



VILLAGE  
OF  
BROOKLYN  
HEIGHTS  
MASTER  
PLAN

2003

*Prepared by the Cuyahoga County Planning Commission*

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**VILLAGE OF BROOKLYN HEIGHTS  
MASTER PLAN**

**2003**

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**2003**

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# Chapter 1

## Goals and Priorities

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## **INTRODUCTION**

One of the most important elements in the development of a master plan is the formulation of community goals. Goals are considered broadly worded statements that express a vision of what a community desires to be in both the short-term and long-term. The goals act as a guide for decision-making, providing broad direction to the Village Council, which is responsible for adopting land use controls such as zoning regulations; the Planning Commission and the Zoning Board of Appeals, which administer the regulations; and the courts, which must judge the fairness and reasonableness of the regulations. In addition, the goals are a method through which the private sector, such as landowners, developers, and business owners, can know the intentions of the Village and be guided accordingly.

Based upon the input received from the Village Council, Mayor, and administration staff at a meeting on September 3, 2002, a series of five categories of community goals have been drafted. These goals, along with more detailed community planning objectives and policies, will be incorporated into various sections of the master plan.

These goals should be carefully considered by the elected officials and the community-at-large. Understanding the goals and having a consensus will greatly assist Brooklyn Heights in guiding later sections of this project, such as exploring options for future development. After completion of the planning process, these goals can also assist the Village in reviewing development proposals that are received in the future.

**1.3**

## **ECONOMIC DEVELOPMENT**

- ✓ Utilize the Village's central location and highway access within the metropolitan area to encourage additional office, research, and light industrial business investment within the community.
- ✓ Create an attractive commercial corridor that serves both residents and employees.

## **HOUSING**

- ✓ Create new construction housing options to serve specific segments of residents, such as families with children, empty nesters, and senior citizens.

## **ENVIRONMENTALLY SENSITIVE AREAS**

- ✓ Protect environmentally sensitive areas such as steep slopes, wetlands, watercourses, and floodplains from inappropriate alterations or development.

- ✓ Take into consideration the impact of future development on natural assets such as views created by changing elevations.

## **INFRASTRUCTURE**

- ✓ Provide a safe, efficient, and well maintained street network that serves the needs of both residents and businesses.
- ✓ Ensure that utilities, including the existing water and sewer systems, are adequate to meet the demands of future development, or undertake modifications as necessary.

## **QUALITY OF LIFE**

- ✓ Transform the West Creek Valley and the Cuyahoga River Valley into prime community assets.
- ✓ Blend recreation and greenspace opportunities into the community.
- ✓ Work with property owners to convert existing landfills to other uses.
- ✓ Address the shared safety needs of vehicular traffic, pedestrians, and bicyclists.
- ✓ Ensure that residential and business uses exist harmoniously.

**1.4**

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# Chapter 2

## Demographics

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## INTRODUCTION

Demographic analysis is an essential part of a comprehensive plan for a community. Identification of the current demographic and socio-economic characteristics occurring in the Village of Brooklyn Heights, communities surrounding Brooklyn Heights, and the Cleveland metropolitan region are vital, both for understanding the community and providing information that can be utilized for making policy decisions.

This chapter provides a profile of Brooklyn Heights, examining information such as population and housing characteristics, educational attainment, school enrollment, income statistics, and employment characteristics. Past trends for selected data are included where applicable. For comparison purposes, data is also presented for Cuyahoga County and the nearby communities of Cuyahoga Heights, Independence, Seven Hills, and Valley View.

## LOCATION

The Village of Brooklyn Heights is located in the southcentral portion of Cuyahoga County, approximately six miles from downtown Cleveland (*Map 2-1*). The Village is bounded on the west by Parma and Cleveland, on the north by Cleveland, on the east by Cuyahoga Heights and Independence, and on the south by Independence and Seven Hills.

Brooklyn Heights has excellent access to major arterial roads, interstate highways, and airports. The main north-south streets through Brooklyn Heights are Spring Road and Van Epps Road. The main east-west streets are Granger Road and Schaaf Road.

Interstate 480 access eastbound is available directly from Granger Road, which leads directly to the junction of Interstate 77, immediately east of the Village.

Access to Interstate 480 westbound is available either through the Spring Road interchange of State Route 176 (Jennings Freeway) or the State Road interchange of Interstate 480.

State Route 176 (Jennings Freeway) access is available directly at the Spring Road interchange and provides a northbound link to downtown Cleveland and Interstate 90.



2.3

From the Tuxedo Avenue and Granger Road intersection, it is approximately twelve miles to the Ohio Turnpike and approximately nine miles to Cleveland Hopkins International Airport, with almost the entire route via interstate highways.

## HOUSEHOLD AND POPULATION CHARACTERISTICS

### Population Change

The period of the most significant growth for Brooklyn Heights occurred from 1940 to 1960, when the population increased from 496 to 1,449. Since 1970, the population of the Village has remained in the range of approximately 1,450 to 1,650 persons (**Appendix 2-A**).

The population of Brooklyn Heights has remained in a narrow range during the past generation as a result of several trends, which can also be identified in Independence and Seven Hills. For example, there is the national pattern of smaller family sizes, as well as an increase in the number of one-person households due to changes in marriage/divorce patterns and longer life spans. These factors contribute to the overall loss of population in a community, even though the number of households may remain stable or actually increase.

In contrast, the total number of residents is increased through new home construction, as well as the sale of existing homes to younger families, or couples who intend to start a family. The result is that these opposing out-migration and in-migration trends are softened, such as in Brooklyn Heights.

## 2.4

Examples of nearby communities where either the in-migration or out-migration trend is dominant include Cuyahoga Heights and Valley View. In Cuyahoga Heights, the population has declined 30% during the 1970-2000 period, due to a decline in household size and no new housing construction. In Valley View, the number of residents has increased over 50% during the 1970-2000 period, particularly due to the new housing construction of the 1980's.

### Age and Sex Composition

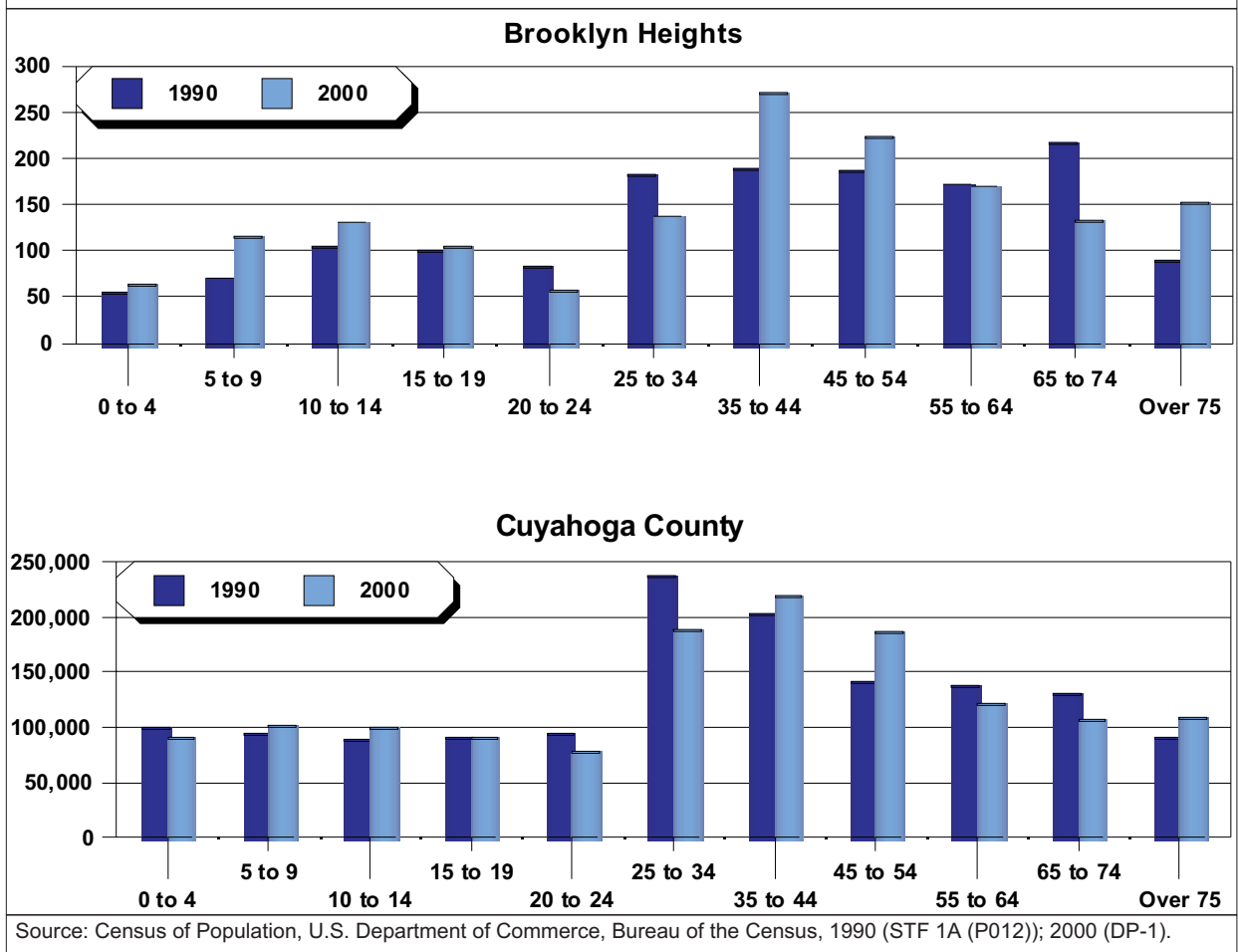
The rise in life expectancy and the aging “baby boom generation” — those persons born after World War II through 1965 — have affected the increase in the median age over the last several decades at both the national and local levels. In Brooklyn Heights, the median age rose from 39.8 in 1990 to 41.6 in 2000. In comparison, the median age countywide was 34.9 in 1990 and 37.3 in 2000.

**Exhibit 2-1** and **Appendix 2-B** show the population of Brooklyn Heights and Cuyahoga County by age group for 1990 and 2000. Over this time period, the percentage of the population age 19 and under in Brooklyn Heights increased from 23% in 1990 to 26.5% in 2000, representing an increase of almost 80 persons. In Cuyahoga County as a whole, the figure in 2000 was over 27%.

For Brooklyn Heights residents age 20-34, the number of persons in this group declined from 267 in 1990 to 196 in 2000. In contrast, the number of persons age 35-54 increased from 374 in 1990 to 505 in 2000. Overall, persons age 20-54 represented 44% of the population in 2000, compared to 48% of the population countywide.

# Brooklyn Heights Village

**Exhibit 2-1, Age Composition, Brooklyn Heights and Cuyahoga County, 1990 and 2000**



Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (P012)); 2000 (DP-1).

2.5

The percentage of Brooklyn Heights residents age 65 and over declined from 21% of the population in 1990 to 18% in 2000, although the number of persons age 75 and over increased by 70% (89 to 152). The percentage of the 2000 population in Brooklyn Heights age 65 and over (18%) is slightly higher than the figure countywide (16%).

Of the 1,558 persons in Brooklyn Heights recorded in the 2000 Census, 808 persons were female (52%) and 750 were male (48%). These ratios are also very similar when considering all persons age eighteen years and over. The ratio changes for persons age 65 years and over however, with 167 of the 285 persons being female (59%).

### Number of Households and Household Size

During the 1990's, the population of Brooklyn Heights, and the number of households, increased by about 7%. In 1990, the population was 1,450, with 552 households. In 2000, there were 1,558 persons and 594 households.



During the same period, the population of Cuyahoga County declined about 1%, but the number of households increased about 1%. The differences in these changes are a reflection of larger trends, including the tendency toward small family sizes and the growing number of one-person households.

The average household size in Brooklyn Heights remained steady at 2.6 persons per household in 1990 and 2000. For Cuyahoga County, the average household size of 2.46 persons in 1990 declined to 2.39 persons in 2000. For families, the 1990 and 2000 Census results for both Brooklyn Heights and Cuyahoga County were about three persons per family.

In terms of household size, about one-half of all households in Brooklyn Heights in 2000 were comprised of two or three persons, which is similar to the figure for Cuyahoga County (**Appendix 2-C**). In addition, in 2000 one-person households comprised about 28% all households in Brooklyn Heights and 30% countywide.

## **Household Type**

The U.S. Census defines a family household as “. . . a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption.”

In 2000, of the 594 households in Brooklyn Heights, 438 (74%) were family households, compared to 62% for Cuyahoga County (**Appendix 2-D**). Of these family households, 352 comprised married couples, 41% of whom had children under the age of eighteen. In addition, there were 86 single heads of households, one-half of whom had children under the age of eighteen. The remaining 156 households were considered nonfamily households, where the householder lived alone or with nonrelatives.

When the 1990 and 2000 data are compared, two trends in Brooklyn Heights are evident. While the total number of family households remained steady, the number of married households declined slightly and the number of single head of households increased correspondingly. In addition, the number of nonfamily households rose.

In 2000, households with one or more persons age 65 or older represented 35% of all households in Brooklyn Heights, compared to 27% of all households in Cuyahoga County.

## **Race**

Over time, Brooklyn Heights has been a relatively racially homogenous community. According to the 2000 Census, more than 99% of the population reported their race as “white” (1,549 persons). Twelve residents reported their race as “black or African American,” and 11 residents reported their race as “Asian.” Nine persons responded to the Census that their lineage was “two or more races.”

## **Place of Birth**

As of 2000, 88% of Brooklyn Heights residents (1,393 persons) were born in the State of Ohio. Another 9% (141 persons) were born elsewhere in the United States, and 3% (43 persons) were foreign born.

**HOUSING CHARACTERISTICS**

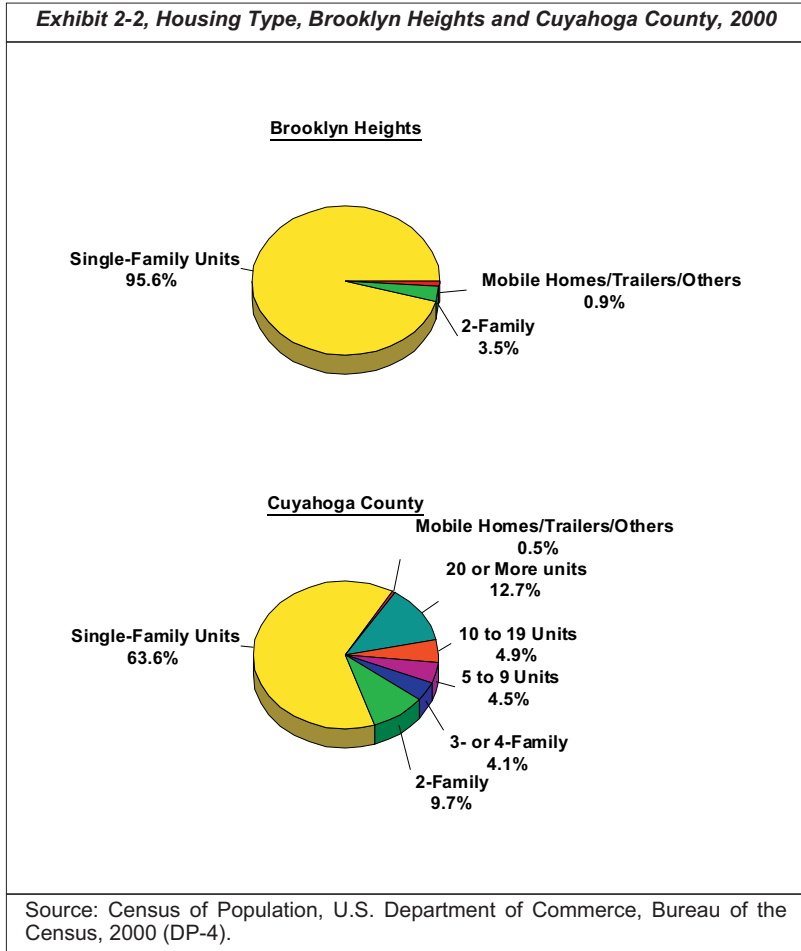
**Housing Type**

The housing stock in Brooklyn Heights is primarily comprised of single-family homes (*Exhibit 2-2 and Appendix 2-E*). According to the 2000 Census, 96% of all housing units were single-family. About 3% of the housing units are located in two-family structures, and 1% of the housing units are mobile homes. In nearby communities, more than 96% of all housing units in Independence, Seven Hills, and Valley View are also single-family. In comparison, Cuyahoga County as a whole has a significant mixture of single-family, two-family, and multi-family structures.

**Number of Rooms**

The 2000 Census reported that the median number of rooms for housing units in Brooklyn Heights was 6.8 rooms, which are defined as living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms.

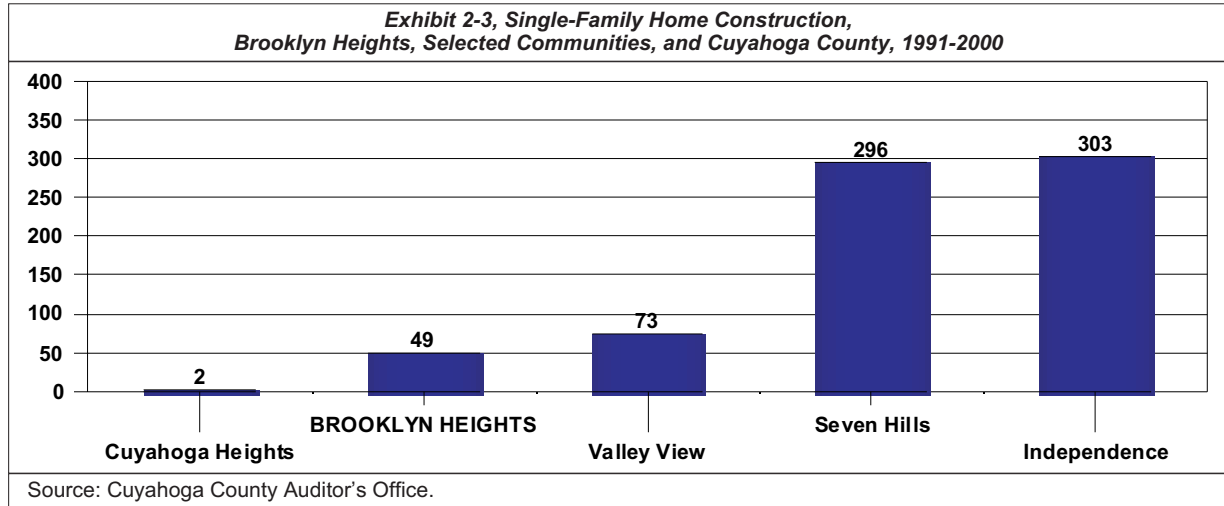
This figure was similar to the median number of rooms in Independence (6.8 rooms), Seven Hills (6.8), and Valley View (7.0 rooms). In contrast the median number of rooms was less in Cuyahoga County (5.6 rooms) and Cuyahoga Heights (5.9 rooms).



In addition, the sizes of homes vary in Brooklyn Heights. About 70% of houses have either six, seven, or eight rooms. About 15% of the houses have five rooms and 10% have nine or more rooms. A diversified mix of homes with various numbers of rooms broadens the appeal of the housing stock to various segments of the population.

## New Residential Construction

According to the Cuyahoga County Auditor's Office, during the 1991-2000 period, 49 single-family homes were constructed in Brooklyn Heights. During the same period, nearby communities reported varying levels of single-family home construction, including Cuyahoga Heights (2), Valley View (73), Seven Hills (296), and Independence (303) (*Exhibit 2-3*).



## 2.8 Age of the Housing Stock

Generally, the housing stock in Brooklyn Heights is newer than in Cuyahoga County as a whole. For example, according to the 2000 Census, 87% of the housing units in Brooklyn Heights have been built since 1940, compared to 71% in Cuyahoga County. A more detailed discussion of the age of the housing stock can be found in *Chapter 3, Land Use, Building Construction Dates* section.

### Housing Occupancy and Ownership Status

The 2000 Census showed that of the total housing units in Brooklyn Heights, 98% were occupied and 2% were vacant (*Appendix 2-F*). These rates were similar for Brooklyn Heights at the time of the 1990 Census.

For the 2000 Census, of the 594 occupied housing units, 533 (90%) were owner-occupied and 61 (10%) were renter-occupied. There were no changes in the percentages of owner-occupied and renter-occupied units from the 1990 Census (*Appendix 2-F*). In contrast, Cuyahoga County as a whole showed an owner-occupancy rate just over 60%.

### Home Sale Prices

#### Existing Single-Family Home Sales

The Housing Policy Research Program at Cleveland State University compiles data on an ongoing basis concerning the real estate market for existing single-family homes in Cuyahoga County (*Appendix 2-G*). Due to the low number of existing single-family home sales annually, it is only possible to make general statements about real estate market trends.

During the period 1993 through November, 2002, there were fifteen to twenty-nine sales annually of existing single-family homes in Brooklyn Heights. Cuyahoga Heights and Valley View fluctuated in the two to twenty-two annual sales range. Independence was in the 60 to 90 annual sales range, and Seven Hills was in the 135 to 175 annual sales range.

A customary measure through which to analyze homes sales is to examine the “median sale price.” The median is defined as the middle number in a series. Therefore, the median sale price is the amount at which 50% of all sale prices are lower and 50% of all sale prices are higher.

It is reasonable to conclude that the median sale price of existing single-family homes in Brooklyn Heights is rising at a rate similar to Cuyahoga County as a whole. Due to the limited number of annual sales however, it is not possible to make year-by-year comparisons. For example, a steady trend in the real estate market in Brooklyn Heights is that the median sale price has not fallen below \$100,000 since 1996 and has stayed above that level through November 2002, ranging from about \$110,000 to \$138,000.

For comparison, during the period 2000 through November, 2002, the median sale price of an existing single-family home was in the \$100,000's to \$110,000's in Cuyahoga County as a whole, \$120,000's to \$130,000's in Brooklyn Heights, \$160,000's in Seven Hills, \$180,000's to \$190,000's in Independence, and \$150,000's to \$230,000's in Valley View.

When examined by price category, existing homes sales in Brooklyn Heights are occurring in a broad price range (**Appendix 2-H**). For the period 2000-November 2002, almost 60% of sales were in the \$105,000-\$150,000 range, while an additional 20% of homes sold in the \$150,000-\$200,000 range. The following are results for the same period for nearby communities:

- ✓ 60% of sales in Cuyahoga Heights were in the \$105,000-\$150,000 range
- ✓ 75% of sales in Seven Hills were in the \$125,000-\$200,000 range
- ✓ 75% of sales in Independence were above \$150,000
- ✓ 60% of sales in Valley View were above \$200,000

### **Single-Family Homes - New Construction**

The Housing Policy Research Program at Cleveland State University also compiles data on an ongoing basis concerning the real estate market for new single-family homes in Cuyahoga County (**Appendix 2-I**). Due to the low number of new single-family home sales annually, it is only possible to make general statements about real estate market trends.

During 2000-November, 2002, Brooklyn Heights had six new single-family home constructed, which varied in price from under \$85,000 to over \$250,000. In nearby communities, Cuyahoga Heights and Valley View only had one new home constructed in each community. Seven Hills had 28 new single-family homes built, of which over one-half cost \$200,000 or more. Independence had 30 new homes built, with over one-third priced in the \$125,000-\$150,000 range and more than 40% in the over \$250,000 range. Finally, 1,669 new single-family homes were built in Cuyahoga County during 2000-November, 2002, with 30% in the \$150,000-\$250,000 price range and over one-third in the over \$250,000 range.

# Brooklyn Heights Village

## Contract Rent

The median monthly contract rent in Brooklyn Heights in 2000 was \$676 (*Exhibit 2-4*). The median in Brooklyn Heights was similar to the figure for Independence and Valley View. In Cuyahoga Heights, Seven Hills, and Cuyahoga County as a whole, the median monthly contract rent was \$135-\$170 lower than in Brooklyn Heights.

*Exhibit 2-4, Median Contract Rent, Brooklyn Heights, Selected Communities, and Cuyahoga County, 1990 and 2000*

Area	1990	2000	Percent Change
<b>Brooklyn Heights</b>	<b>\$386</b>	<b>\$676</b>	<b>75.1%</b>
Cuyahoga Heights	\$304	\$508	67.1%
Independence	\$402	\$621	54.5%
Seven Hills	\$240	\$509	112.1%
Valley View	\$361	\$711	97.0%
Cuyahoga County	\$321	\$541	68.5%

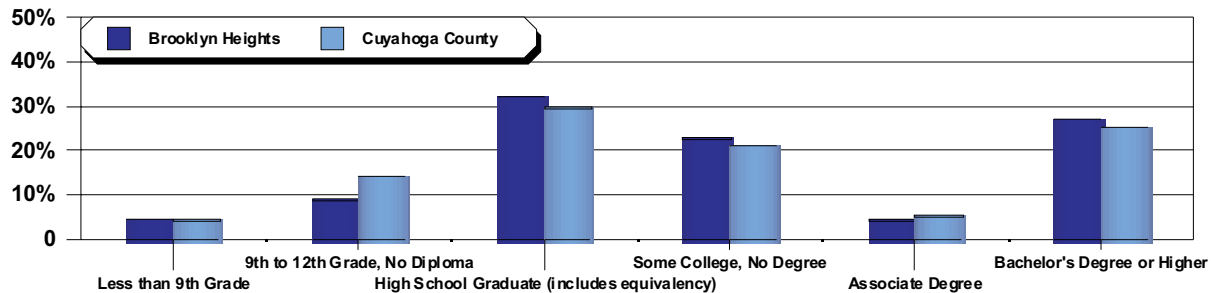
Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (H032)); 2000 (DP-4).

## EDUCATIONAL CHARACTERISTICS

### Educational Attainment

A comparison of the 1990 and 2000 U.S. Censuses showed that the educational attainment levels for residents in Brooklyn Heights slightly exceed those of Cuyahoga County as a whole (*Exhibit 2-5 and Appendix 2-J*).

*Exhibit 2-5, Educational Attainment, Persons Age 25 or Older, Brooklyn Heights and Cuyahoga County, 2000*



Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-2).

As of 2000, 32% of all Brooklyn Heights residents age 25 years or older had only a high school diploma, which is above the Cuyahoga County level of 30%. In addition, as of 2000, 27% of Brooklyn Heights residents had earned a bachelor's degree or higher, compared to the Cuyahoga County level of 25%.

From 1990 to 2000, the number of residents with less than a ninth grade education or some high school education but no diploma declined in both Brooklyn Heights and Cuyahoga County. As of 2000, the rate was one-in-seven residents in Brooklyn Heights, compared to almost one-in-five residents countywide.

2.10

**School Enrollment**

The Cuyahoga Heights School District comprises the communities of Brooklyn Heights, Cuyahoga Heights, and Valley View. Total district enrollment has been steady, with current enrollment at about 780 (*Exhibit 2-6*). As published in the February 6, 2003 issue of the *Brooklyn Sun Journal*, the school district considers the ideal number of students in each grade to be 62. For the 2002-2003 school year, the number of students enrolled in grades one through five was 277, or 33 students below the ideal total of 310. In comparison, the number of students enrolled in grades six through twelve was 462, or 28 students above the ideal total of 434. School district officials have expressed concern that the trend of lower enrollments could affect programs and/or personnel in the future. District superintendent Peter Guerrero has specifically noted that without additional new housing in the three communities that comprise the district, or the creation of senior citizen housing to make available existing homes which could be purchased by families with children, it will be difficult to significantly increase district enrollment.

According to the 2000 Census, about 57% of the students in kindergarten through grade twelve lived in Valley View, about 30% of students lived in Brooklyn Heights, and about 13% of students lived in Cuyahoga Heights.

*Exhibit 2-6, Cuyahoga Heights School District, School Enrollment, 1997-1998 to 2002-2003*

School Year	School Enrollment	Change	
		#	%
1997-1998	772	--	--
1998-1999	792	20	2.6%
1999-2000	794	2	0.3%
2000-2001	791	-3	-0.4%
2001-2002	795	4	0.5%
2002-2003	781	-14	-1.8%

Source: Ohio Department of Education, Interactive Local Report Cards. Cuyahoga Heights Board of Education for 2002-2003 enrollment, as published in the *Brooklyn Sun Journal*, February 6, 2003.

**INCOME AND EMPLOYMENT CHARACTERISTICS**

**Income**

During the 1990's, the income of households in Brooklyn Heights and most nearby communities increased at a rate faster than inflation. In addition, household incomes and family incomes in Brooklyn Heights were higher than the incomes in Cuyahoga Heights, and Cuyahoga County as a whole, but lower than in Independence, Seven Hills, and Valley View (*Exhibit 2-7*).

Household income refers to all of the households in a community, including households having only one person. In 1989, the median household income in Brooklyn Heights was \$35,385. By 1999 that figure had risen to \$47,847. By adjusting the 1989 Brooklyn Heights figure for inflation, the 1999 figure is \$1,922 above the amount that would be expected due to inflation. Most nearby communities also outpaced inflation over the ten-year period, reaching a range of \$1,400 to \$4,900 in household income by 1999. The only exception was Seven Hills, where median household income did not exceed inflation.

Family income includes only households where a head of household lives with one or more persons who are related to the head of household by birth, marriage, or adoption. Family income figures are higher than household incomes, due to the frequency of two wage earners in the same household. In 1989, the median family income in Brooklyn Heights was \$40,238.

# Brooklyn Heights Village

**Exhibit 2-7, Median Household Income and Median Family Income, Brooklyn Heights, Selected Communities, and Cuyahoga County, 1989 and 1999**

Area	Median Household Income		Gain Above Inflation, 1989-1999	
	1989	1999	Dollar Amount	Percent
<b>Brooklyn Heights</b>	<b>\$35,385</b>	<b>\$47,847</b>	<b>\$1,922</b>	<b>4.2%</b>
Cuyahoga Heights	\$30,234	\$40,625	\$1,385	3.5%
Independence	\$40,716	\$57,733	\$4,889	9.3%
Seven Hills	\$42,240	\$54,413	(\$408)	-0.7%
Valley View	\$45,703	\$64,063	\$4,747	8.0%
Cuyahoga County	\$28,595	\$39,168	\$2,056	5.5%
Area	Median Family Income		Gain Above Inflation, 1989-1999	
	1989	1999	Dollar Amount	Percent
<b>Brooklyn Heights</b>	<b>\$40,238</b>	<b>\$62,424</b>	<b>\$10,201</b>	<b>19.5%</b>
Cuyahoga Heights	\$32,917	\$54,167	\$11,445	26.8%
Independence	\$46,682	\$65,059	\$4,472	7.4%
Seven Hills	\$46,208	\$62,520	\$2,548	4.2%
Valley View	\$49,018	\$71,080	\$7,461	11.7%
Cuyahoga County	\$35,749	\$49,559	\$3,162	6.8%

Note: A ten-year inflation factor of 1.297861 was applied to the 1989 figures in order to adjust them to the equivalent 1999 level (U.S. Census Bureau, Public Information Office, May 20, 2002, *Note Concerning Consumer Price Index (CPI-U-RS) Values in the 1990 Demographic Profile, Tables DP-3, Footnote 4, and in Table DP-4, Footnote 6.*

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (General Profiles)); 2000 (DP-3).

## 2.12

By 1999 that figure had risen to \$62,424. By adjusting the 1989 Brooklyn Heights figure for inflation, the 1999 figure is \$10,201 above the amount that would be expected due to inflation. Nearby communities also outpaced inflation over the ten-year period, reaching a range of \$2,500 to \$11,400 in family income by 1999.

### Source of Income

When compared to Cuyahoga County as a whole, a slightly lower percentage of Brooklyn Heights households have earnings as a source of income, and a higher percentage of households have Social Security and retirement benefits as sources of income. According to the 2000 Census, 74% of all households in Brooklyn Heights received income in 1999 from earnings, compared to 76% of all Cuyahoga County residents (*Exhibit 2-8 and Appendix 2-K*).

In addition, 34% of households in Brooklyn Heights received Social Security income during 1999, compared to 28% of households countywide. The level of households with retirement income was also higher in Brooklyn Heights (24%) than for all Cuyahoga County households (18%). As part of 1999 income, 3% of Brooklyn Heights households received public assistance, compared to 5% households countywide.

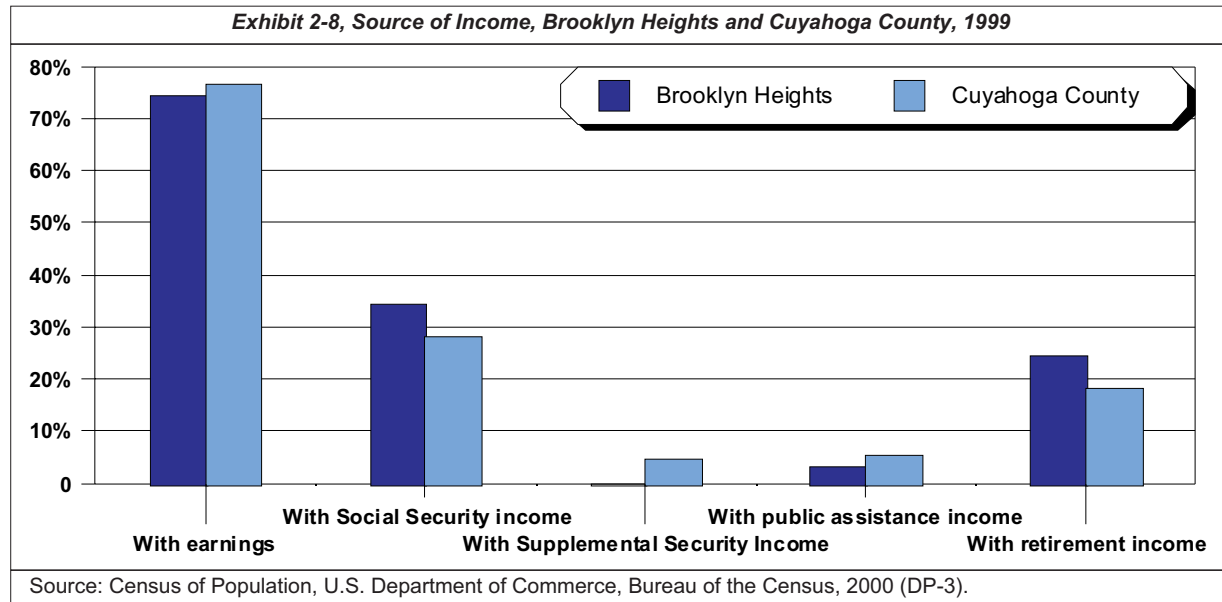
### Employment Status

The potential labor force in Brooklyn Heights in 2000, which included all persons age 16 years and older, consisted of 1,328 persons, of which 829 (62%) were part of the civilian labor force. The remaining 499 persons were not in the labor force, which included students, homemakers, retirees, and those persons not actively seeking employment.

# Brooklyn Heights Village

More than 98% of the civilian labor force (817 persons) was employed, a higher percentage than Cuyahoga County as a whole (94%). Of the total civilian labor force of Cuyahoga Heights, 59% were men and 41% were women.

As of the 2000 Census, the unemployment rate in Brooklyn Heights was 1.4%, which compared favorably to Independence (2.1%), Valley View (2.2%), Seven Hills (2.9%), and Cuyahoga Heights (3.9%).



2.13

## Occupational Composition

The occupational composition of residents of Brooklyn Heights shows similarities and differences to that of Cuyahoga County residents as a whole (*Exhibit 2-9 and Appendix 2-L*). The categories in which Brooklyn Heights residents were most frequently employed in 2000 were management, professional, and related occupations; sales and office occupations; and production, transportation, and material moving occupations. These categories were also the most frequent countywide, as well as service occupations.

During the 1990's, major occupational shifts occurred in the population of Brooklyn Heights. For example, management, professional, and related occupations; sales and office occupations; and production, transportation, and material moving occupations rose dramatically. In contrast, service occupations, as well as construction, transportation, and material moving occupations, declined significantly.

Compared to all Cuyahoga County residents in 2000, a lower percentage of Brooklyn Heights residents were employed in sales and office occupations, and a higher percentage of Brooklyn Heights residents were employed in management and professional occupations.



## DRIVE TIME ANALYSIS

A drive time analysis is often used by businesses to determine potential locations for a new retail store. The analysis computes the travel time along the road network from a specific point, such as an intersection. Using Census data, it is then possible to determine the number of persons within a specified distance from the location, along with their socio-economic characteristics. This distance is usually expressed in minutes, not miles, because drivers often think of the distance to a location in terms of time. The computer model accounts for variations in the street network, such as lower speed limits on local roads and higher speed limits on freeways, which more accurately illustrates elapsed time. The resulting map portrays a series of rings representing the different drive times, such as ten minutes, twenty minutes, and thirty minutes away from a specific location.

When a drive time analysis is applied to a community, it can be used as an economic development tool. For example, if a community intended to attract retail development, or a specific type of retail store, demographic data could provide a profile of the potential customer base, such as number of people and income. If a community intended to attract office or industrial companies, demographic data could provide information on the size of the potential pool of workers and their educational attainment.

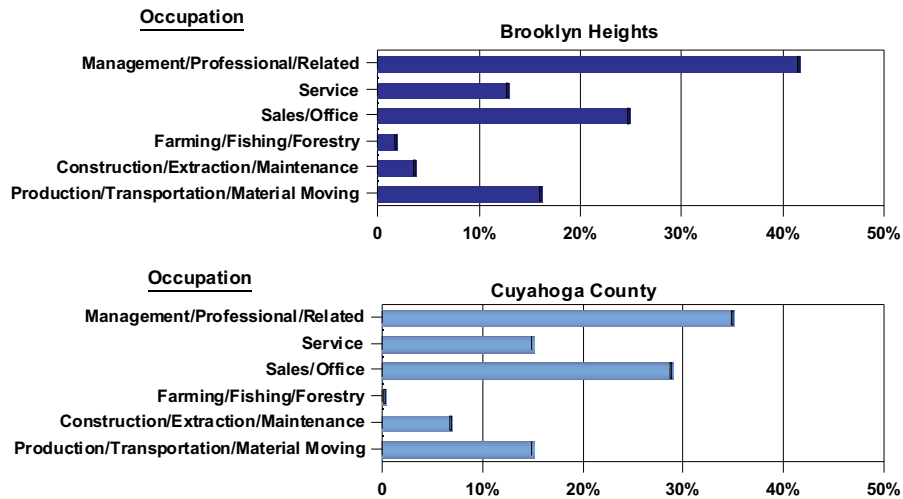
A drive time analysis using the intersection of Tuxedo Avenue and Schaaf Road as the point of origin shows that a significant amount of area and people are accessible to Brooklyn Heights within a ten, twenty, and thirty minute drive (**Map 2-2**). A ten-minute radius around Brooklyn Heights extends as far as downtown Cleveland, Hopkins International Airport, Parma Heights, Broadview Heights, and Maple Heights. A twenty-minute radius expands the area to Westlake, North Olmsted, Strongsville, Richfield, Macedonia, Solon, Beachwood, and Cleveland Heights. A thirty-minute radius spreads as far as Avon, Elyria, Brunswick, Medina, Fairlawn, Hudson, Aurora, western Geauga County, and Eastlake.

2.14

Due to the densely populated character of Cuyahoga County, along with the location of Brooklyn Heights in the center of the county, the number of persons in proximity to the Village is extensive (**Appendix 2-M**). For example, there are approximately 374,000 people living within ten minutes of Brooklyn Heights, representing 150,000 households with an aggregate annual household income of over \$6.5 billion. This population also includes 186,000 people, age 25 and over, who possess at least a high school diploma. Within a twenty minute radius, these statistics rise by three- to four-fold.

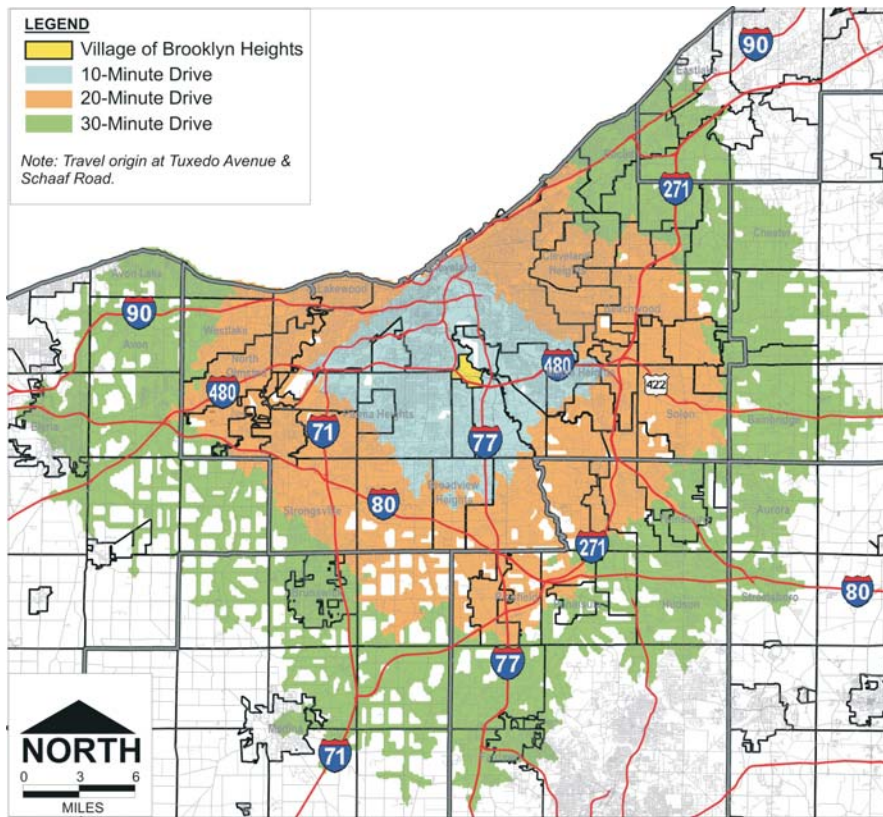
# Brooklyn Heights Village

**Exhibit 2-9, Occupations of Employed Persons, Age 16 and Over, Brooklyn Heights and Cuyahoga County, 2000**



Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-3).

**Map 2-2, Selected Census Data by Drive Time Analysis, Drive Time From Brooklyn Heights, 2000**



Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000, as calculated by Freeway (Drive Time Polygon Generator), created by Applied Geographic Solutions, Inc.

2.15



# APPENDIX

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# Brooklyn Heights Village

**Appendix 2-A, Population Change, Brooklyn Heights, Selected Communities, and Cuyahoga County, 1940-2000**

Area	Population							Percent Change	
	1940	1950	1960	1970	1980	1990	2000	1940-1970	1970-2000
<b>Brooklyn Heights</b>	<b>496</b>	<b>931</b>	<b>1,449</b>	<b>1,527</b>	<b>1,653</b>	<b>1,450</b>	<b>1,558</b>	<b>207.9%</b>	<b>2.0%</b>
Cuyahoga Heights	674	713	796	866	739	682	599	28.5%	-30.8%
Independence	1,815	3,105	6,868	7,034	6,607	6,500	7,109	287.5%	1.1%
Seven Hills	555	1,350	5,708	12,700	13,650	12,339	12,080	2188.3%	-4.9%
Valley View	753	998	1,221	1,422	1,576	2,137	2,179	88.8%	53.2%
Cuyahoga County	1,217,250	1,389,532	1,647,895	1,720,835	1,498,400	1,412,140	1,393,978	41.4%	-19.0%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1940-2000

**Appendix 2-B, Age Composition, Brooklyn Heights and Cuyahoga County, 1990 and 2000**

Age Groups	Population			
	Brooklyn Heights			
	1990		2000	
	Number	Percent	Number	Percent
0-4	56	3.9%	63	4.0%
5-9	71	4.9%	115	7.4%
10-14	104	7.2%	131	8.4%
15-19	101	7.0%	104	6.7%
20-24	84	5.8%	58	3.7%
25-34	183	12.6%	138	8.9%
35-44	188	13.0%	272	17.5%
45-54	186	12.8%	223	14.3%
55-64	171	11.8%	169	10.8%
65-74	217	15.0%	133	8.5%
75+	89	6.1%	152	9.8%
<b>Total</b>	<b>1,450</b>	<b>100.0%</b>	<b>1,558</b>	<b>100.0%</b>
Age Groups	Cuyahoga County			
	1990		2000	
	Number	Percent	Number	Percent
	0-4	100,293	7.1%	90,996
5-9	95,303	6.7%	101,372	7.3%
10-14	89,843	6.4%	99,235	7.1%
15-19	90,162	6.4%	89,960	6.5%
20-24	94,679	6.7%	77,515	5.6%
25-34	238,040	16.9%	188,873	13.5%
35-44	203,606	14.4%	219,449	15.7%
45-54	140,952	10.0%	187,601	13.5%
55-64	138,196	9.8%	121,816	8.7%
65-74	130,507	9.2%	107,327	7.7%
75+	90,559	6.4%	109,834	7.9%
<b>Total</b>	<b>1,412,140</b>	<b>100.0%</b>	<b>1,393,978</b>	<b>100.0%</b>

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (P012)); 2000 (DP-1).

# Brooklyn Heights Village

**Appendix 2-C, Household Size,  
Brooklyn Heights and Cuyahoga County, 2000**

Number of Persons	Brooklyn Heights		Cuyahoga County	
	Households		Households	
	Number	Percent	Number	Percent
1 person	184	27.8%	169,946	30.2%
2 persons	211	31.9%	174,220	30.9%
3 persons	116	17.5%	91,826	16.3%
4 persons	106	16.0%	73,471	13.0%
5 persons	44	6.7%	34,130	6.1%
6 persons	0	0.0%	12,520	2.2%
7 or more persons	0	0.0%	7,130	1.3%
<b>Total</b>	<b>661</b>	<b>100.0%</b>	<b>563,243</b>	<b>100.0%</b>

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000, (SF 3 (P014)).

2.20

**Appendix 2-D, Household Type, Brooklyn Heights and Cuyahoga County, 1990 and 2000**

Household Type	Brooklyn Heights			
	1990		2000	
	#	%	#	%
Total Households	552		594	
Family Households	434	78.6%	438	73.7%
Married Households	367	84.6%	352	80.4%
Married Households with Children Under 18	137	37.3%	146	41.5%
Single Head of Household	67	15.4%	86	19.6%
Single Head of Households with Children Under 18	24	35.8%	43	50.0%
Nonfamily Households	118	21.4%	156	26.3%
Households with Persons 65 and Over	223	40.4%	208	35.0%
	Cuyahoga County			
	1990		2000	
	#	%	#	%
Total Households	563,243		571,457	
Family Households	370,083	65.7%	354,615	62.1%
Married Households	267,353	72.2%	242,389	68.4%
Married Households with Children Under 18	116,900	43.7%	102,182	42.2%
Single Head of Household	102,730	27.8%	112,226	31.6%
Single Head of Households with Children Under 18	60,339	58.7%	60,839	54.2%
Nonfamily Households	193,160	34.3%	216,842	37.9%
Households with Persons 65 and Over	160,760	28.5%	155,959	27.3%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (P018 and P025)); 2000 (DP-1).

# Brooklyn Heights Village

**Appendix 2-E, Housing Type, Brooklyn Heights and Cuyahoga County, 2000**

Area	Total Housing Units	Total		Detached		Attached		Units in 2-Family Structures		Units in 3 or 4 Family Structures	
		Single-Family Units		Single-Family Units				#	%	#	%
		#	%	#	%	#	%				
<b>Brooklyn Heights</b>	<b>649</b>	<b>620</b>	<b>95.6%</b>	<b>615</b>	<b>94.8%</b>	<b>5</b>	<b>0.8%</b>	<b>23</b>	<b>3.5%</b>	<b>0</b>	<b>0.0%</b>
Cuyahoga Heights	280	206	73.6%	199	71.1%	7	2.5%	56	20.0%	15	5.4%
Independence	2,424	2,374	97.9%	2,360	97.4%	14	0.6%	26	1.1%	8	0.3%
Seven Hills	4,883	4,786	98.0%	4,667	95.6%	119	2.4%	60	1.2%	12	0.2%
Valley View	691	667	96.5%	661	95.7%	6	0.9%	16	2.3%	4	0.6%
Cuyahoga County	616,903	392,564	63.6%	354,973	57.5%	37,591	6.1%	59,729	9.7%	25,309	4.1%

Area	Total Housing Units	5 to 9 Units in Structure		10 to 19 Units in Structure		20 or More Units in Structure		Mobile Homes, Trailers, Others	
		#	%	#	%	#	%	#	%
<b>Brooklyn Heights</b>	<b>649</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>6</b>	<b>0.9%</b>
Cuyahoga Heights	280	0	0.0%	0	0.0%	0	0.0%	3	1.1%
Independence	2,424	0	0.0%	0	0.0%	0	0.0%	16	0.7%
Seven Hills	4,883	6	0.1%	13	0.3%	0	0.0%	6	0.1%
Valley View	691	0	0.0%	0	0.0%	0	0.0%	4	0.6%
Cuyahoga County	616,903	27,640	4.5%	30,125	4.9%	78,267	12.7%	3,214	0.5%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-4).

**Appendix 2-F, Housing Occupancy Status, Brooklyn Heights and Cuyahoga County, 1990 and 2000**

Area	Total Housing Units	1990							
		Occupied		Vacant		Owner- Occupied		Renter- Occupied	
		#	%	#	%	#	%	#	%
<b>Brooklyn Heights</b>	<b>558</b>	<b>552</b>	<b>98.9%</b>	<b>6</b>	<b>1.1%</b>	<b>490</b>	<b>88.8%</b>	<b>62</b>	<b>11.2%</b>
Cuyahoga County	604,538	563,243	93.2%	41,295	6.8%	349,057	62.0%	214,186	38.0%

2000									
Area	Total Housing Units	Occupied	Vacant	Owner- Occupied	Renter- Occupied				
#	%	#	%	#	%				
<b>Brooklyn Heights</b>	<b>607</b>	<b>594</b>	<b>97.9%</b>	<b>13</b>	<b>2.1%</b>				
Cuyahoga County	616,903	571,457	92.6%	45,446	7.4%				

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 1A (H001, H002, and H003); 2000 (DP-4)).

**2.21**



# Brooklyn Heights Village

**Appendix 2-G, Existing Single-Family Homes, Median Sale Price and Number of Sales, Brooklyn Heights, Selected Communities, and Cuyahoga County, 1993-November, 2002**

Area	1993	1994	1995	1996	1997	1998	1999	2000	2001	Nov. 2002	Change 1993- Nov. 2002	
											\$	%
Brooklyn Heights	\$100,000	\$99,000	\$135,000	\$98,000	\$150,000	\$109,900	\$116,950	\$128,500	\$122,000	\$138,500	\$38,500	38.5%
Cuyahoga Heights	\$49,500	\$76,000	\$73,500	\$98,000	\$110,000	\$110,000	\$120,000	\$101,800	\$135,000	\$110,000	\$60,500	122.2%
Independence	\$135,750	\$147,650	\$144,500	\$140,500	\$162,000	\$165,000	\$177,000	\$179,450	\$191,500	\$193,500	\$57,750	42.5%
Seven Hills	\$125,000	\$134,000	\$133,950	\$145,000	\$142,500	\$149,500	\$150,000	\$160,000	\$165,000	\$165,000	\$40,000	32.0%
Valley View	\$128,000	\$167,500	\$192,500	\$183,000	\$222,500	\$186,500	\$183,500	\$153,000	\$229,000	\$232,500	\$104,500	81.6%
Cuyahoga County	\$83,900	\$85,000	\$87,500	\$91,500	\$95,000	\$100,000	\$102,000	\$107,500	\$111,000	\$116,000	\$32,100	38.3%

Area	1993	1994	1995	1996	1997	1998	1999	2000	2001	Nov. 2002	Total
	Brooklyn Heights	29	21	18	17	23	19	18	15	15	16
Cuyahoga Heights	2	3	3	3	3	5	7	5	5	5	41
Independence	70	72	67	63	65	93	77	80	73	58	718
Seven Hills	137	151	148	135	156	157	177	148	168	170	1,547
Valley View	22	22	10	15	15	8	15	17	13	16	153
Cuyahoga County	15,080	15,868	15,118	15,818	15,987	18,113	18,112	16,753	16,805	16,518	164,172

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 1993-2002.

2.22

**Appendix 2-H, Existing Single-Family Homes, Sales by Price Category, Brooklyn Heights, Selected Communities, and Cuyahoga County, 2000-November, 2002**

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Brooklyn Heights	0	0	3	3	14	13	10	2	1	46
Cuyahoga Heights	0	0	4	1	5	4	1	0	0	15
Independence	0	4	1	1	12	33	81	39	40	211
Seven Hills	0	2	0	8	37	129	242	52	16	486
Valley View	1	2	2	1	5	4	4	17	10	46
Cuyahoga County	4,776	3,718	6,655	7,785	7,364	6,500	6,630	2,847	3,801	50,076

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
Brooklyn Heights	0.0%	0.0%	6.5%	6.5%	30.4%	28.3%	21.7%	4.3%	2.2%	100.0%
Cuyahoga Heights	0.0%	0.0%	26.7%	6.7%	33.3%	26.7%	6.7%	0.0%	0.0%	100.0%
Independence	0.0%	1.9%	0.5%	0.5%	5.7%	15.6%	38.4%	18.5%	19.0%	100.0%
Seven Hills	0.0%	0.4%	0.0%	1.6%	7.6%	26.5%	49.8%	10.7%	3.3%	100.0%
Valley View	2.2%	4.3%	4.3%	2.2%	10.9%	8.7%	8.7%	37.0%	21.7%	100.0%
Cuyahoga County	9.5%	7.4%	13.3%	15.5%	14.7%	13.0%	13.2%	5.7%	7.6%	100.0%

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 2000-2002.

# Brooklyn Heights Village

**Appendix 2-I, New Construction of Single-Family Homes, Sales by Price Category, Brooklyn Heights, Selected Communities, and Cuyahoga County, 2000-November, 2002**

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
<b>Brooklyn Heights</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>
Cuyahoga Heights	0	0	1	0	0	0	0	0	0	1
Independence	0	1	1	0	3	11	1	0	13	30
Seven Hills	0	9	0	0	0	3	1	6	9	28
Valley View	0	0	0	0	0	0	1	0	0	1
Cuyahoga County	0	118	113	67	107	149	241	251	623	1,669

Area	Less Than \$45,000	\$45-65,000	\$65-85,000	\$85-105,000	\$105-125,000	\$125-150,000	\$150-200,000	\$200-250,000	Greater Than \$250,000	Total
<b>Brooklyn Heights</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>100.0%</b>
Cuyahoga Heights	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Independence	0.0%	3.3%	3.3%	0.0%	10.0%	36.7%	3.3%	0.0%	43.3%	100.0%
Seven Hills	0.0%	32.1%	0.0%	0.0%	0.0%	10.7%	3.6%	21.4%	32.1%	100.0%
Valley View	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
Cuyahoga County	0.0%	7.1%	6.8%	4.0%	6.4%	8.9%	14.4%	15.0%	37.3%	100.0%

Source: Housing Policy Research Program, The Urban Center, Maxine Levin College of Urban Affairs, Cleveland State University, 2000-2002.

**2.23**

**Exhibit 2-J, Educational Attainment, Persons Age 25 or Older, Brooklyn Heights and Cuyahoga County, 1990 and 2000**

Area	Persons 25 Years of Age or Older	Less than 9th Grade		9th to 12th Grade, No Diploma		High School Graduate (includes equivalency)		Some College, No Degree		Associate Degree		Bachelor's Degree or Higher	
		#	%	#	%	#	%	#	%	#	%	#	%
<b>1990</b>													
<b>Brooklyn Heights</b>	<b>1,034</b>	<b>45</b>	<b>4.3%</b>	<b>158</b>	<b>15.3%</b>	<b>436</b>	<b>42.2%</b>	<b>227</b>	<b>21.9%</b>	<b>40</b>	<b>3.9%</b>	<b>128</b>	<b>12.4%</b>
Cuyahoga County	943,924	72,536	7.7%	172,761	18.3%	291,883	30.9%	169,957	18.0%	46,969	5.0%	189,818	20.1%
<b>2000</b>													
<b>Brooklyn Heights</b>	<b>1,192</b>	<b>53</b>	<b>4.4%</b>	<b>110</b>	<b>9.2%</b>	<b>384</b>	<b>32.2%</b>	<b>273</b>	<b>22.9%</b>	<b>52</b>	<b>4.4%</b>	<b>320</b>	<b>26.9%</b>
Cuyahoga County	936,148	41,967	4.5%	129,995	13.9%	281,264	30.0%	198,044	21.2%	49,465	5.3%	235,413	25.1%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (P057)); 2000 (DP-2).

# Brooklyn Heights Village

**Appendix 2-K, Source of Income, Brooklyn Heights and Cuyahoga County, 1999**

Source of Income	Brooklyn Heights		Cuyahoga County	
	Number	Percent	Number	Percent
With earnings	491	74.3%	437,375	76.5%
With Social Security income	228	34.5%	161,939	28.3%
With Supplemental Security Income	0	0.0%	27,722	4.8%
With public assistance income	22	3.3%	30,050	5.3%
With retirement income	161	24.4%	104,655	18.3%

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000 (DP-3).

**Appendix 2-L, Occupations of Employed Persons, Age 16 and Over, Brooklyn Heights and Cuyahoga County, 1990 and 2000**

Occupation	Brooklyn Heights					
	1990		2000		Change 1990-2000	
	#	%	#	%	#	%
Management, professional, related occupations	163	24.0%	338	41.4%	175	107.4%
Service occupations	250	36.8%	104	12.7%	-146	-58.4%
Sales and office occupations	82	12.1%	202	24.7%	120	146.3%
Farming, fishing, and forestry occupations	24	3.5%	14	1.7%	-10	-41.7%
Construction, extraction, and maintenance occupations	68	10.0%	29	3.5%	-39	-57.4%
Production, transportation, and material moving occupations	93	13.7%	130	15.9%	37	39.8%
<b>Total</b>	<b>680</b>	<b>100.0%</b>	<b>817</b>	<b>100.0%</b>	<b>137</b>	<b>20.1%</b>

Occupation	Cuyahoga County					
	1990		2000		Change 1990-2000	
	#	%	#	%	#	%
Management, professional, related occupations	176,564	28.0%	220,939	34.8%	44,375	25.1%
Service occupations	80,681	12.8%	94,542	14.9%	13,861	17.2%
Sales and office occupations	217,686	34.6%	181,884	28.7%	-35,802	-16.4%
Farming, fishing, and forestry occupations	3,661	0.6%	606	0.1%	-3,055	-83.4%
Construction, extraction, and maintenance occupations	60,224	9.6%	42,211	6.7%	-18,013	-29.9%
Production, transportation, and material moving occupations	90,696	14.4%	94,237	14.9%	3,541	3.9%
<b>Total</b>	<b>629,512</b>	<b>100.0%</b>	<b>634,419</b>	<b>100.0%</b>	<b>4,907</b>	<b>0.8%</b>

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 1990 (STF 3A (General Profiles, Labor Force and Commuting)); 2000 (DP-3).

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# Brooklyn Heights Village

*Appendix 2-M, Selected Census Data by Drive Time Analysis, Drive Time From Brooklyn Heights, 2000*

Category	Drive-Time From Tuxedo Avenue and Schaaf Road Intersection		
	10 Minutes	20 Minutes	30 Minutes
<b>Total Population</b>	374,000	1,216,000	1,734,000
<b>Total Population Age 25 Years and Over</b>	247,000	811,000	1,167,000
<b>Total Households</b>	150,000	494,000	699,000
<b>Educational Attainment, Population 25 Years and Over, High School Graduate (Includes Equivalency) or Higher</b>	186,000	655,000	971,000
<b>Employment Status, Population 16 Years and Over, In Labor Force, Civilian Labor Force</b>	173,000	587,000	857,000
<b>Aggregate Annual Household Income</b>	\$6,525,240,000	\$25,874,320,000	\$40,214,640,000

Source: Census of Population, U.S. Department of Commerce, Bureau of the Census, 2000, as calculated by Freeway (Drive Time Polygon Generator), created by Applied Geographic Solutions, Inc.

**2.25**

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# Chapter 3

## Land Use

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## LAND USE INVENTORY

This section will outline the evolution of land use patterns in the Village of Brooklyn Heights, as well as the natural features of the community. Specific historical information has been obtained from atlases, maps, and publications. For the 2002 data, land usage was determined through the use of Cuyahoga County Auditor's Office records, aerial photographs, and a field survey conducted by Cuyahoga County Planning Commission staff.

## LAND USE EVOLUTION

According to the Encyclopedia of Cleveland History, Brooklyn Heights was originally part of Brooklyn and Independence Townships. In 1902, residents of School District #4 discussed withdrawing from the townships in order to establish their own school district, as well as a dispute over taxes. An election in 1903 resulted in the incorporation of Brooklyn Heights Village. In 1927, the western portion of the Village, representing about two-thirds of the area of the Village and about one-half the population, was annexed by Cleveland. Throughout much of the 20<sup>th</sup> century, the Village was one of the leading vegetable greenhouse areas in America.

The land uses in 1938 illustrate the importance of agriculture in the Village (*Exhibit 3-1*). About 64% of the just under 1,200 acres in the Village had been developed as of 1938 (751 acres). The three largest land uses were agriculture (574 acres), residential (66 acres), and railroads (42 acres). Agriculture totalled just under 50% of all acreage within the Village.

During the past sixty years, the continued expansion of the metropolitan area and the construction of the freeway system have had significant impacts on Brooklyn Heights in terms of development (*Exhibit 3-1 and Map 3-1*). As of 2002, the percentage of all land within the Village that had been developed rose to 85%. The three largest land uses were industrial (255 acres; zero acres in 1938), street rights-of-way (194 acres - primarily due to Interstate 480), and residential (185 acres). These three land use types totalled 56% of all acreage within the Village. In contrast, during the past sixty years agricultural land uses dropped to 6% of the total acreage in the Village.

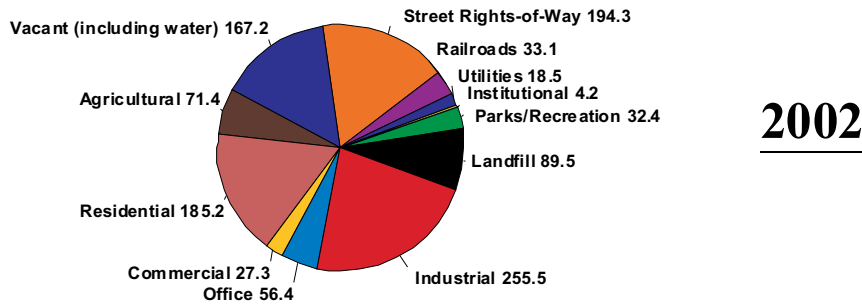
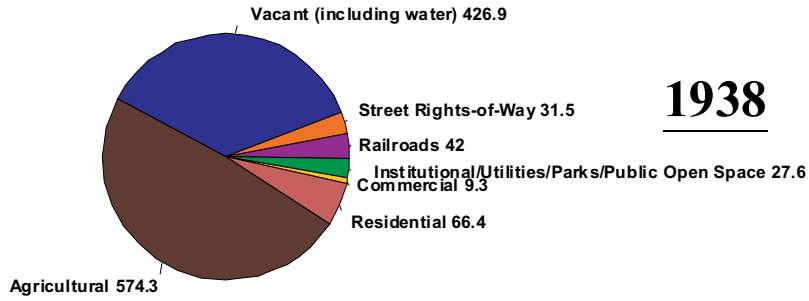
## BUILDING CONSTRUCTION DATES

A review of the construction dates of existing buildings illustrates how residential and non-residential have developed by decade during the 20<sup>th</sup> century (*Exhibit 3-2*). Ninety percent of the existing homes in the Village have been built from the 1940's to the present. The major period of home construction occurred immediately after World War II, when 45% of the existing houses were built during the 1940's and 1950's. An additional 20% of the existing homes were built during the 1970's, and 10% were constructed during the 1990's.

Non-residential development also began in the early decades of the 20<sup>th</sup> century, and about 10% of the existing non-residential buildings were constructed during the 1940's or earlier. The primary period of construction was the 1960's through the 1980's, when over

# Brooklyn Heights Village

**Exhibit 3-1, Land Use, Brooklyn Heights, 1938 and 2002**



**3.4**

Land Use	1938			2002		
	Acreage	Percent of Developed Acreage	Percent of Total Acreage	Acreage	Percent of Developed Acreage	Percent of Total Acreage
Agricultural	574.3	76.5%	48.8%	71.4	7.4%	6.3%
Residential	66.4	8.8%	5.6%	185.2	19.1%	16.3%
Commercial	9.3	1.2%	0.8%	27.3	2.8%	2.4%
Office	0.0	0.0%	0.0%	56.4	5.8%	5.0%
Industrial	0.0	0.0%	0.0%	255.5	26.4%	22.5%
Landfill				89.5	9.2%	7.9%
Institutional//Parks/Public Open Space	27.6	3.7%	2.3%			
Parks/Recreation				32.4	3.4%	2.9%
Institutional (government and cemeteries)				4.2	0.4%	0.4%
Utilities				18.5	1.9%	1.6%
Railroads	42.0	5.6%	3.6%	33.1	3.4%	2.9%
Street Rights-of-Way	31.5	4.2%	2.7%	194.3	20.1%	17.1%
Total Developed Acreage	751.1	100.0%	63.8%	967.7	100.0%	85.3%
Vacant (including water)	426.9		36.2%	167.2		14.7%
Total Acreage	1178.0		100.0%	1135.0		100.0%

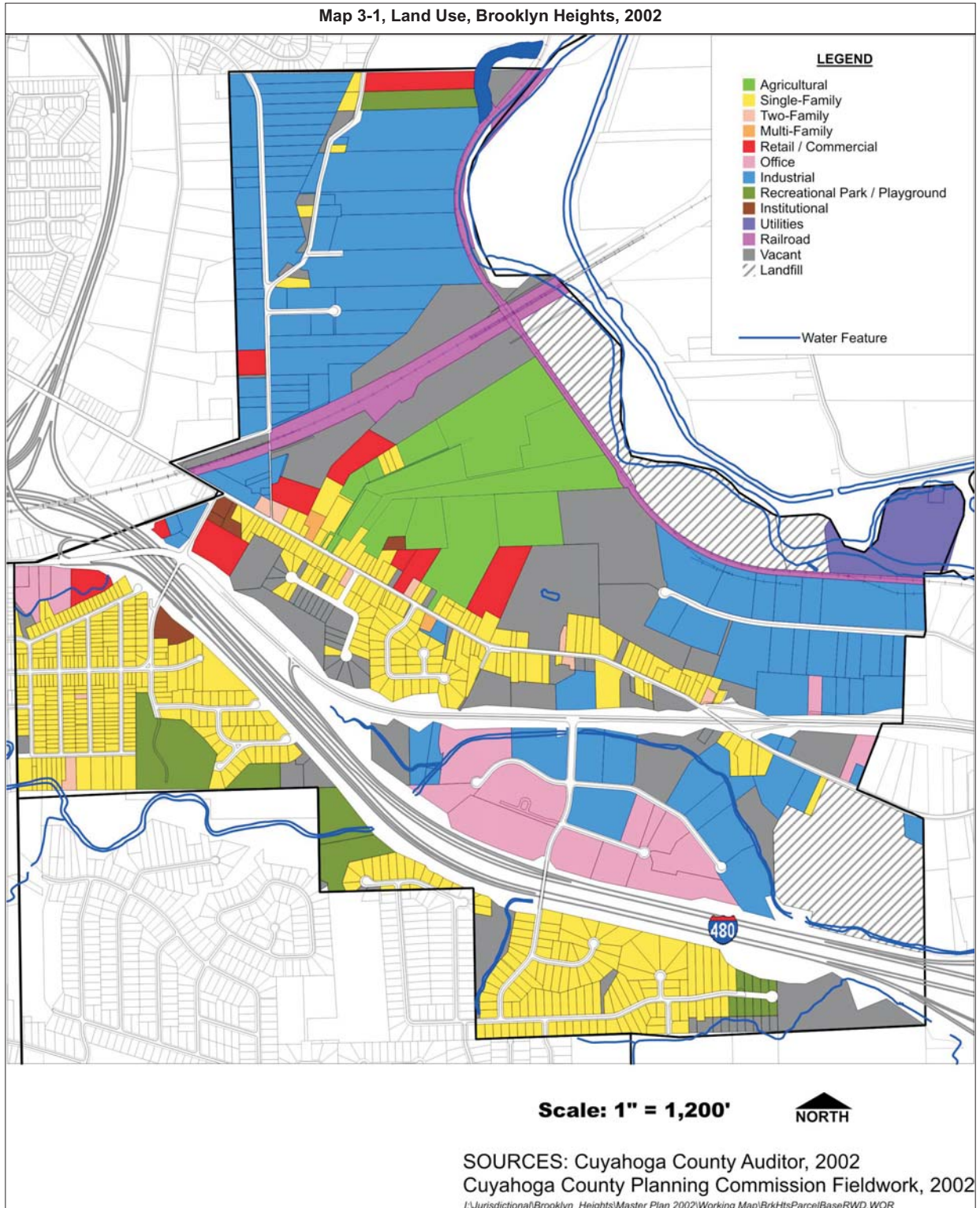
Total Acreage figures vary slightly due to different data sources.

Street Rights-of-Way acreage for 2002 is estimated.

Sources: Population 1930-1940, W.P.A. Projects 17191 and 18246, Regional Association of Cleveland; Cuyahoga County Planning Commission, 2002



# Brooklyn Heights Village



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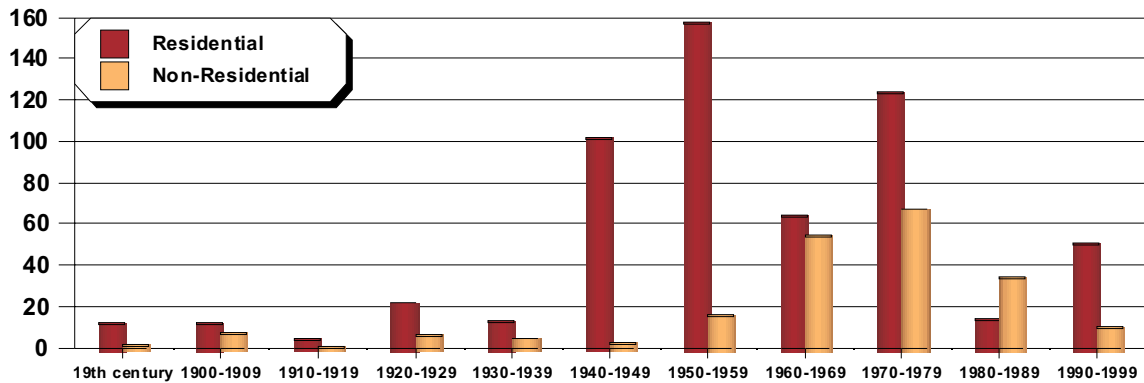
# Brooklyn Heights Village

three-quarters of the existing non-residential structures were built. This time period also corresponds to major road projects that made large sections of Brooklyn Heights more accessible and attractive to development, including Granger Road, Interstate 77, and Interstate 480.

The aging building stock of the Village presents several issues. The 1940's through 1970's housing stock, representing over three-quarters of the existing residential structures, means that these buildings are already on their first or second cycle of replacement of major systems. The repair needs and physical updates of houses must be continuously addressed in order to prevent code violations and keep the housing stock attractive in the real estate market for purchasers. In addition, the occasional creation of new small subdivisions provides the choice of a new house within the Village, either for families moving in to the Village for the first time, or as an upgrade for an existing household. In contrast, a lack of housing options to meet the needs of aging residents, such as a limited number of small, new homes entirely or mostly on one floor, means that some residents will not remain—or can not remain—in the Village as long as they would wish.

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**Exhibit 3-2, Building Construction Dates, Brooklyn Heights**



Date of Construction	Number of Existing Buildings	
	Residential	Non-Residential
19th century	12	2
1900-1909	12	7
1910-1919	4	1
1920-1929	22	6
1930-1939	13	4
1940-1949	102	3
1950-1959	158	16
1960-1969	64	55
1970-1979	124	67
1980-1989	14	34
1990-1999	51	10
<b>Total</b>	<b>576</b>	<b>205</b>

Sources: Cuyahoga County Auditor's Office, 2002.

Aging non-residential buildings, primarily industrial, are subject to market obsolescence due to factors such as repair needs; inadequate loading areas, parking, and vehicle circulation; low ceilings; inflexible interior layout; or specialized previous uses that make adaptation to new uses difficult. The only option to address obsolete industrial buildings is demolition and replacement, a process that may be complicated by the need to environmentally remediate buildings or surrounding acreage.

## CRITICAL NATURAL FEATURES

### Floodplains

A floodplain is the relatively flat area or low land adjoining the channel of a river or stream which has been—or may be—covered by flood water. Floodplains are an important part of the stormwater management system. During periods of heavy or continuous rain, floodplains hold water that may otherwise flow to flood developed areas.

*Map 3-2* shows areas considered floodplains by the Federal Emergency Management Agency, as provided by the Ohio Department of Natural Resources. The federal government utilizes a standard of measurement known as the 100-year floodplain, which is defined as the land area that has a one percent chance of being covered by flood water in any given year. Floodplains are regulated by the U. S. Army Corps of Engineers and the Federal Emergency Management Agency. Local regulations are outlined in the codified ordinances of Brooklyn Heights.

Due to the topography of Brooklyn Heights, the floodplains are confined to the areas adjacent to the two watercourses in the village. Along West Creek, west of Interstate 480, the area prone to flooding is generally vacant land or portions of the Village park, much of which is located in Seven Hills but is owned by the Village of Brooklyn Heights.

Along the Cuyahoga River, the area prone to flooding occurs mainly on the Cuyahoga Heights side of the river, which is generally vacant bottomland owned by various private industrial owners, or the Northeast Ohio Regional Sewer District. Much of this land is now part of the Cleveland Metroparks Ohio & Erie Canal Reservation. On the Brooklyn Heights side of the Cuyahoga River, the most recent *Flood Insurance Rate Maps* for the Village, issued by the Federal Emergency Management Agency in 1981, showed the flood prone area to be generally confined to land currently occupied by construction and demolition debris landfills. The topography changes caused by the landfills however, mean that the 1981 maps may no longer reflect the current configuration of the 100-year floodplain. In general, flooding situations in Brooklyn Heights are not likely to cause significant damage to structures.

### Wetlands

Wetlands are transitional areas between open water and dry land. The loss or degradation of wetlands can lead to serious consequences, including increased flooding when these natural water storage areas have been reduced in size or eliminated; species decline, extinction, or deformity; and decline in water quality. According to the 1994 report of the Ohio Wetlands Task Force, Ohio has lost more than 90% of its original wetland areas. Therefore, protecting

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remaining wetland areas is important. Development that impacts wetlands is regulated through the U.S. Army Corps of Engineers.

Wetland types range from lands that constantly have standing water to areas that only infrequently have standing water, such as portions of woods or fields. The length of time that standing water is present is the controlling factor in determining the type of plant and animal communities living in wetlands. Even when standing water is not present, wetlands can be identified by the type of soil and plants that are present.

**Map 3-2** shows general areas considered to be wetlands, as provided by the Ohio Department of Natural Resources. In Brooklyn Heights, the wetlands generally appear as “hydric soils” in the residential neighborhoods located south of Interstate 480, east and west of Lancaster Drive. The United States Department of Agriculture, Natural Resources Conservation Service, defines hydric soil as a soil that is formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Soils in which the hydrology has been artificially modified are considered to be hydric if the soils, in an unaltered states, were hydric. The 1980 *Soil Survey of Cuyahoga County, Ohio* classifies the soils in the residential areas cited above as having a geologic history of being a smooth lake plain, which accounts for its characteristics of poor drainage, slow runoff, and seasonal high water table. This area was made suitable for development by installing artificial drainage.

It is important to note that **Map 3-2** provides general locations of areas that may be wetlands. Site specific verification of wetland conditions is required for development projects. In addition, new development within the village, as well as new development that has occurred upstream of Brooklyn Heights in the watershed of the Cuyahoga River, may have changed the extent of the general wetland areas.

## 3.8

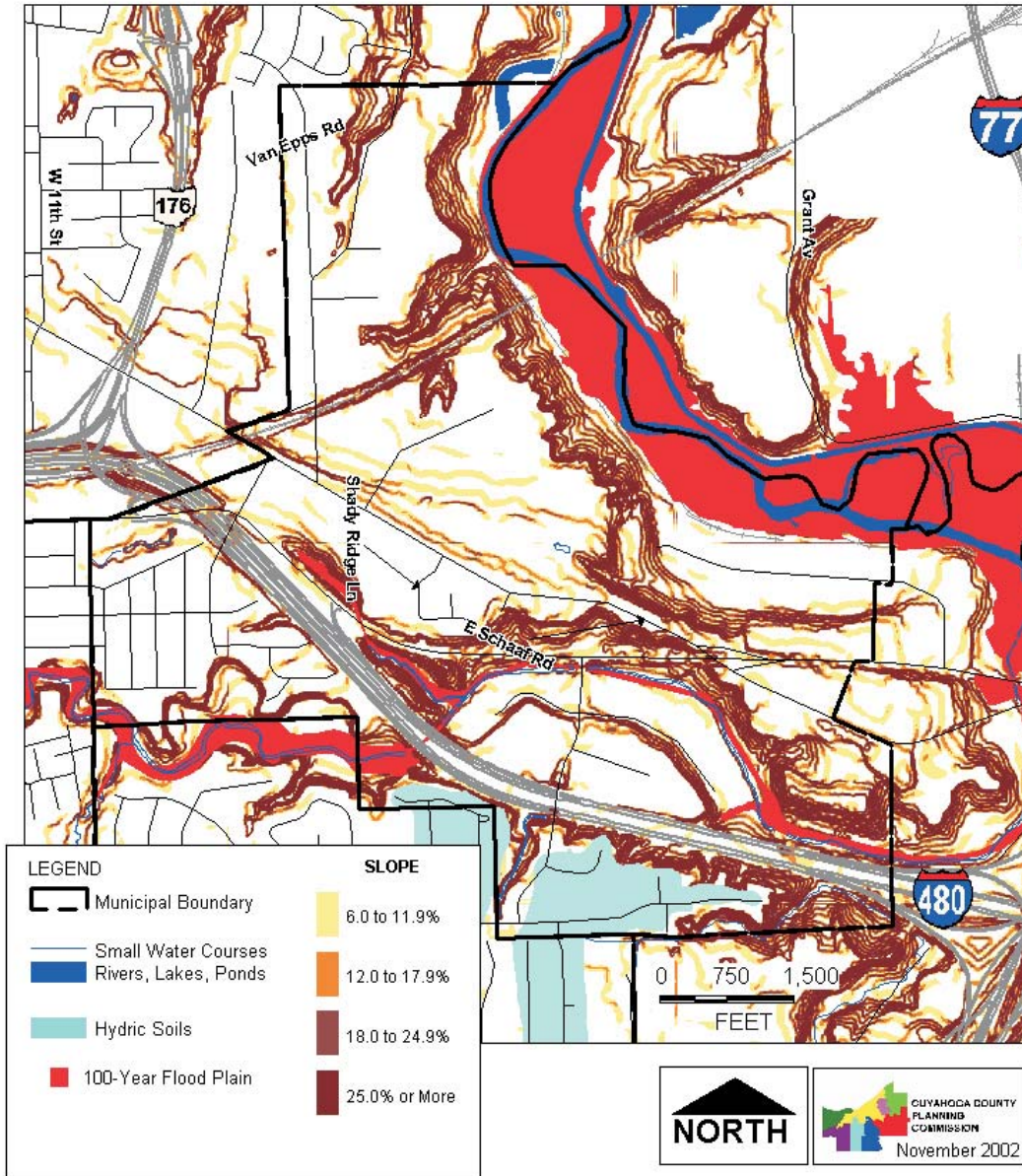
### **Steep Slopes**

Steep slopes are generally defined as land with a slope of 12% or more. Areas of steep slopes usually have higher site preparation costs due to additional engineering work and construction such as cutting, filling, erosion control, and slope reinforcement. The numerous steep slopes in Brooklyn Heights are part of the Cuyahoga River Valley and the West Creek Valley. **Map 3-2** shows topography changes based on the steepness of the slopes.

The highest portion of Brooklyn Heights is the area along Schaaf Road at an elevation of about 870 feet (**Map 3-3**). From this high location, the terrain descends toward the north, east, and south. The elevation along the Cuyahoga River is almost 300 feet lower than the area along Schaaf Road, at about 580 feet.

# Brooklyn Heights Village

Map 3-2, Critical Natural Features, Brooklyn Heights

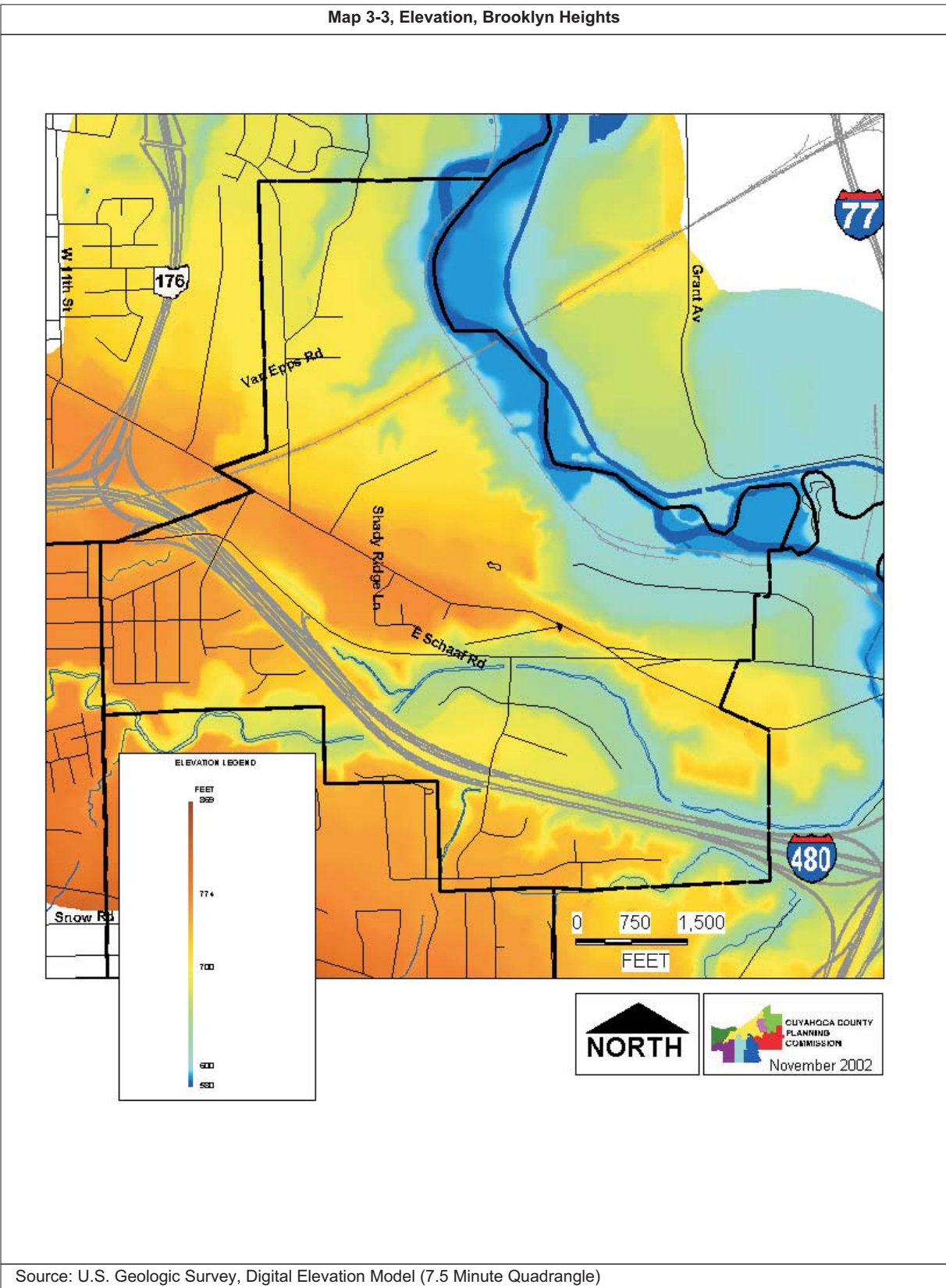


Sources:  
 Wetlands: Ohio Department of Natural Resources, Ohio Wetlands Inventory, 1987  
 Floodplain: Ohio Department of Natural Resources/FEMA, 1994  
 Slope: U.S. Geologic Survey, Digital Elevation Model (7.5 Minute Quadrangle)

# Brooklyn Heights Village

Map 3-3, Elevation, Brooklyn Heights

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# Chapter 4

# Commercial Real Estate Market

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## INTRODUCTION

The commercial real estate sector is the most important component of the economy of Brooklyn Heights. For 2002, the Cuyahoga County Auditor's Office valued the entire real property inventory (land and buildings) in the Village at approximately \$73,760,000. Of that total, industrial and commercial property (including office uses) totalled \$45,520,000, or over 60%. The effective use of the existing inventory of commercial, office, and industrial buildings, and expansions where appropriate, are important to maintaining the economic health of the Village.

This chapter examines trends and conditions in terms of the regional market and looks at how those relate on a local level. The existing inventory of commercial, industrial, and office establishments in Brooklyn Heights is profiled, including square footage, property tax delinquency, and property currently for sale or lease. The amount of recent new commercial, office, and industrial space that has been developed in the area is reviewed, and the most recent traffic counts for both total vehicles and trucks are examined. The appendix includes a listing of economic development incentives and programs that are available within Brooklyn Heights.

Development strategies for the Granger Road corridor and the area north of Schaaf Road are discussed in other chapters of this document.

## CURRENT REGIONAL CONDITIONS AND TRENDS

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### Industrial Market

In the multi-county Cleveland metropolitan area, the overall industrial space vacancy rate rose from about 10% in mid-2001 to about 13.5% during 2002, and remains at about 13% as of mid-2003. Several commercial real estate brokers indicate however, that leasing activity is improving during 2003, in spite of the manufacturing losses that have occurred during the past several years (Grubb & Ellis and Colliers International, 2003).

As of the Third Quarter 2003, about 900,000 square feet of new industrial space (warehouse, distribution, and manufacturing) has been delivered to the market this year in the multi-county metropolitan area, which is slightly less than the year before. Overall asking rental rates have decreased about 8% for industrial space since the end of 2002, falling 35 cents to \$4.05 per square foot. In the section of the county that includes Brooklyn Heights, the average asking rental rate is currently \$4.31 per square foot (Colliers International, 2003).

As of the Third Quarter 2003, about 300,000 square feet of new flex space (research and development) has been delivered to the market this year in the multi-county metropolitan area. Overall asking rental rates have decreased about 6% for flex space since the end of 2002, falling 45 cents to \$6.73 per square foot. In the section of the county that includes Brooklyn Heights, the average asking rental rate is currently \$8.80 per square foot, however the vacancy rate is above 20% (Colliers International, 2003).

The industrial real estate trends currently being noted in the metropolitan area include a moderate oversupply of available properties in all size ranges; a significant decrease in the amount of speculative construction, as potential tenants seek new construction built specifically to suit their needs or utilize low interest rates to own a new or existing building; and a diminished supply of buildable land in all size ranges due to the increased volume of land sales over the past decade (Cresco Corfac International, 2003).

## **Office Market**

In the multi-county Cleveland metropolitan area, the overall office space vacancy rate rose from about 14% in mid-2001 to over 19% during 2002 and has remained at that level as of mid-2003. At present, the dominant trend is the shifting of occupancy from one building to another, rather than the introduction of additional office space to the market. One exception to this trend is a small series of built-to-suit projects in suburban areas. These projects range in size from 6,000 to 40,000 square feet and are being built for existing local businesses in the professional services sector (Grubb & Ellis and Colliers International, 2003).

The lease rate for office space is influenced by whether the building is classified as either A, B, or C, which relates to design and functionality, year of construction, and building location.

- ✓ Class A buildings are usually new or only a few years old, with state-of-the-art functionality and architectural design, infrastructure, life safety, and mechanical systems. These buildings are also located in the most sought-after areas and typically command the highest rents.
- ✓ Class B buildings are usually highly functional, well-located facilities more than ten years old. These buildings generally have a less desirable design and infrastructure than Class A buildings, although a well-located Class B building can be renovated and reclassified as an A.
- ✓ Class C buildings are more than 25 years old and have not been renovated. Class C buildings are functionally and architecturally obsolete, located in less desirable areas, and have the lowest rents of the three classes. It is not likely that a Class C building could be rehabilitated to A status, regardless of its location.

During 2003, overall asking rental rates have decreased throughout the metropolitan area and across the Class A, B, and C space categories by about 52 cents per square foot compared to the end of last year. In the section of the county that includes Brooklyn Heights, the average asking rental rate is currently \$22.23 per square foot for Class A space, \$20.27 per square foot for Class B space, and \$15.31 for Class C space (Colliers International, 2003).

## **New Construction**

During the period 1997 through 2001, there has been little new commercial, office, and industrial/warehouse construction in Brooklyn Heights and nearby communities (*Exhibit 4-1*). Brooklyn Heights registered two new industrial/warehouse projects totalling about 70,000 square feet of space with a current valuation of over \$2.8 million. Independence tallied

# Brooklyn Heights Village

two new office projects totalling 174,000 square feet of space with a current valuation of \$18.3 million, along with one new commercial project totalling 239,000 square feet of space with a current valuation of \$17.9 million.

Not included in *Exhibit 4-1* are projects such as Thornburg Station and the Cinemark movie theater and restaurant outlots, all in Valley View. Also not included are the reconstruction of the Bob Evans restaurant in Independence and the construction of Action Door in Brooklyn Heights.

**Exhibit 4-1, New Construction, Commercial, Office, and Industrial Space,  
Brooklyn Heights and Selected Communities, 1997-2001**

Community	Commercial			Office			Industrial/Warehouse		
	Number of Permits	Current Valuation	Useable Square Footage	Number of Permits	Current Valuation	Useable Square Footage	Number of Permits	Current Valuation	Useable Square Footage
Brooklyn Heights	0	\$0	0	0	\$0	0	2	\$2,857,600	70,033
Cuyahoga Heights	0	\$0	0	0	\$0	0	0	\$0	0
Independence	1	\$17,914,400	239,000	2	\$18,292,500	174,002	0	\$0	0
Seven Hills	0	\$0	0	0	\$0	0	0	\$0	0
Valley View	0	\$0	0	0	\$0	0	0	\$0	0

Source: Metroscon

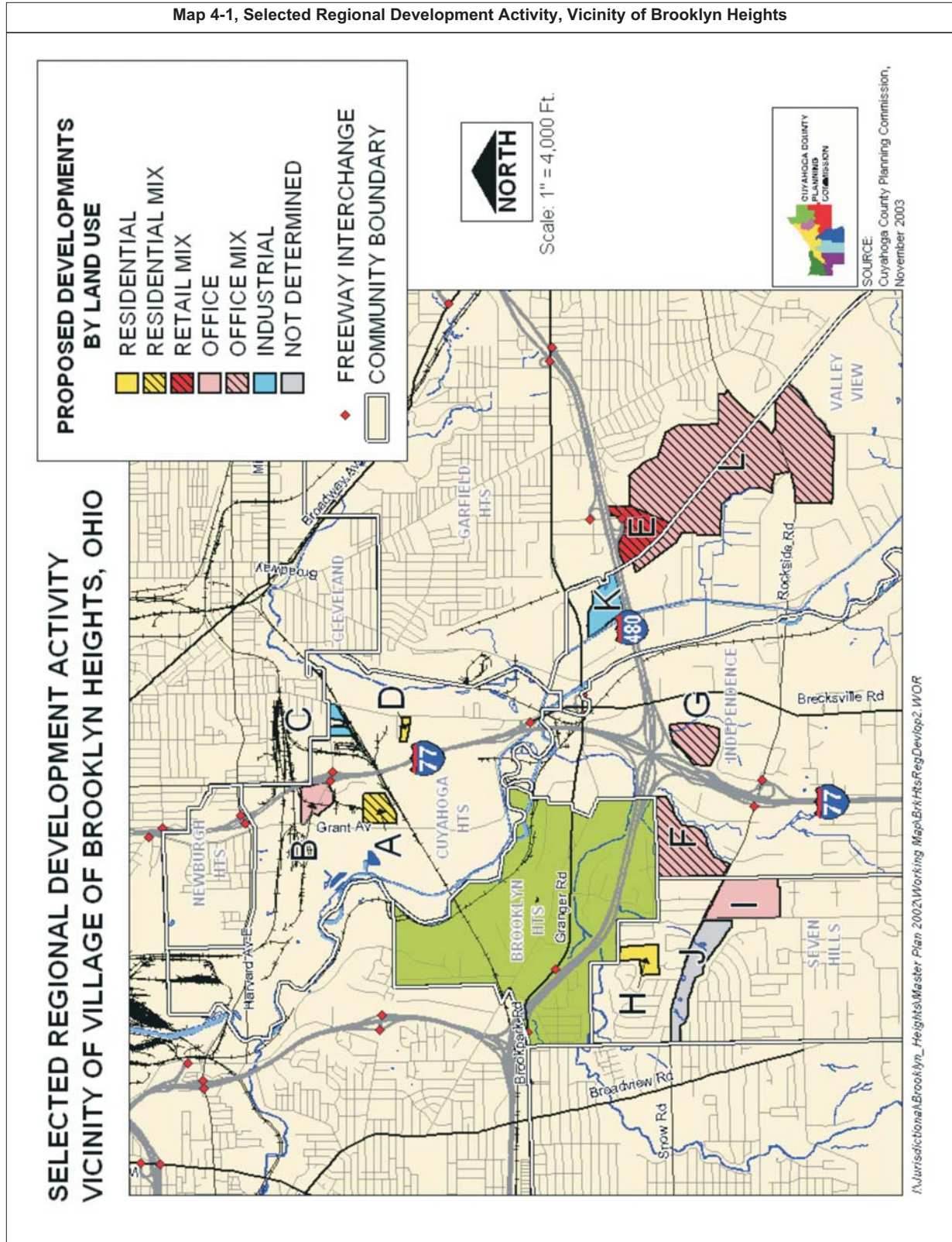
## Regional Development Activity

The completion of the Interstates 77 and 480 freeway network over 25 years ago has created a generation of development in this central location of Cuyahoga County, including industrial parks, office parks, hotels, restaurants, and entertainment facilities. Over the next five to twenty years, additional projects in the vicinity of Brooklyn Heights will continue to develop, changing land use and traffic patterns. New development will continue to strengthen the economic importance of this section of the Cuyahoga River Valley, but it will also create pressure on Brooklyn Heights to remain a location of choice for businesses and residents.

Various types of development projects have been proposed for the area, and several are currently under construction (*Map 4-1*). New housing developments have been proposed in Cuyahoga Heights and Seven Hills. Light industrial projects have been proposed in Cuyahoga Heights and Valley View. In the near term, the largest retail development would occur at the Transportation Boulevard interchange of I-480, where over 500,000 square feet of retail space is planned as part of a mixed use development also featuring office buildings and a hotel. In the long term, the same landowner would like to transform a large swath of land straddling the Valley View/Garfield Heights border from I-480 to Rockside Road into a mixture of office, light industrial, and retail uses, along with park land, totaling over four million square feet. For office development, site preparation and construction have started on two major projects along Rockside Road in Independence, and the City of Seven Hills has designated two areas on the south side of Rockside Road for future office development.

# Brooklyn Heights Village

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*Brooklyn Heights Village*

Letter Key, Selected Regional Development Activity, Vicinity of Brooklyn Heights						
Community	Map Symbol	Location	Acreage	Proposed Uses	Estimated Project Value	Status
Cuyahoga Heights	A	east side East 49th St. (north of railroad embankment)	27	Residential: 69-81 units of detached single-family and two-family homes. Assisted Living Facility: 116 units. Light Industrial: 26,500 sq. ft.	\$14-21 million	2002 master plan
	B	Grant Ave. (I-77 to East 49th St.)	25	Office: 420,000 sq. ft. Note: Offices would replace existing 460,000 sq. ft. of light industrial and warehouse space.	\$33 million	2002 master plan
	C	Grant Ave. (I-77 to East 71st St.)	10.5	Light Industrial: 150,000 sq. ft. Note: New development would occur on vacant land and former Benjamin Moore facility.	\$7.5 million	2002 master plan
	D	East 71st St. (south of Chapek Pkwy.)	12	Residential: 27 units of detached single-family houses and townhouses.	\$5.5 million	2002 master plan
Garfield Heights	E	I-480/Transportation Blvd.	60	Name: Center at Garfield Heights; Developer: Boyas family and Heritage Development Retail: 51.5 acres - 510,000+ sq. ft. Hotel/Office: 8.5 acres - 300 room hotel, plus 6 office buildings. Park land: 15 acres in addition to the 60 acres programmed for development	\$80 million	In municipal review; planned opening spring 2005
Independence	F	north side Rockside Rd. (west of West Creek Rd. to Seven Hills line)	110	Name: Oaktree Office Park; Developer: Dalad Group Retail/Hotel: 5 restaurants, 2 hotels, convenience retail Office: 1,000,000 sq. ft. (nine buildings)	n/a	Under construction; first office building to open mid-2004
	G	Rockside Woods Extension (northward extension of road)	n/a	Name: Rockside Woods Extension; Developer: Dalad Group Office/Hotel: 6 sites	n/a	Site preparation underway; construction beginning in 2005
Seven Hills	H	west of Chatham Dr.	22	Residential: 70-100 units of detached single-family houses and/or townhouses. Note: Would include trail connecting North Park and the West Creek Valley	\$12-14 million	2002 master plan
	I	south side Rockside Rd. (Independence line to Crossview Rd.)	72	Office: 660,000-815,000 sq. ft.	\$76-88 million	2002 master plan
	J	south side Rockside Rd. (Broadview Rd. to Crossview Rd.)	n/a	Future zoning and development of this area to be studied after development of Item H above.	n/a	2002 master plan
Valley View	K	Canal Rd. north of I-480 Bridge (Allega Facility)	22	Light Industrial: 250,000 sq. ft.	\$12 million	2000 master plan
	L	I-480 to south of Rockside Rd. (landfill and quarry area)	545	Name: Rockside Vista; Developer: Boyas family and partners 4.4 million sq. ft. combination of office, light industrial, retail, and park land. Note: Center at Garfield Heights project listed above (Item E) is part of this development.	\$1 billion	Developer proposal
SOURCE: Cuyahoga County Planning Commission, November 2003						



## TRAFFIC VOLUME

### Total Vehicles

The major intersections in Brooklyn Heights carry a significant amount of traffic. The 2001 Cuyahoga County Engineer's Office *Annual Report of Intersection Vehicle Counts* contains twenty-four hour estimates of total vehicle volume, showing the three most recent counts. The dates of the counts in Brooklyn Heights are in the ranges of 1990/1991, 1993/1994, and 1999/2001.

The most heavily traveled intersection in the Village is Granger Road/Tuxedo Avenue, with almost 24,000 vehicles per day (*Map 4-2*). To the east, the Granger Road/Lancaster Drive intersection has about 16,300 vehicles per day, and the Granger Road/Valley Belt Road intersection has about 17,300 vehicles per day. On Schaaf Road, the intersection at Van Epps Road has about 16,700 vehicles per day and the intersection at Tuxedo has about 15,400 vehicles per day.

*Exhibit 4-2* provides detail for the traffic counts by displaying the number of vehicles traveling on various segments of streets. Generally, the Village shows relatively steady or declining traffic counts. For example, comparing the most recent count to the third most recent count shows significant traffic decreases along Granger Road at both the Schaaf Road overpass and Tuxedo Avenue, Tuxedo Avenue between Granger Road and Schaaf Road, and Schaaf Road northwest of Tuxedo Avenue. One factor contributing to this decrease was the opening of State Route 176 (Jennings Freeway) on December 8, 1998. The most recent traffic count for this area was done on June 9, 1999.

Along Schaaf Road, the traffic counts southeast of Tuxedo Avenue have been in the 7,000–8,000 vehicles per day range, dwindling to about 5,000 vehicles per day northwest of the Granger Road ramp.

### Trucks

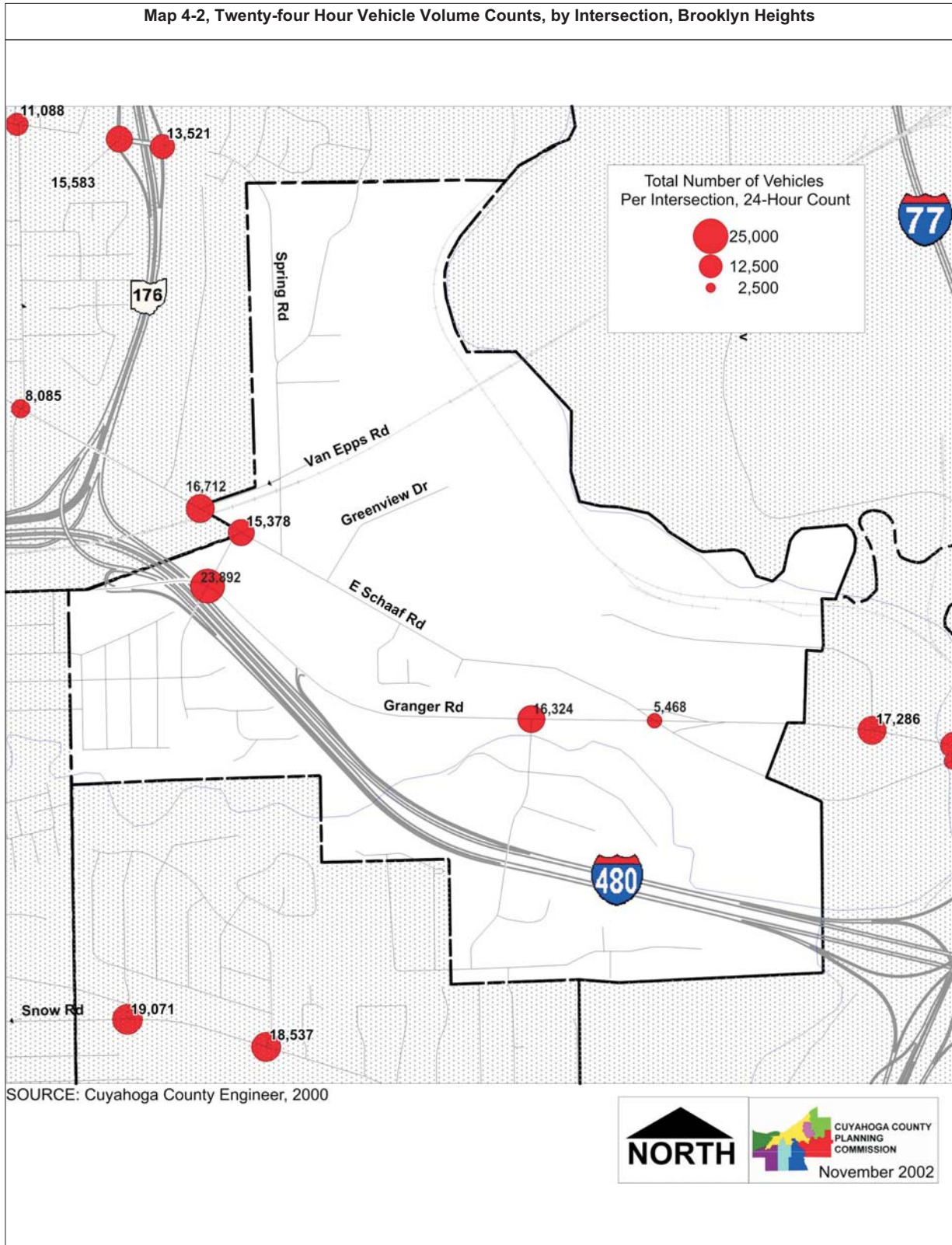
Trucks are also a major component of the total vehicles in Brooklyn Heights. The 2001 Cuyahoga County Engineer's Office *Annual Report of Intersection Vehicle Counts* contains twenty-four hour estimates of truck volume, showing the three most recent counts. The dates of the most recent counts are the same as those cited in the previous section. In the County Engineer's report, truck traffic is listed as the "percent of all vehicles." For this analysis, this percentage was multiplied by the vehicle volume count to convert it to an estimated number of trucks.

*Exhibit 4-3* provides detail for the truck counts by displaying the estimated number of trucks traveling on various segments of streets. Roughly, about 10% of all traffic in the Village today is trucks, compared to about 8% in the 1990/1991 count.

The most heavily traveled areas in the Village have more than 1,000 trucks per day, representing about 10%-14% of all vehicles (*Exhibit 4-3*), including Granger Road, Tuxedo Avenue between Granger Road and Schaaf Road, and Schaaf Road northwest of Tuxedo

# Brooklyn Heights Village

Map 4-2, Twenty-four Hour Vehicle Volume Counts, by Intersection, Brooklyn Heights



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# Brooklyn Heights Village

**Exhibit 4-2, Twenty-four Hour Vehicle Volume Counts, Brooklyn Heights**

Major Street/ Minor Street	Station #	Twenty-Four Hour Vehicle Volume Count						Change Between Most Recent and Second Most Recent		Change Between Most Recent and Third Most Recent	
		Most Recent Volume		Second Most Recent Volume		Third Most Recent Volume		#	%	#	%
		Vehicle Volume	Date	Vehicle Volume	Date	Vehicle Volume	Date				
<b>Granger Road</b>											
west of Schaaf Road overpass	187	12,632	06/09/99	16,027	07/19/94	20,138	07/24/91	-3,395	-21.2%	-7,506	-37.3%
east of Schaaf Road overpass	187	12,807	06/09/99	16,678	07/19/94	20,642	07/24/91	-3,871	-23.2%	-7,835	-38.0%
east of Tuxedo Avenue	1155	17,066	06/09/99	20,048	08/24/93	22,264	08/15/90	-2,982	-14.9%	-5,198	-23.3%
west of Tuxedo Avenue	1155	16,869	06/09/99	20,752	08/24/93	22,169	08/15/90	-3,883	-18.7%	-5,300	-23.9%
west of Lancaster Drive	1594	8,340	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
east of Lancaster Drive	1594	7,242	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
east of Valley Belt Road	1452	14,339	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
west of Valley Belt Road	1452	14,080	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Lancaster Drive</b>											
south of Granger Road	1594	5,068	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Old Brookpark Road</b>											
southwest of Schaaf Road	649	468	06/09/99	787	07/18/94	790	07/25/91	-319	-40.5%	-322	-40.8%
<b>Schaaf Road</b>											
northwest of Granger Ramp	188	5,341	06/09/99	4,922	07/19/94	5,463	07/24/91	419	8.5%	-122	-2.2%
southeast of Granger Ramp	188	2,719	06/09/99	2,264	07/19/94	1,886	07/24/91	455	20.1%	833	44.2%
northwest of Tuxedo Avenue	649	11,915	06/09/99	15,554	07/18/94	15,231	07/25/91	-3,639	-23.4%	-3,316	-21.8%
southeast of Tuxedo Avenue	649	8,142	06/09/99	7,000	07/18/94	7,626	07/25/91	1,142	16.3%	516	6.8%
northwest of Van Epps Road	1197	11,595	06/09/99	11,260	07/15/94	11,211	07/25/91	335	3.0%	384	3.4%
southeast of Van Epps Road	1197	12,834	06/09/99	13,937	07/15/94	12,585	07/25/91	-1,103	-7.9%	249	2.0%
<b>Spring Road</b>											
east of Jennings Freeway	1667	8,534	06/23/00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Tuxedo Avenue</b>											
northeast of Granger Road	1155	9,460	06/09/99	14,063	08/24/93	11,852	08/15/90	-4,603	-32.7%	-2,392	-20.2%
south of Granger Road	1155	4,390	06/09/99	3,654	08/24/93	3,968	08/15/90	736	20.1%	422	10.6%
south of Old Brookpark Road	649	10,230	06/09/99	13,594	07/18/94	11,760	07/25/91	-3,364	-24.7%	-1,530	-13.0%
<b>Valley Belt Road</b>											
north of Granger Road	1452	6,153	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Van Epps Road</b>											
east of Schaaf Road	1197	8,995	06/09/99	6,793	07/15/94	6,892	07/25/91	2,202	32.4%	2,103	30.5%

Source: Annual Report of Intersection Vehicle Counts, Cuyahoga County Engineer's Office, 2001

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Avenue. Similar to all vehicles, the number of trucks has declined over the past decade, due at least in part to the opening of State Route 176 (Jennings Freeway).

Along Schaaf Road, the truck counts southeast of Tuxedo Avenue have been in the 300– 350 per day range, dwindling to about 110-160 per day northwest of the Granger Road ramp. At these locations, trucks represent about 3%-5% of all vehicles.

## EXISTING INDUSTRIAL, WAREHOUSE, AND OFFICE SPACE INVENTORY

Overall, there are approximately 106 industrial, warehouse, and office properties in Brooklyn Heights. These structures occupy approximately 3.5 million square feet of space (*Exhibit 4-4*). As of November, 2003, a total of 25 properties with about 563,000 square feet of space were actively on the market for sale or lease, representing about 16% of all space. This vacancy rate is higher than October, 2002, when a total of 29 properties with about 487,000 square feet of space were actively on the market for sale or lease, representing about 14% of all space.

# Brooklyn Heights Village

**Exhibit 4-3, Twenty-four Hour Truck Volume Counts, Brooklyn Heights**

Major Street/Minor Street	Station #	Twenty-Four Hour Truck Volume Count									Change Between Most Recent and Second Most Recent		Change Between Most Recent and Third Most Recent	
		Most Recent Truck Volume			Second Most Recent Truck Volume			Third Most Recent Truck Volume			#	%	#	%
		Estimated Number	% Of All Vehicles	Date	Estimated Number	% Of All Vehicles	Date	Estimated Number	% Of All Vehicles	Date				
<b>Granger Road</b>														
west of Schaaf Road overpass	187	1,390	11%	06/09/99	1,923	12%	07/19/94	1,611	8%	07/24/91	-534	-27.8%	-222	-13.8%
east of Schaaf Road overpass	187	1,409	11%	06/09/99	1,835	11%	07/19/94	1,651	8%	07/24/91	-426	-23.2%	-243	-14.7%
east of Tuxedo Avenue	1155	1,707	10%	06/09/99	1,804	9%	08/24/93	2,004	9%	08/15/90	-98	-5.4%	-297	-14.8%
west of Tuxedo Avenue	1155	1,518	9%	06/09/99	1,868	9%	08/24/93	2,217	10%	08/15/90	-349	-18.7%	-699	-31.5%
west of Lancaster Drive	1594	1,001	12%	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
east of Lancaster Drive	1594	1,014	14%	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
east of Valley Belt Road	1452	1,577	11%	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
west of Valley Belt Road	1452	1,549	11%	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Lancaster Drive</b>														
south of Granger Road	1594	253	5%	06/26/01	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Old Brookpark Road</b>														
southwest of Schaaf Road	649	75	16%	06/09/99	87	11%	07/18/94	87	11%	07/25/91	-12	-13.5%	-12	-13.8%
<b>Schaaf Road</b>														
northwest of Granger Ramp	188	160	3%	06/09/99	148	3%	07/19/94	109	2%	07/24/91	13	8.5%	51	46.7%
southeast of Granger Ramp	188	109	4%	06/09/99	91	4%	07/19/94	57	3%	07/24/91	18	20.1%	52	92.2%
northwest of Tuxedo Avenue	649	1,192	10%	06/09/99	1,555	10%	07/18/94	1,218	8%	07/25/91	-364	-23.4%	-27	-2.2%
southeast of Tuxedo Avenue	649	326	4%	06/09/99	350	5%	07/18/94	305	4%	07/25/91	-24	-6.9%	21	6.8%
northwest of Van Epps Road	1197	696	6%	06/09/99	788	7%	07/15/94	785	7%	07/25/91	-93	-11.7%	-89	-11.3%
southeast of Van Epps Road	1197	1,283	10%	06/09/99	1,394	10%	07/15/94	1,007	8%	07/25/91	-110	-7.9%	277	27.5%
<b>Spring Road</b>														
east of Jennings Freeway	1667	853	10%	06/23/00	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Tuxedo Avenue</b>														
northeast of Granger Road	1155	1,230	13%	06/09/99	1,547	11%	08/24/93	1,304	11%	08/15/90	-317	-20.5%	-74	-5.7%
south of Granger Road	1155	44	1%	06/09/99	73	2%	08/24/93	40	1%	08/15/90	-29	-39.9%	4	10.6%
south of Old Brookpark Road	649	1,228	12%	06/09/99	1,631	12%	07/18/94	1,176	10%	07/25/91	-404	-24.7%	52	4.4%
<b>Valley Belt Road</b>														
north of Granger Road	1452	923	15%	07/07/99	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Van Epps Road</b>														
east of Schaaf Road	1197	1,169	13%	06/09/99	1,019	15%	07/15/94	689	10%	07/25/91	150	14.8%	480	69.7%

Source: Annual Report of Intersection Vehicle Counts, Cuyahoga County Engineer's Office, 2001

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Overall, about one-quarter of the industrial, warehouse, and office buildings in the Village have available space being actively marketed.

The 16% vacancy rate is higher than the 13% figure for midyear 2003 for vacant industrial space in the metropolitan area. As noted in earlier in this chapter however, commercial real estate brokerage research indicates that leasing activity is occurring. Between October 2002 and November 2003, Cuyahoga County Planning Commission research has shown at least nine spaces leased in the Village, totalling over 91,000 square feet. The transactions ranged in size from 2,000 to 25,000 square feet.

Only two industrial, warehouses, or office parcels within the Village are delinquent in the payment of property taxes.

**Exhibit 4-5** displays specific information about the properties currently available for sale or lease. It appears that some of the most difficult properties to sell or lease are very large structures that are completely vacant. For example, six large buildings equaling 274,100 square feet, or almost one-half of all vacant space on the market, have been on the market at

# Brooklyn Heights Village

**Exhibit 4-4, Industrial and Office Space Inventory, Brooklyn Heights, 2003**

Location	Number of Properties	Total Floor Space (Square Feet)	2002 Floor Space Available for Lease or Sale		2003 Floor Space Available for Lease or Sale		Property Tax Delinquency as of 2003	
			Square Feet	Percent	Square Feet	Percent	Number of Properties	Amount
Brookpark Road	6	93,665	unknown	unknown	21,000	22.4%	0	\$0
Granger Road	9	188,443	67,128	35.6%	67,128	35.6%	0	\$0
Lancaster Dr/Resource Dr/Keynote Cir area	18	653,492	88,789	13.6%	102,040	15.6%	1	\$38,865
Schaaf Lane	2	55,681	0	0.0%	0	0.0%	0	\$0
Schaaf Road	7	129,174	0	0.0%	0	0.0%	0	\$0
Spring Road	20	487,118	113,045	23.2%	115,301	23.7%	0	\$0
Valley Belt Road	17	828,051	91,551	11.1%	136,033	16.4%	1	\$9,644
Van Epps Rd/Eastview Dr/Hayes Dr area	27	1,117,392	126,869	11.4%	121,643	10.9%	0	\$0
<b>Total</b>	<b>106</b>	<b>3,553,016</b>	<b>487,382</b>	<b>13.7%</b>	<b>563,145</b>	<b>15.8%</b>	<b>2</b>	<b>\$48,509</b>

Source: Cuyahoga County Auditor's Office; Cuyahoga County Planning Commission

least one full year: Granger Road (57,100 square feet), Spring Road (67,700 and 31,200 square feet), Valley Belt Road (53,100 and 32,800 square feet), and Van Epps Road (32,200 square feet) (**Exhibit 4-5**). As noted earlier in the commercial real estate brokerage research, this type of property can be challenging to absorb back into the market due to current trends such as potential occupants seeking new construction to lease or own built specifically to suit their needs, or utilizing low interest rates to own a new building. Therefore, it is possible for the same area to have an inventory of space available, while at the same time receiving inquiries about land available for new construction.

For the few properties for which the lease asking rates are available, the rates range from \$3.75-\$5.50 per square foot, which generally coincides with the current average asking rate for the area of \$4.31 per square foot, as noted by Colliers International.

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# Brooklyn Heights Village

**Exhibit 4-5, Property for Sale or Lease, Industrial, Warehouse, and Office, Brooklyn Heights, November, 2003**

Address	Cuyahoga County Auditor's Land Use Code	Lease/Sale Status	Space Available (Square Feet)	% of Property (Rounded)	Asking Terms
451 Brookpark Rd.	commercial	Lease	8,000	90%	\$5.00/sf
707 and 709 Brookpark Rd.	office	Lease	13,000	20%	not available
220 Eastview Dr.	warehouse	Lease	26,062	20%	\$4.50/sf
1200 Granger Rd.	warehouse	Sale/Lease	57,128	100%	\$2,100,000; lease rate negotiable
1400 Granger Rd.	warehouse	Lease	10,000	100%	not available
210 Hayes Dr.	warehouse	Lease	8,255	15%	not available
211 Hayes Dr.	warehouse	Lease	23,183	35%	not available
950 Keynote Cir.	warehouse	Lease	24,399	45%	not available
981 Keynote Cir.	office	Lease	28,102	50%	not available
5399 Lancaster Dr.	warehouse	Lease	6,500	15%	not available
1000 Resource Dr.	warehouse	Lease	5,177	20%	not available
1100 Resource Dr.	warehouse	Lease	18,207	35%	not available
1200 Resource Dr.	warehouse	Lease	19,655	40%	not available
4566 Spring Rd.	light industrial	Sale/Lease	67,735	100%	\$1,995,000; lease \$3.95/sf
4581 Spring Rd.	industrial	Lease	16,350	100%	\$5.50/sf
4689 Spring Rd.	light industrial	Lease	31,216	100%	not available
994 Valley Belt Rd.	warehouse	Lease	6,000	5%	not available
1010 Valley Belt Rd.	light industrial	Lease	32,459	35%	not available
1215 Valley Belt Rd.	warehouse	Lease	53,092	100%	not available
1240 Valley Belt Rd.	warehouse	Lease	11,672	60%	not available
1500 Valley Belt Rd.	light industrial	Sale/Lease	32,810	100%	\$1,275,000; lease \$3.75/sf
4639 Van Epps Rd.	light industrial	Lease	21,345	15%	not available
4913 Van Epps Rd.	warehouse	Lease	6,800	100%	not available
4915 Van Epps Rd.	industrial	Lease	32,158	100%	not available
4920 Van Epps Rd.	warehouse	Lease	3,840	15%	\$5.47/sf
		<b>Total</b>	<b>563,145</b>		

Source: Cuyahoga County Planning Commission

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# APPENDIX

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## INTRODUCTION

There are a number of business incentives and programs that are available to businesses in Brooklyn Heights through the Cuyahoga County Department of Development and the State of Ohio.

## CUYAHOGA COUNTY DEPARTMENT OF DEVELOPMENT

As a member of the Cuyahoga Urban County, Brooklyn Heights, and businesses located in or moving to Brooklyn Heights, are eligible to receive technical assistance and/or participate in any of the following programs offered by the Cuyahoga County Department of Development.

### **Storefront Renovation Program**

The Storefront Renovation Program assists businesses and property owners with interior and exterior improvements to their buildings through low interest loans, as well as grants for architectural services. This program is funded through Federal Community Development Block Grant Funds. Commercial buildings must be 1) located in designated Improvement Target Areas (ITA's) within Cuyahoga Urban County communities, or 2) qualify individually, based upon a point scoring system administered by the Cuyahoga County Department of Development, as having significant repair needs. (Note: Brooklyn Heights has no ITA's. Buildings would be eligible to qualify individually).

Eligible exterior improvements include brick re-pointing and cleaning, painting, roof replacement, window and door replacement, and awning installation. The cost for signage may be included when the signage is affixed to the structure and building code improvements are made. Up to 20% of the total project cost may be applied to improvements to parking lots and sidewalks.

Interior improvements that are permitted include code items, such as electrical, plumbing, heating, and structural repairs.

### **Program Financing**

Grants for architectural services are not to exceed \$2,000 or 8% of material and labor costs.

Loans of up to \$75,000 per parcel are made at negotiated, below prime, fixed interest rates for twelve years with monthly payments beginning six months after the loan closing.

### **Economic Development Loan Program**

The Economic Development Loan Program provides low-interest loans to qualified businesses for business expansion for the purpose of creating additional jobs for Cuyahoga County residents and stimulating expansion of the community's tax base. This program is funded through Federal Community Development Block Grant Funds.

### **Business Financing**

- ✓ This program offers long term, fixed-rate financing at interest rates lower than conventional financing. The interest rate could be as low as 4%. This provides a lower

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debt service on overall financing and decreases the cash flow burden. The program fills a financing gap by attracting private investment that would not have ordinarily occurred.

- ✓ Loans can be approved from a minimum of \$35,000 to a maximum of \$350,000. Loans do not exceed 40% of the total project cost. Loan terms are typically five to seven years on equipment, and up to fifteen years on land and buildings.
- ✓ Loans are used for fixed asset financing, such as acquisition of land, buildings, capital machinery and equipment, and construction, expansion, or conversion of facilities. Loans can also be used for infrastructure work related to business development, such as installation of an access road. Loans can not be used to refinance debt, purchase inventory, pay other non-capital costs, or for speculative projects.
- ✓ Loans may be used with other private and public funds. The County will take a subordinated collateral position to a bank provided there is adequate collateral (up to 90% Loan to Value ratio).

**Business Requirements**

- ✓ For-profit commercial, retail, industrial, or service businesses that expand or move to Cuyahoga County qualify for consideration if they are registered to do business in Ohio.
- ✓ Within three years of the loan closing, businesses are required to create one new, full-time, permanent job for every \$35,000 loaned.
- ✓ The business must provide a minimum of 10% equity. The business owner or majority stockholder must provide a personal guarantee for the loan amount.
- ✓ A majority of the jobs created must be available to lower income persons, as defined by the federal government. The business must execute a first source hiring agreement with Cuyahoga County's Department of Work & Training.

**Program Requirements**

- ✓ When loan funds are used for construction, federal prevailing wage rates must be paid and an environmental review by the Cuyahoga County Department of Development must be conducted. The business must include qualified minority and female providers of services, materials, and equipment in its procurement process.

**Competitive Municipal Grant Program**

The Cuyahoga County Department of Development allocates some of the Federal CDBG funds it receives to Cuyahoga Urban County communities for eligible community development activities through the Competitive Municipal Grant Program.

**Benefits**

- ✓ This program enables local communities to tailor development activities to local needs.
- ✓ Funds can be used for a variety of activities, such as infrastructure improvements, community facility renovation, and neighborhood service programs.

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- ✓ Up to \$150,000 is awarded to a community on a competitive basis.

### **Eligibility**

- ✓ Activities must benefit low-and moderate-income households, eliminate or prevent conditions of slums and blight, or meet another urgent community development need.

### **Program Requirements**

- ✓ An application must be completed and submitted prior to the annual submission deadline.
  
- ✓ The community must conduct a public hearing to obtain citizen input and adopt a resolution authorizing submission of the application.

### **Application Ranking**

When ranking applications, the Cuyahoga County Department of Development considers a number of factors, including:

- Leverage other public and private funds,
- Have a high ratio of direct beneficiaries to project cost,
- Include minority and women's business enterprise participation,
- Include municipal assurances of affirmative action in fair housing,
- Include proactive measures that remove barriers to affordable housing,
- Have demonstrated a capacity to properly administer the grant,
- Have a high level of citizen interaction in the planning process, and
- Contains a long term, permanent improvement that is measurable and sustainable.

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### **Cuyahoga County Brownfields Redevelopment Fund**

Administered by the Cuyahoga County Department of Development, the Brownfields Redevelopment Fund is specifically designed to overcome environmental barriers to reuse and obtain full use of underutilized commercial/industrial properties. This program, which became operational in 1999, is funded by a partnership that includes the Board of Cuyahoga County Commissioners, the State of Ohio, local governments, and private lending and philanthropic institutions.

### **Benefits**

- ✓ Clean up and reuse of property will create and/or retain jobs.
  
- ✓ Up to \$1 million is awarded per project.
  
- ✓ For loans made on properties for which the local government hold title, Cuyahoga County will subsidize a specific percentage of the project costs. For Brooklyn Heights, the subsidy is 30%.
  
- ✓ Funds can be used for a variety of activities, including property appraisals, land acquisition, site clearance, demolition, and Phase I and II environmental testing, remediation, and costs associated with obtaining a Covenant Not to Sue under the Ohio Voluntary Action Program if such a covenant is sought.

**Eligibility**

- ✓ Sites with prior commercial or industrial usage which are eligible for the Voluntary Action Program (VAP) of the State of Ohio qualify for the program.
- ✓ Locations with housing, no prior development, or solid waste facilities do not qualify.

**Program Requirements**

- ✓ Eligible applicants are local governments of Cuyahoga County, Cuyahoga County, nonprofit community development corporations, and private developers/businesses.

**STATE OF OHIO INCENTIVES AND PROGRAMS**

**Community Reinvestment Area Designation**

Community Reinvestment Areas are designated areas in which property owners can receive tax incentives in the form of tax exemptions on eligible new investments. The designation allows local officials to encourage new investment and revitalization of the building stock of the community, specifically targeting commercial, industrial, and/or residential property.

A municipality may designate an exemption of up to 100% of the assessed value of real property improvements for up to 15 years on new construction; up to twelve years on major renovation projects of at least \$5,000 for commercial, industrial, and residential properties of three or more units; and up to ten years on major renovation projects of at least \$2,500 for residential properties of one or two units. Under specific circumstances involving commercial and/or industrial properties, local board of education approval of the exemption is required. The tax incentives involve only new investment in real property; existing taxable property remains taxable at the current level.

At least thirteen communities in Cuyahoga County offer Community Reinvestment Area designations. Communities with Community Reinvestment Areas located in proximity to Brooklyn Heights include:

- ✓ Brooklyn: various abatement percentages for various number of years in specific areas, with various eligibility combinations of new construction and/or renovation for residential, commercial, and/or industrial property
- ✓ Cleveland: various combinations of abatement percentages and number of years citywide for residential new construction and renovation
- ✓ Parma: 100% abatement citywide for residential, commercial, and/or industrial property; eight years for new construction and five years for renovation

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- ✓ Valley View: 75% abatement citywide for commercial and industrial new construction and renovation, with the number of years based upon the number of full-time jobs created.

### **Ohio Enterprise Zone Program**

Enterprise zones are designated areas in which businesses can receive tax incentives in the form of tax exemptions on eligible new investments. The designation allows local officials to negotiate individually with businesses to encourage new investment and serve as an economic development tool. To be eligible, a business must agree 1) to retain or create employment, and 2) establish, expand, renovate, or occupy a facility located in an Enterprise Zone. Any type of business, except retail, may receive incentives. Communities work with the Cuyahoga County Department of Development to finalize an application for the creation of a zone, and the Board of County Commissioners petitions the State of Ohio to make the designation. This program is administered by the Office of Tax Incentives of the Ohio Department of Development.

Businesses may receive up to a 75% exemption of the assessed value of real property improvements and/or personal property for up to 10 years. Businesses are also eligible for state franchise tax benefits through this program. The tax incentives involve only new investment in real or personal property; existing taxable property remains taxable at the current level. Companies must finalize an Enterprise Zone Agreement prior to project initiation and should apply to the municipality or the county for local property tax exemptions.

Over twenty communities in Cuyahoga County offer Enterprise Zone certifications. Communities with Enterprise Zone certifications located in proximity to Brooklyn Heights include Cleveland, Cuyahoga Heights, Garfield Heights, Newburgh Heights, Parma, and Valley View.

### **Relationship to Personal Property Taxes**

The personal property tax is a tax levied annually by the State of Ohio. It is often referred to as the “inventory” tax, although that is not its official name. Personal property is defined as every tangible thing which is owned, except real property. Tangible personal property includes machinery and equipment, furniture and fixtures, small tools, supplies, and inventory held for manufacture or resale (Real property is defined as land, growing crops, all buildings, structures, improvements, and fixtures on the land). The value of the personal property is determined by the business filing the return, based upon requirements of the Ohio Revised Code and the Ohio Administrative Code, as well as rulings and guidelines set forth by the Ohio Department of Taxation.

The personal property tax rate is the same as the real property tax rate. Therefore, communities with high rates for real property taxes will also have correspondingly high personal property tax rates. The only way to reduce the tax owed by a business is through the State of Ohio’s Enterprise Zone program, under which a community can abate a specified portion of the personal property tax due for a specified number of years on specified items, such as the purchase of new equipment.

**166 Direct Loan**

This program provides loans to companies for land and building acquisition, expansion or renovation, and equipment purchases. Preference is given to industrial projects. This program is administered by the Office of Financial Incentives of the Ohio Department of Development. Businesses may receive up to 30% of total eligible fixed costs (\$1 million maximum, \$350,000 minimum), although a higher loan amount or modified loan terms may be granted in distressed areas of the state. Companies receive two-thirds of the prime rate, fixed for five to fifteen years. In order to be eligible, companies must show repayment and management capabilities and must create or retain one job for every \$15,000 received.

**166 Regional Loan Program**

Similar to the Direct Loan Program, the 166 Regional Loan Program provides loans to companies for land and building acquisition, expansion or renovation, and equipment purchases, as well as for other project-related soft costs. The program targets state financial assistance to industrial companies for smaller projects and is administered by the Office of Financial Incentives of the Ohio Department of Development. The regional program funds between 30% to 40% of total eligible fixed costs up to \$350,000, and features a negotiable interest rate for a term of five to fifteen years. As in the 166 Direct Loan Program, companies must show repayment and management capabilities, but must create or retain one job for every \$35,000 received. Locally determined fees may also apply.

**Buckeye Fund Loan Program**

The Buckeye Fund blends the 166 Direct Loan with the Ohio Enterprise Bond Fund programs and provides up to 75% of any one project's total fixed asset costs. This program is administered by the Office of Financial Incentives of the Ohio Department of Development. Owner-occupied companies which are engaged in commerce, manufacturing, research and development, or distribution are eligible to receive dollars in which to acquire land and buildings, renovate existing buildings, acquire new and/or used machinery and equipment, and for other project-related soft costs.

Companies must create or retain one job per \$35,000 received within three years after project completion. A non-refundable application fee of \$1,500 is required as well as additional service fees.

**Business Development (412) Account**

This program makes grant dollars available for job creation and retention and provides funds to induce companies to move forward in a project in a community where the investment would not otherwise have occurred. Dollars are available for infrastructure improvements, on-site or off-site, including water, sewer, road, and rail improvements. The program is administered by the Office of Business Development of the Ohio Department of Development, and companies must coordinate with a Business Development Representative to apply for this funding.

Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters, and distribution are eligible to apply. All other public

4.22

and private sources of financing must be considered before the use of 412 funding is considered. Each project must create or retain jobs.

**Clean Ohio Fund**

This program, which will start in 2002, will provide grants for various projects such as remediating brownfields, preserving farmland, building hiking trails or bikeways, and other environmental projects in Ohio. Approximately \$200 million for conservation projects and \$200 million to clean up brownfields is available statewide over several years. Dollars will be distributed to each county in the state and further among the state's 19 public works districts. Conservation projects will be administered by the Ohio Department of Natural Resources after selection by a local committee, while brownfields projects will be governed by the respective Ohio Public Works Commission's local Public Works Integrating Committee. Local communities, counties, and non-profit organizations are eligible to apply.

**Linked Deposit Program**

This program is a mechanism for financing certain projects via a private lending institution. It helps to create and retain jobs, while providing fixed assets and working capita for small businesses. The program is administered by the Public Affairs Office, Treasurer of the State. Companies receive a fixed rate 3% below the current lending rate for a term of two years, with a possible extended term approved by the financial institution. Businesses must have an Ohio headquarters and no divisions out of state; must create one job for every \$25,000 received; have 150 or less employees; and operate as a nonfranchised company. The borrowing entity must also be the same entity saving and/or creating jobs.

**Mini Loan Guarantee Program**

This program provides a loan guarantee for fixed assets and equipment to be used to start up or expand existing small businesses. It is administered by the Office of Minority Financial Incentives of the Ohio Department of Development. This program helps to increase the work force and encourages business development and/or growth through low interest rates. Companies must have fewer than 25 employees to be eligible for this program, and businesses owned by minorities and women are targeted. Projects of \$100,000 or less can be financed through this program for up to 10 years.

**Minority Direct Loans, Ohio Department of Development**

This program provides loans for the purchase or improvement of fixed assets for state-certified minority-owned businesses. This program is administered by the Office of Minority Financial Incentives of the Ohio Department of Development. It encourages growth of both small, minority- and women-owned businesses in Ohio. This program provides loans of up to 40% of the total project cost at a fixed rate of 4.5% for up to fifteen years. Companies must be certified as minority business enterprises, have equity, and demonstrate repayment ability and management capacity. Businesses must also create one job for every \$35,000 received and must be at least 51% minority-owned and controlled.

**Ohio Enterprise Bond Fund**

This program provides long-term, fixed rate, tax-exempt and taxable bonds for financially healthy industrial and commercial businesses that are creating jobs in Ohio. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. A minimum of \$1 million and maximum of \$10 million may be used for acquiring land and buildings, new construction, renovation, acquiring machinery and equipment, and project-related soft costs.

A non-refundable application fee of \$1,500 is required, as well as a \$20,000 commitment. Companies must also submit an application and provide a mandatory 10% owner cash equity and one-year debt service reserve.

**Ohio Export Tax Credit**

Businesses may receive a non-refundable franchise tax credit for exporting their products or services into the international marketplace. Corporate or individual taxpayers who increase Ohio payroll or Ohio capital expenditures are also eligible for this tax credit. This program is administered by the International Trade Division of the Ohio Department of Development. Businesses must complete and attach the Tax Export form to their annual income or franchise tax filing. The credit is based on the average increase in export sales during the two years prior to the year in which the credit is claimed. Businesses may claim a 10% credit of pre-tax profit from an increase in export sales, as long as either Ohio payroll or property values increase by 10% over the previous three years. Increases less than 10% receive a proportionately reduced credit.

**4.24**

**Ohio Industrial Training Program**

This program provides orientation, training for new or current workers and instructors, management techniques training, statistical process control training, and linkage with related programs. Administered by the Office of Industrial Training of the Ohio Department of Development, this program provides up to 50% of funding for orientation, training, and management programs. Improved labor/management relations, job creation and retention, and an better educated workforce are the benefits of this program.

Businesses must be a manufacturing or manufacturing-related company and must apply through one of the twelve statewide offices in order to become eligible for this highly competitive program.

**Ohio Job Creation Tax Credit**

Businesses receive state and municipal tax credits that minimize capital expenditures which encourage business retention and expansions within the state. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. Businesses are required to create at least 25 new, full-time jobs within three years of operation and to maintain operations at the project site for twice the term of the credit. On new, full-time employees, businesses receive a refundable tax credit against corporate franchise/income tax withheld.

Companies should fill out an application and consult with a Business Development Representative or Governor's Regional Economic Development Representative during the application and approval process. Companies must also appear before the Ohio Job Creation Tax Credit Authority when its project is being reviewed by the Authority.

**Ohio Manufacturing Machinery & Equipment Investment Tax Credit**

Companies receive a non-refundable corporate franchise tax credit or an individual tax credit on purchases of qualified new or retooled machinery and equipment located in Ohio. This program is administered by the Office of Tax Incentives of the Ohio Department of Development. This program encourages expansion of existing business operations and supports additional investment in the state. Businesses may receive a 7.5% tax credit on machinery and equipment investment, increased up to 13.5% in a designated "Priority Investment Area."

A "notice of intent" form with the Office of Tax Incentives is required for participation in this program, and the credit is based on the amount of the investment in excess of the company's base three-year annual average.

**Pollution Prevention Loan Program**

This program assists manufacturing businesses with the acquisition or renovation of machinery and/or equipment for the prevention of pollution. Administered by the Office of Financial Incentives of the Ohio Department of Development, this program provides between \$25,000 to \$350,000, covering up to 75% of eligible costs. The participation of a private lender is required, and 10% owner equity is mandatory to participate in the loan program. Businesses must demonstrate job retention as a result of the project.

**4.25**

**Research and Development Sales Tax Exemption**

This program provides a sales tax exemption for machinery and equipment used in research and development. It is administered by the Technology Division of the Ohio Department of Development. Companies are encouraged through this financial incentive to produce and perfect the technologies and products of the future. Qualified research includes "pure" research (scientific or technological inquiry and experimentation in the physical science) and "directed" research (research conducted to design, create, or formulate new or better products, equipment, or manufacturing processes).

Companies must complete the required certification form from the State of Ohio and submit it to the vendor at the time of the machinery or equipment purchase.

**Roadwork Development 629**

This program makes grant dollars available for public roadway improvements, including engineering work. Funds should act as a catalyst for additional development and revitalization of affected communities and serve as an inducement for a project to take place in a community where it would not have otherwise occurred. This program is administered by the Office of Business Development of the Ohio Department of Development.

Local governments must coordinate with a Business Development Representative, and all other public and private sources of financing must be considered before the use of 629 funding is considered. Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters, and distribution are eligible to apply.

**Scrap Tire Loan & Grant Program**

This program provides dollars for the acquisition of land and buildings, new construction, renovation of existing buildings, acquisition or renovation of machinery and/or equipment. All projects must have a focus on the recycling of scrap tires. This program is administered by the Office of Financial Incentives of the Ohio Department of Development.

Companies may receive from \$50,000 to \$250,000, not to exceed 30% of eligible costs for projects. Applicants that meet certain criteria may be eligible for limited grant funding. A private lender is required, and 10% owner equity is mandatory to participate in the loan program.

**SBA 504 Loan Program,**

This loan program is available to small businesses, as defined by the Small Business Administration. Dollars are issued for the acquisition of land and buildings, new construction, renovation, acquisition of machinery and equipment, and for other project-related soft costs. The program is coordinated by the Ohio Statewide Development Corporation and is part of the Fixed Asset Lending Programs.

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Manufacturing, commercial, and retail businesses may receive a minimum of \$50,000 and up to \$750,000 for projects, not to exceed 40% of the eligible project costs. Companies are required to pay a \$500 application fee and must create one job per \$35,000 granted within two years after the project starts.

**Tax Increment Financing**

This program administered by the Office of Tax Incentives of the Ohio Department of Development permit service payments-in-lieu of real property taxes to finance public infrastructure improvements. Up to 75% of the value of real property taxes within the designated area can be exempted for up to ten years. Typically, notes or bonds are used to finance the specified project. Counties, municipalities, and townships are eligible to apply, but must, by resolution or ordinance, declare improvements to a parcel of real property located within its jurisdiction to be a public purpose.

**Urban & Rural Initiative Grant Program**

This program provides grants for land acquisition, infrastructure improvements, renovation of existing buildings, and for brownfield site remediation. Grants range from \$500,000 to \$1 million depending on the population of the area in which the eligible applicant is located. The program is administered by the Office of Business Development of the Ohio Department of Development.

Counties, municipalities, and townships, as well as nonprofit economic development organizations and community improvement corporations, are eligible to apply. A \$500



application fee is required and grantees must comply with Ohio's prevailing wage rates for construction, renovation, and installation as determined by the Ohio Bureau of Employment Services. Review and approval is required from several entities within the Ohio Department of Development for grant dollars.

**Voluntary Action Program**

This program encourages redevelopment of contaminated sites by providing substantial real and/or personal tangible property tax incentives. It is administered by the Office of Tax Incentives of the Ohio Department of Development. A municipality may grant a property tax exemption of up to 100% for up to ten years on the value of real and/or personal tangible property improvements.

The business or property owner must have participated in the Ohio Environmental Protection Agency's Voluntary Action Program and received a "Covenant Not to Sue." The business or property owner must apply to the appropriate municipality or the county, receive approval, and execute a formal incentive agreement in order to participate.

**Water Pollution Control Loan Fund (WPCLF)**

This program provides financial and technical assistance to protect and improve the quality of Ohio's rivers, streams, lakes, and other water resources. The WPCLF offers below-market interest rate loans including long-term loans (up to 20 years) at the standard rate, short term loans (up to five years) at a reduced rate for small construction projects, loans for planning and design, and a minimum interest rate loan for communities of high economic need. The WPCLF program also offers interest rate discounts for special activities such as municipal compliance maintenance, water conservation, and construction of non-conventional technologies.

The Division of Environmental and Financial Assistance (DEFA), within the Ohio Environmental Protection Agency, manages the program. To be considered for WPCLF financing, the proposed activity must result in a water quality benefit. A community must have the technical expertise and managerial capability needed to plan, design, and build the proposed project or hire an engineering firm to assist with planning, design and construction supervision. A nomination/application form is required.

**4.27**

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## Chapter 5

# Ohio & Erie Canal National Heritage Corridor



## OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR

This section summarizes the projects and impacts for Brooklyn Heights that involve the Ohio & Erie Canal National Heritage Corridor, Cuyahoga Valley National Park, Ohio & Erie Canal Reservation of Cleveland Metroparks, Ohio & Erie Canal Scenic Byway, and the Cuyahoga Valley Scenic Railroad.

### Background

The Ohio & Erie Canal, which opened for commercial navigation in 1832, was the first inland waterway to connect the Great Lakes at Lake Erie with the Gulf of Mexico via the Ohio and Mississippi Rivers. The Ohio & Erie Canal was part of a canal network in Ohio that was one of America's most extensive and successful systems during a period in history when canals were essential to the growth of the United States. In addition, the Ohio & Erie Canal spurred economic growth in Ohio that lifted the state from near bankruptcy to the third most economically prosperous state in just twenty years.

### North Cuyahoga Valley Corridor Concept Plan

In 1992, the Cuyahoga County Planning Commission (CPC) published the *North Cuyahoga Valley Corridor Concept Plan*, which examined the Ohio & Erie Canal, Cuyahoga River Valley, and adjacent neighborhoods from the northern boundary of the Cuyahoga Valley National Park (CVNP) at Rockside Road to Lake Erie at downtown Cleveland. The report emphasized the Cuyahoga Valley as a unifying element in the metropolitan area, replacing the traditional perception of the valley as an east-west dividing line.

The national significance of the valley is clear:

The lower Cuyahoga Valley has been one of the main physical features of the region for thousands of years. It has been the location for villages, encampments, and burial sites of prehistoric cultures, including the mound builders. In the mid-18th century, it became important in French and British fur trading. Both Benjamin Franklin and George Washington predicted a preeminent role for the Valley in the westward expansion of America due to its size and location. Settlement by New Englanders began in the 1790's, and the mouth of the river was selected by Moses Cleaveland as the location for the principal city of the Connecticut Western Reserve.

Successive technological advances in the 19th century brought a canal, railroads, and shipping. With the benefits of a geographic location midway between extensive deposits of natural resources, access to land and transportation networks, and the evolution of interrelated industries such as oil, chemicals, and paint; sewing machines and clothing; and iron, steel, fasteners, machine tools, automobiles, and shipbuilding, the lower Cuyahoga Valley emerged as the setting for one of the most significant examples of industrialization and urbanization in America.

The *Concept Plan* presented projects under the six main topics of economic development, heritage education, transportation, recreation, open space, and environmental policy statements. Several projects have an impact on Brooklyn Heights.

- ✓ Identification of locations and economic incentives to retain and expand existing light industry and attract new industrial development, such as various areas in Brooklyn Heights.
- ✓ Emphasis of the need for a steady long-term commitment of funds to ensure proper construction and maintenance of the essential infrastructure resources of the area, such as the major streets in Brooklyn Heights.
- ✓ Creation of a bicycle transportation network extending through the Cuyahoga Valley, to take advantage of opportunities to explore the distinctive lake, river, and canal environments, the industrial and engineering heritage of the Valley, and the architecture and history of Cleveland neighborhoods and suburban communities. *This network is the existing and future segments of the Ohio & Erie Canal Towpath Trail and its neighborhood linkages.*
- ✓ Preservation of tracts of land in the vicinity of Brooklyn Heights as a habitat preservation area. *This project is the new Cleveland Metroparks Ohio & Erie Canal Reservation.*
- ✓ Showcasing the 45-foot waterfall on Mill Creek with the addition of observation decks. *Cleveland Metroparks has created a viewing area overlooking the waterfall; joined with other partners to open a local history center; completed a trail linking the waterfall to Garfield Park Reservation; and is currently studying a potential trail to connect the waterfall to the Towpath Trail.*
- ✓ Extension of the Cuyahoga Valley Scenic Railroad excursion train into downtown Cleveland. *The route for this project involves the CSX railroad track immediately to the west of the Cuyahoga River in Brooklyn Heights. In July, 2003, the railroad extended its operation south from Akron to Canton. The entire line now encompasses Independence to Canton. Over the next several years, the railroad will focus its efforts on expanding to old Harvard Avenue and downtown Cleveland.*

### 5.4

#### **National Heritage Corridor Designation**

The Ohio & Erie Canal National Heritage Corridor received official federal designation from the U.S. House of Representatives and the U.S. Senate on October 4, 1996, and President Clinton signed the legislation on November 12, 1996.

The Ohio & Erie Canal was one of the first Heritage Corridors designated in the country, following the Illinois & Michigan Canal in Illinois, the Blackstone River Valley in Massachusetts and Rhode Island, and the Delaware & Lehigh Navigation Canal in Pennsylvania.

The federal legislation cites four purposes for the designation:

- ✓ to preserve and interpret significant historic and cultural lands, waterways, and structures within the corridor;
- ✓ to encourage economic development;
- ✓ to provide a management framework to assist the state, local communities, and nonprofit organizations in preparing and implementing a corridor management plan, as well as develop policies and programs to preserve and interpret the cultural, historic, natural, recreation, and scenic resources of the corridor; and
- ✓ to authorize the Secretary of the Interior to provide financial and technical assistance to the state, local communities, and nonprofit organizations in preparing and implementing a corridor management plan.

The boundaries of the corridor generally follow the route of the Ohio & Erie Canal from Cleveland to Dover, through the Cuyahoga and Tuscarawas River valleys (**Map 5-1**). The route of the Ohio & Erie Canal includes the metropolitan areas of Cleveland and Akron, the Cuyahoga Valley National Park, canal towns such as Clinton and Canal Fulton, the Tuscarawas River valley, and rural communities such as Bolivar and Zoar. This is an area where four million people live within sixty miles of the Corridor.

The creation of the National Heritage Corridor does not impose regulations on local communities. In addition, the designation does not create an owned and operated unit of the National Park Service. The intent of the National Heritage Corridor is to provide recognition and influence in order to foster cooperative effort and leverage funds.

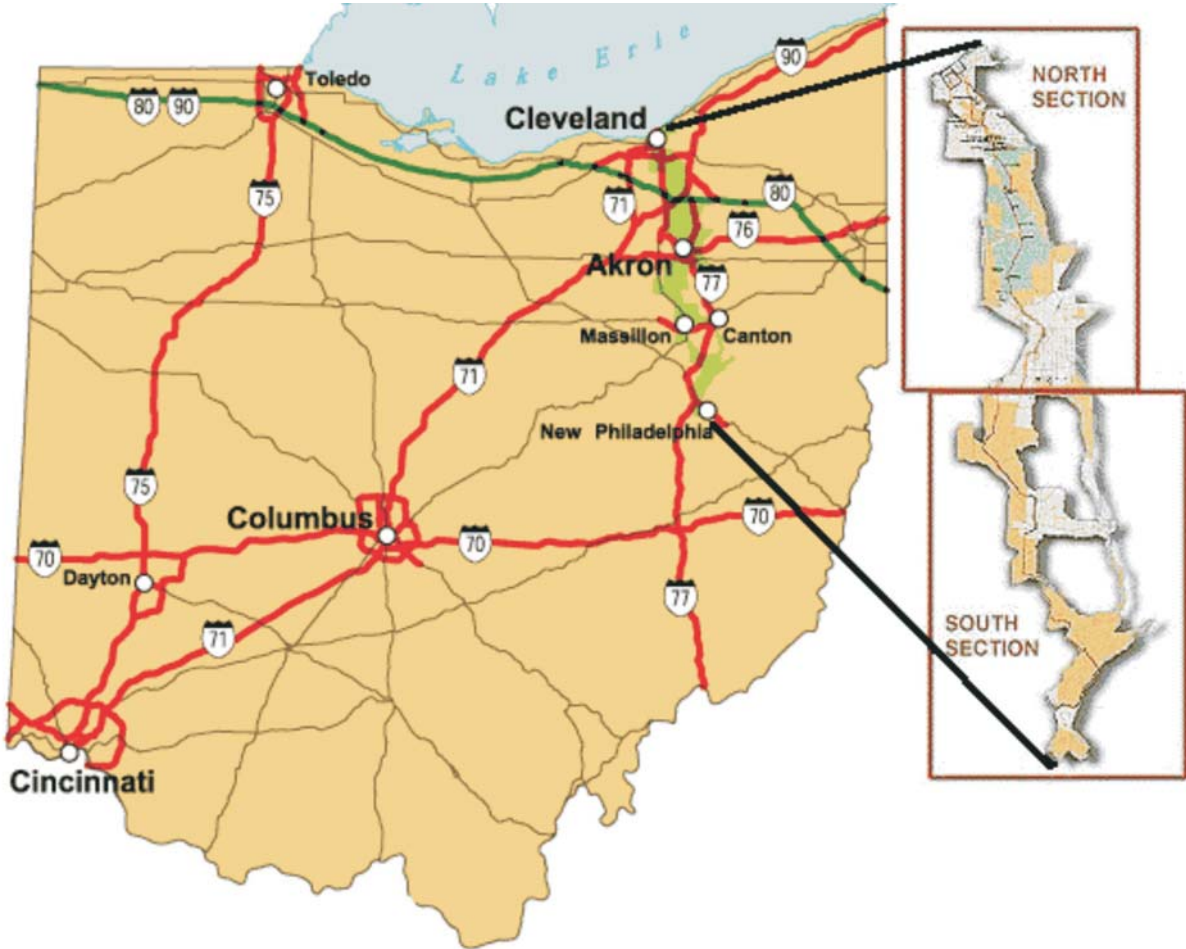
The Ohio & Erie Canal National Heritage Corridor legislation permits annual funding of up to \$1 million in federal funds, to be matched at least 1:1 by state, local, and/or private funds. A total of \$10 million in federal funding is available over the life of the corridor legislation, which expires on September 30, 2012.

The legislation established the Ohio & Erie Canal Association as the management entity responsible for 1) ensuring that the management plan is prepared (which was approved by the U.S. Department of the Interior in 2000); 2) assisting communities and organizations to voluntarily develop policies and programs within the heritage corridor; and 3) overseeing the expenditure of federal funds. The Association is a nonprofit organization formed through a collaboration among two other nonprofit organizations, the Cleveland-based Ohio Canal Corridor and the Akron-based Ohio & Erie Canal Corridor Coalition.

In addition, the legislation established a 21-member volunteer advisory committee, the Ohio & Erie Canal National Heritage Corridor Committee, to provide advice and technical assistance to the Ohio & Erie Canal Association. Members of this Committee represent the corporate community, tourism, historic preservation, park districts, county planning agencies, local communities, state government, and the National Park Service.

# Brooklyn Heights Village

Map 5-1, Ohio & Erie Canal National Heritage Corridor

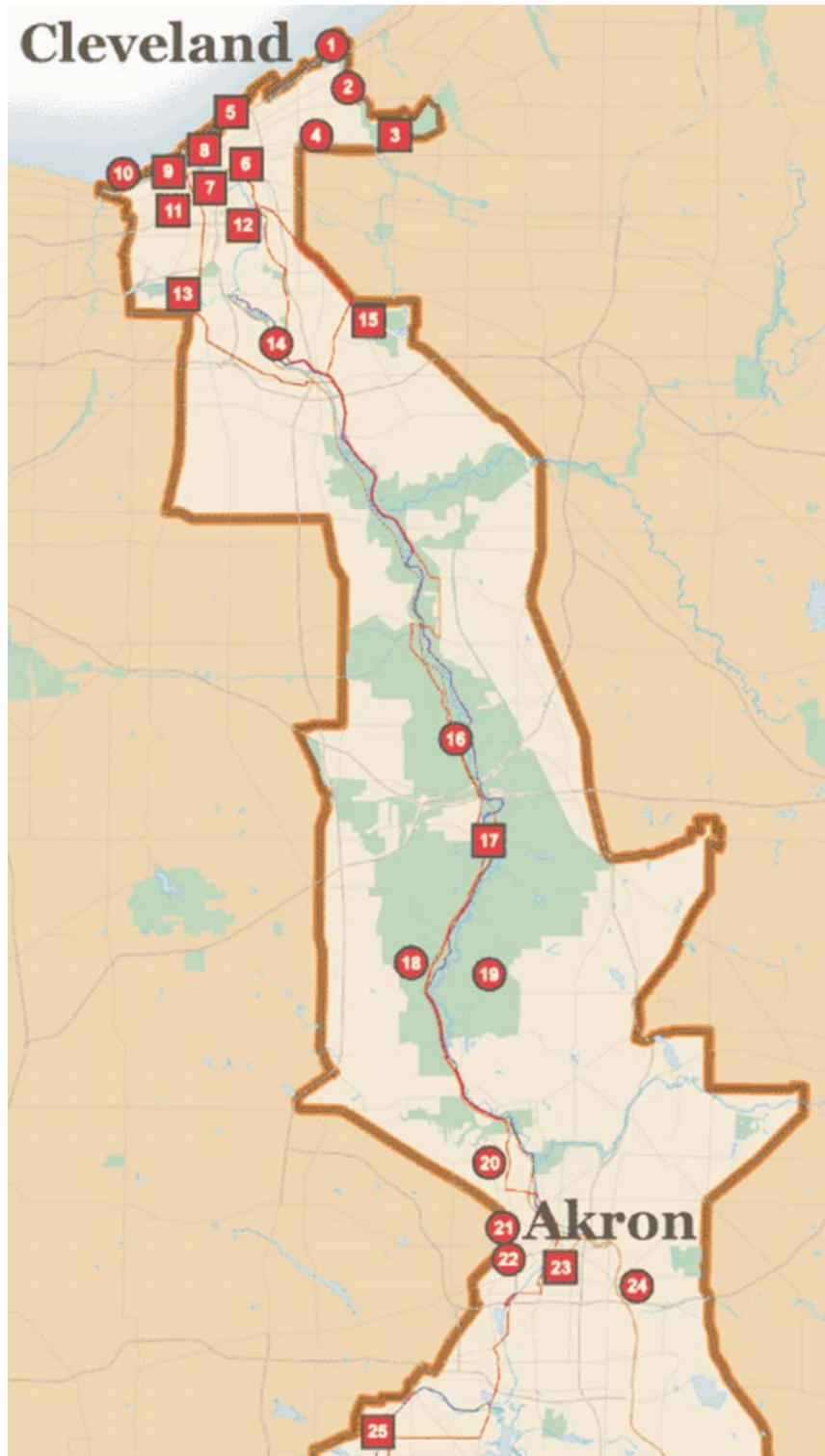


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Points of interest are identified on the website <http://www.canalwayohio.com/maps/bywaymap.htm>

# Brooklyn Heights Village

Map 5-1, Ohio & Erie Canal National Heritage Corridor (continued)

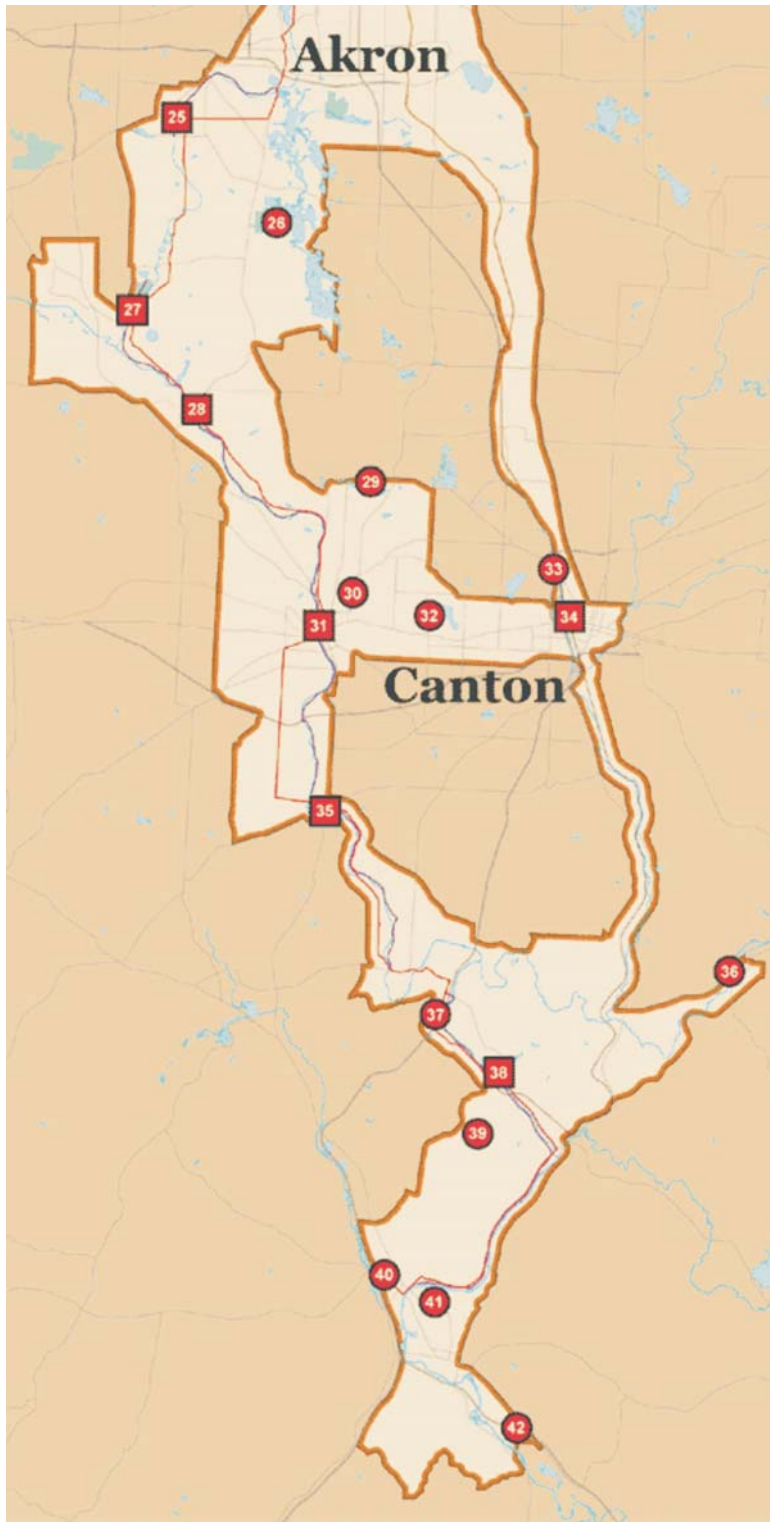


Points of interest are identified on the website <http://www.canalwayohio.com/maps/bywaymap.htm>



# Brooklyn Heights Village

Map 5-1, Ohio & Erie Canal National Heritage Corridor (continued)



Points of interest are identified on the website <http://www.canalwayohio.com/maps/bywaymap.htm>

5.8

## Scenic Byway Designation

During 1996 the Ohio Department of Transportation announced that the Ohio & Erie Canal Scenic Byway had been designated as the first official Scenic Byway in Ohio. In June, 2000, the route was designated by the Federal government as a National Scenic Byway. The route focuses on the path of the canal for approximately 110 miles, from its original northern terminus in downtown Cleveland to Dover, Ohio. The route traverses all or part of four counties: Cuyahoga, Summit, Stark, and Tuscarawas.

The application process for the scenic byway designations was managed by the Ohio & Erie Canal Scenic Byway Task Force. The membership of this group included the four county engineers, four county planning agencies, the National Park Service, Cuyahoga Valley Communities Council, Ohio Canal Corridor, and the Ohio & Erie Canal Corridor Coalition. The Task Force also received input from an Advisory Council, whose 100-plus members represented a variety of community interests from throughout the byway route.

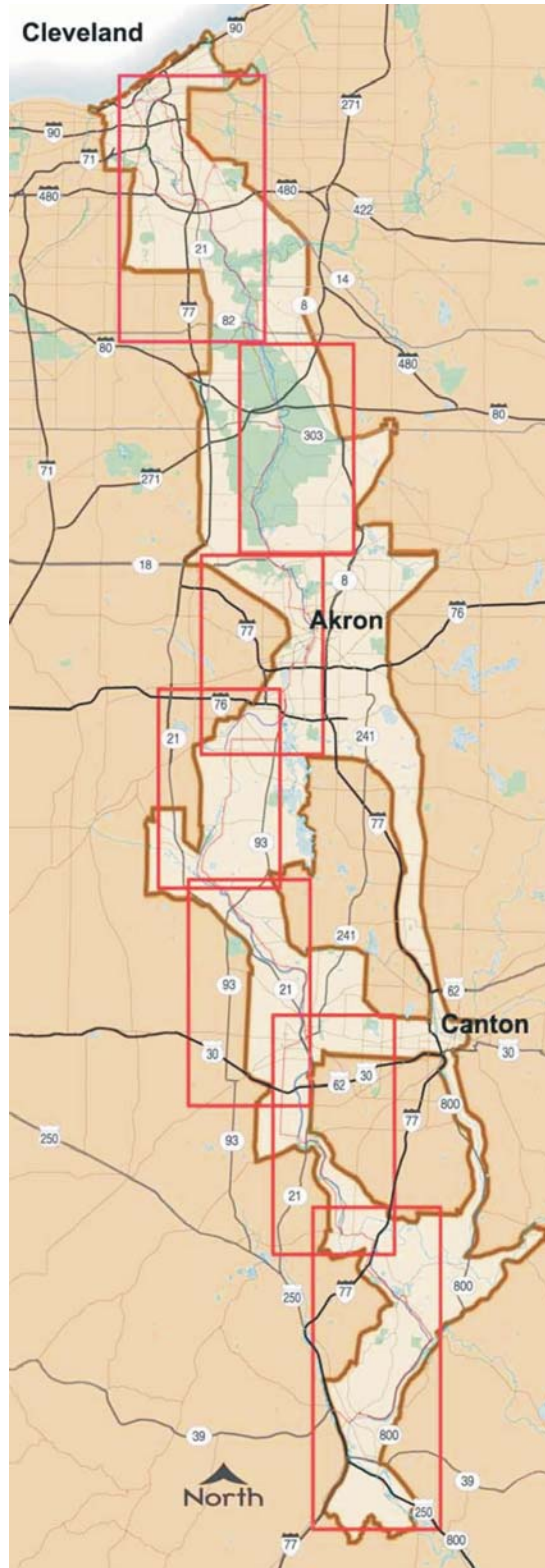
The byway utilizes a combination of state routes, county roads, and local roads (*Map 5-2*). Within Cuyahoga County several routes are used, which form a loop. Coming northward, the byway is located on Canal Road as it enters Cuyahoga County from Summit County. The byway continues northward on Canal Road until it splits into three separate routes to highlight the connection between the Ohio & Erie Canal, the Cuyahoga River Valley, and the different ethnic urban neighborhoods that abut the valley. The separate routes all reach the same terminus, the original outlet of the Ohio & Erie Canal at downtown Cleveland, which was located on the east bank of the Cuyahoga River approximately under the Detroit-Superior Bridge. The Central Route continues northward on Canal Road, East 49th Street, and Independence Road toward downtown Cleveland. The Eastern Route splits from Canal Road at Warner Road, utilizing Warner Road and Broadway Avenue to reach downtown Cleveland. The Western Route splits from Canal Road at Granger Road, utilizing Granger Road, Schaaf Road, Broadview Road, and Pearl Road/West 25th Street to reach downtown Cleveland.

Scenic byway designation offers an opportunity for a community such as Brooklyn Heights to promote and protect its relationship to the Ohio & Erie Canal and the Cuyahoga River Valley through tourism, economic development, and resource conservation. A byway is a road that provides an enjoyable and relaxing experience for drivers. In addition, the route highlights scenic, historic, natural, cultural, recreational, and/or archaeological qualities of an area, such as the heritage of the greenhouse industry along Schaaf Road. The benefits of scenic byway designation include new tourism opportunities, identification on official highway maps, state and national marketing and promotion, economic and community development opportunities, and possibly additional funding for maintenance of the scenic byway route.

An example of the benefits of designation has already occurred. In the late 1990's, the Federal Highway Administration awarded the State of Ohio \$400,000. Of this total, the Ohio Department of Transportation used \$160,000 to manage its scenic byway program. The remaining \$240,000 was awarded to the Task Force through the Summit County Engineer's Office. These funds were matched by a total of \$60,000 from the four county engineers' offices, for a grand total of \$300,000. These funds were used to create a visitors map and guide for the byway, as well as to design, fabricate, and install signage marking the byway route

# Brooklyn Heights Village

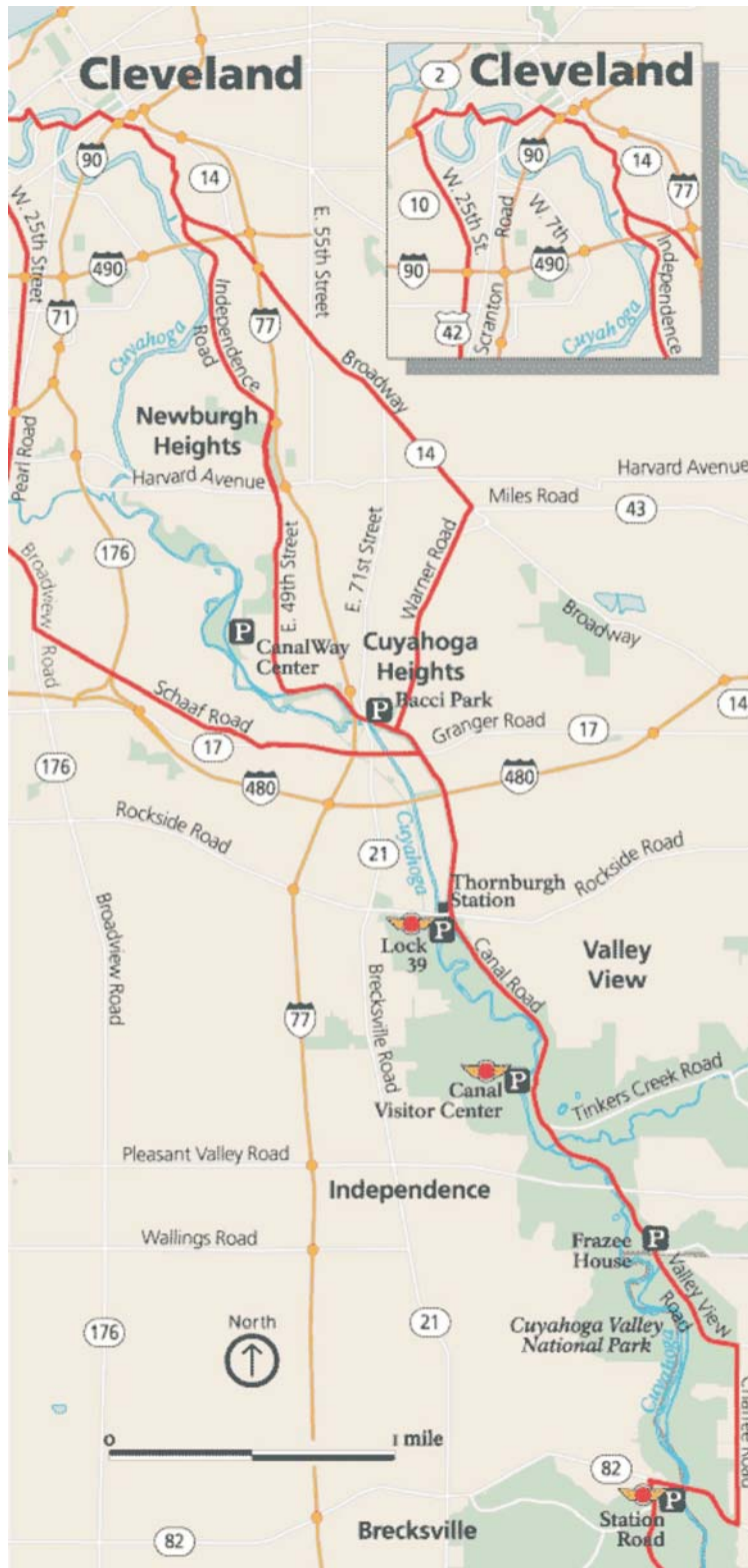
Map 5-2, Ohio & Erie Canal Scenic Byway



5.10

# Brooklyn Heights Village

Map 5-2, Ohio & Erie Canal Scenic Byway (continued)



5.11

through the four counties and 37 communities. The map and signage projects were completed in 2002. The purpose of using the funds for these two projects was to bring ongoing public exposure to the byway by guiding visitors along the route, as well as to specific destinations.

## **CLEVELAND METROPARKS - OHIO & ERIE CANAL RESERVATION**

### **Overview**

The Ohio & Erie Canal Reservation, opened in August, 1999, was established by Cleveland Metroparks as its fourteenth reservation (*Map 5-3*). Several hundred acres of land along the Ohio & Erie Canal and the Cuyahoga River in the communities of Valley View and Cuyahoga Heights are managed through lease agreements and easements. Major property owners have cooperated to make their land available for park/recreation facilities, cultural and historic interpretation, and wildlife management include the Aluminum Company of America (ALCOA), Charter Steel (formerly American Steel & Wire), BP America, FirstEnergy (formerly Cleveland Electric Illuminating Company), the Northeast Ohio Regional Sewer District (NEORS), and the State of Ohio. The activities within the reservation focus on trails, picnicking, wildlife management, urban fishing opportunities in the canal, and outdoor education programs.

### **Canal Reservation All Purpose Trail**

One of the highlights of the new reservation is the extension of the Ohio & Erie Canal Towpath Trail. The current trail in the Cuyahoga Valley National Park (CVNP) extends for approximately 22 miles from Akron northward to Rockside Road. During 2000, the Towpath Trail in the CVNP attracted approximately 1.3 million users.

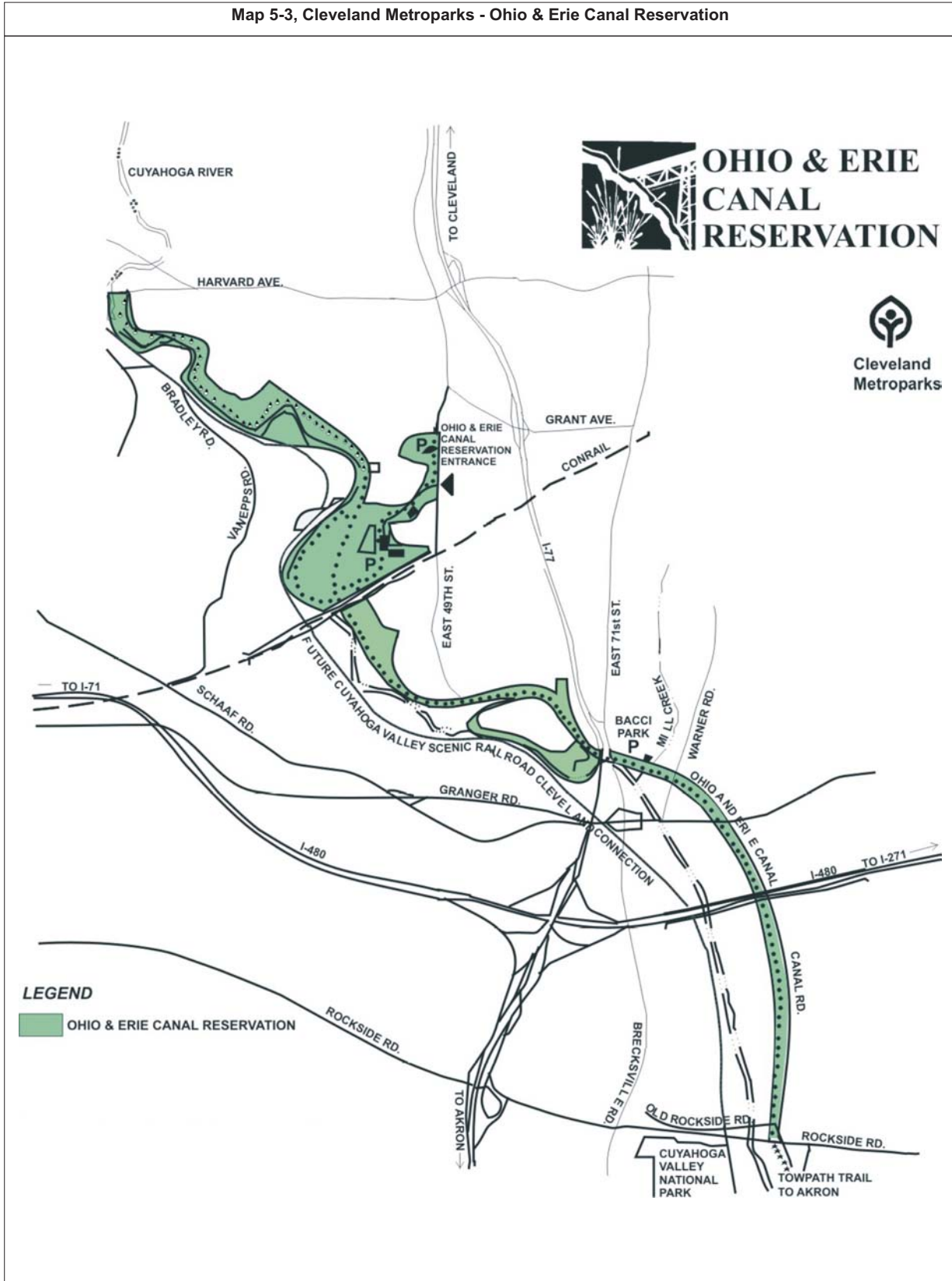
In 1998-99, Metroparks constructed an additional 4.5 mile segment of ten-foot wide paved trail from Rockside Road northward to the area below Charter Steel (formerly American Steel & Wire) in Cuyahoga Heights (approximately East 49th Street and Grant Avenue). The \$2.3 million project was funded through the federal Intermodal Surface Transportation Efficiency Act (ISTEA-Surface Transportation Program, Enhancement Program) and Cleveland Metroparks. Overall, the Canal Reservation had about 163,000 trail users during 2000, which was just its first full calendar year of operation. In 2002, the Metroparks opened approximately 1.6 miles of trail, leading from the current terminus of the trail northward to Harvard Avenue, where a parking area of about eight spaces was added on the south side of the street. This \$1.7 million project included the trail, restoration of eroded canal banks, overlooks, a footbridge, a boardwalk, wayfinding signage, interpretive graphics, and other amenities.

### **Regional Connections to Canal Reservation Trail**

The trail in the Ohio & Erie Canal Reservation is also part of a much larger bikeway plan. During 2004, Metroparks will extend the connector trail along East 49th Street from Grant Avenue northward to Harvard Avenue and continue along Washington Park Boulevard to Fleet Avenue. In 2005, the City of Cleveland will complete a trail connecting the Old Brooklyn neighborhood at Harmody Park to the Towpath Trail in the vicinity of old Harvard Avenue and Jennings Road. At some point in the future, Cleveland Metroparks intends to

# Brooklyn Heights Village

Map 5-3, Cleveland Metroparks - Ohio & Erie Canal Reservation



5.13

undertake an additional segment to link the Harvard Avenue vicinity to the Cleveland Metroparks Zoo.

Long-term plans are also being formulated to complete the trail route to downtown Cleveland by continuing northward from the Harvard/Jennings area through ISG property and through the Tremont neighborhood of Cleveland to reach the Flats. The Cuyahoga County Planning Commission led a study completed in early 2002 that outlined appropriate, specific alignment and design alternatives, as well as cost considerations. At the Flats, the Towpath Trail route would intersect with the Cleveland Lakefront Bikeway, a partially completed bikeway that will eventually connect Edgewater Park on the west side with the Flats, downtown Cleveland, and the east side locations of Gordon Park, the Cultural Gardens, University Circle, Bratenahl, and Wildwood Park. The western section of the Lakefront Bikeway was completed in 2003.

To the south of the existing Towpath Trail in the CVNP, various agencies and organizations are working to create a continuous bikeway that would extend beyond Zoar, Ohio. Zoar Village, a 19th century utopian community with an extensive grouping of architecturally and historically significant buildings, is also near the southern endpoint for the National Heritage Corridor. Finally, planning is also underway for a cross-state bikeway, the Ohio-to-Erie Trail, with the anticipated endpoints being Cincinnati and Cleveland. The National Heritage Corridor route being implemented from Zoar to Cleveland is anticipated to be the preferred route through northeast Ohio.

## 5.14

### **CUYAHOGA VALLEY SCENIC RAILROAD**

The Cuyahoga Valley Scenic Railroad (CVSR), formerly the Cuyahoga Valley Line Railroad, began operations in 1975. During the mid-1980's, the track utilized by the CVSR was purchased by the National Park Service. The rail line was originally constructed from Cleveland to Akron in the late 19th century, as the first north-south route through the Cuyahoga Valley. The rail line, from Rockside Road in Independence to Howard Street in Akron, was listed on the National Register of Historic Places in 1985. The CVSR operates early diesel locomotives and streamlined passenger coaches. CVSR maintains a regular schedule of trips, utilizing stops in Canton, Akron, near Stan Hywet Hall & Gardens, near Hale Farm & Village, Peninsula, Boston Store, Station Road Bridge, Canal Visitors Center, and the northern terminus of the line just south of Rockside Road in Independence. Access to the station in Independence is via Canal Road to Old Rockside Road in Valley View.

The CVSR operates special seasonal, holiday, and educational trips in addition to its regular 20-mile and 52-mile excursions. The total ridership of about 85,000 in 1999 rose to more than 100,000 during 2000. The long-range plan for the CVSR includes extension of the line northward to downtown Cleveland.

## **DEVELOPMENT IMPACTS**

### **Traffic Impact**

The recreation and heritage projects in the vicinity of Brooklyn Heights, such as the Cleveland Metroparks Canal Reservation, the Towpath Trail, and the Scenic Byway, will all make use of Canal Road/East 49<sup>th</sup> Street in Valley View and Cuyahoga Heights as a main north-south travel route. An overall traffic increase should be anticipated east of Brooklyn Heights. In addition, residents of Brooklyn Heights and nearby communities will also use Granger Road and Schaaf Road as local routes to travel to and from these destinations, although the increase in traffic is not likely to be significant.

The number of vehicles that will use the Scenic Byway is difficult to estimate, however the impact on traffic may be minimal. For example, if the Western Route of the Scenic Byway, which uses Schaaf Road through Brooklyn Heights, eventually generates 10,000 vehicles per year, the estimated average number of vehicles per hour of daylight, year round, would be about two. It should be noted that the number of vehicles would be expected to vary according to the season of the year, day of the week, and time of day.

### **Potential Development Impact**

The presence of the Cleveland Metroparks Canal Reservation and the Towpath Trail may create development opportunities involving Brooklyn Heights properties located near these activities, as well as recreational enhancements for residents. The potential plans are discussed in more detail in *Chapter 8, Focus Area: North of Schaaf Road*.



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# Chapter 6

Focus Area:  
East of Van Epps Road



## **INTRODUCTION**

This focus area includes parcels on the east side of Van Epps Road extending from the north boundary of the Village southward to the CSX railroad embankment. A total of thirteen parcels occupy part of the steep wall of the Cuyahoga River Valley.

The purpose of this discussion is to outline a project that has been proposed by Cleveland Metroparks and endorsed by Brooklyn Heights Village Council.

## **PROPERTY OWNERSHIP**

One of the parcels is currently owned by Cleveland Metroparks and one parcel is owned by Cuyahoga County. The remainder of the parcels are in private ownership (*Exhibit 6-1*).

## **LAND USE**

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the level acreage between Van Epps Road and the rim of the valley was mostly vacant land with a few homes. The industrial buildings lining the east side of Van Epps Road today were built primarily during the 1960's and 1970's.

## **ZONING**

A strip of land extending approximately 500 feet west from the CSX railroad right-of-way adjacent to the Cuyahoga River is zoned General Industrial (Chapter 1278), which permits only a variety of industrial uses. This strip includes portions of the steeply sloped wall of the valley, as well as land adjacent to the railroad right-of-way. The remainder of the steep slopes, as well as all of the level area abutting Van Epps Road, are zoned Limited Industrial (Chapter 1276), which permits a variety of industrial and commercial uses. Residential, retail, and institutional uses are not permitted.

## **PROPOSED PROJECT SUMMARY**

The Cleveland Metroparks would like to obtain conservation easements totalling 17.4 acres on the hillside portion of five parcels: 531-01-002, 531-01-006, 531-01-011, 531-01-022, and 531-01-062. This acreage includes wooded hillsides and riparian wildlife habitat extending for approximately 1,500 linear feet along the valley.

A conservation easement is a voluntary legal agreement made by a property owner to restrict the type and amount of development that can occur on the property. The easement states the rights the landowner retains and the restrictions on use of the property. Each of these rights and restrictions are negotiated between the landowner and the organization that holds the easement, including future responsibilities of the parties, such as removal of invasive species

and monitoring the use of the acreage. Once the document is completed, the easement is officially recorded. The dedication is in perpetuity, meaning that future landowners are bound by the easement.

A conservation easement also has monetary value for the landowner. Two appraisals are conducted on the property, the first to determine the current value of the property without a conservation easement, and the second to determine the future value of the property with a conservation easement. The decrease in the value of the property is the value of the easement rights. If certain conditions are met as part of the easement document, the value of these rights may be used by the landowner as a federal income tax deduction. In addition, the reduced value of the acreage covered by the easement may translate into a moderate reduction in the amount of property taxes to be paid by the landowner.

The Ohio Department of Natural Resources, Coastal Management Program approved a grant to Cleveland Metroparks in December, 2003.

### **CONSISTENCY WITH METROPARKS GOALS**

The Cleveland Metroparks strategic plan, *Metroparks 2000: Conserving Our National Heritage*, envisions the creation of a regional network of connected greenways, bikeways, and river/watershed corridors. This vision provides special attention to the Ohio & Erie Canal National Heritage Corridor, which includes Brooklyn Heights.

**6.4** The Metroparks believes that the project would accomplish several goals that are compatible with the mission of their agency:

- ✓ Protecting riparian land from any potential encroachment, such as the landfilling and earthmoving activities currently operating immediately to the south of the project area;
- ✓ Preserving and enhancing visual quality from the Metroparks' Ohio & Erie Canal Reservation, which is situated across the Cuyahoga River, immediately to the east of the project area;
- ✓ Continuing the Park District's efforts to conserve and restore the ecosystem of this section of the Cuyahoga River Valley, resulting in improved water quality, as well as encouraging urban recreational fishing and international migratory bird habitat enhancement; and
- ✓ Creating a continuous buffer corridor on the west bank of the Cuyahoga River.

### **CONSISTENCY WITH MASTER PLAN GOALS**

This project is reflected directly in *Chapter 1, Goals and Priorities*. The Environmentally Sensitive Areas section contains goals outlining the range of geographic features that exist in

## *Brooklyn Heights Village*

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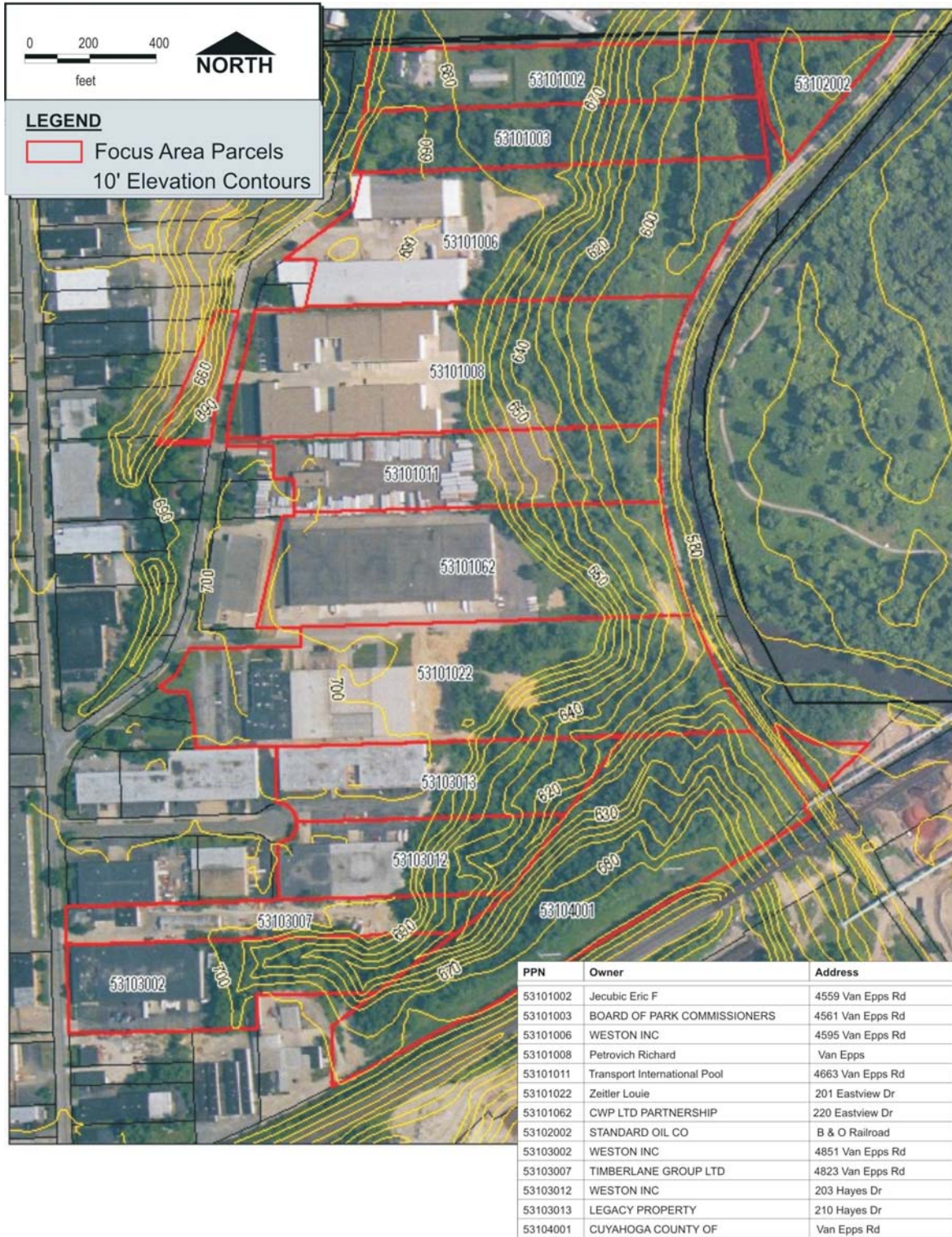
the Village, the importance of views to and from areas of changing elevations, and the need to protect areas such as steep slopes from inappropriate alterations or development.

In addition, the Quality of Life section includes goals emphasizing the priority of transforming the Cuyahoga River Valley into a prime community asset, as well as blending recreation and greenspace opportunities into the Village. This conservation easement project, adjacent to the railroad track that will be used by the Cuyahoga Valley Scenic Railroad, and in full view to and from the Towpath Trail and Metroparks Canal Reservation across the river, is definitely part of these community goals.

Finally, the Village wrote a letter of support to the Ohio Department of Natural Resources Coastal Management Program in support of the grant request by Cleveland Metroparks. The support letter was signed by the Mayor and all members of Village Council.

# Brooklyn Heights Village

Exhibit 6-1, Parcel Data, East of Van Epps Road



Sources: Photo: Airphoto USA, copyright 2002; Contours: Cuyahoga County Engineer's Office, 1993; Parcels: Cuyahoga County Planning Commission, 2002; Owners: Cuyahoga County Auditor's Office, 2003

6.6

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# Chapter 7

Focus Area:  
Granger Road Corridor





## INTRODUCTION

This focus area includes three specific areas located along Granger Road:

Area A - The area on the north side of Granger Road located across from Lancaster Drive (three parcels)

Area B - The area on the south side of Granger Road located between Action Door and the westbound exit ramp of Interstate 480 (two parcels).

Area C - The area on the north side of Granger Road that includes the northeast corner of the intersection of Tuxedo Avenue and extending eastward (three parcels).

The purpose of this discussion is to outline potential future development for these areas.

## AREA A

This focus area is located on the north side of Granger Road across from Lancaster Drive. Of the three total parcels, two are vacant. All are in private ownership. The total land area under review is about 8.5 to 9.0 acres (**Appendix 7-1A**).

### Land Use and Zoning

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the area was vacant land. In addition, this section of Granger Road was not constructed until the 1950's. The parcels are zoned Retail Business (Chapter 1272), which permits a variety of "retail stores and service store which deal directly with the ultimate consumer."

### Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks are decreasing on Granger Road. One factor contributing to the decline is the opening in late 1998 of the Jennings Freeway.

The most recent traffic counts for Granger Road, conducted in 2001, counted approximately 16,000 vehicles using the Granger/Lancaster intersection in a 24-hour period, with trucks representing about 2,000 of the total vehicles. Detailed traffic count information is displayed in *Chapter 4, Commercial Real Estate Market*.

### Potential Development

The parcels could be developed to support a 9,000 square foot retail building (7,500 square feet of retail and 1,500 square feet of restaurant space), a 5,000 square foot restaurant, and a one-story 16,200 square foot office building. This example of new development would total 30,200 square feet and create about 104-129 jobs (midpoint 116 jobs) (**Appendix 7-2A**). The

potential market for the retail and restaurant uses would be a combination of the employees and residents in the vicinity.

Parking standards used for this example are one parking space per 200 square feet of retail space, one parking space per 50 square feet of restaurant space, and one parking space for each 350 square feet of office space. These parking standards are found in Section 1282.05 of the *Brooklyn Heights Zoning Code*. The parking standard for “Retail Services, Other Offices, and Service Establishments,” “one space per 200 square feet of floor area of ground floor, plus one space for each 350 feet of upper floors,” was adjusted for the one-story office building on the western parcel. Approximately 4,000 square feet of space (25%) was calculated at one parking space per 200 square feet, plus 12,200 square feet of space (75%) calculated at one parking space per 350 square feet, in order to illustrate how a slightly larger parking lot could be accommodated on the site.

Currently, the three properties generate a total of approximately \$1,890 in property taxes (*Exhibit 7-1*). The current amount of income tax revenue was not available, although two of the three parcels are vacant and the third appears to be occupied by a small business. The proposed development would generate approximately \$66,200 annually in combined income tax and property tax revenue for the Village, plus about \$26,600 annually in property tax revenue to the school district.

The acreage, current topography, and existing road network make it possible to develop these three parcels together or individually. Access points should be grouped together. A main access point at the traffic light at Lancaster Drive could serve both the eastern and middle parcels. The building location of the middle parcel, a reasonably level terrace at the rear of the parcel, could be reached using the same access point on Granger Road. The western parcel could be served by its own access point, which would reduce the cost of constructing a driveway parallel to Granger Road from the eastern parcel.

Additional acreage could also be obtained by creating a uniform boundary for the Granger Road right-of-way. The current right-of-way boundary does not parallel the edge of the pavement, but instead forms a jagged line across the front of the three parcels. Establishing a uniform right-of-way boundary, such as 35 feet from the pavement edge, would add almost one acre of land that could be developed.

In addition, any new development should work with the topography of the area. The development shown in *Appendix 7-2A* is arranged to lessen the need to cut into slopes, which in turn decreases the amount of retaining walls that might be needed. Trees that are on slopes on the site and on adjacent parcels can be used to provide attractive views for the office workers, as well as restaurant patrons, particularly if outdoor patio seating is incorporated into the designs.

The proposed development is also specifically shown with one-story buildings. The low building heights and retention of trees will ensure that any development along Granger Road will not infringe on the natural buffers and views currently enjoyed by residents living on the south side of Schaaf Road.

7.4

# Brooklyn Heights Village

Finally, as Area A is developed, it can become part of a bikeway network for the Village. Employees and residents could use Lancaster Drive as a collector route and cross Granger Road at the traffic signal. On the north side of Granger Road, a new pedestrian path could be built separated from the roadway. The path could then turn north along the west edge of the western parcel and connect up the hill to the terminus of the existing, unused, Marengo Drive right-of-way. Once at Schaaf Road, the path could cross to the north side of the street, turn east using the existing sidewalk, and turn north into the large, former greenhouse parcel now owned by the Village. For more information on how the path could connect to the Towpath Trail on the other side of the river, please refer to *Chapter 8, Focus Area: North of Schaaf Road*.

Another future alternative for employees and residents located south of Granger Road is the use of a trail that has been proposed along West Creek, which would connect across the Cuyahoga River to the Towpath Trail in the vicinity of the confluence of West Creek and the Cuyahoga River in Independence on the north side of Granger Road. For more information about the West Creek trail, visit the following website:

<http://planning.co.cuyahoga.oh.us/documents/westcreek.html>.

<b>Exhibit 7-1, Development Impact Analysis, Granger Road Corridor</b>					
<b>Existing Conditions</b>	Area A	Area B	Area B	Area C	Area C
		Abutting Action Door	State of Ohio R.O.W.	Phase I Area	Phase II Area
<b>Site Characteristics</b>					
Total site acreage	9.5	4.8	2.1	9.7	6.1
Number of dwelling units	0	0	0	0	0
Total number of residents	0	0	0	0	0
Number of school-aged children	0	0	0	0	0
Total number of employees	not determined	0	0	not determined	0
Income tax revenues	not determined	0	0	not determined	0
<b>Property Tax Revenues (2002)</b>					
School District	\$ 1,020	\$ 1,915	\$ 0	\$ 9,930	\$ 575
Village	\$ 190	\$ 355	\$ 0	\$ 1,840	\$ 105
Cuyahoga County	\$ 565	\$ 1,065	\$ 0	\$ 5,515	\$ 320
Metroparks/Library	\$ 115	\$ 210	\$ 0	\$ 1,105	\$ 65
<b>Total</b>	<b>\$ 1,890</b>	<b>\$ 3,545</b>	<b>\$ 0</b>	<b>\$ 18,390</b>	<b>\$ 1,065</b>
<b>Projected Annual Revenues</b>	Area A	Area B	Area B	Area C	Area C
		Abutting Action Door	State of Ohio R.O.W.	Phase I Area	Phase II Area
<b>Site Characteristics</b>					
Total site acreage	9.5	4.8	2.1	9.7	6.1
Total site square footage (estimate)	413,800	209,100	91,500	422,500	265,700
Total office building square footage	16,200	60,000	32,400	88,000	30,000
Total retail building square footage	14,000	0	0	12,500	0
Total potential value of site	\$3,260,000	\$5,070,000	\$2,690,000	\$8,400,000	\$2,900,000
Total number of employees	116	210	112	333	105
<b>Environmental Impacts</b>					
Sewage Flow (gallons/day)	2,600	4,800	2,600	8,200	2,400
Water Consumption (gallons/day)	3,000	5,600	3,000	9,500	2,800
Solid Waste Production (tons/day)	0.12	0.21	0.11	0.33	0.11
Total trips generated per day: weekday	1,200	660	360	1,480	330
<b>Annual Revenues</b>					
Property Tax Revenues - School	\$26,600	\$41,400	\$21,900	\$68,600	\$23,700
Income tax revenues - Village	\$61,300	\$134,900	\$72,000	\$214,400	\$67,500
Property Tax Revenues - Village	\$4,900	\$7,700	\$4,100	\$12,700	\$4,400
<b>Total Village Revenues</b>	<b>\$66,200</b>	<b>\$142,600</b>	<b>\$76,100</b>	<b>\$227,100</b>	<b>\$71,900</b>

7.5

## AREA B

This focus area is located on the south side of Granger Road between Action Door and the westbound exit ramp of Interstate 480. Of the two total parcels, both are vacant. The parcel abutting Action Door is in private ownership, with the land to the west part of the State of Ohio owned right-of-way between Interstate 480 and Granger Road. The total land area under review is about 6.5 to 7.0 acres (**Appendix 7-1B**).

### Land Use and Zoning

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the area was vacant land. In addition, this section of Granger Road was not constructed until the 1950's. The parcel abutting Action Door is zoned Limited Industrial (Chapter 1276), which permits a variety of industrial and commercial uses. The Lancaster Drive area, which carries the same zoning designation, also contains office uses. Residential, retail, and institutional uses are not permitted.

### Traffic Counts

Traffic counts conducted by the Cuyahoga County Engineer's Office show that the number of total vehicles and trucks are decreasing on Granger Road. One factor contributing to the decline is the opening in late 1998 of the Jennings Freeway.

The most recent traffic counts, conducted in 1999, counted approximately 17,000 vehicles using the section of Granger Road east of Tuxedo Avenue in a 24-hour period, with trucks representing about 1,700 (10%) of the total vehicles. The total vehicle count has declined almost 25% since the traffic count conducted in 1990, while the truck count has decreased almost 15% over the same period. Detailed traffic count information is displayed in *Chapter 4, Commercial Real Estate Market*.

### Potential Development

The parcel abutting Action Door could be developed for a four-story 60,000 square foot office building (15,000 square feet per floor), which would create about 180-240 jobs (midpoint 210 jobs) (**Appendix 7-2B**). As part of a later phase the State of Ohio owned land could be developed for a three-story 32,400 square foot office building (10,800 square feet per floor), which would create about 96-128 jobs (midpoint 112 jobs).

Parking standards used for these office building examples are one parking space per 200 square feet of floor area of ground floor, plus one parking space for each 350 square feet of upper floors. This parking standard is found in Section 1282.05 of the *Brooklyn Heights Zoning Code*.

Currently, the vacant property abutting Action Door generates \$3,545 in property taxes (**Exhibit 7-1**). The proposed development would generate approximately \$142,600 annually in combined income tax and property tax revenue for the Village, plus about \$41,400 annually in property tax revenue to the school district.

Currently, the State of Ohio owned vacant land does not generate any property tax because it is publicly owned (**Exhibit 7-1**). The proposed development would generate approximately

7.6

\$76,100 annually in combined income tax and property tax revenue for the Village, plus about \$21,900 annually in property tax revenue to the school district.

A portion of the parcel abutting Action Door was approved for filling by the U.S. Army Corps of Engineers in early 2003, which would create a usable building site of about four acres. This is approximately the same acreage shown in **Appendix 7-2B**. As part of the filling, a section of an unnamed tributary of West Creek would be culverted. In mid-2003, the property owners announced that in the near term, a smaller project may be considered to create a building site of only about 1.25 acres. According to the property owners, filling for this smaller area would not require any approvals from the Corps of Engineers because no wetlands would be impacted and none of the stream would be culverted.

In terms of access, development of the area may necessitate installation of a traffic signal. One possible arrangement of access drives is shown in **Appendix 7-2B**. A traffic signal could be located at the main access drive to the site, and one secondary driveway could serve each office building by providing right-hand turns entering and exiting the property. If the future development is significantly smaller than what is shown on **Appendix 7-2B**, a traffic signal may not be necessary. A sidewalk is also incorporated as part of the potential development.

Additional acreage could be obtained by creating a uniform boundary for the Granger Road right-of-way. The current right-of-way boundary does not parallel the edge of the pavement, but instead forms a jagged line across the front of the parcel abutting Action Door. Establishing a uniform right-of-way boundary, such as 35 feet from the pavement edge, would add one-half acre of land that could be developed. The State of Ohio owned land is not actually part of an existing parcel, meaning a parcel would need to be created in order to develop that area.

**7.7**

The proposed development is also specifically shown with low-rise three- and four-story buildings. The buildings would be situated about 40 feet lower than the elevation of homes north of Granger Road and approximately 400 or more feet from the rear wall of the nearest homes on Shady Ridge Lane. Both of these factors would limit disruption of the existing view of the residents across Interstate 480 to the south.

As part of the development of the parcel abutting Action Door, the southern portion could remain as an open area, with the trees intact. A path could be built from the parking area down to where the creek would be open to daylight, then cross to the rear of the Action Door parcel. The path could end near where the unnamed creek enters West Creek and provide an overlook. This type of path would be an amenity to the employees of the offices. In the future, a simple bridge over West Creek could connect this area to the West Creek trail. For more information about the West Creek trail, visit the following website:

<http://planning.co.cuyahoga.oh.us/documents/westcreek.html>.

### **AREA C**

This focus area is located on the north side of Granger Road at the northeast corner of Tuxedo Avenue and extending eastward. Of the three total parcels, the western parcel contains a retail

garden center, the middle parcel has a building of unknown use, and the eastern parcel is vacant. All are in private ownership. The total land area under review is about 15.8 acres (**Appendix 7-1C**).

**Land Use and Zoning**

The 1948 generalized land use map of Cuyahoga County in the possession of the Cuyahoga County Planning Commission shows that the area was vacant land. In addition, this section of Granger Road was not constructed until the 1950's.

The western parcel is zoned Retail Business (Chapter 1272), which permits a variety of “retail stores and service store which deal directly with the ultimate consumer.” The middle and eastern parcels are zoned R-80 (Chapter 1268), which permits single-family homes on lots with frontages of 80 feet, along with a series of conditional uses such as public buildings, parks, religious buildings, school, day care centers, cemeteries, nursing homes, group homes, and public utilities.

**Traffic Counts**

Traffic counts conducted by the Cuyahoga County Engineer’s Office show that the number of total vehicles and trucks are decreasing on Granger Road. One factor contributing to the decline is the opening in late 1998 of the Jennings Freeway.

7.8

The most recent traffic counts, conducted in 1999, counted approximately 17,000 vehicles using the section of Granger Road east of Tuxedo Avenue in a 24-hour period, with trucks representing about 1,700 (10%) of the total vehicles. The total vehicle count has declined almost 25% since the traffic count conducted in 1990, while the truck count has decreased almost 15% over the same period. Detailed traffic count information is displayed in Chapter 4, Commercial Real Estate Market.

**Potential Development**

In the Phase I area, the western and middle parcels could be developed for two office buildings, each being two stories in height and containing 44,000 square feet, and a 12,500 square foot retail building. This example of new development would total 100,500 square feet and create about 286-380 jobs (midpoint 333 jobs) (**Appendix 7-2C**). The potential market for the retail uses would be a combination of the employees and residents in the vicinity.

In the Phase II area, the eastern parcel could be developed for a one-story office building containing 30,000 square feet. This example of new development would total 30,000 square feet and create about 90-120 jobs (midpoint 105 jobs) (**Appendix 7-2C**).

Parking standards used for this example are one parking space per 200 square feet of retail space, and for office space, one parking space per 200 square feet of floor area of ground floor, plus one parking space for each 350 square feet of upper floors. These parking standards are found in Section 1282.05 of the *Brooklyn Heights Zoning Code*. The potential 30,000 square foot building shown on the eastern parcel (Phase II area) is shown on **Appendix 7-2C** as an office building, but it was calculated at the retail parking standard, one parking space per 200 square feet, in order to illustrate how a slightly larger parking lot of 150 spaces could be

accommodated on the site. If the parcel is eventually developed as office space, a parking lot as small as about 105 spaces could be needed, using a calculation of one parking space per 350 square feet.

Currently, the western and middle parcels (Phase I area) generate a total of approximately \$18,390 in property taxes (*Exhibit 7-1*). The current amount of income tax revenue was not available. The proposed development would generate approximately \$227,100 annually in combined income tax and property tax revenue for the Village, plus about \$68,600 annually in property tax revenue to the school district.

Currently, the vacant eastern parcel (Phase II area) generates a total of approximately \$1,065 in property taxes (*Exhibit 7-1*). The proposed development would generate approximately \$71,900 annually in combined income tax and property tax revenue for the Village, plus about \$23,700 annually in property tax revenue to the school district.

The acreage, current topography, and existing road network make it possible to develop these three parcels together or individually. The eastern parcel is specifically illustrated in *Appendix 7-2C* as Phase II due to the fact that the land will not be ready for development until the current filling project is completed. The irregular shapes of the three parcels mean however, that cooperative efforts among the three landowners would likely result in more efficient use of the land available for development and higher returns for the landowners.

Access points should be grouped together. The western and middle parcels (Phase I area) should be served with two driveways, one on Tuxedo Avenue and one on Granger Road. The driveway on Granger Road could be shared by the development on the western and middle parcels. A secondary driveway on Granger Road could be built to provide right-hand turns entering and exiting the property. If the future development is significantly smaller than what is shown on *Appendix 7-2C*, the driveway arrangement may be different and a traffic signal may not be necessary. In the future, if the eastern parcel (Phase II area) requires an additional driveway, it could be built to utilize the existing traffic signal at the Interstate 480 exit ramp at Granger Road. A sidewalk is also incorporated as part of the potential development of all three parcels.

Additional acreage could also be obtained by creating a uniform boundary for the Granger Road right-of-way. The current right-of-way boundary does not parallel the edge of the pavement, but instead forms a very jagged line across the front of the three parcels. Establishing a uniform right-of-way boundary, such as 35 feet from the pavement edge, would add almost 3.5 acres of land that could be developed.

The topography of the area can also be utilized to solve drainage issues. New stormwater regulations emphasize that water runoff from impervious surfaces such as roofs and parking areas should be addressed on-site. *Appendix 7-2C* illustrates how potential drainage/wetland areas could be incorporated into the site along the edge of Granger Road. In addition, retention of the wooded slope at the east end of the eastern parcel would also reduce erosion issues for the area.

The proposed development is also specifically shown in **Appendix 7-2C** to lessen potential conflicts between various land uses in the vicinity. The low one- and two-story building heights were specifically selected in order to make the new development more compatible with the surrounding homes. In addition, generous buffers are illustrated on **Appendix 7-2C**, and the combination of distance, landscaping, and retention of wooded slopes should be used to mitigate the impacts between the residential and non-residential uses.

Finally, as Area C is developed, the employees could have access to the pedestrian/bikeway network of the Village. The trail that has been proposed along West Creek could be reached using either Tuxedo Avenue southward to the Village Park, or eastward along Granger Road to Lancaster Drive. For more information about the West Creek trail, visit the following website:

<http://planning.co.cuyahoga.oh.us/documents/westcreek.html>.

### **CONSISTENCY WITH MASTER PLAN GOALS**

The development proposals for the three focus areas in the Granger Road corridor are reflected in several sections of *Chapter 1, Goals and Priorities*. The Economic Development section emphasizes the need to continue to bring business investment to the Village, as well as creating an attractive commercial corridor that serves both residents and employees. The Infrastructure section discusses effective utilization of the street network and underground utilities, which are already in place for these parcels, most of which are vacant. The Environmentally Sensitive Areas section contains goals illustrated in the proposals, such as the importance of preserving views to and from areas of changing elevations, and protecting areas such as steep slopes from inappropriate alterations or development. The Quality of Life section contains goals pertaining to blending recreation and greenspace opportunities into the Village and the shared safety needs of vehicular traffic, pedestrians, and bicyclists, which are represented in the off-road pedestrian/bicycle path and office building amenities. This section also promotes the goal of ensuring that residential and business uses exist harmoniously, accomplished through buffers between uses and recommending new buildings of low height on the north side of Granger Road.

7.10



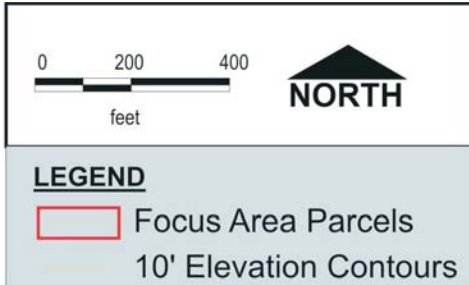
# APPENDIX

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# Brooklyn Heights Village

**Appendix 7-1A, Parcel Data, Granger Road Corridor - Area A**



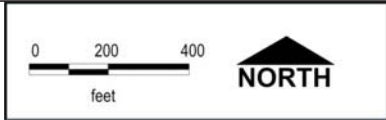
PPN	Owner	Address	Acres
53122011	CARNEGIE COMPANIES LLC	Schaaf Rear	3.0
53123007	Baracz Lois Trs	903 E Schaaf Rd #RD	3.1
53123027	Baracz Paul	867 E Schaaf Rd	2.6

Sources: Photo: Airphoto USA, copyright 2002; Contours: Cuyahoga County Engineer's Office, 1993; Parcels: Cuyahoga County Planning Commission, 2002; Owners: Cuyahoga County Auditor's Office, 2003

**7.13**

# Brooklyn Heights Village

Appendix 7-1B, Parcel Data, Granger Road Corridor - Area B



**LEGEND**

- Focus Area Parcels
- 10' Elevation Contours



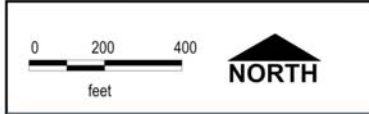
PPN	Owner	Address	Acres
53122024	ANJO ENTERPRISES LTD	Granger	4.3

Sources: Photo: Airphoto USA, copyright 2002; Contours: Cuyahoga County Engineer's Office, 1993; Parcels: Cuyahoga County Planning Commission, 2002; Owners: Cuyahoga County Auditor's Office, 2003

7.14

# Brooklyn Heights Village

## Appendix 7-1C, Parcel Data, Granger Road Corridor - Area C



**LEGEND**

- Focus Area Parcels
- ~ 10' Elevation Contours



PPN	Owner	Address	Acres
53115007	Difranco Adelmo	243 Tuxedo Ave	3.9
53120001	Bunch Donald	Granger	4.6
53120020	Mesaros Ida	10 E Granger Rd	3.9

Sources: Photo: Airphoto USA, copyright 2002; Contours: Cuyahoga County Engineer's Office, 1993; Parcels: Cuyahoga County Planning Commission, 2002; Owners: Cuyahoga County Auditor's Office, 2003

**7.15**

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# Brooklyn Heights Village

Appendix 7-2A, Development Alternative, Focus Area A



## REVISED GRANGER ROAD FOCUS AREA A

Assumed Right-of-Way - 35 feet from pavement edge

Eastern Parcel - 3.0 acres with r.o.w. 3.3 acres  
Estimated Employees - 16-20

Middle Parcel - 2.6 acres with r.o.w. 2.8 acres  
Estimated Employees - 40-45

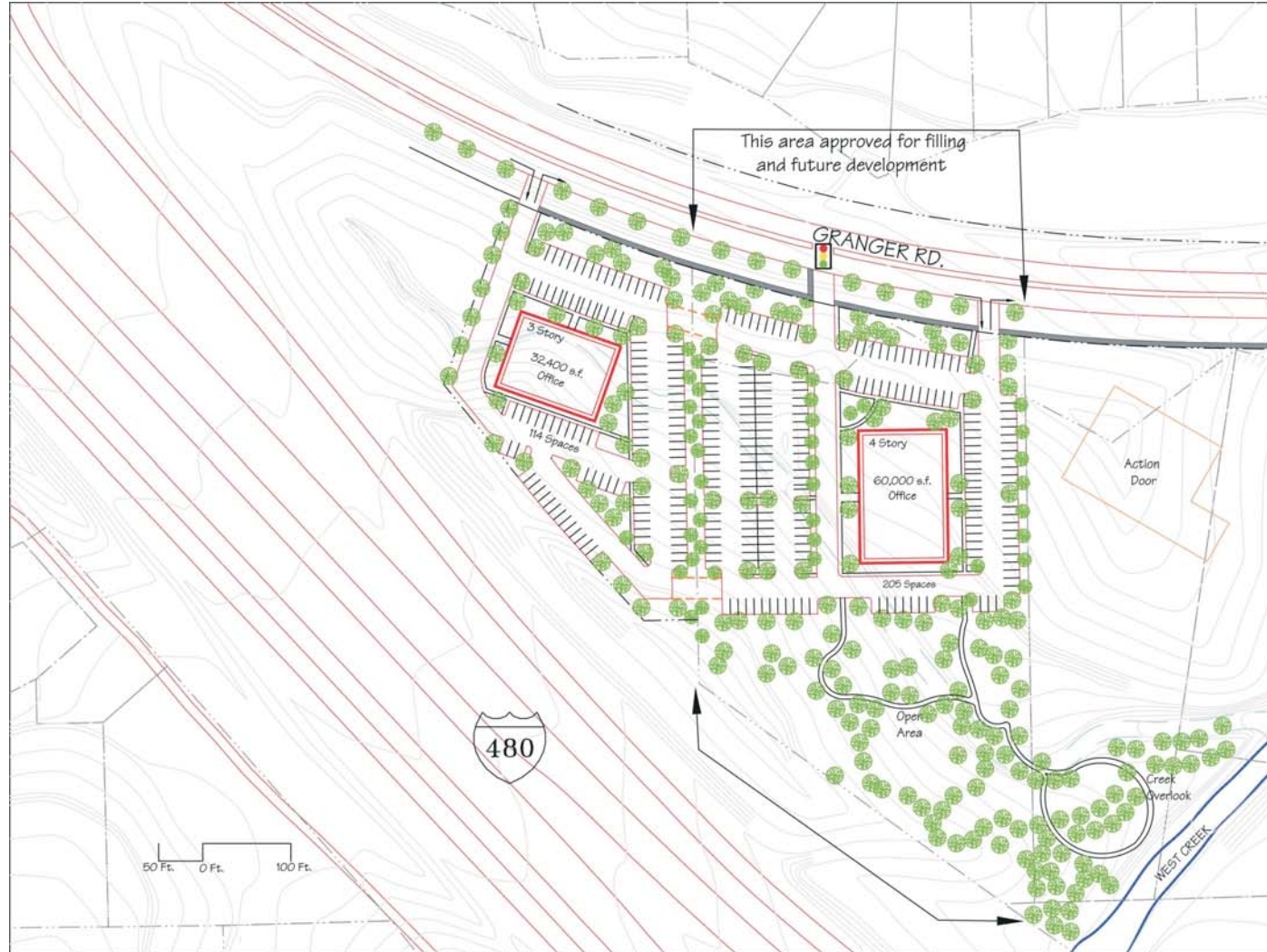
Western Parcel - 3.0 acres with r.o.w. 3.4 acres  
Estimated Employees - 48-64

7.17

## BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION  
January 2003

7.18



## REVISED GRANGER ROAD FOCUS AREA B

Assumed Right-of-Way -  
35 feet from pavement edge

Existing Parcel (East) - 4.3 acres  
with r.o.w. - 4.8 acres  
Estimated Employees - 180-240

Site on Highway r.o.w. - 2.1 acres  
Estimated Employees - 96-128

--- Potential Parking Lot  
--- Connection Locations

### BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION  
January 2003  
March 2003 - Notation Added



Brooklyn Heights Village

Appendix 7-2C, Development Alternative, Focus Area C



**REVISED  
GRANGER ROAD  
FOCUS AREA C**

Assumed Right-of-Way -  
35 feet from pavement edge

Phase I Area (Red) - 7.8 acres  
with r.o.w. - 9.7 acres  
Estimated Employees -  
Office - 264-352  
Retail - 22-28

Phase II Area (Orange) - 4.6 acres  
with r.o.w. - 6.1 acres  
Estimated Employees - 90-120

**BROOKLYN HEIGHTS  
MASTER PLAN**

CUYAHOGA COUNTY PLANNING COMMISSION  
January 2003

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# Chapter 8

Focus Area:  
North of Schaaf Road

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## INTRODUCTION

This focus area consists of the large tract of land generally bounded by the CSX Railroad embankment, the Cuyahoga River, the terminus of Valley Belt Road, and the rear lot lines of the parcels fronting the north side of Schaaf Road. Of the 29 total parcels, 28 are in private ownership and one is owned by the Village of Brooklyn Heights. The total land area under review is about 203 acres (**Appendix 8-1A**). The land area extending from the rear lot lines of the parcels fronting on Schaaf Road to the rim of the valley wall is about 112 acres.

The purpose of this discussion is to outline potential future development for these areas.

## LAND USE AND ZONING

In the 19<sup>th</sup> century, Schaaf Road was one of the earliest roads opened in this portion of Cuyahoga County. Historically, the area was farmed, with greenhouses becoming an important local phenomenon beginning in the late 19<sup>th</sup> century and extending through the 20<sup>th</sup> century. Over several generations, clusters of single-family homes appeared, scattered along the Schaaf Road frontage.

There are three different zoning classifications within the focus area. Most of the parcels are zoned R-80 (Chapter 1268), which permits single-family homes on lots with frontages of 80 feet, along with a series of conditional uses such as public buildings, parks, religious buildings, school, day care centers, cemeteries, nursing homes, group homes, and public utilities. Parcel 531-11-014, located west of the terminus of Valley Belt Road, is zoned Limited Industrial (Chapter 1276), which permits a variety of industrial and commercial uses. Residential, retail, and institutional uses are not permitted. The third zoning classification is General Industrial (Chapter 1278), which permits only a variety of industrial uses. This is a swath of land extending from the CSX railroad track westward approximately 500 feet, which generally includes portions of the steeply sloped wall of the valley, as well as land adjacent to the railroad right-of-way.

**8.3**

## TRAFFIC COUNTS

The most recent traffic counts for Schaaf Road, conducted in June, 1999, recorded approximately 5,300 vehicles on the section of Schaaf Road just west of the Granger Road ramp, including about 160 trucks. During the 1990's, the traffic counts in this area have held steady in the range of about 5,000 vehicles per day. The same 1999 traffic count recorded about 8,100 vehicles on the section of Schaaf Road just east of Tuxedo Avenue, including about 325 trucks. During the 1990's, the traffic counts in this area have risen about 10%. Detailed traffic count information is displayed in *Chapter 4, Commercial Real Estate Market*.

## POTENTIAL DEVELOPMENT

The preferred alternative for potential development of this focus area evolved over several months of meetings with Village Council, the administration, property owners, and citizens of Brooklyn Heights. The focus area was regularly discussed at Village Council committee meetings, and a community meeting was held in May 2003. The development alternatives were prepared within the framework of meeting the goals and priorities statements written at the beginning of the project and discussed in *Chapter 1, Goals and Priorities*. The five alternatives presented at various meetings shared the following characteristics:

- ✓ Recommend future uses for the land located between the rear lot lines of the parcels fronting the north side of Schaaf Road and the rim of the valley.

Although Alternative 1 illustrated the area completely developed with light industrial uses, this planning process has revealed that most of the community believes a more appropriate land use mix is a combination of light industrial uses on the northern portion and single-family residential uses on the southern portion. This combination of land uses will create significant property and income tax revenue to the Village, provide housing options to current Village residents who wish to remain in the Village but live in a different type of home, create housing opportunities for persons who wish to move into the Village, and add a moderate number of children to the school district enrollment (*Exhibit 8-1*).

- ✓ Recommend future uses for the construction and demolition debris landfills adjacent to the Cuyahoga River.

Although the properties will continue to be used in the short-term as construction and demolition debris landfills, the community consensus is that now is an appropriate moment to begin planning for the next use of this land. The long-term preferred uses of the properties are for open space and/or recreation activities.

- ✓ Protect the hillside and remaining tree cover that forms the valley wall extending from the CSX overpass to Valley Belt Road.

East of Van Epps Road, Cleveland Metroparks is partnering with property owners to secure conservation easements on the hillside portions of five parcels, which will protect the slopes and wooded areas from future development (for more detailed information, please refer to Chapter 6 - Focus Area - East of Van Epps Road). Using this project as a model, the developer(s) of the area north of Schaaf Road should donate conservation easements to the Metroparks for the hillside areas. Although nothing could be built on the area covered by the easement, the underlying zoning would remain. The hillside portions of parcels would continue to be used to calculate items such as lot coverage, on the buildable sections of the parcels just above the rim of the valley.

All alternatives retain the pond located just above the rim of the valley, which is located on the property currently owned by the Village.

### 8.4

- ✓ Utilize buffers to minimize the impact of light industrial uses on residential uses.

All alternatives show rear yard and side yard buffers that are at least the minimum required by current zoning regulations. The distances represented on the map often exceed the minimum requirements. No specific designs for buffers were prepared.

None of the alternatives disturb the Foote family cemetery parcel or the clusters of existing trees situated toward the western portion of the area.

- ✓ Link this area to the existing street network, without directing additional truck traffic to the residential portion of Schaaf Road located east of Schaaf Lane.

All the alternatives illustrate a series of roadway projects that would make it possible to direct traffic generated by light industrial development, such as trucks and employees, toward existing industrial areas, major streets such as Granger Road, and freeways. The projects include the extension of Tuxedo Avenue from Schaaf Road to Schaaf Lane, where it would create an intersection with a new industrial road east of Schaaf Lane; modifications to the Schaaf Lane underpass to permit truck access, such as lowering the existing roadway level (short-term) and widening the underpass (long-term); and constructing a connector on an existing strip of vacant land between Van Epps Road in Brooklyn Heights (Permanent Parcel 531-03-003) and Hinckley Industrial Parkway in Cleveland (parts of several vacant parcels due to configurations). No cost estimates were prepared.

The residential portion of the area would be served by its own access point on Schaaf Road, using part of the frontage of the parcel currently owned by the Village. As an additional method to direct access to a specific point, it is recommended that several new single-family homes be constructed with frontage on Schaaf Road to fill the locations where access points currently exist to properties in the rear. In several of the alternatives showing higher numbers of new homes, a second access point to Schaaf Road was created in order to spread out the residential traffic.

- ✓ Create a connection from this area to the Towpath Trail, located on the east side of the Cuyahoga River.

All the alternatives include a trail connection beginning at the intersection of Marengo Drive and Schaaf Road (for a discussion of the trail connection south of Schaaf Road, please refer to Chapter 7 - Focus Area - Granger Road Corridor). The connection would cross Schaaf Road at Marengo, turn east and proceed on the north side of Schaaf Road utilizing the sidewalk area, and turn north into the Village-owned parcel north of Schaaf Road. The trail would connect to both the residential and light industrial sections of the proposed development, continue down the slope, cross the CSX railroad right-of-way, skirt the edge of a landfill property, cross the river, and connect to the Towpath. The exact placement would be expected to evolve over time, depending upon a number of factors, such as the layout of streets and the ability to cross the current landfills.

This trail connection is not likely to occur unless the CSX property transfers to a different owner, due to the difficulty of creating a new crossing over a privately-owned railroad right-of-way. A future potential owner of the right-of-way is the National Park Service, as that agency considers the extension of the Cuyahoga Valley Scenic Railroad northward to downtown Cleveland. Another possibility, shown on alternatives that discuss the concept of a golf course along the Cuyahoga River, is to create a public street that crosses the railroad right-of-way to serve the golf course clubhouse, which could also provide access over the railroad track for the proposed trail. No cost estimates concerning the trail and golf course were prepared.

## **SUMMARY OF ALTERNATIVES 1 THROUGH 5**

The size and arrangement of individual industrial buildings are shown for illustration purposes only. The specific layout of cul-de-sacs is also shown for illustration purposes only.

Given the available acreage and current zoning regulations, the alternatives show an estimate of the total amount of potential development, such as square footage of industrial space or number of homes. The alternatives also quantify the impacts of the development, such as estimates of the number of new employees, number of new residents including children, traffic trips, water consumption, sewage flow, solid waste production, property tax revenues, and income tax revenues (*Exhibit 8-1*).

**8.6** Industrial parking standards used for the five alternatives were one parking space per 1,000 square feet of floor area, calculated using 90% of the total building square footage. The remaining 10% of the total building square footage was deemed to be office space, which was calculated as one parking space for each 200 square feet of office space. These parking standards are found in Section 1282.05 of the *Brooklyn Heights Zoning Code*.

The 29 parcels, totaling about 203 acres, currently generate a total of about \$49,000 in property taxes (*Exhibit 8-1*). The section of land extending from the rear lot lines of the parcels fronting on Schaaf Road to the rim of the valley wall, about 112 acres, generates about \$41,200 in property taxes, of which about \$4,100 is received by the Village. The current amount of income tax revenue was not available.

Depending upon the alternative, the proposed development would generate approximately \$300,000 to \$1 million annually in combined income tax and property tax revenue for the Village, plus about \$400,000 to \$500,000 annually in property tax revenue to the school district. For the Village, only about 10% to 20% of the revenue would be generated through property tax, and 70% to 80% through income taxes.

### **Alternative 1**

In this alternative, the developable area of approximately 112 acres was illustrated entirely as light industrial development (*Appendix 8-2A*), totalling slightly less than 1.3 million square feet of space. Depending upon the employment needs of the businesses, this alternative could generate up to 2,500 employees and 7,600 daily traffic trips. As a result, a second means of

# Brooklyn Heights Village

**Exhibit 8-1, Development Impact Analysis, North of Schaaf Road**

<b>Existing Conditions</b>					
<b>Site Characteristics</b>					
Total site acreage	112.5				
Number of dwelling units	3				
Total number of residents	not determined				
Number of school-aged children	not determined				
Total number of employees	not determined				
Income tax revenues	not determined				
<b>Property Tax Revenues (2002)</b>					
Village	\$ 4,100				
School	\$ 22,200				
Cuyahoga County	\$ 12,400				
Metroparks/Library	\$ 2,500				
<b>Total</b>	<b>\$ 41,200</b>				
<b>Projected Annual Revenue</b>	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
	<b>Light Industry</b>	<b>Mixed Use</b>	<b>Mixed Use</b>	<b>Mixed Use</b>	<b>Mixed Use</b>
<b>Site Characteristics</b>					
Total site acreage	112.5	112.2	112.2	103.6	103.6
Total site square footage	4,900,500	4,887,432	4,887,432	4,512,816	4,512,816
Total industrial building square footage	1,264,300	706,900	706,900	436,600	436,600
Number of dwelling units	5	115	102	150	126
Total potential value of site	\$77,150,000	\$63,300,000	\$61,500,000	\$48,700,000	\$45,900,000
Total number of residents	13	290	258	380	319
Number of school-aged children	2	47	41	61	51
Total number of employees	1,264 - 2,529	707 - 1,414	707 - 1,414	437 - 874	437 - 874
<b>Environmental Impacts</b>					
Sewage Flow (gallons/day)	163,000 - 326,000	110,000 - 201,000	108,000 - 199,000	81,000 - 137,000	77,000 - 133,000
Water Consumption (gallons/day)	190,000 - 380,000	135,000 - 241,000	132,000 - 238,000	104,000 - 169,000	97,000 - 163,000
Solid Waste Production (tons/day)	1.75 - 3.50	1.48 - 2.46	1.43 - 2.40	1.27 - 1.87	1.16 - 1.76
Total trips generated per day: weekday	3,800 - 7,600	3,150 - 5,300	3,100 - 5,200	2,600 - 4,000	2,400 - 3,700
<b>Annual Revenues</b>					
Property Tax Revenues - School	\$630,000	\$513,000	\$499,000	\$394,000	\$372,000
Income tax revenues - Village	\$570,000 - \$1,591,000	\$361,000 - \$930,000	\$356,000 - \$926,000	\$252,000 - \$604,000	\$243,000 - \$595,000
Property Tax Revenues - Village	\$116,000	\$95,000	\$92,000	\$73,000	\$69,000
<b>Total Village Revenues</b>	<b>\$686,000 - \$1,707,000</b>	<b>\$456,000 - \$1,025,000</b>	<b>\$448,000 - \$1,018,000</b>	<b>\$325,000 - \$677,000</b>	<b>\$312,000 - \$664,000</b>
<b>NOTES:</b>					
<p>A) Figures for Alternatives 1 through 5 do not include Parcel 531-11-014 (Cdf, Inc.), located west of the terminus of Valley Belt Road, which the owner is currently developing for an industrial building.</p> <p>B) Value of industrial land: \$100,000 per acre</p> <p>C) Construction cost of industrial/warehouse space: \$51.30 per square foot</p> <p>D) Value of houses with 50-foot frontages: \$160,000  Value of houses with 80-foot frontages, and houses fronting on Schaaf Road: \$210,000  Value of houses with 100-foot frontages: \$230,000  Value of attached houses: \$120,000 (each of two units)  Value of townhomes: \$130,000</p> <p>E) Alternative 2 - Industrial value: \$40,600,000; Residential value: \$22,700,000; Total value: \$63,300,000</p> <p>F) Alternative 3 - Industrial value: \$40,600,000; Residential value: \$20,900,000; Total value: \$61,500,000</p> <p>G) Alternative 4 - Industrial value: \$26,300,000; Residential value: \$22,400,000; Total value: \$48,700,000</p> <p>H) Alternative 5 - Industrial value: \$26,300,000; Residential value: \$19,600,000; Total value: \$45,900,000</p> <p>I) Income tax revenue range derived from annual earnings of \$22,530 (low) and \$31,410 (high) (U.S. Department of Labor, Bureau of Labor Statistics)</p>					

8.7



access was shown, which would link from the northwest corner of the area, down the hillside, parallel the CSX right-of-way, and connect to the existing terminus of Valley Belt Road.

**Alternative 2**

In this alternative, the developable area of approximately 112 acres was illustrated as approximately one-half light industrial development (707,000 square feet) and one-half residential development (115 homes) (*Appendix 8-2B*). The second means of access connecting to Valley Belt Road remained, although the high end estimate of employment and traffic trips declined to about 1,400 employees and 4,300 daily traffic trips. The homes were a combination of lots with 80-foot and 100-foot frontages, as well as a number of townhouses (four units per building) situated on the Village-owned parcel. The area around the pond, with landscaping improvements, was noted as “community open space.”

**Alternative 3**

This alternative represented a duplication of Alternative 2, with one change. On the Village-owned parcel, twelve townhouse units and one single-family house were removed and the area was designated as “potential municipal development,” in order to provide a location for a future, undetermined type of community facility (*Appendix 8-2C*).

The discussions generated by the concept of Alternatives 2 and 3, to share the developable land among light industrial and residential development, prompted ideas for further refinement. In addition to discussions at regularly scheduled committee meetings of Village Council, a public hearing to discuss Alternatives 1, 2, and 3 was held in May 2003. At that meeting, a number of residents spoke in favor placing more residential development and less industrial development in the plan.

**Alternative 4**

Using the public meeting comments as a starting point, this alternative was created to illustrate a development concept for the area with less industrial development and more residential development. In Alternative 4, the amount of light industrial land was reduced to 437,000 square feet (*Appendix 8-2D*). The decrease from Alternatives 2 and 3 was due to an overall reduction in land allocated for light industrial uses. In addition, the industrial access road was re-routed in order to retain the three existing homes on Greenview Drive, as well as avoid the natural depression adjacent to the CSX embankment that is currently being filled. Finally, the size and location of several proposed buildings were modified to avoid the existing local sanitary sewer line and interceptor sewer line, and their manholes, that are adjacent to the CSX embankment (*Appendix 8-3A*). Cumulatively, these changes also reduced the developable area from approximately 112 acres to 103 acres.

Due to the reduction in light industrial development, which also corresponds to a decrease in the number of employees and traffic trips, the access road connecting the northwest corner of the development area to Valley Belt Road was removed.

Compared to Alternatives 2 and 3, the number of homes increased about 50% to 150. The amount of land allocated for residences was increased, and there was a general reduction in lot sizes, such as the elimination of lots with 100-foot frontages and an 85% reduction in lots with

80-foot frontages. In its place, this alternative increased the number of townhomes, added lots with 50-foot frontages, and added single-family attached homes to be built as two side-by-side units. To accommodate the increased number of homes and residents, a second access point to Schaaf Road was added, west of Shady Ridge Lane. Currently, this location is a vacant strip of land that provides access to a rear parcel. The different housing types illustrated in this alternative would create new homes at a variety of prices for potential buyers, ranging from the low \$100,000's to the low \$200,000's.

Alternative 4 illustrated the residential area with a generous amount of common space. This common space would provide residents with the feeling of having a more spacious yard, along with the ability to use the land for walks and exercising pets. With common land however, it would be essential for the development to have a homeowner's association, so that rules could be established concerning its use and fees could be collected from all residents in the development and disbursed for its upkeep. An example of a development with this type of arrangement is MacIntosh Farms in Broadview Heights.

The idea of common space woven throughout the development generated many comments and differing viewpoints. If the community and the developer do not believe that the common space concept is suitable, the land could be subdivided in the traditional manner, with all of it assigned to privately-owned lots. The size and configuration of lots however, could be used in a development of smaller lots to convey a feeling of openness, or larger, more formal blocks of open space could be created. Portions of MacIntosh Farms in Broadview Heights have also been developed in this manner.

Finally, homes were removed along the rim of the valley and replaced with a street and adjacent off-road trail. This change would provide public access the length of the development area for enjoyment of the views, instead of confining the view to the rear yard of a limited number of homes. In addition, the placement of the homes along the south side of the proposed street will move them back from the edge of the valley wall, which will help preserve a more natural view for persons looking south from the Scenic Railroad line or the Towpath Trail.

Along the Cuyahoga River, a specific idea to convert the existing construction and demolition debris landfills into a golf course was explored. The National Golf Foundation estimates that nationwide, more than 65 landfills have been converted to recreational uses, such as the sanitary landfill in the Columbus area that opened in 2000 as the Phoenix Golf Links. More information on the issue of landfills and golf courses, as well as the Phoenix project, is available at <http://www.brownfieldgolf.com>.

The golf course suggestion for Brooklyn Heights, made informally by Nugent Golf, Inc., a golf course architectural, operations management, and land planning firm in Illinois, was for a small nine-hole course occupying the land roughly bounded by the existing CSX railroad line (south), Northeast Ohio Regional Sewer District elevated interceptor sewer line (west), the Ohio & Erie Canal (north), and the community boundary with Independence (east). It would be necessary for the course to cross the river several times. A new road and sidewalk could be constructed from the terminus of Valley Belt Road to a new clubhouse serving the course, and

the proposed trail connection could be revised to connect to the clubhouse on its way northward to the Towpath Trail.

The general impression of Alternative 4 at public meetings was that too much housing density had been introduced into the plan.

## **Alternative 5**

This alternative included the same amount of industrial space and concept for future recreational use of the construction and demolition debris landfills as shown in Alternative 4. The change from Alternative 4 was the reduction in density of the proposed new housing, although the overall amount of acreage occupied by housing remained the same (**Appendix 8-2E**). Compared to Alternative 4, which contained 150 new units, Alternative 5 contained 126 new units. Alternative 5 significantly decreased the number of lots with 50-foot frontages (77 down to 39), increased the number of lots with 80-foot frontages (9 up to 27), and slightly decreased the single-family attached homes to be built as two units side-by-side (30 down to 26). The number of townhomes remained at 32.

The common space concept continued to be illustrated in Alternative 5. Again, if the community and the developer do not believe that the common space concept is suitable, the land could be subdivided in the traditional manner, with all of it assigned to privately-owned lots.

**8.10**

An informal poll of Village Council members indicated that Alternative 5 was the preferred alternative of the plans presented, illustrating a division of the available acreage into approximately one-third for light industrial use, two-thirds for residential use, plus a small amount of the total acreage available for an undetermined future community facility.

## **CONSISTENCY WITH MASTER PLAN GOALS**

The development proposals for the area north of Schaaf Road are clearly illustrated in all sections of *Chapter 1, Goals and Priorities*. The Economic Development section emphasizes the need to continue to bring business investment to the Village. The Housing section focuses on creation of new construction housing options to serve specific segments of residents, such as families with children, empty nesters, and senior citizens. The Environmentally Sensitive Areas section underscores the importance of preserving views to and from areas of changing elevations, protecting areas such as steep slopes from inappropriate alterations or development, and potentially replacing landfill uses adjacent to the Cuyahoga River with a more appropriate recreational use. The Infrastructure section discusses effective utilization of the street network and underground utilities, such as the creation of access to efficiently serve the new development, particularly the light industrial portion, without creating negative impacts for existing and proposed residential areas. The Quality of Life section focuses directly on the issues of the Cuyahoga River Valley and the desire to transform it into a prime community asset. The goals discuss blending recreation and greenspace opportunities into the Village and working with property owners to convert existing landfills to other uses, both of which are illustrated in the golf course concept. In addition, the goal of addressing the shared safety needs of vehicular traffic, pedestrians, and bicyclists, is represented in the off-road

## *Brooklyn Heights Village*

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pedestrian/bicycle path that connects the community to a major regional trail and park network. This section also promotes the goal of ensuring that residential and business uses exist harmoniously, accomplished through buffers between the light industrial uses and residential uses that will be created as part of the development of the area.

**8.11**



# APPENDIX

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# Brooklyn Heights Village

Appendix 8-1A, Parcel Data, North of Schaaf Road



PPN	Owner	Address	Acres
53104004	Schaaf Lane Greenhouse	4933 Schaaf Ln	7.7
53104005	Rosby William;Kathleen	Schaaf	2.6
53104009	J J K Inc	24 E Schaaf Rd #A	3.4
53104011	Rosby William	E Schaaf Rear	14.2
53104019	Alert Door Operator Co	Schaaf	0.7
53104020	Alert Door,Operator Company Inc	4953 Schaaf Ln	0.1
53105002	Pk Df Co	Cuyahoga River	19.7
53106003	William Rosby	44 E Schaaf Rd	1.2
53106004	William Rosby	42 E Schaaf Rd	0.7
53106005	Mueller William;Doris	46 E Schaaf Rd	0.3
53106006	Dobbins James	48 E Schaaf Rd	2.9
53106007	Rosby William	E Schaaf	14.3
53106008	Rosby William	56 E Schaaf Rd	2.0
53106010	Rosby William	E Schaaf Rear	11.3
53106011	Dobbins James	46 E Schaaf Rd	0.3
53106014	Dobbins Jeffrey	48 E Schaaf Rd	0.5
53107001	Boyer Raymond	48 E Schaaf Rd	17.8
53108005	Foote Cemetery Assn The	Schaaf Rd	0.6
53108006	Foote Leslie	Schaaf Rd	4.0
53108007	Rosby William	Schaaf	12.8
53108016	Lasky Kenneth	Schaaf Rd	0.7
53108022	Lasky Kenneth	232 E Schaaf Rd	2.0
53108024	R Foote Farms L LC	Schaaf Rd	7.6
53108026	Foote Clayton;Joy	92 E Schaaf Rd	3.6
53108027	R Foote Farms Lic	Schaaf Rear	5.1
53109002	Village Of Brooklyn Heights	826 E Schaaf Rd	16.5
53110001	Amser Corporation	Public Utility	21.7
53111014	Cdf Inc	Schaaf Rd	25.2
53112006	Amser Corporation	Valley Belt Rear Rd	5.8

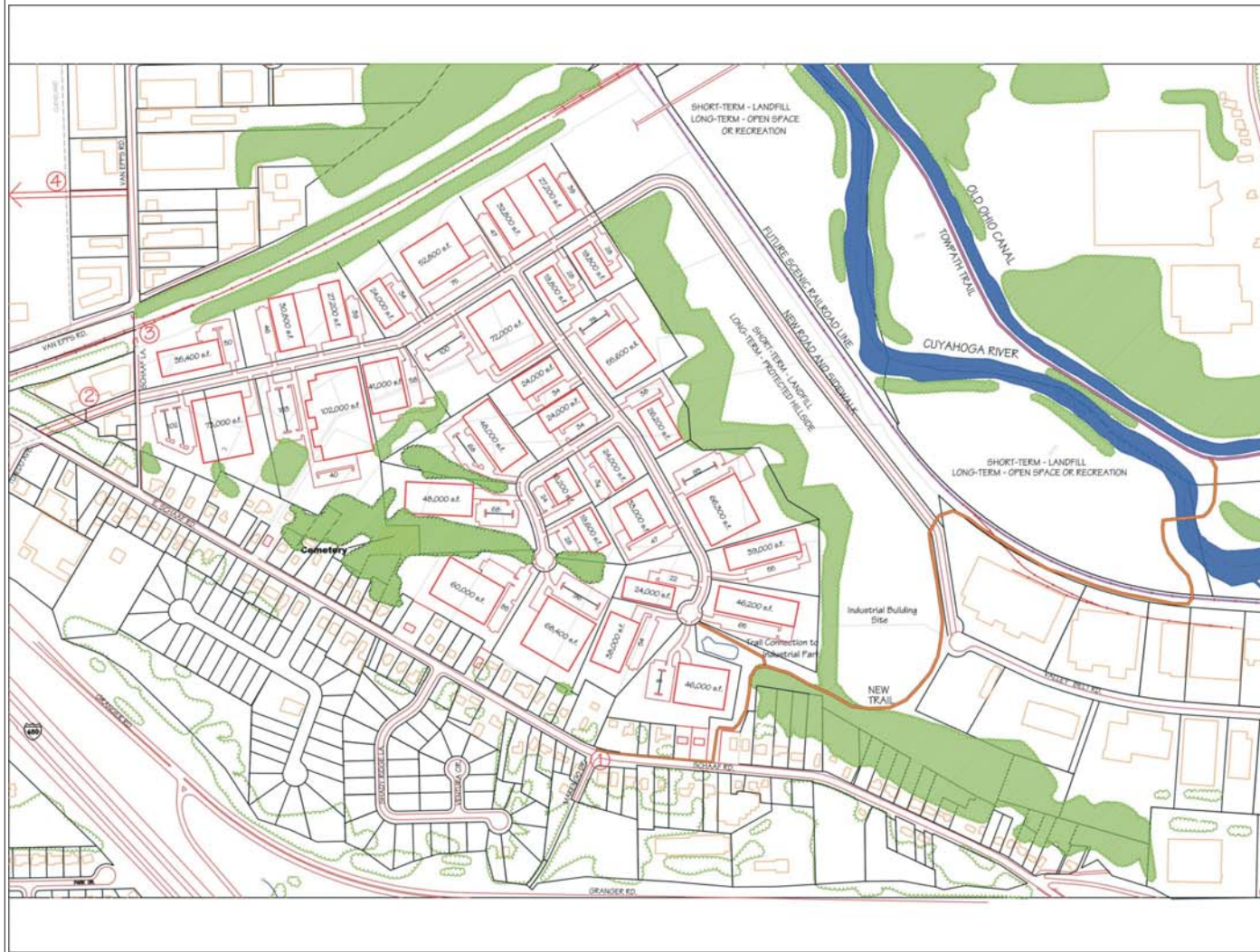
Sources: Photo: Airphoto USA, copyright 2002; Contours: Cuyahoga County Engineer's Office, 1993; Parcels: Cuyahoga County Planning Commission, 2002; Owners: Cuyahoga County Auditor's Office, 2003



# Brooklyn Heights Village

Appendix 8-2A, Development Alternative, Alternative 1

8.16



## NORTH OF SCHAAF ROAD FOCUS AREA ALTERNATIVE 1

- ① Pedestrian Connection from Marengo Dr.
- ② Extend Tuxedo Ave.
- ③ Lower Tunnel Floor (short-term)  
Widen Tunnel (long-term)
- ④ Connection to Hinckley Indl. Pkwy.

Total Acreage - 112.5 Acres  
 Light Industrial - 1,264,300 square feet  
 Estimated Employees - 1,264 - 2,529  
 Estimated Daily Vehicle Trips - 3,800 - 7,600  
 New Single Family Homes - 5

## BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION

March 2003 - Notation Changed

# Brooklyn Heights Village

Appendix 8-2B, Development Alternative, Alternative 2



## NORTH OF SCHAAF ROAD FOCUS AREA ALTERNATIVE 2

- ① Pedestrian Connection from Marengo Dr.
- ② Extend Tuxedo Ave.
- ③ Lower Tunnel Floor (short-term)  
Widen Tunnel (long-term)
- ④ Connection to Hinckley Indl. Pkwy.

Total Acreage - 112.2 Acres  
 Light Industrial - 706,900 square feet  
 Estimated Employees - 707 - 1,414  
 Estimated Daily Vehicle Trips - 2,135 - 4,270  
 New Single Family Homes -  
     Schaaf Road - 4  
     Townhomes - 24  
     Homes with 80' Frontage (Red) - 64  
     Homes with 100' Frontage (Blue) - 23  
 Estimated Daily Vehicle Trips - 1,010

### BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION

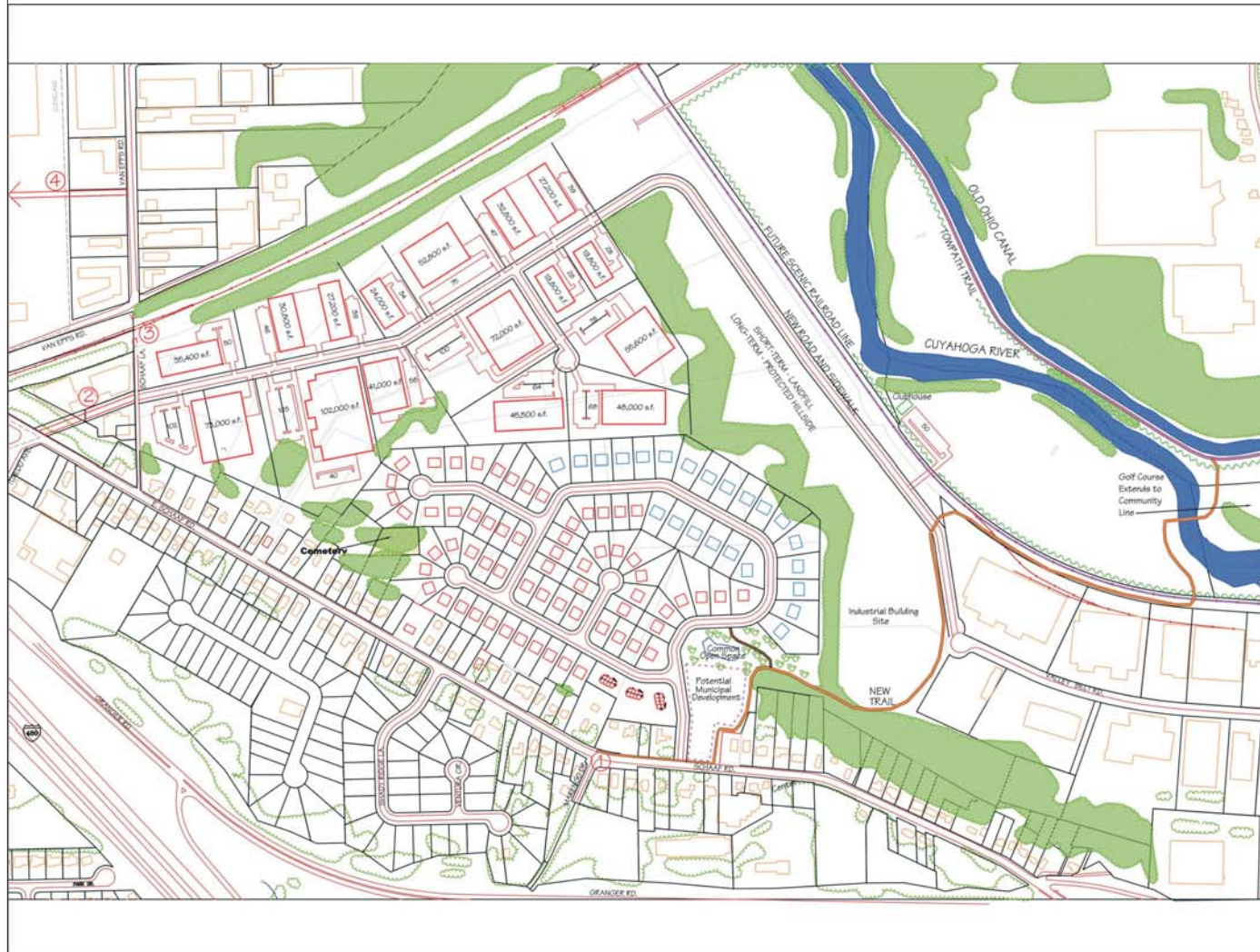
March 2003 - Notation Changed

8.17

# Brooklyn Heights Village

Appendix 8-2C, Development Alternative, Alternative 3

8.18



## NORTH OF SCHAAF ROAD FOCUS AREA ALTERNATIVE 3

- ① Pedestrian Connection from Marengo Dr.
- ② Extend Tuxedo Ave.
- ③ Lower Tunnel Floor (short-term)  
Widen Tunnel (long-term)
- ④ Connection to Hinckley Indl. Pkwy.
- ~~~~~ Golf Course

Total Acreage (Industrial/Residential) - 112.2 Acres  
 Light Industrial - 706,900 square feet  
 Estimated Employees - 707 - 1,414  
 Estimated Daily Vehicle Trips - 2,135 - 4,270  
 New Single Family Homes -  
 Schaaf Road - 3  
 Townhomes - 12  
 Homes with 80' Frontage (Red) - 64  
 Homes with 100' Frontage (Blue) - 23  
 Estimated Daily Vehicle Trips - 940

### BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION  
 February 2003  
 March 2003 - Notation Changed

# Brooklyn Heights Village

Appendix 8-2D, Development Alternative, Alternative 4



## NORTH OF SCHAAF ROAD FOCUS AREA ALTERNATIVE 4

- ① Pedestrian Connection from Marengo Dr.
- ② Extend Tuxedo Ave.
- ③ Lower Tunnel Floor (short-term)  
Widen Tunnel (long-term)
- ④ Connection to Hinckley Indl. Pkwy.
- Golf Course
- - - Local Sanitary Sewer on Private Property
- Existing Property Lines on Site

Total Acreage (Industrial/Residential) - 103.6 Acres  
 Light Industrial - 436,600 square feet  
 Estimated Employees - 437 - 874  
 Estimated Daily Vehicle Trips - 1,320 - 2,640  
 New Single Family Homes -  
   Schaaf Road - 2  
   Townhomes - 32  
   Single Family Attached (Purple) - 30  
   Homes with Minimum 50' Frontage (Red) - 77  
   Homes with Minimum 80' Frontage (Blue) - 9  
 Estimated Daily Vehicle Trips - 1,320

### BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION  
July 2003

8.19

# Brooklyn Heights Village

Appendix 8-2E, Development Alternative, Alternative 5

8.20

## NORTH OF SCHAAF ROAD FOCUS AREA ALTERNATIVE 5

- ① Pedestrian Connection from Marengo Dr.
- ② Extend Tuxedo Ave.
- ③ Lower Tunnel Floor (short-term)  
Widen Tunnel (long-term)
- ④ Connection to Hinckley Indl. Pkwy.
- Golf Course
- - - Local Sanitary Sewer on Private Property
- Existing Property Lines on Site

Total Acreage (Industrial/Residential) - 103.6 Acres  
 Light Industrial - 436,600 square feet  
 Estimated Employees - 437 - 874  
 Estimated Daily Vehicle Trips - 1,320 - 2,640  
 New Single Family Homes -  
 Schaaf Road - 2  
 Townhomes - 32  
 Single Family Attached (Purple) - 26  
 Homes with Minimum 50' Frontage (Red) - 39  
 Homes with Minimum 80' Frontage (Blue) - 27  
 Estimated Daily Vehicle Trips - 1,090

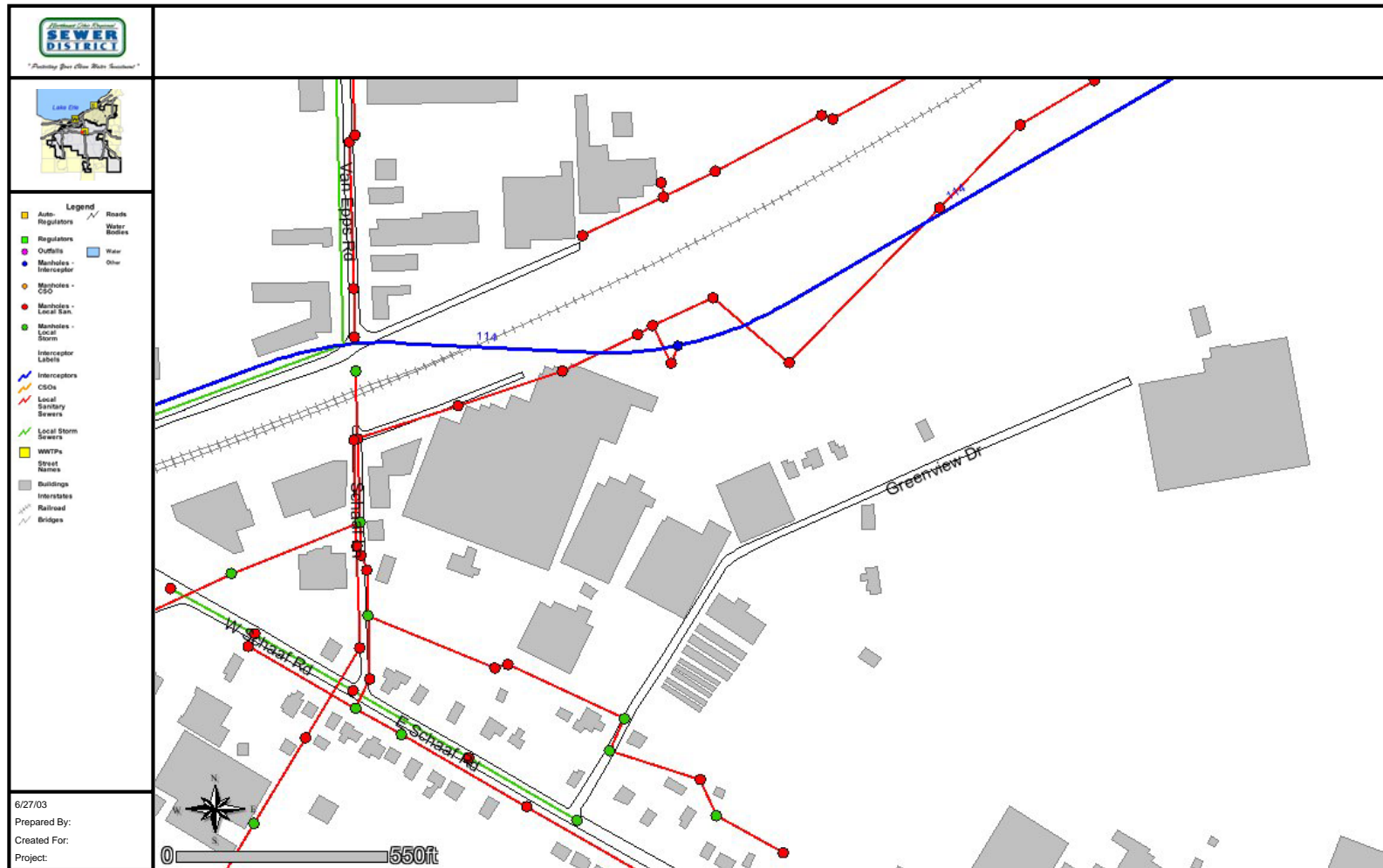
### BROOKLYN HEIGHTS MASTER PLAN

CUYAHOGA COUNTY PLANNING COMMISSION  
July 2003



# Brooklyn Heights Village

Appendix 8-3A, Northeast Ohio Regional Sewer District, Existing Sewer Locations



8.21

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# Chapter 9

## Strategic Management Plan





## **INTRODUCTION**

This chapter of the master plan discusses implementation strategies to carry out the recommendations outlined in this document. In order for the community to successfully reach its goals, it will require an ongoing, concerted effort by the local elected officials, board and commission members, and citizens of Brooklyn Heights.

## **ADOPT THE MASTER PLAN**

The formal adoption of the master plan by the Village is a basic step to the successful implementation of the policies and recommendations of this document. The formal adoption of the plan enables the Village Council, Planning Commission, Board of Zoning Appeals, and other Village boards and commissions, to make decisions on issues based upon clearly stated long-range goals and policies that have formal support.

The master plan also serves as a practical, working guide, so that near-term decisions on specific issues and situations can be made within the framework of long-term goals. For example, local officials should look to the master plan for guidance when making decisions such as amendments to the zoning code, review of development proposals, and review of proposed capital improvement projects.

A sample ordinance pertaining to the adoption of the master plan is included as **Appendix 9-A**.

## **REVIEW THE MASTER PLAN PERIODICALLY**

A master plan should not be viewed as a one-time effort or permanent document. It is prepared to provide guidance to address current issues. For example, in the early 1990's the Cuyahoga County Planning Commission worked with the Village to prepare a master plan, which resulted in the 1994 adoption by the Village of the Village of Brooklyn Heights Strategic Master Plan. In 2002, the Village entered into an agreement with the Cuyahoga County Planning Commission to review and update the 1994 master plan. Due to changes in current issues, as well as the resolution of several issues due to the zoning code update completed in 1994, the location of the focus areas studied and the issues analyzed are not identical for both documents.

A master plan should be one part of a continuous planning process within Brooklyn Heights. This plan attempts to forecast future trends in the Village, but unforeseen economic, technological, and social conditions are valid reasons for future amendments to the master plan. Proposed amendments to the master plan should be considered whenever elements of the plan become unworkable due to unanticipated changes in the community. In addition, the master plan should be reviewed in its entirety approximately every five to seven years to determine if changes to the plan are warranted.

## **CREATE PUBLIC AWARENESS OF THE MASTER PLAN**

Distribution of the master plan is critical to ensuring its success. At a minimum, copies of the plan should be available to the Mayor, department directors, Village Council, Planning Commission, and the Board of Zoning Appeals. In addition, a reference copy should be available to the public at the Village Hall. A copy could also be placed on deposit at the branch(es) of the Cuyahoga County Public Library system most frequently used by Village residents (Parma and/or Independence). The Cuyahoga County Planning Commission will also be able to post an electronic version of the plan on the agency's website, which will provide the community with additional access to the document. Ultimately, the effectiveness of the plan depends upon the extent to which it is read, understood, used, and implemented.

## **DEVELOP AN IMPLEMENTATION SCHEDULE**

Each chapter of this plan contains numerous recommendations. The Village, with the participation of appropriate partners, should create an implementation schedule. A multi-faceted strategy that prioritizes recommendations into short-term and long-term action plans is preferable to a strategy that attempts to accomplish everything at once. Establishing an implementation schedule is also a method to create benchmarks over a series of years through which the Village and the general public can measure progress toward completion of recommendations.

## **9.4**

### **ASSIGN IMPLEMENTATION RESPONSIBILITIES**

Successful implementation of the plan also requires assigning responsibilities, such as to various Village departments, as well as agency and organization partners. Through assigning responsibilities, individual departments will be able to see how they fit into the overall picture and how they are directly making a positive contribution to the future of the community.

### **LINK THE PLAN WITH ANNUAL APPROPRIATIONS**

Linking the plan with the capital improvement program and the annual appropriations is also important in assuring the implementation of the plan. When the Administration and Village Council discuss spending, funds can be allocated so that ongoing decision-making can be guided by the plan.

### **DOCUMENT IMPACTS**

It is also important to document the difference that the plan is making on behalf of Brooklyn Heights, such as the dollar amounts of investments, services provided, and physical improvements made. Sharing this information with the community lets the public know that the plan is being used, and that the time put into developing the plan by the public, Village employees, and elected officials was productively spent.

## **RECOMMENDATIONS BY CHAPTER**

In order to encourage implementation of projects, detailed, specific recommendations have been discussed within the chapters of the plan:

- Chapter 1 - Goals and Priorities
- Chapter 6 - Focus Area: East of Van Epps Road
- Chapter 7 - Focus Area: Granger Road Corridor
- Chapter 8 - Focus Area: North of Schaaf Road

The following chapters involve only the compilation of data and do not include any recommendations:

- Chapter 2 - Demographics
- Chapter 3 - Land Use
- Chapter 4 - Commercial Real Estate Market
- Chapter 5 - Ohio & Erie Canal National Heritage Corridor

## **AMEND THE ZONING CODE AND MAP**

The Village's Zoning Code and zoning map form the legal basis for regulating development. A well organized, comprehensive, and up-to-date code improves the zoning administration process, addresses some of the current development issues, and should result in better quality development. The Village adopted an updated zoning code in 1994.

The following are zoning recommendations by chapter:

### **Chapter 6 - Focus Area: East of Van Epps Road**

The Cleveland Metroparks conservation easement project will not require any zoning changes. The easements will function separately from the zoning classification, and the document will list in detail the activities to be prohibited, such as construction, landfill operations, and tree clearing.

One zoning change is recommended for this area east of Van Epps Road. Currently, a strip of land approximately 500 feet wide, extending west from the CSX railroad right-of-way adjacent to the Cuyahoga River, is zoned General Industrial (Chapter 1278). The remainder of the land, extending west to Van Epps Road, is zoned Limited Industrial (Chapter 1276). The proposed easements will be located on portions of both the General Industrial and Limited Industrial zones. It is recommended that the land zoned General Industrial, extending from the CSX trestle northward to the community boundary with Cleveland, be rezoned to Limited Industrial. This change would simplify the zoning and ensure that the construction and demolition debris landfill uses occurring along the river south of the CSX trestle could not be initiated north of the trestle.

**Chapter 7 - Focus Area: Granger Road Corridor**

The parcels that comprise Area A, located on the north side of Granger Road across from Lancaster Drive, are zoned Retail Business (Chapter 1272). This zoning classification permits a variety of “retail stores and service store which deal directly with the ultimate consumer.” No zoning changes are needed for retail or restaurant uses that might be proposed for this location. If an office building is proposed, Section 1272.02(a)(7) should be reviewed to determine if the proposed tenants would meet, or be similar to, the professional office criteria in this subsection. If this subsection would not be relevant, a new use district permitting only low-rise office buildings could be created.

The parcels discussed in Area B, located on the south side of Granger Road between Action Door and the westbound exit ramp of Interstate 480, are zoned Limited Industrial (Chapter 1276). For the parcel immediately west of Action Door, no zoning change may be needed for office uses that might be proposed for this location. Limited Industrial zoning may be acceptable for an office use, given the fact that a number of office uses are already present in the Lancaster Drive/Resource Drive vicinity. The acreage owned by the State of Ohio does not carry a zoning classification. If the State of Ohio sold this land, a new parcel would need to be created and zoning assigned to it. Limited Industrial zoning may be acceptable for an office use for the reason stated above. Another option would be to create a new use district permitting only office buildings.

Area C is located on the north side of Granger Road, including the northeast corner of the intersection of Tuxedo Avenue and extending eastward. The western parcel is zoned Retail Business (Chapter 1272). The middle and eastern parcels are zoned R-80 (Chapter 1268). Zoning for retail uses that might be proposed for this location could be handled with the existing regulations for Retail Business (Chapter 1272). Depending upon the exact location of the retail use, rezoning may need to occur. If an office building is proposed, Section 1272.02(a)(7) should be reviewed to determine if the proposed tenants would meet, or be similar to, the professional office criteria in this subsection. If this subsection would not be relevant, a new use district permitting only low-rise office buildings could be created.

9.6

**Chapter 8 - Focus Area: North of Schaaf Road**

There are three different zoning classifications within the focus area. The acreage above the rim of the valley is zoned R-80 (Chapter 1268). Parcel 531-11-014, located west of the terminus of Valley Belt Road, is zoned Limited Industrial (Chapter 1276). The third zoning classification is General Industrial (Chapter 1278), which includes the land between the CSX railroad right-of-way and the Cuyahoga River, as well as a strip of land approximately 500 feet wide, extending west from the CSX railroad right-of-way.

The purpose of the alternatives in this focus area is to divide the acreage above the rim of the valley into two distinct sections of light industrial and residential uses. It is anticipated that the future development will not conform to existing property lines. Therefore, these recommendations will not describe specific parcels, dimensions, or distances.

It is anticipated that the acreage to be developed will become consolidated into a limited number of owners, perhaps even as little as one developer for the light industrial section and one developer for the residential section. In this type of situation, the Village should consider

entering into a development agreement with the developer(s). This comprehensive document would outline the responsibilities of the developer and the Village in detail, along with a timeline for accomplishing the responsibilities. The Village should consider retaining specialized legal counsel to assist in preparation of the development agreement. One of the items that would be the responsibility of the Village would be to rezone the area. The overall rezoning of the light industrial portion and the residential portion should not be done prior to creation of a development agreement. Theoretically, rezoning in advance of a contractual agreement could result in an existing landowner making a development decision affecting the middle of the proposed area, which would be detrimental to the overall plan and the potential economic return to the Village and school district.

Zoning for light industrial uses proposed for this location could be handled with the existing regulations for Limited Industrial (Chapter 1276). The five alternatives displayed in Chapter 8 use the various regulations from Chapter 1276. In addition, the Limited Industrial zoning could continue northeastward down the valley wall to the CSX railroad-right-of-way. This scenario would allow the unbuildable land on the steep slope to be used above the rim of the valley for calculating minimum lot area, maximum lot coverage, yard dimensions, etc., for the industrial buildings. In return for the “bonus” of being able to use unbuildable land as part of the property calculations, the Village should consider requiring the developer to provide conservation easements to the Metroparks for the steep slopes, similar to the current project east of Van Epps Road.

Although Alternative 5 presents one possibility for the types, quantity, and layout of housing, the details of the specific development are likely to be somewhat different. A residential development that could combine several types of housing, such as single-family homes with different minimum frontage requirements, single-family attached homes built as two side-by-side units, and townhomes, would be best handled with the creation of a new use district. Often referred to as a “planned residential development” or “planned unit development,” this type of use district is defined as an area of minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity. The regulations for this new use district, such as types of housing, area, yard, and height requirements, would be written to specifically apply only to this residential acreage north of Schaaf Road.

In addition, the new residential zoning could continue northeastward down the valley wall to the CSX railroad-right-of-way. Different from the light industrial scenario, the unbuildable land on the steep slope would not be used above the rim of the valley for calculating development specifications for the residential buildings. The residential zoning would continue down the steep slope only to provide continuity for zoning district boundaries. Even in this situation however, the Village should consider requiring the developer to provide conservation easements to the Metroparks for the steep slopes, similar to the current project east of Van Epps Road. Parcel 531-11-014, located west of the terminus of Valley Belt Road and currently being developed with a light industrial building, should retain its Limited Industrial (Chapter 1276) zoning.

The above recommendations would eliminate the General Industrial (Chapter 1278) zoning currently located southwest of the CSX railroad right-of-way, between the CSX trestle and the terminus of Valley Belt Road

For the acreage situated between the CSX railroad right-of-way and the Cuyahoga River, it is recommended that the zoning be changed to Institutional (Chapter 1270). This zoning classification, among other main uses, permits public parks, recreational fields, and similar uses. Institutional is the current zoning classification for the Village park along West Creek, and it should be a suitable classification for a golf course. For example, Sleepy Hollow Golf Course in Brecksville is zoned “Community Facilities,” which is the same zoning classification as the Brecksville municipal complex on Brecksville Road.

A portion of the land between the CSX railroad right-of-way and the Cuyahoga River is also situated within the Telecommunications Tower Overlay District. The erection of a telecommunications tower on this land could seriously hinder the creation of a golf course. In addition, a telecommunications tower could legally be sited on the property at any time, and the conversion of the land to a recreational facility is likely to be a number of years into the future. Therefore, it is recommended that the boundaries of the Telecommunications Tower Overlay District be amended now to place the northern edge of the overlay district at the south edge of the CSX right-of-way. This change would ensure that the land near the river would be available in the future for a different use, and leave suitable sites available in the Valley Belt Road and Granger Road for installation of a telecommunications tower.

# APPENDIX

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**Appendix 9-A, Master Plan Adoption, Sample Ordinance**

ADOPTING THE BROOKLYN HEIGHTS MASTER PLAN, PROVIDING FOR THE PERIODIC REVIEW THEREOF, AND PROVIDING FOR THE INTEGRATION OF THE PHYSICAL DEVELOPMENT OF THE VILLAGE THEREWITH.

WHEREAS, the Council of the Village of Brooklyn Heights adopted the Village of Brooklyn Heights Strategic Master Plan in 1994; and

WHEREAS, the Council of the Village of Brooklyn Heights, as a result of the 1994 Strategic Master Plan, also adopted revisions to the Zoning Code and Zoning Map of the Village in 1994 (Ordinance 73-94); and

WHEREAS, the Council of the Village of Brooklyn Heights determined that in the ensuing years, the demographic and economic circumstances of the Village changed sufficiently to warrant a follow-up study to the 1994 Strategic Master Plan; and

WHEREAS, the Council of the Village of Brooklyn Heights entered into a contract in 2002 with the Cuyahoga County Planning Commission to prepare an update to the 1994 Strategic Master Plan (Ordinance 36-2002); and

WHEREAS, the Village of Brooklyn Heights Planning Commission, and the Administration of the Village of Brooklyn Heights, after careful review, recommend to this Council the 2003 Brooklyn Heights Village Master Plan; and

9.11

WHEREAS, this Council has carefully considered the Master Plan and has held a public hearing thereon and finds that the 2003 Brooklyn Heights Village Master Plan constitutes a suitable, logical, and timely plan for the future development of the Village of Brooklyn Heights.

THE VILLAGE OF BROOKLYN HEIGHTS HEREBY ORDAINS THAT:

Section 1. That the document, consisting of text, maps, and exhibits entitled Brooklyn Heights Village Master Plan and dated 2003, is hereby adopted as the official Master Plan of the Village of Brooklyn Heights.

Section 2. In order for the 2003 Brooklyn Heights Village Master Plan to be current with the needs of the Village and represent the best thinking of the Council, Planning Commission, and the other boards, commissions, and departments of the Village in light of changing circumstances, the Planning Commission and/or Village Council shall periodically review the 2003 Master Plan to consider extensions, changes, or additions to the 2003 Master Plan which may be necessary. Should the review conclude that no changes are necessary, this finding shall be entered into the official record of the Planning Commission and/or Village Council.

Section 3. For matters affecting the physical development of the Village that are submitted to the Planning Commission, the Planning Commission shall prepare a memorandum to the Village Council as to conformity with the 2003 Master Plan. Such memorandum shall be received by

the Council within sixty (60) days after presentation of the matter to the Planning Commission, provided that said time may be extended by the Council.

Section 4. For matters affecting the physical development of the Village that are submitted to the Board of Zoning Appeals, the Board of Zoning Appeals shall include as part of its official record concerning the decision an explanation indicating whether the matter at hand is, or is not, in conformity with the 2003 Master Plan.

**9.12**

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