



City of Cleveland

Frank G. Jackson, Mayor

City Planning Commission



Freddy L. Collier Jr., Director

Cleveland City Hall
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Cleveland, Ohio 44114

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Ordinance Number: 879-2020

Date: October 28, 2020

Legislative Summary

Name: 2021 Transportation for Livable Communities Initiative (TLCI) Program

Purpose: Planning support resources

Summary: Authorizing the Director of City Planning to apply for and accept three grants from the Northeast Ohio Area Coordinating Agency and the Ohio Department of Transportation for the 2021 Transportation for Livable Communities Initiative (TLCI); authorizing a tri-party agreement with NOACA and the Ohio Department of Transportation; authorizing agreements with various entities; accepting cash donations; and authorizing the Director to employ one or more professional consultants to implement the grant.

Attachments included? Yes

Form Name: 2021 TLCI Planning Study Application
Submission Time: October 16, 2020 11:19 am
Browser: Chrome 86.0.4240.75 / OS X
IP Address: 99.95.182.226
Unique ID: 680297269
Location: 41.457099914551, -81.793502807617

Project Sponsor / Agency Name	City of Cleveland Planning Commission
Address	Cleveland City Hall 601 Lakeside Avenue, Room 501 Cleveland, OH 44114
Contact Name	Sharonda Whatley
Title	Neighborhood Planner
Office Phone Number	(216) 664-3806
E-mail Address	swhatley@clevelandohio.gov
Preference for TLCI planning study development	Either Will Work
Study Name	Lakefront East Connects!
Total Project Cost	100000
NOACA Funding Requested	100000
Local Funding Committed	0
Describe local funding sources here, if applicable	N/A
NOACA may consider partial funding for some projects. Please check the appropriate box below:	<input type="checkbox"/> My agency will not be able to implement the project if provided partial funding
Project Location (attach a location map at the end of the application)	City of Cleveland eastern lakefront (Glenville, St. Clair-Superior, University Circle)
Project Study Area (including geographic boundaries)	The Lakefront East study boundaries are roughly E. 72nd east to MLK, Jr Blvd, Gordon Park south to St. Clair Ave, and the leg of MLK, Jr BLVD south to E. 105th St., along with adjacent parcels

Detailed Project Description (Please explain the transportation problem which will be studied, and why the study is needed).

The existing Lakefront East transportation network is a problem. The I-90 freeway, active railroad tracks, and a lack of investment deny significant portions of the St. Clair-Superior and Glenville neighborhoods safe, dedicated, and well-developed access to regionally and nationally recognized amenities. The combination of I-90 and the railroad tracks represent a high-volume, high-speed, high-capacity barrier to pedestrians and cyclists. Current infrastructure connections to the waterfront and park amenities are underutilized due to the lack of human scale connectivity and access. Planning and implementation will focus on neighborhood scale connections such as E. 72nd St corridor, bicycle and pedestrian enhancements along MLK, Jr Blvd, improvements to E. 82nd Ave, and Broad Avethat will leverage new development opportunity. In addition, the study area contains opportunity for transit oriented development and an extended waterfront rail line or BRT. Finally, improvements to freeway interchange entrances/exits will make accessibility to these amenities more viable. The lakefront, Gordon and Rockefeller Parks are desirable ecological, recreational, and cultural amenities in close proximity for the residents and visitors of this community and should be seamlessly connected.

The proposed study presents an opportunity to reimagine access to some of the City's most important eastside amenities, and to catalyze new development opportunities. The existing street and trail network supports vehicles at the expense of other road users. Making multimodal connections stronger, safer, and more viable will help to better link people to the waterfront, Gordon Park, Rockefeller Park, and the regionally-connected Harrison Dillard Trail, resulting in public health improvements for residents.

Proposed Study Components

Bicycle/Scooter Transportation Planning
Pedestrian Transportation Planning
Transit Planning
Land Use Planning*
Redevelopment Planning*

Proposed Study Components Description

Bicycle/Scooter/Pedestrian Transportation Planning: The study will recommend quality human scaled, neighborhood connections and ADA accessibility improvements and wayfinding recommendations to help people navigate to the diverse amenities.
Transit Planning will evaluate the possible extension of the waterfront line or BRT to the eastern Lakefront. TOD opportunities will be explored based on the synthesis of transit and land use/redevelopment recommendations.
Land Use/Redevelopment Planning will engage and incorporate the neighborhood vision for the vacant and underutilized parcels and structures adjacent to E. 72nd St, E. 82nd, Broad Ave, and MLK to create a holistic development plan that is responsive to both transportation and land use needs.

1. How does the proposed study meet the first and sixth TLCI objectives to (1) Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts and to (6) Provide people with safe and reliable transportation choices that enhance their quality of life, while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio? (30 points)

This study will propose improvements for cyclists and pedestrians to support various ages and abilities, including seniors and those with disabilities. Complete street techniques and context-sensitive design solutions will be determined as a result of the engagement activity associated with the study. Social determinants of health are economic, environmental, and social conditions that impact the health outcomes of individuals and communities. This study will create the environmental conditions for better health outcomes by creating pedestrian enhancements to reduce pedestrian and cyclist fatalities and creating options for walking, biking, and other activity which increases physical activity. Creating access to quality public spaces will enhance the overall health and quality of life for residents. By enhancing bike and pedestrian infrastructure, we have the potential to shift travel mode to bike and walking trips, bringing positive public health and environmental impacts.

2. How does the proposed study meet the second TLCI objective to (2) Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems and advance NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio? (15 points)

One might expect the City's largest park and lakefront to command some of the highest property values in the region and be catalysts for development. Unfortunately, because the existing spaces in both Gordon and Rockefeller Park are disconnected from the surrounding neighborhood, that is not the case. The surrounding neighborhoods of Glenville, Hough and St. Clair Superior have among the highest vacancy rates in Cleveland. By revitalizing the streetscape of East 72nd and making stronger connections to the park amenities, this will help catalyze an area that has struggled through a legacy of redlining and disinvestment. Vacant and underutilized structures and properties along E. 72nd St and adjacent to the MLK corridor are now being considered for new developments and re-use. Strategic reinvestment in these parcels and connective infrastructure, guided by recommendations from this plan, will ensure that these areas remain scenic and accessible amenities to local and regional visitors.

3. How does the proposed study meet the third TLCI objective to (3) Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development? (15 points)

The eastern lakefront, Gordon Park and Rockefeller Park are underutilized assets that should be connected with pedestrian and bike infrastructure. The 72nd St bike lanes are a good first step, but more is needed to make a complete street and maximize revitalization. Though the Harrison Dillard is a strong trail asset, it is too narrow to support both bike and pedestrian users. By looking comprehensively at MLK, Jr Blvd, E. 82nd Ave and 72nd St, we will demonstrate how they can accommodate new development and enhance job access, while better supporting bike and pedestrian users, neighborhood connections, and upcoming development.

The first significant real estate project in this area in 40+ years is underway. Multi-modal options will support this development and others like it. With nearly 30% of the surrounding neighborhoods vacant, between land and buildings, there are many opportunities for development and greenspace expansion.

4. How does the proposed study meet the fourth TLCI objective to (4) Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure? (15 points)

There are striking similarities between the proposed study area and the neighborhood flanking W. 73rd St near Edgewater Park. This proposal will re-imagine this study area as a thriving neighborhood complete with quality connections to major amenities, viable development and redevelopment sites, and an extended waterfront line creating the conditions for TOD at E. 72nd St.

Ensuring that the benefits and burdens of growth/change are equitably distributed is extremely important to the City of Cleveland. The THRIVE: 105-93 corridor plan and the MyGlenville Revitalization Plan were both adopted by the Planning Commission in 2017 and make recommendations for bicycle and pedestrian access. ADA access has also been highlighted as an issue for those trying to directly access destinations in the study area, along with a need for wayfinding to help pedestrians and bikers navigate the area.

5. How does the proposed study meet the fifth TLCI objective to (5) Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA's regional goal to STRENGTHEN regional cohesion? (15 points)

Individual and agency collaboration will be key to realizing the goals this study. This effort will help to ensure entities who will be working on this study will begin to go beyond collaboration and begin to coordinate resources and efforts to implement recommendations.

The City of Cleveland as the project sponsor, additional stakeholders include representatives from adjacent neighborhood groups, including University Circle Inc. and Famicos Foundation. The stakeholders at the table are all committed to participating in the planning process and to helping follow through on the implementation of the plan's recommendations. The stakeholders are willing to coordinate with ongoing planning processes including but not limited to the Cuyahoga Greenways Project and Destination Cleveland's Off-Road Trail Wayfinding Plan, the Metroparks CHEERS study, CSU Eastside Park student capstone to name a few.

6. How will the sponsor manage the study, and ultimately deliver its recommendations? Include any experience the sponsor has in managing a TLCI or TLCI-like public planning process. (10 Points)

Cleveland City Planning Commission has been awarded and successfully managed planning grants from NOACA in previous years, and is working to move them toward action. Recent successfully executed planning grants include Vision for the Valley and the Carnegie Avenue TLCI. Planning activities are completed within the expected time frame, within budget, and with the necessary community engagement. CPC, along with other City departments, is also committed to moving plans towards implementation. The Detroit-Superior Bridge TLCI technical assistance led directly to a protected bicycle lane, bicycle signal, and two stage turn boxes on that corridor. Currently, both the completed Franklin Boulevard Traffic Calming TLCI and the in-progress Buckeye Road TLCI are tied directly to corridor improvement projects that will allow the City to implement plan recommendations within the bounds of funding feasibility.

Attachment 1: Map of proposed study area

https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080149/680297269/95080149_lakefront_east_map.png

Attachment 2: Council/Board Resolution to apply for TLCI Planning study and, if applicable, to fund local match https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080150/680297269/95080150_2020_cpc_tlci_ordinance.pdf

Attachment 3: Letter of Support from head of community/organization (e.g. Mayor, City Manager, Executive Director, etc.), that is sponsoring the study. https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080151/680297269/95080151_cpc_letter_of_support_mlk_and_e72.pdf

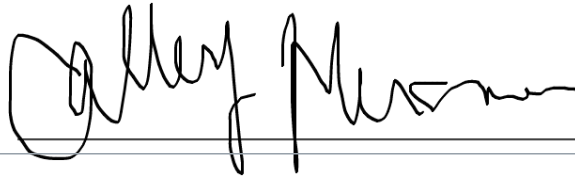
Are you submitting more than one TLCI Planning Study application? Yes

1. Lakefront East Connects!

2. Ohio City TDM

3. Rocky River Connectivity Study

Digital signature of person submitting application:



Form Name: 2021 TLCI Planning Study Application
Submission Time: October 16, 2020 11:33 am
Browser: Chrome 86.0.4240.75 / OS X
IP Address: 99.95.182.226
Unique ID: 680303775
Location:

Project Sponsor / Agency Name	Cleveland City Planning Commission
Address	Cleveland City Hall 601 Lakeside Avenue, Room 501 Cleveland, OH 44114
Contact Name	Matthew Moss
Title	Neighborhood Planner
Office Phone Number	(216) 664-3807
E-mail Address	mross@clevelandohio.gov
Preference for TLCI planning study development	Either Will Work
Study Name	Ohio City Transportation Demand Management Study
Total Project Cost	100000
NOACA Funding Requested	100000
Local Funding Committed	0
Describe local funding sources here, if applicable	N/A
NOACA may consider partial funding for some projects. Please check the appropriate box below:	<input type="checkbox"/> My agency will not be able to implement the project if provided partial funding
Project Location (attach a location map at the end of the application)	City of Cleveland, Ohio City Neighborhood
Project Study Area (including geographic boundaries)	Ohio City neighborhood, including the area bounded by Detroit Avenue, W. 25th Street, Lorain Avenue, and W. 50th Street

Detailed Project Description (Please explain the transportation problem which will be studied, and why the study is needed).

The City of Cleveland, in partnership with Ohio City Inc., is excited to submit this TLCI planning grant application to NOACA for a Transportation Demand Management Study. Ohio City has experienced steady reinvestment with over 800 units of new multi-family housing and hundreds of new and rehabilitated homes. This activity has created tension, and a TDM will assist us in informing all stakeholders how new developments fit into achieving our transportation, housing, and economic development goals.

Multiple public endeavors are also underway or recently completed: The Red Line Greenway; the RTA system redesign; the 25 Connects TOD plan; The Irishtown Bend project; The Lakefront Bikeway; and the forthcoming rehabilitation of Lorain Avenue including a separated cycle track facility. The Study will have three components: 1) The Neighborhood Parking Study will focus on understanding and evaluating existing and planned parking facilities and on-street parking demand and utilization in the study area. Findings will inform recommendations for shared parking arrangements, district parking solutions, and an evaluation process for parking variances. 2) The Transportation & Mobility Study will focus on evaluating the comprehensive transportation system in the study area and understanding mobility issues facing stakeholders. Findings will be used to make preliminary recommendations for system improvements and to guide future private development. 3) The Transportation Management Implementation Plan will synthesize recommendations from the first two components and establish a series of action steps, transportation-related development and land use recommendations, and organizational responsibilities based on stakeholder feedback. This Implementation Plan will help guide how public and private investment can support a variety of mobility options for residents, customers, and employees and illuminate opportunities for improvement that can be achieved through targeted interventions.

Proposed Study Components

Bicycle/Scooter Transportation Planning
Pedestrian Transportation Planning
Traffic Analysis
Transit Planning
Transportation Demand Management
Land Use Planning*

**Proposed Study Components
Description**

Bicycle/Scooter/Pedestrian Transportation Planning: The study will address this holistically as they relate to the 3 priorities in the plan. Transportation via scooter, bicycle, or as a pedestrian is not only a viable mode in of itself in the study area, but also as an intermediate/"last mile" mode in the neighborhood - to/from transit stops and parking facilities. Transit Planning: Because the study area is bound on 3 sides by major transit lines, coordinating recommendations with these improvements and understanding other needed gaps are crucial to developing an effective TDM plan. Transportation Demand Management: By analyzing existing and planned parking facilities in combination with a study of existing transportation and mobility options across all modes, the study will produce recommendations to further cooperation and collaboration with private and public resources to meet the transportation needs of the neighborhood. Land Use Planning: The effectiveness of transportation systems within the study area are intrinsically tied to the condition of the built environment. Applicable topics for study and discussion with stakeholders and experts as a part of the planning process include public/private transitions and enhancements to areas such as sidewalks and transit waiting environments; the provision of private land for parking/car storage and sharing of assets; consider how land use planning relates to safety for all road users.

1. How does the proposed study meet the first and sixth TLCI objectives to (1) Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts and to (6) Provide people with safe and reliable transportation choices that enhance their quality of life, while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio? (30 points)

This study will bring together existing stakeholders and partners to identify opportunities for shared and district parking solutions to more efficiently utilize existing assets. This will allow existing and proposed future developments and businesses to focus more on creating active use spaces on the commercial corridors in the study area. By co-locating parking use and managing demand in district facilities, road users are encouraged to complete the last leg of their trips via safer, healthier, and more sustainable modes. Findings will guide future development to identify and leverage opportunities to further enhance mobility connections to make modes alternative to a personal vehicle as efficient and reliable. Analysis to identify opportunities to enhance connections between transit, other modes, and desired destinations will help manage transportation demand expectations and support modes that are more sustainable and enhance the quality of life for people in the study area.

2. How does the proposed study meet the second TLCI objective to (2) Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems and advance NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio? (15 points)

While there has already been significant investment into vacant and underutilized properties in the study area, significant challenges remain with smaller properties that cannot comply with either the requirements of the current zoning code, practical needs of specific projects/uses, or both. The city's current off-street parking requirements apply universally and while the city does have more flexible parking requirements on the corridors in the study area, a Transportation Demand Management study will further clarify which uses can rely on the maturing multi-modal transportation system in the study area, and which ought to provide sufficient off-street parking in dedicated facilities. Providing further refined guidance is a goal of the study and will result in a smoother approval process for more complicated projects, and greater reinvestment.

3. How does the proposed study meet the third TLCI objective to (3) Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development? (15 points)

This study will meet the third TLCI objective by refining a transportation system that supports current and future developments by meeting the mobility needs of existing and future residents and customers. Having a clearly defined, comprehensive, and multimodal transportation system with strategies to manage transportation demand in a growing neighborhood can help facilitate development on what are currently seen as necessary vacant or underutilized surface parking lots. Recommendations from this plan will also help clarify zoning requirements and provide guidance on when requests for parking variances are warranted and can be supported by the existing transportation infrastructure.

4. How does the proposed study meet the fourth TLCI objective to (4) Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure? (15 points)

This study, by providing an analysis of the existing transportation system and assets including opportunities for district parking solutions, will refine the maturing transportation network in the study area and build a shared understanding of the purpose of the transportation system and how it can equitably serve all users and create buy-in around an equitable process for evaluating transportation needs. The study and its anticipated recommendations and strategies will help integrate multiple modes as reliable, effective, efficient, equitable, and environmentally sustainable. By coordinating the professional analysis with stakeholder and community resident engagement, the process itself and final recommendations will embody a collaborative effort to connect all road users and stakeholders in understanding how a transportation system can meet diverse needs.

5. How does the proposed study meet the fifth TLCI objective to (5) Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA’s regional goal to STRENGTHEN regional cohesion? (15 points)

The study area comprises a neighborhood in the City of Cleveland that is one of the best served by alternative transportation infrastructure: 3 high frequency bus lines, a Rapid Transit station, several trails under construction or completed, and direct protected bicycle and pedestrian connections into Downtown within easy walking/biking distance of most residents of the study area. Refining this system and the connections between it and the rest of the built environment must be done in collaboration with regional and community partners including but not limited to: GCRTA, Bike Cleveland, Ohio City Incorporated private landowners/institutional partners, and other residents. This collaboration will be a primary focus of the study to build institutional buy-in from partners such as the Cleveland Clinic and neighborhood residents, and will provide regular opportunities for education, engagement, and stakeholder buy-in resulting in targeted responsibilities for staff and partners.

6. How will the sponsor manage the study, and ultimately deliver its recommendations? Include any experience the sponsor has in managing a TLCI or TLCI-like public planning process. (10 Points)

Cleveland City Planning Commission has been awarded and successfully managed planning grants from NOACA in previous years, and is working to move them toward action. Recent successfully executed planning grants include Vision for the Valley and the Carnegie Avenue TLCI. Planning activities are completed within the expected time frame, within budget, and with the necessary community engagement. CPC, along with other City departments, is also committed to moving plans to implementation. The Detroit-Superior Bridge TLCI technical assistance led directly to a protected bicycle lane, bicycle signal, and two stage turn boxes on that corridor. Currently, both the completed Franklin Boulevard Traffic Calming TLCI and the in-progress Buckeye Road TLCI are tied directly to corridor improvement projects that will allow the City to implement plan recommendations within the bounds of funding feasibility.

Attachment 1: Map of proposed study area

https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080149/680303775/95080149_ohio_city_neighborhood_study_area.png

Attachment 2: Council/Board Resolution to apply for TLCI Planning study and, if applicable, to fund local match

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Attachment 3: Letter of Support from head of community/organization (e.g. Mayor, City Manager, Executive Director, etc.), that is sponsoring the study.

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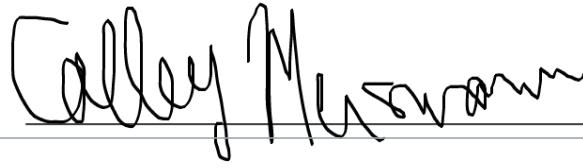
Are you submitting more than one TLCI Planning Study application? Yes

1. Lakefront East Connects!

2. Ohio City TDM

3.

**Digital signature of person submitting
application:**



Colley M. Swann

Form Name: 2021 TLCI Planning Study Application
Submission Time: October 16, 2020 11:53 am
Browser: Chrome 86.0.4240.75 / OS X
IP Address: 99.95.182.226
Unique ID: 680313091
Location:

Project Sponsor / Agency Name	Cleveland City Planning Commission
Address	Cleveland City Hall 601 Lakeside Avenue, Room 501 Cleveland, OH 44114
Contact Name	Adam Davenport
Title	Neighborhood Planner
Office Phone Number	(216) 664-3800
E-mail Address	adavenport@clevelandohio.gov
Preference for TLCI planning study development	Either Will Work
Study Name	Rocky River Drive Corridor Study
Total Project Cost	90000
NOACA Funding Requested	90000
Local Funding Committed	0
Describe local funding sources here, if applicable	N/A
NOACA may consider partial funding for some projects. Please check the appropriate box below:	My agency will not be able to implement the project if provided partial funding
Project Location (attach a location map at the end of the application)	City of Cleveland, West Park, Kamm's Corners area
Project Study Area (including geographic boundaries)	State Route 237 (Rocky River Drive) in Cleveland from the Cleveland Hopkins Airport north to Lakewood border, including adjacent land use on either side of the roadway one parcel deep except at key intersections and areas where institutional or otherwise large uses are present (vacant land, parks, schools, airport, etc.)

Detailed Project Description (Please explain the transportation problem which will be studied, and why the study is needed).

Rocky River Drive is a unique corridor through the City of Cleveland that connects West Park north to south, but also handles commuter traffic in the City of Cleveland to and from Fairview Park to I-90, Cleveland Clinic Fairview Hospital, multiple large high schools, and the airport (rental car facility included). Ward 17 is seeing an increased amount of development along the roadway and with the attractive stability of West Park and vibrancy of Kamm's Corners and Fairview Hospital, is only expected to keep increasing. The zoning is outdated along Rocky River Dr. and needs to be reevaluated to keep up with current needs and actually look into the future for what the community desires. Pedestrian and bicycle traffic is also difficult and different throughout the corridor. South of Lorain, Rocky River Drive is a four lane road that is utilitarian in nature and is meant to efficiently transport cars and traffic, leaving little space for all but the "necessity biker" or highly tolerant recreational cyclist. North of Lorain, Rocky River is two lanes (with one turning lane) and is more inviting to the recreational pedestrian or cyclist. Rocky River Dr. (State Route 237) also connects to Lakewood and Berea north to south and helps funnel both commuter and residential traffic throughout the west side of Cuyahoga County. The important corridor is seeing growth and is expected to only increase around the airport (with major development potential near the rental car facility and I-X Center) and further north near Kamm's Corners where the Cleveland Clinic is expected to transform Fairview Hospital in the coming years with a campus overhaul. With new developments and increased interest, taking a comprehensive look at the corridor is of extremely high value to the City of Cleveland, and surrounding communities of Berea, Lakewood and Fairview Park.

Proposed Study Components

Bicycle/Scooter Transportation Planning
Pedestrian Transportation Planning
Traffic Analysis
Economic Analysis*
Land Use Planning*
Redevelopment Planning*

Proposed Study Components Description

Bicycle/Scooter/Pedestrian Planning: In Lakewood there is an undersized bike lane on one side of the road. South of Lorain, the roadway is 4 lanes and is inhospitable to cyclists. North of Lorain the roadway is 3 lanes with a turn lane and is 35mph, with school zones, and is more conducive to cyclists. There is a similar divergence in pedestrian environments in the area. Given the importance of the corridor and the proximity to the Metroparks, more intentional treatments for people on foot and bike are needed.

Traffic Analysis: Traffic analysis along the corridor will analyze commuter traffic around Kamm's Corners, the schools, and airport industrial zone (rental car facility + adjacent businesses).

Economic Analysis: The corridor is growing, especially around the airport (with development potential near the rental car facility and I-X Center) and near Kamm's Corners where the Cleveland Clinic will transform Fairview Hospital with a campus overhaul.

Land Use Planning: The zoning is outdated and not conducive to new development. There is a need to reevaluate the corridor and plan for the future with community input.

Redevelopment Planning: There are large scale redevelopment opportunities along the commercial areas of the corridor (specifically around Puritas and further south). Additionally there is an opportunity near the airport industrial zone with over 50 acres of vacant land that is prime to be redeveloped into airport-adjacent uses or other large-scale business.

1. How does the proposed study meet the first and sixth TLCI objectives to (1) Develop transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts and to (6) Provide people with safe and reliable transportation choices that enhance their quality of life, while also advancing NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to ENHANCE the quality of life in Northeast Ohio? (30 points)

The Rocky River Corridor is bounded on much of its western side by the Cleveland Metroparks, and active recreation is a prime draw to the area. However, as the main north-south commercial and transportation spine of the area, Rocky River Drive currently does not comfortably facilitate people on foot, bike, or scooter accessing the Kamm's Corners commercial node or other business and institutional locations along the corridor. A more multimodal Rocky River Drive would make it safer, more convenient, and more comfortable for residents and neighborhood patrons of all ages and abilities to recreate on City streets and in the Metroparks and patronize businesses within walking or biking distance. This study would also complement the recent Community Confluence TLCI with recommendations for the city transportation network that is directly adjacent.

2. How does the proposed study meet the second TLCI objective to (2) Promote reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems and advance NOACA's regional goal to ENHANCE the quality of life in Northeast Ohio? (15 points)

The study will provide land use and redevelopment recommendations that will complement the vision of the ongoing Airport Master Plan. The rental car facility and nearby land are underutilized and/or vacant, presenting a prime opportunity for catalytic development. Additionally, the rental car facility currently dumps visitors to the city onto Rocky River Drive with no indication of key Cleveland-area attractions or how to access them from the corridor.

3. How does the proposed study meet the third TLCI objective to (3) Support economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments and advance NOACA's regional goals to PRESERVE existing infrastructure and to SUPPORT economic development? (15 points)

The current land use guidance and zoning regulations along Rocky River Drive were put in place over two decades ago, and are now unsuitable for modern transportation and lifestyle demands. As major institutions like the airport, Metroparks, Cleveland Clinic, and CMHA invest in large properties adjacent to the corridor, transportation and land use guidance is needed to shape additional public and private development activity on private property and in the right of way. Because SR 237 connects to both Berea and Lakewood, Rocky River Drive has the potential to function as a more cohesive corridor for multimodal users.

4. How does the proposed study meet the fourth TLCI objective to (4) Ensure that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects and advance NOACA's regional goals to BUILD a sustainable, multi-modal transportation system and to PRESERVE existing infrastructure? (15 points)

Rocky River Drive connects diverse areas along the far west side of Cleveland, including two TAZs highlighted by NOACA as environmental justice areas on the east side of the corridor between I-480 and Puritas Avenue, and two on the west side of the corridor between Lorain Road and I-90. Because of this, it presents a unique opportunity to connect residents in these areas with the private investment and economic growth occurring nearby. For the most part, the West Park neighborhood is stable, with recent growth in downtown Kamm's Corners and other commercial nodes along the corridor, as well as Fairview Hospital, which is preparing for a major renovation and three new buildings. The airport is also completing a master plan that will guide investment decisions in future years. Finally, CMHA's Riverside Park development, located in an environmental justice TAZ is undergoing substantial renovations.

5. How does the proposed study meet the fifth TLCI objective to (5) Enhance regional cohesion by supporting collaboration between regional and community partners and advance NOACA's regional goal to STRENGTHEN regional cohesion? (15 points)

As a portion of State Route 237, the Rocky River corridor connects through the City of Cleveland to Lakewood to the north and Berea to the south, linking all of these communities to the Cleveland Hopkins International Airport. The Rocky River corridor plan will build on recommendations from the airport's ongoing master planning effort to leverage this regional asset by creating a welcoming gateway for visitors entering the Cleveland region for the first time. Additionally, several community stakeholders along the corridor create a regional draw to the roadway, including the Cleveland Clinic's Fairview Hospital, St. Joseph Academy, and the Kamm's Corners business district.

6. How will the sponsor manage the study, and ultimately deliver its recommendations? Include any experience the sponsor has in managing a TLCI or TLCI-like public planning process. (10 Points)

Cleveland City Planning Commission has successfully managed planning grants from NOACA in previous years, and is working to move them toward action. Recent successfully executed planning grants include Vision for the Valley and the Carnegie Avenue TLCI. Planning activities are completed within the expected time frame, within budget, and with the necessary community engagement. CPC, along with other City departments, is also committed to moving plans to implementation. The Detroit-Superior Bridge TLCI technical assistance led directly to a protected bicycle lane, bicycle signal, and two stage turn boxes on that corridor. Currently, both the completed Franklin Boulevard Traffic Calming TLCI and the in-progress Buckeye Road TLCI are tied directly to corridor improvement projects that will allow the City to implement plan recommendations within the bounds of funding feasibility. The area Council representative and CDC will assist with neighborhood outreach and plan implementation.

Attachment 1: Map of proposed study area

https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080149/680313091/95080149_rocky_river_tlc_i_context_-_north_and_south.pdf

Attachment 2: Council/Board Resolution to apply for TLCI Planning study and, if applicable, to fund local match

https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080150/680313091/95080150_2020_cpc_tlc_i_ordinance.pdf

Attachment 3: Letter of Support from head of community/organization (e.g. Mayor, City Manager, Executive Director, etc.), that is sponsoring the study.

https://s3.amazonaws.com/files.formstack.com/uploads/3952906/95080151/680313091/95080151_cpc_letter_of_support_rocky_river_tlc_i.pdf

Are you submitting more than one TLCI Planning Study application?

Yes

-
1. Lakefront East Connects!

 2. Ohio City TDM

 3. Rocky River Corridor Study

Digital signature of person submitting application:

