MAP CHANGE 2656

DEVELOPMENT, PLANNING & SUSTAINABILITY
NOVEMBER 29, 2022



Proposal

Changing the Use, Height and Area Districts of parcels of land north of Cedar Avenue between East 107th Street and Stokes Boulevard. (Map Change No. 2656); 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.

<u>Purpose</u>

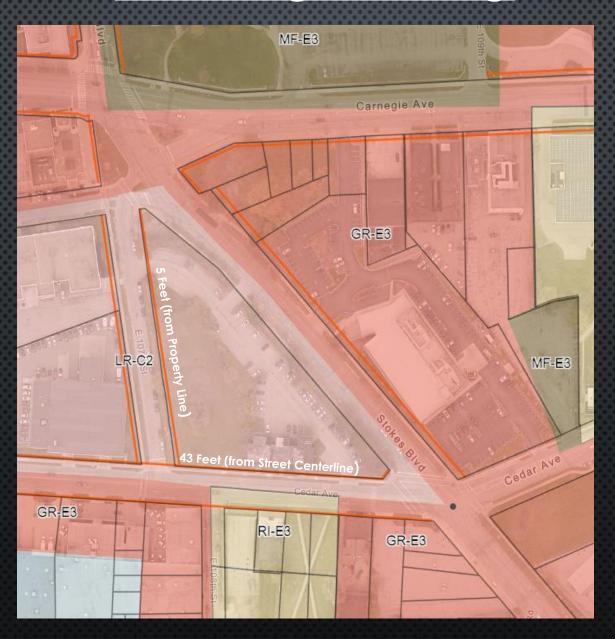
- To allow the proposed development to move forward as planned.
 - To promote a diversity in housing typologies
 - To support transit and alternative mobility choices



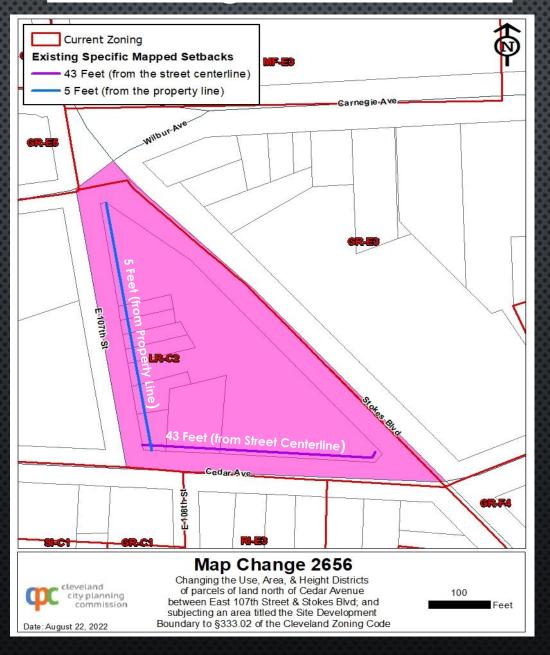
Existing Conditions



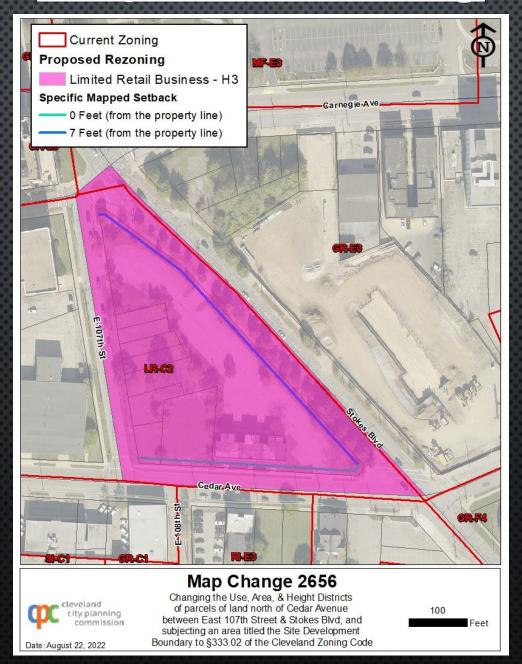
Existing Zoning



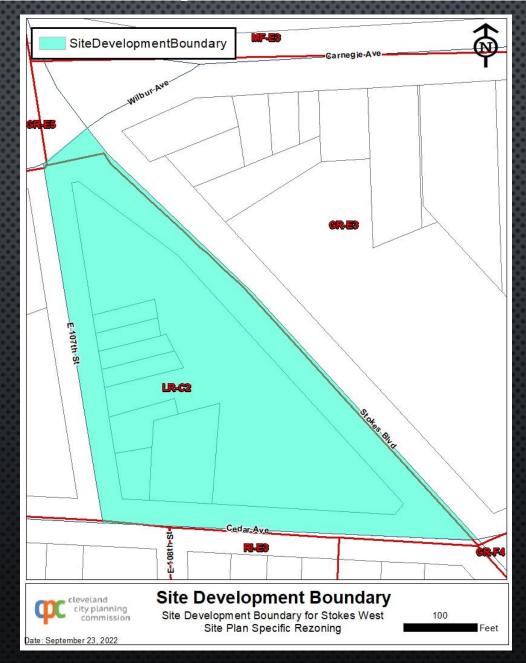
Existing Setbacks



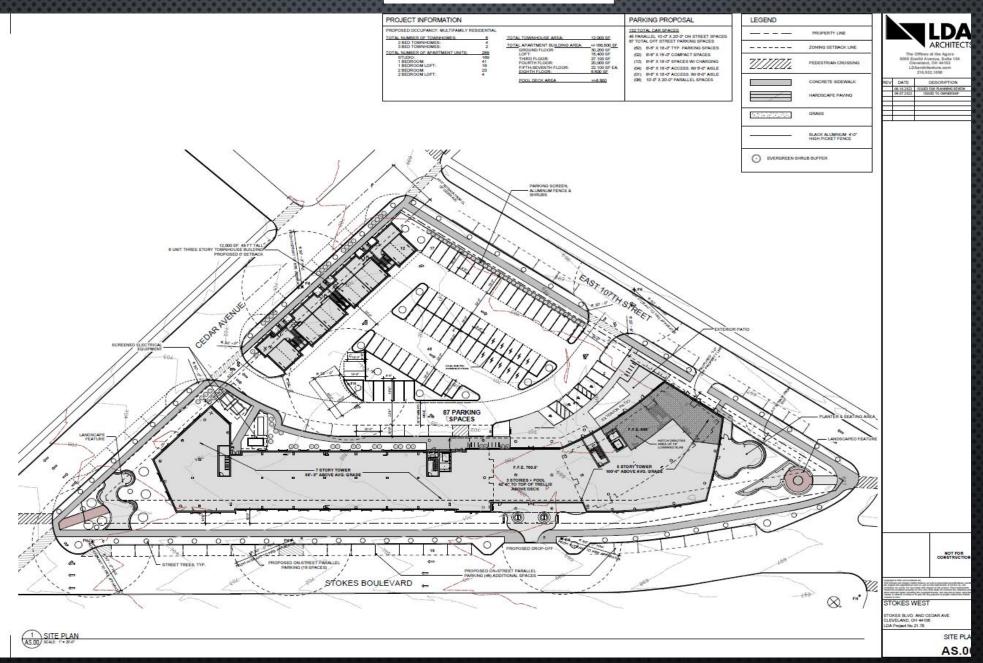
Proposed Zoning

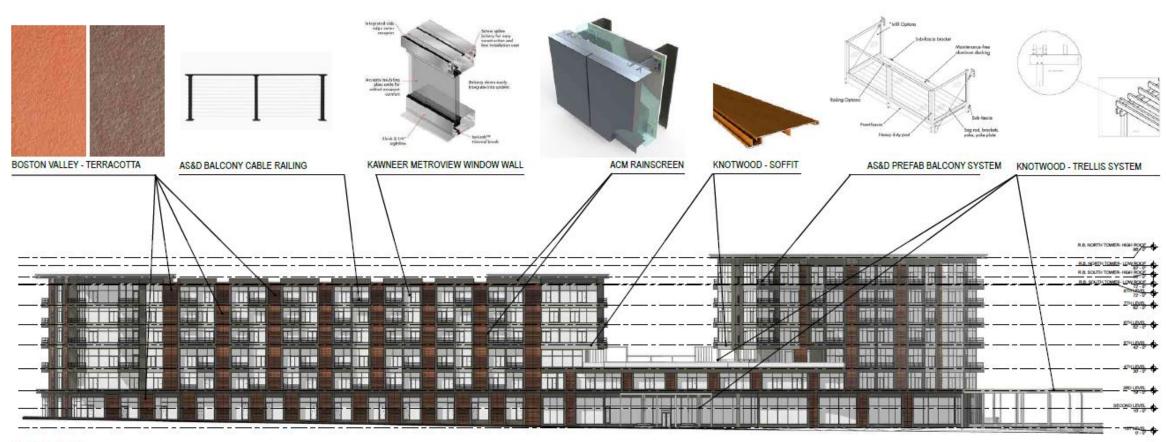


Site Development Boundary



Site Plan





SOUTH ELEVATION



NORTH ELEVATION



NORTH ELEVATION - TOWNHOMES



SOUTH ELEVATION - TOWNHOMES



EAST ELEVATION - TOWNHOMES



WEST ELEVATION - TOWNHOMES





NORTH ELEVATION



NORTH ELEVATION - TOWNHOMES



SOUTH ELEVATION - TOWNHOMES



EAST ELEVATION - TOWNHOMES



WEST ELEVATION - TOWNHOMES



<u>Elevations</u>





Parking



- ☐ 255 Apartment Units
 - 66% Fully Finished Studio Apartments (169)
 - No short-term (Air BNB) Rentals
- ☐ 6 Townhome Units
- □ 87 Off-Street Parking Spaces (33% of Required)





June 29, 2022 VIA ELECTRONIC MAIL

Denise VanLeer, Executive Director Fairfax Renaissance Development Corporation 8111 Quincy Avenue, Suite 100 Cleveland, OH 44104 dvanleer@fairfaxdev.org

Proposed Development 10713-10723 Cedar Ave,

Dear Ms. VanLeer,

Thank you for taking the time to meet with myself team last week to discuss our plans to develop the proper Ohio with a new housing project. This letter is to memoria the concerns you raised about parking in the Fairfax neigh

As we discussed, based on the location and proposition that the proposed plans for the development pro an additional burden on residential streets that current However, we understand your concerns and want to reneighborhood that we will work in good faith to bring a g there arise significant issues down the line where resid parking on residential streets in the Fairfax neighborhood problem solving with you and your team so that our dev street parking available.

Specifically, with your input, we will work in good a Residential Permit Parking Area in the Fairfax neighb parking for the current residents of the Fairfax ne cooperatively with you and residents of Fairfax to develop arise in the future. This may include working with adjace arrangement, if needed.

We thank you for your continued support for our with you and the residents of the Fairfax neighborhood to me directly at (954) 629-0416 if you would like to discuss

Sincerely

leff Gold



Transportation Management Services 2112 Case Parkway South, #7 " Twinsburg, Ohio 44087 www.TMSEngineers.com

September 9, 2022

Mr. Steven Jennings, RA LDA Architects 5000 Euclid Avenue Suite 104 Cleveland, Ohio 44103

UCI Stokes West Parking Supply and Demand Analysis

TMS Engineers, Inc. has performed the following parking supply and demand analysis for a roposed multi-story residential development which is to be located in Cleveland, Ohio. The proposed minus story residential development which is to be rocated at Gevenius, Onto. The building will be located north of Cedar Avenue and southwest of Stokes Boulevard (see Location Many, Figure 1). The purpose of this parking supply and demand study is to estimate the amount of peak parking that will be generated by the proposed development and determine if there is or peak parking may will be generated by the proposed development and determine it mere is currently sufficient parking on the site and within the nearby parking lots. The proposed currently sufficient parking on the site and within the hearty parking ross. The proposed development has a seven (7) story tower and will contain 261 residential townhouses / apartments. development has a seven (1) story lower and will comfain 201 residential townhouses / apartments.

The site is located within the University Circle District and is within a half mile from rail transit. The site is located within the University Circle District and is within a narr mite from rail transit.

The site plan for the development can be seen in Figure 2. The following are the results of our parking generation analysis.

The calculation of future peak parking usage requires an estimate of the number of spaces which will the canculation of future peak parking usage requires an estimate of the future of spaces which will be typically occupied by a certain land use. This estimate is typically expressed as a parking generation rate. In order to estimate the number of parking spaces needed in a typical weekday at generation rate. In order to estimate the number of parking spaces needed in a typical weekday at a mid-rise multifamily housing building, a parking generation rate was calculated using data and a non-time mannamy nonwing ountings, a paramig generation rate was calculated using data and procedures found in the Institute of Transportation Engineers (TTE) "Parking Generation" Manual, procedures and the state of transportation Engineers (TTE) "Parking Generation" Manual, procedures are also as a second of the state of transportation of transportation of the state of transportation of tran procedures found in the institute of a transportation Engineers (11E) "Farking Generation" Manual, Fifth Edition. The parking generation rate from ITE includes patron parking and spaces for the

Copies of the parking generation worksheets for the development can be seen in the attached Figure 3. Please note that the "Center City Core" category for the parking demand was utilized for this report. The site is being designed to service those who may work adjacent to the development such as at Cleveland Clinic and Case Western Reserve and also have rail transit at the disposal of the

The table on the following page shows the estimated peak parking generation during a typical

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- ☐ TMS Engineers Demand Study
- ☐ Commitment to Fairfax to work expeditiously with City to create a Residential Permit Parking to preserve residential street parking for current residents of neighborhood – should residential street parking become an issue
- ☐ Close Proximity to several bus routes, including Health Line, which offers 15 mins. Or better frequency.

Transit Demand Management



- ☐ Set of strategies aimed at maximizing traveler choices.
- □ Focuses on understanding how people make transportation decisions and helping people use infrastructure that is in place for transit, ridesharing, walking, biking and other modes of active transportation
- ☐ Provided a list of choices that have been identified as highest priorities that offer the greatest amount of opportunity and benefit to residents and visitors alike
- ☐ Current Site Plan Specific Legislation requires development to adopt and maintain prescriptive TDM Strategies

Required TDM Strategies

- □ will be exempt from requirements of §349.04 as it relates to automobile parking, so long as property owner continuously adopts and maintains the TDM Strategies as adopted by CPC, and attached hereto.
- ☐ <u>Transit Options</u>
 - ☐ Will subsidize transit passes at 40% subsidy to tenants not eligible for free or discounted passes as students or employees through the Commuter Advantage Program offered by surrounding institutions and employers.
- ☐ Car & Parking Options
 - Residents experience cost savings if opt not to rent a parking space(s)
 - □ Electric Car charging stations will be provided for 10 parking spaces initially with infrastructure to expand to at least 50% of parking spaces.
 - ACRE has direct investment with electric charging firm to handle challenges and reduced parking will not cause grid overload

Required TDM Strategies

□ <u>Active Transportation</u> –

- Will work with City of Cleveland to reduce traffic lanes, improve crosswalks and utilize other traffic calming features to enhance the pedestrian experience
- Streetscape improvements are planned to provide new sidewalks and landscaping surrounding project site.
- Interior secured bike parking provided for 150+ bikes and covered exterior bicycle parking will be provided for convenience
- Bicycle repair kits, air pumps, and adequate workspace provided for all residents and staff
- Shared bicycle program with locks, helmets, baskets and other amenities will be explored and provided as an amenity.
- Designated parking will be available for Shared electric scooters as an affordable, convenient and carbon-free amenity.

Council Support



www.clevelandcitycouncil.org

Blaine A. Griffin PRESIDENT OF COUNCIL

COUNCIL MEMBER, WARD 6

COMMITTEES: Finance, Diversity, Equity & Inclusion - Chair • Rules - Chair • Mayor's Appointments • Operations

October 12, 2022

City Planning Commission Joyce Huang, Director City of Cleveland 601 Lakeside Avenue, Room 501 Cleveland, OH 44114

Dear Director Huang,

I am writing today to share my strong support of the Stokes West residential development, including the required site-specific zoning changes pending review before City Planning Commission and Cleveland City Council regarding the site use, boundaries, and parking requirements.

The proposed development spans the block of Stokes Boulevard between Carnegie and Cedar Avenues and will bring hundreds of new residents to University Circle's burgeoning southern gateway, adjacent to the ongoing New Economy and Innovation Square developments in the Fairfax neighborhood. Its close proximity to major transit lines including the Health Line and Red Line, in addition to its location within walking distance to several large regional employers, places it squarely within the City of Cleveland's goal to actively promote alternative modes of transportation and reduce parking requirements throughout the city.

The development team has worked diligently with my office, University Circle Inc., Fairfax Renaissance Development Corporation, City Planning Commission staff and community members to listen and be responsive to feedback from community stakeholders. As a result, the project has incorporated meaningful changes including the addition of townhomes along Cedar Avenue and the incorporation of affordable housing units. The project secured final approval from the Euclid Corridon Posign Review Committee on August 18th and Cleveland City Planning Commission on August 19th. I also understand and appreciate that the project has the full support of University Circle Inc. (UCI), the community development corporation for this neighborhood and owner of the property, along with the Fairfax Renaissance Development Corporation.

I thank you for your time and once again offer my strong support for this project, which supports the continued growth and prosperity of Cleveland's East Side.

Sincerely,

Blaine A. Griffin Council President Cleveland City Council

Blaine a. Guffin

City Hall 601 Lakeside Avenue, N. E., Room 220, Cleveland, OH 44114

Email bgriffin@clevelandcitycouncil.org • Office of the President (216) 664-2903 • Ward 6 Office (216) 664-4234 • Fax (216) 664-3837

