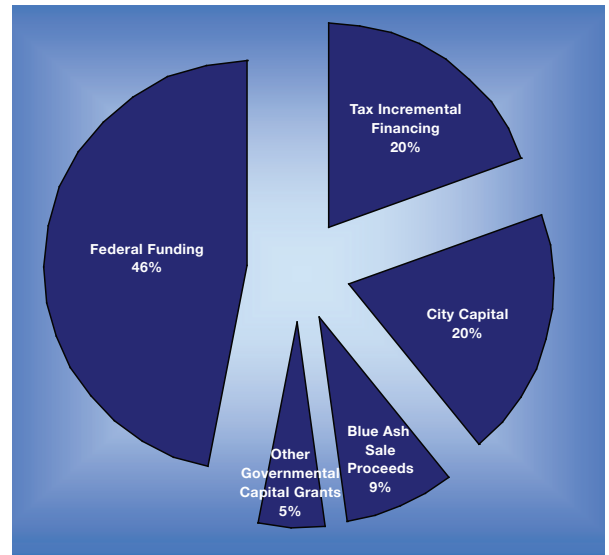
# CINCINNATI STREETCAR

## ***What does it cost, and where does the money come from?***

The Phase 1 project is estimated to cost \$128 million. This investment will construct all of the Downtown/OTR circulator *and* the connector to Uptown. These costs are estimated in 2010 dollars and are subject to inflation.

The Phase 1 project will be paid for from the following sources:

• Tax Increment Financing (TIF)	\$25 million
• City Capital	\$25 million
• Blue Ash Airport Sale Proceeds	\$11 million
• Other Governmental Capital Grants	\$ 7 million
• Federal Funding	\$60 million+
<b>Total</b>	<b>\$128 million</b>



By State law and City Charter, the recommended local government sources cannot be used for the City's general operating expenses such as police services, garbage collection, or health services.

The proposed financing plan balances the streetcar project with other projects such as the Banks and 3CDC's Over the Rhine development projects.

Operating expenses are estimated at \$3.5 million annually. This will be made up of funds from fare revenues, sponsorship of the stops, an assessment or special improvement district, and non-general fund city revenues.



# CINCINNATI STREETCAR

## Alternatives Under Consideration

Alternatives 1 and 2 have a common alignment through Downtown Cincinnati and Over-the-Rhine, between the Riverfront and McMicken Avenue. The alternatives differ in their northern routes that will serve Uptown between Findlay Street and McMillan Street.

### Build Alternative 1:

- North on Main to 12th,
- West on 12th to Elm,
- **North on Elm to McMicken,**
- **East on McMicken to Race,**
- South on Race to Central Pkwy,
- East on Central to Walnut,
- South on Walnut to Freedom Way, &
- East on Freedom Way to Main.

Build Alternative 1 would also have an Uptown connector alignment that follows Findlay Street to Vine Street and runs north along Vine Street and connect to a possible transit loop on Calhoun and McMillan streets in Uptown.

### Build Alternative 2:

- North on Main to 12th or Central Pkwy,
- West on either 12th or Central Pkwy to Elm,
- **North on Elm to Findlay,**
- **East on Findlay to Race,**
- South on Race to Central Pkwy,
- East on Central to Walnut,
- South on Walnut to Freedom Way, &
- East on Freedom Way to Main.

Build Alternative 2 would have a connector alignment to Uptown that follows Findlay Street to Vine Street and then follows West Clifton Avenue to a possible transit loop on Calhoun and McMillan streets.



Alternative 1



Alternative 2

# CINCINNATI STREETCAR

## ***What will it do?***

### ***Help Cincinnati Go “Green”***

- Reduces vehicle miles traveled (VMT) by 4.2 million miles per year
- Saves 206,000 gallons of gas per year
- Reduces CO<sub>2</sub> emissions by 28,068 tons per year
- Encourages denser, more energy-efficient housing and “transit oriented development” (TOD). TODs are dense, walkable communities centered around high quality transit systems. These communities are developed at an urban scale with all the activities of daily life – home, work, shopping, and entertainment within a short trip, by foot or street car.

Streetcars support sustainability by saving gasoline, reducing carbon dioxide emissions, and promoting denser land use patterns.



**Uptown Connector Public Involvement Comments Received  
August 9 – September 7, 2010**

Mr. Michael Moore  
801 Plum Street, Room 450  
Cincinnati, OH 45202-1979  
Michael.moore@cincinnati-oh.gov

August 10, 2010

Mr. Moore:

The Neighborhoods of Uptown renew their commitment and energy toward the realization of the Uptown Connector in the first phase of the Cincinnati Streetcar.

As many of us have participated in the Uptown Connector Stakeholder meetings, we all have a vested interest in the outcome. Vine Street and West Clifton have both been considered as options for the connector loop. To give the maximum benefit to the Mt Auburn, Corryville, and CUF neighborhoods, we encourage you to continue to work on a plan that would incorporate both West Clifton and Vine Street. Simply bringing the streetcar to the top of the hill is not enough to help spur the development of our three neighborhoods.

The neighborhoods of Uptown also would like to continue to explore the Multi-modal Transportation Hub at the intersections of Vine/Jefferson and William Howard Taft/Calhoun in the vicinity of the University Plaza. The current plans for the new Kroger and Walgreens at this intersection currently do not include accommodations for this hub for the future. How, as communities, can we help you in this future development?

Thank you for your time and energy for our City. We look forward to continued partnership and development for our community and for our City.

Sincerely,

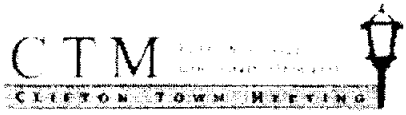
Freeman McNeal, President  
Mt Auburn Community Council



Holly Dorman, President  
Mt Auburn Chamber of Commerce



Richard Druffel, President  
Clifton Town Meeting



*Patricia A. Milton*

Patricia Milton, President  
Avondale Community Council

*Mike Ealy*

Michael Ealy, President  
Corryville Community Council



Corryville Community Development Corp.

*John D. B.*

JD Dubois, President  
Clifton Heights Business Association



*Daniel Luther*

Daniel Luther, Executive Director  
Corryville Community Redevelopment Corp.



Corryville Community Development Corp.

*Robert W. Neel*

Robert W. Neel, President  
Clifton Heights University Heights Fairview (CUF) Neighborhood Association



cc: Milton Dohoney  
Roxanne Qualls  
Laure Quinlivan  
Chris Bortz

[Milton.Dohoney@cincinnati-oh.gov](mailto:Milton.Dohoney@cincinnati-oh.gov)  
[roxanne.qualls@cincinnati-oh.gov](mailto:roxanne.qualls@cincinnati-oh.gov)  
[laure.quinlivan@cincinnati-oh.gov](mailto:laure.quinlivan@cincinnati-oh.gov)  
[chris.bortz@cincinnati-oh.gov](mailto:chris.bortz@cincinnati-oh.gov)

**Moore, Michael**

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**From:** Peter [peterk@fuse.net]  
**Sent:** Sunday, August 15, 2010 3:58 PM  
**To:** Moore, Michael  
**Subject:** Vine Street for Streetcar

Dear Mr. Moore,

I am writing to voice my support for the Vine Street streetcar route.

As a resident of Northside and longtime owner of rental property in Clifton Heights, I have watched the streetcar project with much interest and believe that it will be a strong impetus for economic growth in Cincinnati.

And this is why I advocate the Vine Street route - the land along this route is much better suited for economic development than the other routes being considered. Many of the buildings along Vine street between West Clifton and McMillan are ripe for redevelopment, and the streetcar would be a catalyst for this redevelopment to occur.

Should the Vine Street route be chosen, I believe the ultimate benefits to our city will be greater in the long term. Thank you for your consideration.

Sincerely,

Peter Kulik  
4325 Haight Ave  
Cincinnati, OH 45223  
513-621-1968

**Moore, Michael**

---

**From:** Rose, Sven-Erik Dr. [roses@muohio.edu]  
**Sent:** Tuesday, September 07, 2010 7:17 PM  
**To:** Dohoney, Milton; Moore, Michael  
**Cc:** neelrt@ucmail.uc.edu  
**Subject:** Streetcar

Dear Sirs,

I am writing as a homeowner on the 2300 block of West Clifton Avenue to express my great hope that the streetcar will be routed up West Clifton to our neighborhood business district at the top of the hill. I and all of the many neighbors I've spoken with believe that the streetcar would be a perfect fit for our community, which includes homeowner families (such as my wife and I and our two small children) as well as renters from college, graduate, and professional students to singles and renting families. It is our belief that these populations will be among the most enthusiastic riders of the streetcar. Even those of us whose homes would directly face the streetcar route welcome this project with open arms.

Sincerely,

Sven-Erik Rose  
2312 West Clifton

## Moore, Michael

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**From:** John Walter [johnwalter@cinci.rr.com]  
**Sent:** Sunday, August 29, 2010 8:19 PM  
**To:** Dohoney, Milton; Moore, Michael  
**Cc:** Lorie Walter  
**Subject:** Streetcar - West Clifton Route

Mr. Milton Dohoney & Mr. Michael Moore,

I am a 25 year resident of the Klotter / Conroy neighborhood writing you in support of the West Clifton streetcar route. I feel that it is imperative that the streetcar's ridership and safety record be sound from Day 1, to ensure the streetcar's long term success. I feel that the West Clifton route would jump start the streetcar by drawing customers from both the densely populated CUF and UC communities.

As a test I recently walked from the Klotter / Ravine intersection, which is the entrance to our neighborhood, up the City View public steps and along Upper Klotter to the Klotter / West Clifton intersection. The walk took 8 minutes from the Klotter / Conroy neighborhood of 250 people to the closest streetcar stop. An eight minute walk is worth it to catch a streetcar, go downtown and not have to deal with parking. I feel with the young demographics in our neighborhood that many of the 250 residents will regularly use the streetcar to get downtown, given the West Clifton routing.

As a side note I feel that the streetcar will be a catalyst for currently disconnected urban core neighborhoods to pull together and work for the common good.

Thank you both for your consideration,  
John Walter  
519-9551

**Moore, Michael**

---

**From:** David Parlato [david.parlato@gmail.com]  
**Sent:** Thursday, August 26, 2010 3:36 PM  
**To:** Dohoney, Milton; Moore, Michael  
**Subject:** Streetcar Uptown route request

Mr. Dohoney and Mr. Moore,

As a new resident to the CUF area, I am respectfully requesting your consideration of the westernmost route for the Uptown extension of the new streetcar line. While both have great merit (I am an administrator at The Christ Hospital, which would also benefit from the Vine St. option), I think the UC and residential traffic benefit on the Clifton routes would outweigh those from the Vine route. The need for bi-directional traffic from the CUF zone to downtown and the Banks, and up to the new University developments is clear.

As a homeowner on Conroy St. several blocks further west, my wife and I would absolutely walk to Clifton Av. to ride into town and to Findley Market. Our residential zone is just a bit too far and isolated to permit easy or safe walking into downtown, but having this kind of rail availability will keep our cars in the garage and get us into city center much more often.

Thank you for considering my request, and for revitalizing our great city.

Kind regards,  
David Parlato  
548 Conroy St

**Moore, Michael**

---

**From:** subman7366 [subman7366@aol.com]  
**Sent:** Monday, August 09, 2010 6:35 PM  
**To:** Moore, Michael  
**Subject:** street car route

Mr. Moore,

i would like to voice my opinion on the street car route out of OTR. There seems to be more logic to using west clifton ave as it empties into the heart of the business district in uptown. the w. mcmillan/calhoun block closest to hughes learning center is where most of the businesses are currently flourishing. after development of the grass area between calhoun and mcmillan, west clifton is still closer than vine street for a street car route. the university apartments and the attached development( panera, etc) are nearly as close to west clifton as they are to vine street. the proximity to uc is better as it is more central to the main entrance on clifton versus the "backside of campus" on jefferson. our block is one of the last remaining of the historic area and future success could ride(no pun intended) upon the w. clifton streetcar route.

thank you,

Mark greis, operations director, Penn station clifton

## Moore, Michael

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**From:** Cathy Raffles [cathyr57@gmail.com]  
**Sent:** Wednesday, August 11, 2010 8:26 AM  
**To:** Dohoney, Milton; Moore, Michael  
**Subject:** Streetcar

Dear Mr. Dohoney and Mr. Moore,

As a resident of the CUF neighborhood I am writing to let you know that we are excited about the new streetcar. It will be a wonderful way to bring some of our city's rich history into the lives of our citizens.

There are many benefits of the streetcar using West Clifton instead of Vine Street. West Clifton is a high-density residential street inhabited by many students and others who do not own cars. The streetcar would surely have a higher ridership with this route vs Vine Street where the school, the park and Ikron take up a great deal of space without providing as many people who would be interested in using the street car.

West Clifton also provides direct access to the entire CUF residential area, the business district of Calhoun and McMillan and The University of Cincinnati. As a pedestrian in this area I can attest to the fact that it is much more pleasurable to walk this business district near West Clifton vs. Vine. The intersections of both Vine and Calhoun and Vine and McMillan are both heavily traveled by cars and therefore less safe for pedestrians and less aesthetically appealing.

An additional benefit of the West Clifton route is that it would pass the original incline base which is visible as you round the bend at the bottom of the hill. If the streetcar is showcasing the vibrant history of our city, it would be nice to pass this historic location on it's route. Years ago when West Clifton was being repaved, my children and I watched as the layers stripped away and the old cobblestone appeared. Then, my son noticed that the tracks of our original streetcar were visible. What a perfect way to recreate a bit of the past!

Sincerely,

Cathy Raffles  
241-4112

**Moore, Michael**

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**From:** Tara Bonistall [tara.bonistall@gmail.com]  
**Sent:** Wednesday, August 11, 2010 10:56 AM  
**To:** Moore, Michael  
**Cc:** Neel, Robert (neelrt)  
**Subject:** Bring the streetcar to MY neighborhood!

Dear Director Moore,

I am writing to you as a resident of the CUF neighborhood, particularly, Clifton Heights. I have been a Cincinnati resident for over two years, but moved to Clifton Heights in March. I will tell you that moving to this neighborhood has turned me into a lifelong Cincinnati resident - I have no plans to ever leave.

I know you are facing a tough decision about the streetcar's placement - I highly encourage you to choose West Clifton for the route the streetcar will take to uptown. Knowing that there would eventually be a streetcar was one of the attractive features of my new neighborhood, and there is not another group of residents in Cincinnati who will provide this venture with more support. Already, we clean up our neighborhood regularly, plant flowers and focus on how to improve the streets we love. Adding a streetcar to an area with residents already so dedicated means the area will only continue to improve.

As an adopted Cincinnati, I have been supportive of the streetcar from the very beginning. I thank you for your hard work on this project and encourage you to choose West Clifton for the streetcar route. Along with the large area on both sides of the street that can be developed, choosing this route means an easier and more convenient route for UC students and for those of us who have chosen to make this area our home.

I look forward to hearing about your decision!

All my best,  
Tara Bonistall  
304 Emming Street

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Tara Bonistall  
Associate Director, Leadership Scholars Program  
Leadership Scholars, Inc.  
1609 Madison Road, Suite C  
Cincinnati, OH 45206  
office: 513.861.5323  
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[tara@leadershipscholars.org](mailto:tara@leadershipscholars.org)  
<http://www.leadershipscholars.org>

**Moore, Michael**

**From:** Dirk Pastoor [Dirk@djgroup.us]  
**Sent:** Wednesday, August 11, 2010 12:04 PM  
**To:** Dohoney, Milton; Moore, Michael  
**Subject:** street car through the CUF neighborhood

Dear Mr. Dohoney and Mr. Moore,

As a resident of Cincinnati whose kids are home owners in the CUF neighborhood I am writing to let you know that it would be a boon to that neighborhood to have the extension of the new streetcar be rerouted through that neighborhood.

Recently I rented a car from the Avis location on 4<sup>th</sup> street and took the time (and get some exercise) by walking to my home. I did so via Vine St. hill. What became immediately obvious is that the school, the park and Ikron take up a great deal of space—with light population density; while West Clifton is a high-density residential street inhabited by many students and others who do not own cars. CUF is the obvious choice to route the streetcar.

Thanks for your consideration.

Regards,

Dirk Pastoor  
DJJ Consulting Group. LLC  
3959 Red Bud Ave.  
Cincinnati, Ohio 45229 USA  
+1 513-470-7966  
mail to: [dirk@djgroup.us](mailto:dirk@djgroup.us)  
visit at - <http://djgroup.us>

**Moore, Michael**

**From:** mary.singler@fuse.net  
**Sent:** Thursday, August 12, 2010 3:23 PM  
**To:** Dohoney, Milton; Moore, Michael  
**Subject:** Streetcar Route

Milton Dohoney, City Manager  
City of Cincinnati - Office of the City Manager

Michael Moore, Director  
City of Cincinnati - Department of Transportation & Engineering

Dear Sirs,

I was very happy to read in the Enquirer that the city council gave city administrators approval to proceed with grants and bonds that will finance most of the Downtown-to-Uptown streetcar line's. I understand that there is a question being debated at this point on if the route will come through West Clifton or up Vine Street.

I'd like to offer my opinion on the route. I suggest that the West Clifton route be built.

I ride my bike from Fairview Heights to Findlay Market on weekends throughout the summer. I sometimes ride to the Main library to return books and to take the bus back up the hill. I have taken buses that go up West Clifton and up Vine Street. I find the West Clifton route more appealing. At the top of West Clifton there are small independently owned shops and the University. This route gives direct access to the entire CUF residential area, the business district of Calhoun and McMillan and The University of Cincinnati. I urge you to pick this route.

I am thrilled that the streetcar is coming to fruition. The laying down of track, implies a permanence that a bus route can't provide. This will increase economic development in positive ways along the streetcar route. It is a great step for Cincinnati.

Mary Singler  
450 Lloyd Place  
Cincinnati, Ohio 45219

## Moore, Michael

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**From:** Kate Westrich [katewestrich@gmail.com]  
**Sent:** Friday, August 13, 2010 10:57 AM  
**To:** Moore, Michael  
**Subject:** Cincinnati Streetcar

Kate Westrich  
148 Parker Street  
Cincinnati, Ohio 45219  
August 13, 2010

Michael Moore  
City of Cincinnati – Department of Transportation and Engineering  
801 Plum Street, Room 450  
Cincinnati, Ohio 45202  
[Michael.moore@cincinnati-oh.gov](mailto:Michael.moore@cincinnati-oh.gov)

Dear Mr. Moore:

I wanted to contact you regarding the upcoming decision regarding the streetcar that will be connecting downtown and uptown. As a resident of Clifton Heights and a former employee in the uptown area (I worked at Cincinnati Children's Hospital Medical Center), I have a vested interest in the success of this project.

I know one of the decisions that must be made in the very near future is whether the streetcar goes up Vine Street or West Clifton. I would like to ask that the streetcar go up West Clifton so it can connect downtown with the heart of the University of Cincinnati, the second largest employer in Cincinnati according to the Cincinnati Regional Chamber of Commerce. Additionally, there is a shuttle from the University of Cincinnati medical campus to Cincinnati Children's Hospital Medical Center, which is the fourth largest employer in the city. I think making these convenient transportation connection points between downtown and uptown will encourage more people to live, eat and entertain downtown, which is in the benefit of the whole city.

Thank you,

Kate Westrich

## Moore, Michael

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**From:** Valerie McKinney [vmckinney@cinci.rr.com]  
**Sent:** Sunday, August 15, 2010 3:36 PM  
**To:** Moore, Michael  
**Cc:** neelrt@ucmail.uc.edu  
**Subject:** Streetcar on West Clifton

Dear Mr. Moore,

We understand that a decision will soon be made about the route of the streetcar joining Over-the-Rhine with Uptown. As residents of Klotter Avenue in Clifton Heights for now more than nine years, we very much support the West Clifton route, which we believe will best serve both our neighborhood in particular, and the city as a whole.

If the streetcar goes up West Clifton, we will use it regularly — to go to Findlay market, to downtown restaurants and entertainment venues, to the University of Cincinnati, where our child takes CCM youth classes, etc. The Vine street route would be much less convenient for us and for our many neighbors. The park and elementary school along the proposed Vine street itinerary also mean that there is a much smaller potential for development along that route, compared to the West Clifton Avenue route.

Clifton Heights, with its diverse mix of students and homeowners, is one of the densest neighborhoods in the city. It deserves access to this new, safe, quiet, clean, alternative mode of public transportation, which we have supported at the election box, through our votes. A streetcar along West Clifton would help make this already vibrant neighborhood a much better place, and thereby contribute greatly to the growth and prosperity of our city as a whole. If the goal is to have high, regular ridership, as it surely must be, then the West Clifton route is the best one. Among the many Clifton Heights residents who would be regular, daily riders, are U.C. students and staff, hospital staff members, and those who commute to work downtown.

City streetcars once traveled up West Clifton, as we are reminded when workers making street repairs uncover the old tracks amid the granite paving stones. We hope that they follow the same route again very soon.

Please take our opinion into consideration as you decide on the future streetcar route.

Sincerely,

Mark McKinney, Ph. D.  
Valerie McKinney, Ph.D.

## Moore, Michael

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**From:** Tim Ruffner [tim\_ruffner@yahoo.com]  
**Sent:** Monday, August 23, 2010 8:36 AM  
**To:** City Manager; Moore, Michael  
**Subject:** Streetcar Routing on Vine Street-YES

Dear Mr. Dohoney and Mr. Moore:

After reading the article in yesterday's *Enquirer* about the impending streetcar routing decision, I felt compelled as a Mount Auburn resident to make my voice heard in favor of routing the streetcar on Vine Street. Since moving to Cincinnati in 1998, I have lived in Corryville, Gaslight Clifton, or, as I currently do, Mount Auburn (McGregor Park). For years I have watched redevelopment along Calhoun and McMillan, now expanding along Short Vine in Corryville, as well as Uptown initiatives on Burnet Avenue in Avondale. All the while, Mount Auburn sits silently with the historic fabric of the neighborhood decaying and in critical need of economic development.

To this one citizen, the streetcar represents the most potential my neighborhood has seen in perhaps decades. Moreover, using Vine Street, the city's underutilized east/west meridian, seems to make more sense, especially if the streetcar could potentially be extended eastward to Walnut Hills and northward to other northern neighborhoods. Consider that if the streetcar goes up Clifton Avenue, is it not nearly impossible to extend it up Clifton Avenue or on Ludlow Avenue due to the narrow span of Clifton Avenue through the Historic District, nevermind the neighborhood opposition that is likely? However, using Vine Street allows for nearly limitless possibilities through the city limits and could enhance neighborhoods from Avondale to Carthage, all of which are suffering economically.

It seems to me that placing a transit mainline on the far western edge of the Uptown neighborhoods it aims to serve does not in fact serve those neighborhoods. CUF will always have redevelopment opportunities and resources because of UC. Mount Auburn, Corryville, and the city's aging central neighborhoods need the type of development the streetcar will bring. If you've been up High Street in Columbus lately, you know how important Columbus' meridian is to its economy. I encourage you to give the neighborhoods along Vine Street the same opportunity.

Thank you for your time and consideration.

Respectfully,

Tim Ruffner  
2230 Burnet Avenue  
Cincinnati 45219

**Moore, Michael**

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**From:** phames [phames@cinci.rr.com]  
**Sent:** Thursday, August 26, 2010 12:54 PM  
**To:** Dohoney, Milton  
**Cc:** Moore, Michael  
**Subject:** Streetcar Route

Good afternoon, Milton.

I'm a resident of Over-the-Rhine and I'm writing to you in support of the West Clifton route for the extension of the streetcar line. While I believe that the best route is the West Clifton-McMillan-Vine route, if the financing for that route can't be structured, then the West Clifton loop route is the better alternative.

Thank you for your consideration.

Peter

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Peter Hames  
[phames@cinci.rr.com](mailto:phames@cinci.rr.com)  
513.684.9988

**Moore, Michael**

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**From:** Steven Goldstein [steven.goldstein@mac.com]  
**Sent:** Wednesday, August 25, 2010 11:37 AM  
**To:** Moore, Michael  
**Subject:** Streetcar on West Clifton

Dear Sir:

I just wanted to be another voice in favor of bringing the streetcar route up West Clifton through the business district of The Heights. With all the businesses there, and the large student ridership, it seems to be the logical route for the streetcar. I strongly support the route there.

Thank you for your time.  
Sincerely-  
Steven Goldstein

Steven Goldstein  
51 Parker Street  
Cincinnati, OH 45219  
917.687.0518  
[steven.goldstein@mac.com](mailto:steven.goldstein@mac.com)

**Moore, Michael**

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**From:** Robert Dehner [Robert.Dehner@rhinestahl.com]  
**Sent:** Wednesday, August 25, 2010 8:19 AM  
**To:** Dohoney, Milton; Moore, Michael  
**Cc:** Rob Neel  
**Subject:** STREETCAR ROUTE

Gentlemen,

I saw the Enquirer article about the Streetcar Uptown Route Decision on Sunday and I was very satisfied that the story mostly focused on the detailed Facts.

If the Facts are considered in your pending decision, I believe the West Clifton route will ultimately be selected based on the Facts.

Nothing against the Vine St. Option (I wish we could afford the complete loop right now) but the West Clifton Option simply offers the best choice due to a higher number of probable riders along the route and the direct tie-in to the redeveloped Clifton Heights Business District & UC.

When all eyes will be focused on the success/failure of the overall Streetcar project in 2013, we need the requisite ridership on Day 1 to ensure the success of the Streetcar upfront and long-term; the West Clifton option provides the critical mass and development opportunities to guarantee this outcome.

Furthermore, if the line is extended thru the Clifton Heights Business District to Vine St via the Clifton Heights TIF District Funding mechanism, the entire Clifton Heights Business District/UC Southern Footprint will be covered as well the upper part of Vine St.; when one considers that the lower part of Vine St. is also supported by the West Clifton option, we have a Win-Win for both Neighborhoods and for the City.

Regards,  
Bob

Robert C. Dehner  
221 Klotter Av.  
Cincinnati, OH 45219

513-421-9281 (H)  
513-378-7720 (CELL)

## Moore, Michael

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**From:** rperlstein@fuse.net  
**Sent:** Tuesday, August 24, 2010 6:22 PM  
**To:** Moore, Michael  
**Subject:** Streetcar-West Clifton  
**Attachments:** Streetcar.docx

Thanks for your attention in reviewing the attached letter.

Rachel Perlstein  
Clifton Heights

219 Hastings St.  
Cincinnati, Oh. 45219

08-20-10

Milton Dohoney Jr.  
Cincinnati City Manager  
801 Plum St. Rm 152.  
**Cincinnati, OH 45202**

Dear Mr. Dohoney,

As residents of the Clifton Heights neighborhood, we are writing to express our support for the new streetcar project to be routed to uptown neighborhoods via West Clifton Avenue. This route will provide riders with direct access to the McMillan, Calhoun street entertainment district. This will provide students, who reside at U.C. and residents of the CUF community with access to expedient public transportation to and from urban business districts, cultural points of interest and sports facilities. Routing the streetcar up West Clifton Avenue will provide residents in the Clifton Heights community with a ridership option that will improve the economic development of the Clifton Heights business district, which currently has music and culinary venues that are underutilized. This has been illustrated by the use of multiple venues for the Clifton Heights Music Festival (i.e.: Macs Pizza, Rohs Street Café; Murphy's Pub; Baba Budans; Christy's/Lenhardts; Uncle Woody's). This business district has room to grow and will continue to do so if made accessible.

The West Clifton Avenue routing plan would also provide riders with access to the Corryville business district via Mcmillan Avenue (if the streetcar goes East on McMillan then North on Vine.). This would provide riders with access to both districts while still providing access to hospitals, and the Cincinnati Zoo. By routing the Streetcar up West Clifton Avenue, accessibility to available venues will be maximized. Otherwise businesses will be bi-passed and the potential economic impact will be minimized.

There are many residential streets that are accessed via West Clifton Ave and this will provide those residents with direct access to the expedient transportation option as discussed above. Though the Vine street option will also provide access to some residents and is the quickest route to uptown, it will not maximize the accessibility to uptown businesses and residents. It does not seem that this route provides access to the same number of riders. I believe that maximizing accessibility to Cincinnati's uptown and downtown neighborhoods should be the most important factor when finalizing decisions regarding the route that the streetcar will traverse.

Sincerely,

Rachel Perlstein & Scott Martin  
Clifton Heights residents

**Moore, Michael**

**From:** Jim P [pj11022002@yahoo.com]  
**Sent:** Monday, August 23, 2010 12:10 PM  
**To:** Moore, Michael  
**Subject:** Fw: Street cars and options

Dear Mr. Moore:

I want to commend your leadership and tremendous efforts to overcome many doubts and obstacles to make the street cars a foreseeable reality. I have no doubt the street car will be one of the economic growth engines for the region.

Today, I would like to express my support for choosing West Clifton as the route to reach uptown. I am a resident and property owner of Mt Auburn, Clifton Heights, and Corryville. As much as I would like to see the street car go up on Vine, I truly believe West Clifton is the right route for the first phase. Among many factors, I believe the key to the success of street car is the ridership. West Clifton route will reach the largest population and demographics for the riders. The success of the first phase will lead to the expansion to Vine and other routes.

I am hoping the city will make the right decision and ensure the success of the street car.

Sincerely yours

Jim Pan  
113 Dorsey,  
Cincinnati, OH 45202