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Project Sponsor / Agency Name	City of Cleveland
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Are You Interested in NOACA Technical Assistance?	No, Only a TLCI Planning Grant
Study Name	Vision for the Valley
Total Project Cost	\$250,000
NOACA Funding Requested	\$150,000
Local Funding Committed	\$100,000
Brief project description (250 Word Limit)	<p>This initiative is a collaborative effort between the City of Cleveland, Metroparks, the Port Authority and Flats Forward.</p> <p>Over the past decade the city of Cleveland and its partners have planned and implemented development projects that have allowed Cleveland to re-imagine and re-purpose the eight miles of Lake Erie shoreline. The efforts over this time have helped create economic, environmental, and programmatic improvements resulting in projects such as improvements at Edgewater Park, the West Shoreway, investments at North Coast Harbor, and preparation for future opportunities such as the now vacant First Energy site. Cleveland, however, has two waterfronts, not just our lakefront, but also the Cuyahoga River Valley. If Cleveland is to realize its full potential, we must leverage both water front assets.</p> <p>The Cuyahoga River Valley has experienced significant investment over the past 15 years, with additional development planned. These investments include, but are not limited to, the Flats East Bank, Canal Basin Park, the Towpath Trail, Irishtown Bend, Scranton Road Peninsula, Wendy Park, the Foundry, Rivergate Park/Merwin's Wharf, and the Cleveland Foundation Centennial Lake Link Trail. Opportunities such as the Coast Guard Station, two National Register Historic Districts, and other untapped assets await.</p> <p>The industrial heritage of the Cuyahoga River Valley is rich. The Great Lakes will continue to play a significant role in maritime transportation and shipping that supports our local and national economy. This rich history and vibrant future also creates unique challenges that must be addressed to realize the full potential of the Cuyahoga River Valley.</p>

Proposed Study Components	Traffic Analysis Economic Analysis Redevelopment Planning Transit Planning Bicycle Transportation Planning Pedestrian Transportation Planning Maritime traffic
1. How does the proposed study meet the first and sixth TLCI objectives and advance NOACA’s regional goals? (14 points)	1. The Vision for the Valley will study the river corridor from the end of the navigable channel at the Arcelor Mittal steel mill to the river's south mouth at Lake Erie. The corridor edges will extend up and into the major roadway network in the neighborhoods perched above the valley. The study will establish a long range, sustainable, multimodal transportation plan for the Cuyahoga River Valley as it relates to commercial and recreational boating activity, pedestrian movements, vehicular and trucking routes as well as bike and trail infrastructure through, into and out of the valley. In addition we would examine the bridge connections internal to the valley to gain a better understanding of their current state and future.
2. How does the proposed study meet the second TLCI objective and advance NOACA’s regional goal? (14 points)	2. Currently the valley is a dynamic mixed-use area containing a blend of industry, warehouses, entertainment, residential and restaurant/bar uses. In addition to these nodes of development, the area is interspersed with numerous vacant, underutilized, and/or abandoned properties. Included are several development projects that are currently in progress such as Flats East Bank and Nautica, and the development of recreational and dining establishments that have sprung up along Columbus Road. Trail and open space projects such as Irishtown Bend and Canal Basin Park have their plans in order, and are currently working to assemble funding. The Vision for the Valley will work to better connect these current and planned development nodes through enhanced transportation services. These improved connections can also help facilitate the redevelopment of vacant and underutilized properties, within the two National Register Historic Districts that have been recent designated on the Columbus Road Peninsula and Old River Road.

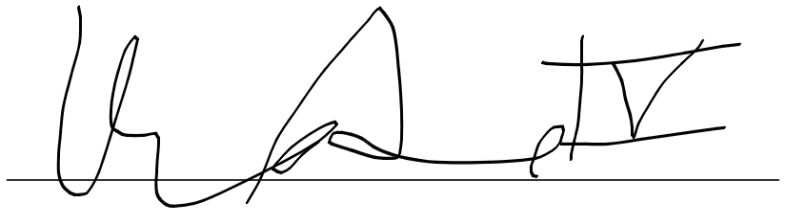
<p>3. How does the proposed study meet the third TLCI objective and advance NOACA's regional goals? (14 points)</p>	<p>3. The valley has several on-going development projects such as Flats East Bank, the Columbus Road corridor (the Rowing Foundation, Merwin's Wharf, etc.), not to mention existing assets like the Aquarium, Music Box, Shooters, Jacobs Pavilion and others. In previous planning studies the majority of the area was called out as predominant industrial uses, but as indicated by the on-going and existing development projects the focus has shifted towards a mix of uses. Despite the new development, industrial uses and operations in the valley will remain, making the investigation into the long-term future and viability of the area critical.</p> <p>The Vision for the Valley will seek to connect these development projects to one another through a multimodal transportation system and to the surrounding assets/investments of adjacent city neighborhoods like Ohio City, Tremont and Downtown. Other important questions to be answered include: (a) how does the water-based transportation system work in terms of the impact of recreational boating on industrial shipping traffic and vice versa (i.e., where can one dock)? (b) what are the impacts of industrial truck traffic routes and how can trucks co-exist with bikes and cars amongst new and planned development? (c) how does additional visitor traffic generated by new open space attractions like Scranton Flats, Canal Basin Park, and Irishtown Bend impact the existing roadway network and vice versa? Is additional capacity warranted? Where should this occur?</p>
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<p>4. How does the proposed study meet the fourth TLCI objective and advance NOACA's regional goals? (14 points)</p>	<p>4. The Cuyahoga River Valley has a long and rich industrial heritage, and over the past 15 years, significant investment has occurred with future investment and development on the horizon. This brings a new audience to this area and also brings new opportunities to integrate populations that have been historically underserved and provide access to public spaces and trails. A central aim for the Vision for the Valley will be to develop better connections between the valley's assets and the residents of the surrounding neighborhoods, particularly those residing in CMHA's Lakeview and Riverview Estates, which have been historically underserved with respect to access to the waterfront, trails and greenspace. We can also enhance the current infrastructure that is in place within the valley. This infrastructure, which has been used almost exclusively for trucking and freight movements for the surrounding industries, can now be transformed into a truly multimodal system.</p> <p>Recreational boating activity will only increase investment continues in the valley. While we desire to see investment continue, our economic heritage with respect to utilitarian maritime transportation will continue to remain viable for the foreseeable future. The valley is where our past and our future meet. The Vision for the Valley TLCI creates a unique opportunity to address a growing challenge of the coexistence of divergent maritime and other transportation uses.</p>
<p>5. How does the proposed study meet the fifth TLCI objective and advance NOACA's regional goal? (14 points)</p>	<p>The valley has historically been an area in which land owners and stakeholders have been single minded in their approach to development. A key goal for this study would to bring the land owners, stakeholders and community together to collectively discuss and develop a unified vision and plan that address the needs and desires of all participants. A unified plan will eliminate that uncertain future and create a roadmap incorporating an attainable shared vision for the valley's physical development. The river valley has also historically been viewed as a dividing line between the city's east and west sides. Historically, most people avoided its confusing maze of varying street grids and uncertain roadway connections by going over or around it on arterial streets and freeways suspended on high level bridges. The Vision for the Valley Initiative will seek to create a logical, easy to follow system of connections for motorists, bicyclists and pedestrians that guides them both through the Valley and to and from the surrounding neighborhoods. Finally, the study will symbolize Mayor Jackson's vision for "One Cleveland," linking east to west at the point where both sides of the city come together, making Cleveland a seamless and more Sustainable city. The results from this initiative will be unveiled in 2019 during the 50th anniversary of the Cuyahoga River Fire and shared at the Sustainable Cleveland 2019 Summit.</p>

<p>6. How will the sponsor manage the study, and ultimately deliver the projects it recommends?</p>	<p>6. This will be a unique opportunity for the local public agencies to unify our city through a comprehensive vision of one of our region's greatest assets. The City of Cleveland, Cleveland Metroparks, Cleveland-Cuyahoga Port Authority, Flats Forward and NOACA will lead a cross-section of community and agency stakeholders to realize a unifying vision that addresses a multimodal transportation system that includes recreational and commercial boating operations, land use and the coordination of key public and private infrastructure investments. Under the leadership and guidance of all four local agencies, the project will be able to deliver a comprehensive and coordinated vision, which can then be broken up into manageable implementation projects for various civic and private actors to work towards realizing.</p>
<p>7. What is the sponsor's experience in managing a TLCI or TLCI-like public planning process?</p>	<p>7. The City of Cleveland, Cleveland Metroparks, the Port Authority and Flats Forward have sponsored dozens of TLCI studies over the past several years, and have successfully partnered with both one another and a variety of community sponsors to develop and execute plans. The partnership will seek to contract a capable firm from the pre-qualified list of consultants and through an interview process prepare the consultant to help further develop a detailed scope of services.</p>
<p>Local Match Funding Level</p>	<p>20% and more local match</p>
<p>Attachment 1: Council/Board resolution to apply for TLCI Planning Study and, if applicable, to fund local match</p>	<p><a href="https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336346/356327741/46336346_draft_2018_tlc_i_cleveland_ordinance.pdf">https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336346/356327741/46336346_draft_2018_tlc_i_cleveland_ordinance.pdf</a></p>
<p>Attachment 2: Letter of Support from head of community/organization, if that community/organization is not the lead applicant (e.g. Mayor, City Manager, Executive Director, etc.)</p>	<p><a href="https://s3.amazonaws.com/files.formstack.com/uploads/2496909/55013668/356327741/55013668_171005_cleveland_tlc_i_planning_cm_los.pdf">https://s3.amazonaws.com/files.formstack.com/uploads/2496909/55013668/356327741/55013668_171005_cleveland_tlc_i_planning_cm_los.pdf</a></p>
<p>Attachment 3: Map of proposed project study area</p>	<p><a href="https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336347/356327741/46336347_cuyahoga_river_valley_projects.jpg">https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336347/356327741/46336347_cuyahoga_river_valley_projects.jpg</a></p>
<p>Are you submitting more than one TLCI Planning Study application?</p>	<p>Yes</p>
<p>1.</p>	<p>Vision for the Valley</p>
<p>2.</p>	<p>Buckeye Road Corridor Study</p>
<p>3.</p>	<p>Old Lorain Road</p>

Digital signature of person completing

application:

A handwritten signature in black ink, appearing to read 'W. A. IV', is written over a horizontal line. The signature is stylized and cursive.

