

Cincinnati Streetcar Project

Environmental Assessment



March 23, 2011

Prepared by:

PB PARSONS
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HDR

**CINCINNATI STREETCAR PROJECT
CITY OF CINCINNATI, HAMILTON COUNTY, OHIO
ENVIRONMENTAL ASSESSMENT**

Prepared by:

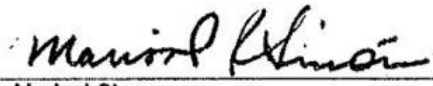
City of Cincinnati, Ohio

On behalf of:

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

Prepared pursuant to:

National Environmental Policy Act of 1969, Section 102(2)(c), 42 U.S.C. 4332 (2)(c);
National Historic Preservation Act of 1966, Section 106, 16 U.S.C. 470. et seq;
Federal Transit Act, 49 U.S.C. Section 5323(b), Section 5309(e)(2) -- (7), 5301(e), and 5324(b)(1) -- (3);
Title 49 U.S.C. Section 303, formerly Department of Transportation Act of 1966, Section 4(f)
Executive Order 11990 (Protection of Wetlands);
Executive Order 12898 (Environmental Justice for Low-income and Minority Populations);
Executive Order 13045 (Protection of Children from Environmental Health and Safety Risks);
Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency).



Marisol Simon
Regional Administrator, Region V
Federal Transit Administration

3-21-2011

Date of Approval



Chris Ellerman
Project Manager
City of Cincinnati

3-21-2011

Date of Approval

ABSTRACT

The City of Cincinnati, on behalf of the Federal Transit Administration (FTA), the lead federal agency, has prepared this Environmental Assessment (EA) for the Cincinnati Streetcar project pursuant to 23 C.F.R. 771.771.130(c). The streetcar project is 4.9 miles long and consists of 22 station stops, connecting the City's Downtown and Uptown districts and adjoining neighborhoods. The study area for assessing impacts 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 Corry Street, in Uptown.

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; and provide a transit line to link with existing bus service, thereby creating a more comprehensive regional transit system.

This EA has been prepared to determine the project's potential social, environmental, and economic impacts in accordance with the National Environmental Policy Act (NEPA). The existing conditions, analysis methodology, potential direct and indirect impacts, construction effects, and mitigation for impacts are summarized for the project.

This EA assesses the No Build and two Build Alternatives for the proposed action. Three potential sites for a maintenance and storage facility (MSF) are also assessed in this EA. Both Build Alternatives follow a common alignment on Freedom Way, along Main Street, 12th Street, Elm Street, Henry Street, Race Street, Central Parkway, and Walnut Street. Build Alternative 1 then continues north on Vine Street and ends at Corry and Short Vine streets. Build Alternative 2 differs by running north on Vine Street, to West Clifton Avenue, then to Calhoun and McMillan streets.

Based on the analysis presented in this EA, Build Alternative 1 is the recommended preferred alignment alternative and MSF Location 1 at 120 Henry Street is the recommended preferred MSF site.

The public comment period for this document closes on April 21, 2011. Comments may be submitted in writing, email, or in person at two public hearings scheduled for April 13 and 14, 2011 at Cincinnati City Hall, 801 Plum Street, Cincinnati, OH 25202, with presentations at 5:30 pm and 7:00 pm. The same information will be presented at both public hearings.

Written comments may be submitted by April 21, 2011 to Streetcar Project Manager, Parsons Brinckerhoff, 312 Elm Street Suite 2500, Cincinnati, OH, 45202. Comments may also be submitted through http://www.cincinnati-oh.gov/streetcar_environmental/ by April 21, 2011.

For additional information concerning the project and/or this document, please contact:

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