TRANSIT-ORIENTED DEVELOPMENT ZONING STUDY

THE STATE OF TOD

GCRTA Operational Planning & Infrastructure Committee
PROJECT TEAM

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Transit-oriented development includes a mix of commercial, residential, office, and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.

-- Federal Transit Administration
• Proximity to transit *(train or frequent bus service)*
• Mix of uses
• Appropriate density
• Close to the street
• Limited parking
Improve Public Health

Promotes Sustainability

Stimulates Local Economies
- Uncoordinated development types across community borders
- Zoning requiring transit-unfriendly development
COMPLETED WORK

NOACA: Regional TOD Scorecard & Implementation Plan (2016)
GCRTA: Priority Corridor Update (2021)
GCRTA and Cleveland: 25 Connects (2021)

Design criteria for good transit-oriented development
Lessons learned from other regions
Land use typologies along major transit lines
Updated priority corridors for rapid transit improvements
BRT plan and zoning review for West 25th corridor
Project Goal
To improve zoning regulations and governmental policies in order to attract more transit-oriented development to key corridors in Cuyahoga County.

What Is Missing?
Corridor Land Use Strategies +
Coordinated Zoning +
Incentive Strategy
Determining TOD Corridors for Analysis

Densest Routes:
• Population density
• Job density
• Occupied housing unit density

Social Routes:
• Non-white population
• Population without a vehicle
• Population in poverty
Determining TOD Corridors for Analysis

22 TOD Corridors
26 Communities
Walkshed Data

TOD Walksheds account for:
• 19% of the County’s land area
• 29% of the County’s jobs
• 35% of the County’s population
• 47% of the County’s non-white population
• 54% of the County’s population under poverty
Mapping TOD Walksheds

LEGEND
- Single-Family Residential
- Office
- Industrial
- Multi-Family Residential
- Golf Courses
- Other
- Commercial
- Vacant
- Institutional
- Railroads

Green Line (G)
- #19B 67.3%
- #10B 65.3%
- #51B 61.9%
- #51C 54.8%
- #78 50.5%
- #51A 48.1%
- #15 46.4%
- #28A 45.5%
- #28B 45.0%
- #28A 42.5%
- #45 40.2%
- #9 37.0%
- #11 35.9%
- #11 34.1%
- Red Line West (R-W) 31.0%
- Blue/Green Line (B/G) 30.2%
- #15 29.9%
- #28A 28.5%
- #31 28.3%
- #51A 25.3%
- #3 25.3%
- #14 25.1%
- #1 25.0%
- #1 24.4%
- #28 23.0%
- Red Line East (R-E) 19.8%
- #19A 17.6%
- HealthLine (HL) 17.6%
- Tower City Station (TC) 15.2%

0% 20% 40% 60% 80% 100%
Walkability

Buildings
• Setbacks
• Height
• Age
• Lot Coverage

Intersection Density

Most Walkable

Least Walkable
Walkability

1. Most Walkable

2.

3.

4. Least Walkable

Images: Google Earth
Recent Developments (2011 – 2022)

Added value from the County Fiscal Office
- Developments which added more than $1m in building value
- Does not include certain tax exempt projects
Recent Developments

Development Trends

• More than $6B worth of added value in Cuyahoga County between 2011 and 2021
• Almost $3.5B in TOD areas (57% of total)
• Average of $310M in TOD areas annually

$766M in added value in 2019
THE STATE OF TOD

Initial Findings

• 22 TOD Corridors & 26 Communities in TOD Walksheds
• More than $300m in major investments annually in TOD Walksheds, but heavily concentrated in certain neighborhoods
• The design of new development influences whether it conforms to principles of TOD
• TOD Corridors cover 19% of County land, but 29% of jobs, 35% of population, and 54% of those under poverty line
• Within TOD Corridors, more land used for parking than for buildings, and most land is zoned for single-family
• Significant opportunity to add density and development along TOD Corridors
How much of a priority is transit-oriented development to your community/agency?

- Very High Priority: 3%
- High Priority: 15%
- Average Priority: 30%
- Low Priority: 15%
- Very Low Priority: 0%

How prepared is your community/agency to attract transit-oriented development?

- Very Prepared: 6%
- Prepared: 24%
- Somewhat Prepared: 61%
- Not Prepared: 6%

Which of these zoning elements are obstacles to TOD in your community?

- Parking Requirements: 27.6%
- Setback Requirements: 21.1%
- Permitted Uses: 15.8%
- Height Requirements: 13.2%
- Design Requirements: 11.8%
- None of These: 7.9%
- I Don't Know: 2.6%

Is your community/agency interested in continuing the conversation about TOD?

- Yes: 100%
- No: 0%
Project Goal

To improve zoning regulations and governmental policies in order to attract more transit-oriented development to key corridors in Cuyahoga County.
TOD ZONING STUDY

State of TOD in Cuyahoga County
- Describe the importance of TOD
- Identify and quantify TOD corridors and TOD examples

Analysis of TOD Zoning
- Analyze whether existing zoning along transit lines allows TOD and identify target areas for future investment

Model TOD Zoning
- Develop model zoning for TOD that can be adopted by individual municipalities

TOD Financing Strategies
- Identify TOD financing mechanisms and incentives used in other communities
OUTREACH & PARTNERSHIP

Local Partnerships
• Close partnership with the City of Cleveland, which is leading the way on new TOD zoning and policy initiatives
• Special thanks to the Cities of Shaker Heights and Fairview Park for ongoing partnership
• Interviews with Lakewood, Euclid, and Cleveland Heights

Working Group
• August 4th Meeting of 26 communities and agencies

Peer Community Conversations
• Minneapolis, Raleigh, Indianapolis, Denver, and Pittsburgh
Moving Forward

First phase completed by end of October

State of TOD

Analysis of TOD Zoning

Model TOD Zoning

Educational Sessions

Financing TOD

Future phases to be determined – anticipated start of analysis in October with detailed zoning work continuing in 2023
THANK YOU

9/13/2022