

Form Name: Planning Grant Application 2017 TLCI
 Submission Time: December 19, 2016 3:13 pm
 Browser: Firefox 50.0 / Windows 7
 IP Address: 208.90.52.14
 Unique ID: 293745040
 Location: 41.481700897217, -81.693397521973

Project Sponsor / Agency Name	Cuyahoga County Planning Commission
Address	2079 East 9th Street Suite 5-300 Cleveland, OH 44115
Contact Name	Glenn Coyne
Title	Executive Director
Office Phone Number	(216) 443-3700
E-mail Address	gcoyne@cuyahogacounty.us
Are You Interested in NOACA Technical Assistance?	Either Will Work
Study Name	Euclid Avenue Redevelopment Study
Total Project Cost	\$90,000
NOACA Funding Requested	\$90,000
Local Funding Committed	\$0
Brief project description (250 Word Limit)	<p>The project area is located primarily in the City of Cleveland with a segment in the City of East Cleveland. The section of Euclid Avenue between Noble Road and Catalpa Road is the transit and commercial spine for the Euclid-Green neighborhood.</p> <p>The focus of this proposed study is to redevelop a one-mile stretch of Euclid Avenue to create the conditions for quality retail and economic development, re-utilize vacant and open spaces, provide valuable pedestrian and cycling options, and connect and catalyze amenities along the corridor. The proposed study would explore how this same stretch of roadway can provide multi-modal transit options and can serve as a catalyst for significant redevelopment opportunities. The study will also provide a missing link in the comprehensive planning for Euclid Avenue by building off of recommendations from previous planning efforts like GCRTA's Redline/Healthline Study, Cuyahoga County's Eastside Greenway, CMSD's Safe Routes to School, the Cleveland Dept. of Aging's Age-Friendly Cleveland, and the City of Euclid's Recreationway Corridor. The proposed study represents an initial, but vital, step in redeveloping a once vibrant aspect of the Euclid-Green neighborhood.</p>
Proposed Study Components	<ul style="list-style-type: none"> Traffic Analysis Economic Analysis Redevelopment Planning Transit Planning Bicycle Transportation Planning Pedestrian Transportation Planning Land Use Analysis & Zoning Review

<p>1. How does the proposed study meet the first TLCI objective and advance NOACA's regional goals?</p>	<p>The City of Cleveland adopted the Complete and Green Streets Ordinance in September 2011. The street typologies identified in the Cleveland Complete and Green Streets plan will be the basis for preliminarily identifying options for roadway redevelopment, pedestrian and bicycle connections, stormwater management, and streetscape amenities. Ultimately, we recognize and are sensitive to the unique neighborhood context. For instance, the topography on the south side of Euclid Avenue may pose some challenge to economic development and neighborhood connectivity. However, we are confident that well thought out transportation options can increase user safety and support positive health impacts by considering all user groups along the corridor and providing equitable modal choice. Safe roadway design and attractive streetscape amenities will enhance the quality of life for the immediate neighborhood as well as the surrounding municipalities by providing multiple options for travel, creating place, and building new connections to area amenities.</p>
<p>2. How does the proposed study meet the second TLCI objective and advance NOACA's regional goal?</p>	<p>Euclid Avenue from Noble Road on the western boundary of our study area to Catalpa Road on the eastern boundary of the study area is a mix of land-uses, setbacks, building styles, topography and lane configuration. Over the last fifty years, auto-centric development, including wide driving lanes, deep building setbacks, off street parking in the front of the buildings, coupled with disinvestment has left this stretch of Euclid Avenue unattractive, inefficient and lacking a strong urban form. Among other economic factors, the urban design of this area has contributed drastically to the blight and abandonment that exists today.</p> <p>We envision a plan that will standardize land use, zoning and lane configurations in a manner that most appropriately addresses all modes of transportation. We will look at several key underutilized assets including Chandler Park (former Cleveland Clinic building, now a multitenant facility), a vacant bowling alley, and other vacant commercial structures along the corridor. These facilities have the potential to become large employment centers and be the outlets for much needed neighborhood goods and services. Increased access to these facilities via a complete street will serve to enhance their marketability and access for employees and customers.</p> <p>Corridors that include multimodal transportation options can facilitate the movement of a larger number of people in the same amount of space as a single-mode transportation corridor, thus improving the foot traffic and customer exposure that existing and future businesses along the corridor will receive. Additionally, the need for multimodal corridors in low income neighborhoods cannot be understated; upwards of 30% of the study area population does not have reliable access to an automobile, thus making alternative means of transportation their only means of transportation.</p>

<p>3. How does the proposed study meet the third TLCI objective and advance NOACA's regional goals?</p>	<p>Land use, zoning and setbacks in this corridor are one of the most important issues to be addressed in this study. While technically in an urban setting, the built environment feels more suburban with a complete auto-centric focus. Traversing the neighborhood with any other means of transportation other than an automobile is inefficient and difficult. Compounding the inefficiencies and difficulties is the fact that many of the area residents do not have access to an automobile thus relying heavily on transit, bicycle and walking.</p> <p>Existing assets along the corridor include senior housing, both assisted and independent living, schools, commercial centers such as Hilltop Plaza and Village Green Shopping Center, large employment centers including Nela Park (General Electric), Sherwood Food Distribution and the active, but underutilized Chandler Park complex which is home to around 100 small businesses. All of these, particularly the senior housing could benefit greatly from a plan that addresses the auto-centric nature of this corridor. Employment centers can also benefit from a more balanced approach to transportation alternatives. These hubs provide jobs for residents and commuters alike. Adding viable commuting options enhances the attractiveness and allows these hubs to be more competitive in a local and regional context.</p> <p>While we do have a number of assets, there are also quite a few liabilities along the corridor, including undesirable land uses, building styles and designs. Using this study to identify which types of land uses and zoning as well as building type, set back requirements and design will provide a long term framework that will help shape future development of the corridor by providing a guide and template which will ultimately result in the construction and addition of buildings and businesses that not only serve area residents but also create value for the surrounding area through attractive design.</p>
---	--

<p>4. How does the proposed study meet the fourth TLCI objective and advance NOACA's regional goals?</p>	<p>Immediately adjacent to this segment of Euclid Avenue is Euclid Park Elementary School and New Avenues to Independence. Just outside of the study area is the Indian Hills Senior Community. Comprehensive planning for this segment of Euclid Avenue means planning for all user types, ages 8-80 years old. The City of Cleveland and CMSD, along with other entities, recently partnered to conduct the Safe Routes to Schools initiative. Recommendations were made for creating safer routes for school aged children along Euclid Avenue. The City's Department of Aging is also nearing completion of its Age-Friendly initiative which focuses on health, safety, transit, and outdoor spaces. Planning and redevelopment for this corridor can build off of recommendations from both studies so that users across the age spectrum can have equitable access to the corridor.</p> <p>Lastly, the Noble Road recycling facility, on the edge of our study boundary in East Cleveland, has an enormous impact on the perception of environmental quality along the corridor and in the surrounding community. There are a number of small parks and green spaces near the corridor; however they are not immediately accessible. A study of this section of Euclid Avenue can provide new physical connections to these amenities which can improve the perception of environmental quality and impact quality of life for the immediate neighborhood.</p>
<p>5. How does the proposed study meet the fifth TLCI objective and advance NOACA's regional goal?</p>	<p>The context of this study area is unique because we anticipate users being from multiple municipalities. This segment of Euclid Avenue provides direct and indirect connections to East Cleveland, Cleveland Heights, the City of Euclid, South Euclid and the Collinwood-Nottingham neighborhood of Cleveland. Efforts for community engagement and government participation should not only include outreach to the surrounding neighborhood of Euclid-Green, but also to other areas that will be impacted by planning and redevelopment activities. Regional cohesion will also be strengthened by planning for a segment of Euclid Avenue that builds off of previous planning efforts.</p> <p>The Cuyahoga County Planning Commission and St. Clair-Superior Development Corporation have experience in working collaboratively across neighborhood and city boundaries with valued community partners. We will bring this same approach to the currently proposed study. Most recently, St. Clair Superior Development Corporation completed the Lakefront Greenway and Downtown Connector Project and in 2009 completed the AsiaTown Transportation and Streetscape Improvement Plan, both funded through the TLCI Grant Program.</p>

<p>6. How does the proposed study meet the sixth TLCI objective and advance NOACA's regional goals?</p>	<p>Transportation is often taken for granted by people who have reliable access to private automobiles or live in areas that provide quality transportation alternatives. However, many of the residents in our study area lack both access to an automobile and quality transportation alternatives which make travel difficult and reduces quality of life.</p> <p>Quality of life can be enhanced by providing users with safe options for transit based on the needs of the community, the different user types, and access to amenities. We anticipate cycling and pedestrian activity to be key components in redeveloping this corridor to offer equitable modes of transportation. We also anticipate streetscape elements that will provide safer conditions, reduce the roadway, and provide aesthetically pleasing amenities.</p>
---	--

<p>7. How will the sponsor manage the study, and ultimately deliver the projects it recommends?</p>	<p>The study will be jointly managed by the Cuyahoga County Planning Commission and the St. Clair-Superior Development Corporation. The following is a typical approach for project management:</p> <p>Project Management Team. The Project Management Team is comprised of staff members from County Planning Commission including Glenn Coyne; Michael Fleming, Executive Director of SCSDC; Jamar Doyle, Assistant Director of SCSDC and Interim Director of CNVDC; and James Amendola, Industrial/Commercial Business Manager; and representatives from NOACA. This team will maintain a dialogue with the Technical Advisory Committee and the Consulting Team; and facilitate meetings.</p> <p>Technical Advisory Committee. The Technical Advisory Committee consists of senior level individuals representing the various key stakeholders and user groups. This committee will provide review of the study and act as advisors to the Project Management Team and as a resource to the Consulting Team.</p> <p>Consulting Team. The selected qualified contractual organization responsible for the facilitation of meetings, responsible for data collection, and the preparation of the Plan.</p> <p>The study will begin with the preparation of a GIS base map of the corridor areas, incorporate existing transportation, infrastructure, utilities, the built and natural environment, and overall land use; as well as the regulatory requirements and geometry/configuration condition assessment of existing facilities. The study will also provide an opportunities and strengths assessment with an inventory of signalization, potential road diet, evaluation of the existing roadway/ROW, and pavement conditions for the prospective implementation areas.</p> <p>The study will identify those transit related strategies and treatments that have the potential to promote economic development, re-establish compact urban land use patterns, improve the quality of life, promote healthy living, eliminate safety hazards, and diversify roadway choices.</p>
<p>8. What is the sponsor's experience in managing a TLCI or TLCI-like public planning process?</p>	<p>Both the Cuyahoga County Planning Commission and St. Clair-Superior Development Corporation have been award and successfully managed planning grants from NOACA in previous years. Recent planning grants include the Lakefront Greenway & Downtown Connector Study; and the Eastside Greenway. Planning activities were completed within the expected time frame, within budget, and with the necessary community engagement.</p>
<p>Local Match Funding Level</p>	<p>No local match (no points)</p>
<p>Attachment 2: Map of proposed project study area</p>	<p>https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336347/293745040/46336347_proposed_study_area.pdf</p>

Attachment 3: Letters of support	https://s3.amazonaws.com/files.formstack.com/uploads/2496909/46336348/293745040/46336348_loos_combined.pdf
Are you submitting more than one TLCI Planning Grant application?	Yes
1.	Cuyahoga County Airport Environs
2.	Euclid Avenue Redevelopment Study
Digital signature of person completing application:	