



A TRANSIT-ORIENTED DEVELOPMENT PLAN FOR W. 25TH CORRIDOR

SECTION 1 – URBAN ANALYSIS

MARCH 2021

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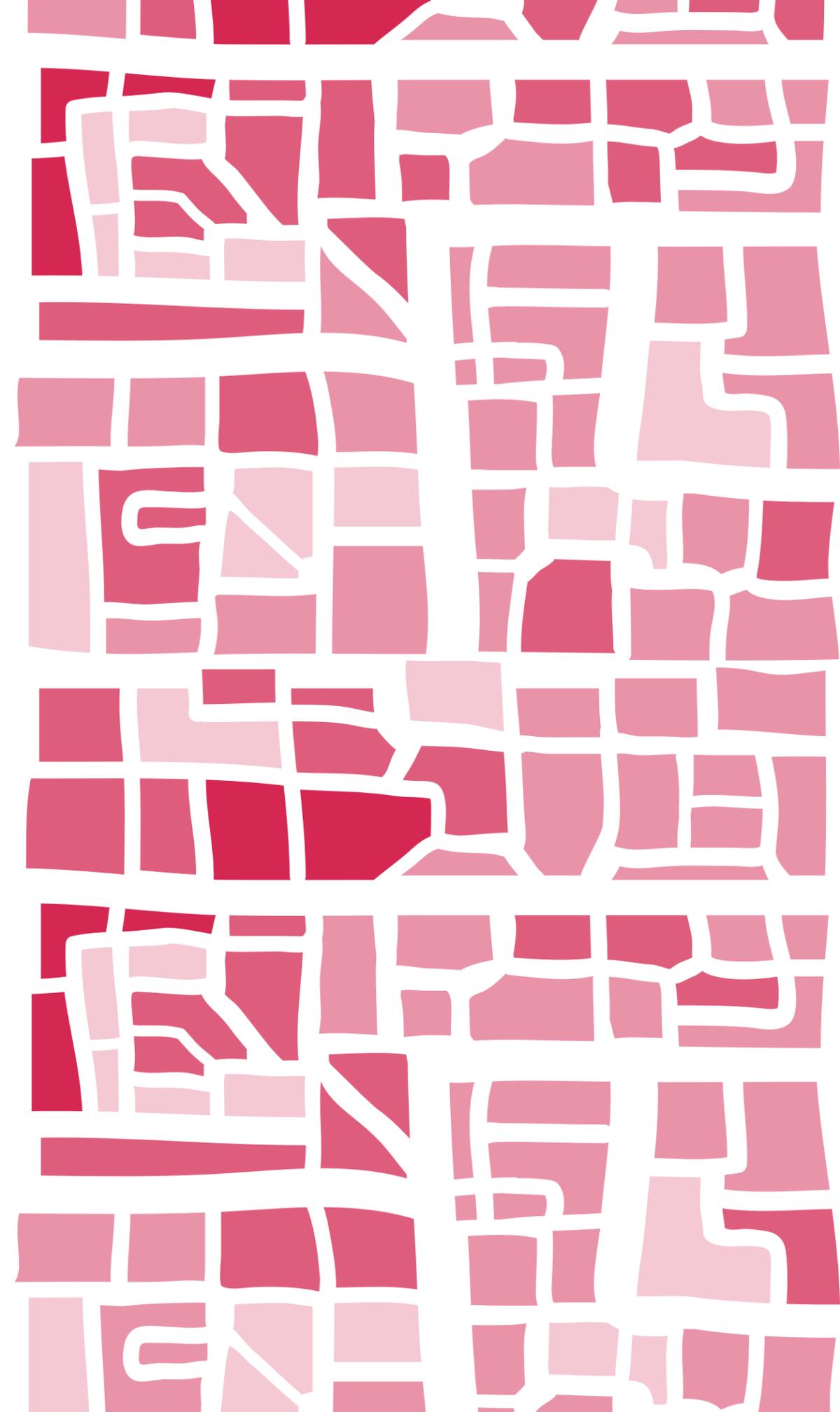
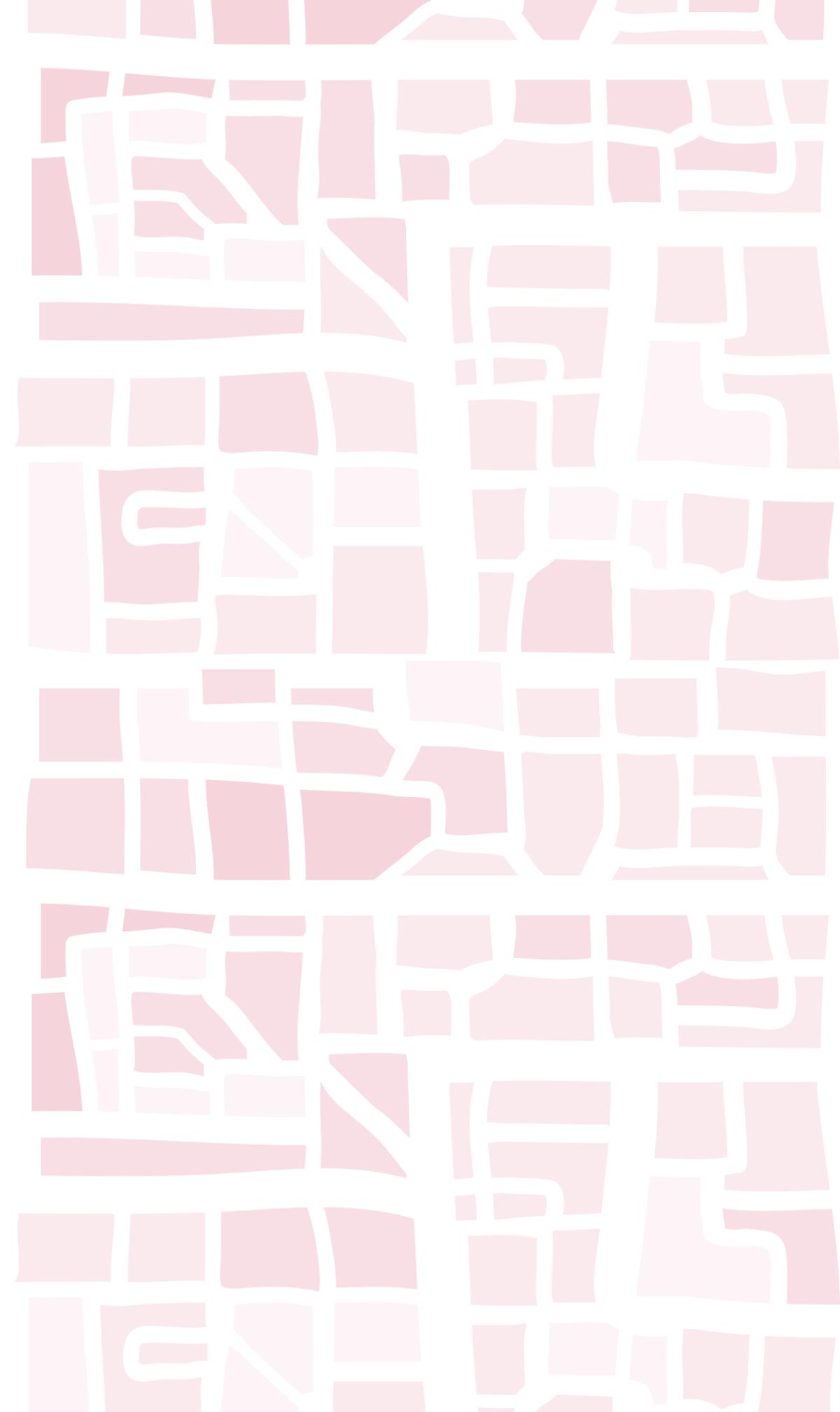


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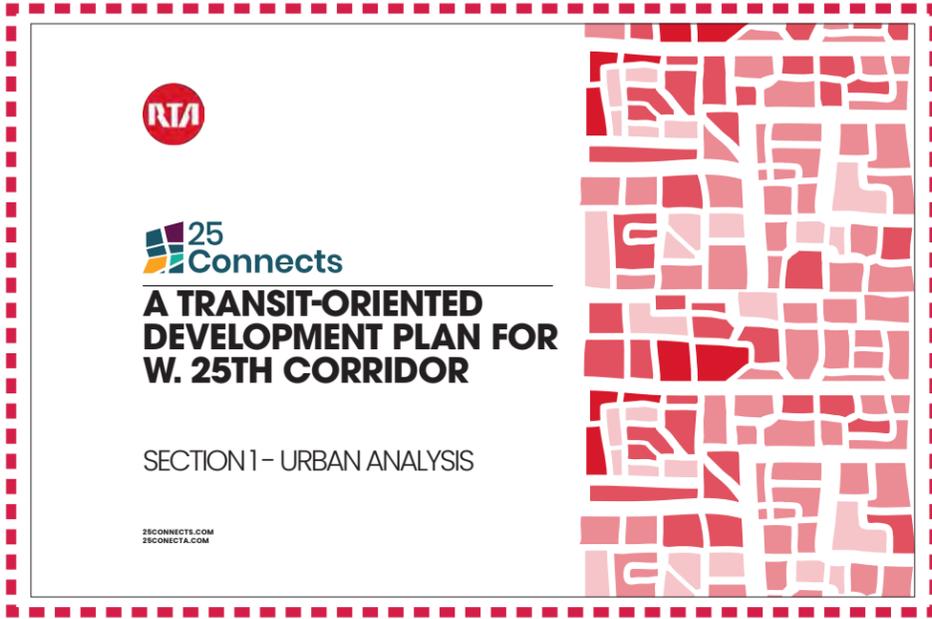
INTRODUCTION

This document is one of five parts in the Transit-Oriented Plan for the West 25th Street Corridor (W. 25th Corridor), which aims to respond to FTA grant requirements related to the creation of a new Bus Rapid Transit (BRT) line running between Detroit Avenue and Broadview Road. The plan has five sections including:

- 1 **Urban Analysis**
- 2 What We Heard (public engagement)
- 3 BRT Study
- 4 Zoning Review and Policy Recommendations
- 5 Market Analysis

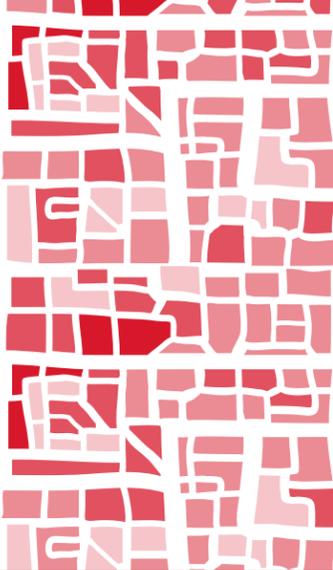
The Urban Analysis report provides an overview of previous reports that impact directly the W. 25th Corridor. Observations and recommendations from these reports were recorded and are taken into consideration in this study. The report analyses the urban context of the corridor as well to identify key elements that will impact the outcomes of the study. The report includes the following two chapters:

- › Report Review
- › Urban Analysis



**A TRANSIT-ORIENTED
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W. 25TH CORRIDOR**

SECTION 1 - URBAN ANALYSIS



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**A TRANSIT-ORIENTED
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SECTION 2 - WHAT WE HEARD



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SECTION 3 - BRT STUDY



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SECTION 4 - ZONING & POLICY



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SECTION 5 - MARKET ANALYSIS



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CHAPTER 1

REPORT REVIEW

DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

1.1 SUMMARY

This section is a resume of past studies that have been developed over the last few years that impact West 25th Street in some way. The West 25th Street Corridor TOD Plan will consider all observations and recommendations into account when developing recommendations and design concepts.

MAIN TAKEAWAYS

CITY OF CLEVELAND

The City of Cleveland IS LOSING POPULATION to urban sprawl

Cleveland is home to established **MANUFACTURING FIRMS** but has many obsolete industrial buildings

Cleveland has a growing **minority population** with a majority of its residents **NOW MEMBERS OF MINORITY GROUPS**

THE CITY'S WORKFORCE REMAINS PRIMARILY LOW-WAGE

CLEVELAND IS A CITY FULL OF **OLDER HOMES WITH UNIQUE ARCHITECTURAL STYLES** much of which was built in the early 1900s

42% of units in Cleveland are rated below average as compared to **5%** of the housing in the suburbs

THE NEAR WEST SIDE OF CLEVELAND **IS SEEING A SURGE** IN DEMAND FOR HOUSING OF ALL TYPES THAT HAS NOT BEEN SEEN IN A GENERATION, PERHAPS TWO

THE RED LINE GREENWAY, A 2.3-MILE TRAIL CROSSING THE NEAR WEST SIDE, is currently in construction (completion in 2021)

METROHEALTH MAIN CAMPUS will be completely transformed and more open to the public

WEST 25TH ST. CORRIDOR

Daily traffic is not exceptionally high BUT HIGHLY CONCENTRATED DURING **PEAK PERIODS** resulting in congestion

POPULATION 12,666 INHABITANTS

MEDIAN HOUSEHOLD INCOME IS **HALF** THAT OF CUYAHOGA COUNTY \$20,000 Vs. \$42,589

50% OF RENTERS were cost-burdened in 2012 (paid more than 30% of income on housing)

50/50 THE ESTIMATED FUTURE DEMAND FOR **SALE & RENTAL** UNITS

THE CORRIDOR DOES **NOT** BENEFIT FROM PRIORITY MEASURES

Non-family households are growing while Family households are declining

Average persons per **HOUSEHOLD** 2.2

The Corridor is the **ONLY** area where single-family homes are not the majority of housing units

LESS THAN 10% of persons who work within the corridor reside in the area



MAIN RECOMMENDATIONS

Over the documents reviewed, the following recommendations provide guidance of strategies, implementation, approaches, amenities, etc that should be considered in the work for Connect 25.



TRANSIT

- › Improve the frequency of transit on West 25th St. through the implementation of a BRT system;
- › Have dedicated bus lanes (or bus and bicycle only) in either direction of the corridor;
- › Implement transit signal priority for buses;
- › Retain the configuration of the street to four lanes;
- › Reduce vehicular roadway lane widths and rededicate the reclaimed space to provide or widen sidewalks, crosswalks, paths, and bike lanes;
- › Incorporate green infrastructure in the right of way, such as street trees and bioretention facilities;
- › Enhance transit waiting environments by including architecturally sensitive bus stations with real-time bus arrival information and line-specific branding and signage;
- › Design and develop safe routes for walking and bicycling, accessible to all residents, in order to reduce automobile dependency.;
- › Implement traffic calming measures, such as curb extensions and elevated crosswalks;
- › West 25th St. should foster a sense of place, and not just serve as a link to connect destinations via the car;
- › Minimize the number of driveways, garage entrances, and turning lanes on West 25th St.;
- › Develop strategically located shared parking lots;
- › Provide bicycle parking
- › Improve lighting;



USE AND BUILT FORM

- › Create high-density residential and mixed-use developments;
- › Ensure a transition from dense developments to the corridor's adjacent residential fabric;
- › Ensure that developments are pedestrian friendly;
- › Give priority to renovation and infill development, as opposed to large-scale new development;
- › Provide a diversity of housing types and tenure, and target missing middle housing;
- › Promote affordable housing through inclusionary incentives and prevent displacement;
- › Transform underutilized or abandoned industrial (brownfield) sites;
- › Redevelop vacant lots and properties;
- › Protect and rehabilitate historic buildings and the character of historic districts;
- › Ensure that new developments are harmonized with existing buildings (architectural character and scale);
- › Permit murals on blank building facades;
- › Avoid suburban cladding materials and signage approaches;
- › Promote and encourage the use of universal design standards;
- › Develop a zoning code that encourages the construction of green buildings;
- › Steeply reduce or eliminate parking ratios.



PARKS & RECREATION

- › Ensure that every home has quick and easy access to a green space;
- › Facilitate safe access to the Towpath Trail, the Cleveland Foundation Centennial Lake Link Trail and the Cleveland Metroparks Zoo;
- › Protect and expand the supply of street trees and landscaped areas;
- › Redefine conventional definitions of recreation and open space to include community resources such as community gardens, skateboard parks, mountain bike courses, etc.
- › Offer a diversity of recreation programs to serve the recreation needs and interests of Clevelanders of all ages, incomes, lifestyles and ability levels;
- › Beautify spaces to reduce perceptions of blight and the lack of safety;
- › Improve and create effective and standardize maps and wayfinding systems.



ECONOMIC DEVELOPMENT

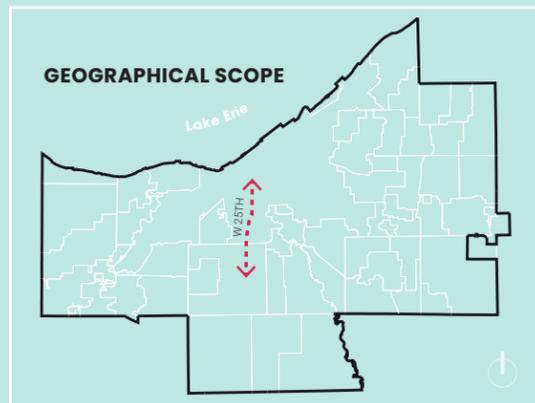
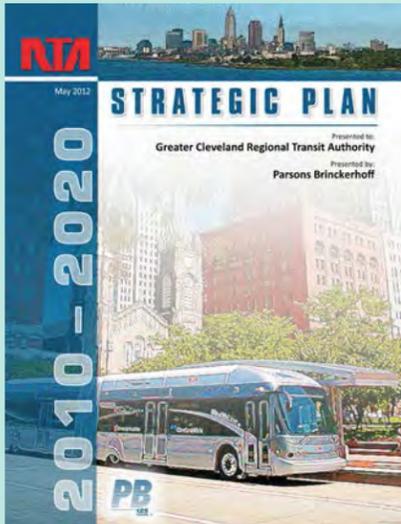
- › Ensure that all Clevelanders have the opportunity to benefit from local economic development activity;
- › Build on Cleveland's strong base in traditional manufacturing;
- › Capitalize on the new interest in urban neighborhoods and the unique opportunities offered by urban living to attract talented individuals and entrepreneurs;
- › Take advantage of MetroHealth's major reconstruction plans to attract relevant retail, services and medical-related businesses to the area;
- › Focus retail development and business recruitment within the corridor on small, authentic businesses rather than shopping malls or big box stores;
- › Re-establish the competitiveness of Cleveland's neighborhood retail districts by building upon their traditional strengths as pedestrian-oriented, mixed-use districts with distinctive architectural character;
- › Capitalize on the presence of architecturally and historically significant buildings and rich cultural and ethnically diverse people in promoting and marketing Cleveland's older neighborhoods;
- › Develop a brand identity that unifies and reinforces the corridor's many identities;
- › Devise a storefront renovation program;
- › Provide public Wi-Fi since a significant number of residents do not have access to the internet.

1.2

RTA STRATEGIC PLAN (2010-2020)

BY THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (2013)

Consultants: Parsons Brinckerhoff (WSP)



PLAN PURPOSE

RTA's 2010-2020 Strategic Plan is an update of the agency's 2004 Long Range Plan. The Strategic Plan gives RTA a clear path to the future and to ultimately help make RTA the transportation mode of choice for a Greater Cleveland.

MAIN RECOMMENDATIONS



- › Development along priority transit corridors should be prioritized. West 25th St. is identified as a priority transit corridor within the larger 25th St./State Rd. corridor. The 25th St./State Rd. corridor is illustrated as starting from Detroit Ave to Torington Ave. This corridor was identified as a priority corridor because it is among the busiest in the RTA bus network and because it serves regional arterial roadways that support critical north-south auto travel patterns in southwestern Cuyahoga County;
- › Ideally, development of the priority corridors would encourage the cities to work with RTA and their property owners and developers to enact programs, zoning, and development codes that would build higher-density, transit oriented development in these corridors;
- › Downtown Cleveland, University Circle and the Euclid Corridor must be the focus of RTA's transit system and RTA's primary destination, as these are the areas where transit ridership is highest and conditions for using transit are best;
- › Regardless of changes, downtown Cleveland and University Circle are, and are likely to remain, the two main employment centers of the region. Providing more and enhanced transit connections to these two destinations will be a priority for the 2010-2020 timeframe;
- › Population density is declining in Cleveland and the inner ring suburbs, although there is still sufficient density in many areas to support enhanced transit service and efforts should be made to expand transit service.



FIGURE 1 : RTA PRIORITY TRANSIT CORRIDORS

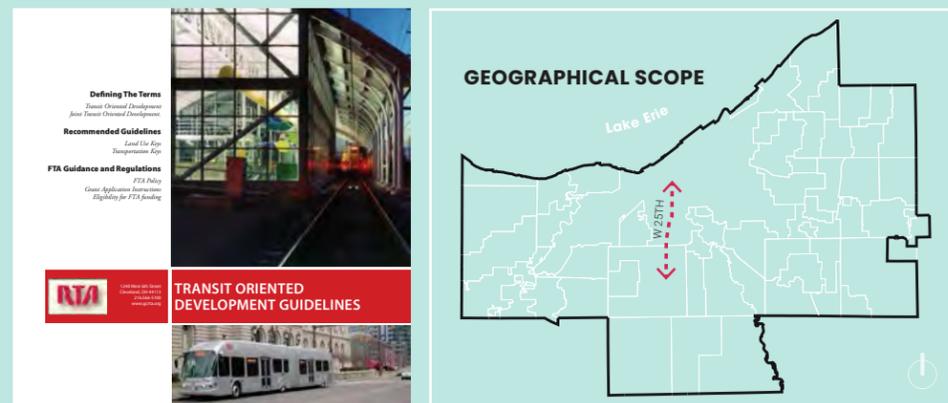


1.3

RTA TRANSIT ORIENTED DEVELOPMENT GUIDELINES

BY THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (2007)

Consultants: TRA Advisors, Nelson Nygaard Consulting Associates, Van Auken Akins Architects LLC



PLAN PURPOSE

The RTA wished to create guidelines for TOD projects within the RTA's service area to promote vibrant and livable station areas that benefit RTA customers and adjacent communities, as well as promote the use of RTA as a primary means of transportation.

MAIN RECOMMENDATIONS

TRANSIT

- › Install bollards, trees, and other street furniture to protect pedestrians and buildings from errant drivers;
 - › Install curb extensions at corners with on-street parking;
 - › Design identical sidewalk-driveway interfaces;
 - › Incorporate pedestrian signals at all traffic signals with leading pedestrian intervals;
 - › Sidewalks should be designed to exceed the requirements of the Americans with Disabilities Act and include street furniture and design features;
 - › Reduce vehicular roadway lane widths and rededicate the reclaimed space to provide or widen sidewalks, crosswalks, paths, and bike lanes;
 - › Guide motorized modes to operate at appropriate speeds and along appropriate routes for each location;
 - › On main pedestrian routes, minimize the number of driveways, garage entrances, and turning lanes;
-
- › Create a multi-modal access guide with maps;
 - › Minimize street widths in station areas to the smallest width needed;
 - › Transit and parking facilities should accommodate retail or other active uses at the ground floor;
 - › Sidewalks to the station or bus stop should be wide (at least five feet wide at all points) and smooth enough for wheelchairs and strollers, and lined with trees, lights and wayfinding signs;
 - › Sidewalks connecting the station or bus stop to key nearby intersections and destinations should be as short, direct, and visually unobstructed as possible.
 - › Bicycle networks should run directly to transit stations, and throughout the TOD with clear signage;
 - › Provide bicycle parking and amenities (lockers, showers) to connect with all transit facilities.

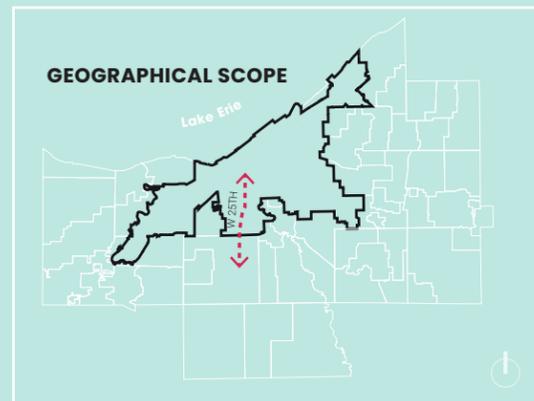
USE AND BUILT FORM

- › Diverse residential choices, from studios to single-family homes, with both rentals and owner-occupied units;
 - › A minimum residential density of 15-18 dwelling units per acre within a half-mile radius of BRT stations;
 - › Densities should be highest closest to the transit station and gradually step down further away;
 - › Small-scale commercial and office space throughout the neighborhood, with any large office buildings as close to the station as possible;
 - › Plan for community services, including libraries, schools, childcare, and museums, especially with pedestrian connections to transit and other land uses;
 - › Parking facilities should be located to promote retail opportunities and provide parking for both autos and bicycles;
 - › Lower parking provisions closer to stations.
-
- › Buildings along sidewalks should open directly onto the sidewalk, with transparent ground floors and good views of the path from the upper floors;
 - › Continuous building frontages should be maintained along sidewalks by avoiding front and side setbacks, blank walls, and surface parking lots that face the sidewalk;
 - › Building entrances should be conveniently situated relative to transit stations/ stops;
 - › Bring sidewalks up to the building line and prohibit parking from being located between the sidewalk and the building;
 - › No matter what uses are included, architectural character and a consistent scale are needed for new development to harmonize with existing buildings.

1.4

CONNECTING CLEVELAND 2020 CITYWIDE PLAN

BY THE CLEVELAND CITY PLANNING COMMISSION (2002)



PLAN PURPOSE

The Connecting Cleveland 2020 Citywide Plan is the new comprehensive plan for the future of Cleveland and its neighborhoods. The plan focuses attention on each of the city's 36 neighborhoods. It considers important citywide issues in detail and outlines citywide policies and strategies.

The plan is premised on the understanding that a great city is not merely a collection of buildings, but it is a place of connections – connections between people and places and opportunities.

For the purposes of this report, citywide recommendations and planning district 2 recommendations are highlighted.

MAIN TAKEAWAYS

POPULATION

- › The City of Cleveland is losing population to urban sprawl;
- › Families and married couples, both with and without children, are leaving the city;
- › Cleveland remains highly racially segregated;
- › Cleveland has a growing minority population, with a majority of its residents now members of minority groups;
- › While Clevelanders' incomes increased during the 1990s, the city's workforce remains primarily low-wage;
- › Cleveland has a relatively small number of married-couple households and a large number of single-parent and single-person households;
- › Cleveland has a high ratio of children and seniors to wage earners;
- › City neighborhoods lack access to natural resources and quality recreational facilities;
- › The city's storm sewers are overburdened because of the high percentage of non-permeable surfaces.

HOUSING

- › Cleveland is a city full of older homes with unique architectural styles, much of which was built in the early 1900s;
- › A disturbing 42% of the units in Cleveland are rated below average as compared to 5% of the housing in the suburbs;
- › Building code enforcement is a major concern of many Cleveland residents, but it is difficult to enforce the code on residents that do not have the financial means to make necessary repairs;
- › There is a growing demand for decent, affordable housing.

ECONOMY

- › Cleveland has a central location within the metropolitan area and within a populous region of the nation'
- › Cleveland has good access to transportation by air, water, rail and highway;
- › Cleveland is home to well-established manufacturing firms;
- › At the same time, Cleveland has many obsolete industrial buildings, typical of the rust belt region that has been experiencing decline starting around the 1980s;
- › The rise and growth of e-commerce is impacting traditional retailers;
- › Since the 1960s and 1970s, large parts of Cleveland's inner-ring neighborhoods have been effectively abandoned by the retail industry;
- › The coming of national big box chain retailers to Northeast Ohio has brought with it a corresponding decline in the number of locally owned businesses Clevelanders can patronize.



CITYWIDE RECOMMENDATIONS

TRANSIT

- › Improve access of city residents to good jobs through strategically deployed transit services;
- › Design and develop safe routes for walking and bicycling, accessible to all residents, in order to reduce automobile dependency, improve health, and reduce the cost of travel;
- › Change traffic codes to be more pedestrian- and bike-friendly and create safe bike routes connecting residents to amenities and other key destinations;
- › Provide pedestrian & cycling amenities such as bike racks, benches, water, air for tires, and lockers in and around major commercial district;
- › Encourage the development of convenience retail at rapid transit stations and major transit nodes;
- › Link new and revitalized retail development to public transit, as well as to pedestrian and bicycle routes and public amenities;
- › Develop strategically located shared parking lots and garages in neighborhood retail districts that are under-served by parking;
- › Identify underutilized strategically located parcels in retail districts for acquisition and redevelopment as parking facilities.

USE AND BUILT FORM

- › Create high-density residential and mixed-use developments near transit facilities;
- › Create more mixed-income communities;
- › Ensure that developments are pedestrian friendly;
- › Provide a diversity of housing types in neighborhoods throughout the city, maximizing choices for residents of all incomes, ages, ability levels and social circumstances;
- › Develop housing for senior citizens in proximity to transport and services;
- › Bring back into productive economic use advantageously located vacant properties and brownfield sites;
- › Promote housing development by rezoning areas to residential that are no longer appropriate for other uses;
- › Convert vacant commercial and mixed-use buildings into housing;
- › Give priority to renovation and infill development, as opposed to large-scale new development;
- › Enforce building codes to ensure vacant properties are properly maintained;
- › Develop a zoning code that encourages green buildings and requires the use of green building techniques and materials;
- › Create distinctive places through art and culture while using public art to strengthen the “sense of place”;
- › Highlight each neighborhood’s heritage and character;
- › Establish design review standards that protect historic structures and in ensuring that new development complements the character of historic districts;
- › Promote and encourage the use of universal design standards for all newly constructed housing;
- › Ensure that land is used in a manner that preserves and expands valuable open space, protects natural habitats and sensitive lands, retains and replaces trees, and prevents environmental contamination.

PARKS & RECREATION

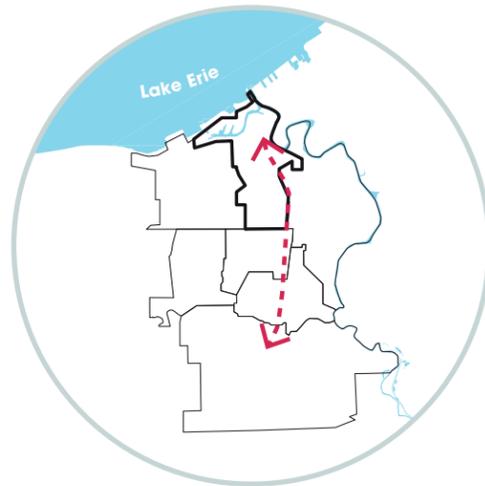
- › Maximize public access to the lakefront, riverfront and stream valleys;
- › Develop and expand publicly accessible recreation sites along the lakefront and waterways;
- › Protect and expand the supply of street trees and landscaped areas within Cleveland’s urbanized districts, maximizing environmental and aesthetic benefits;
- › Ensure that a wide range of recreation facilities are equitably distributed throughout the city, with playgrounds located within approximately ¼-mile (a 5-minute walk) of all residents;
- › Provide recreation facilities competitive with the best available in the region, consolidating large-scale facilities at transit-accessible locations;
- › Increase the availability and quality of recreation services through shared use of facilities owned by the City, School District, YMCA and other nonprofit organizations;
- › Offer a diversity of recreation programs to serve the recreation needs and interests of Clevelanders of all ages, incomes, lifestyles and ability levels;
- › Redefine conventional definitions of recreation and open space to include community resources such as community gardens, skateboard parks, mountain bike courses, etc.:
- › Provide recreation services and equipment geared to the interests and schedules of working adults, supplementing recreation services oriented principally to children and seniors:
- › Expand opportunities to interpret community heritage:
- › Provide bicycle racks, benches, water fountains and other amenities to encourage bicycling and pedestrian travel throughout the city.

ECONOMIC DEVELOPMENT

- › Ensure that all Clevelanders have the opportunity to benefit from local economic development activity;
- › Build on Cleveland’s strong base in traditional manufacturing;
- › Leverage Cleveland’s formidable assets in the areas of medical research and higher education to generate jobs in biomedical technology and high-tech fields;
- › Capitalize on the new interest in urban neighborhoods and the unique opportunities offered by urban living to attract talented individuals and entrepreneurs;
- › Re-establish the competitiveness of Cleveland’s neighborhood retail districts by building upon their traditional strengths as pedestrian-oriented, mixed-use districts with distinctive architectural character;
- › Market districts as a single entity rather than an agglomeration of individual businesses;
- › Capitalize on Cleveland’s rich cultural and ethnic diversity by incorporating cultural or ethnic themes into the strategies for strengthening retail areas;
- › Capitalize on the presence of architecturally and historically significant buildings in promoting and marketing Cleveland’s older neighborhoods;
- › Capitalize on unique attributes like the Towpath Trail and the West Side Market to create distinct retail areas that offer a shopping experience that caters to residents ranging from core users to casual visitors;
- › Strategically locate and design a limited number of large-scale shopping centers to complement the city’s traditional retail districts;
- › Improve the quantity and quality of retail in by tapping into hidden market segments that are often overlooked by national retailers;
- › Improve the appearance and vitality of retail district “streetscapes” through the use of public art, banners and signs, benches, street trees, decorative paving, underground wiring, sidewalk cafes, etc.;
- › Utilize street fairs to promote retail areas.

PLANNING DISTRICT 2 RECOMMENDATIONS

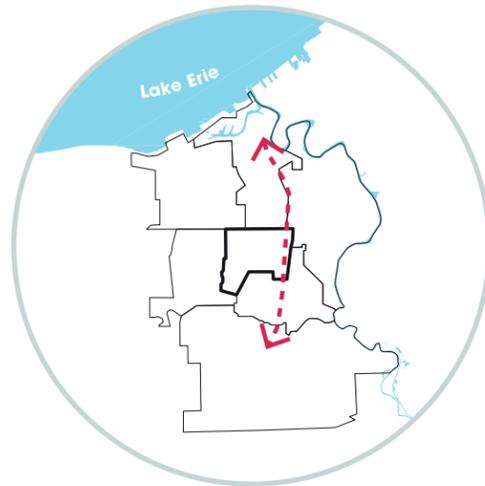
- › West 25th St. is located within Planning District 2. West 25th St. crosses the following neighborhoods of this district : Ohio City, Clark-Fulton, Brooklyn Centre and Old Brooklyn.



OHIO CITY

Ohio City is famous for its commercial district, including the West Side Market. Its history, location and assets have spurred its revitalization over the past 30 years.

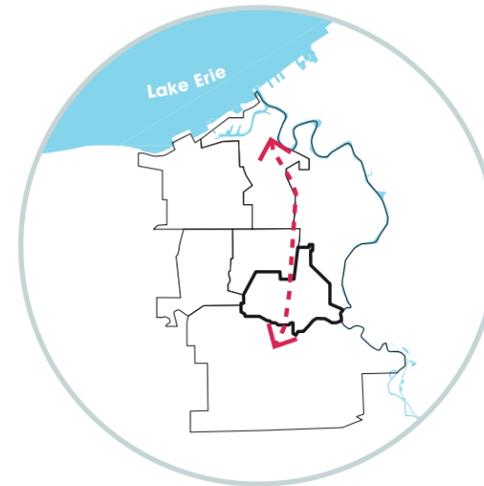
- › Create transit-oriented mixed-use development adjacent to RTA's Ohio City Red Line Rapid Transit station;
- › Improve the frequency of transit and appearance of West 25th St.;
- › Take advantage and protect Ohio City's historic building stock;
- › Develop infill housing;
- › Develop a light-industrial park in Queen Barber area at West 25th St.-I-90 interchange;
- › Take advantage proximity to Downtown Cleveland and the Flats.



CLARK-FULTON

Clark-Fulton has one of the city's most diverse ethnic population, including a large and growing Hispanic community. The I-71 and I-90 isolate the neighborhood.

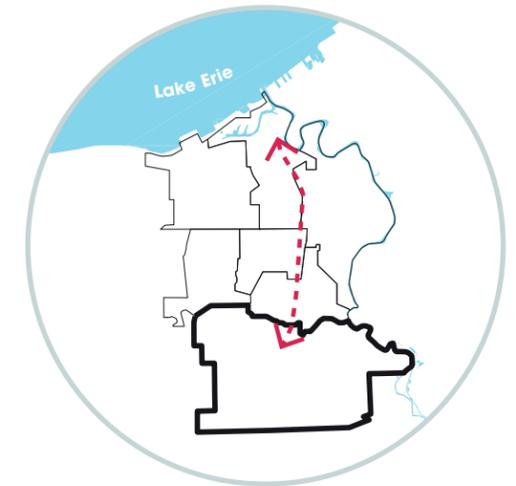
- › Program streetscape improvements along major commercial arterials like West 25th St.;
- › Pursue opportunities for adaptive reuse of commercial and industrial buildings as residential units on West 25th St.;
- › Promote infill development;
- › Develop a mixed use district at corner of West 25th St. and Clark Ave.;
- › Establish development project of scale along west side of West 25th St., opposite MetroHealth Medical Center campus;
- › Tell the "neighborhood story" through the development of interpretive exhibits on West 25th St.



BROOKLYN CENTRE

Brooklyn Centre was first settled along Pearl St., which is still the area's main commercial street. Industrial uses are located in and near the Big Creek Valley and Cuyahoga River.

- › Link Brooklyn Centre to Ohio & Erie Canal Towpath Trail via neighborhood connector from Calgary Park through Lower Big Creek Valley;
- › Convert Masonic Temple Building and former East Denison School to housing;
- › Develop retail node associated with Towpath Trail and Cuyahoga Valley Scenic Railroad at intersection of Harvard Avenue and Jennings Road;
- › Capitalize on the presence of the Cleveland Metroparks Zoo and the Towpath Trail.



OLD BROOKLYN

Beginning in the 1880s, Old Brooklyn is predominantly housing with commercial and industrial uses located along its periphery near highways and river valleys.

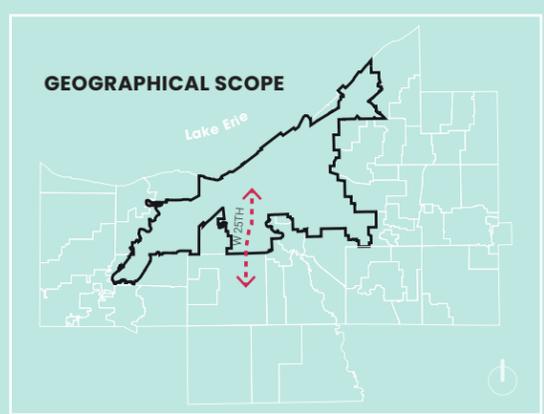
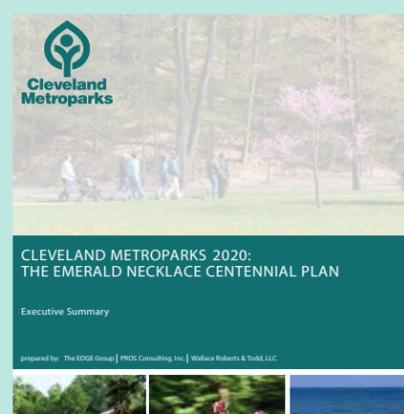
- › Program streetscape improvements along major commercial arterials like West 25th St.;
- › Redevelop traditional downtown Old Brooklyn retail node at Pearl-Broadview-Memphis intersection;
- › Develop new infill housing on scattered vacant sites;
- › Create neighborhood linkage to Towpath Trail via the Lower Big Creek Valley and the Treadway Creek Trail;
- › Convert Henninger Landfill property and portions of Lower Big Creek Valley into active and passive green space.



1.5

CLEVELAND METROPARKS STRATEGIC PLAN

BY CLEVELAND METROPARKS (2012)



PLAN PURPOSE

Looking forward to a second century of stewardship and service, Cleveland Metroparks developed Cleveland Metroparks 2020: The Emerald Necklace Centennial Plan. The Centennial Plan consists of three interrelated components: a strategic plan, a strategic and master plan for the Cleveland Metro Parks Zoo and reservations plans.

MAIN RECOMMENDATIONS

TRANSIT

- › Connect Cleveland Metroparks to the urban core and regional recreation and transportation networks;
- › Explore public transportation interface opportunities;
- › Explore opportunities for integrating surrounding parking and roadways to supplement the park system;
- › Develop partnerships with local communities to identify priority streets for “greening” as part of Complete & Green Streets Initiative to improve walkability/ bikeability, beautify neighborhoods and improve storm water management.

USE AND BUILT FORM

- › Evaluate opportunities to integrate with surrounding commercial districts to build synergy between uses and improve streetscapes.

PARKS & RECREATION

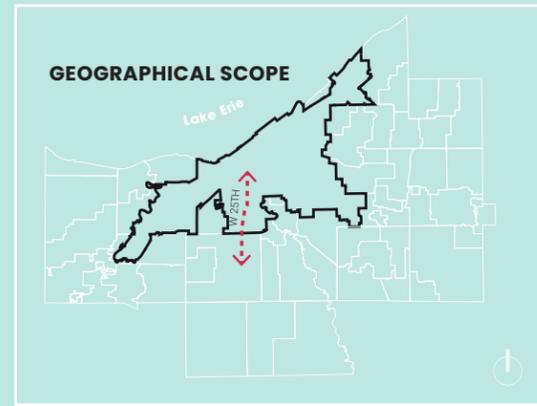
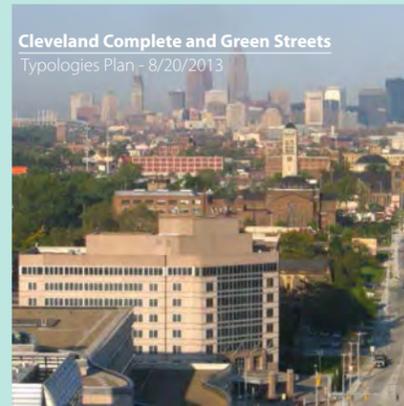
- › Focus land acquisition and trail development on filling gaps within the “Emerald Necklace”, providing regional links that connect to adjacent green space systems, and/or provide open space and recreational opportunities in underserved areas;
- › Continue to work with partners on securing property to implement the connection from Ohio & Erie Canal Reservation to Zoo along Big Creek including changes in land use and revitalization efforts;
- › Partner with community organizations to complete the Towpath Trail and Lake Link Trail to Lake Erie (as extensions of the Ohio & Erie Canalway Reservation) and assume operational responsibilities;
- › Expand outdoor recreation to include health and wellness programs and outdoor adventure activities;
- › Target offerings to attract underserved populations;
- › Address energy efficiency, use of local materials, waste reduction, resource conservation, and green products/ procedures;
- › Improve experiences through effective maps, signage, and wayfinding. Develop standard signage manual and implement system-wide improvements. Assure compliance with standards.



1.6 CLEVELAND COMPLETE AND GREEN STREETS

BY THE CITY OF CLEVELAND (2013)

Consultants: Alta Planning + Design, SVR Design Company, Behnke Landscape Architecture and Michael Baker Corporation



PLAN PURPOSE

The Cleveland Complete and Green Streets Guidelines provides a toolbox for those who design, build and maintain streets. More precisely, it is a typology manual that creates a sustainable transportation network which is more bicycle and pedestrian-friendly.

This information will provide a foundation for cross section and station implementation recommendations based on contextual alignment along the W 25th Corridor.

MAIN RECOMMENDATIONS



- › The typologies presented in this plan do not necessarily show what treatments should be applied to a particular roadway, but rather what treatments can be applied to a particular roadway. Further planning studies, engineering studies and outreach should be conducted to weigh all available options and the desired balance of transportation modes;
- › West 25th St. can be categorized as a “Large, Commercial Street”. The “Large, Transit Overlay” also applies as West 25th St. has been identified as a future BRT corridor by the RTA;
- › A street needs to serve as a place and as a link, not just a link to connect destinations via automobile;
- › The transportation network should accommodate pedestrians with a variety of needs, abilities, and possible impairments. Attributes of well-designed sidewalks include a sidewalk width capable of accomodating two people walking side-by-side.
- › Design for all four types of bicyclists (strong and fearless, enthused and confident, interested but concerned, and no way, no how).
- › Included bicycle parking that is convenient and attractive;
- › Incorporate green infrastructure in the right of way, including amended soils, street trees, bioretention facilities, pervious paving and asphalt;

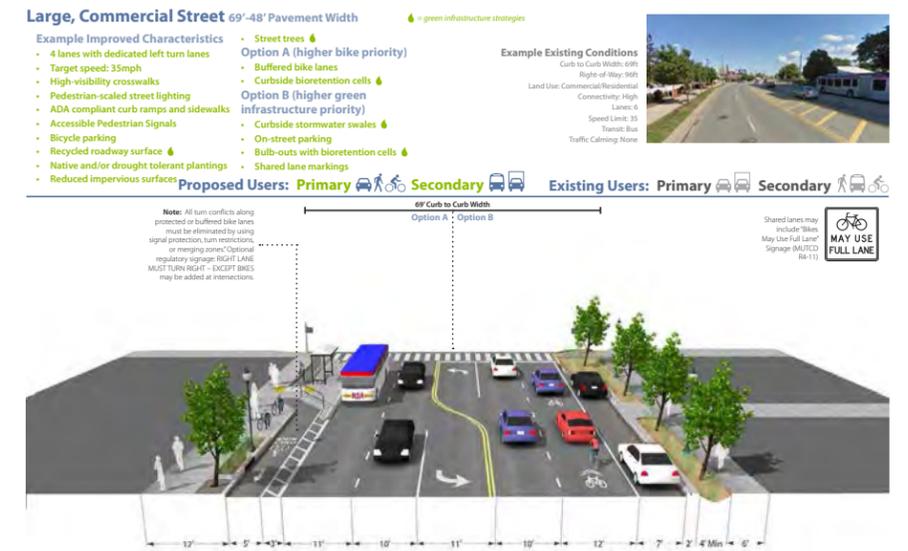


FIGURE 2: LARGE, COMMERCIAL STREET TYPOLOGY

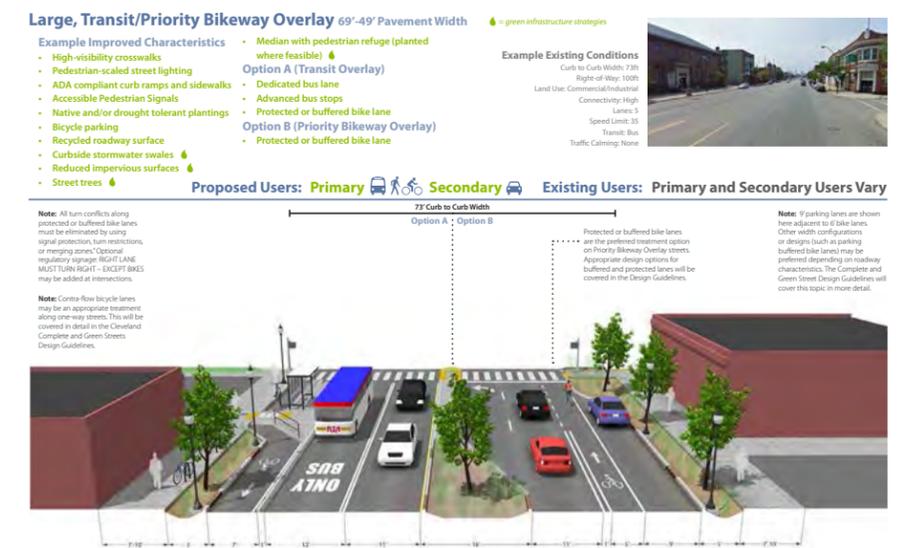


FIGURE 3: LARGE, TRANSIT OVERLAY



TRAFFIC CALMING APPROPRIATENESS PER COMPLETE STREETS TYPOLOGIES

	Large, Commercial Street	Large, Transit Overlay
Roadway Designed to Target Speed	●	●
Road Diet	●	●
Lane Narrowing	●	●
Chicanes	●	●
Access Management	●	●
Pinchpoints	●	●
Diverters	●	●
Setback Reduction	●	●
Street Trees + Aesthetic Elements	●	●
Street Material	●	●
Street Lighting	●	●
Enforcement and Awareness	●	●
Parking Control	●	●

GREEN TREATMENT APPROPRIATENESS PER COMPLETE STREETS TYPOLOGIES

	Large, Commercial Street				Large, Transit Overlay			
	Travel Lanes	Bike/Parking Lanes	Amenity Zones/Medians	Sidewalks	Travel Lanes	Bike/Parking Lanes	Amenity Zones/Medians	Sidewalks
Amended Soils			●				●	
Street Trees			●				●	
Sheet Flow Dispersion			●				●	
Bioretention Cells			●				●	
Bioretention Planters			●				●	
Bioretention Swales			●				●	
Pervious Concrete	●	●	●	●	●	●	●	●
Porous Asphalt	●	●	●	●	●	●	●	●
Permeable Pavers	●	●	●	●	●	●	●	●

INTERSECTION IMPROVEMENT APPROPRIATENESS PER COMPLETE STREETS TYPOLOGIES

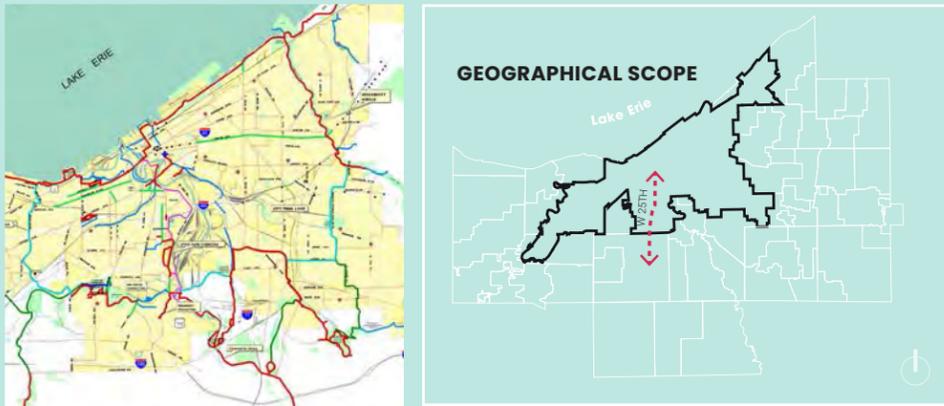
	Large, Commercial Street	Large, Transit Overlay
Curb Radius Reduction	●	●
High-visibility Crosswalks	●	●
Raised Crosswalks/Intersections	●	●
Traffic Circles	●	●
Bicycle Intersection Treatments	●	●
Curb Extensions/Bulbouts	●	●
Intersection Parking Control	●	●
ADA Compliant Curb Ramps	●	●
Median Pedestrian Refuge	●	●
Active Warning Beacons	●	●
Countdown Pedestrian Signals	●	●
Pedestrian Hybrid Beacons	●	●

Legend

- Appropriate in most cases
- Appropriate in some cases
- Not Recommended

1.7 CLEVELAND BIKEWAY MASTER PLAN

BY THE CITY OF CLEVELAND (2013)



PLAN PURPOSE

The Cleveland Complete and Green Streets Guidelines provides a toolbox for those who design, build and maintain streets. More precisely, it is a typology manual that creates a sustainable transportation network which is more bicycle and pedestrian-friendly.

This information will provide a foundation for cross section and station implementation recommendations based on contextual alignment along the W 25th Corridor.

MAIN RECOMMENDATIONS



- › Add 82.5 miles of additional bikeways that will complete a network of connected bicycle facilities;
- › Ensure that people will be connected to places and prioritize making key network connections.



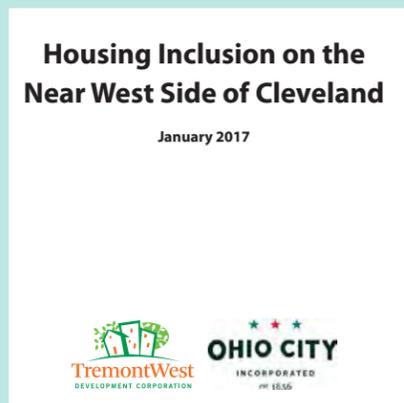
FIGURE 4 : CLEVELAND BIKEWAY MASTER PLAN (2013)



1.8

NEAR WEST SIDE AFFORDABLE HOUSING WHITE PAPER

BY TREMONT WEST DEVELOPMENT CORPORATION AND OHIO CITY INC. (2017)



PLAN PURPOSE

The Housing Inclusion on the Near West Side of Cleveland identifies emerging affordability issues facing near west side neighborhoods in Cleveland and outlines recommendations to address these obstacles. This white paper is intended to serve as a guide, toolkit and resource for partners.

MAIN TAKEAWAYS

- › The near west side of Cleveland is seeing a surge in demand for housing of all types that has not been seen in a generation, perhaps two.
- › In recent years, Tremont and Ohio City have seen an explosion in growth of market rate housing attributable to a number of factors including proximity to downtown, increased desirability of urban neighborhoods from baby boomers and millennials, walkability, and quality of life amenities.
- › Housing demand continues to outstrip supply.
- › Without intervention, the current affordable housing stock being provided by the market (rental and for sale) will transition to higher-income individuals and the neighborhoods will become more and more unattainable for those at the lower and middle portion of the income spectrum.
- › There are significant data-driven and anecdotal evidence that gentrification and displacement is beginning to occur in desirable areas of near west side neighborhoods.
- › Cleveland as a whole is still losing population (at a slowing rate) but our Downtown and Near West Side neighborhoods in the last few years have begun gaining population for the first time since 1950.

MAIN RECOMMENDATIONS

USE AND BUILT FORM

- › Transform underutilized industrial lands into residential and mixed-use areas since the country's and Cleveland's economy has transitioned from brawn to brains;
- › Target missing middle housing, such as duplexes, triple-deckers, etc.;
- › Establish cooperatives;
- › Focus efforts on affordable housing for households with low to moderate income as there currently are a negligible number of protected affordable units for this population bracket;
- › Promote accessible, high-quality fabrication, production, and retail spaces that can activate streets and provide the opportunity for local employment and community building.
- › Phase in form-based code with inclusionary incentives to better reflect the existing character and desired evolution of urban neighborhoods while being able to implement strong mechanisms for preserving long-term affordable housing as part of new development.
- › Achieve a population density of 7,500 people/sq mi in the near west side. The current population density is 5,015 people/sq mi;

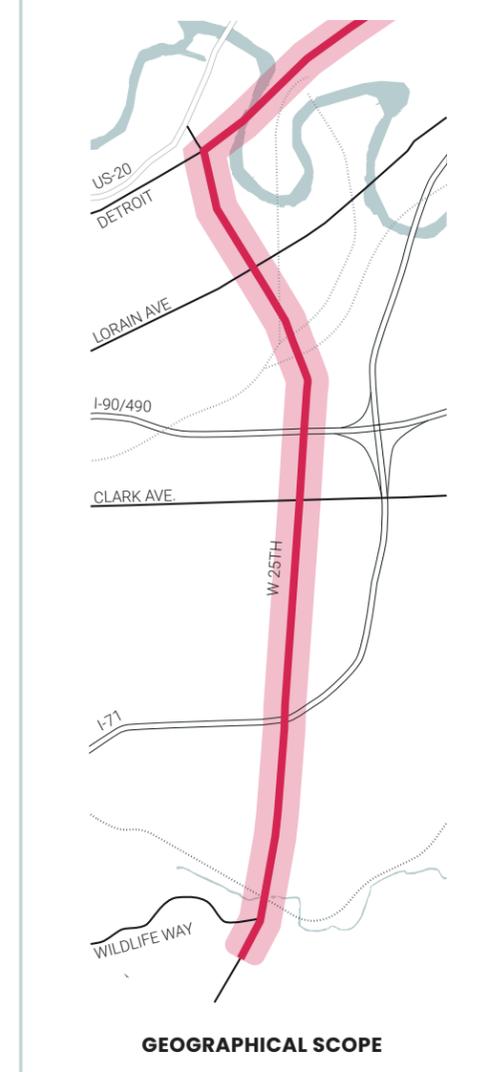
1.9 WEST 25TH STREET BUS RAPID TRANSIT DEVELOPMENT

BY THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND THE CLEVELAND NEIGHBORHOOD PROGRESS (2019)
 Consultants: WSP USA



PLAN PURPOSE

The West 25th Street Bus Rapid Transit Development plan advances the planning and conceptual design of the West 25th Street Bus Rapid Transit project and identifies the next steps that will be required to complete the project.



MAIN TAKEAWAYS

- › The West 25th Street priority corridor, as defined in the RTA Strategic Plan 2010-2020, follows much of the alignment of RTA Route 51;
- › Route 51 does not benefit from priority measures, except in downtown Cleveland (see figure x).
- › Route 51 is delayed by traffic congestion along West 25th St. and the Detroit-Superior Bridge, resulting in bus travel times that are slower and less reliable;
- › Traffic volumes along the West 25th St.-Pearl Road portion of the corridor are higher because of the impacts of commuter traffic on Columbus Road;
- › While daily traffic volumes are not exceptionally high for a four-lane roadway, the volumes are highly concentrated during peak periods resulting in congested conditions in which RTA's buses operate;
- › Buildings facing West 25th Street are predominantly two to four stories with little or no front or back setbacks;
- › Retail development predominates at the ground level and residential or office development above.
- › Medium density residential development predominates in the blocks east and west of West 25th St.;
- › The northern segment of the West 25th Street corridor (Ohio City neighborhood) has experienced significant redevelopment over the past ten years. Recent and planned developments have generally maintained or increased the development density and the development style is predominantly mixed-use.
- › West 25th Street to the south of Columbus Road includes vacant parcels and parcels that have been redeveloped since the 1960s at lower densities that may be ripe for potential redevelopment.

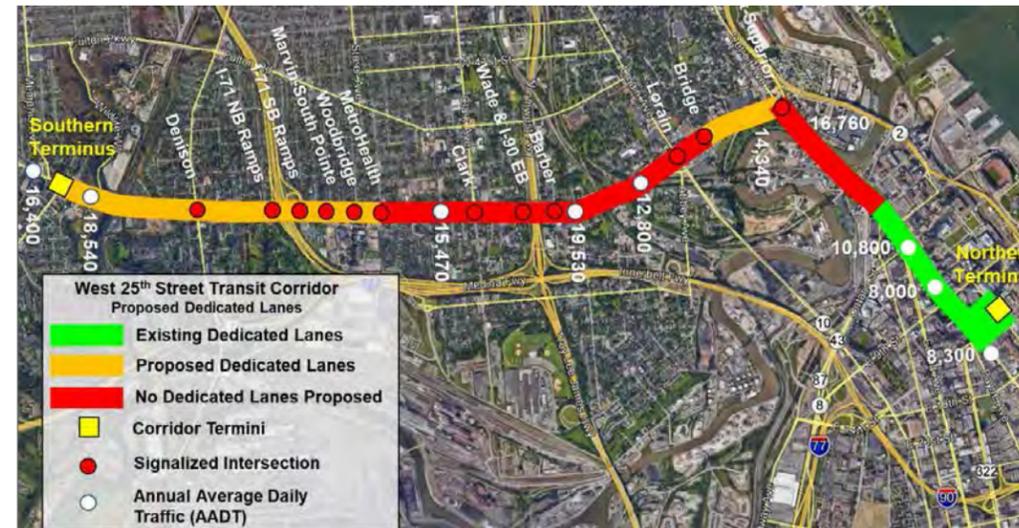


FIGURE 5 : WEST 25TH ST. TRANSIT CORRIDOR TRAFFIC COUNTS AND PROPOSED DEDICATED LANES



MAIN RECOMMENDATIONS

TRANSIT

- › The designation of part-time dedicated bus lanes is warranted in the corridor. The right (curb) lane should be restricted to bus-only use (or bus-and-bicycle-only) during peak periods in the peak direction of travel, which is toward downtown Cleveland in the morning peak and away from downtown Cleveland in the afternoon peak;
- › Preliminary traffic analysis based on reported ODOT average daily traffic volumes and other studies in the project area indicate that peak period bus-only restrictions could be implemented in two segments of the corridor:
 - 1 West 25th Street between Detroit Road and Bridge Avenue;
 - 2 Pearl Road-West 25th Street between MetroHealth Drive and Broadview Road;
- › Proposed station locations for the West 25th BRT corridor are shown in Figure 6;
- › With 26 stations in each direction with seven stations in downtown Cleveland, including six existing stations along Superior Avenue in the HealthLine Transit Zone and the seventh station at the route terminus and layover point at East 13th Street and Rockwell;
- › Nineteen stations would be located at existing bus stop locations along the West 25th Street BRT corridor between Detroit Avenue and Broadview Road. This reflects bus stop consolidation that was completed by RTA in 2015;
- › Physical improvements would be limited to the area between Broadview Road and Detroit Avenue. No improvements are proposed for the Detroit-Superior Bridge. Through downtown Cleveland, the BRT line would make use of the existing dedicated

- bus lanes, upgraded shelters and passenger amenities in Public Square and on Superior Avenue;
- › The section of West 25th Street that runs along the MetroHealth Hospital campus should be widened with their redevelopment plan to allow for the provision of dedicated bus lanes for peak hour, peak direction operations;
- › The number of passenger amenities in the corridor is low. Therefore, station amenities for both BRT lines should include architecturally sensitive bus stations with lighting, seating, real-time bus arrival information and line-specific branding and signage. They may also include additional amenities such as public art, trash receptacles, bike racks, and security infrastructure;
- › The goal is to provide high-quality, low-maintenance amenities for customers with stations that reflect a place-making celebration of

the context of each site within a seamless, sleek transportation system.

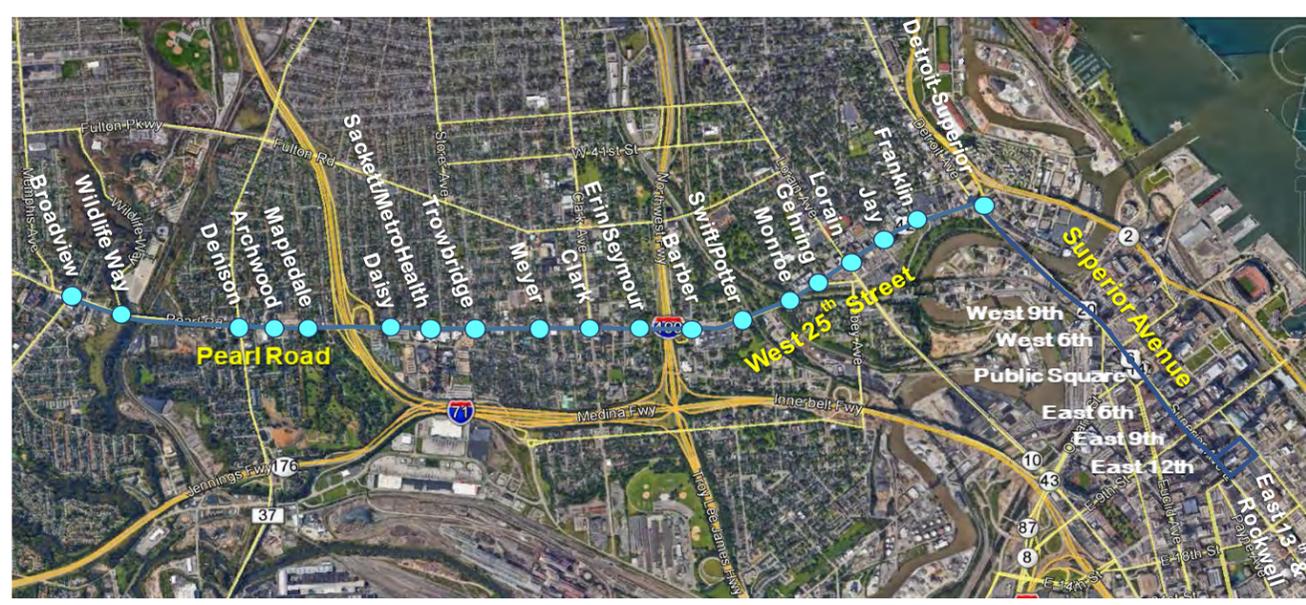


FIGURE 6 : PROPOSED STATION LOCATION

WSP ESTIMATES THAT CAPITAL IMPROVEMENTS FOR THE CORRIDOR WOULD COST APPROXIMATELY **\$21.5 MILLION (2017 DOLLARS)**, INCLUDING UNALLOCATED CONTINGENCY COSTS OF **35%**. ADDING THIS CONTINGENCY TO RELEVANT COST CATEGORIES RESULTS IN A TOTAL ESTIMATED COST OF **\$29.1 MILLION.**

STATIONS MAKE UP THE **LARGEST PORTION** OF PROJECT COSTS. THE NOMINAL COST OF AMENITY AND PLATFORM PAVING IMPROVEMENTS AT PROPOSED BRT STATIONS IS ABOUT **\$200,000 PER STATION.**

1.10

WEST25 TRANSIT DEVELOPMENT STRATEGY

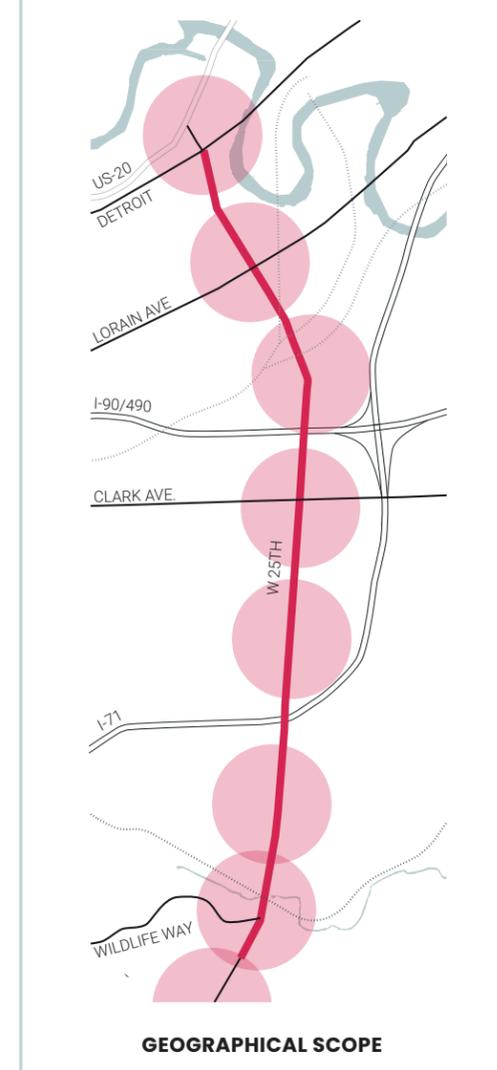
BY THE CLEVELAND NEIGHBORHOOD PROGRESS (2013-2015)

Consultants: Parsons Brinckerhoff, Baker, 4ward Planning, Kent State University CUDC

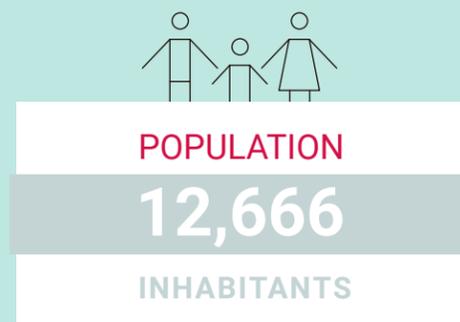


PLAN PURPOSE

The document defines a strategy that improves livability and commerce along the West 25th Street/Pearl Road corridor by connecting regional assets, serving major employers, and addressing the needs of residents, current and future.



MAIN TAKEAWAYS



↑ Non-family households are growing while Family households are declining ↓



The Corridor is the **ONLY** area where single-family homes are not the majority of housing units

LESS THAN **10%** of persons who work within the corridor reside in the area



MAIN RECOMMENDATIONS

The following recommendations emerged from the consultant team and a representative group of residents, stakeholders, and Community Development Council (CDC) staff representatives from four city neighborhoods (Ohio City, Tremont, Stockyards/Clark-Fulton, and Old Brooklyn), as well as several civic and governmental organizations.

TRANSIT

- › Implement traffic calming measures;
- › Improve sidewalk infrastructure and crossings;
- › Improve lighting;
- › Provide safer countdown/audio crosswalks (give pedestrians advanced walk signal);
- › Have safe and dedicated bike lanes (where possible);
- › Implement a bike-share program;
- › Have dedicated bus lanes in either direction of the corridor;
- › Consolidate all bus stops along the corridor to ten locations, each serving one of eight identified development nodes (see following pages);
- › Enhance bus stop waiting environments (such as benches);
- › Utilize tech, including real-time arrival info and digital schedules at stops;
- › Create a strong brand for public transit along the corridor;
- › Implement transit signal priority for buses (transponders that activate traffic signals and minimize stopping);
- › Create district parking lots along the corridor, one-half mile from one another.

USE AND BUILT FORM

- › Foster dense urban developments;
- › Promote affordable housing and prevent displacement;
- › Require a minimum density of 8-12 units per acre;
- › Vacant properties within a quarter mile of the corridor slated for redevelopment must be developed to a minimum density of 20 persons per acre;
- › Replace traditional zoning with a form-based code;
- › All development immediately adjacent to the corridor and primary feeders (Detroit, Lorain, Clark, Denison, etc.) must utilize zero lot line building footprints;
- › Ensure a transition from dense developments to the corridor’s adjacent residential fabric;
- › Encourage infill housing;
- › Encourage a diversity of housing (seniors, single families, multi-generational);
- › Traditionally suburban cladding materials (vinyl siding and faux treatments) and signage approaches (overhead posts) should be wholly avoided;
- › Parking ratios should be steeply reduced or eliminated
- › Only permit parking in rear portions of a lot and with side street access only;

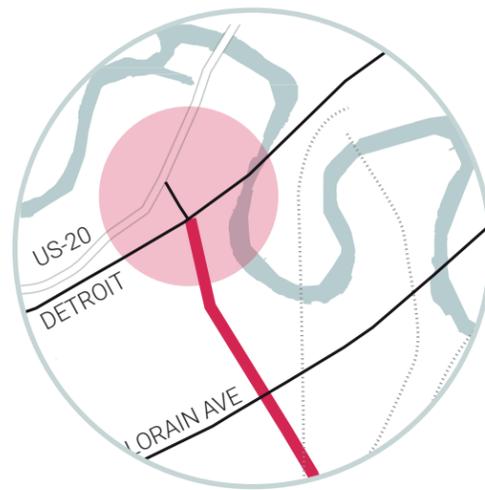
PARKS & RECREATION

- › Every home should have access to a green space within a quarter mile;
- › Every home should have a safe pedestrian connection to neighborhood pocket parks within a quarter mile;
- › Every home should have access to full-service recreation facilities or programming within a 15-Minute transit ride, bike ride or drive;
- › Improve local recreation facilities and programming;
- › Create wayfinding systems that lead to recreational amenities and facilities;
- › Extend access to Ohio City from the river;
- › Scranton bike connection – build a dedicated lane connection to trails and waterfront;

ECONOMIC DEVELOPMENT

- › Devise a storefront renovation program;
- › Retail development and business recruitment within the corridor should be focused on small, authentic businesses (e.g., eateries, craft stores and personal services);
- › Focus commercial development at the southeast Corner of W25 and Detroit Ave;
- › Prioritize district marketing;
- › Install pet friendly infrastructure along the corridor to promote a vibrant economy and sustain local businesses;
- › Provide public Wi-Fi since a significant number of residents do not have access to the internet;
- › Anticipate and plan for the projected population loss expected to occur at a rate of 0.35 to 0.46 percent per year in the area.

HIGH PRIORITY NODES

**LAKEVIEW FLATS**

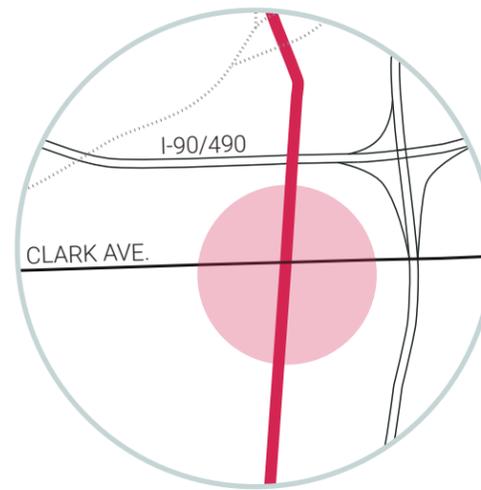
Intersection of West 25 and Detroit Ave

OVERVIEW

A crucial connector between the dense Lakeview and Riverview CMHA housing, the Market District, Hingetown, Downtown, and the Flats recreation and entertainment centers. One of the hottest areas in the city.

RECOMMENDATIONS

-  › Improve W25/Detroit Intersection;
-  › Improve crosswalk (i.e. Shoreway Ramp);
-  › Improve pathways from Lakeview Terrace across the bridge;
-  › Improve the conditions of Lakeview Terrace;
-  › Preserve historic housing (i.e. Mulberry Street);
-  › Expand green space options;
-  › Facilitate safe access to Fairview Park;
-  › Improve aesthetics of Green Irishtown Bend;
-  › Include programming for residents to use the river/waterfront;
-  › Ensure access to Edgewater Park;
-  › Leverage riverfront with bars and restaurants;
-  › Allow for pop-up activities under the Detroit-Superior bridge.

**LA VILLA HISPANA**

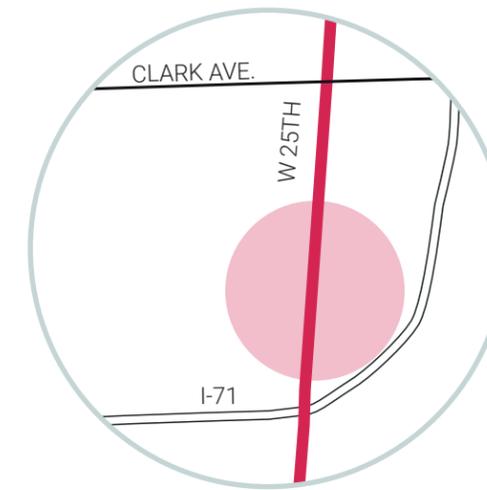
Intersection of West 25 and Clark Ave

OVERVIEW

A vibrant, authentic, and inclusive Latino cultural district in the heart of the Clark-Fulton neighborhood. La Villa Hispana has the potential to be an anchor and a magnet for cultural tourism.

RECOMMENDATIONS

-  › Address connectivity to and within the Steelyard Commons;
-  › Better connections to Tow Path Lincoln West community;
-  › Fix issues with left turns with left/right-turn LED signs;
-  › Develop visible and artistic crosswalks;
-  › Ensure protection against displacement;
-  › Strategic demolition, beginning with Lincoln High School;
-  › Better wayfinding to existing parks (Trent and Roberto Clemente);
-  › Improve Safety at recreation sites;
-  › Develop La Placita (open-air market);
-  › Design, fund and install district banners;
-  › Promote the establishment of safe bars/Restaurants;
-  › Attract hotels, hostels and bed and Breakfasts.

**HEALTH CAMPUS**

Intersection of West 25 and Trowbridge Ave

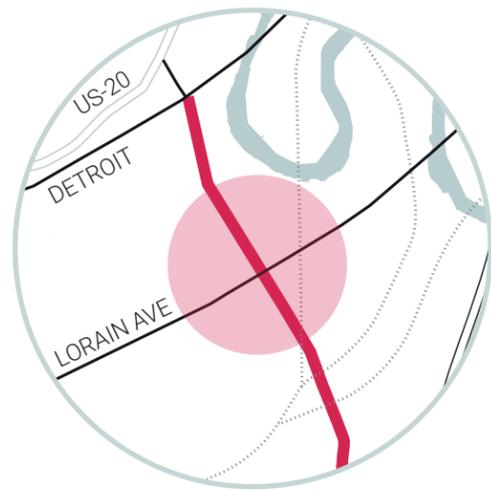
OVERVIEW

Node characterized by the strength and leadership of MetroHealth, an anchor employer and healthcare provider for the area. The transformation of MetroHealth will better integrate the facilities to the fabric of the community.

RECOMMENDATIONS

-  › Offer better connectivity with Scranton bike lanes;
-  › Address safety hazards on Ramps to I-71S, 176S and Valentine;
-  › Adapt MetroHealth to be more walkable and have better transit;
-  › Preserve quality housing stock;
-  › Develop campus-adjacent senior housing;
-  › Address poor-quality recreational facilities;
-  › Ensure MetroHealth plans address community recreational needs;
-  › Take over underperforming MetroHealth recreational facilities;
-  › Provide consistent street-level retail and commercial activity;
-  › Plan for a public market and neighborhood grocery stores;
-  › Encourage and incentivize street vendors.

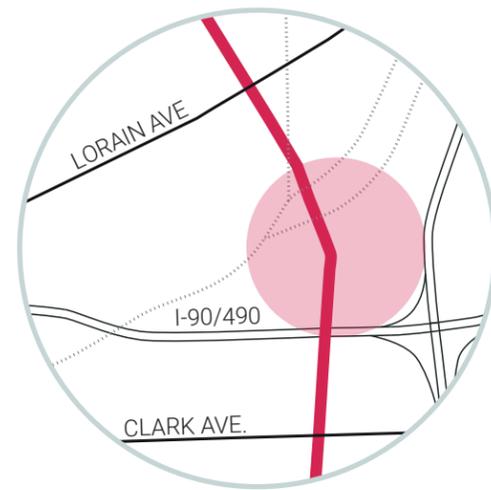
MODERATE AND LOW PRIORITY NODES



MARKET DISTRICT

Intersection of West 25 St and Lorain Ave

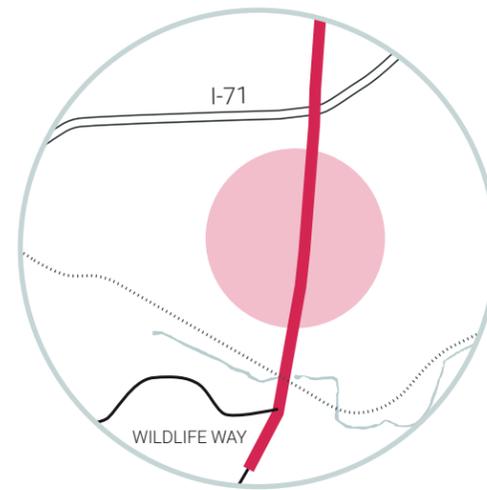
Anchored by the West Side Market, the Market District is a regional commercial hub.



INDUSTRIAL VILLAGE

Intersection of West 25 St and Queen Ave

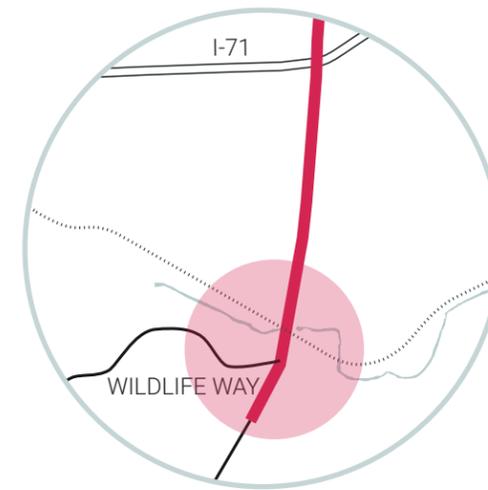
Node dominated by the Nestle plant. Also includes the Barber-Vega-Queen community.



BROOKLYN CENTER

Intersection of West 25 St and Denison Ave

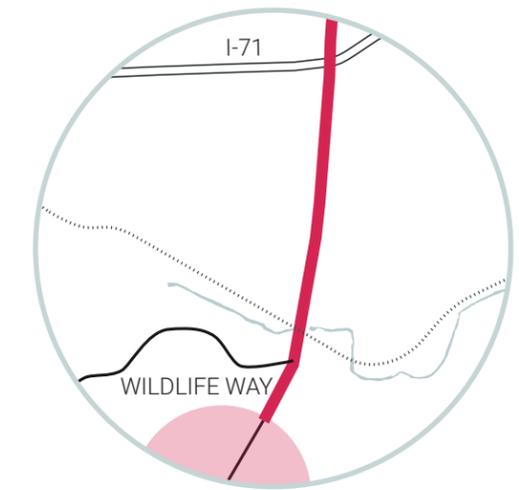
A dense residential area anchored by several churches and schools.



ZOO GREENWAY

Intersection of West 25 St and Wildlife Way

Node anchored by the Metroparks Zoo which occupies much of the Big Creek Valley.



OLD BROOKLYN DT

Intersection of West 25 St and Broadview

A historic commercial center with a high density of families and seniors.

-  › Address the area's significant congestion for multiple modes of transportation;
- › Upgrade bike infrastructure;
- › Better pedestrian access to waterfront amenities;
-  › Provide affordable housing and retail since there is a strong market demand for residential, retail and office space in this node;
-  › Better wayfinding to waterfront amenities;
-  › Build on the fact that the district is the 3rd largest employment center behind Downtown and University Circle.

-  › Important need for infrastructure investments for automobile, transit, bike and pedestrian users of W25;
- › Improve pedestrian access to Scranton Elementary;
-  › Industrial expansions in the area need to be conscientious of adjacencies with residential neighborhoods;
-  › Need for beautification to reduce perceptions of blight and the lack of safety;
-  › Take advantage of the proximity to strong districts (Market District, La Villa Hispana, Tremont).

-  › Establish visual, bike and pedestrian connectivity across the bridges and highways that separate Brooklyn Centre from centers of activity to the north and south;
- › Reduce the negative effects from the fact that the area is a pass-through from the highway and suburbs;
- › Repurpose vacant buildings (Aldi's, YMCA, Masonic Temple);
-  › Reduce perceptions of the lack of safety of green spaces;
-  › Reinvigorate commercial activity;
- › Need for a commercial core;
- › Need to create destinations.

-  › Make the Metroparks Zoo accessible to transit and bike users;
- › Make the Metroparks Zoo more connected to Brooklyn Centre and Old Brooklyn Downtown;
-  › Housing is not a priority in this node;
-  › Provide amenities help better connect the Brooklyn Centre and Old Brooklyn Downtown commercial fabric;
-  › Leverage the zoo's presence and high levels of visitation to support neighborhood retail.

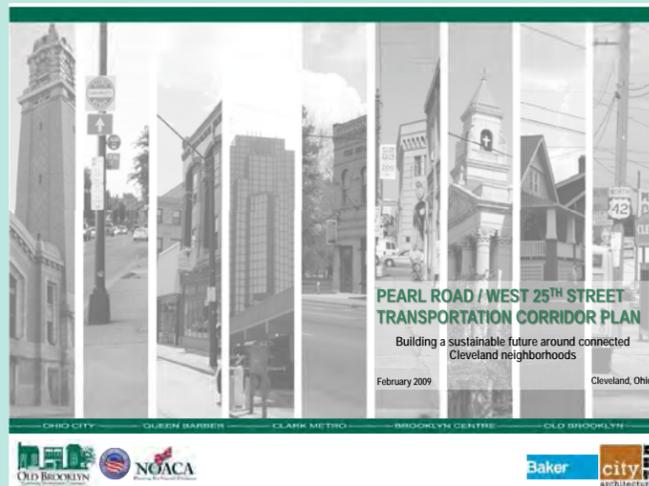
-  › Provide adequate pedestrian infrastructure, such as curb-extensions and more frequent crosswalks;
- › Ensure a more pleasant and direct connection to the Zoo for non-auto users;
-  › Preserve urban character and historic buildings;
- › Preserve housing capable of accommodating families;
-  › Focus on streetscape improvements;
-  › Activate pedestrian-oriented commercial development.

1.11

PEARL ROAD/WEST 25TH ST. TRANSPORTATION CORRIDOR PLAN

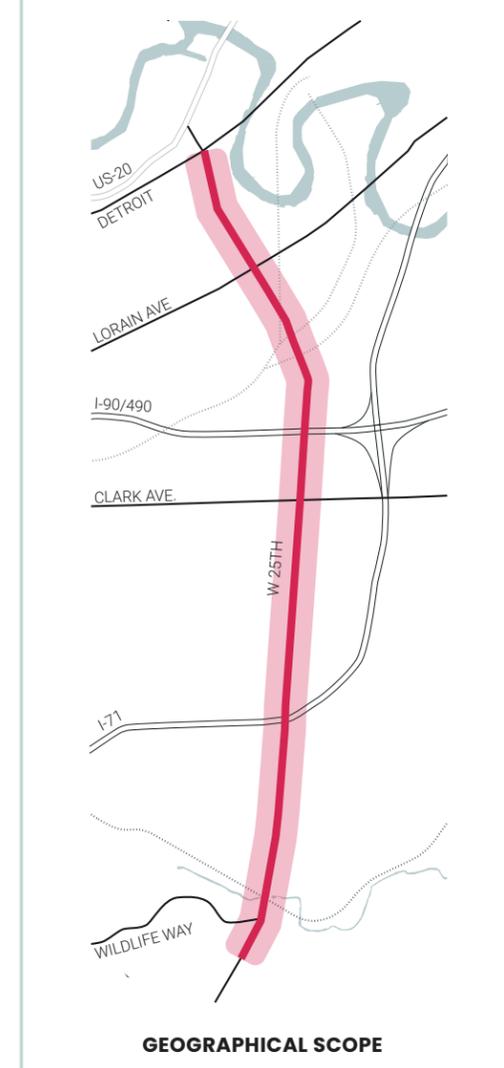
BY OLD BROOKLYN COMMUNITY DEVELOPMENT CORPORATION AND THE NOACA (2009)

Consultants: City Architecture and Michael Baker Jr. Inc.



PLAN PURPOSE

The Pearl Road / West 25th Street Corridor Plan is an initiative conceived with the purposes of studying the street to enhance the transportation networks and to identify key investment opportunities. The plan segments the corridor in nine districts.



MAIN TAKEAWAYS

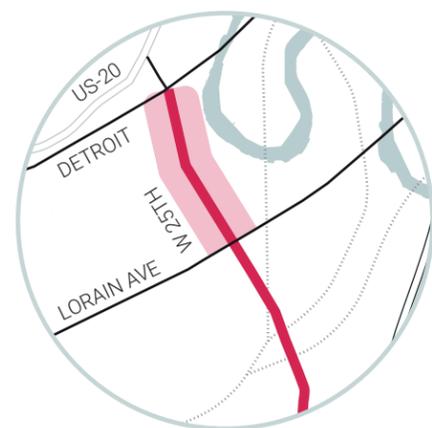
- › The Pearl Road / West 25th Street Corridor has held a prominent role within the transportation system servicing the City of Cleveland and the greater region since the original settlements along the shores of Lake Erie were founded;
- › Throughout different time periods the corridor has served a number of functions, beginning as a dirt road with trading outposts that Ohio connected villages within Northeast Ohio, and growing to become a major arterial providing access to businesses and industry as well as the accompanying residential and commercial growth;
- › The thing that has remained unique about the Pearl Road / West 25th Street Corridor is its status as the one continuous north-south urban arterial servicing the City's west side neighborhoods and connecting the southwest suburbs to Downtown Cleveland and the Lake Erie shore;
- › The roadway has always acted as a unifying element; however, its role has gradually shifted in the more recent past.
- › Prior to the development of the expanded interstate system and the construction of the Jennings Expressway, Pearl Road served as a major urban arterial, and a way of getting from one place to another, linking people with the major business and manufacturing centers. However with the interstate system becoming the dominant commuter route to Mapledale Avenue However, route, Pearl Road has begun to take on a new significance to the communities that it serves;
- › While the interstate system serves as a link between two destinations with no regard to the areas in between, the Pearl Road / West 25th Street corridor represents a link between two destinations in which the experience of the places in between is what matters;
- › The idea that the street is more than just a paved roadway, but a representation of and a community gathering place for the neighborhoods that grow from it has been a driving force in the plan's planning process.



FIGURE 7 : HISTORIC EVOLUTION OF WEST 25TH ST.



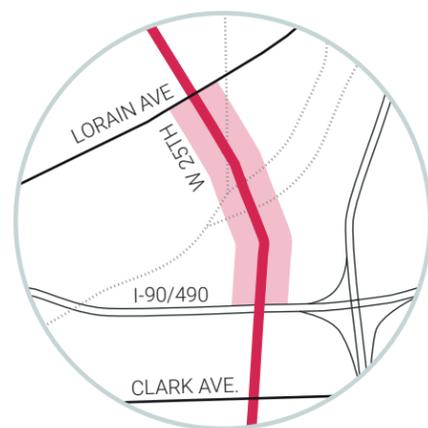
MAIN RECOMMENDATIONS



OHIO CITY

Lorain Avenue to Monroe Avenue

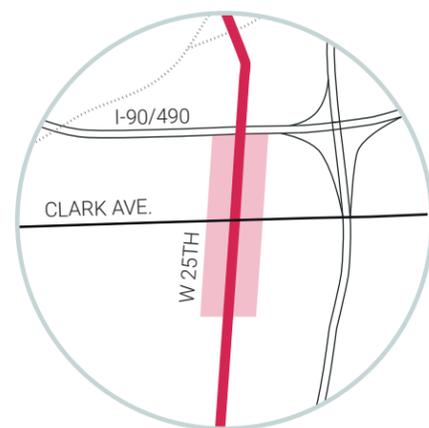
- › Retain the configuration of the street (four lanes);
- › Integrate a new series of lane markings via a shared-use arrow pavement marking to better integrate the bicycle into the roadway;
- › The streetscape elements and burial of the utilities that occurred previously on Lorain Avenue should continue throughout the remainder of the Ohio City commercial district;
- › Improve bus stops surrounding the West 25th St. / Lorain Avenue Intersection to create a defining gateway and focal point for the Ohio City neighborhood.



QUEEN BARBER

Swift Avenue to Vega Avenue

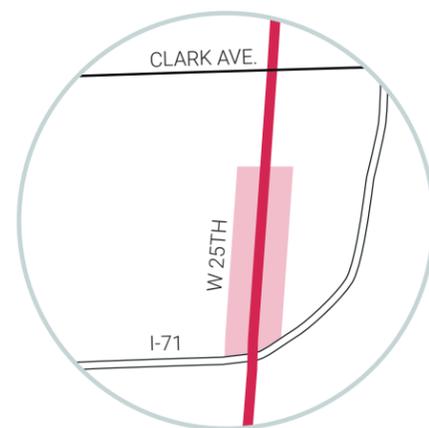
- › The sharrow should continue to be used as a pavement marking;
- › Improve transit waiting environments for the stops to the south of Barber Avenue due to their proximity to the Cleveland Public School one block to the east at Scranton Road (link with Towpath Trail).
- › Existing businesses should provide landscaping, fencing and signage adjacent to the right-of-way;
- › Buildings should front the street.
- › Make entrances and signage appropriate for both automobiles and pedestrians.



CLARK METRO

Wade Avenue to Meyer Avenue

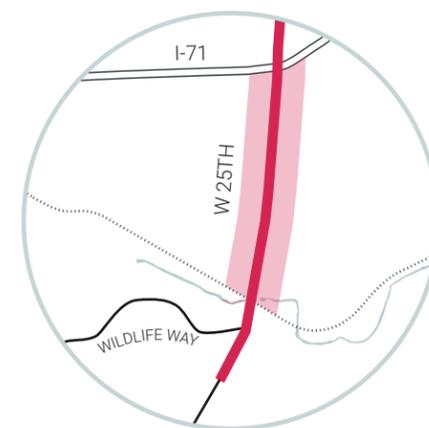
- › Maintain the four-lane roadway configuration with sharrow signage;
- › Build new sidewalks and curbs with amenities such as benches and bike racks, as well as street trees and planters;
- › Improve bus stops surrounding the Clark Road intersection and at Walton Avenue;
- › Promote new signage and awnings that animate the pedestrian environment;
- › Where parking lots front retail buildings, landscaping and fencing should be incorporated as per the City of Cleveland's design standards for downtown parking lots.



METRO HEALTH DISTRICT

Meyer Avenue to Daisy Avenue

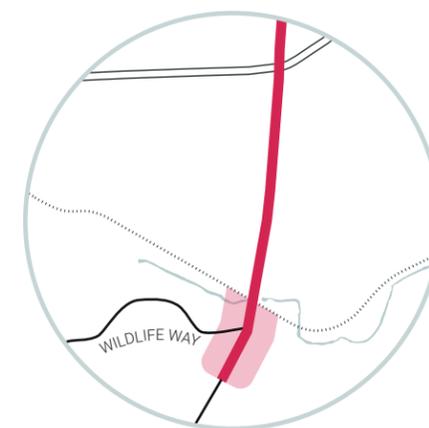
- › The four-lane roadway configuration must remain due to the high level of traffic in the area;
- › Improve transit waiting environments at bus stops surrounding the intersections of Metro Health Drive and Marvin Avenue;
- › Bring new uses to vacant land and creating new uses along the corridor that can benefit both the hospital as well as the surrounding neighborhood;
- › Create activity nodes surrounding the entrances to the hospital with retail kiosks that can activate the West 25th Street / Pearl Road corridor.



BROOKLYN CENTRE

Riverside Avenue to Mapledale Avenue

- › Reconfigure the roadway on the bridge overpass at the I-71 interchange to increase safety and reestablish a strong connection between Brooklyn Centre and Clark Metro;
- › The intersection of West 25th Street and Scranton Road needs to be reconfigured as well;
- › Bury utilities to allow for the use of new streetlights;
- › Eliminate any unnecessary curb cuts, narrow those that are too wide, and promote the incorporation of decorative fencing and landscape beds buffering the parking lots from the sidewalk.



OLD BROOKLYN

Wildlife Way to State Road

- › Create a 5-lane street consisting of two driving lanes in either direction with a center turn lane;
- › Widen the existing sidewalks to a consistent average width of 15';
- › Maintain on-street parking;
- › Integrate bike lanes that can connect residential neighborhoods to the commercial district as well as connect through the Metroparks Zoo / Lower Big Creek Greenway trails to the Towpath Trail and regional park system;
- › Redevelop the Pearl/ State Triangle into a mixed-use development.

1.12

W. 25TH STREET CORRIDOR INITIATIVE

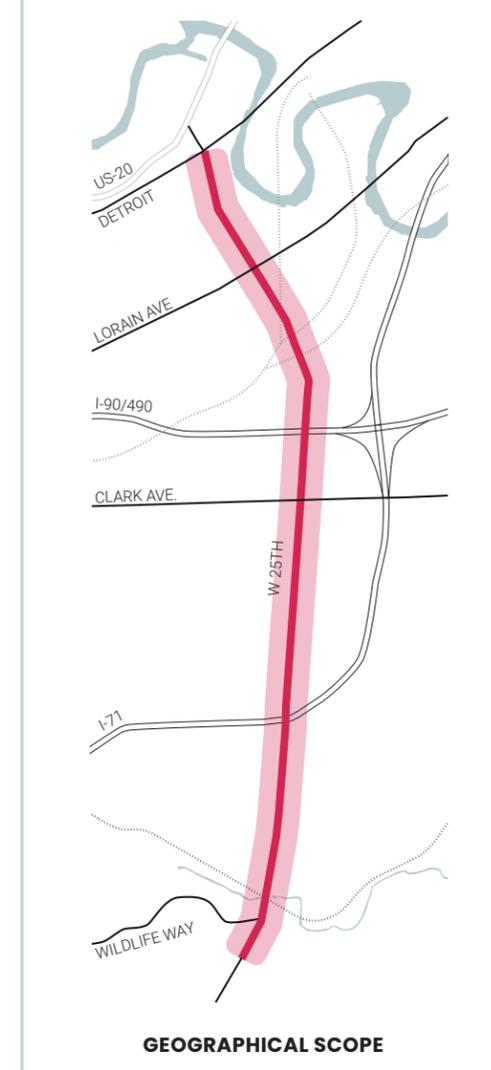
BY THE CLEVELAND CITY PLANNING COMMISSION, METROHEALTH AND NEIGHBORHOOD PROGRESS, INC. (2012)

Consultants: Kent State University CUDC



PLAN PURPOSE

The West 25th Street Corridor Initiative is a collaborative planning effort to build on the area's existing assets, in particular those represented by west side anchor institutions and to catalyze the revitalization of the corridor and its adjacent neighborhoods.



MAIN RECOMMENDATIONS

TRANSIT

OHIO CITY

- › Street improvements include a bike lane, adjacent to a parking lane on both sides of the street, along with streetscape plantings and tree wells designed to capture stormwater runoff;
- › Improve waiting environments. Incorporate aesthetic features that remind users of the presence of the market (vegetables, flowers, etc.).

NESTLETOWN

- › Street improvements include on-street parking combined with a bike lane and street trees where the right-of-way width will accommodate this.

CLARK - FULTON

- › Street improvements include on-street parking combined with a bike lane and street trees, along with sidewalk planters in areas where the right-of-way is too narrow;
- › Improve bus stop by adding seating that is cantilevered from building facades and trellis structures for transit shelters;
- › Explore moving existing bus stops north across Clark where there is more room for a bus shelter.

METROHEALTH / I-71

- › Street improvements include on-street parking combined with a bike lane and sidewalk planters;
- › Reconstruct the I/71 Bridge with decorative lighting and branding;
- › Transit waiting environment should accommodate a wide range of users and reinforce the hospital's theme and promote exercise and healthy living while people wait for the bus.

BROOKLYN CENTER

- › Street improvements include on-street parking combined with a bike lane, historic lighting, seating, and street trees;
- › Waiting environments can reinforce the theme of active living with bike racks and other amenities in front of the Riverside Cemetery, near entry points to the bike path and trail system.

METROPARKS ZOO / OLD BROOKLYN

- › Street improvements include on-street parking combined with a bike lane, historical lighting, seating, and street trees.



USE AND BUILT FORM

The report identifies eight buildings or sites in the corridor with future development potential, which should be capitalized.

CHURCH AVENUE & EXHIBIT BUILDERS BUILDING



- › Capitalize on the presence of the new Cleveland Museum of Art satellite facility that is planned for the area;
- › Redevelop the Exhibit Builders building on Church Avenue and West 25th Street into 67 apartments with ground floor retail space.

MARKET PLAZA



- › Redevelop site for new pedestrian-friendly retail at the sidewalk edge and a new parking structure;
- › Add wayfinding elements to better link RTA station to West 25th St.
- › Work with property owners to better coordinate signage and storefront appearance for tenants in the plaza.

QUEEN BARBER BUSINESS PARK



- › Redevelop the land across from Nestle/LJ Miner into a 5-20 acre business park or industrial incubator;
- › Small trees or patterned ground cover plantings could be used as a landscape holding strategy. These plants could be transplanted in the right-of-way when the site opens.

MIXED USE DEVELOPMENTS AT W 25TH & SEYMOUR AVENUE



- › With the departure of Trivantage, the company's current property and nearby land holdings could be consolidated into a development site;
- › Property at the northeast corner of Seymour and West 25th Street could become a small mixed use development project with retail storefronts and housing above.

HOTEL OR WELLNESS CENTER NEAR METROHEALTH/I-71



- › Explore the possibility of a hotel or wellness center at the southern edge of the MetroHealth campus, near the I-71 ramp, if market conditions support this.

MASONIC TEMPLE BUILDING (FORMER YMCA)



- › The former Masonic Temple could be redeveloped as live/work housing with a ground-floor gallery, with a parking area expanded into an adjacent site.
- › The former YWCA building is another redevelopment opportunity.

MIXED USE DEVELOPMENT NEAR ZOO & LOWER BIG CREEK



- › Remediate and redevelop the Henninger landfill site as an adventure sports complex, including a camp ground and skate park.

OLD BROOKLYN DOWNTOWN AREA



- › Consider the rehabilitation of the Krather, Gildor, and US Bank buildings for new uses.

UNIFYING BUILDING ELEMENTS

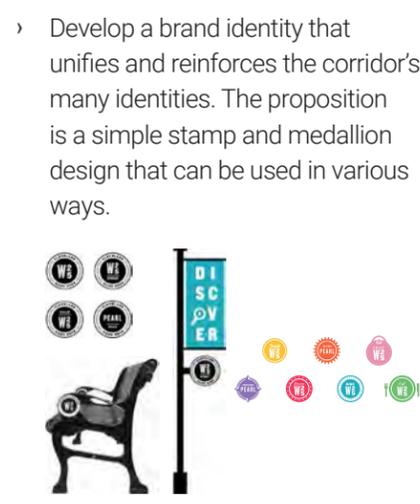
- › Blank building facades can be used to tell a story in sequence as one travels north or south along West 25th Street (food related murals can lead people to the Westside Market, and animal-themed murals to the zoo);
- › Consistent standards for signage, and parking lots abutting the street;
- › Consistent treatments for vacant properties;
- › Preserve and rehabilitate historic buildings and the character of historic districts.

PARKS & RECREATION

- › Provide a bicycle and pedestrian only link on the Scranton ramp from West 25th Street, north of Riverside Cemetery, to the MetroHealth Campus and the Towpath Trail;
- › Redesign Market Square Park at West 25th Street and Lorain Avenue to provide a prominent green space in a pedestrian-oriented area directly across from the Westside Market;
- › Improve Foote Park by increasing the visibility and use of this green

ECONOMIC DEVELOPMENT

- › space near the entrance to the zoo;
- › Create a new publicly accessible green space on an underutilized parking lot along Pearl Road, in front of the Senior Health and Wellness Center;
- › Remediate and redevelop the Henninger landfill and Brookside Auto Parts for the development of facilities for adventure sports such as rock climbing, BMX racing, camping, and skateboarding;
- › Offer bilingual wayfinding signs.

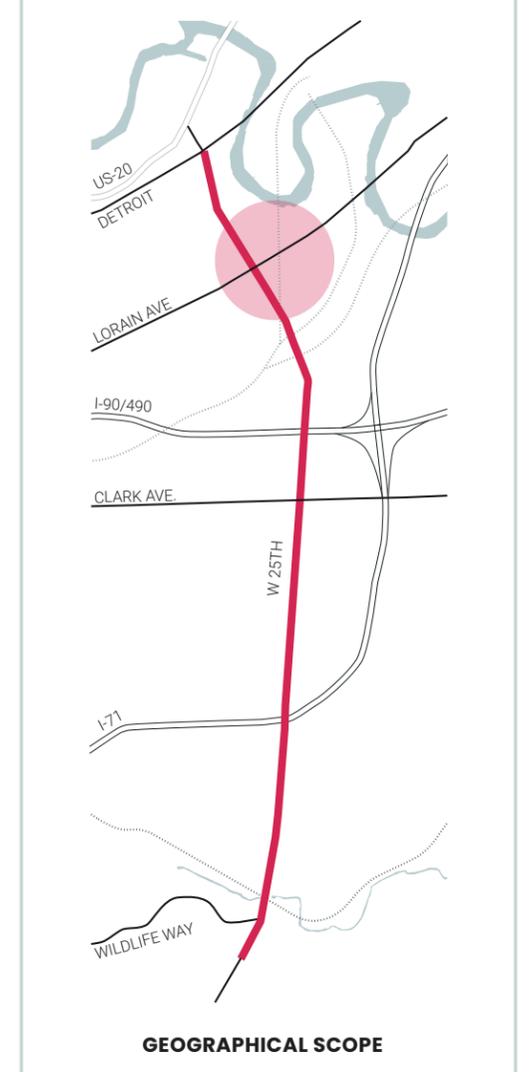


1.13

W.25TH STREET TRANSIT ORIENTED DEVELOPMENT PLAN

BY THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY AND OHIO CITY INC. (2013)

Consultants: Baker, Dimit Architects LLC, 4ward Planning, Behnke Landscape Architects



PLAN PURPOSE

The plan is intended to make RTA's West 25th St. Station feel like it is integrated into the neighborhood by creating a stronger connection between the RTA station and the center of the Market District as well as the Tremont and Duck Island neighborhoods.

SEGMENTS OF WEST 25TH ST. STATION TOD

- 1. WEST 25TH ST. STATION
- 2. WEST SIDE MARKET AREA
- 3. NORTH OF LORAIN AND EAST OF RTA STATION
- 4. WEST OF 25TH ST. STATION
- 5. EAST OF W.25TH STREET AND NORTH OF WEST SIDE MARKET
- 6. DUCK ISLAND

MAIN RECOMMENDATIONS

1. WEST 25TH ST. STATION

- › Reconnect the station, which is disconnected from the nearby West Side Market, and district area in general, by a sea of pavement;
- › Create a public plaza in place of the kiss-n-ride as the kiss-n-ride driveway area is used infrequently for its intended purpose;
- › Address the fact that the station platform is located well below street level, affecting the visibility of trains;
- › Construct a covered walkway to give the feeling of extending the head house southward toward Abbey Avenue and westward toward W. 24th St.-Gehring St.

2. WEST SIDE MARKET AREA

- › Create gateways at W.20th St. and W.24th St.-Gehring, creating an entrance into the Market District.
- › Lorain Avenue / W.24th St.-Gehring St. Intersection should be realigned;
- › Explore options to close Gehring Street;
- › Enhance the pedestrian realm and facilitate pedestrian flows between the West Side Market, the parking area, the RTA Station, and the Market Square Plaza;
- › Reconfigure the market's parking area by creating a single access point;
- › Use the space vacated by the consolidation of the driveways to create a public green space and bioretention basins.

3. NORTH OF LORAIN AND EAST OF RTA STATION

- › Gateway treatments on Lorain Avenue to calm traffic and increase safety;
- › Reduce the oversized lanes on Lorain Avenue;
- › An exclusive westbound left turn lane should be located at W.25th Street / Lorain Avenue.

4. WEST OF W.25TH STREET

- › Promote infill development to the west of West 25th St. and south of Lorain Avenue with buildings up to eight stories tall;
- › Recommended Zero lot line buildings with surface parking located at the rear of buildings.

5. EAST OF W.25TH STREET AND NORTH OF WEST SIDE MARKET

- › Facilitate non-motorized access by extending the Lorain-Carnegie Trail north to CMHA and west to W.25th Street, and connecting to the Lake Link Trail;
- › Changes in development are not recommended in this area based on the study analysis.

6. DUCK ISLAND

- › Facilitate bikeway connections to Abbey Avenue and Tremont;
- › Promote infill residential development, including townhomes on Columbus Road.

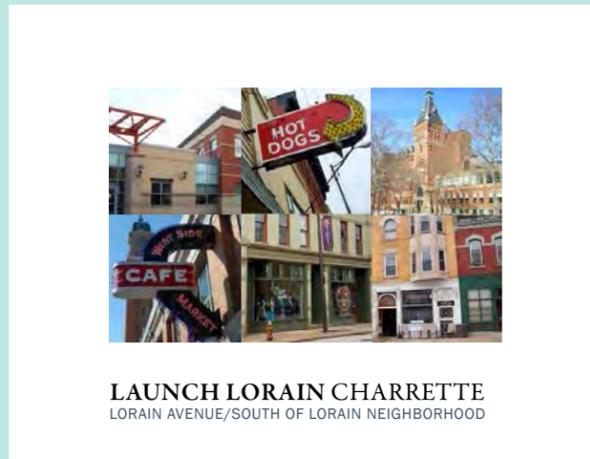


1.14

LAUNCH LORAIN

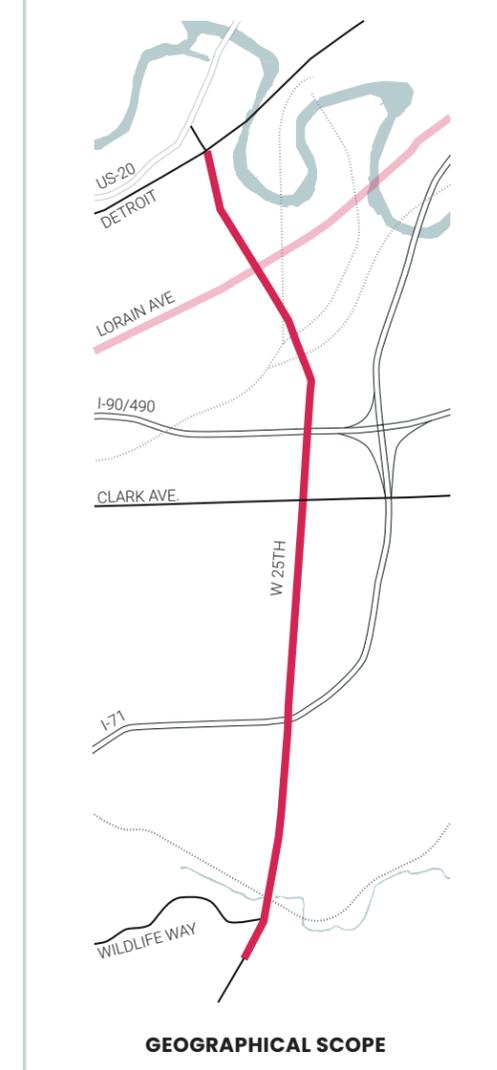
BY OHIO CITY INC. AND NEIGHBORHOOD PROGRESS (2012)

Consultants: Kent State University CUDC



PLAN PURPOSE

Launch Lorain is a shared vision for Lorain Avenue, Ohio City's Main Street. It identifies new opportunities for development and urban amenities along Lorain Avenue, including the important intersection of Lorain and West 25th.



MAIN RECOMMENDATIONS



- › Invest in Lorain and West 25th intersection, as it is a key node of the area;
- › West 25th Street could accommodate bump-outs.



- › Hanging planter baskets and projecting building signage would create visual connections from West 25th Street and enhance the appeal of Lorain Avenue, establishing a unique identity for the corridor. Hanging baskets provide a feasible opportunity for injecting natural elements into the corridor, as street tree planting poses a significant challenge due to narrow

- › sidewalk widths and the negative impact of obscuring retail signage;
- › New signage and storefront renovation assistance for private businesses along Lorain Avenue should be a high priority in order to improve the aesthetics and reinforce the street's distinctive identity;
- › Promote retail on Lorain Avenue as demand for retail space on West 25th Street in the Market District remains high and there are few vacant storefronts to accommodate new businesses while Lorain Avenue has many vacant storefronts, scattered vacant lots, and underutilized properties;

- › Consistent signage for Lorain Avenue, or a variation on the West 25th Street signage program, would help tie the neighborhood together and encourage visitors and businesses to turn the corner from West 25th Street onto Lorain Avenue.

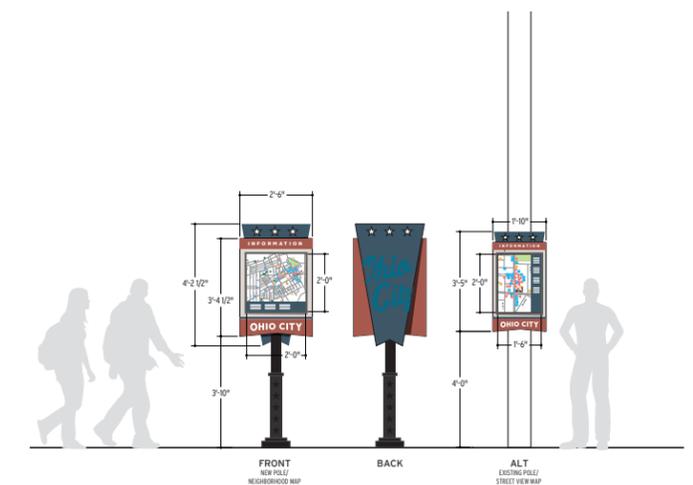


FIGURE 8 : PROPOSED WAYFINDING

1.15

RED LINE GREENWAY

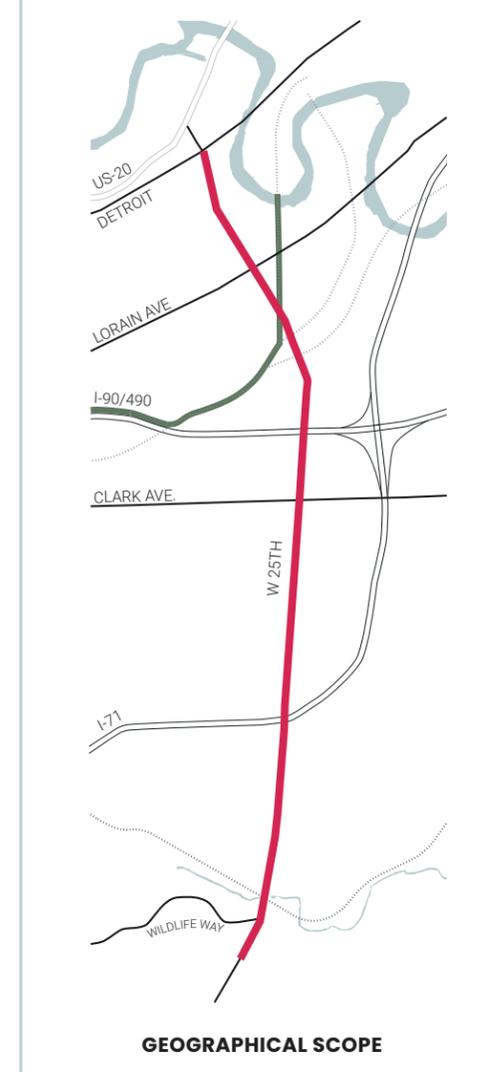
BY CLEVELAND METROPARKS AND THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (2019-)

Consultants: Michael Baker International, National Engineering & Architecture Services Inc., and KS Associates



PLAN PURPOSE

The Red Line greenway is a 2.3-mile trail scheduled for completion in 2021. It will extend from the Cleveland Foundation Centennial Lake Link Trail on the west bank of the Cuyahoga River at Franklin Boulevard to the Michael Zone Recreation Center Park at West 53rd St.



MAIN TAKEAWAYS

- › The Red Line Greenway links the Cleveland Foundation Centennial Trail Lake to two RTA Red Line Rapid Transit stations and provides a primary commuting corridor from W. 65th Street to downtown Cleveland;
- › The trail will connect to nearby neighborhoods, schools and businesses;
- › Multiple trail access points are planned from or close to West 25th St., including West 25th St./Monroe Ave and between Abbey Avenue and Lorain Avenue, steps away from the West Side Market (see above image);
- › Metroparks will lease 2 miles of right-of-way from RTA and formalize the Red Line Greenway with a 10-foot-wide multipurpose path;
- › New civic spaces will be developed, utilizing existing topography to create a formal yet natural gathering space for cultural events;
- › The trail will also potentially provide the best skyline and Industrial Valley views in the city;
- › The RTA is exploring the possibility of allowing development on its lands adjacent to the future Red Line Greenway.



1.16

REACHING LINCOLN HEIGHTS

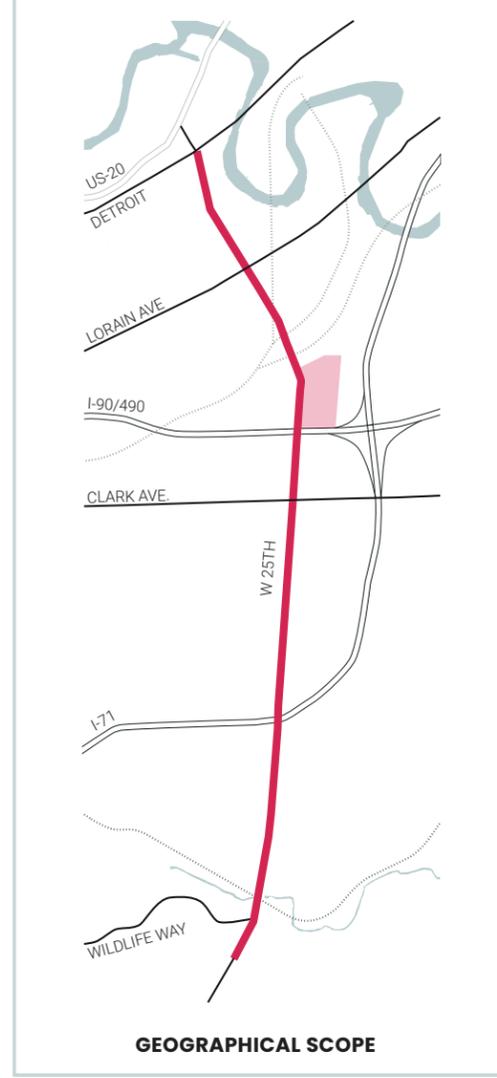
BY TREMONT WEST DEVELOPMENT CORPORATION (2020)

Consultants: Seventh Hill, Clifford B. Herring and Robert N. Brown, FAICP



PLAN PURPOSE

Reaching Lincoln Heights is a land use and neighborhood plan for the Lincoln Heights neighborhood which is adjacent to a portion of West 25th St. (from Train Ave to Wade Ave).



MAIN RECOMMENDATIONS

- › Identify potential connections through key development sites;
- › Encourage pedestrian scale of new development to support historic neighborhood;
- › Propose street interventions to slow down traffic and improve pedestrian safety;
- › Prioritize streetscape enhancements along Scranton Rd and Willey / Kenilworth;
- › Improve underside of I-71 bridge along Kenilworth and other key gateways;
- › Encourage multi-modal transportation for residents and visitors to limit parking demand.
- › Identify best opportunities for shared parking.

- › Provide clear signage directing visitors to nearby public parking;
- › Model existing urban context with proposed development projects;
- › Reinforce the identity of the Scranton South Side Historic District;
- › Provide a wider variety of building uses than simply residential, including low-cost places for community members to meet;
- › Encourage first floor uses with needed neighborhood amenities. (ex. Grocery, affordable diner - "greasy spoon", coffee shop, outdoor cafes w/ southern exposure);
- › Provide affordable housing options.

- › Identify opportunities for community green space
- › Incorporate active public spaces along sidewalks to encourage neighborliness;
- › Add wayfinding signage to Towpath Trail, Scranton Flats, Lincoln Park & Scranton South Historic District.



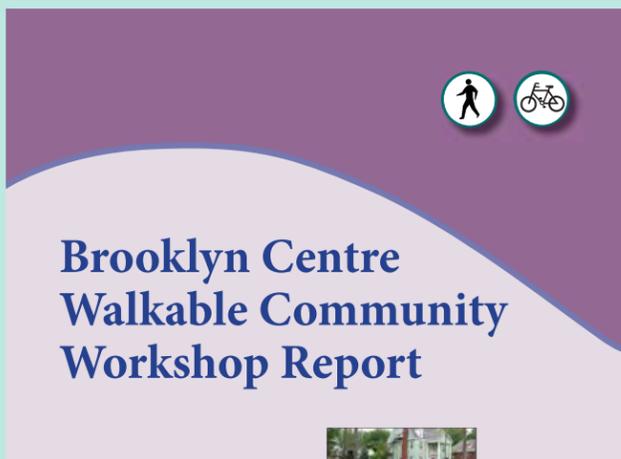
- LINCOLN HEIGHTS**
- 1 Renovated Building (Studios)
 - 2 New Mixed Use Building
 - 3 New Apartment Building
 - 4 New Apartment Building
 - 5 New Brevier Park
 - 6 New Townhomes
 - 7 New Residential Building
 - 8 New Townhomes
 - 9 Greenway Trail Connection
 - 10 St. Joseph's Commons
 - 11 New Housing Development
 - 12 Willey Ave. Streetscape
 - 13 New Mixed Use Building
 - 14 New Parking Lot
 - 15 Lincoln Residential Building
 - 16 New Pocket Park
 - 17 Due North Townhomes
 - 18 Tremont Taphouse Expansion
 - 19 Parking Edge Structure
 - 20 New Residential Development
 - 21 New Mixed Use/School Building
 - 22 Potential Redevelopment Site
 - 23 New Townhomes Development

FIGURE 10 : LINCOLN HEIGHTS VISION PLAN

1.17

BROOKLYN CENTRE WALKABLE COMMUNITY WORKSHOP REPORT

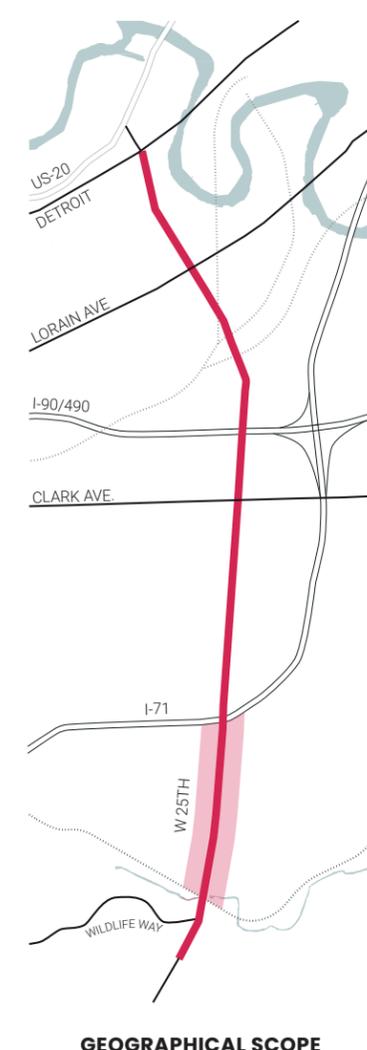
BY THE NORTHEAST OHIO AREA WIDE COORDINATING AGENCY AND THE NATIONAL CENTER FOR BICYCLING & WALKING (2008)



PLAN PURPOSE

The initiative aimed to help create a more bicycle and walkable friendly environment in Brooklyn Centre.

A workshop was designed to identify barriers to walking and improve pedestrian safety. Multiple recommendations emerged from this process.



MAIN RECOMMENDATIONS



- › Improve bicycle parking throughout the neighborhood. Audit bicycle parking at the library, the school, and Pearl Road businesses;
- › Create an on-street bicycle facility on Pearl Road with "No Parking Anytime" signs posted the length of the corridor.
- › Redo all crosswalks to make them highly visible (zebra stripes, color, etc.);
- › Upgrade the street lighting from the current overhead style to pedestrian-scale;
- › Obtain trash bins and recycling bins at the RTA stops.



- › Any neighborhood redevelopment plan should study the option of burying the utilities;
- › Create urban farms/community gardens by taking over vacant lots.



- › Commercial development that is neighborhood appropriate should be encouraged;
- › Promote outdoor dining areas.



1.18

METROHEALTH CAMPUS MASTER PLAN

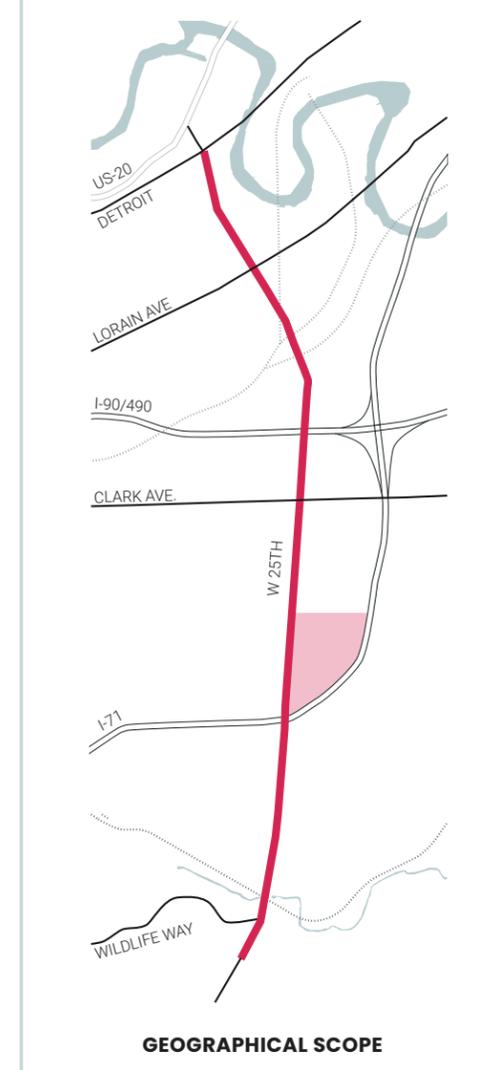
BY METROHEALTH (2018)

Consultants: HGA Milwaukee and Bostwick Design Partnership



PLAN PURPOSE

MetroHealth has embarked on a \$1 billion transformation of its main campus located on West 25th St., the largest self-funded county hospital project in the history of the United States.



MAIN TAKEAWAYS

- › The 52-acre main campus will be transformed into a park-like setting open to patients, families, staff members and the community;
- › A new 1,500-space employee parking garage was completed in October 2018.;
- › Construction of the new hospital began in April 2019 and is scheduled to be completed in 2022;
- › The center piece of the new master plan will be a modern 11-story 'hospital in a park' with 270 beds off of West 25th Street. The new building will replace the pair of 11-story cylindrical hospital towers, built in 1972;
- › The project will support an estimated 5,600 jobs, increase household income by \$360 million during construction, and add \$95 million in tax revenue;
- › As part of its effort to revitalize the West 25th Street corridor, MetroHealth has created a nonprofit

organization, the CCH Development Corporation, to help bring public, private, civic, and community partners together to launch, nurture, and accelerate real estate, transportation, and infrastructure projects.

The master plan also incorporates:

- › A MetroHealth Line bus-rapid-transit (BRT) system;
- › A free neighborhood Wi-Fi network;
- › Improvements to the La Villa Hispana Streetscape;
- › An extension of the Towpath Trail into the MetroHealth campus.



FIGURE 11 : EXISTING METROHEALTH CAMPUS



FIGURE 12 : METROHEALTH CAMPUS MASTER PLAN



CHAPTER 2

URBAN DIAGNOSTIC

DETROIT
BRIDGE
LORAIN
FRANKLIN
CLARK
MONROE
PEARL
DENISON
WILDLIFE

2.1

ROAD HIERARCHY

The study site along W. 25th Street corridor is characterized by various road typologies. Two Interstate highways, I-71 and I-90, cross the corridor at two points creating highway underpasses.

- 1 I-70 runs primarily west, between the MetroHealth Medical Center area where it starts until the Cleveland Hopkins International Airport. Its curved section between W 25th street and I-90 is referred to as the Metro Curve due to its proximity to the MetroHealth Medical Center. Beyond the Cleveland Hopkins International Airport, I-70 runs south to serve the southern suburbs and cities.
- 2 I-90 is the east-west interstate that runs along Lake Erie and connects the eastern and western parts of the city of Cleveland. I-90 and I71 intersect in the Tremont Neighborhood.

Many arterial roads run through the study area and comprise US and State highways including:

- › W 25th corridor itself, a 4-lane road, that represents the northern portion of US-42 in Cleveland. The road has several other names such as Pearl Road beginning at Brooklyn Centre going southward.
- › US-20, is another arterial road that runs north of the study area. This US highway is a coast-to-coast route that is important in the Cleveland context connecting the eastern and western part of the city as it follows the Euclid Corridor to Downtown, Midtown, Cleveland Clinic, and University Circle.
- › US-6, also called Detroit Avenue in our study area, which intersects with the W 25th corridor in its northern part. It then continues through Public Square and Superior Avenue.
- › Ohio 10, also called Lorain Avenue in the west side of Cleveland, which is an arterial road that intersects with W.25th Avenue at the West Side Market and continues to serve Downtown Cleveland, Midtown, and the Cleveland Clinic through Carnegie Avenue
- › Jennings Freeway which is part of Ohio 176 that connects I-90 and I-480.

In addition to interstates and arterial roads, W 25th Street intersect with 4 major collector roads which are Scranton Road, Clark Avenue, Denison Avenue, and Memphis Avenue. These roadways feed, in general, the major arterial roads and highways that host major car traffic.

This above-mentioned road infrastructure serves our area of study as well as the regional context which makes it an auspicious environment for traffic congestion challenges. While this holds true for most American cities, Cleveland ranks well among the least congested American cities. TomTom ranks the city 71st among 80 most congested American large cities with a 12% congestion level. This means that while congestion increases the time of commuting in a metro area by 21% on average, Cleveland's congestion adds only 12% to a typical city trip.

A diverse road infrastructure, such as the one present in our study area, can lead to certain challenges. Several elements fragment the continuity of the W. 25th corridor. Interchanges occupy a large portion of the public right of way and create a multi-level traffic circulation which results in barriers. While W 25th Street crosses US-20 in an underpass in its northern portion, it crosses I-90, I-71 in overpasses which reduces the effect of a fragmented street, although the public right of way in these overpasses is limited to create any type of a complete street.

Besides interchanges along W 25th street, there is a sense of discontinuity in two main parts of the study area at the railway right of way in Ohio City and the Big Creek separating Brooklyn Centre and Old Brooklyn. These two elements represent a significant physical barrier as they allow crossings at only few points in the study area which becomes problematic as far as traffic flow.

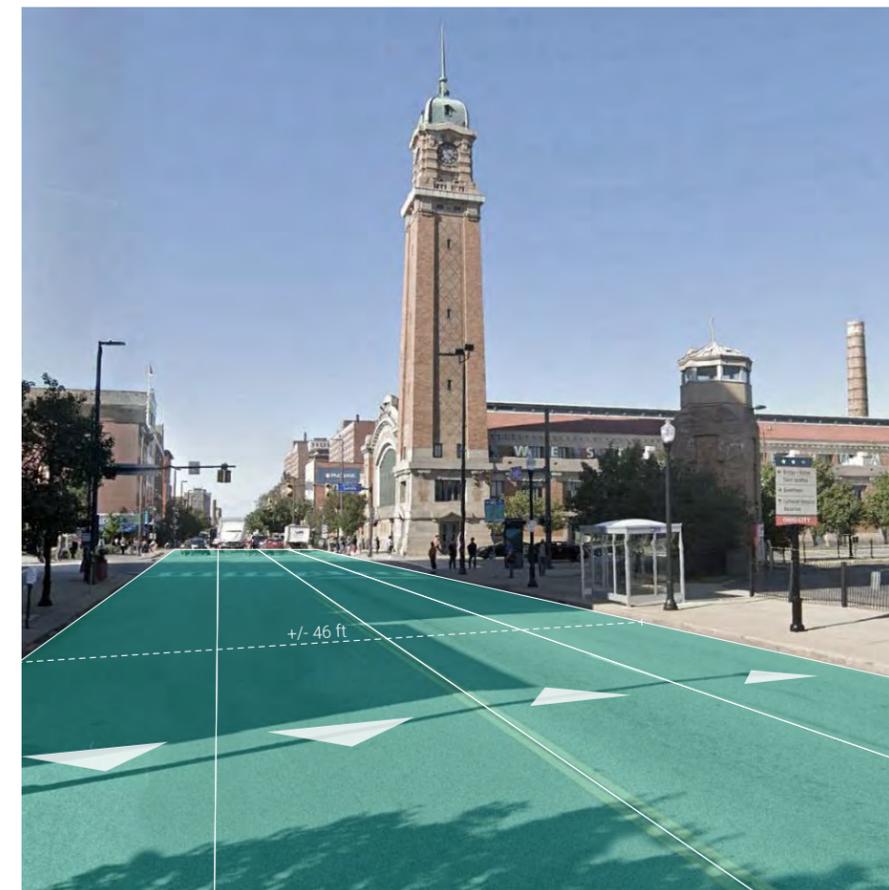


FIGURE 13 : W. 25TH AT LORAIN
TYPICAL STREET WIDTH



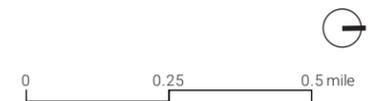


FIGURE 14 : ROAD HIERARCHY

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- OPEN SPACE
- WATER BODIES
- TOPOGRAPHY

- ROAD HIERARCHY**
- INTERSTATES
 - FREEWAYS/EXPRESSWAYS
 - ARTERIAL ROADS
 - COLLECTOR ROADS
 - LOCAL ROADS

- IMPORTANT CROSSINGS**
- W. 25TH WITH AN INTERSTATE
 - W. 25TH WITH A FREEWAY/EXPRESSWAY
 - W. 25TH WITH A PRINCIPAL ARTERIAL ROAD
 - W. 25TH WITH A COLLECTOR ROAD
 - - - W 25TH INTERSECTS WITH RAILWAY OR VALLEY



2.2

TOPOGRAPHY & ROAD INFRASTRUCTURE

W. 25th Street is a four-mile corridor linking four neighborhoods. The street crosses paths with different obstacles, including water bodies, railroads and highways. The crossing of W. 25th Street and these physical boundaries means that some sections of the street are elevated or go through an underpass. Although they are designed to be strictly functional, allowing to get from point A to point B, they also present their own issues. Some issues include being visually unappealing, being unpleasant for active transportation and isolating sections of the street from adjacent land.

Fives areas of the corridor are structurally designed with crossings. Four of these areas are designed to have W. 25th Street elevated, allowing it to cross an obstacle. The only area where W. 25th Street runs through an underpass is when the street crosses Cleveland Memorial Shoreway (1) in Ohio City. Out of the five areas, Big Creek (5) has the longest crossing structure. The overpass is 0.4 mile and has no connection to the surrounding area, allowing W. 25th Street to cross over Big Creek and railroads. The area with the shortest distance of crossing is Cleveland Memorial Shoreway (1).

1 CLEVELAND MEMORIAL SHOREWAY

Obstacle: Highway
Structural design of W. 25th Street: underpass
Distance of crossing structure: 0.03 mile



2 TRAIN AVENUE

Obstacle: Railroads
Structural design of W. 25th Street: overpass
Distance of crossing structure: 0.25 mile



3 NORTHWEST FREEWAY

Obstacle: Highway
Structural design of W. 25th Street: overpass
Distance of crossing structure: 0.1 mile



4 MEDINA FREEWAY

Obstacle: Highway
Structural design of W. 25th Street: overpass
Distance of crossing structure: 0.15 mile



5 BIG CREEK

Obstacle: Water body and railroads
Structural design of W. 25th Street: overpass
Distance of crossing structure: 0.4 mile



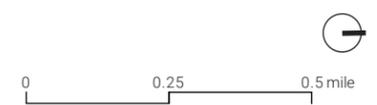


FIGURE 15 : TOPOGRAPHY

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- W. 25TH CORRIDOR
- OPEN SPACE
- WATER BODIES

- TOPOGRAPHY ANALYSIS**
- CONTOUR LINE (10 FEET)
 - STEEP SLOPE AREA
 - CROSSING : OVERPASS
 - CROSSING : UNDERPASS

- AREA WITH CROSSING**
- 1 CLEVELAND MEMORIAL SHOREWAY
 - 2 TRAIN AVENUE
 - 3 NORTHWEST FREEWAY
 - 4 MEDINA FREEWAY
 - 5 BIG CREEK



2.3

BIKE INFRASTRUCTURE NETWORK

The W. 25th corridor study area is characterized by a fragmented bike infrastructure. W. 25th Street is a 4 lane road, hosting both cars and Bus Rapid Transit (BRT) lines, but it lacks a minimal bike infrastructure in half of its length, between Monroe Avenue and I-71. There is a bike infrastructure in the second half of W. 25th Street including:

- › Bike routes and sharrows, where cyclists share the road with cars, in the sections Bridge Avenue/Monroe Avenue and I-70/Cypress Avenue. Bike routes and sharrows also exist in some streets leading to W. 25th Corridor such as Franklin Boulevard and Denison Avenue.
- › Conventional bike lanes, that are distinguished from motor vehicle traffic by a single white line, also exist on the W. 25th Corridor in the section Detroit Avenue/Bridge Avenue and beyond Cypress Avenue. Like sharrows, bike lanes also exist in some streets leading to W. 25th Street such as Detroit Avenue and Broadway road.

- › Trails and bike paths are an off-road bike infrastructure intended exclusively for bicycles. Most bike trails and side paths accommodate both bicycles and pedestrians. These bike trails are found along US-20 in the north and Wildlife way that intersect with W. 25th Street in the southern part of the corridor. Other trails and bike path can also be found along the Cuyahoga river valley.
- › Connector streets are road segments where no facilities exist but that are important connections between existing bike facilities where gaps exist in the bike network. These road segments are low volume (5,000 car a day or less) and low speed (35mph or less) streets. These connector streets are found along Bridge Avenue, Train Avenue, and Scranton Road.
- › Bike shops exist sporadically along the study area. There are in total 5 bike shops within a walking distance from W. 25th Street, 3 of which are in the northern part of the study area in Ohio City, one in the middle in Clark-Fulton, and one in the southern part of the study area in Old Brooklyn.

environmental and planning agency for Greater Cleveland that helped improve biking rates, infrastructure, and safety. Over the past few years, the NOACA has increased the length of bike routes, lanes and path. While bike paths, which are more recreation-oriented, have grown more rapidly than bike routes and lanes, ridership has increased significantly in the existing routes and lanes as transportation options.

Although increased bike ridership is an important factor in multimodal transportation, bicycling safety issues are something to keep in mind while gauging biking overall performance in the transportation system. As people bike more, the probabilities of crashes involving bicyclists increase. However, this holds true only if the bike infrastructure does not go in tandem with the increasing demand and does not create safe biking environments.

The Northeast Ohio Areawide Coordinating Agency (NOACA) is an



FIGURE 16 : SHARROW/BIKE ROUTE
W. 25TH STREET AT RIVERSIDE CEMETERY



FIGURE 17 : BIKE LANE
W. 25TH STREET AT FRANKLIN AVENUE

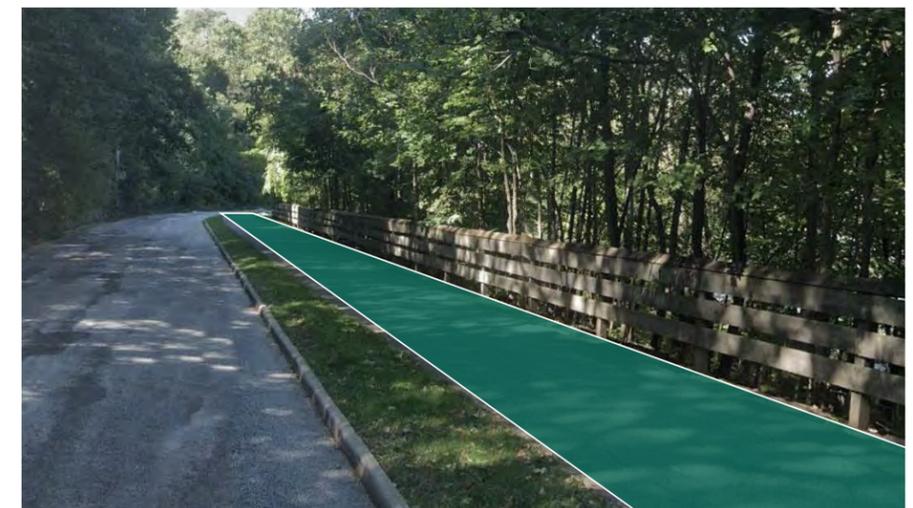


FIGURE 18 : BIKE PATH
WILDLIFE WAY AT W. 25TH STREET

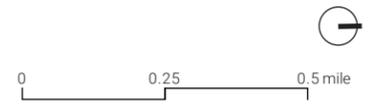


FIGURE 19 : BIKE INFRASTRUCTURE NETWORK

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- W. 25TH CORRIDOR
- OPEN SPACE
- WATER BODIES

- LANE TYPOLOGIES**
- BIKE ROUTES / SHARROWS
 - BIKE LANE
 - BUFFERED BIKE LANE
 - BIKE TRAIL
 - BIKE TRAIL (2019-20 CONSTRUCTION)
 - CONNECTOR STREET

- BIKE FACILITIES**
- BIKE SHOP
 - PHOTO OF POINT OF VIEW



2.4

TRANSIT NETWORK

The study area is served by various transit lines belonging to the Greater Cleveland Regional Transit Authority (GCRTA):

- › The MetroHealth Line is a Bus Rapid Transit that runs along W. 25th Street. It serves Downtown Cleveland via the Detroit-Superior Bridge. This line, previously named route 51, was rebranded in partnership with the MetroHealth System. The MetroHealth line originates at E. 12th Street and Rockwell and goes south on W. 25th street before splitting into four branches: 51 (terminating at Strongsville along Pearl Road), 51A (terminating at Parma Transit Center), 51B (terminating at Broadway Heights and the MetroHealth and Surgery Center), and 51C (terminating at Garfield Commons and operating only on weekdays).
- › The red line is a commuter rail service that connects Louis Stokes Station at Windermere and Cleveland Hopkins International Airport via Downtown Cleveland. The red line is also known as route 66. It is about 19 miles long and stops at 18 stations including the W 25th Ohio City Station within the study area. This station is near the West Side Market.
- › The green, blue and waterfront lines are all light rail lines that operate in the East Side of Cleveland. The closest station to the study area is the Settlers Landing Station, located a half mile from the Corridor. These lines connect the South Harbor station on Lake Erie and Shaker Heights via Downtown.
- › Other bus lines serve the W. 25th Street area, including routes 22 (between Downtown and West Park Rapid Station), 26 (between Downtown and Westgate Transit Center), 45 (between Downtown and Tri-C Western Campus via Parma Transit Center), 79 (between Downtown and Parma Transit Center), and 81 (between Downtown and West Boulevard – Cudell Rapid Station).

Because of the number of lines serving our study area, the RTA Strategic Plan identifies W. 25th Street as one of the busiest streets in the RTA network and a priority transit corridor. This designation means that the city of Cleveland along with the Greater Cleveland Regional Transit Authority (GCRTA or also known as RTA) work together to enact programs, zoning, and codes that are ideal to build density along the corridor and create transit-oriented developments.

It is worthy to note that because Downtown Cleveland is one of the main employment centers of the region the transit network on the western and south-western side of the city, particularly along the W. 25th Street corridor, tends to terminate or pass through Downtown, which leads to the assumption that there is an opportunity to build density along the corridor. On one hand, higher densities would increase ridership through the creation of market-rate housing and a street design that encourages walkability and the use of transit that are attractive features to those desiring to live in a denser urban environment. On the other hand, the development of W. 25th corridor may result in employment opportunities that would make W. 25th as much of a destination as an origin of trips.

Despite the fact that the city of Cleveland does not particularly suffer from traffic congestion as many other American cities, the RTA transit network has experienced a significant growth through the creation and the diversification of transit lines. The HealthLine that goes along Euclid Avenue started operating in 2008. The Cleveland State Line began operating in 2014 and the MetroHealth Line running through W. 25th Street in 2017.

It is important to mention however, that while daily traffic is not particularly high on W. 25th street, it remains a challenge to bus lines running through the corridor during peak periods. This traffic spurs the necessity of creating a transit-friendly corridor in which dedicated bus lanes would improve the network efficiency.



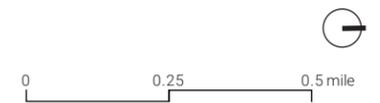


FIGURE 20 : TRANSIT NETWORK

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- OPEN SPACE
- WATER BODIES

- TRANSIT LINES**
- HEAVY RAIL - RED LINE
 - LIGHT RAIL - GREEN, BLUE, & WATERFRONT LINES
 - BRT - METROHEALTH LINE
 - BRT - STATELINE
 - OTHER BUSES
 - xx BUS ROUTE NUMBER

- IMPORTANT TRANSIT STATIONS**
- HEAVY RAIL - RED LINE STATIONS
 - LIGHT RAIL - BLUE, GREEN, & WATERFRONT STATIONS
 - 1/2 MILE RADIUS



2.5

ZONING

EARLY HISTORY

In greater Cleveland, East Cleveland was the first to adopt a zoning ordinance in 1919. It was followed by Bay Village in 1920, Cleveland Hts. in 1921, and Euclid in 1922. Euclid was home to the landmark 1926 supreme court case that established zoning's constitutionality in the United States (Village of Euclid v. Ambler Realty Co, 1926).

The City of Cleveland's first zoning ordinance was adopted in 1929 when the city had a population of 900,000 people. The code divided the city into five height, five area, and seven land-use districts, superimposed over each other. By 1958, almost all municipalities in Cuyahoga County had adopted a zoning ordinance.

Cleveland's motivations behind adopting a zoning ordinance responded to the challenges of its time and aimed to:

- › Protect and separate residential areas from pollution and neighboring factories;
- › Manage rapid growth;
- › Provide green space;
- › Plan for the new reality of the automobile.

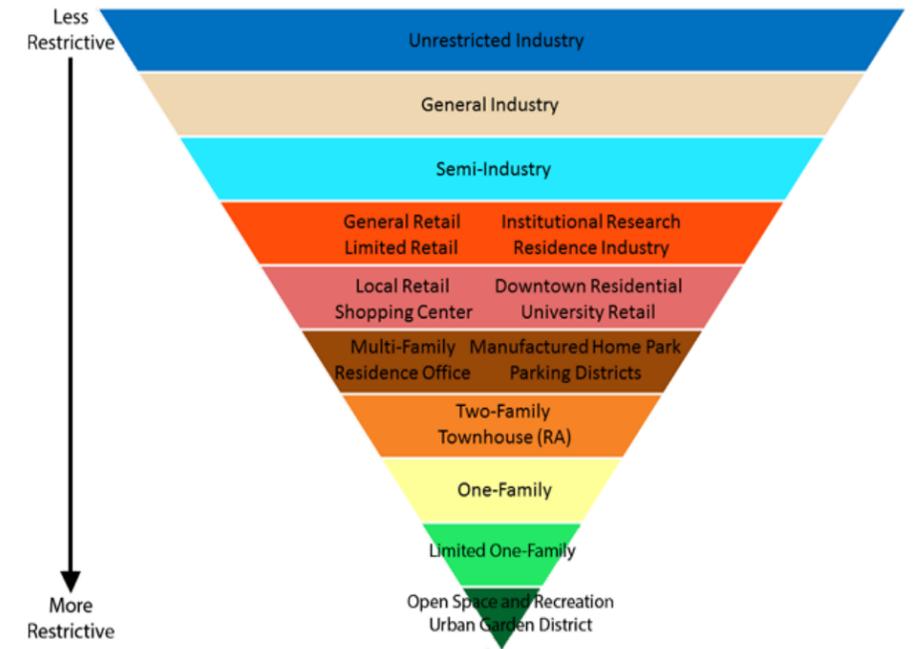
The first amendment to Cleveland's 1929 zoning ordinance was in 1930 to add various uses permitted in land-use districts. In the 30s and early 40s, Cleveland's zoning ordinance experienced minor piecemeal amendments.

It was not until the mid-1940s that planners modernized the code to provide a legal tool for the implementation of the 1949 General Plan. This revision would be the biggest overhaul of the code throughout its history. It introduced floor-to-area ratios, increased minimum lot sizes, setbacks and off-street parking requirements.

During the postwar years, the code became more complex with the addition of subtype use districts and overlay districts with historic preservation purposes and design review procedures. The Civic Vision 2000 adopted in 1991 introduced another set of major revisions. Completely new chapters were added in the 1990s, including sign regulation and landscaping.

Overlay districts would be expanded and continue to be added to the code in the 21st century, such as the Central Business District (CBD). Many amendments have been made to the original 1929 code over the years, yet the code's current structure is not much different from the original 1929 code.

The code has retained its hierarchical nature in which zones are tiered from most restrictive (residential at the bottom of the pyramid) to least restrictive (industrial at the top). Uses in the more restrictive districts are also permitted in the less restrictive districts.



CURRENT ZONING CODE ISSUES

The numerous changes that have been made over the last 90 years to the original 1929 code have resulted in an overwhelming hodgepodge of zoning standards. The code has become layered, disjointed and confusing to navigate. As a result, obtaining a building permit in Cleveland can take longer than in many peer cities in the region.

More importantly, Cleveland's zoning code has created and perpetuated suburban-style developments by requiring large lots and creating exclusively residential zones. Many of Cleveland's most beloved places, which were built before the code's adoption in 1929, are illegal even though they have in many cases remained relevant and vibrant.

In many ways, the current zoning code prevents close geometries and design elements that establish lively and walkable neighborhoods as opposed to automobile oriented districts. The code is out of sync with modern development typologies, leading to denied permits and a large number of variance applications.

A NEW APPROACH

With new buildings and new residents rejuvenating long dormant neighborhoods of the city at a very rapid rate, the City of Cleveland has recognized the need for new development policies and tools that support 21st century development trends.

One of the selected development tools has been a new zoning code that will be easy to use, highly graphic and aligned with the City's vision of creating healthy, walkable and equitable neighborhoods. The new code intends to foster walkable and mixed-use neighborhoods.

For this reason, the city is piloting a project to move towards form-based coding, an approach that is currently being tested in sections of the Detroit Shoreway and Cudell neighborhoods.

The codes being implemented in these areas are overlays applied atop the existing zoning code. Over time, the City will expand the geographies covered by the form-based code and eventually completely replace the current Euclidian 1929 code citywide.

2014

The Cleveland City Planning Commission (CPC) hosted the Best Practices in Zoning Symposium, paving the way for form-based coding in Cleveland

2019

Code Studio is selected as the lead consultant for developing a pilot form-based code.

ZONING PROCESS

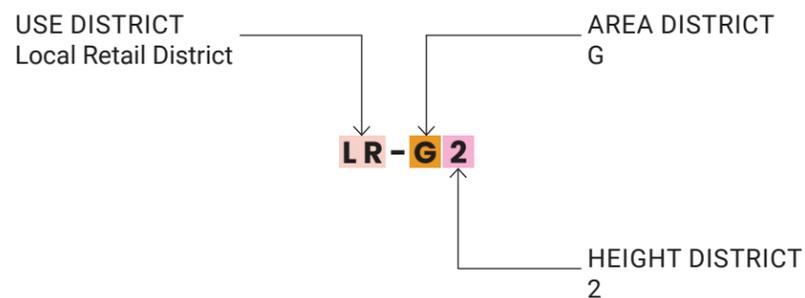
In order to implement a project along W. 25th Street, one must read the Zoning Code in 3 steps in order to find the regulations that are applicable to a subject parcel.

The first step is to identify the Zoning District in which the parcel is located. Each zone is established based on a Use District, an Area District and a Height District.

The second step is to address the requirements that are applicable to all districts. Depending on the use district and/or building type, requirements regarding off-street parking, signage, landscaping, yards and fences are applicable.

The third step is only applicable if the subject parcel is located in an Overlay District. Overlay Districts can include requirements regarding setbacks, window area, parking signage, and more. In case of conflict between regulations of the Zoning District and Overlay District, regulations of the Overlay District govern.

The following section provides a road map on how one must read the Zoning Code in order to locate the regulation applicable to a parcel. This demonstration will analyze the scenario of implementing townhouses in the zone LR-G2, also located in the Pedestrian Retail Overlay District.



REGULATIONS REGARDING THE IMPLEMENTATION OF TOWNHOUSES IN ZONE LR-G2		REGULATIONS REGARDING THE IMPLEMENTATION OF TOWNHOUSES IN THE PEDESTRIAN RETAIL OVERLAY DISTRICT
STEP 1 ZONING DISTRICT	STEP 2 GENERAL REQUIREMENTS	STEP 3 OVERLAY DISTRICT
<p>1.1 USE DISTRICT</p> <ul style="list-style-type: none"> › Permitted building and uses : <i>Article 343.01</i> › Local Retail District : All uses permitted in a Multi-Family District is permitted. <i>View Article 377.08</i> 	<p>2.1 OFF STREET PARKING AND LOADING</p> <ul style="list-style-type: none"> › Parking requirements for number of spaces based on building use and number of units : <i>Art. 349.04</i> › Parking requirements regarding location, access and screening : <i>Article 349.05 - 349.07 - 349.08</i> 	<p>3.1 PROHIBITED USES</p> <ul style="list-style-type: none"> › Prohibited uses : <i>Article 343.23 (e.1)</i>
<p>1.2 AREA DISTRICT</p> <ul style="list-style-type: none"> › Gross floor area, lot area, lot width, street frontage for residential buildings based on building type : <i>Article 355.04</i> 	<p>2.2 SIGN</p> <ul style="list-style-type: none"> › NA : <i>Chapter 350</i> 	<p>3.2 MAXIMUM SETBACKS</p> <ul style="list-style-type: none"> › Setback requirements depending on use and height : <i>Article 343.23 (g)</i>
<p>1.3 HEIGHT DISTRICT</p> <ul style="list-style-type: none"> › Height limit and maximum height and setbacks for additional height : <i>Article 353.01 - 353.02</i> 	<p>2.3 LANDSCAPING AND SCREENING</p> <ul style="list-style-type: none"> › Requirements regarding location, intensity and content based on use district and building type : <i>Chapter 357</i> 	<p>3.3 WINDOW AREA</p> <ul style="list-style-type: none"> › Window area requirements based on use : <i>Article 343.23 (h)</i>
	<p>2.4 FENCE</p> <ul style="list-style-type: none"> › Requirements regarding fences based on use district : <i>Chapter 358</i> 	<p>3.4 PARKING</p> <ul style="list-style-type: none"> › Number of parking spaces : <i>Article 343.23 (i)</i>
		<p>3.5 SIGNS</p> <ul style="list-style-type: none"> › NA : <i>Article 343.23 (j)</i>

In the relevant portions of a PRO District, the regulations of the underlying zoning district shall govern except where in conflict with the regulations of the PRO District, in which case the regulations of the PRO District shall govern.



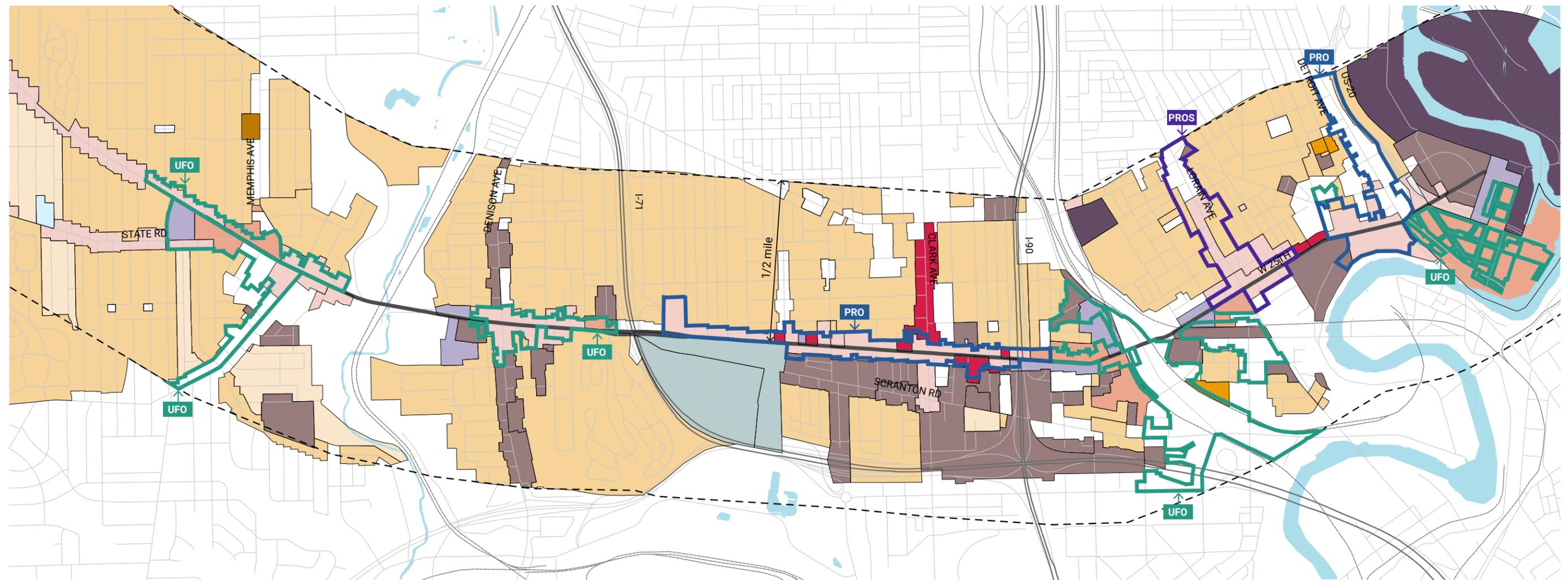


FIGURE 25 : ZONING DISTRICT AND OVERLAY DISTRICTS

ROADWAYS
RAIL
WATER BODIES

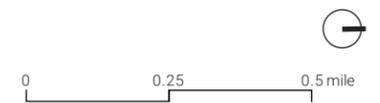
ZONING DISTRICTS
ZONES

USE DISTRICTS

- TWO FAMILY (2F)
- MULTI-FAMILY (MF)
- LOCAL RETAIL BUSINESS (LR)
- GENERAL RETAIL LIMITED (GR)
- RETAIL BUSINESS (LLR)
- SEMI-INDUSTRY (SI)
- GENERAL INDUSTRY (GI)
- INSTITUTIONAL-RESEARCH DISTRICTS (IR)
- OPEN SPACE AND RECREATION (OSR)

OVERLAY DISTRICTS

- PEDESTRIAN RETAIL OVERLAY (PRO)
- PEDESTRIAN RETAIL OVERLAY-SIGN (PROS)
- URBAN FORM OVERLAY (UFO)



USE DISTRICTS

Residential districts

Two-Family District

- › Dwelling houses, each occupied by not more than two (2) families and not more than two (2) roomers or boarders.
- › Playgrounds, parks;
- › The extension of existing cemeteries;
- › Railroad rights-of-way, not including switching, storage or freight yards;
- › Agricultural uses;
- › Churches and other places of worship, but not including funeral chapels or mortuary chapels if located not less than fifteen (15) feet from any adjoining premises in a Residence District not used for a similar purpose;
- › Public libraries or museums, and public or private schools or colleges if located not less than thirty (30) feet from any adjoining premises in a Residence District not used for a similar purpose;
- › **See Chapter 337 for more details and authorized uses.**

Multi-Family District

- › All uses permitted in a Two-Family District;
- › Row houses, apartment houses;
- › Rooming houses, boarding houses, tourist homes;
- › **See Chapter 337 for more details and authorized uses.**

Institutional-Research Districts

Institutional-Research Districts

- › Hospitals, medical clinics, medical office buildings, and similar medical institutions;
- › Nursing homes, assisted living residences, and mental health centers;
- › Primary and secondary schools, colleges, universities, trade schools, and similar educational institutions;
- › **See Chapter 340 for more details and authorized uses.**

Business districts

Local Retail Business District

- › All uses permitted in a Multi-Family District;
- › Business for local or neighborhood needs, such as businesses that sell baked goods, dry goods, china and books;
- › Eating places, lunch rooms, restaurants, cafeterias and places for the sale and consumption of soft drinks, juices, ice cream and beverages, but excluding buildings which provide entertainment or dancing;
- › Service establishments, such as barber or beauty shops, custom tailors, laundry agencies and shoe repair;
- › Business offices, such as banks, real estate and other similar offices;
- › Automotive services, such as public parking garages and parking lots;
- › Signs
- › **See Chapter 343 for more details and authorized uses.**

General Retail Business District

- › All uses permitted in a Local Retail Business District;
- › Service establishments;
- › Business offices and services;
- › Automotive services, including motor vehicle service station, car wash, motor vehicle service garage and motor vehicle sales facility
- › House trailer or travel trailer park;
- › Amusement and recreation, such as assembly hall and bowling alley;
- › **See Chapter 343 for more details and authorized uses.**

General Retail Business District

- › All uses permitted in a General Retail Business District except: mortuary or undertaking establishments, telephone exchanges and transformer stations, service garages, sale of new or used motor vehicles or trailers, house trailers or trailer parks, transportation services, auto car wash or auto laundry, adult entertainment and billboards and advertising signs.
- › **See Chapter 343 for more details and authorized uses.**

Industrial districts

Semi-Industry District

- › All uses permitted in a General Retail Business District. However, no dwelling house, row house or multiple dwelling, and no building or Institutional H Occupancy Classification, located within two hundred (200) feet of the boundary line of an adjoining General or Unrestricted Industry District;
- › Additional Commercial and Semi-Industrial Buildings and Uses include: second-hand truck lot, repair garage;
- › Amusement enterprises operated as a business;
- › **See Chapter 345.03 for more details and authorized uses.**

General Industry Districts

- › All uses permitted in a Semi-Industry District;
- › Any industrial, manufacturing, commercial or other nonresidential use;
- › The open yard storage of dirt, soil, crushed stone or gravel, mulch or construction material, secondhand lumber or other used building material, junk, paper, rags, unrepaired or other salvaged articles provided the lot upon which the storage use occurs is located no closer than five hundred (500) feet to a residence district;
- › The operation of wrecking or dismantling of motor vehicles, or the storage of motor vehicles, pending wrecking or dismantling;
- › The operation of a Recycling Facility provided it is located no closer than five hundred (500) feet to a residence district;
- › **See Chapter 345.03 for more details and authorized uses.**

OPEN SPACE AND RECREATION districts

OPEN SPACE AND RECREATION

- › Public parks, playgrounds, athletic fields, and recreation center buildings;
- › Public open space areas including wooded areas and stream valleys;
- › Marinas, yacht clubs, golf courses, and cemeteries.
- › **See Chapter 342.03 for more details and authorized uses.**



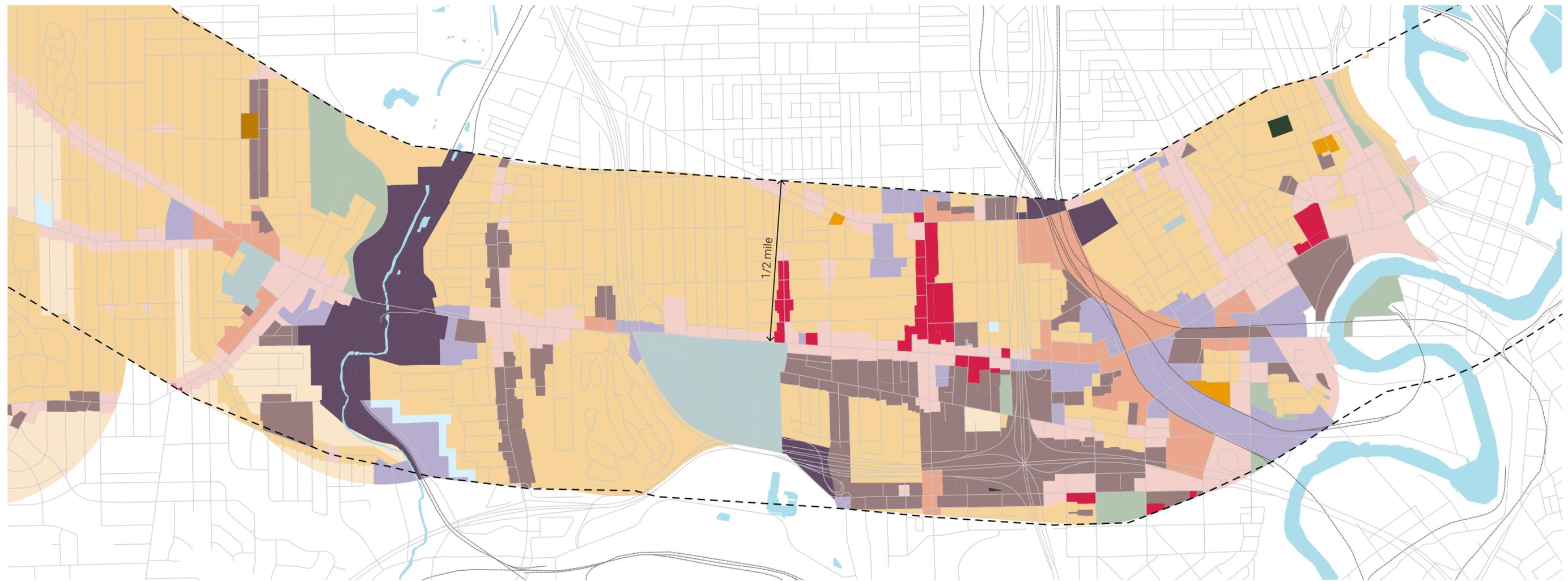


FIGURE 21 : ZONING, USE DISTRICTS

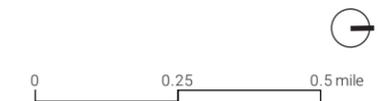
- ROADWAYS
- RAIL
- 1/2-MILE
- W. 25TH CORRIDOR
- WATER BODIES

- RESIDENTIAL DISTRICTS**
- TWO FAMILY
 - MULTI-FAMILY

- BUSINESS DISTRICTS**
- LOCAL RETAIL BUSINESS
 - GENERAL RETAIL LIMITED
 - RETAIL BUSINESS

- INDUSTRIAL DISTRICTS**
- SEMI-INDUSTRY
 - GENERAL INDUSTRY

- INSTITUTIONAL-RESEARCH DISTRICTS**
- INSTITUTIONAL-RESEARCH DISTRICTS
- OPEN SPACE AND RECREATION DISTRICTS**
- OPEN SPACE AND RECREATION



AREA DISTRICTS

Area districts establish standards for the development of main buildings. No main building, irrespective of occupancy classification, can be erected, established or altered if not in conformity with standards specified in the area district in which it is located.

Six area districts are located along W. 25th Street

District	Max Gross Floor Area	Minimum Lot Area (Square Feet)			
		One-Family	Two-Family	Row-House	Multi-Family
A	1/2 x Lot Area	4,800	9,600	-	-
C	1/2 x Lot Area	4,800	6,000	2,400	NONE
D	1 Lot x Area	4,800	6,000	2,100	NONE
E	1 1/2 x Lot Area	4,800	6,000	2,100	NONE
G	3 x Lot Area	4,800	6,000	2,100	NONE
K	6 x Lot Area	4,800	6,000	2,100	NONE





FIGURE 22 : ZONING, AREA DISTRICTS

- ROADWAYS
 - RAIL
 - STUDY AREA
 - WATER BODIES
- USE DISTRICTS**
- B
 - C
 - D
 - E
 - G
 - K

HEIGHT DISTRICTS

Height districts establish height limits, meaning the height to which a building located on a building line or required yard line may be erected without setback from such building line or yard line. In total, there are nine height districts in Cleveland, but only Districts 1 to 6 can be found along the W. 25th Street corridor.

The most common permitted building height along W. 25th Street is 35 feet, which roughly corresponds to the current average height of existing buildings along the corridor. Higher authorized building heights are concentrated in the Ohio City neighborhood, the area closest to downtown Cleveland. The neighborhood is trendy and has experienced a building and development boom in recent years. Permitted heights in Ohio City range from 115 to 250 feet.

A portion of the MetroHealth Campus has the highest authorized heights found on W. 25th Street at 600 feet. MetroHealth's property adjacent to W. 25th Street has a maximum height of 115 feet.

District	Maximum Height, ft
1	35
2	60
3	115
4	175
5	250
6	600



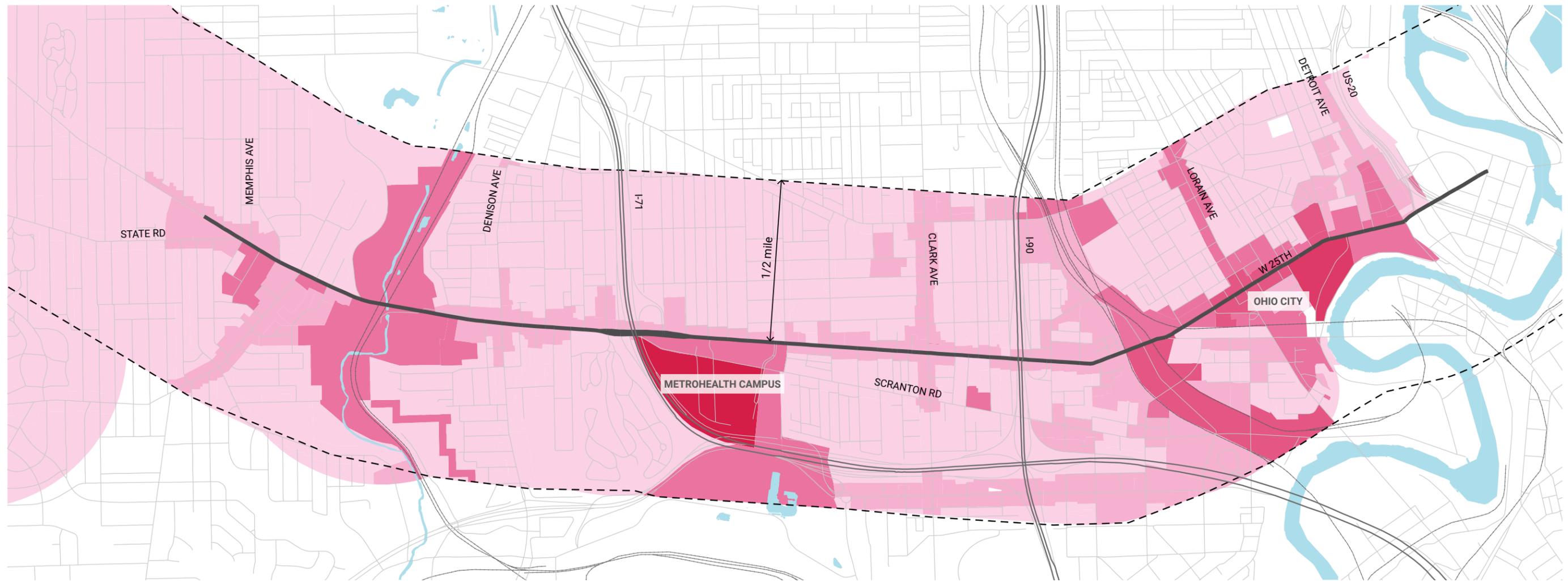
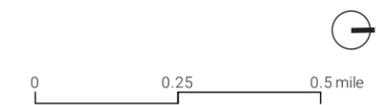


FIGURE 23 : ZONING, HEIGHT DISTRICTS

- ROADWAYS
- RAIL
- STUDY AREA
- WATER BODIES

- USE DISTRICTS
- 1
 - 2
 - 3
 - 4
 - 5
 - 6



OVERLAY DISTRICTS

Pedestrian Retail Overlay district

Purpose

- › The Pedestrian Retail Overlay District is established to maintain the economic viability of older neighborhood shopping districts by preserving the pedestrian-oriented character of those districts and to protect public safety by minimizing conflicts between vehicles and pedestrians in neighborhood shopping districts.

Prohibited Uses.

- › Open sales lots, which means a property or portion of a property used for the sale of merchandise stored in outdoor, unenclosed locations;
- › Filling and service stations;
- › Car washes;
- › Any business served by a drive-through lane providing access to windows or other facilities at which food or merchandise can be ordered or picked up, or business can be transacted by a person in a motor vehicle;
- › The following uses shall be permitted as Conditional Uses, as approved by the City Planning Commission under the approval criteria: off-street parking or loading areas, driveways extending across a public sidewalk, residential, institutional and non-retail office uses, any building-enclosed use that does not have a public pedestrian entrance from the Pedestrian Retail Street Frontage, a building with an interior side yard more than four (4) feet in width and located within forty (40) feet of a Pedestrian Retail Frontage;
- › In recognition of the expected greater use of public transit, bicycles and walking by customers and employees the minimum number of parking spaces otherwise required by the Zoning Code shall be reduced by thirty-three percent (33%) for retail business uses in the districts.
- › **See Chapter 343.23 for more details, such as the conditional uses criteria, and authorized uses.**

Pedestrian Retail Overlay District -Sign

Purpose

- › Any Pedestrian Retail Overlay District designated for display of signs in the street right-of-way shall be identified as Pedestrian Retail Overlay District -Sign. No sign permitted by these provisions shall be displayed without design approval of the sign's structure and permanent elements by the City Planning Commission, or where applicable, by the Landmarks Commission.
- › **See Chapter 343.23 for more details.**

Urban Form Overlay

Purpose

- › The Urban Form Overlay District is established to foster a high level of walkability and design quality for Cleveland's urban streets. It will do this by requiring pedestrian-oriented building features, preserving and enhancing the architectural character of new and existing buildings and protecting public safety by minimizing conflicts between vehicles and pedestrians.

Details

- › See Chapter 348.04 for standards for, among others, setbacks, building configurations, frontage and floor area ratio;
- › See Chapter 348.04 for required frontage features.





FIGURE 24 : ZONING, OVERLAY DISTRICTS

- ROADWAYS
- +—+— RAIL
- - - STUDY AREA
- WATER BODIES

OVERLAY DISTRICTS

- PEDESTRIAN RETAIL OVERLAY
- PEDESTRIAN RETAIL OVERLAY-SIGN
- URBAN FORM OVERLAY



LAND USE

The W. 25th Street Corridor is a combination of different neighborhoods. From north to south, the corridor begins in Ohio City and runs through Clark-Fulton, Brooklyn Centre and ends in Old Brooklyn. Along all four neighborhoods, W. 25th Street is one of the main streets where we can find a wide range of uses, including retail and office space, industries, schools, hospitals, churches, multi-family homes, cemeteries and parks.

In general, half of the study area (1/2-mile radius) includes single-family homes and only 5% of the study area is characterized by multi-family homes. Commercial, retail and office space represent 16% of the study area and they are typically located along W. 25th Street / Pearl Road, as well as Clark Avenue, State Road and Broadview Road. While most institutions (6%) are on the edge of W. 25th Street, some are scattered across the corridor. As for the industrial areas (10%), they are concentrated near railroads, highways and water bodies. Lastly, parks and green spaces represents 12% of the corridor and include small local parks, large cemeteries and Cleveland Metroparks.

More specifically, on a quarter-mile radius from W. 25th Street, single-family homes remain the dominant land use. However, industrial is the second leading use, covering 20% of the land. The industrial nodes are particularly located around Big Creek, Train Avenue, Cuyahoga River and Lake Erie.

OHIO CITY

Ohio City is one of the oldest neighborhoods in Cleveland and is bounded by Lake Erie and the Cuyahoga River to the north and Clark Avenue to the south. The neighborhood has rich and diverse land uses, making it one of the most complete areas in Cleveland. It is where you can find cultural institutions, schools, restaurants and retail, businesses and a diverse and a wide range of housing stock. More specifically, West Side Market, Lutheran Hospital, Saint Ignatius High School and Monroe Street Cemetery are a few examples of the neighborhood anchors. The industrial area is located along the north, south and east edges of the neighborhood, in proximity to railroads and water bodies. The area is mostly home to local industries, businesses, auto-repair shops and breweries.

CLARK-FULTON

Clark-Fulton is located south of Ohio City, between Clark Avenue and I-71. While still having a diverse land use composition, the neighborhood has a stronger presence of single-family homes compared to Ohio City. It also includes important institutions, such as Lincoln West High School, Luis Munoz Marin School, MetroHealth and various churches. Retailers, shops, restaurants and offices are concentrated on both W. 25th Street and Clark Avenue, offering the community two mixed-use streets.

BROOKLYN CENTRE

Brooklyn Centre neighborhood runs from I-71 to the Big Creek. The neighborhood has a significant presence of single-family housing, with a traditional and rich housing stock. It also includes a few multi-family homes located around the intersection of Denison Avenue and Pearl Road. The mixed-use character of W. 25th Street in Clark-Fulton continues into Brooklyn Centre, offering the neighborhood few shopping opportunities. The northern and southern edges of the corridor have distinctive characters in Brooklyn Centre. To the north, the Riverside Cemetery offers the neighborhood a large and picturesque cultural green oasis. As for the south edge, along Big Creek, there is a high presence of industrial uses in the area including a salvage yard, auto-repair shops and factories.

OLD BROOKLYN

Old Brooklyn is located across Big Creek and is the southern part of the corridor. The suburban neighborhood mostly includes single-family homes built after World War II. The commercial, retail and office district of the neighborhood is spread along Pearl Road, Broadview Road and State Road. These streets also include schools and churches for the community. The area includes large green spaces, among them, the Lutheran Cemetery, the Brooklyn Heights Cemetery and the notable Cleveland Metroparks Zoo.

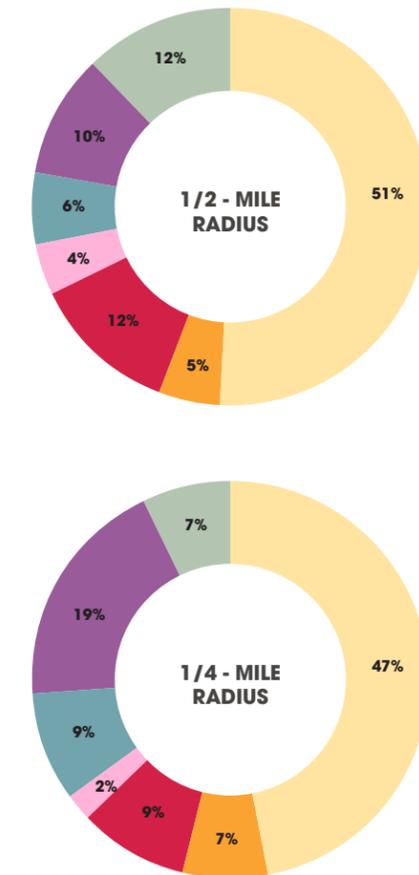


FIGURE 25 : LAND USE BREAKDOWN



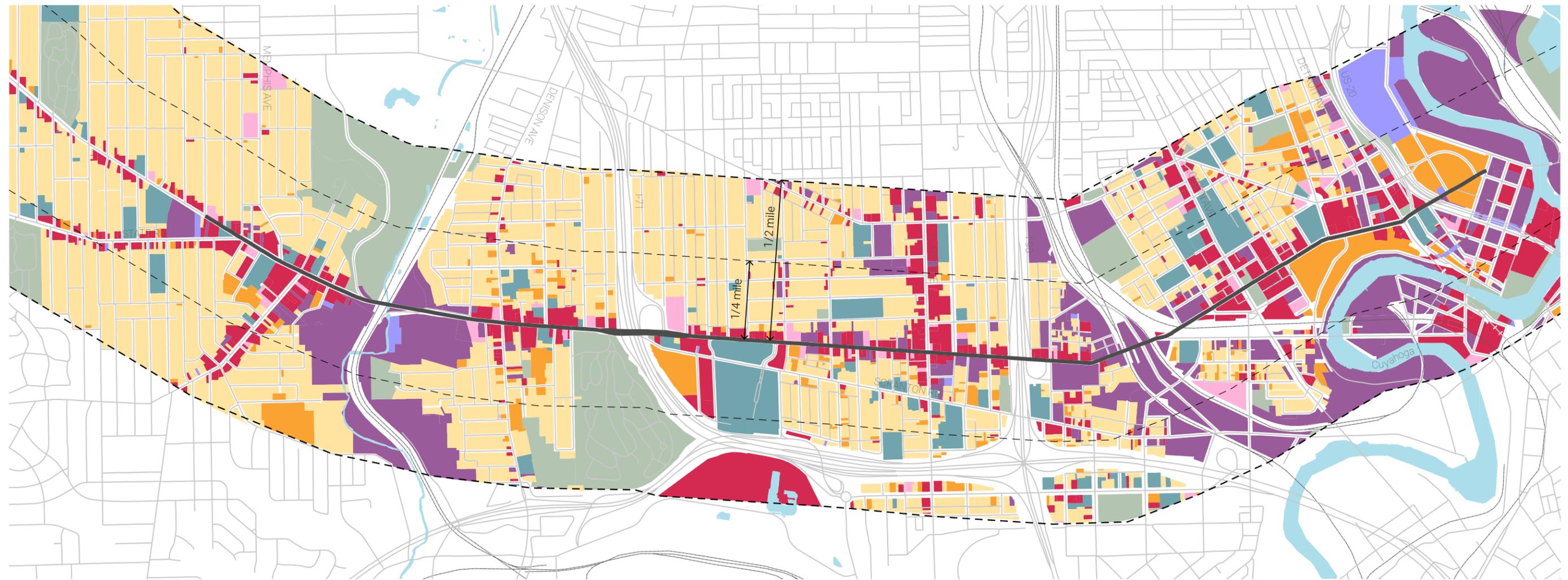


FIGURE 26 : LAND USE

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE AND 1/4 MILE STUDY AREA
- W. 25TH CORRIDOR
- WATER BODIES
- TOPOGRAPHY

LAND USE CATEGORIES

- RESIDENTIAL (SINGLE-FAMILY)
- RESIDENTIAL (MULTI-FAMILY)
- INSTITUTIONAL
- COMMERCIAL / RETAIL
- OFFICE SPACE
- INDUSTRIAL
- PARK / GREEN SPACE



2.7

OPEN SPACE

The open space in the W. 25th Street corridor is an important component of the urban landscape. In terms of typologies, the open space network is divided into four types:

- 1 Parks / green space / trails (Cleveland Metroparks)
- 2 Park / green space (Local)
- 3 School yard and field (institutional open space)
- 4 Cemetery (institutional open space)

Cleveland Metroparks occupies the largest surface in the corridor's open space network and is especially concentrated along the banks of Lake Erie, the Cuyahoga River and Big Creek. It is an extensive system of nature preserves in Greater Cleveland and offers a wide range of activities including golf courses, lakefront parks, fishing spots, picnic areas and a nationally acclaimed zoo. Additionally, these spaces are often linked together with walking, bicycle and horse trails. Cleveland Metroparks is a year-round destination for outdoor recreation in the region and due to its varying amenities and geographical features, it is one of the most visited attractions in the state of Ohio.

In addition, the corridor is also composed of small local parks and green spaces that are scattered across the study area. These spaces offer residents a destination for leisure and recreation in their own neighborhood. The local parks and green spaces often offer local events and festivities for the communities, such as festivals, farmers market and movie nights.

Many schools and high schools are in the study area, adding school yards and fields to the open space network. While these places are mostly private outdoor spaces, they can also be used for recreational purposes by neighborhood residents outside school hours.

Lastly, the open space network includes a considerable number of cemeteries. Although these areas are places of remembrance, many of them have a picturesque and poignant landscape that adds beauty to the corridor.



FIGURE 17 : EDGEWATER PARK BEACH – CLEVELAND METROPARKS
SOURCE: CLEVELAND METROPARKS



FIGURE 28 : LINCOLN PARK
SOURCE: EXPERIENCE TREMONT



FIGURE 29 : WASMER FIELD – SAINT IGNATIUS HIGH SCHOOL
SOURCE: SAINT IGNATIUS WILDCATS

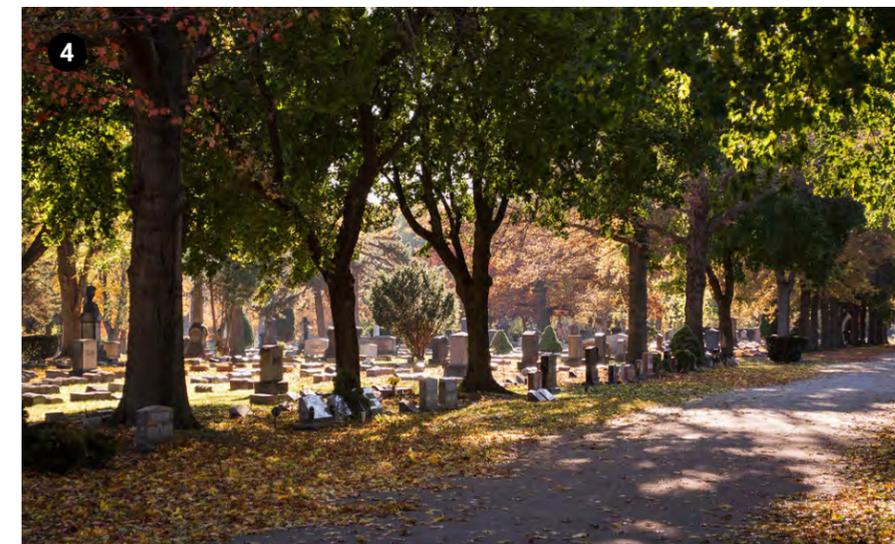


FIGURE 30 : RIVERSIDE CEMETERY
SOURCE: CLEVELAND HISTORICAL



FIGURE 31 : OPEN SPACE

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- W. 25TH CORRIDOR
- WATER BODIES
- TOPOGRAPHY

OPEN SPACE TYPOLOGY

- PARK / GREEN SPACE (METROPARKS)
- TRAILS (METROPARKS)
- PARK / GREEN SPACE (LOCAL)
- CEMETERY (INSTITUTIONAL OPEN SPACE)
- SCHOOL YARD AND FIELD (INSTITUTIONAL OPEN SPACE)



2.8

HISTORIC LANDMARKS

	Name	Address	Historic Significance
1	Lorenzo Carter Cabin Site	1516 Merwin Ave.	
2	Moses Cleaveland Landing Site	1801 Robert Jr Lockwood Dr	1796
3	Woodland Avenue and West Side Street Railway Powerhouse (Powerhouse at Nautica)	1080 Cathan Ave.	1897
4	Superior Avenue Viaduct	1200 West Superior Dr.	1874-1919
5	Hubbard Cooke Building	2220 Superior Viaduct	1892
6	St. John Episcopal Church	2600 Church Ave.	1836-1838
7	Cleveland Fire Station 4	1455 West 29th St.	1874
8	Beverlin-Ackland House	2901 Clinton Ave.	1855
9	Sanderson-Makar House	3009 Clinton Ave.	1871
10	Franklin Circle Christian Church	1688 Fulton Rd.	1874-1883
11	West Side Market	1979 W. 25th Street	1902-1912
12	United Office Building	2012 W. 25th Street	1926
13	St. Ignatius High School	1911 West 30th St.	1889
14	Trinity Evangelical Lutheran Church	2057 West 30th St.	1873
15	Miller Block	3207 Lorain Ave.	1906-1907
16	St. Patrick R.C. Church	3602 Bridge Ave.	1871-1880
17	Carnegie-West Library	1900 Fulton Rd.	1910
18	Charles Olney Residence and Gallery	2241-55 West 14th St.	1892
19	Pelton Apartment Building	2363 West 14th St.	1901
20	Fairmont Creamery Company Ice Cream Building	2306 West 17th St.	1930
21	Holy Ghost Byzantine Church	2420 West 14th St.	1909
22	Taylor Emerson House	2438 Scranton Rd.	1878
23	Pilgrim Congregational Church	2592 West 14th St.	1893-1994
24	Wagner Awning Company	2658 Scranton Road	1895-1900

	Name	Address	Historic Significance
25	Monroe Street Cemetery	3130 Monroe Ave	1842
26	J. Spang Baking Company Building	2707 Barber Ave.	1911-1937
27	Leisy Brewery Bottling Works Building	3506 Vega Ave.	1914
28	Immanuel Evangelical Lutheran Church	2920 Scranton Rd.	1879
29	Astrup Awning Company Complex	2937 W. 25th Street	1919-1983
30	Cleveland Public Library-South Branch	3096 Scranton Rd.	1911
31	St. Michael the Archangel R.C. Church	3114 Scranton Rd.	1889-1892
32	Pearl Street Savings and Trust (Cleveland Trust Company Pearl Street Branch)	3104 W. 25th Street	1927
33	North Italian Club	3121 West 33rd St.	1933-1934
34	Aragon Ballroom	3179 W. 25th Street	1905
35	Northern Ohio Blanket Mills	3160 West 33rd St.	1889-1899
36	Lion Knitting Mills	3256 W. 25th Street	1920
37	John Edwards / William Snowden House	2822 Woodbridge Ave.	1873
38	Jones Home for Children	3518 W. 25th Street	1902
39	Riverside Cemetery & Gatehouse	3607 Pearl Rd.	1876
40	Mallo-Donahue House	3731 Pearl Rd.	1869
41	Farnsworth Building (Brooklyn Savings and Loan)	3766 Pearl Rd.	1904
42	Coates-Russell House	3304 Archwood Ave.	1901
43	Krathier Building	4140 Pearl Rd.	1895
44	Pearl Street Savings and Trust (Broadview Branch)	4169 Pearl Rd.	1924
45	Jeremiah Gates House (GAR Hall #368)	3506 Memphis Ave.	1820
46	Our Lady of Good Counsel Church School, Convent, Rectory, and Hall	4423 Pearl Rd.	1930
47	James Ford Rhodes High School	5100 Biddulph Ave.	1932



FIGURE 32 : WEST SIDE MARKET

SOURCE: AMERICAN PLANNING ASSOCIATION (APA) - DONN R. NOTTAGE.



FIGURE 33 : JONES HOME FOR CHILDREN

SOURCE: CLEVELAND PUBLIC LIBRARY DIGITAL GALLERY



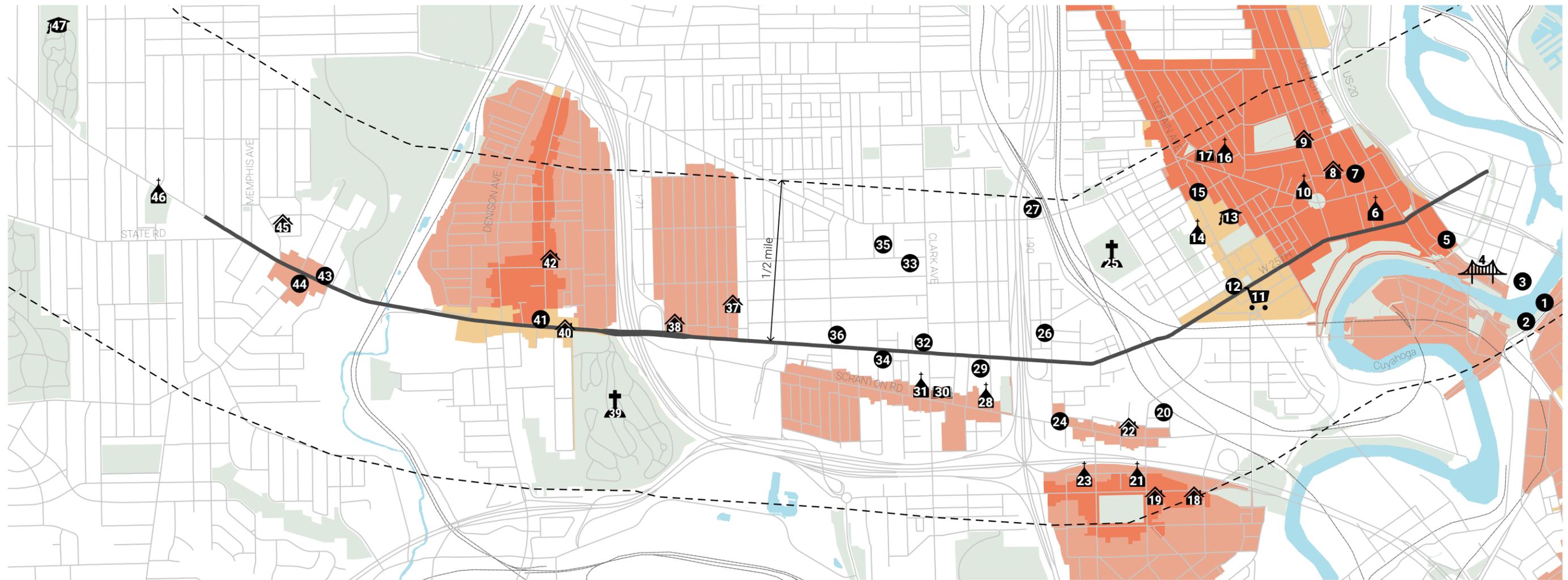
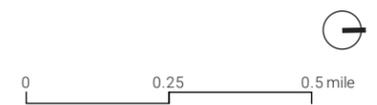


FIGURE 34 : HISTORIC LANDMARKS

- | | | |
|---------------------------|-------------------------------------|------------------------------------|
| — ROADWAYS | HISTORIC LANDMARK TYPOLOGIES | HISTORIC LANDMARK DISTRICTS |
| ⋯ RAIL | ☩ CEMETERIES | 🏠 NATIONAL HISTORIC DISTRICT |
| - - - 1/2-MILE STUDY AREA | 🏛️ CHURCHES | 🏡 LOCAL HISTORIC DISTRICT |
| — W. 25TH CORRIDOR | 🎓 SCHOOLS | 🏠 NATIONAL + LOCAL |
| 🌳 OPEN SPACE | 🏠 RESIDENTIAL | |
| 🌊 WATER BODIES | 🚧 VIADUCT | |
| 🏞️ TOPOGRAPHY | 🛒 SUPERMARKET | |
| | ● OTHER | |



2.9

SCHOOLS

The study area is part of the Cleveland Metropolitan School District (CMSD). The CMSD includes over 37,700 students, 64% which are Black or African American, 16% are Hispanic, and 15% are white. High School graduation rates in the district as of 2019 are a little over 78%, making the district the fourth fastest improving district of the state of Ohio. In the CMSD, 42% of children and 52% of children under the age of five live below the poverty line. It is worthy of noting that there is a high rate of students receiving specialized services such as special education, 23.5% of which are economically disadvantaged.

Within walking distance from W. 25th Street, there are many public schools, private schools, childcare/preschool, and organizations/institutions. Public schools are twice as many as private schools. Childcare/preschool and organizations/institutions add to the educational infrastructure within our study area. These schools are scattered all along the corridor, with a certain concentration in Ohio City, providing proximity to children of the area.

There are no universities in our study area. The closest university is Cleveland State located in Downtown, followed by Case Western Reserve University in the University Circle Area.



FIGURE 35 : LINCOLN-WEST HIGH SCHOOL

3202 W 30TH ST
PUBLIC SCHOOL



FIGURE 36 : SAINT WENDELIN CATHOLIC SCHOOL

2259 COLUMBUS RD
NONPUBLIC SCHOOL



FIGURE 37 : COUNCIL FOR ECONOMIC OPPORTUNITY'S HEAD START

4200 PEARL RD
CHILDCARE/PRESCHOOL



FIGURE 38 : JOHN'S HOME OF CHILDREN

3518 W 25TH ST
CHILD NUTRITION ORGANIZATION





FIGURE 39 : SCHOOLS

- ROADWAYS
- +— RAIL
- - - 1/2-MILE STUDY AREA
- W. 25TH CORRIDOR
- OPEN SPACE
- WATER BODIES
- TOPOGRAPHY

- SCHOOLS BY TYPOLOGIES**
- PUBLIC SCHOOLS
 - NON PUBLIC SCHOOLS
 - CHILDCARE/PRESCHOOL
 - ORGANIZATION/INSTITUTION



2.10

RECENT AND PLANNED DEVELOPMENTS

In recent years, there has been a noticeable increase in new developments along the W. 25th Street corridor. The corridor is attracting a wide variety of businesses and residents, especially in Ohio City and Tremont. Most of these new developments are planned to be mixed-use, with retail and/or office space on the ground floor and residential on top floors. While some projects are planned to replace distressed buildings with new constructions, others will reuse and convert old historic industrial buildings into new uses.

One of the biggest developments expected along W. 25th Street is the MetroHealth Campus. MetroHealth is moving forward with phased implementation of their campus master plan, which includes new medical buildings and large green spaces. This opportunity is also influencing the planned development of new housing, retail and commercial uses on adjacent land.

These real estate development projects which are completed, underway or planned are likely to promote increased population density in the corridor and will offer additional areas of commercial, retail and office space around W. 25th Street. These real-estate investments are starting to change the appearance of the area, especially in the northern part of the corridor.



FIGURE 40 : THE PROPOSED MARKET SQUARE DEVELOPMENT
SOURCE: HARBOR BAY REAL ESTATE ADVISORS LLC, HPA ARCHITECTS

PROJECT	DEVELOPER	STATUS	LOCATION	DESCRIPTION
1 Market Square	Harbor Bay Real Estate Advisors LLC	Underway	2011-2109 W. 25th Street	Mixed-use development: - 260 units - 75,000 sq ft of retail - 150,000 sq ft of office - 560 parking spaces
2 Ohio City Transit Oriented Development	Carnegie Management & Development Corp.	Planned	2070-2230 Columbus Road	Mixed-use development with public plaza next and above train tracks
3 Fairmont Creamery	Sustainable Community Associates	Completed (2015)	2306 West 17th Street	Mixed-used conversion of industrial building: - 30 units - 6 commercial offices
4 The Lincoln	Sustainable Community Associates	Planned	2410 Scranton Avenue	Mixed-use development: - 83 units - 6,000 sq ft of retail
5 Eleven Scranton	Gustave Development	Completed (2019)	2321 Scranton Avenue	Residential development: - 10 townhouses
6 St. Joseph's Commons	Front Steps Housing & Services/PIRHL	Completed (2020)	2554 W. 25th Street	Residential development: - 68 units
7 Spang Bakery Building	Ben Beckman	Completed (2020)	2707 Barber Avenue	Mixed-use conversion of J. Spang Baking Co. building: - 69 units - Office on ground floor
8 Wagner Awning Building	Sustainable Community Associates	Completed (2018)	2658 Scranton Avenue	Mixed-used conversion of industrial building: - 59 units - 12,000 sq ft of office

DEVELOPMENT STATUS
 (X) COMPLETED
 (X) UNDERWAY / PLANNED

PROJECT	DEVELOPER	STATUS	LOCATION	DESCRIPTION
9 Tappan Building	Sustainable Community Associates	Completed (2020)	2703 Scranton Avenue	Mixed-used development: - 95 units - Commercial on ground floor
10 Tremont Animal Clinic	TAC Holding Co. LLC	Completed (2020)	2885 West 25th Avenue	Animal hospital
11 Astrup Awning Building	Foran Group Development LLC	Underway	2937 W. 25th Street	Renovation of the Astrup Awning Co into a community art center.
12 Northern Ohio Blanket Mill	Levin Group/ Derek Ng	Underway	3160 West 33rd Street	Mixed-use conversion of industrial building: - 60 units - 40,000 sq ft of office
13 El Mercado	Northeast Ohio Hispanic Center for Economic Development	Underway	3140 W. 25th Street	Conversion of industrial building into a new market with 21 stalls.
14 Metro North Mixed-use Development	MetroHealth / NRP Group	Underway	3335 W. 25th Street	Mixed-use development: - 250 units - Commercial on ground floor
15 Metro South Mixed-use Development	MetroHealth / NRP Group	Planned	3400 W. 25th Street	Mixed-use development: - 100 units - Commercial on ground floor
16 MetroHealth Medical Center	MetroHealth System	Planned	2500 MetroHealth Dr.	MetroHealth campus transformation with green space to replace outdated facilities
17 Emerald Alliance XI	CHN Housing Partner & EDEN Inc.	Planned	3881 W. 25th Street	Residential development: - 71 units





FIGURE 41 : RECENT AND PLANNED DEVELOPMENTS

- ROADWAYS
- +++ RAIL
- - - 1/2-MILE STUDY AREA
- W. 25TH CORRIDOR
- OPEN SPACE
- WATER BODIES
- TOPOGRAPHY

- DEVELOPMENT TYPES**
- RESIDENTIAL
 - MIXED-USE
 - COMMERCIAL
 - INSTITUTIONAL

- DEVELOPMENT STATUS**
- ⊗ COMPLETED
 - ⊗ UNDERWAY / PLANNED



2.11

DEMOGRAPHICS

METHODOLOGY

DATA SOURCE

In order to perform the demographic analysis along the West 25th corridor, we use the demographic data of the US Census Bureau at the block-group level, focusing on the 5-year estimate of the 2018 American Community Survey (ACS). This data includes the following:

DATA TYPE	TABLE SOURCE
Population sex by age	B01001
Median age	B01002
Housing units	B2500
Housing tenure	B25003
Vacancy	B25004
Race	B02001
Hispanic origin by race	B03002
Household language by household limited English-speaking status	C16002
Median household income in the past 12 months (in 2018 inflation-adjusted dollars)	B19013
Educational attainment for the population 25 years and over	B15003
Employment status for the population 16 years and over	B23025
Sex by occupation for the civilian employed population 16 years and over	B24010
Means of transportation to work by travel time to work	B08134
Median year structure built	B25035
Median housing value	B25077
Median gross rent	B25064

Additional data is used from the Center of Neighborhood Technology (CNT) that is based on the 2015 American Community Survey (ACS) and the 2014 Longitudinal Employer-Household Dynamics data. The data that was selected from the CNT for our analysis includes:

- › Housing + Transportation Costs % income for the Regional Typical Household
- › Housing + Transportation Costs % income for the National Typical Household

- › Annual GHG per Household
- › Autos per Household for the Regional Typical Household
- › Autos per Household for the National Typical Household
- › Transit Ridership % of Workers for the Regional Typical Household
- › Transit Ridership % of Workers for the National Typical Household

BLOCK-GROUP SELECTION

The selected block-groups for the demographic analysis are the 49 block groups within a half-mile of the West 25th Corridor. These block-groups are divided geographically into five districts according to the intersections of W. 25th Street with major roads. These geographic districts are, from north to south, Ohio City, Industrial Village, Clark-Fulton, Brooklyn Centre, and Old Brooklyn.

OHIO CITY	INDUSTRIAL VILLAGE	CLARK-FULTON	BROOKLYN CENTRE	OLD BROOKLYN
390351033001	390351038002	390351046001	390351055001	390351063001
390351036021	390351039002	390351029001	390351054003	390351057001
390351036024	390351041001	390351029002	390351054002	390351057003
390351036023	390351042002	390351048002	390351056021	390351068002
390351036022	390351043002	390351046002	390351054005	390351063002
	390351039001	390351049001	390351054001	390351062001
	390351038001	390351049002	390351056022	390351064001
	390351041002	390351048003	390351056023	390351062002
	390351044002	390351049003		390351065001
	390351044001	390351049004		390351066001
		390351055002		390351068001
		390351054004		390351069004
				390351066002
				390351059001

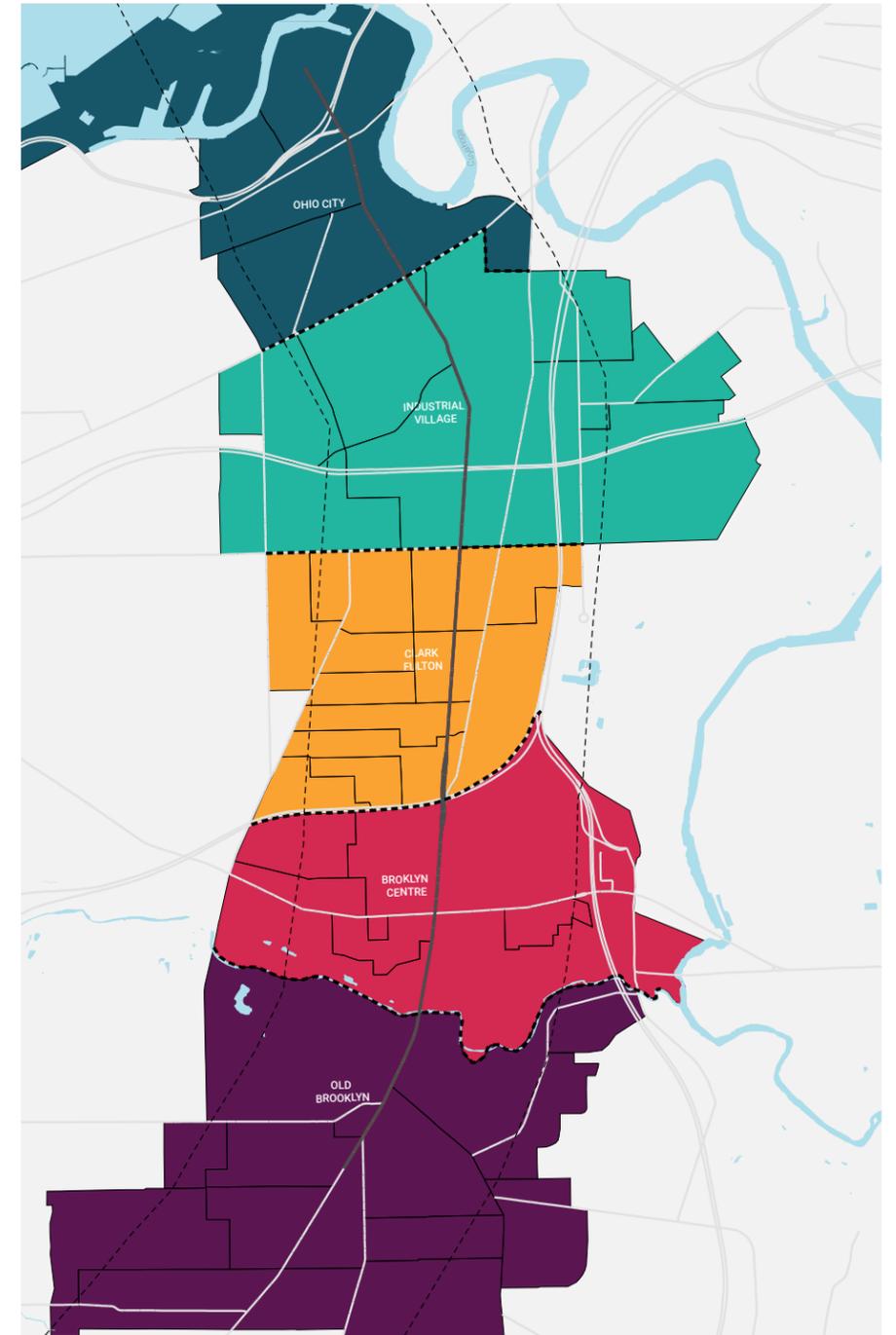


FIGURE 42 : STUDY AREA



POPULATION CHARACTERISTICS

The total population in the block-groups is 44,064, which is about 11% of the total population of Cleveland (383,781). Old Brooklyn has the highest total population followed by Industrial Village, Clark-Fulton, Brooklyn Centre and lastly Ohio City. As far as age, the median age of the corridor is 32.3 years old and it ranges between 31.7 in Clark-Fulton and 36.5 in Old Brooklyn. The corridor's age pyramid shows an extensive population between 20 and 40 with a smaller percentage of people in the older age cohorts (over 60 years old).

Ohio City has a total population of 5,757 which represents only 13.1% of the total population of the study area, the smallest total population of all five study districts. While it contains a significant number of housing units, especially public housing in the north and single-family housing in the west, Ohio City has mostly industrial and commercial uses that cover most of its land area. As far as median age, Ohio-City is the second oldest of our study areas after Old Brooklyn, with a median age of 36.3. There is an area with a significantly older population (50-56.9) on the east side of W. 25th Street, between Lorain Avenue and Detroit Avenue, which aligns with the presence of Riverview Tower, the high-rise public housing that caters to senior citizens. The youngest block-group is located just north of Riverview Tower, with a median age between 22.7 and 30, which reflects the presence of a community with an important children and youth basis.

Industrial Village has a total population of 7,813, about 17.7% of the total population of the study areas. Similarly to Ohio City, there is a large concentration of industrial and commercial uses in this area, which also explains the low density, usually under 12 people per acre, especially east of W. 25th Street. The median age of the Industrial Village is 32.4. A block-group at the east corner of W. 25th Street and Clark Avenue reflects the presence of an older population (50-56.9), related to the presence of another senior public housing on Castle Avenue.

Clark-Fulton has a total population of 7,718 which is 17.5% of the total population of the corridor and the third largest in population in all five study districts. Clark-Fulton is characterized by the presence of many commercial and institutional uses, among which the MetroHealth Main Campus, and residential uses. While the least dense areas in population are in the MetroHealth Campus block-groups east of W. 25th Street, denser block-groups are located west of the corridor, reaching the 18-24 and 24-30 people per acre categories, particularly between Trowbridge Avenue and I-71. This part of Clark-Fulton is also characterized by a younger population, whose median age is under 22.5, which reflects the presence of larger households with younger children.

Brooklyn Centre has a total population of 6,491 which is about 14.7% of the total population in all five study districts. It is the second smallest area in population. Brooklyn Centre is characterized by the presence of the Riverside Cemetery and many industrial uses along its northern edge, and the block-groups with these uses show the lowest densities, usually under 6 people per acre. There are population densities that stand out, south of the cemetery (18-24 people per acre) and west of the corridor (6-18 people per acre) where there are residential uses. These dense block-groups in Brooklyn Centre are also the youngest, recording a median age that is under 22.7, which again reflects the presence of larger households with younger children.

Old Brooklyn has a total population of 16,285 which is 36.9% of the total population of all five study districts, making it the largest area of the corridor in terms of total population. With few industrial uses south of Big Creek and commercial uses along W. 25th Street (or Pearl Road), State Road, and Broadway Road, most of Old Brooklyn is residential. The highest densities are recorded south of Memphis Avenue surpassing 12 people per acre, whereas the northern part of Old Brooklyn has mostly a population density between 6 and 12 people per acre. As far as median age, Old Brooklyn is considered the oldest district of all 5 district with a median age of 36.5. A large part of Old Brooklyn has a median age between 30 and 40 which suggest a good mix of young and old population.

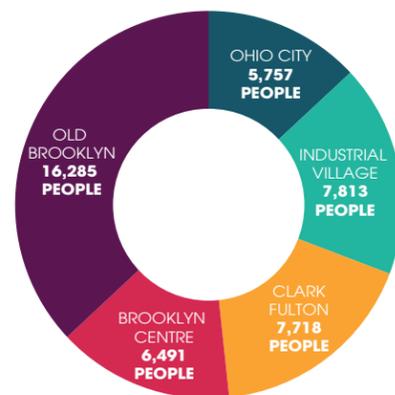


FIGURE 43 : TOTAL POPULATION - STUDY DISTRICTS

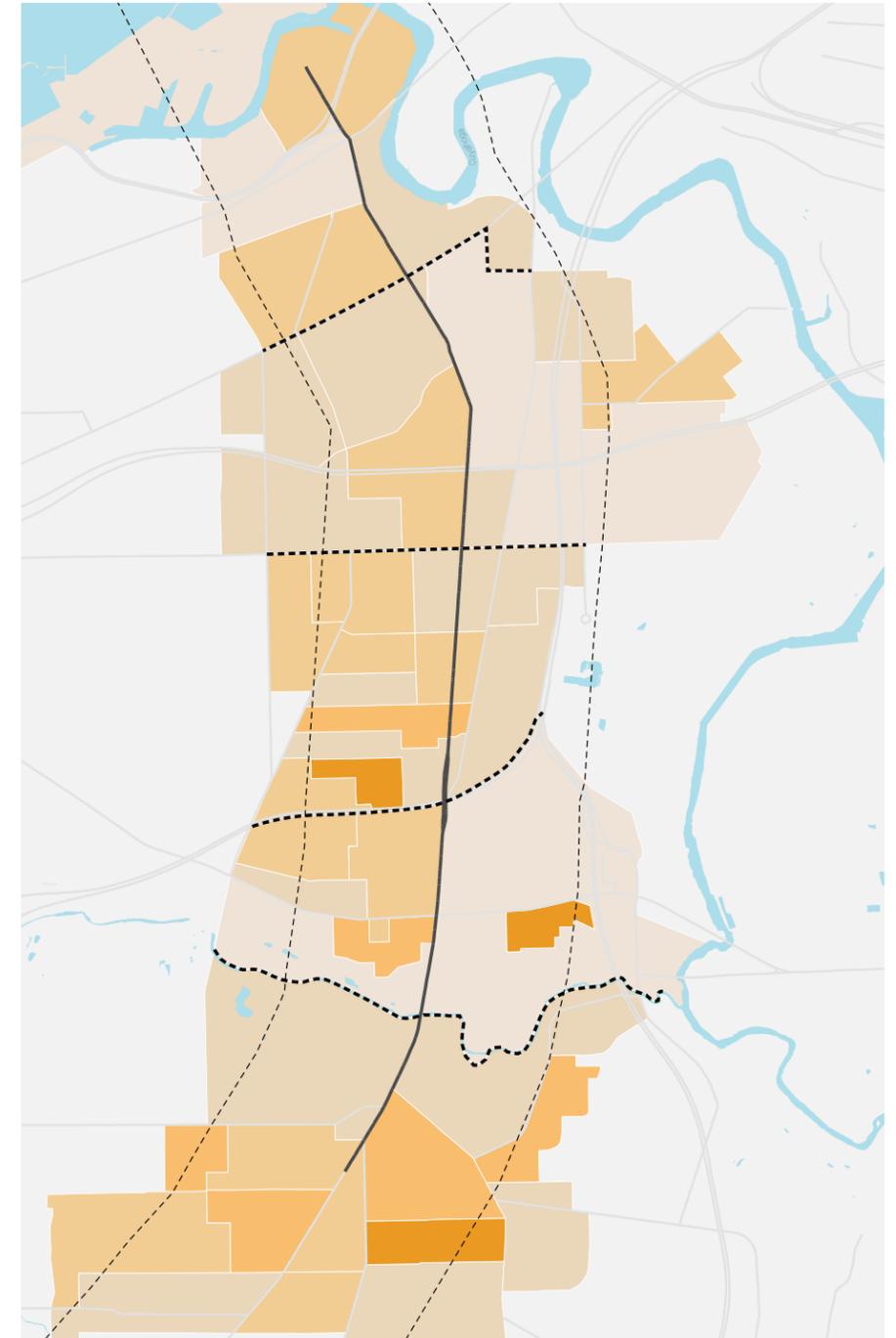
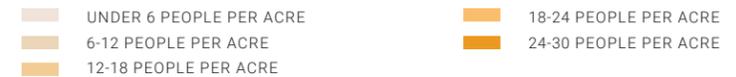


FIGURE 44 : POPULATION DENSITY PER ACRE



KEY FINDINGS:

- › The total population in the study area is 44,064, 36.9% of which is in Old Brooklyn
- › The highest population densities along the corridor are in some residential block-groups in Clark-Fulton, Brooklyn Centre, and Old Brooklyn. These block-groups tend to have a younger median age in comparison to adjacent block-groups, which reflects the presence of larger households with an extensive children and youth basis

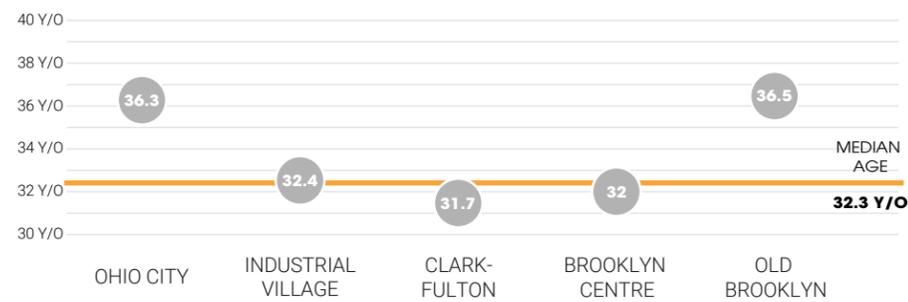


FIGURE 45 : MEDIAN AGE - STUDY DISTRICTS

— CORRIDOR COMPARATIVE

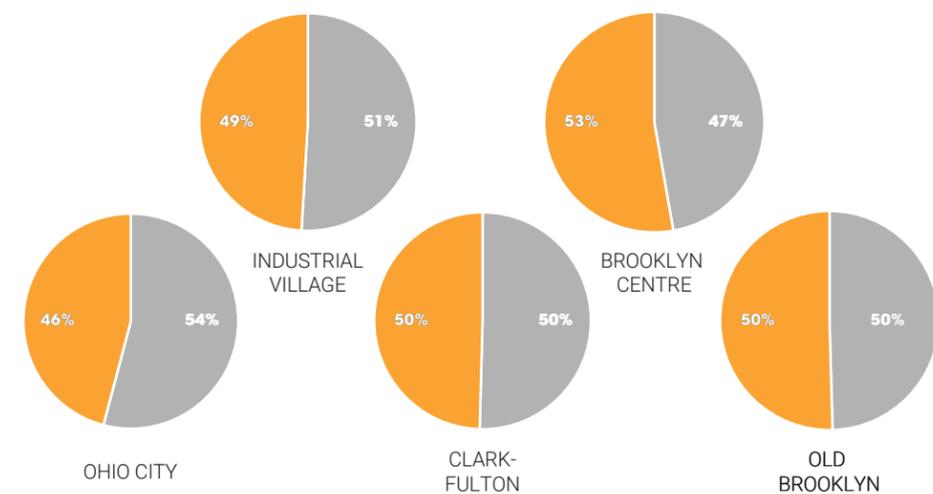


FIGURE 47 : SEX DISTRIBUTION - STUDY DISTRICTS

— FEMALE
— MALE

- › The median age of the corridor is 32.3 years old
- › Old Brooklyn is the oldest district with a median age of 36.5 and the youngest is Clark-Fulton with a median age of 31.7
- › The oldest block-groups are located mostly in the north half of the corridor particularly on the east side of W. 25th Street between Detroit Avenue and Lorain Avenue and at the east corner of W. 25th Street and Clark Avenue where senior public housing is located.

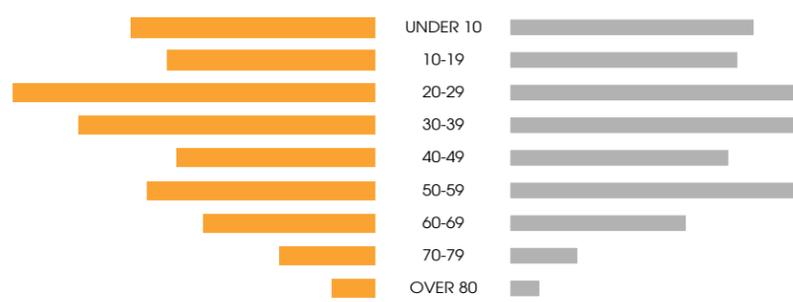


FIGURE 46 : AGE AND SEX DISTRIBUTION - CORRIDOR

— FEMALE
— MALE

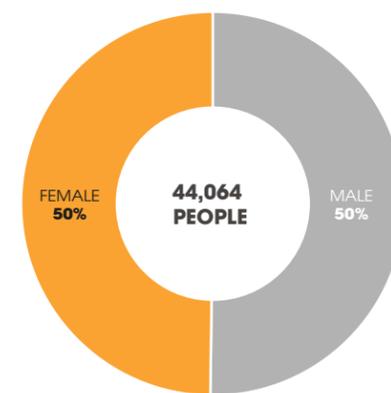


FIGURE 48 : SEX DISTRIBUTION - CORRIDOR

— FEMALE
— MALE

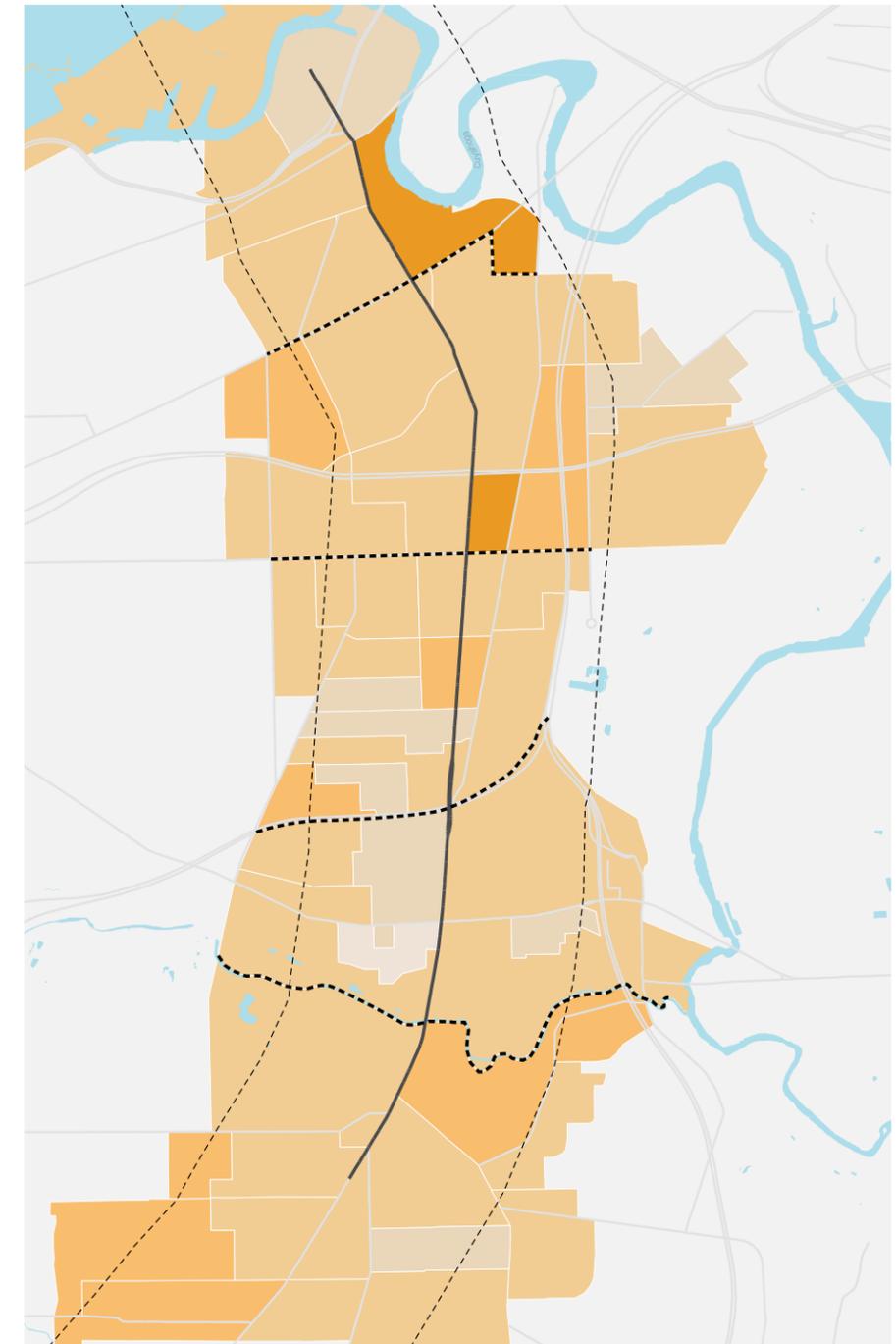


FIGURE 49 : MEDIAN POPULATION AGE

— UNDER 22.7
— 22.7-30
— 30-40
— 40-50
— 50-56.9

HOUSING CHARACTERISTICS

Overall, West 25th corridor includes about 23,000 housing units. While a third of the units are in Old Brooklyn, the four other districts have a similar number of units. More than half the units along the corridor are rented, 30% of them are owned and 14% are vacant. In fact, Old Brooklyn is the district with the highest rate of homeownership. In contrast, Ohio City has the highest rate of rental units. While the median value of homes in the corridor is \$70K, the median value of homes in Ohio City is significantly higher, reaching \$275k.

At a district scale, each area has its distinct housing characteristics. First, Ohio City is one of Cleveland's oldest and most complete district in the corridor. Compared to other districts in the study area, its housing stock has the highest value and the highest rent. Moreover, it has the lowest rate of homeownership (16%) and vacancies (10%). This can be explained by the district's strategic location near Downtown Cleveland and W.25-Ohio City Subway Station.

Industrial Village, Clark-Fulton and Brooklyn Centre have a housing occupancy that is similar to the average of the corridor, about a third is owned and half is rented. However, Industrial Village has the second-highest value of homes and second-highest rent in the corridor, with Ohio City being first. Moreover, Clark-Fulton has the highest rate of vacancies in the corridor (21%), mostly concentrated between Scranton Road and Medina Freeway.

Lastly, Old Brooklyn is a more suburban district with single-family homes built after World War II. It has the highest rate of homeownership compared to other districts in the corridor (38%) and most of them are on the periphery of the study area. Moreover, the district's median value of home and rent is similar to the corridor's median.

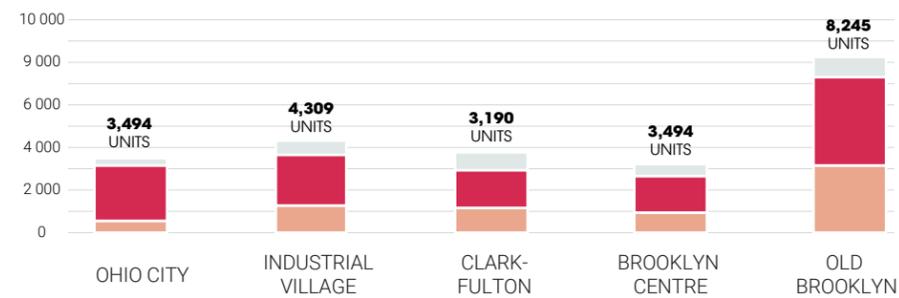


FIGURE 50 : HOUSING - STUDY DISTRICTS

OWNED
RENTED
VACANT

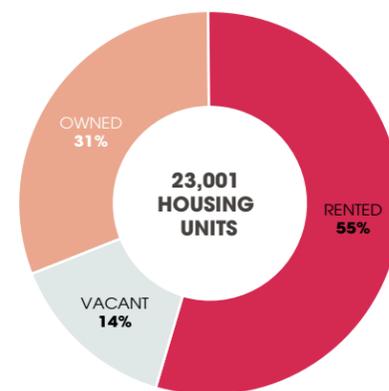


FIGURE 51 : HOUSING - CORRIDOR

OWNED
RENTED
VACANT

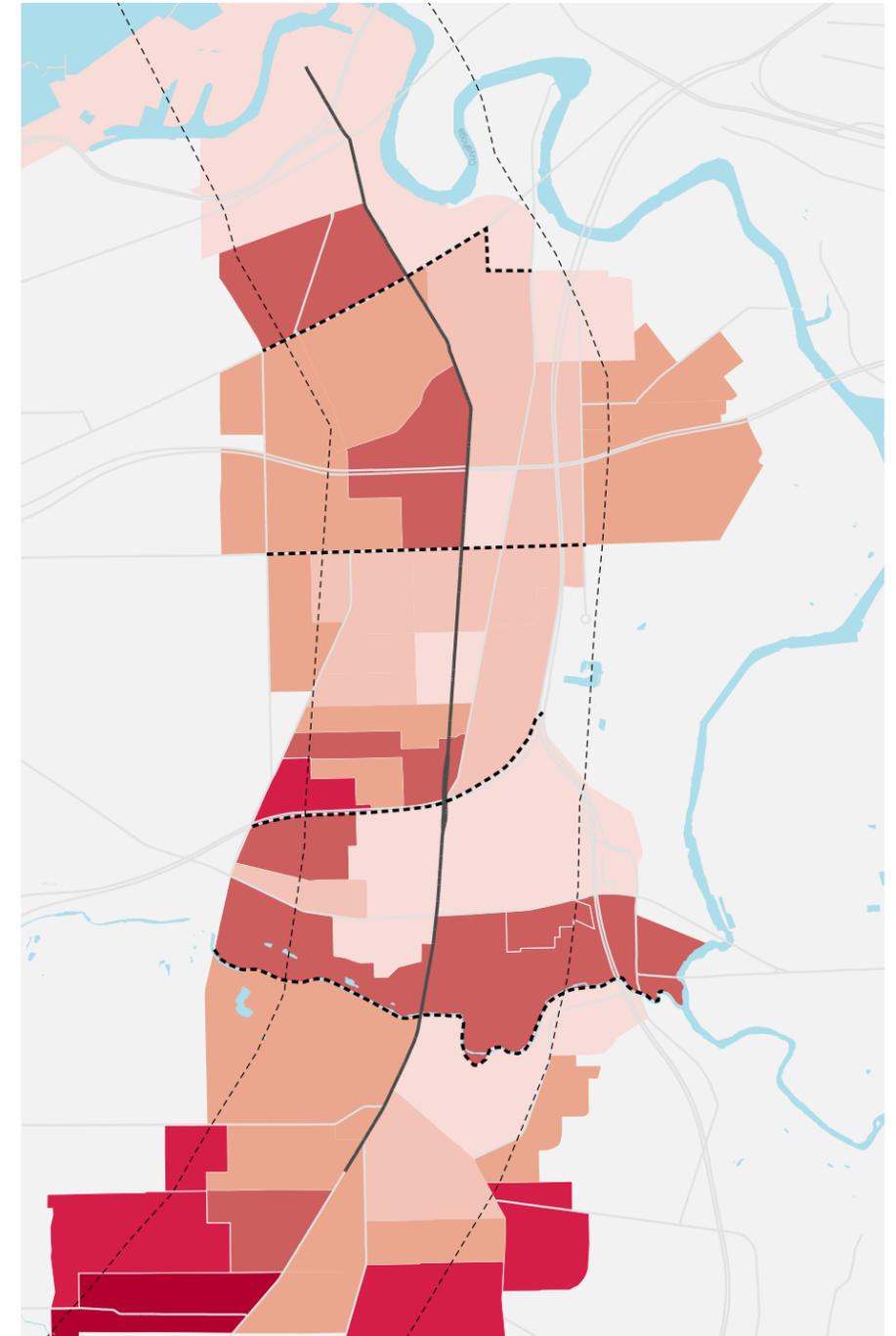


FIGURE 52 : HOMEOWNERSHIP RATE PER BLOCK-GROUP

UNDER 20%
20-30%
30-40%
40-50%
50-60%
OVER 60%



KEY FINDINGS

- › 55% of housing units in the study area are rented
- › Old Brooklyn has the highest number of housing units in the study area
- › Homeownership has the highest rate in Old Brooklyn (38%) and the lowest rate in Ohio City (16%)
- › 75% of housing units in Ohio City are rentals
- › Clark-Fulton has the highest rate of vacancies with 21%
- › The median value of housing units for the study area is at \$70K, but the housing units in Ohio City has a median value of \$275k
- › The median value of rentals for the study area is at \$745K and Ohio City has the highest median rate of \$837K

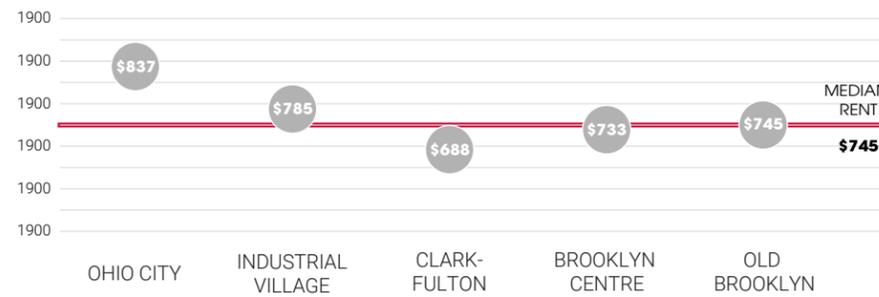


FIGURE 53 : MEDIAN RENT - STUDY DISTRICTS

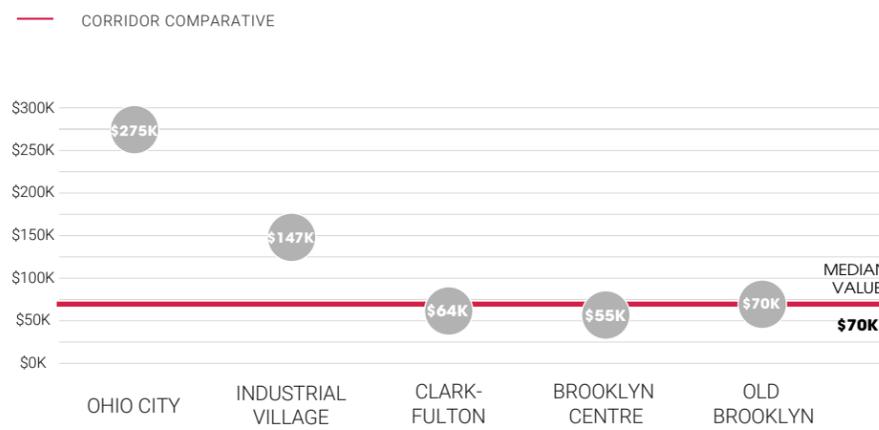


FIGURE 54 : MEDIAN VALUE HOUSING - STUDY DISTRICTS

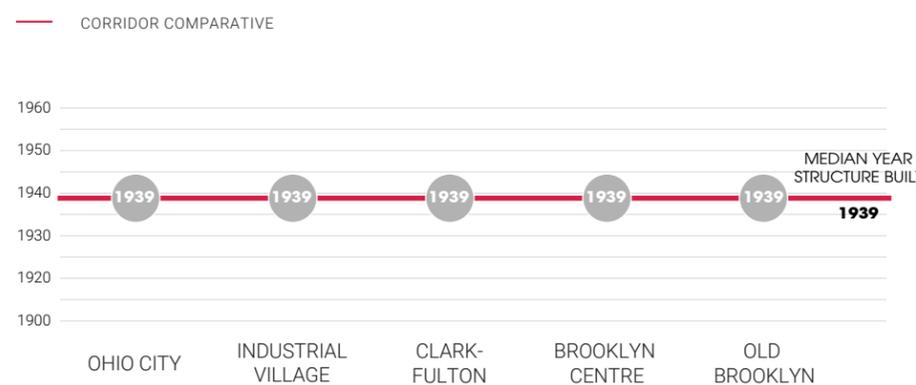


FIGURE 55 : MEDIAN YEAR STRUCTURE BUILT - STUDY DISTRICTS

CORRIDOR COMPARATIVE

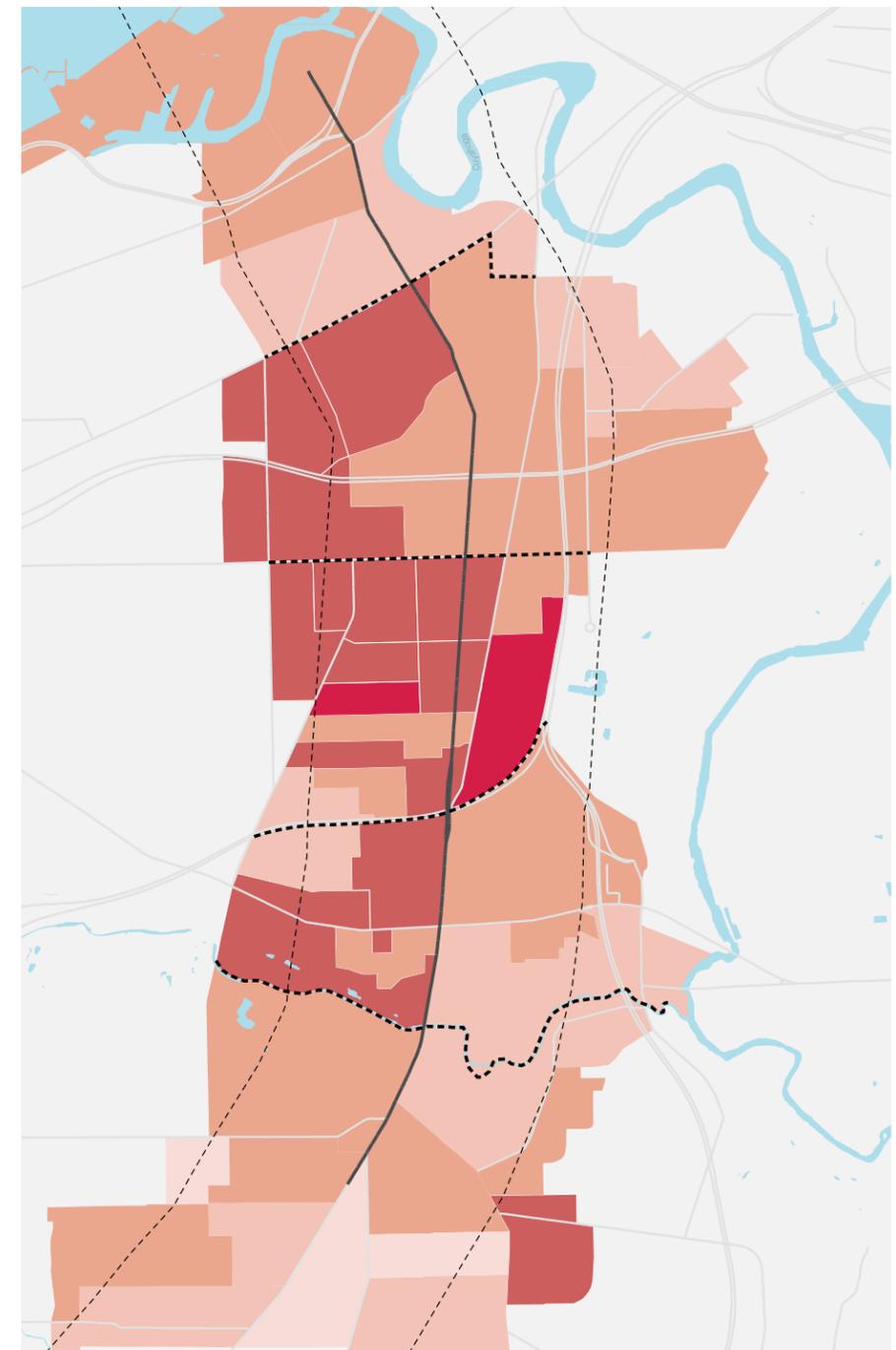


FIGURE 56 : VACANCY RATE PER BLOCK-GROUP

- UNDER 5%
- 5-10%
- 10-20%
- 20-30%
- OVER 30%

RACIAL AND ETHNIC CHARACTERISTICS

The study area is characterized by the presence of a significant Hispanic population, mostly concentrated in Clark-Fulton and some parts of Brooklyn Centre and Old Brooklyn. While there is a prevalence of the Hispanic population, 74% of households speak English only at home. Spanish is the second most spoken language with 21% of households speaking it at home, most of which (15%) are also fluent in English and 6% has a limited English proficiency. As far as racial distribution, 65% of the corridor identifies as white and 16% as Black or African American. Other races such as Asians, American Indians and Alaska Natives, and Native Hawaiians and other Pacific Islanders are only under 2% in the whole corridor.

Ohio City has under 20% of Hispanic population, the least of all five study districts, and more than 80% of people speak English only at home. As far as its racial distribution, 53% are white and 35% is Black or African American, the smallest ratio in white population and the highest in Black or African American in comparison to the other study districts.

A large part of Industrial Village has a Hispanic population that is under 30%. There are however some block-groups in Industrial Village that stand out. These block-groups have more than 50% of the Hispanic population and are located at the south-west part of the district. As far as spoken languages, more than 70% of households speak English only at home while more than 20% speak Spanish, 15% are not limited in English and 5% have a limited English proficiency. In terms of racial distribution, 69% of Industrial Village identifies as white and 14% as Black or African American. 15% of the population identifies with some other race and/or as mixed racially.

Clark-Fulton is one of the most Hispanic districts in our study area, with most block-groups having over 50% of Hispanic people. Block-groups with a Hispanic population under 30% are located east of Scranton Road. As far as the spoken languages, 55% of the population speaks English only while 40% speaks Spanish, 10% of which has a limited English proficiency and 30% are not limited in English. 65% of the population in Clark-Fulton identifies as white while 13% as Black or African American, and 21% identifies with some other race and/or as racially mixed.

Brooklyn Centre has a large Hispanic population at its southern edge in block-groups between Denison Avenue and Big Creek. These block-groups are 40 to 74% Hispanic. The northern block-groups of Brooklyn Centre have a Hispanic population ranging between 20% and 40%. Brooklyn Center's most prevalent language is English with 70% of the population speaking English only and only

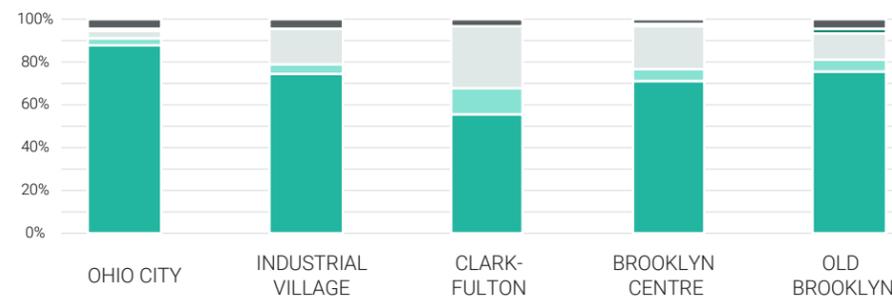


FIGURE 57 : SPOKEN LANGUAGE - STUDY DISTRICTS

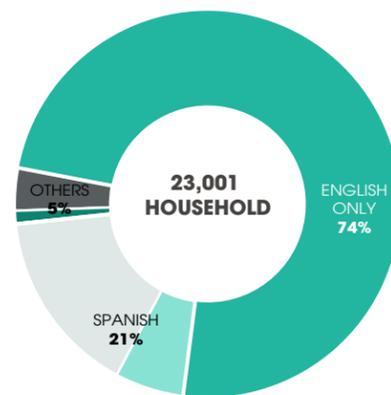


FIGURE 58 : SPOKEN LANGUAGE - CORRIDOR

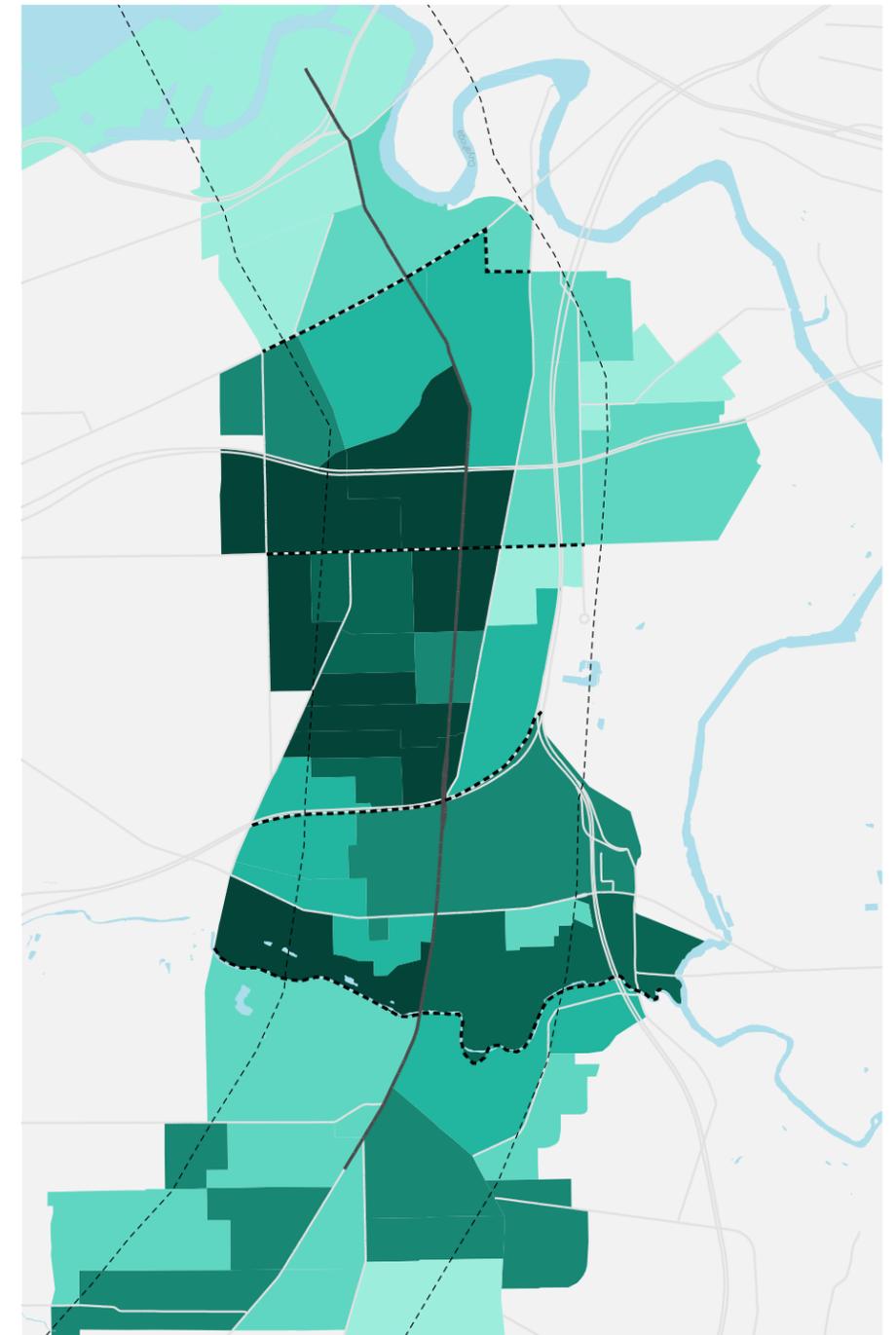


FIGURE 59 : HISPANIC POPULATION PER BLOCK-GROUP



27% speaks Spanish (of which, 5% has a limited English proficiency). Brooklyn Centre is 59% white, 22% Black or African American, and 15% are with some other race and/or racially mixed.

Most of Old Brooklyn's block-groups have less than 20% of the Hispanic population, with few that have between 30% and 40%. Almost 75% of Old Brooklyn's population speaks English only while 17% speaks Spanish, 5% of which has a limited English proficiency. In old Brooklyn, 57% of the population is white, 8% is black or African American, and 19% identifies with some other race and/or as racially mixed.

KEY FINDINGS:

- › Most of the Hispanic population is in Clark-Fulton and Industrial Village
- › The most spoken language in the corridor is English only, especially in Ohio City
- › The highest percentage of people speaking Spanish is recorded in Clark-Fulton, which is about 40%
- › Most of Spanish speakers in all districts do not have a limited English proficiency except for Clark-Fulton in which 10% (the highest) speak Spanish and have limited English
- › The highest white population percentage is in Industrial Village (69%) and the lowest is in Ohio City (53%)
- › The highest percentage of Black or African Americans is in Ohio City (35%) and the lowest is in Old Brooklyn (8%)
- › In the corridor, there is a small percentage of Asians, American Indians and Alaska Natives, and Native Hawaiians and other Pacific Islanders.

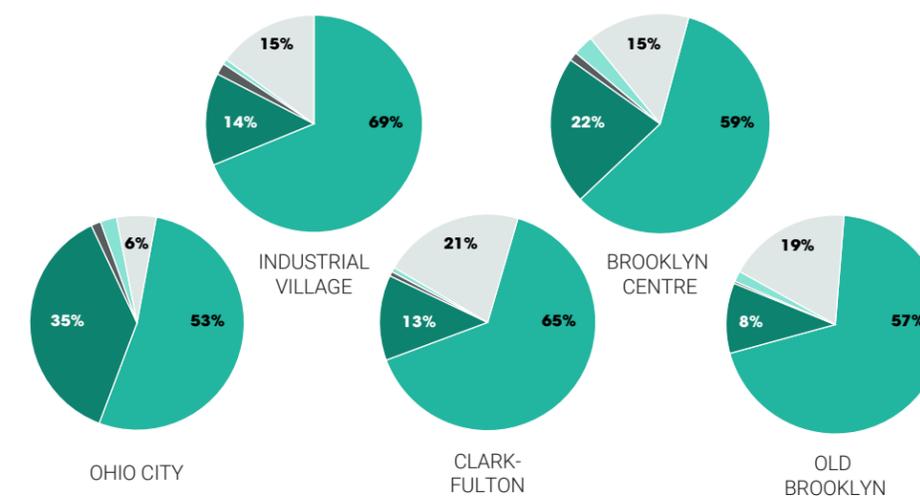


FIGURE 60 : RACE DISTRIBUTION - STUDY DISTRICTS

■ WHITE
■ BLACK OR AFRICAN AMERICAN
■ OTHERS
■ AMERICAN INDIAN OR ALASKA NATIVE *
■ ASIAN *
 * LESS THAN 2%

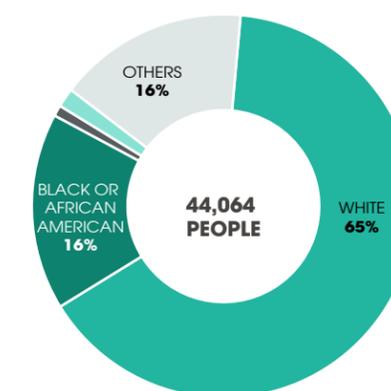


FIGURE 61 : RACE DISTRIBUTION - CORRIDOR

■ WHITE
■ BLACK OR AFRICAN AMERICAN
■ OTHERS
■ AMERICAN INDIAN OR ALASKA NATIVE *
■ ASIAN *
 * LESS THAN 2%

INCOME, EDUCATION & EMPLOYMENT CHARACTERISTICS

The study area's median household income is \$32,000, slightly higher than the citywide median of \$29,000. For the population over 16 years-old, 64% are in labor force, 56% are employed and 8% are unemployed. 36% of the population over 16 years old in the corridor is not in the labor force. The most dominant occupations are management, business, science, arts and service occupations (for a total of 54%). Under 40% of the population has completed a bachelor's degree (or higher).

While Ohio City has the highest median household income (\$74,000) of all five districts, it also is home to a block-group whose median income is under \$20K. These block-groups are those where public housing is located. Also, Ohio city has the highest percentage of both employed and unemployed population, which are 60% and 12% respectively. A significant percentage (60%) of people in Ohio City work within the management, business, science, and arts occupations. Ohio city is also the city with the most educational attainment, with over 30% of the population with a bachelor's degree and 20% with a masters degree.

In Industrial Village, the median household income is \$29K which is the least of all five study districts. Most of block-groups west of W. 25th Street have under \$20K in median household income while few that are east of the corridor have more than \$50K. Also, Industrial village has the least rate of unemployment, which is under 5%.

Clark-Fulton's median household income \$30K which is close to the median household income of the study area. High income block groups in Clark-Fulton are located around the MetroHealth. The highest unemployment rate is along W. 25th Street (10-15%). In terms of educational attainment, most of the population only has a high school diploma, 5% has not completed any education, and less than 20% have completed a bachelor's degree or higher.

In Brooklyn Centre, the median household income is \$32K which is similar to the study area's median household income. The block-groups with higher median household income are located west of the corridor. 53% are employed in the district while 9% are unemployed. Brooklyn Centre's population that has completed a bachelor's degree or higher is less than 20% while over 40% only complete high school studies. Over 5% of the population did not complete any education.

Old Brooklyn's median household income is \$33K. Block-groups earning a median household income under \$30K are located in the north side of the district while most of block-groups earning more than \$40K are located in the west-southern part. About 57% of the population in Old Brooklyn is employed while 7% is unemployed and 36% is not in the labor force. The educational attainment in Old Brooklyn is similar to Brooklyn Centre where population that has completed a bachelor's degree or higher is less than 20% while over 40% only complete high school studies.

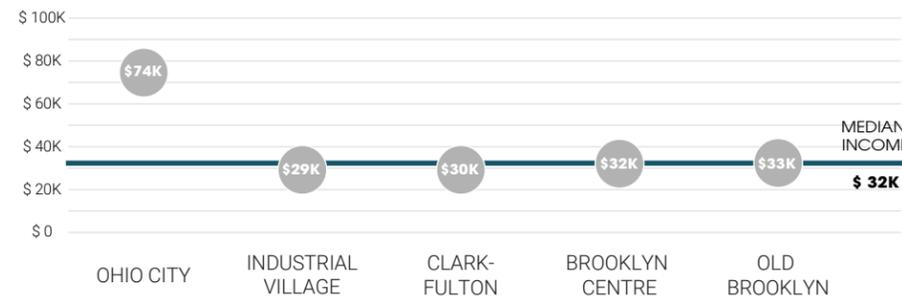


FIGURE 62 : MEDIAN HOUSEHOLD INCOME - STUDY DISTRICTS

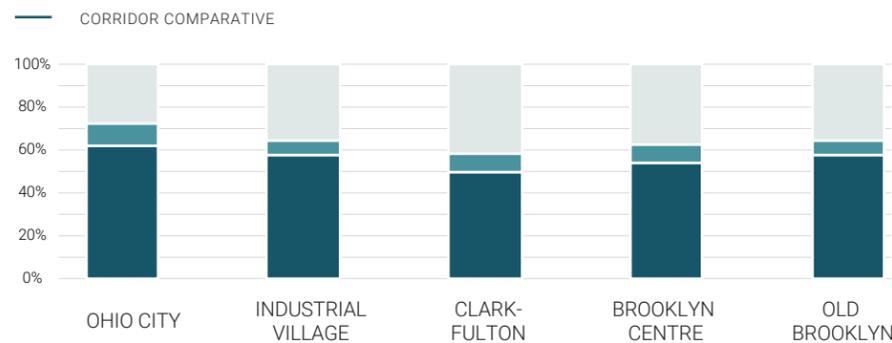


FIGURE 63 : EMPLOYMENT - STUDY DISTRICTS

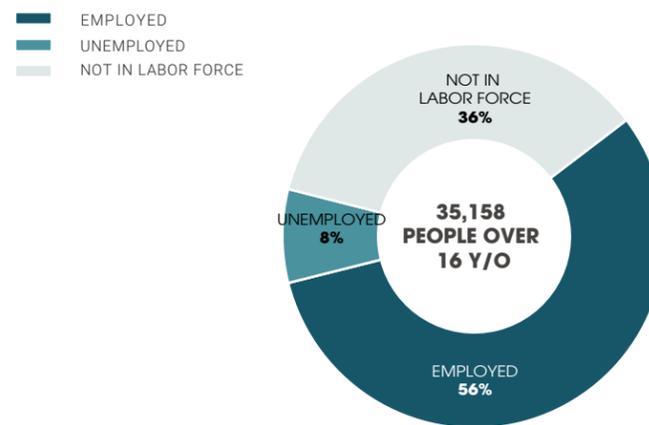


FIGURE 64 : EMPLOYMENT - CORRIDOR

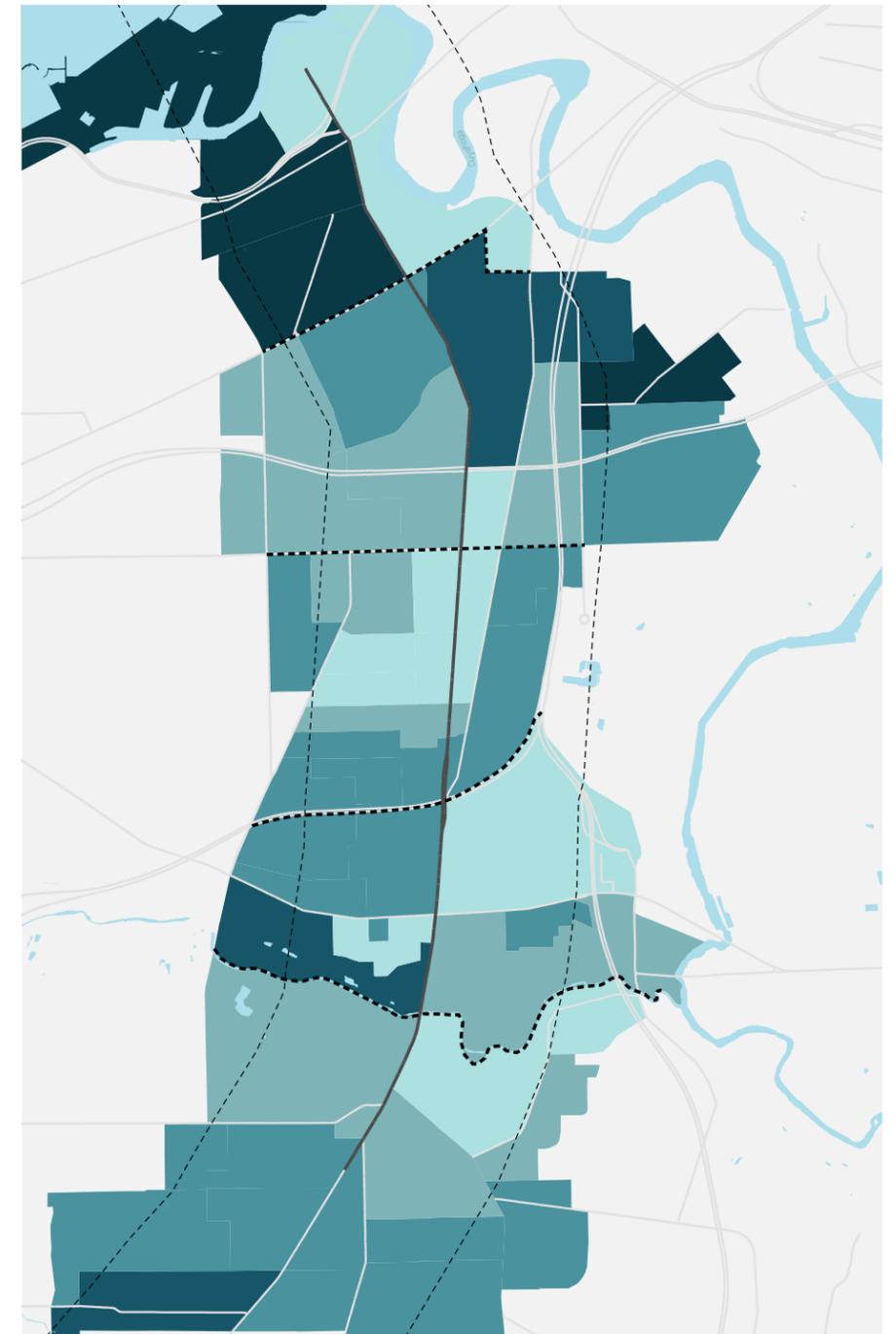
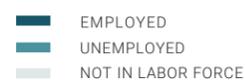


FIGURE 65 : MEDIAN HOUSEHOLD INCOME



KEY FINDINGS:

- › Ohio City has the highest median household income of all five districts
- › Industrial village has the least unemployed rate which is under 5%
- › The highest unemployment rates are in Ohio City, in the eastern part of the

- › Ohio City has the highest educational attainment with over 60% of the population completing a bachelor's degree or higher

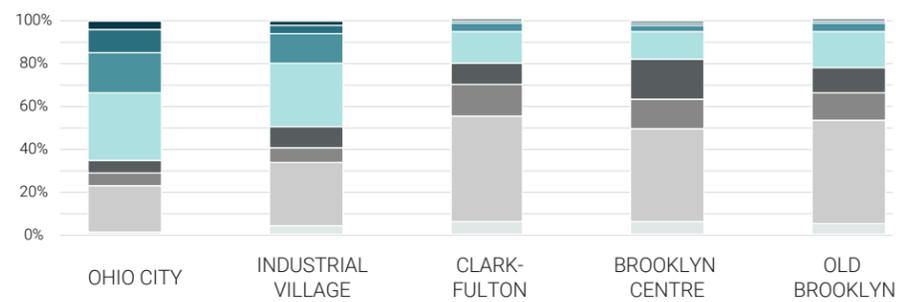


FIGURE 66 : EDUCATIONAL ATTAINMENT - STUDY DISTRICTS

- NO SHCOOLING COMPLETED
- HIGH SCHOOL DIPLOMA
- GED / ALTERNATIVE CREDENTIAL
- ASSOCIATES DEGREE
- BACHELORS DEGREE
- MASTERS DEGREE
- PROFESSIONAL SCHOOL DEGREE
- DOCTORATE DEGREE

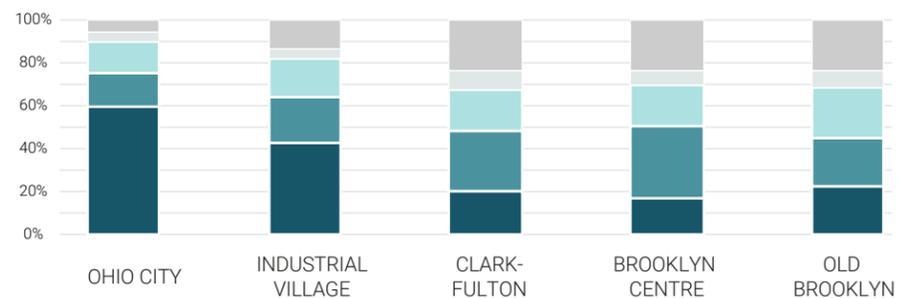


FIGURE 68 : EMPLOYMENT OCCUPATION - STUDY DISTRICTS

- PRODUCTION, TRANSPORTATION AND MATERIAL MOVING OCCUPATIONS
- NATURAL RESOURCES, CONSTRUCTION AND MAINTENANCE OCCUPATIONS
- SALES AND OFFICE OCCUPATIONS
- SERVICE OCCUPATIONS
- MANAGEMENT, BUSINESS, SCIENCE AND ARTS OCCUPATIONS

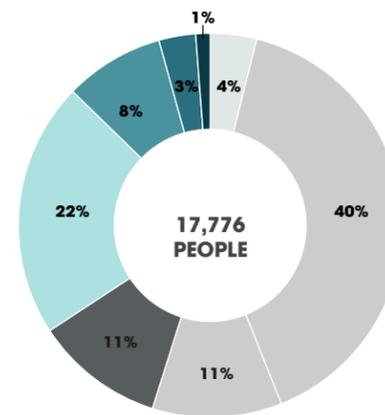


FIGURE 67 : EDUCATIONAL ATTAINMENT - CORRIDOR

- NO SHCOOLING COMPLETED
- HIGH SCHOOL DIPLOMA
- GED / ALTERNATIVE CREDENTIAL
- ASSOCIATES DEGREE
- BACHELORS DEGREE
- MASTERS DEGREE
- PROFESSIONAL SCHOOL DEGREE
- DOCTORATE DEGREE

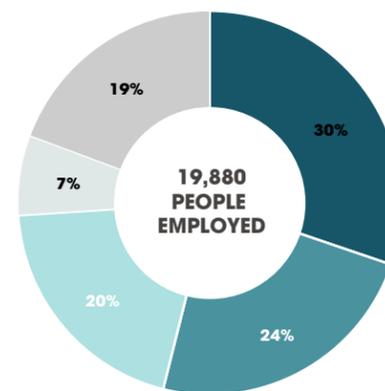


FIGURE 69 : EMPLOYMENT OCCUPATION - CORRIDOR

- PRODUCTION, TRANSPORTATION AND MATERIAL MOVING OCCUPATIONS
- NATURAL RESOURCES, CONSTRUCTION AND MAINTENANCE OCCUPATIONS
- SALES AND OFFICE OCCUPATIONS
- SERVICE OCCUPATIONS
- MANAGEMENT, BUSINESS, SCIENCE AND ARTS OCCUPATIONS

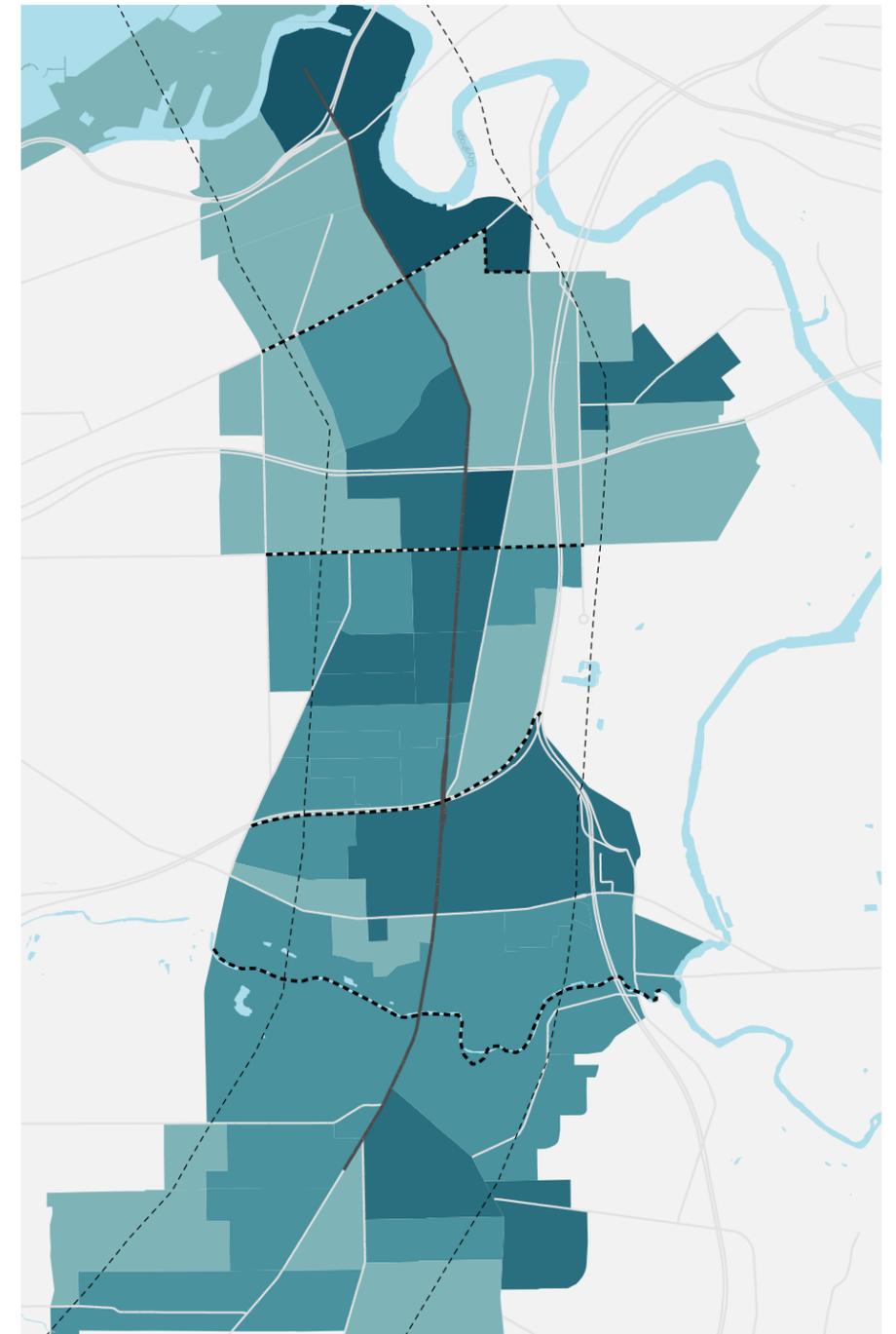


FIGURE 70 : UNEMPLOYMENT RATIO (POPULATION ABOVE 16-Y IN LABOR FORCE)

- UNDER 5%
- 5-10%
- 10-15%
- 15-22.9%

TRANSPORTATION CHARACTERISTICS

The study area is dominated by the use of private vehicles as the main means of transportation, with an 87/7/4 percent split between private vehicles, public transportation and walking. Almost half of the population (47%) has a commuting time between 15 and 29 minutes, while 26% has less than 15 minutes, 19% between 30 and 44 minutes and 8% has a commuting time that is more than 45 minutes.

Ohio City has the least ratio (77%) of population using cars as the main means of transportation. This is due to the location of Ohio City near major public transportation lines such as the red line that has a stop right in Ohio City. Ohio City has the largest population ratio (30%) that has a commuting time that is less than 15 minutes.

In Industrial Village, 84% of the population uses the car as the main means of transportation while the rest of the means are equally distributed between the population. Industrial Village has the highest ratio of population (25%) that has a commuting time that is between 30 and 45 minutes.

Clark Fulton and Brooklyn Centre have the same characteristics as far as means of transportations and commuting time. While both districts show the prevalence of the car as the main means of transportation, they also have one of the highest public transportation user ratios, 10% in Clark-Fulton and 9% in Brooklyn Centre.

Old Brooklyn records the highest ratio of car use, which is 92%. This is probably due to the suburban characteristics of Old Brooklyn. The travel time is similar to the overall commuting time in the corridor, with a large part of the population that has a commuting time between 15 and 29 minutes.

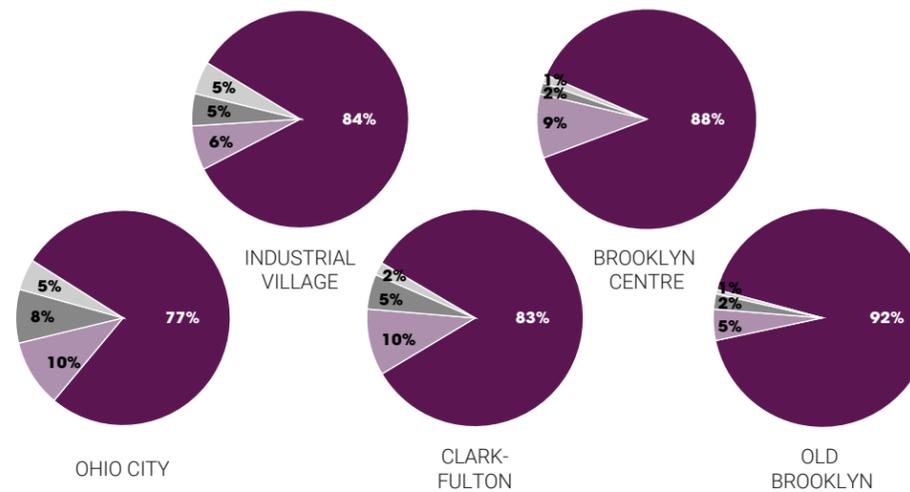


FIGURE 71 : MEANS OF TRAVEL - STUDY DISTRICTS

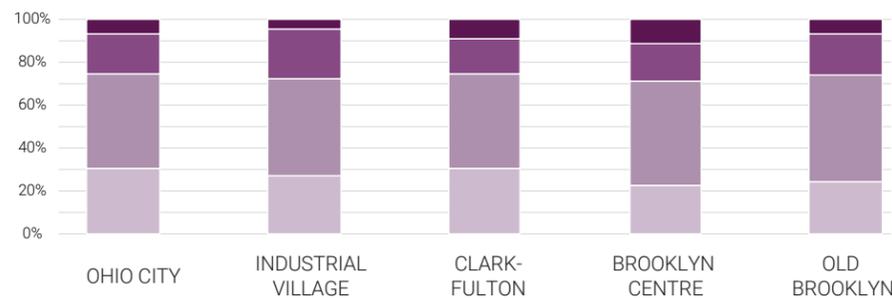


FIGURE 73 : TRAVEL TIME - STUDY DISTRICTS

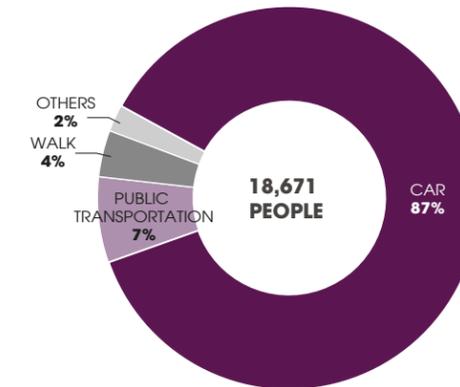


FIGURE 72 : MEANS OF TRAVEL - CORRIDOR

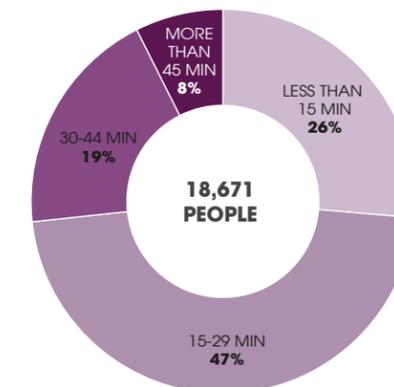


FIGURE 74 : TRAVEL TIME - CORRIDOR



HOUSING + TRANSPORTATION INDEX CHARACTERISTICS

The traditional measure of affordability says that housing costs should not exceed 30% of the household income. This measure excludes transportation costs that also take a large part of the household's income, especially if their affordable home is not located near their workplace. The H+T index combined these two costs, housing and transportation, in order to review affordability standards. According to the CNT, the combined costs of housing and transportation should not exceed 45%, which would represent the new affordability measure. In the West 25th Corridor, housing and transportation cost are 38.7% for the typical regional household. In terms of car ownership, households in the corridor have on average 1.4 cars for the typical regional household which is higher than the national average that is only one car. The median annual greenhouse gas emission per household for auto use in the corridor is 6.9 metric tons, a lot higher than the national average which, according to the EPA, is 4.6 metric tons of carbon dioxide per year for a typical passenger vehicle. The average transit ridership of workers for the typical regional household is 8.8% which is a bit similar to the national transit ridership which is 8.9%.

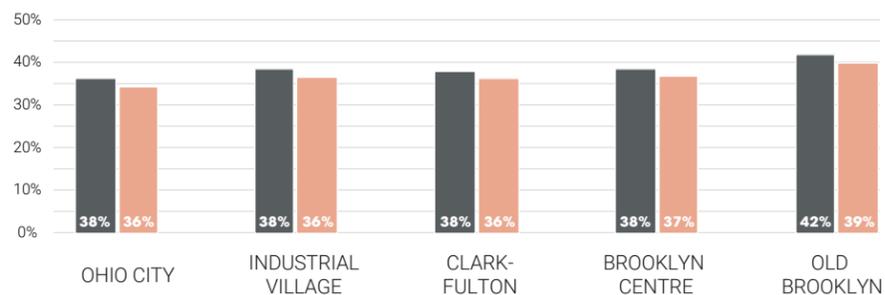


FIGURE 75 : AVERAGE H+T COST AS % OF INCOME - STUDY DISTRICTS

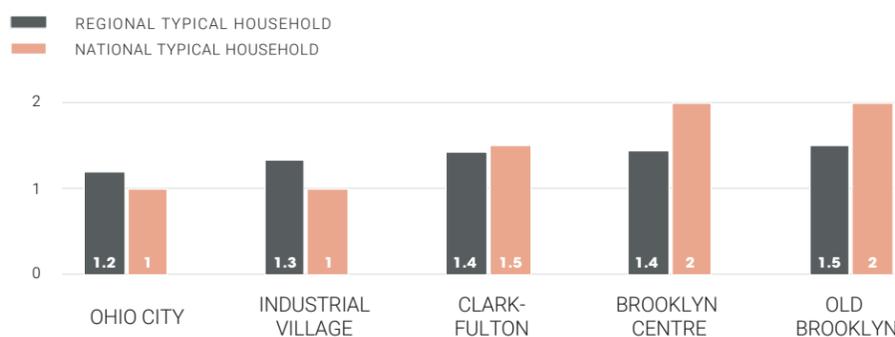


FIGURE 77 : CAR PER HOUSEHOLD - STUDY DISTRICTS

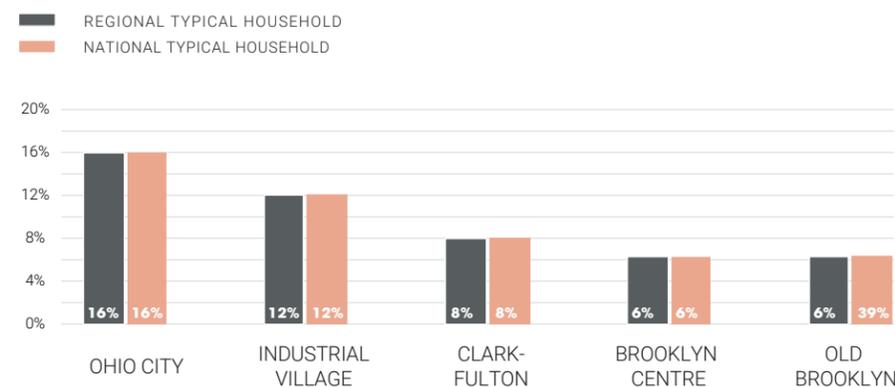


FIGURE 80 : AVERAGE TRANSIT RIDERSHIP OF WORKERS - STUDY DISTRICTS

IN THE CORRIDOR OF W.25TH, A REGIONAL TYPICAL HOUSEHOLD SPENDS **38.7% OF MEDIAN INCOME** FOR HOUSING AND TRANSPORTATION

House + Car = 38.7% OF THE MEDIAN INCOME

IN THE CORRIDOR OF W.25TH, A NATIONAL TYPICAL HOUSEHOLD SPENDS **36.9% OF MEDIAN INCOME** FOR HOUSING AND TRANSPORTATION

House + Car = 36.9% OF THE MEDIAN INCOME

FIGURE 76 : AVERAGE H+T COST AS % OF INCOME - CORRIDOR

IN THE CORRIDOR OF W.25TH, A REGIONAL TYPICAL HOUSEHOLD HAS **1.4 CAR**



IN THE CORRIDOR OF W.25TH, A NATIONAL TYPICAL HOUSEHOLD HAS **1 CAR**



FIGURE 78 : CAR PER HOUSEHOLD - CORRIDOR

IN W.25TH, THE TRANSIT RIDERSHIP OF WORKERS FOR THE REGIONAL TYPICAL HOUSEHOLD IS **8.8%**

IN W.25TH, THE TRANSIT RIDERSHIP OF WORKERS FOR THE NATIONAL TYPICAL HOUSEHOLD IS **8.9%**

FIGURE 81 : AVERAGE TRANSIT RIDERSHIP OF WORKERS - CORRIDOR



FIGURE 79 : MEDIAN ANNUAL GHG PER HOUSEHOLD - STUDY DISTRICTS

CORRIDOR COMPARATIVE

