

Northeast Ohio Areawide Coordinating Agency

Regional TOD Scorecard and Implementation Plan

July 28, 2016



Cleveland
Neighborhood
Progress



Agenda

Introduction and Overview

Wrap-Up of Phase I

- Task 1: TOD Typology, Metrics, and Scorecard
- Task 2: The TOD Program
- Task 3: Aging-in Place Strategy

Turning to Phase II

- Task 4: Implementation Strategy (Site-Specific Plans)



Task 1: TOD Typology, Metrics, and Scorecard



Scope and Approach

Scope

Analysis of the TOD potential of the NOACA region's rail stations and Priority Bus Corridors, Bus Transit Centers, and suburban town centers.

- TOD Place Typology
- TOD Readiness evaluation and ranking of individual stations
- Delivery to NOACA of an analytic tool for on-going use

Approach

1. Defined universe of stations
2. Outlined data gathering
3. Created typology framework and assigned stations
4. Collected and analyzed station area metrics
5. Created readiness framework and assessed stations

Scope and Approach

Segments vs Stations

- Red Line and Rapid LRT main trunk: 42 stations, appropriate units of analysis.
- HealthLine, Blue-Green neighborhood branches, and traditional bus corridors: hundreds of stops, closely spaced.
- Appropriate units of analysis are segments of two-four adjoining stops.

TOD Analytic Radii

- TOD literature supports ½-mile and ¼-mile as standard.
- FTA standard of ½-mile for rail.
- Most literature on buses uses traditional ¼ walkshed.
- Distinguish Rapid main trunk from local branch stops.
- Distinguish main HealthLine stations (dual hub/Red Line) from other stops.
- Phase II will take a wider look.

Universe of Stations & Segments

Line	Number of Stations/Segments
Rail and HealthLine	
Red Line	18
Rapid Light Rail (unique; not shared with Red Line)	17
HealthLine (unique; not shared with Red Line)	7
Total Rail and HealthLine	42
Bus Corridors	
Cleveland State Line (Clifton Boulevard)	6
Detroit Avenue / Detroit Road	11
Lorain Avenue / Lorain Road	11
West 25 th Street / Pearl Road / State Road	7
Broadway Avenue / Turney Road	10
Kinsman Road	9
Cedar Road	6
Euclid Avenue	10
Saint Clair Avenue	17
Five Points to Downtown Euclid	12
Total Bus Corridors	10
Total Bus Corridor Segments	99
Suburban Centers	
On GCRTA Priority Bus Corridors (included above)	7
Outside Cuyahoga Co. (Lakeland CC, Downtown Painesville, Downtown Elyria)	3

Assessment Framework: Glossary

TOD Place Typology

Seven Place Types

- Metropolitan Core
- Town Center
- Neighborhood Center
- Main Street
- Neighborhood Residential
- Industrial/Transitional
- Special Destination

TOD Readiness

Four Readiness Scores

- Long-Term
- Emerging
- Ready
- Arrived

Four "Subscore" Rankings:

- Connectivity
- Market Strength
- Land Availability
- Institutional Support

Metropolitan Core

- The "dual hubs": downtown, University Circle, and the corridor connecting them.
- The region's highest density development and most diverse mix of uses.
- New residential development to balance employment, civic, and institutional.
- GCRTA's highest ridership as the hub of a "hub and spoke" network .



Public Square; HealthLine BRT , Segment 1



East Bank Flats; Waterfront Rapid LRT (Dimit Arch., Cleveland.com)

Town Center

- The downtown center of a municipality other than Cleveland.
- A concentration of dense, mixed-use development, relative to its surroundings.
- In most cases, a combination of civic, commercial, and multi-family uses.
- Residential streets surround core.
- A transit destination, as well as a source of commuting trips to the Metropolitan Core.



Downtown Lakewood; Detroit Bus Corridor , Segments 6-7 (Lakewood, Michigan)



Downtown Euclid; Euclid Ave. Bus Corridor, Segment 10

Neighborhood Center

- A mixed-use node, centered on an important transit and street network crossroads.
- In most cases, a combination of civic, commercial, and multi-family uses at the center.
- Residential streets surround core.
- Commercial uses are generally neighborhood scale but may also include regional destinations.
- A transit destination, as well as a source of commuting trips to the Metropolitan Core.



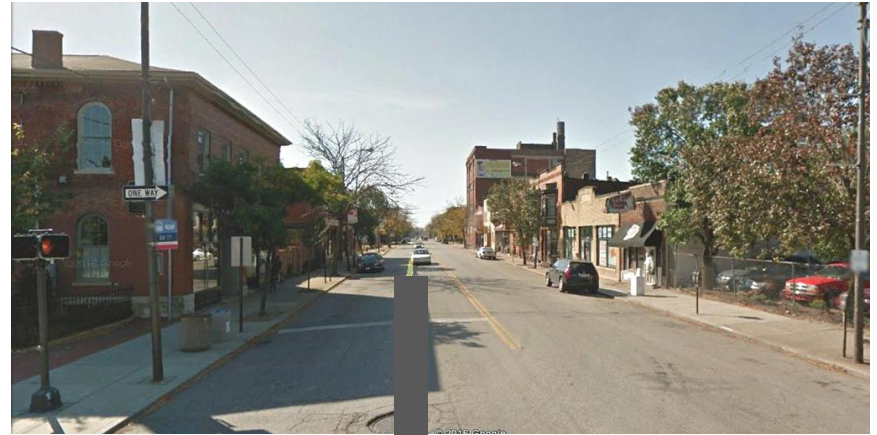
Gordon Square; Detroit Bus Corridor, Segment 3 (Detroit Shoreway CDO)



Mt. Pleasant Village; Kinsman Bus Corridor, Segment 8 (Kinsman TLCI)

Main Street

- A mixed-use linear corridor typical of traditional Cleveland streetcar and bus routes.
- Similar to Neighborhood Centers, but elongated; less defined by a single crossroads.
- Fabric consists largely of neighborhood scale business and "shops above stores".
- Vacant lots provide opportunity for infill, whether housing or employment.
- Radial connection to the Metro Core.



Lorain & Randall; Lorain Bus Corridor, Segment 1



E. 185th Street, Cleveland-Euclid Line (GCRTA, rendering by AECOM)

Neighborhood Residential

- A linear residential corridor typical of traditional Cleveland streetcar and bus routes.
- Lined by single- or multi-family housing, with minor commercial interruptions.
- Infill opportunities are primarily residential.
- Transit provides a radial connection to the Metro Core.



Turney Rd. near Grand Division; Broadway/Turney Corridor, Segment 7



Shaker Heights; Blue Line LRT

Industrial/Transitional

- Extensive area of existing or former industrial use.
- Transit use by workforce may depend on shift hours, degree of walkability.
- Long-range planning required for future uses: industrial, R&D, technology, or mixed-use redevelopment.



Red Line, W. 117th - Madison Station



Euclid Ave. at Ivanhoe Rd. (GCRTA; rendering by AECOM)

Special Destination

- A single or predominant use (other than residential or industrial)..
- May be a significant transit trip generator, but not in the form of traditional mixed-use TOD.

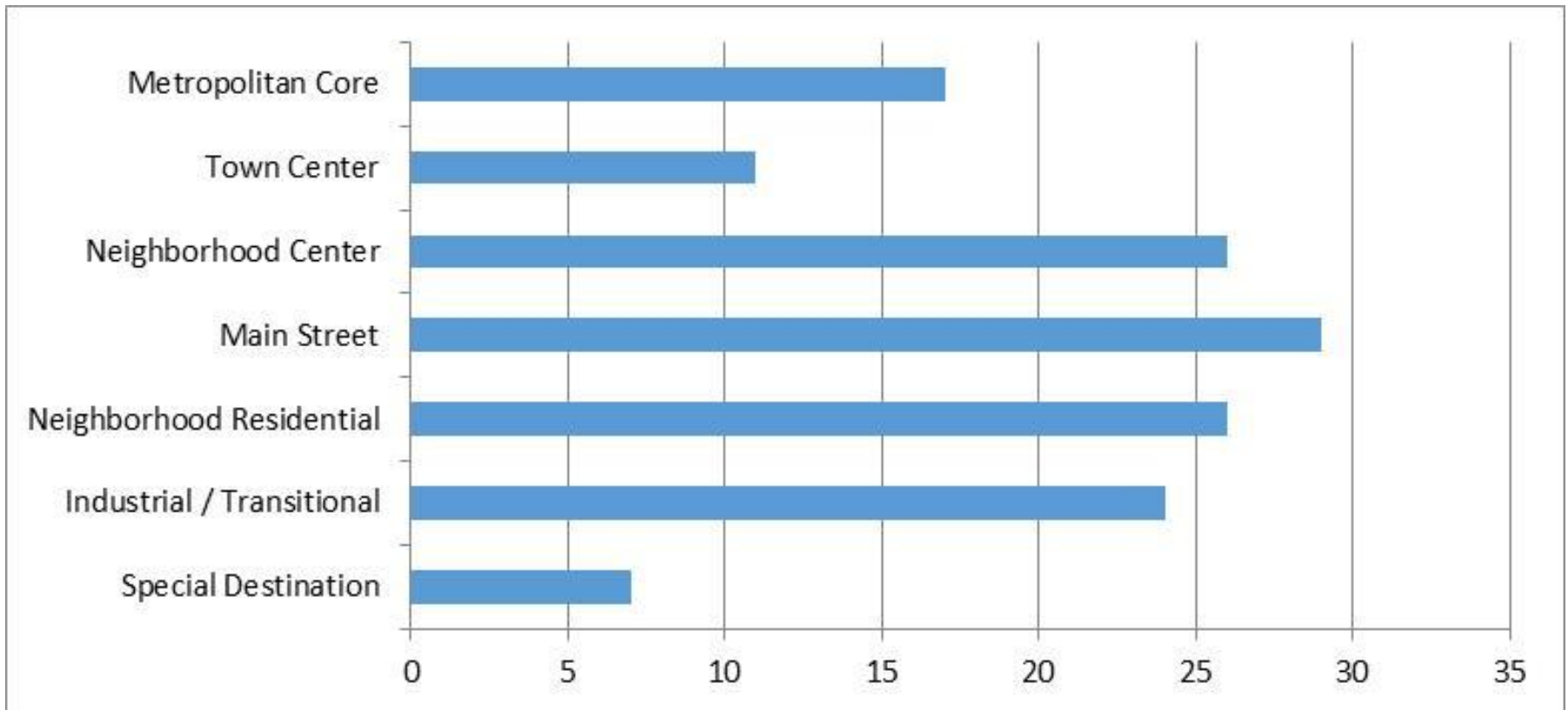


Red Line Airport Station (Cleveland Hopkins Airport)

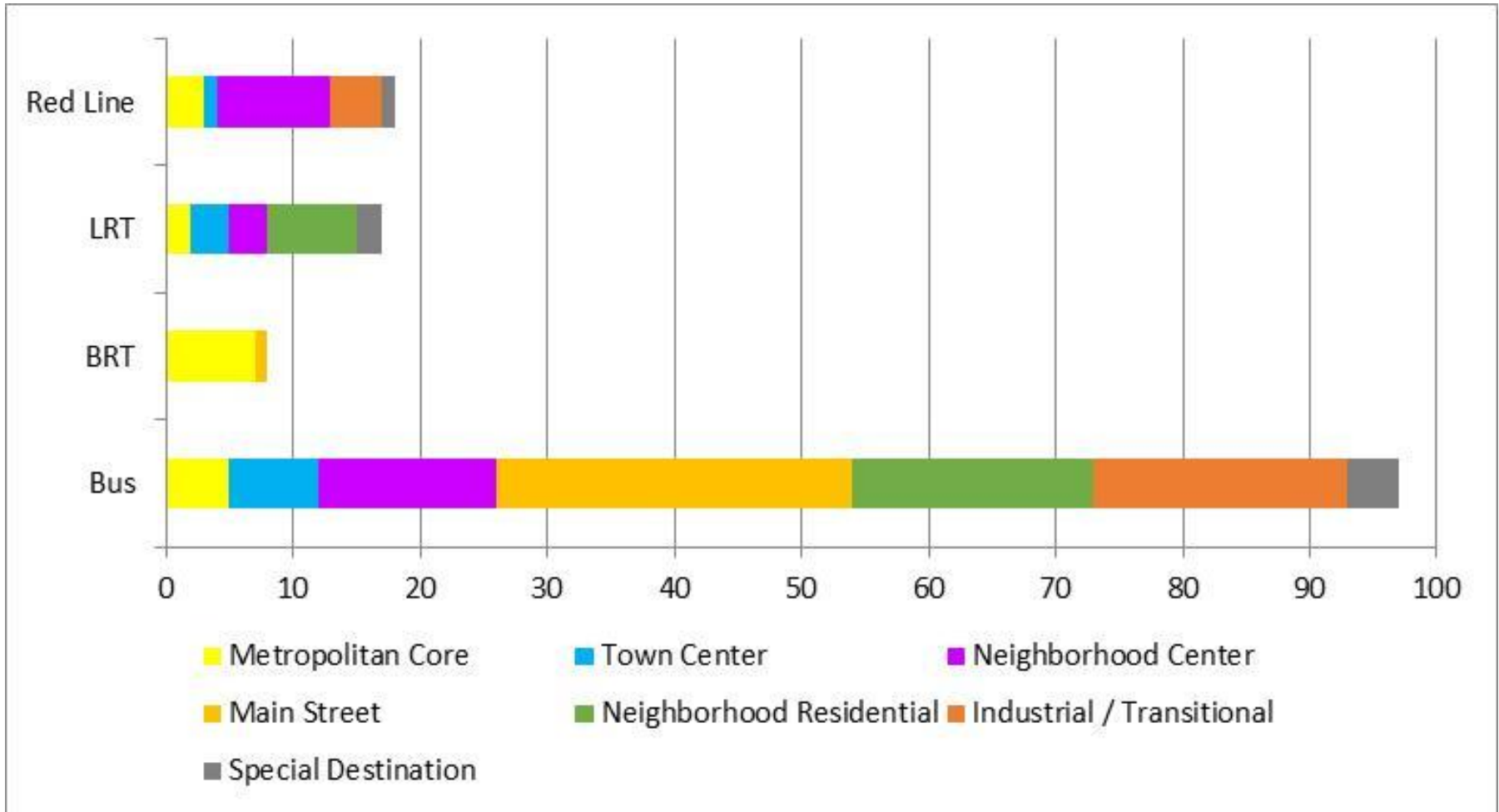


MetroHealth; W. 25th/Pearl/State Corridor, Segment 3 (Pearl/W. 25th TLCI)

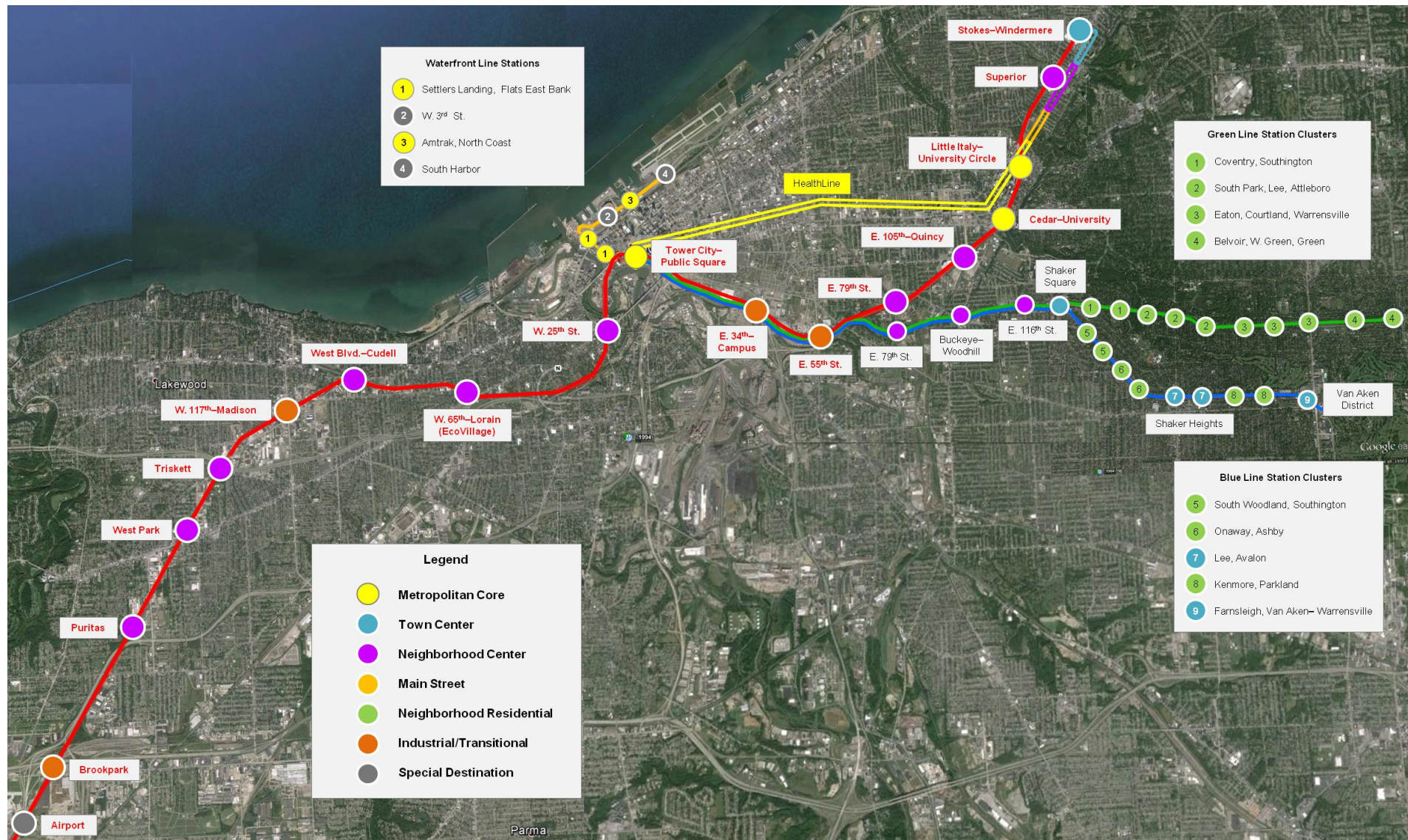
Summary of TOD Place Types



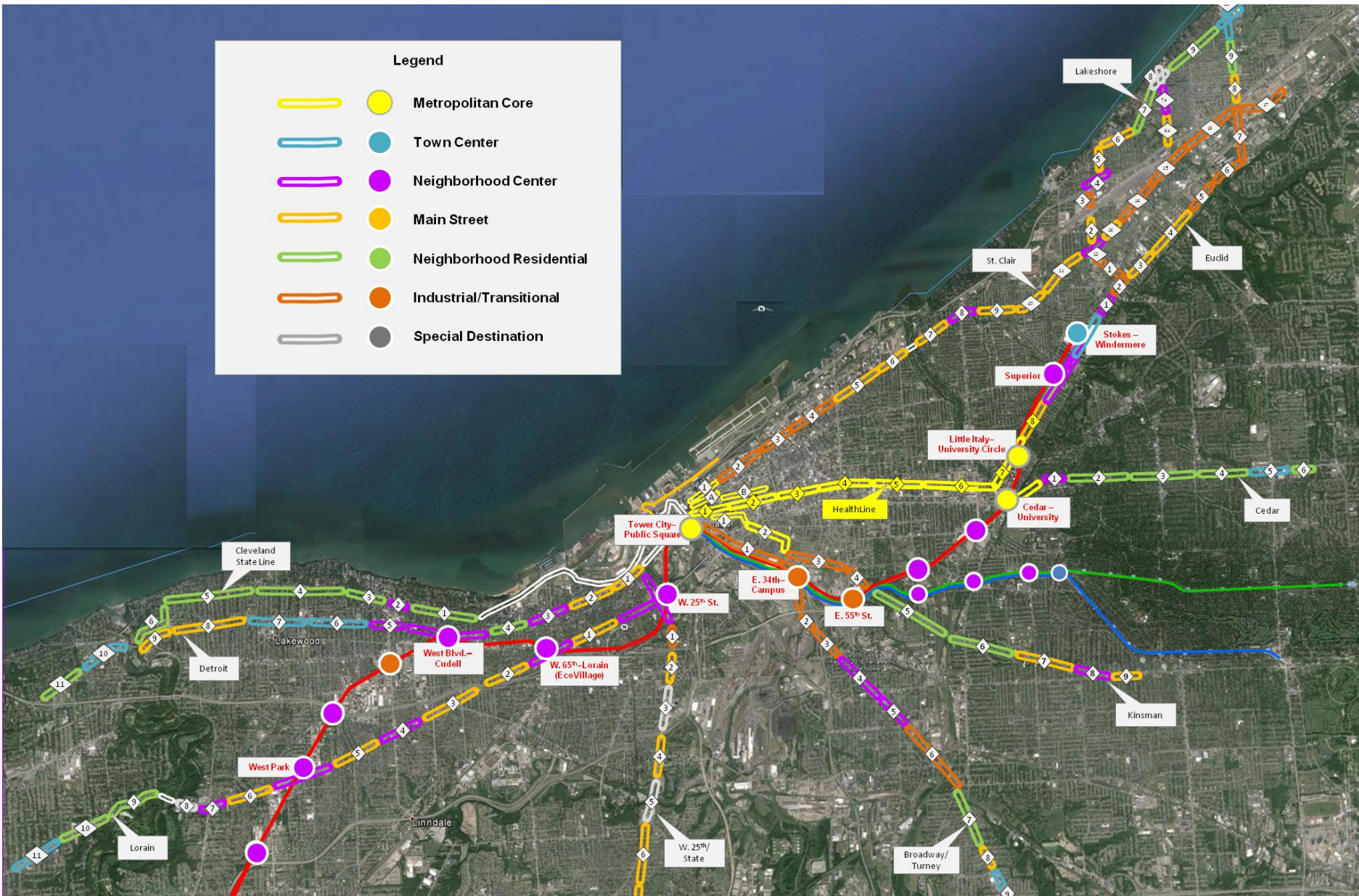
TOD Place Types By Mode



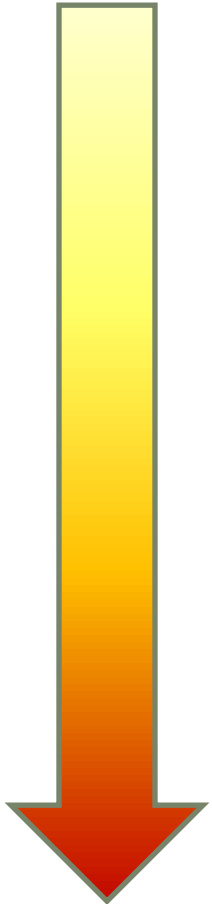
Typology Map: Rail Network



Typology Map: Bus Network

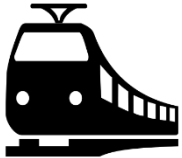


TOD Readiness Framework



- **Long-Term** – exhibiting few of the place typology characteristics.
- **Emerging** – beginning to demonstrate some of the place typology characteristics.
- **Ready** – showing place typology characteristics in much of the station area, but with gaps that can reasonably be expected to be closed.
- **Arrived** – demonstrating place typology characteristics in much of the station area, particularly at the primary corners or areas adjacent to the stations, with some opportunity for continued infill or redevelopment.

TOD Readiness Subscores



- **Connectivity** — how well the station is connected to its surroundings and to other parts of the transportation network.



- **Market Strength** — how the real estate market is performing in the station area.



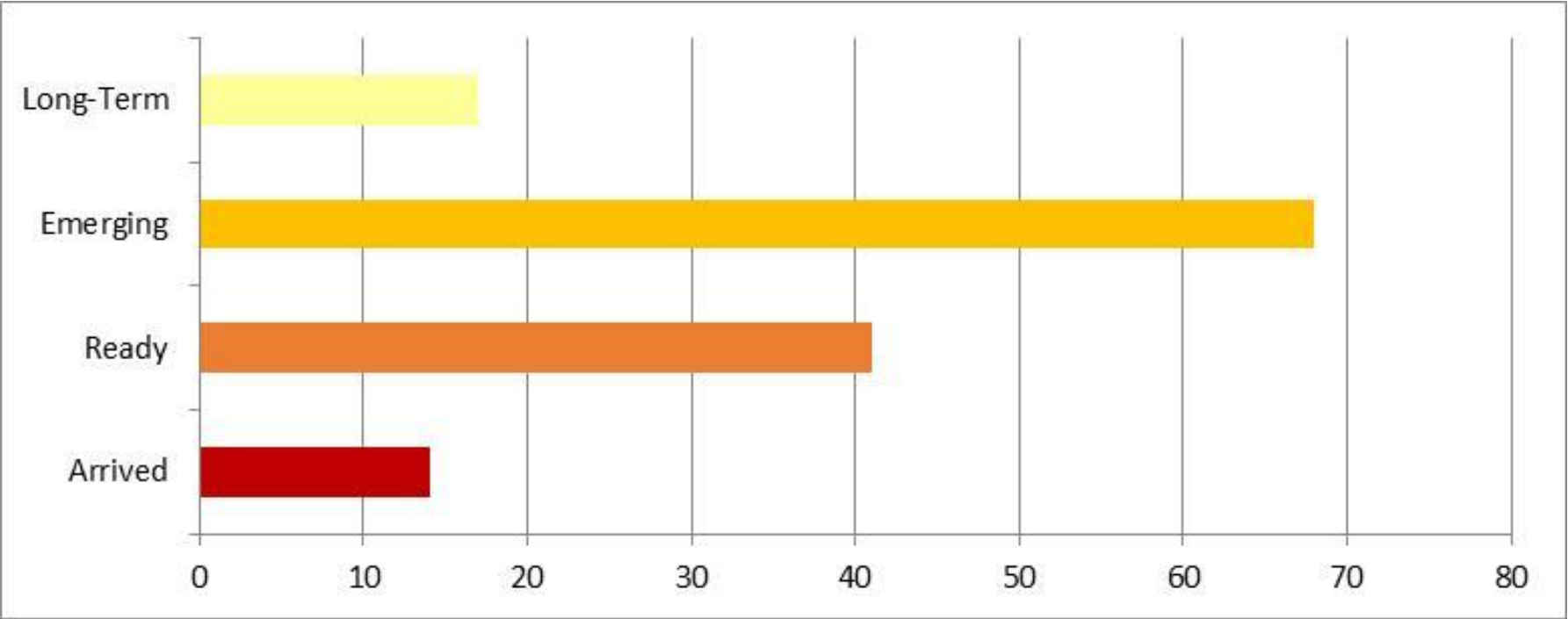
- **Land Availability** — the extent to which the station area has vacant and underutilized land which could be developed or redeveloped.



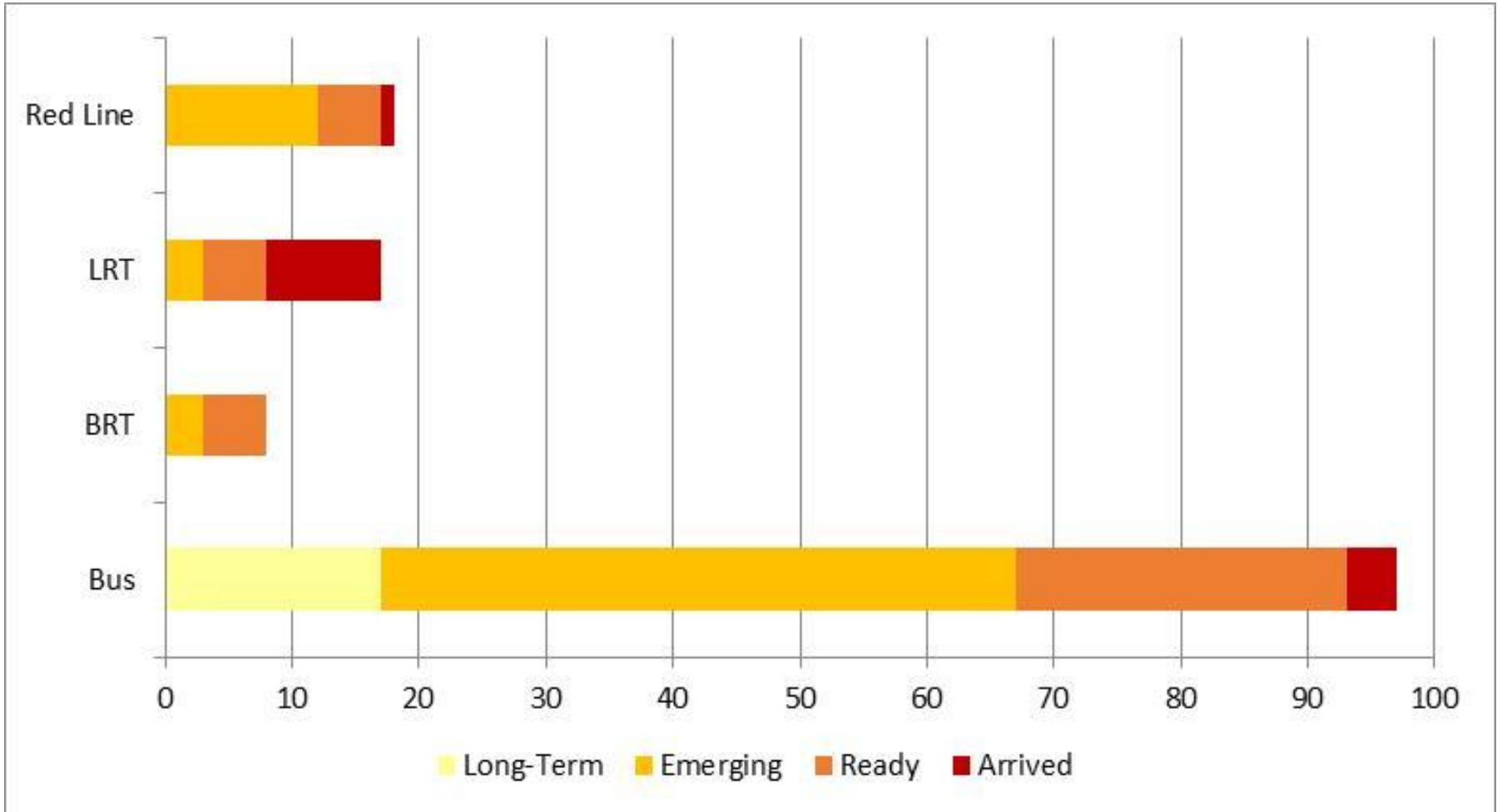
- **Institutional Support** — the degree of to which relevant jurisdictions and NGOs provide planning, regulatory, and infrastructure support for TOD.

A leave-behind data base for every station and segment.

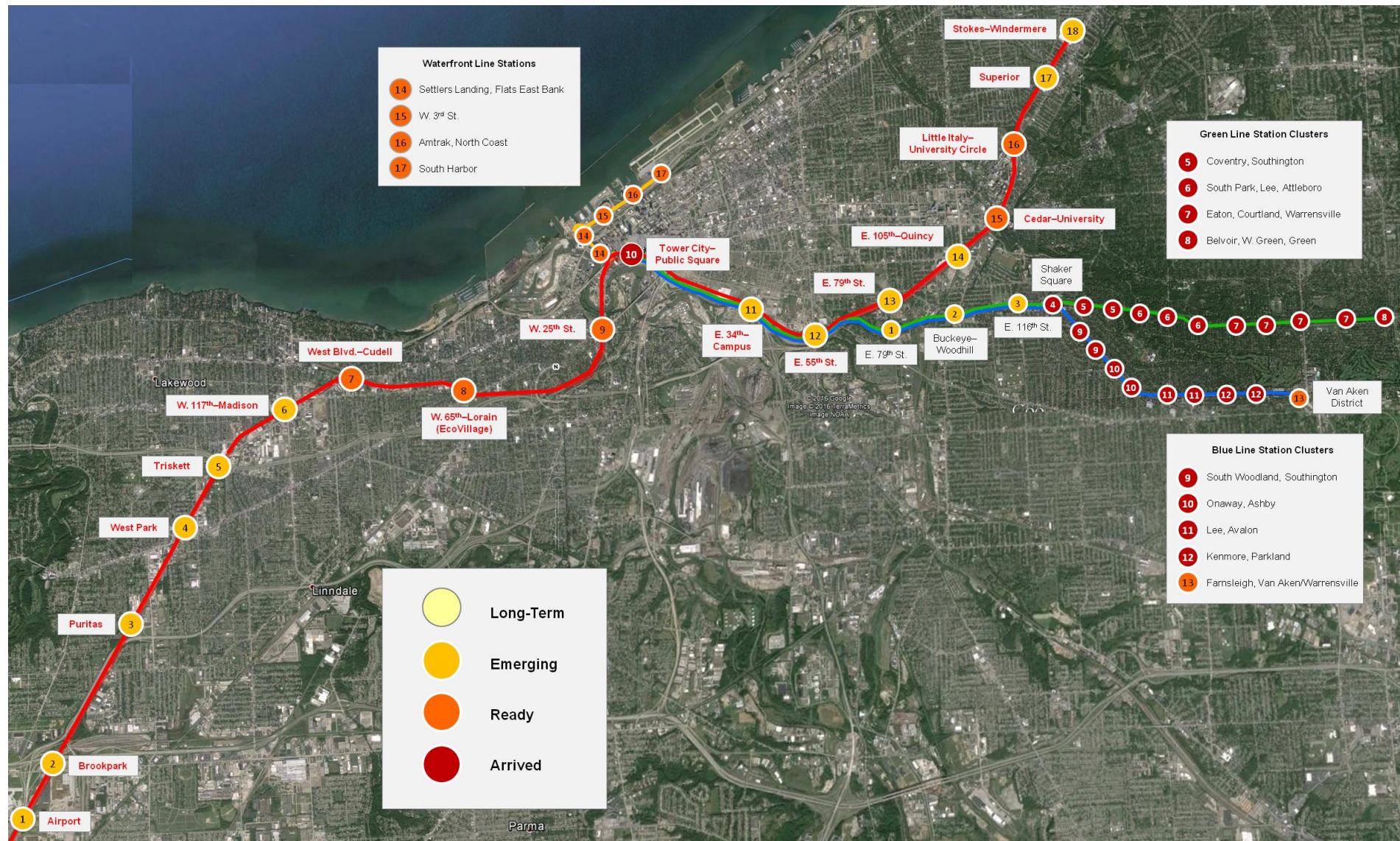
Summary of TOD Readiness Scores



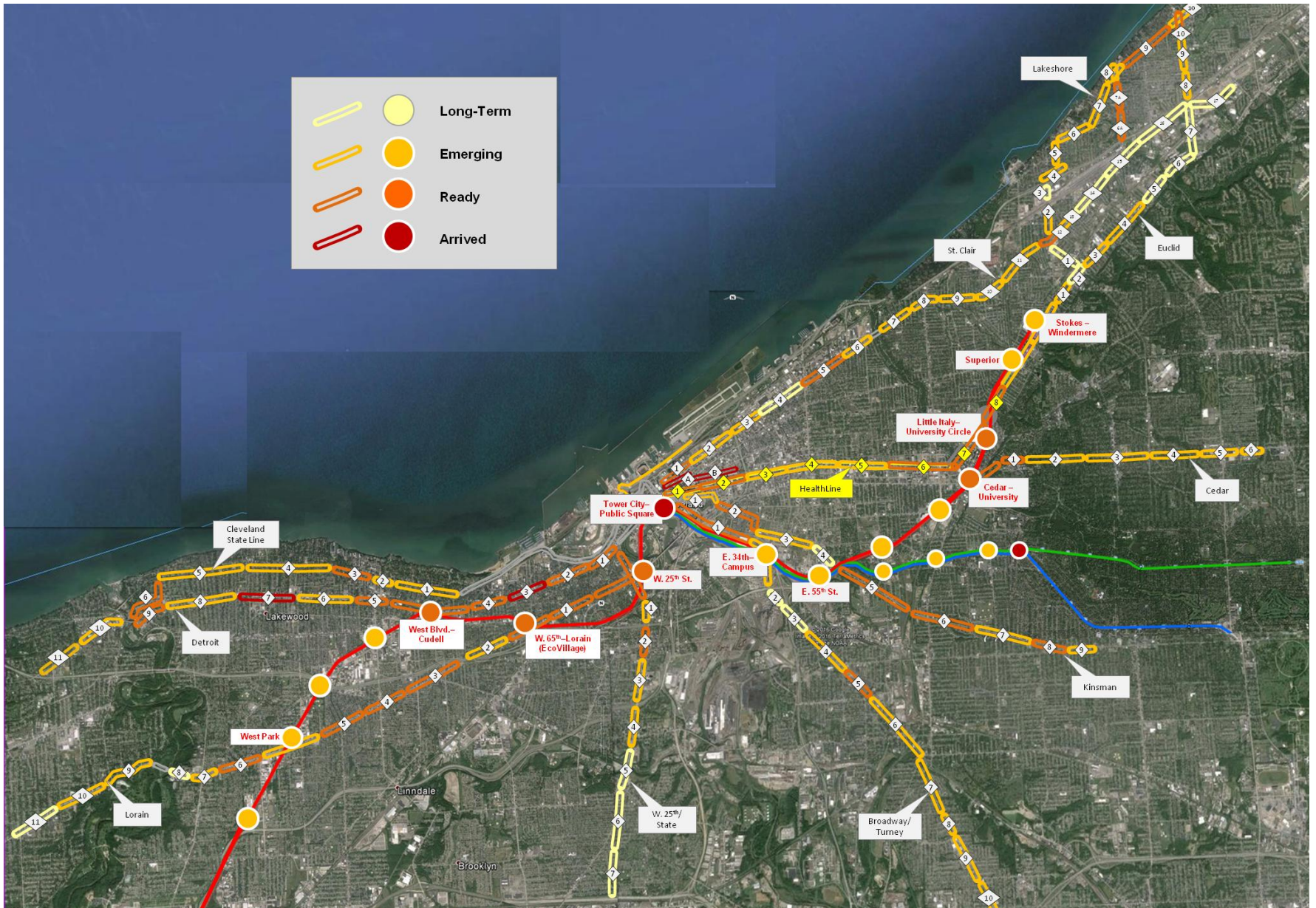
TOD Readiness Scores By Mode



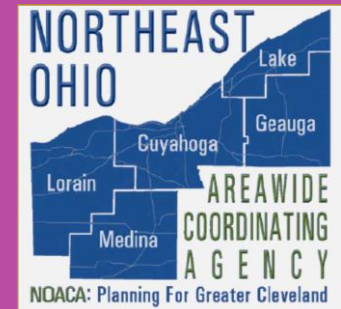
TOD Readiness Map: Rail Network



TOD Readiness Map: Bus Network



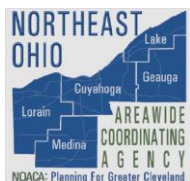
Task 2: The TOD Program



Setting the Stage

- Stakeholder Outreach: two sessions, May 9, 2016
- Data Base of Best Practices
- Vibrant NEO 2040, other regional policies

Category	Practice	Description	Institutional Role				NOACA Best Practices	Key National Examples
			MPO	County/Municipal	Transit Agency	Other		
Station or District Area Planning	Priority Development and Growth Programs	MPOs, regional planning entities, and transit agencies often use technical assistance and direct planning and project implementation grants to local jurisdictions to facilitate planning for compatible development in proximity to transit and to promote compact, transit-supportive patterns of regional growth. A significant area of MPO activity.	Development of regional strategic land use and transportation framework; Funding of grants and incentives to targeted areas and projects consistent with regional development vision; Technical assistance to communities	Project/plan implementation	Funding of grants and incentives; technical assistance to communities	Advocacy of smart growth and TOD concepts; funding of grants and incentives; technical assistance to communities	Transportation for Livable Communities Initiative	Livable Centers Initiative / Atlanta Regional Commission Livable Communities Grants / Twin Cities Metro Council Local Technical Assistance / Chicago Metropolitan Agency for Planning Community Planning Program / Chicago Regional Transit Authority District Local Technical Assistance / Metropolitan Area Planning Council TOD Planning Grants / Los Angeles County Metropolitan Transportation Authority
Station or District Area Planning	District TOD Master Plans	Local governments prepare focused plans to coordinate vision, zoning, public realm, infrastructure, marketing, and other local regulatory and investment actions to promote TOD in station areas, strategic corridors, and town centers. A critical aspect is to view TOD not as a collection of discrete projects but as a place. Often called TOD master plans, station area plans, transit village plans, etc. .	Participation as planning stakeholder	Development of area or district plan	Participation as planning stakeholder	Participation as planning stakeholder	Warrenville/Van Alen Transit-Oriented Development Plan East 35th and Euclid Avenue Crossroads Study	Denver I-25 and Broadway Station Area Plan Specific Plans/City of Pasadena



TOD Program: Regional Context

- The Transit Network: GCRTA and the county systems
- A No-Growth Region
 - Regional competitiveness
 - Fiscal efficiency
 - Equity
- TOD and Equity
 - Affordability
 - Job access
 - Community benefits
- The Industrial Legacy



NOACA's Role

- A regional policy framework
- Regional transportation funding
- TOD Opportunity Districts
- Expanded TLCI Program
- Technical Assistance for TOD



The TOD Toolkit

Zoning and Land Use

- Best Practices and an on-line model overlay district
- Appropriate Density
- Mixed-Use Development
- Urban Form
- Parking

The TOD Toolkit

TOD Infrastructure

- Three levels: corridor, district, first-last mile
- Federal grants
- New “FAST Act” TOD loan programs
- Tax increment financing

The TOD Toolkit

Funding for Equitable TOD

- NEO's non-profit / foundation / CDC network
- Cuyahoga Land Bank
- New Market Tax Credits
- Ohio affordable housing finance
- Ohio brownfields funding

Implementation

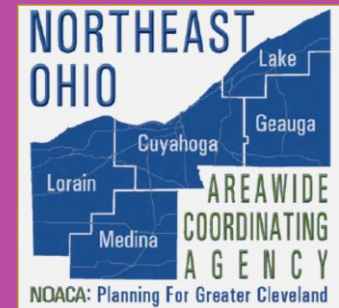
Outreach & Marketing

- NOACA's regional promotion of TOD.
- Community engagement strategies for local initiatives.
- External marketing and branding.

Investment Criteria

- **Macro:** steering resources to TOD as a general policy.
- **Micro:** identifying cost-effective station opportunities .

Task 3: Aging-in-Place Strategy



Setting the Stage

- Stakeholder Outreach: two sessions, May 3, 2016
- Data Base of Best Practices
- National effort by APA, AARP, others

Category	Practice	Description	Project/Program Options	NOACA Best Practice Examples	Key National Best Practice Examples / Resources
Mobility and Access	Multimodal Access	<p>Walkable and Safe Sidewalks. Improve the presence, continuity, width and design of sidewalks to create a usable and safe pedestrian network. Size sidewalks wide enough to create a comfortable walking experience, separated or buffered from vehicular traffic. A 12 foot wide sidewalk is recommended in downtown/main street settings and TOD areas; a 5 to 7 foot clear sidewalk is recommended in other commercial and residential settings. Consider the sidewalk material; materials that are trendy and aesthetically pleasing (brick, granite, scored, or other textured and seamed materials) can create unsafe conditions for seniors. These materials have seams, can settle to a non-level surface, and degrade more quickly/require greater maintenance. All these factors deter seniors from using these pedestrian spaces. Sidewalks also require clearing for safe passage including leaves during the fall and snow during the winter.</p>	<p>Senior led walk audit of streets and sidewalks in areas that experience a high-level of senior usage such as transit hubs and TODs, senior housing or NORCO areas, community service and recreation areas.</p>	<p>Walk Was, Drive Smart Hendersonville North Carolina</p> <p>Age-Friendly DC Block-by-Block Program IAP1</p> <p>AARP Sidewalks Usability Fact Sheet</p> <p>AARP Walk Audit Tool Kit</p>	<p>Walk Was, Drive Smart Hendersonville North Carolina</p> <p>Age-Friendly DC Block-by-Block Program IAP1</p> <p>AARP Sidewalks Usability Fact Sheet</p> <p>AARP Walk Audit Tool Kit</p>
		<p>Road Design. Evaluation and modification of roadway and intersection design elements. This in can include signage, lighting, signalization, reflectors, bulbouts, median pedestrian islands, etc. to create a safer and more accessible road network in and around elderly neighborhoods and TOD. Safe navigation of streets by vehicles and adequate time/comfort of pedestrian street crossings contribute strongly to an age-friendly community.</p>	<p>Age-inclusive or age-targeted community evaluation of existing conditions for sidewalks and intersections to identify age-friendly areas and needed improvements.</p>	<p>New York City Sustainable Streets & Safe Routes for Seniors</p> <p>Transportation for Usable Communities Initiative</p> <p>Rhode Island's Complete Streets Action Plan</p>	<p>New York City Sustainable Streets & Safe Routes for Seniors</p> <p>Transportation for Usable Communities Initiative</p> <p>Rhode Island's Complete Streets Action Plan</p>
		<p>Complete Streets¹ for Pedestrian and Bicycling Infrastructure. Road networks that prioritize all mobility types create a safer setting for all users. Incorporate a cohesive network of sidewalks, pathways, and bicycle facilities to services non-vehicular mobility.</p>	<p>Develop and integrated community bicycle network with buffers and safe riding conditions.</p>	<p>City of Auburn Hills Age-Friendly 2015 Action Plan</p> <p>Rhode Island's Complete Streets Action Plan</p>	<p>City of Auburn Hills Age-Friendly 2015 Action Plan</p> <p>Rhode Island's Complete Streets Action Plan</p>

Aging-in-Place Communities

- “New Formation”
- “Naturally Occurring”
- These are part of *real* communities.
- Retaining the boomer generation is region-critical.
- Market forces are complex and double-edged.

The Toolkit

Zoning and Land Use

- Update codes to encourage aging-friendly mix of uses.
- Allow more housing choices.

Mobility Services

- Increase potential ridership through TOD.
- Expand mobility choices.

The Toolkit

Complete Streets and Pedestrian Design

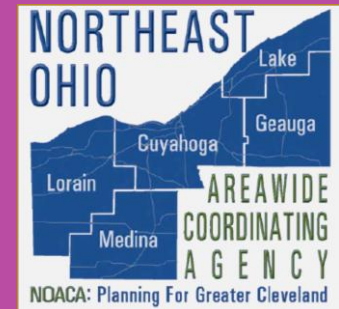
- Complete Streets promote pedestrian safety.
- Create a seamless pedestrian realm.
- Make places work for ageless living.
- Incorporate easy, frequent, safe open spaces.

Implementation

Outreach & Marketing

- Stakeholder engagement
- Outreach to seniors
- Educating seniors about transit and technology

Phase II / Task 4: Implementation Strategy



Overview of Phase II

Select Three Sites for “Drill-Down” Studies

- Market Analysis (4ward Planning, Inc.)
- Detailed Implementation Plan
- Community Engagement Strategy (BrownFlynn)

Site selection

- Point of departure:
 - a Red Line station
 - a Rapid or HealthLine station
 - a priority bus corridor segment (or adjoining segments).
- Balance East Side, West Side
- Try to pick a site outside of Cleveland.
- Select stations that are “Ready” or “Emerging”.
- Build on prior TOD plans, but avoid duplicating current or just-completed TOD planning work.

A Data Base of Prior TOD Plans

Rapid "B" Stations

	Station or Segment	Typology Category	TOD Plan	
	<i>Rapid / Trunk Line</i>			
	Tower City/Public Square	MC	2	DCA Downtown Special Improvements District. DRD. 2011 TLCI: W. Side Transit Center Plan (https://dl.dropboxusercontent.com/u/60096022/ReducedFINALREPORTDRAFT9_16.13.pdf). 2010 TLCI: Gateway District Public Realm Plan (https://dl.dropboxusercontent.com/u/60096022/The%20Gateway%20District%20-%20Re-Imagining%20the%20Public%20Realm-November%202010.pdf)
	East 34th Street	I/T	1	
	East 55th Street	I/T	2	See Red Line E. 55 th (Opportunity Corridor, Slavic Village TOD Zone).
1	East 79th Street	NC	3	Central & Kinsman Neighborhood Plan (Burten Bell Carr CDC, 2016) (https://www.dropbox.com/s/pnax96jze8x9c88/04.12.2016%20%20Neighborhood%20Plan_ONLINE.pdf?dl=0). Opportunity Corridor (E. 79 th Development Zone; Core Job Zone; Urban Ag Zone). http://www.opportunitycle.com/the-project.html ; http://www.gcpartnership.com/See-What-We-Do/Infrastructure-and-Physical-Development/Opportunity-Corridor/Project-Overview ; http://planning.city.cleveland.oh.us/oc/crc.php . Opportunity Corridor Areawide Brownfields Plan (http://planning.city.cleveland.oh.us/cwr/other/2013-03-25OpportunityCorridorBrownfields%20ReportDRAFT.pdf). Also: City-sponsored 2015 TLCI Study, East 79 th TOD Corridor Plan.
2	Buckeye-Woodhill	NC	3	Buckeye-Larchmere-Shaker Square-Woodland Hills Transformation and Vision Plan (Buckeye Shaker Square DC, 2013; comprehensive and explicitly transit-oriented) (https://www.dropbox.com/s/22nancadbphv0tz/Cleveland_BSSDC_05_20.pdf?dl=0). TLCI 2010: RTA and CDCs, Buckeye-Woodhill Neighborhood Devt. Plan (RTA-sponsored, explicitly about TOD) (https://dl.dropboxusercontent.com/u/60096022/Buckeye_Woodhill_Report_Final.pdf).
3	East 116th Street	NC	3	Buckeye-Larchmere-Shaker Square-Woodland Hills Transformation and Vision Plan (Buckeye Shaker Square DC, 2013; comprehensive and explicitly transit-oriented) (https://www.dropbox.com/s/22nancadbphv0tz/Cleveland_BSSDC_05_20.pdf?dl=0). TLCI 2010: RTA and CDCs E. 116 th Station Area Plan (https://dl.dropboxusercontent.com/u/60096022/East%20116%20RTA_FinalReport_reduced.pdf). Buckeye/East 116 th Development Plan (CDC, 2006; http://planning.city.cleveland.oh.us/mans/pdf/BADC_SIT_Plan.pdf). St. Luke's Plan (2004, implemented) (http://planning.city.cleveland.oh.us/cwr/other/St_Lukes_Revised_Site_Plan01-12-04.PDF).
4	Shaker Square (including Drexmore Road)	TC	3	Buckeye-Larchmere-Shaker Square-Woodland Hills Transformation and Vision Plan (Buckeye Shaker Square DC, 2013; comprehensive and explicitly transit-oriented) (https://www.dropbox.com/s/22nancadbphv0tz/Cleveland_BSSDC_05_20.pdf?dl=0). LLD.
	<i>Rapid / Blue Line</i>			
13	Farnsleigh Road, Warrensville, Van Aken, Center Road	TC	3	2015 Van Aken Development District (http://shakeronline.com/assets/downloads/city-projects/VanAkenPresentation.pdf). 2016: Connections Plan in progress (http://shakeronline.com/departments/planning/van-aken/a-connections-plan-for-the-van-aken-district). TLCI 2010: Warrensville/Van Aken Intermodal Transit Center Plan (https://dl.dropboxusercontent.com/u/60096022/ShakerITC_MainReport_FINAL.pdf). TLCI 2008: Warrensville/Van Aken TOD Plan (https://dl.dropboxusercontent.com/u/60096022/2-Main%20Report.pdf).

Proposed Phase II Sites

Red Line

West Blvd.–Cudell	Superior and Stokes–Windermere
<ul style="list-style-type: none">• West Side• Typology: Neighborhood Center• Score: "Ready"• Intersects Detroit Ave. bus corridor• Detroit Shoreway CDO• Cudell Improvement, Inc.• 2007 Neighborhood Master Plan• Available land• Between Gordon Sq. and Lakeville CBD	<ul style="list-style-type: none">• East Side (just 2/3 mile apart)• Typology: Neighborhood Ctr., Town Ctr.• Score: "Emerging"• In City of East Cleveland• Red Line and Health Line• Cluster of civic uses on Euclid Avenue• Close to University Circle, Nela Park• Available land, abandonment• Large RTA parking lot fronting on Euclid

Proposed Phase II Sites

Other Fixed Guideway

E. 116 th Street Rapid	HealthLine Midtown Segment
<ul style="list-style-type: none">• East Side• Typology: Neighborhood Center• Score: "Emerging"• Buckeye-Shaker Square DC• 2013 Transformation & Vision Plan• 2010 TLCI (RTA and CDCs)• Between Opp. Corridor and Shaker Sq.• Near but not part of E. 93rd/105th study	<ul style="list-style-type: none">• East Side• Typology: Metro Core• Score: "Emerging"• Segment #4 (E. 51st, E. 59th, E. 66th St.)• Euclid/E. 55th Crossroads Plan TLCI• Midtown/HealthTech initiatives• Strong zoning, planning, CDC support• Strong connectivity to dual hubs

Proposed Phase II Sites

Priority Bus Corridors

Kamm's Corners	Detroit -W. 117 th and Clifton-W. 117 th
<ul style="list-style-type: none">• West Side• Lorain Segments #6-7 (W. 150th-176th)• Typology: Main St., Neighborhood Center• Score: "Emerging" and "Ready"• A mile from West Park Red Line station• Kamm's Corners Development Corp.• 2012 Kamm's Corners TLCI	<ul style="list-style-type: none">• West Side (in Cleveland and Lakewood)• Detroit #5, Clifton #2 (1/4 mile apart)• Typology: Neighborhood Ctr.• Score: "Emerging" and "Ready"• On fringe of W. 117th-Madison station• Detroit Shoreway CDO• Cleveland-Lakewood W. 117th Plan

Proposed Phase II Sites

Priority Bus Corridors

Broadway / Slavic Village	Lower St. Clair
<ul style="list-style-type: none">• East Side• Broadway #4 and #5 (McBride-Fleet)• Typology: Neighborhood Center• Score: "Emerging" and "Ready"• 2007 Slavic Village Devt. Action Plan• Initial catalyst projects done• Available land	<ul style="list-style-type: none">• East Side• St. Clair #5 and #6 (E. 60th-82nd/creek)• Typology: Main Street• Score: "Emerging" and "Ready"• 2010 St. Clair Corridor Study (City, CDCs)• A "hole in the donut"• Available land

Discussion, Next Steps

