Northeast Ohio Areawide Coordinating Agency

Regional TOD Scorecard and Implementation Plan

Phase II: Final Presentation

March 16, 2017
Agenda

- Welcome and Introduction
- A Quick Look Back: Selecting Three Pilot TOD Studies
- Market Analysis Highlights
- West Blvd.-Cudell Station Area
- E. 116th Street Station Area
- Broadway/Slavic Village Priority Bus Corridor
- Discussion
Selecting Three TOD Pilot Study Areas
Getting to Three

Criteria

- TOD Readiness Score of “Emerging” or “Ready”
- Represent both east side and west side
- Represent rail and bus
- With/without industrial lands
- Interesting and replicable

Choices

- West Blvd.-Cudell
  - West side
  - Red Line
  - Detroit Avenue bus corridor
- E. 116th Street
  - East side
  - Blue & Green Lines
  - Buckeye, E. 116th/MLK bus corridors
- Broadway/Slavic Village
  - East side
  - Broadway bus corridor
  - E. 55th St. Station nearby
Goal of These Pilot Studies

- **Add value** to on-going efforts of CDCs, Council members, City Planning, RTA, Cleveland Neighborhood Progress, and others by:
  - Providing a current, apples-to-apples market study based on established TOD economics
  - Strengthening the explicit link between revitalization and TOD
  - Identifying a catalyst project and concept plan, and relating it to on-going initiatives and future opportunities
  - Outlining an overall implementation strategy that combines, as applicable, zoning, infrastructure funding, and TOD finance
  - Integrating Aging-in-Place as a strategic component of TOD
  - Identifying how NOACA can support future progress
  - Consolidating the narrative for NOACA and other audiences
The Market Analysis: An Overview

Todd Poole, Principal, 4ward Planning, Inc.
West Blvd.-Cudell Station Area
Existing Conditions
Overview

[Map with labeled locations including Detroit-W. 117th Commercial, Clifton Blvd., West Blvd., West Eighties, Detroit Ave., Berea Rd., Midland Steel Site, W. 117th-Madison Station, and Cudell Commons.]
Land Use

NOACA TOD
WEST BLVD. - CUDELL

Existing Conditions - Land Use
- Residential
- Commercial/Business
- Public/Institutional
- Park/Open Space
- Industrial
- Vacant
- Other Use
Catalyst Project:

Joint Development at the RTA Station
The RTA Parcels

Parcel A
~3.1 acres
~152 P&R spaces
Busway

Parcel B
~2.4 acres
Former overflow P&R
Two Concepts

**Concept A**
- Parcel A: up to four-story mixed-use
- Street-level retail, apartments above
- Building and parking both constructed on terra firma
- RTA’s Park & Ride is displaced to Parcel B

**Concept B**
- Parcel A: up to six-story mixed-use
- Street-level retail, apartments above
- Building on terra firma and air rights
- Parking both at- and below- grade, including Park & Ride
- Parcel B freed up for multi-family
Concept A

Parcel A
~ 23,000 sf commercial
~ 60 apartments
~ 50 surface parking spaces
~ 14 curbside spaces

Parcel B
~ 75 Park & Ride spaces
Concept A: Cross-Section

| 88' Detroit Avenue | 60' Mixed Use Development | 60' MiCd Parking | 32' RTA Bus Driveway | 32' Bus Stop | 32' RTA Rapid |
Concept B

Parcel A
~ 23,000 sf commercial
~ 100 apartments
~ 50 surface parking spaces
~ 110 below-grade spaces
~ 14 curbside spaces

Parcel B
~ 60 apartments
   Surface parking
Concept B: Cross-Section
Bus and Car Circulation

Concept A

Concept B

Bus

Car

Bus

Car
After (Concept B)
# Grounded in the Market Analysis

## West Blvd.-Cudell

**Five-Year Envelope**

- 150 apartments
- 40 townhouses
- 21,000 sf retail & dining
- 35,000 sf office

## Catalyst Project (Joint Devt., Concept B)

- 160 apartments (100 in Phase 1)
- 23,000 sf retail and neighborhood service-type offices
Other Opportunities
• Complete Street treatment of Detroit Avenue
• Extend West Boulevard Greenway to lakeshore
• Explore realigning Berea/Detroit intersection
• Explore truncating W. 101st Street
Development Sites in ¼ Mile Core
Berea/Madison Industrial Triangle

~5.1 acres

~3.4 acres

Former Winton/GM Diesel Plant

To W. 117th-Madison Station

Berea Rd.

Midland Steel Site

Detroit Ave.

Station

Dickey Grabler

Blvd. Terrace Service Alley

Madison Ave.
Enhanced Bus Locations
E. 116th Street Station Area
Overview
Land Use

NOACA TOD
EAST 116TH

Existing Conditions - Land Use

- Residential
- Commercial/Business
- Public/Institutional
- Park/Open Space
- Vacant
- Other Use
Catalyst Project:

Infill Opportunities in the Transit Core
Six Infill Sites in the Core

A: Gas Station, .72 acre
B: Gas Station, .40 acre
C: Parking Lot, .43 acre
D: 4 house lots, .39 acre
E: Fast Food, .56 acre
F: Frontage, .35 acre

All except “D” are private property.
Six Infill Sites in the Core

Legend
- Mixed Use
- Town House
- Multi-Family APT
- New Street Retail Potential

TOD Mixed Use Corner
Town houses
Similar to Buckeye Square Rental Apartments
Before…
After
The Public Realm

Bus Shelter & Scramble

Pedestrian Crossing

Linear Public Terrace

Sharrows

Street Furnishing

Planned Station Renovation
Grounded in the Market Analysis

**E. 116th Street Five-Year Envelope**
- 90 apartments
- 30 townhouses
- 57,000 sf retail & dining
- 75,000 sf office

**Catalyst Project (Infill Sites)**
- 40 apartments
- 6 townhouses
- 28,500 sf retail & dining
- 64,000 sf office
Other Opportunities
A landmark project nearly complete

- St. Luke’s Manor and Community offices
- New elementary school and public library
- Legacy at St. Luke’s—79 single-family homes
- An affordable neighborhood on vacant lots
Buckeye Road

A focus of the Transformation Vision Plan

- Two strategic clusters of CDC ownership
- E. 117th-E. 19th: including Moreland Theater
- E. 122nd-E. 124th: former Artisan Square plan
- Could respond to infill projects, esp. on Buckeye
- Could be the catalyst project
Buckeye-Woodhill & Opportunity Corridor

Buckeye-Woodhill Station
- ¾ mile west of E. 116th Street
- A central focus of the Thrive 105-93 TOD Corridor Plan
- New housing and jobs at Buckeye-Woodhill would directly benefit E. 116th and Buckeye Road

Opportunity Corridor and Thrive 105-93
- Eastern end of Opportunity Corridor just west of Buckeye Woodhill Station area
- One Rapid stop to E. 79th Street
- Woodhill Estates a shared focus of the two plans
- So is New Economy Neighborhood at E. 105th/Cedar/Stokes—served by the #8 bus
Enhanced Bus Locations
Existing Conditions
Overview
Land Use

NOACA TOD
SLAVIC VILLAGE

Existing Conditions - Land Use

- Residential
- Commercial/Business
- Public/Institutional
- Park/Open Space
- Industrial
- Vacant
- Other Use
Catalyst Project:

The St. Alexis Hospital Site
A Strategic Location

[Map of a strategic location with various locations marked such as Senior Housing, Proposed Downtown Trail Connection, Morgana Run Trail.]
The Hospital Site and the Velodrome

**St. Alexis**
- Hospital closed in 2003
- 5.25 acres—vacant and cleared
- Owned by City of Cleveland

**Velodrome**
- Land owned by City—3.2 acres
- Leased by Velodrome non-profit
- Ohio’s only Velodrome; nexus of trails
A Phased Redevelopment Plan

- Commercial on Broadway Avenue
- Apartments in rear along Fowler Avenue
- Townhouses in rear along McBride Avenue
- Product mix and phasing are illustrative
The Public Realm

- Strong Broadway frontage
- Cycling destination and public art theme
- Transit plazas on both sides of Broadway
- Key cross-connection to E. 55th Street
- Better environment for senior housing next door
Before...
Grounded in the Market Analysis

Slavic Village Five-Year Envelope

- 160 apartments
- 30 townhouses
- 21,000 sf retail & dining
- 75,000 sf office

Catalyst Project (St. Alexis; all are phased)

- 136 apartments *
- 36 townhouses *
- 21,000 sf retail & dining *
- 63,000 sf office *
- Cycling specialty retail

* Phased, alongside other SVD housing initiatives
Other Opportunities
E. 55th Street & Hyacinth

- RTA station, Opp. Co. entry: 9/10 mile from Village Center
- “Slavic Village TOD” district straddling E. 55th St.
- SVD multi-family/retail TOD in Hyacinth neighborhood
- E. 55th: ~60 acres industrial, recycling fronting on street
- Sort out future land use, rezone as needed
- Complete street treatment, including bike lane
Village Center

- One of 2 intersections in Cleveland with pre-WWI buildings on all corners
- Varied physical and economic conditions
- SVD owns a cluster of buildings
- Market tested in 2015; not yet ready
- Strategy: will respond to St. Alexis, E. 55th Street

Fleet Avenue

- An epicenter of the foreclosure crisis
- Slavic Village Recovery program
- Rebuilt as “complete street”
- Slavic Village Green: 37 affordable infill homes centered on Fleet/E. 65th
- Extensive commercial vacancy; focus on food industry, “maker” space
• SVD Trailside Homes being developed in phases
• Bus service and Morgana Run Trail
• North side: former Union Elementary School + other parcels (3.5 acres)
• South side: two clusters of SVD ownership (3.6 acres)
• Traffic pattern: E. 65th Street interrupted; study through-connection
Enhanced Bus Locations

- Broadway Ave.
- E. 55th Street #16
- Broadway-Union
- Village Center
- Pershing-St. Alexis
- E. 55th-McBride
- Union-Union E. 70th
- Morgan Park
- Fleet-E. 66th
- Fleet Ave. #16
- Union Ave. #15
Implementation Strategies
NOACA’s Role

1. TLCI applications arising from this plan

2. Allocation of FHWA Surface Transportation funds via TIP

3. Technical assistance for a TOD educational initiative in each pilot community

4. If NOACA adopts a program of TOD Opportunity Districts, designation of the three pilot districts

5. The regional bully pulpit for TOD

- **West Blvd.-Cudell:**
  - Joint Development project
  - Proposed traffic and streetscape changes
  - Enhanced bus locations

- **E. 116th Street:**
  - Streetscape and ped-bike improvements in core
  - Enhanced bus locations

- **Slavic Village:**
  - E. 55th Street complete street, circulation, industrial access
  - Broadway/Union/E. 65th
  - Enhanced bus locations
Zoning

In general:

- Existing zoning districts not planned for TOD but are generally OK on uses, mixed-use, and height. (Multi-Family, Local Retail, General Retail, Residence-Office, Semi-Industrial, Residence-Industry.)

- Urban Form Overlay: TOD-type parking requirements; no maximum FAR; form-based TOD features.

- Urban Core Overlay: no minimum parking requirement; minimum height requirements. Not intended for neighborhoods, but possible.

Potential rezoning:

- Slavic Village E. 55th Street

- Berea/Madison industrial area

- Not to eliminate industrial uses, but to sort out industrial and non-industrial TOD areas.
Infrastructure Finance

- TLCI Implementation Grants
- NOACA Urban Core Community Grants
- FHWA Surface Transportation Program allocations via the NOACA TIP
- Ohio’s Tax Increment Financing (Incentive District or General Purpose)
- The new (FAST Act) TIFIA loans for TOD
- Federal TIGER grants (if they survive)
Infrastructure Finance

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TOD Finance

- Public land
- NMTC and other community investment funds
  - A pool of debt and equity for infill and reinvestment sites?
- Low-Income Housing Tax Credit
- Brownfield assistance
TOD Finance

- Public land
- NMTC and other community investment funds
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- Brownfield assistance
Aging-in-Place
An Integral Part of TOD Planning

- Land Use: walkable proximity between senior housing and key daily destinations

- Mobility: location of senior housing, services, and destinations near transit
  - Strong transit proximity of elder housing, library, medical services, shopping around E. 116th/Shaker Boulevard
  - Three senior housing facilities on Detroit Avenue with easy bus access to Cudell Commons, W. 117th commercial

- Complete Streets and Pedestrian Design:
  - Isolation of West Blvd.-Cudell Station
  - Isolation of Alexia Manor & Lourexis Apartments
Promoting TOD Within Each Community

**Goals:**
- Build support for a catalyst project
- Build a broader, shared vision of transit and TOD as integral to revitalization

**Audiences and venues:**
- The community at large
- The business community
- School families
- Community organizations
- Seniors and senior providers

**Outreach strategies:**
- Traditional
- Non-traditional

### Public Spaces
- Cleveland Public Library, Harvey Rice Branch
- Slovak Institute Library
- Domestic Violence & Child Advocacy Center
- Kenneth L. Johnson Recreation Center
- Zelma Watson George Recreation Center
- Cleveland Foster Grandparent Program (community center)
- RTA Rapid Stations: E. 116th, Buckeye-Woodhill, Shaker Square
- RTA Bus Stops: Buckeye Road, MLK Drive/E. 116th Street

### Schools
- Harvey Rice Elementary School
- Sunbeam School/Jesse Owens Academy
- The Intergenerational School (Breakthrough School)
- Cleveland Arts & Social Sciences Academy
- Phoenix Village Academy
- HBCU Preparatory School
- Lerner School for Autism (Children’s Hospital)
- Benedictine High School
- Hope Academy Cathedral Campus
- George Voinovich Reclamation Academy
- CEOGC: Buckeye Head Start
- St. Mark Head Start Center (day care)

### Community Organizations and Centers
- Buckeye Shaker Square Development Corporation
- Burten Bell Car Development Corporation
- St. Luke’s Foundation
- Cleveland Neighborhood Progress Inc
- Cuyahoga Metropolitan Housing Authority Woodhill Community Center
- Boys and Girls Clubs of Cleveland
Discussion,
Next Steps