

Ordinance No. 1193-2022

AN ORDINANCE

Changing the Use, Height and Area Districts of parcels of land north of Cedar Avenue between East 107th Street and Stokes Boulevard; and subjecting an area titled the Site Development Boundary to Section 333.02 of the Cleveland Zoning Code; and attaching the Approved Site Development Plan (Map Change 2656).

By Council Member Griffin

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF CLEVELAND:

Section 1. That the Use District of lands bounded and described as follows:

Situated in the City of Cleveland, County of Cuyahoga, State of Ohio, that the Use, Area and Height Districts of lands bounded and described as follows:

Beginning at the intersection of the street centerline of Stokes Boulevard and the centerline of Cedar Avenue;

Thence, westerly along the centerline of Cedar Avenue to its intersection of the centerline of East 107th Street;

Thence, northwesterly along the centerline of East 107th Street to its intersection with the centerline of Wilbur Avenue;

Thence, northeasterly along the centerline of Wilbur Avenue to its intersection with the centerline of Stokes Boulevard;

Thence, southeasterly along the centerline of Stokes Boulevard to its intersection with the centerline of Cedar Avenue and the point of origin;

And as identified on the attached map shall be changed to a 'Limited Retail Business' District, an 'H' Area District, and a '3' Height District

Shall be titled the Site Development Boundary and shall be subject to the regulations of Section 333.02 of the Cleveland Zoning Code and the Approved Site Development Plan attached to this Ordinance;

Section 2. That the street frontages described as follows:

That a Mapped Building Setback of forty-three (43) feet from the street centerline of Cedar Avenue shall be removed along the northerly side of Cedar Avenue between East 107th Street and Stokes Boulevard as shown on the attached map;

and as outlined on the attached map are hereby removed from the Building Zone maps of the City of Cleveland.

Section 3. That the street frontages described as follows:

That a Mapped Building Setback of seven (7) feet from the property line shall be established along the southwesterly side of Stokes Boulevard between Wilbur Avenue and Cedar Avenue as shown on the attached map;

And;

That a Mapped Building Setback of zero (0) feet from the property line shall be established along the northerly side of Cedar Avenue between East 107th Street and Stokes Boulevard as shown on the attached map;

and as outlined on the attached map are hereby established on the Building Zone maps of the City of Cleveland.

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Section 4. That the lands described in Section 1 of this Ordinance shall, in perpetuity, be exempted from the requirements set forth in the Chapter 349.01 of the Cleveland Codified Ordinances or any subsequent regulations that regulate the number of parking spaces required for automobiles, so long as property owner maintains the Transit Demand Management Strategies for this site adopted by City Planning Commission, and shown on the attached page.

Section 5. In accordance with Section 333.02 of the Cleveland Zoning Code, within a period of twelve (12) months from the effective date of this zoning map amendment or within such extension period approved by the Planning Commission, the only allowable building permits issued for the property described in Section 1 through 3 of this legislation shall be for the construction of the Development as presented in the attached Approved Site Development Plan, the written commitment to Fairfax Development Corporation (Exhibit 1) and with the adoption and maintenance of the attached Transit Demand Management strategies as listed in Exhibit 2.

Section 6. In accordance with Section 333.02 of the Cleveland Zoning Code, if a building permit for such Development is not issued within twelve (12) months from the effective date of this zoning map amendment or within such extension period approved by the Planning Commission, this zoning map amendment approval shall be void and the zoning shall revert to the classifications that existed prior to the approval of this zoning map amendment.

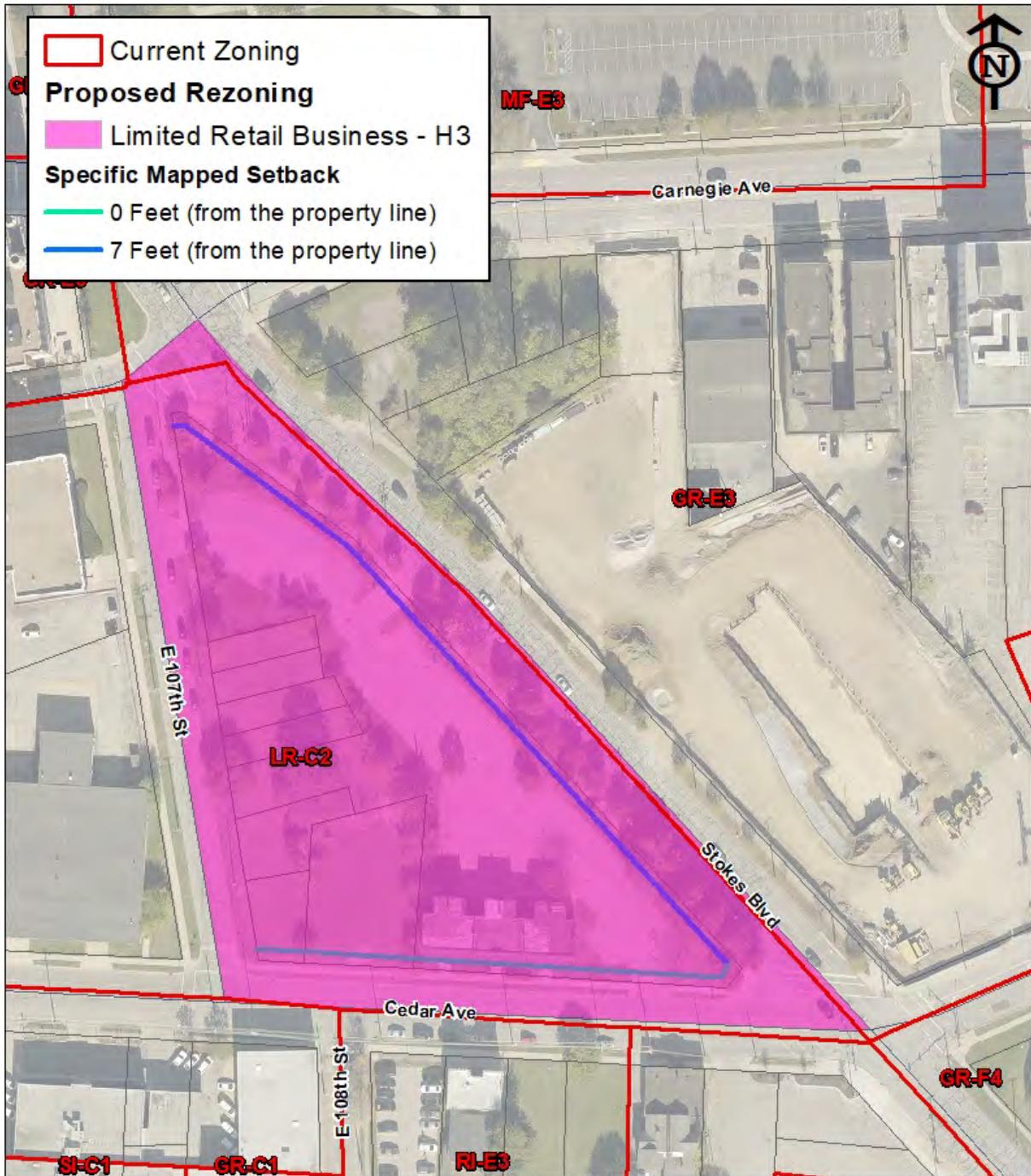
Section 7. That the change of zoning of lands described in Section 1 through 3 shall be identified as Map Change No. 2656, and shall be made upon the Building Zone Maps of the City of Cleveland on file in the office of the Clerk of Council and on file in the office of the City Planning Commission by the appropriate person designated for this purpose by the City Planning Commission.

Section 8. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

MR:mr
11-7-2022
FOR: Council President Griffin

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Zoning Change Map



Map Change 2656
Changing the Use, Area, & Height Districts of parcels of land north of Cedar Avenue between East 107th Street & Stokes Blvd; and subjecting an area titled the Site Development Boundary to §333.02 of the Cleveland Zoning Code

cpc cleveland city planning commission
Date: August 22, 2022

100 Feet

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Existing Specific Mapped Setbacks To be Removed (43 Foot from Cedar Avenue centerline to be removed between East 107th & Stokes Boulevard)



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Site Development Boundary



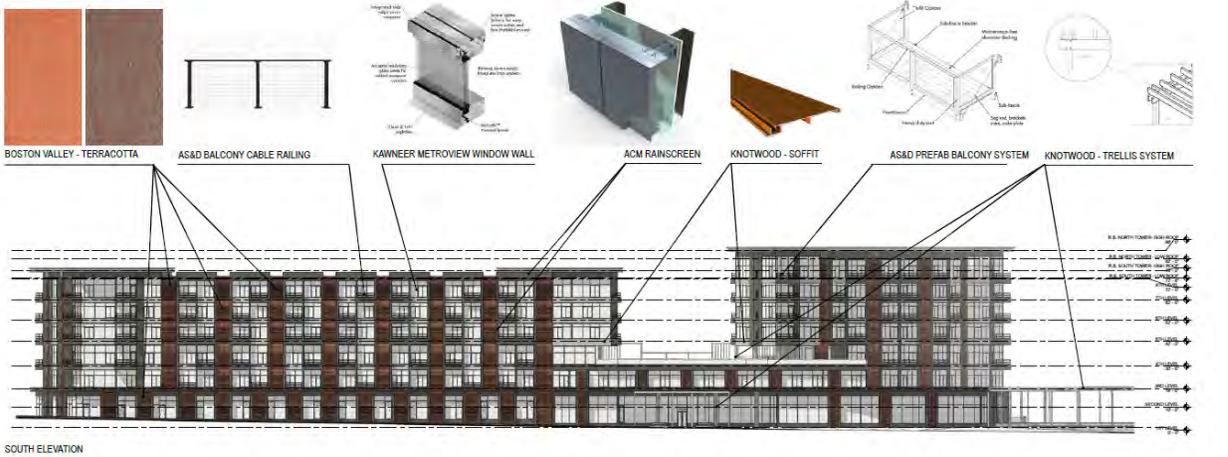
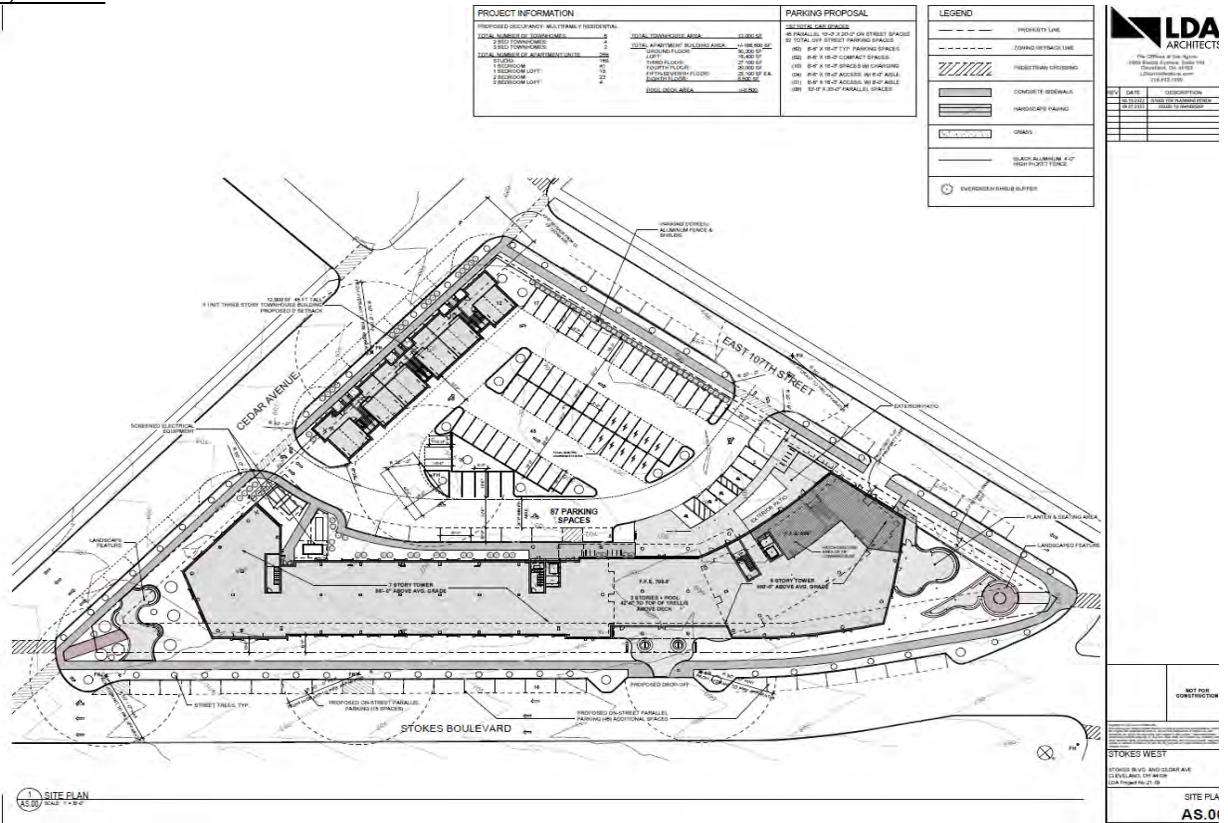
 **Site Development Boundary**
Site Development Boundary for Stokes West
Site Plan Specific Rezoning

Date: September 23, 2022

100 Feet

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Approved Site Development Plan as approved by City Planning Commission on October 21, 2022.



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Exhibit 1. Written Commitment to Fairfax Development Corporation to petition to create Residential Permit Parking if needed



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Exhibit 2. Adopted & Required Transit Demand Management Strategies (to be exempt from automobile parking requirements of §349)

The following Transit Demand Management Strategies are adopted by the City Planning Commission as of October 21, 2022 as part of the agreement with the property owner to continue to maintain such strategies to be exempted from the minimum parking requirements listed in §349 or any subsequent regulations that regulate the number of parking spaces required for automobiles.

Transportation Demand Management (TDM) Strategy for Stokes West:

Implementing TDM* strategies in the Stokes West project will be complimentary to the neighborhood and surrounding transit systems. These strategies will offer equitable opportunity to the future residents of Stokes West with different transportation needs.

*Transportation Demand Management is defined as a set of strategies aimed at maximizing traveler choices. TDM focuses on understanding how people make transportation decisions and helping people use the infrastructure that is in place for transit, ridesharing, walking, biking, and other modes of active transportation.

The following TDM strategies are categorized by area of focus (transit, active transportation, car & parking). In addition to the project goals, uGO (ugointhecircle.com) will be promoted as a resource to tenants for connecting to information and resources to promote alternative modes of transportation, including transit, biking, walking and ridesharing.

Transit Options:

1. Subsidized transit passes – transit passes shall be offered at a 40% subsidy to tenants who are not eligible for free or discounted passes as students or employees through the Commuter Advantage Program offered by several surrounding institutions and employers.
2. Stokes West is in close proximity to several bus routes, including the Health Line, which offers 15 minute or better frequency.
3. Stokes West is a six-minute walk from the Red Line Rail at the CEDAR-UNIVERSITY STATION stop, which offers 15 minute or better frequency.

Active Transportation Options:

1. Pedestrian Friendly Location – the surrounding neighborhood is becoming increasingly walkable with new developments such as a nearby grocery store under construction. The project is situated in a central location within walking distance to several major institutions, such as hospitals, museums and Case Western Reserve University.
 - a. Streetscape improvements are planned to provide new sidewalks and landscaping surrounding the project site.
 - b. The Development Team will work in partnership with the City of Cleveland to reduce traffic lanes, improve crosswalks and utilize other traffic calming features to enhance the pedestrian experience. Connections to nearby transit options and bicycle infrastructure will be a primary goal.
2. Bicycle Support
 - a. Interior secured bike parking will be provided for over 150 bikes with convenient access from inside the building and a direct exit to the exterior. Additional covered exterior bicycle parking will be provided for convenience.
 - b. Bicycle Repair – Bicycle repair tools/kits, air pumps, and adequate workspace will be provided for use by all residents and staff. Tools provided will be adequate for basic tune-ups including inspection and adjustment of brakes, shifting mechanisms, cables, and chain cleaning and inspection for wear and tear.
 - c. Shared bicycles will be explored as a potential amenity offering for use by residents and staff to encourage bicycling. If provided, easily accessible bicycle parking will be provided. Locks, helmets, baskets, and other amenities will also be available.
3. Shared Electric Scooters – designated parking will be provided to incorporate this alternative

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transportation method that is convenient, affordable, and carbon-free.

Car & Parking Options:

1. Residents will experience a cost savings if they opt not to rent a parking space(s).
2. Electric car charging stations will be provided for 10 parking spaces initially and with infrastructure to expand to at least 50% of the parking spaces.

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**REPORT
after second Reading**

By Council Member Griffin

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READ FIRST TIME on NOVEMBER 7, 2022

REPORTS

**and referred to DIRECTORS of City Planning Commission, Law;
COMMITTEE on Development Planning and Sustainability**

CITY CLERK

READ SECOND TIME

CITY CLERK

READ THIRD TIME

PRESIDENT

CITY CLERK

APPROVED

MAYOR

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Published in the City Record _____

**PASSAGE RECOMMENDED BY
COMMITTEE ON
DEVELOPMENT, PLANNING AND
SUSTAINABILITY**

FILED WITH COMMITTEE

