

Map Change 2652

Development, Planning, & Sustainability Committee
October 18, 2022

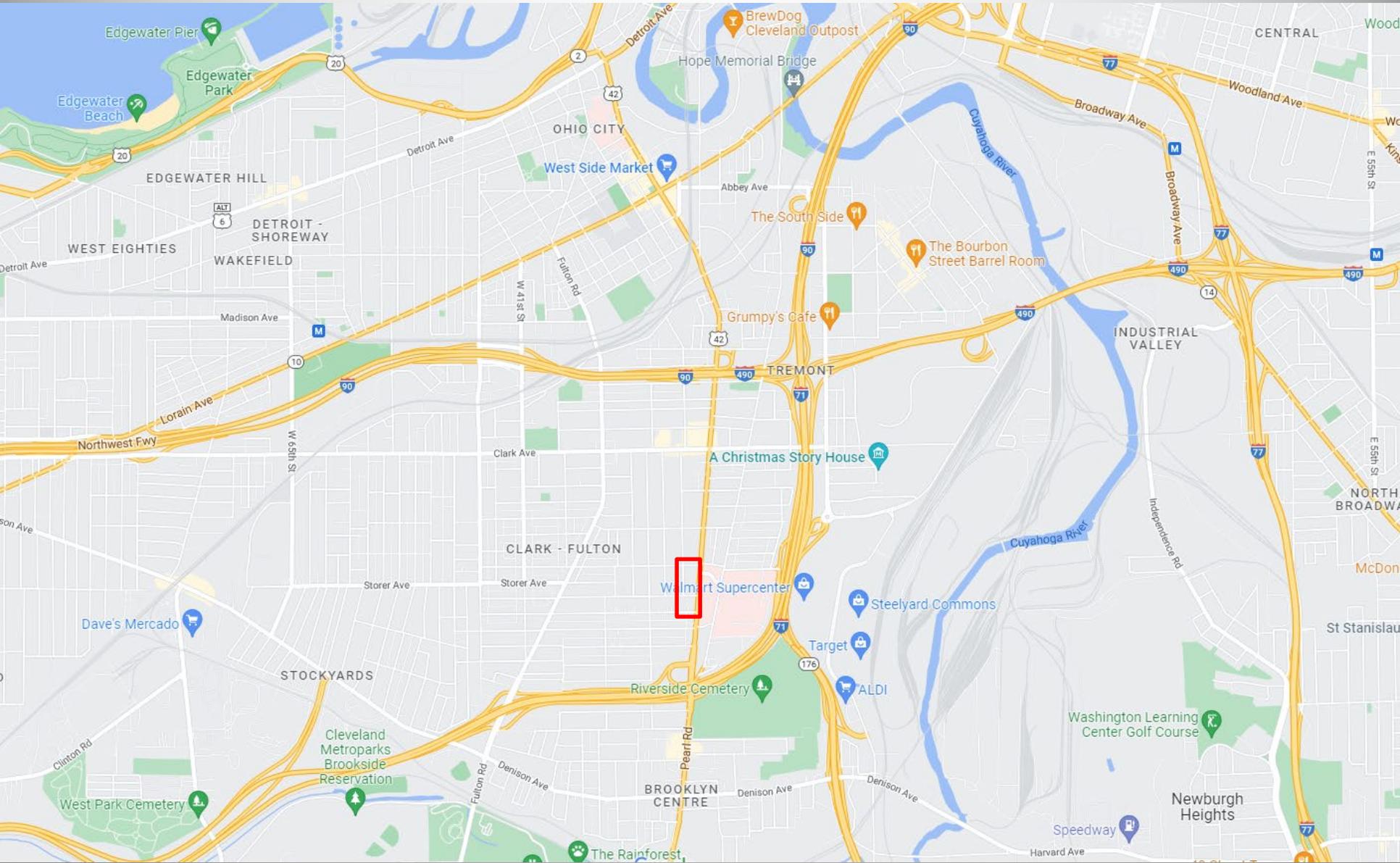


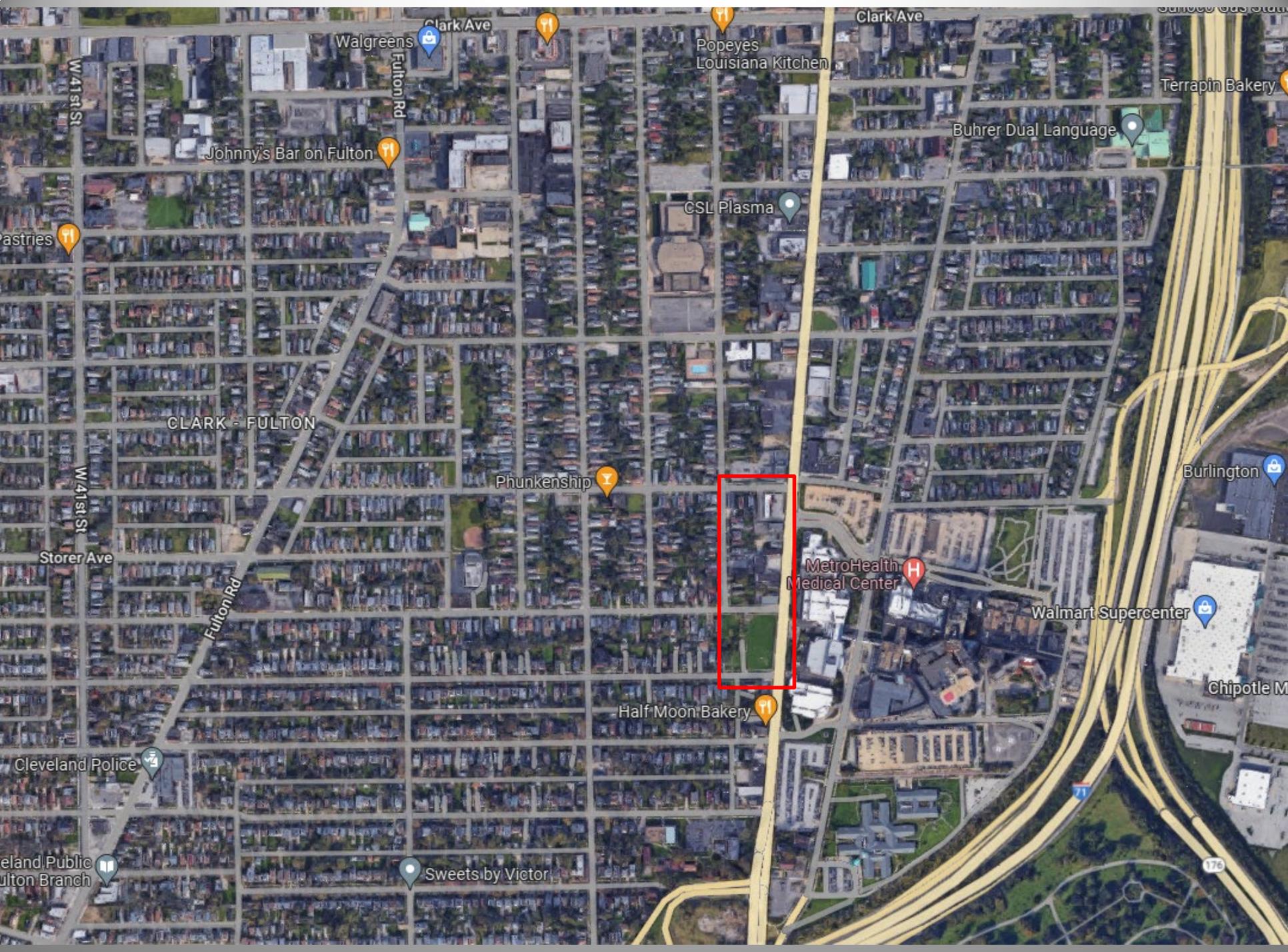
Proposal

To change the Use, Area and Height Districts on parcels of land west of West 25th Street and add the Urban Form Overlay

Purpose

To re-align the zoning districts to permit the development of affordable housing, in form and density conducive to the context of the West 25th Street Transit Oriented Development Corridor.





Walgreens

Clark Ave

Popeyes
Louisiana Kitchen

Clark Ave

Terrapin Bakery

Buhrer Dual Language

Johnny's Bar on Fulton

CSL Plasma

Pastries

CLARK - FULTON

Phunkenship

Burlington

Storer Ave

MetroHealth
Medical Center

Walmart Supercenter

Chipotle M

Half Moon Bakery

Cleveland Police

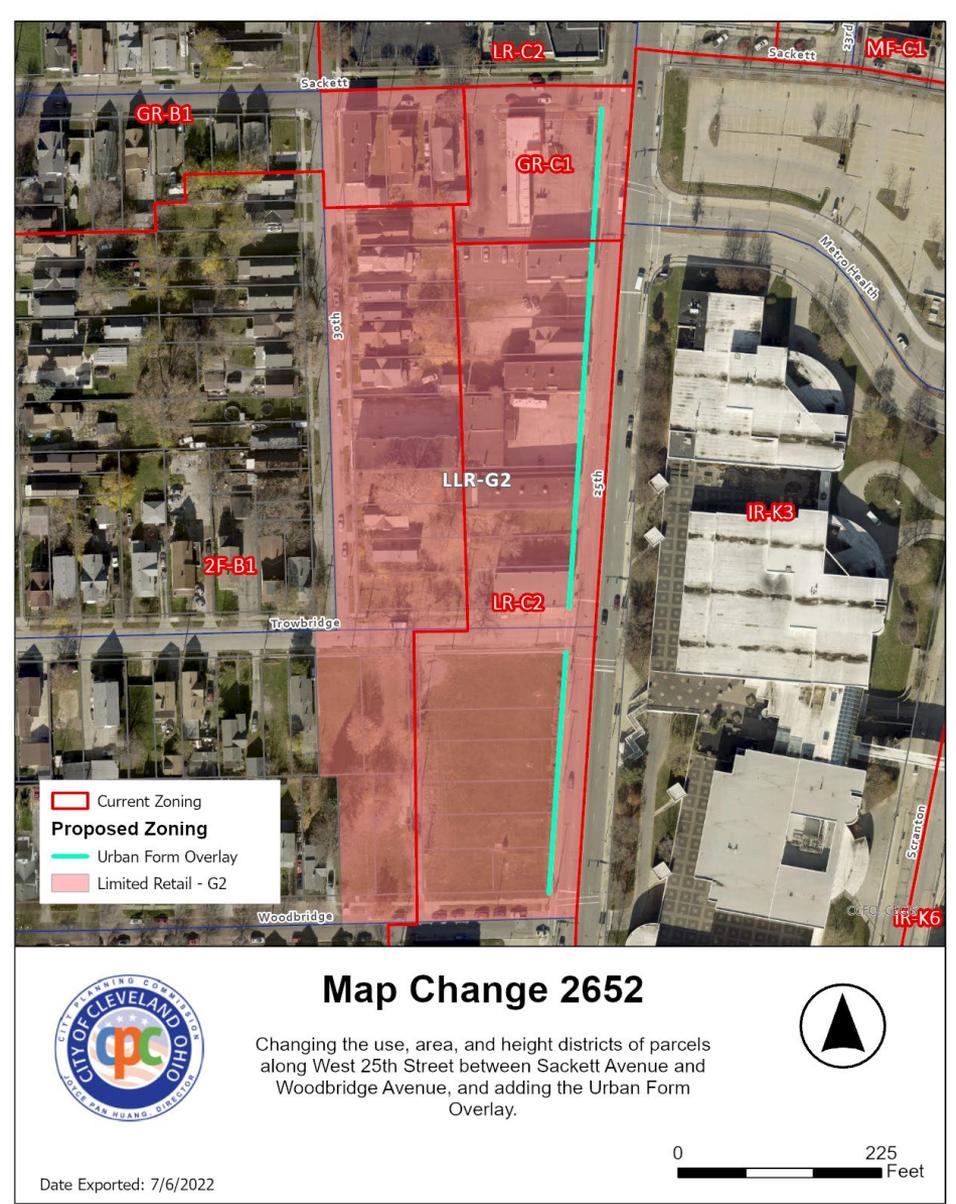
Cleveland Public
Fulton Branch

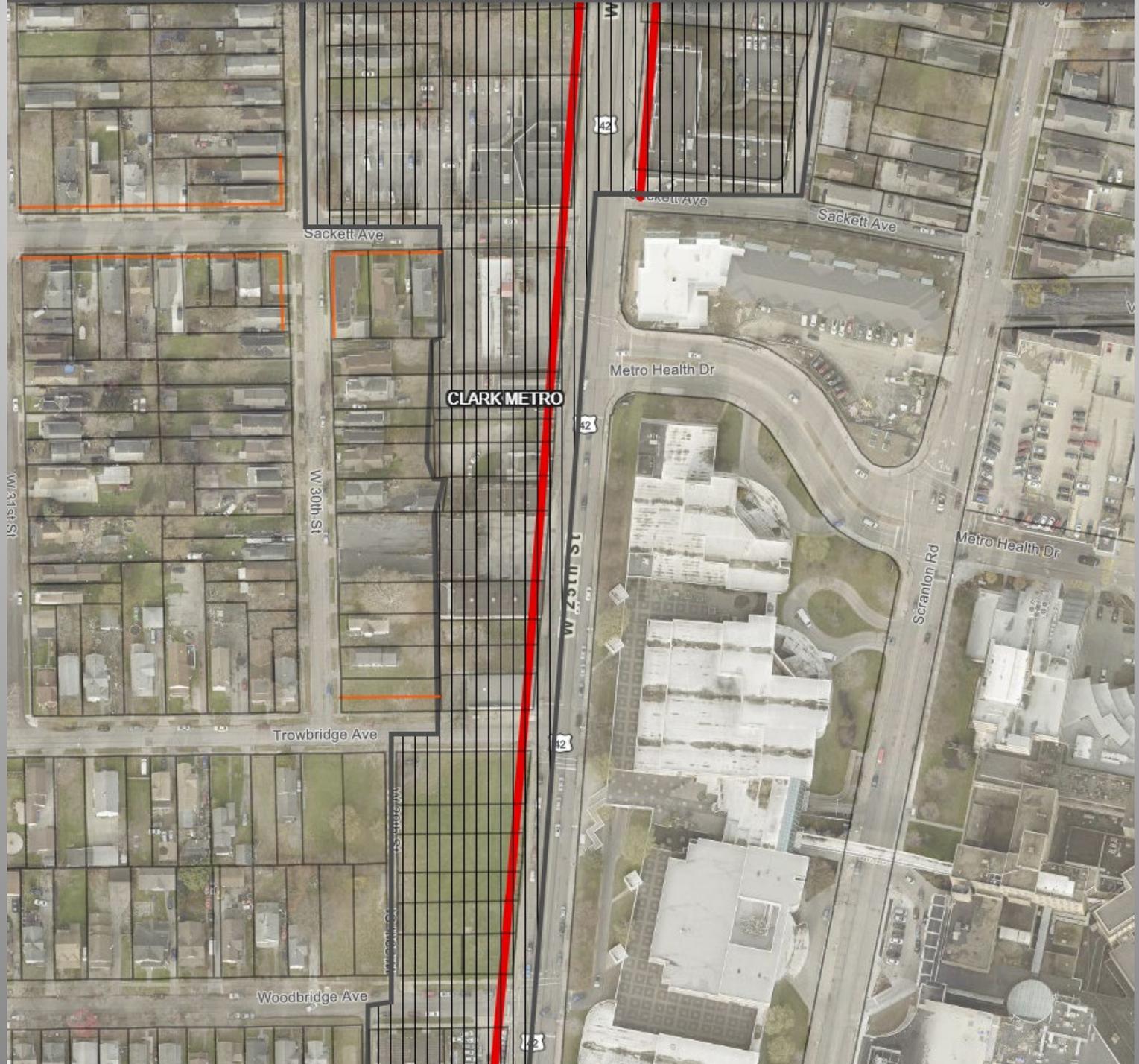
Sweets by Victor

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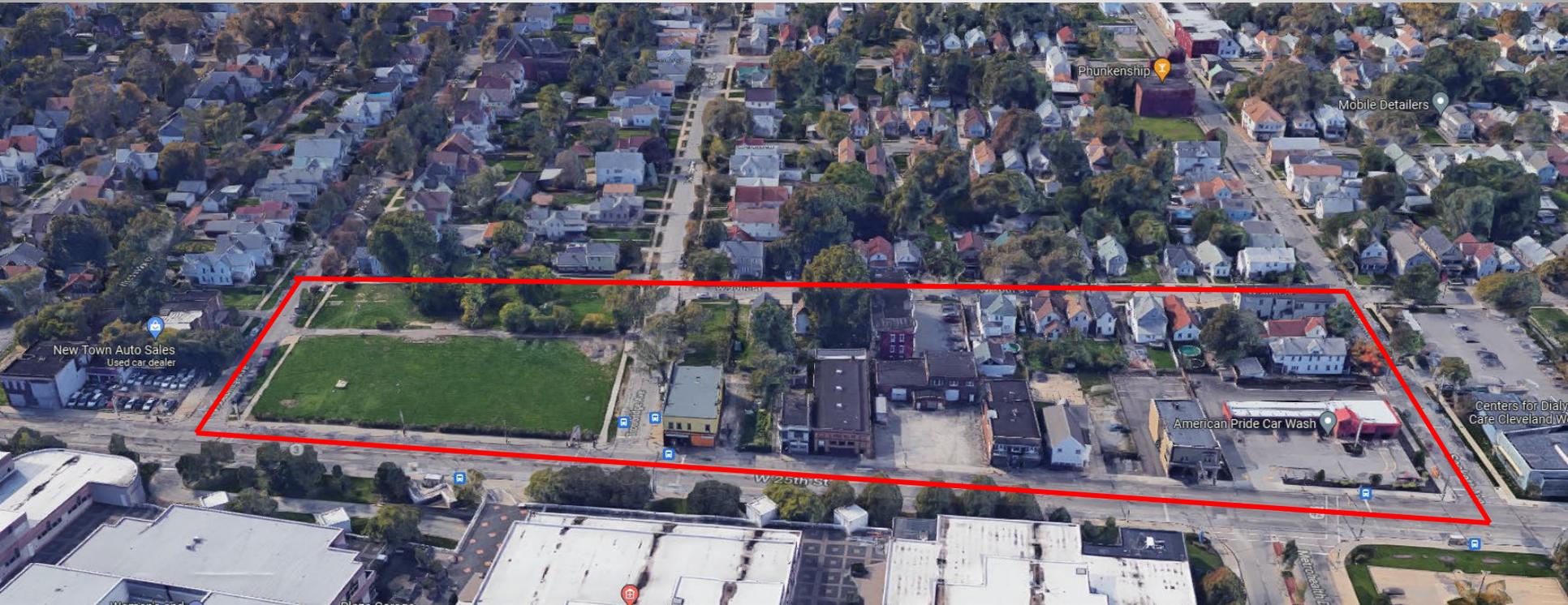
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Neighborhood Rezoning Proposal

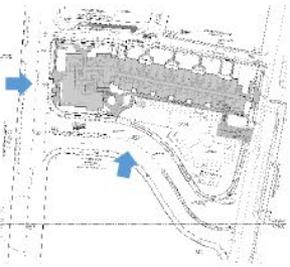




Neighborhood Rezoning Proposal







BUILDING WEST ELEVATION - W 25TH STREET

BUILDING SOUTH ELEVATION SECTION 'A' - METROHEALTH DRIVE



BUILDING SOUTH ELEVATION SECTION 'B' - METROHEALTH DRIVE

WEST ELEVATION / SOUTH ELEVATION – W. 25TH STREET / METROHEALTH DRIVE
 METRO HEALTH NORTH | CLEVELAND, OHIO

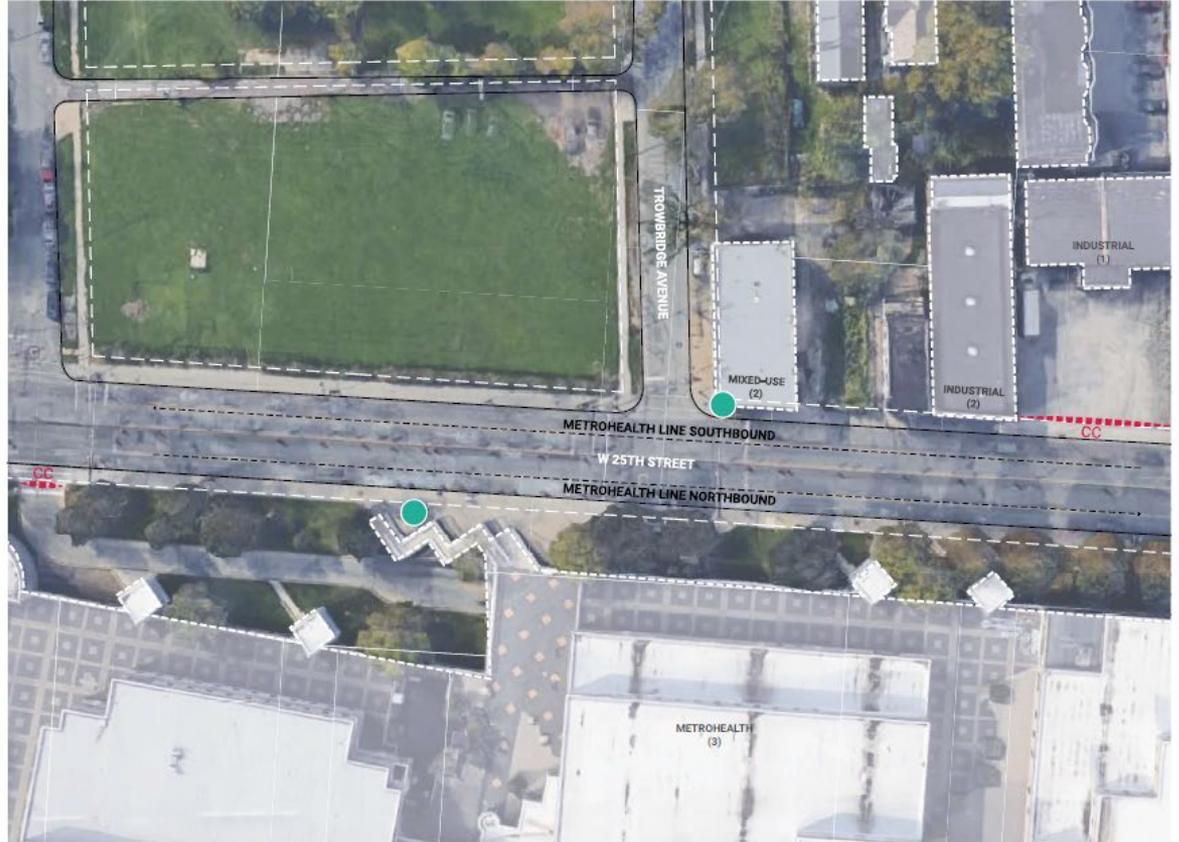




Woodbridge

US 42

METROHEALTH/TROWBRIDGE STATION EXISTING CONDITIONS



SCALE: 1" = 60'
* DIAGRAMMATIC PLAN



METROHEALTH/TROWBRIDGE PROPOSED STATION LOCATION

RECOMMENDATIONS

The existing station at Trowbridge optimizes access to the existing outpatient facility; it is located nearside of and set back from the intersection at the base of the access ramp to that building's main entrance. As part of the MetroHealth campus master plan, a new outpatient facility will be constructed one block east and two blocks south of this location; the existing building will be replaced by a large park, although timing of this change is unknown and has not been designated as a near-, mid- or long-term improvement. As such, the need for convenient access to the existing facility may continue for some time. Even after relocation of the outpatient facility, this location may be useful for accessing the new women's facility to be built immediately north of the central hospital facility.

Northbound: Type 2 Regular Station, maintain existing location

It is recommended that this station retain its current location and be re-assessed in tandem with MetroHealth as timelines for the outpatient move and design of the future park solidify. Creation of a Type 2 Regular station will minimize impact to adjacent tree plantings. If this station is retained as part of the future park, a Type 1 Wide Station may be considered dependent upon ridership levels at that time and could be integrated into the park design.

Southbound: Type 1 Wide Station, move to southwest corner of intersection

Moving the station to the southwest corner of the intersection optimizes bus operations and provides the opportunity for a Type 1 Wide station via private property agreements to utilize a portion of the adjacent vacant lot. It is understood that this parcel is already slated for redevelopment, so agreements relating to building setback should be secured as soon as (and if) possible.

Micromobility Facilities

MetroHealth's position as a major corridor destination, in tandem with planned densification of adjacent properties, suggest that a micromobility hub should be included in the area. Further coordination with MetroHealth and new developments can optimize the location of such a hub.

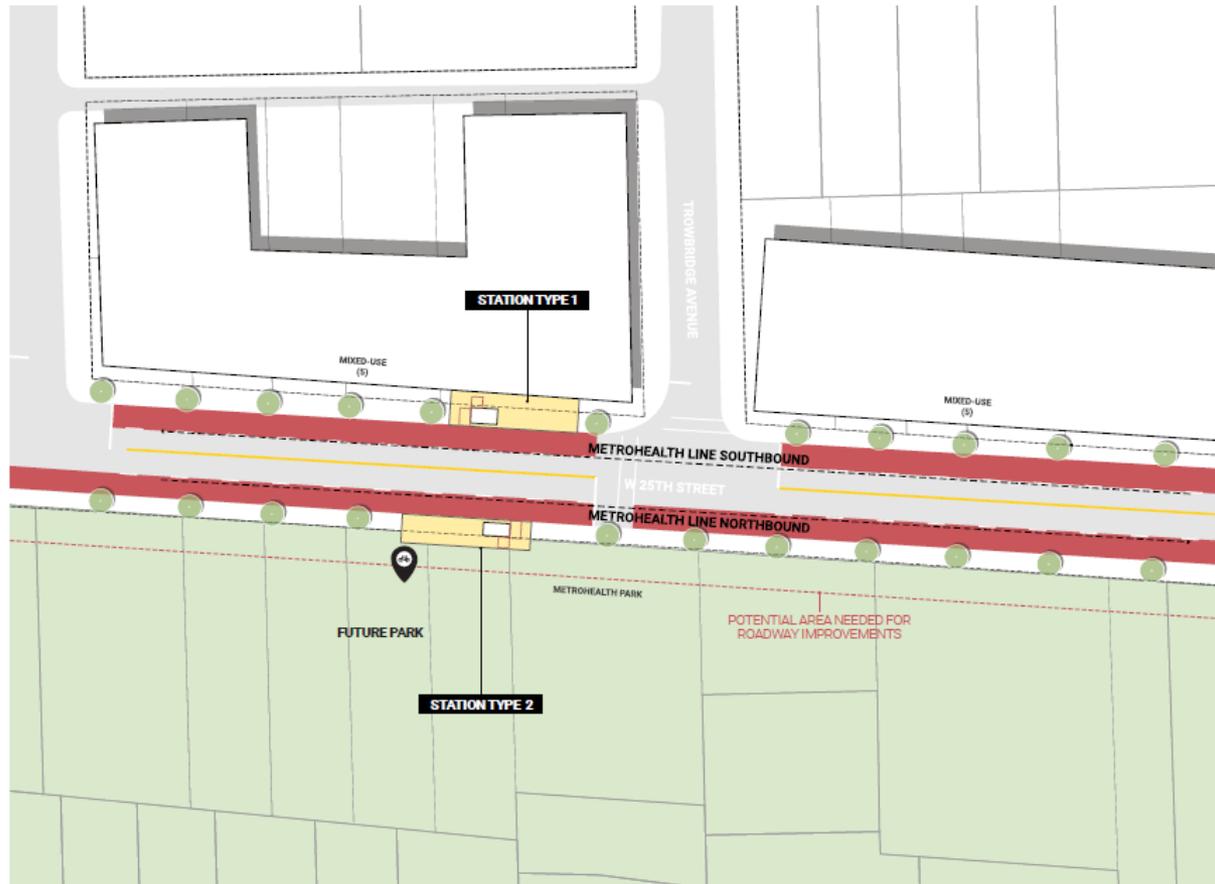


FIGURE 74 : METROHEALTH/TROWBRIDGE PROPOSED STATIONS

(X) STRUCTURE HEIGHT IN STORIES

● 24/7 GUIDEWAY

--- RIGHT OF WAY

● PEAK HOUR GUIDEWAY

— PARCELS



MICROMOBILITY CORRALS

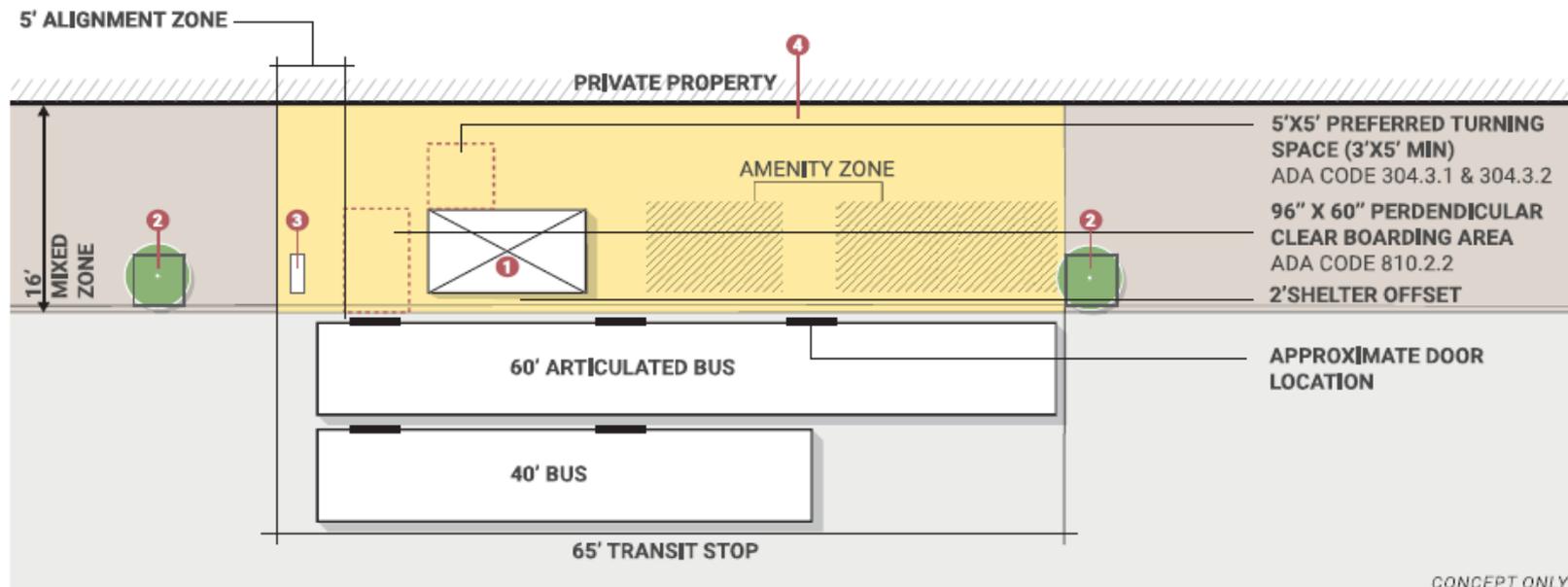


SCALE: 1" = 60'

* DIAGRAMMATIC PLAN

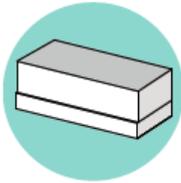
STATION TYPE 1: WIDE STATION

This platform type is the preferred condition for the MetroHealth BRT corridor; it represents an ideal condition where through-pedestrians can pass by the station without mixing with boarding/alighting passengers. This type of station is located on wide sidewalks with sufficient depth to accommodate a minimum 16-foot cross-section.



- 1** Station shelter (6'x12') with bench, system information and emergency phone
- 2** Tree, in grate
- 3** Station pylon
- 4** Special station paving, with door markers

TYPE 5: MIXED-USE BUILDING (RETAIL + RESIDENTIAL)

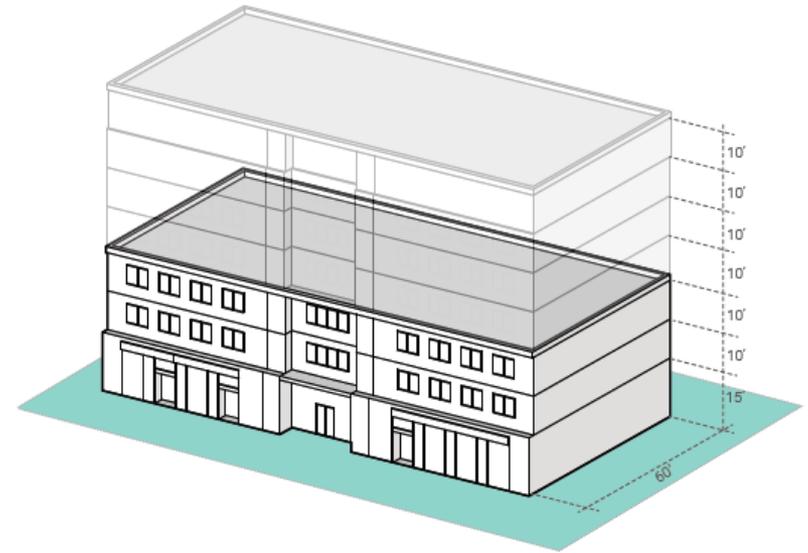


TYPE 5

SCALE	Medium - large
SITING	On W. 25th or adjacent streets
SETBACK	Minimal
HEIGHT	3-7 stories
ACCESS	Multiple entrances
Dimensions	60' x L
Use	Retail + Residential
Number of units	-

This mixed-use typology is recommended for buildings on the W. 25th Corridor because of its potential to create a pedestrian friendly public realm through ground floor retail and market-rate, upscale or affordable housing on upper floors.

Buildings are 60' wide and have double-loaded apartment floors. Height varies between 3 and 7 stories. These traditional / wood construction buildings have a minimal setback to accommodate BRT stop platforms, adequate streetscape, and any potential restaurant/café terraces.



** Typical diagram only*

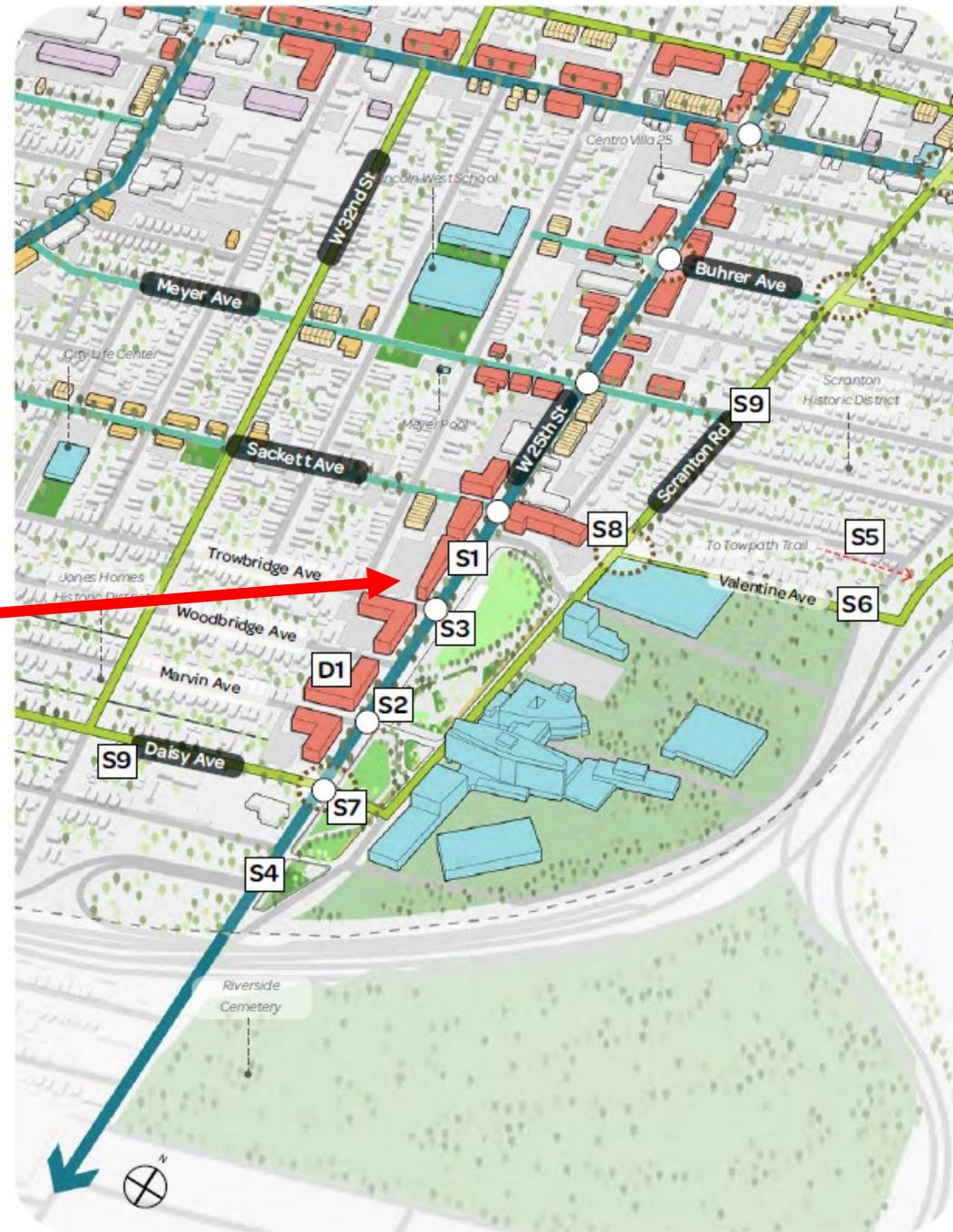
- Mixed-use development projects on West 25th Street
- 25 Connects Implementation/roadway design
- Improve connection points and intersections – major focus of design review
- Rezoning proposal today advances implementation of both plans.

Mobility Network

- Main Corridors**
Calle Principales
- Feature Streets**
Calle Caracteristicas
- Bikeways**
Vias de Bicicleta
- Neighborhood Streets**
Calle Vecinales
- Enhanced Intersections**
Intersecciones Mejoradas

Development

- Proposed Infill Development**
Desarrollo de Redensificación Propuesta
- Existing Buildings**
Edificios Existentes
- Institutional Buildings**
Edificios Institucionales
- Existing and New Parks**
Parques Existentes y Nuevos



Neighborhood Rezoning Proposal

