

IRISHTOWN GREENWAY

A Strategic Plan For The Flats West Bank

Cleveland, Ohio

K2 COLLABORATION

May, 2014



• Connecting the region to its waterfront using the Lake Link Trail •



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A Strategic Plan For The Flats West Bank

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Table of Contents



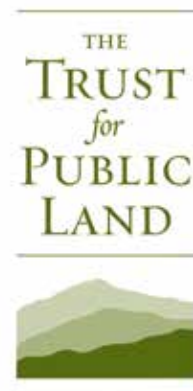
INTRODUCTION	4	III. INITIATIVES & RECOMMENDATIONS	
<i>Executive Summary</i>	6	Greenway & Open Space	51
I. BACKGROUND, RESEARCH, ANALYSIS, & OUTREACH		<i>Goals & Objectives</i>	
Background	11	<i>Design Intent & Design Diagrams</i>	
<i>History</i>		<i>Design Details & Implementation Strategies</i>	
Research	13	<i>Strategic Design Elements</i>	
<i>Review of Academic Literature</i>		<i>Next Steps & Conclusion</i>	
<i>Case Studies & Existing Plans</i>		Development	64
Analysis	21	<i>Market & Site Conditions</i>	
•Existing Physical & Natural Conditions		<i>Highest & Best Use</i>	
<i>Trail Location & Context</i>		<i>Site Selection Criteria</i>	
<i>Topography</i>		<i>Design Guidelines</i>	
<i>Impervious Cover</i>		<i>Development Recommendations</i>	
<i>Urban Form</i>		<i>Future Phases</i>	
<i>Infrastructure</i>		Marketing	78
<i>Road Types, Condition, & Use</i>		<i>Introduction</i>	
<i>Bike & Transit Routes</i>		<i>Phase - I</i>	
<i>Environmental Concerns</i>		<i>Phase - II</i>	
<i>SWOT</i>		<i>Phase - III</i>	
•Regulatory Conditions	33	<i>Phase - IV</i>	
<i>Existing Zoning & Land Use</i>		IV. NEXT STEPS	
<i>Windshield Survey</i>		<i>Conclusion</i>	85
•Socio-Economic Conditions	39	V. DESIGN TEAM	87
<i>Demographics</i>		VI. WORKS CITED	89
<i>Income & Employment</i>		VII. APPENDIX	94
<i>Crime & Mobility</i>			
Outreach	43		
<i>Stakeholder Surveys</i>			
<i>Stakeholder Interviews</i>			
II. VISION & GOALS			
<i>Vision Statement & Goals</i>	49		

INTRODUCTION



• *Connecting the region to its waterfront using the Lake Link Trail* •

Introduction



The Irishtown Greenway is the final product of the Capstone Course undertaken by Cleveland State University Students completing their Masters Degree in Urban Planning, Design, and Development, (MUPDD) from the Levin College of Urban Affairs. The course represents over four months of collaboration work between the class and outside organizations and is intended to allow the students to apply lessons learned from early coursework to a real world project. The Class was organized and directed by Professors, Dr. Wendy Kellogg and Mr. James Kastelic. It included 14 students eager to develop recommendations for the Lake Link Trail and the Flats West Bank. As with most real world scenarios and other capstone courses, the project team was hired by a client to conduct a thorough analysis and develop planning proposals specific to the clients needs. For the Irishtown Greenway the client was, The Trust for Public Land, a non-profit organization heavily involved in the planning, funding, and development of the Lake Link Trail.

The West Bank of the of the Cuyahoga River otherwise known as the 'Flats' where the proposed Lake Link Trail Corridor resides has had a storied past and strong influence in not only the development of Cleveland as a major city, but the degradation of the environment as well. The historical undertones along with strong stereotypes about the location only add to the unique nature and character of the project area. As with many other locations in Cleveland, the neighborhood directly adjacent to the Lake Link Trail corridor faces many challenges including vacant property, crime, lack of parks and open space, and environmental contamination. In addition to these physical constraints, balancing the needs of the remaining industrial businesses with those of the surrounding community has quickly become a sensitive issue. The requirements of these historic industries, vital to Cleveland's economy must be fully understood and accounted for as Cleveland continues its urban renaissance and the demand for downtown land and amenities continues. Yet, the potential for the trail and the surrounding neighborhood is quite clear as demand for recreational space and downtown rental housing remain in very high demand. One just needs to look across the Cuyahoga River to the Flats East Bank to see the resurgence in areas that were once thought of as a black eye on the greater Cleveland landscape.

To fully understand this complex dynamic and the subsequent planning efforts underway in Cleveland and along the Cuyahoga River. The Trust for Public Land gathered a series individuals, organizations, and community leaders to lead an extensive series of presentations and discussions with the class on the potential challenges and opportunities that the Lake Link Trail and Flats West Bank hold. Presentations to the class included talks from community stakeholders including, Jim White of the Cuyahoga County Port Authority, Tim Donovan of the Ohio Canal Corridor, Mark Lammon of Flats Forward Inc, Pam Carson of The Trust for Public Land, Kirk Lang of the Cleveland Rowing Foundation, Chris Alvarado of Bike Cleveland, and Brian Zimmerman of the Cleveland Metroparks. These presentations and discussions set the stage for the months of research and analysis that would follow, ultimately leading to the recommendations outlined in this document. To conduct the project effectively and develop specific recommendations that corresponded with the demands of the client, The Trust for Public Land. The class branded itself as the K2 Collaboration and divided the staff into three specific teams dealing with the Marketing, Development, and Open Space goals of the Lake Link Trail and Strategic Master Plan for the West Bank.

The team members of K2 Collaboration strongly believe in the potential of the Lake Link Trail as a economic development generator. The trail can provide the area with not only access to Lake Erie, but re-energize and revitalize the neighborhood as well. The emerging trend of downtown living and demands for more walkable alternative transportation environments that promote active and healthy lifestyles sets the perfect stage to begin to develop a new master plan and overall discussion on the Flats West Bank neighborhood and improve The City of Cleveland's access to the vitality important asset that is Lake Erie.

Executive Summary



IRISHTOWN GREENWAY CONCEPTUAL MASTER PLAN

IRISHTOWN GREENWAY – A Strategic Plan for the Flats West Bank

The 86 acre West Bank of the Flats in Cleveland has had a storied past from the founding of the City in 1796. The Flats have grown as a center of industry and river activity, creating the context surrounding Northeast Ohio's major waterway – the Cuyahoga River. Through the late 19th and early 20th centuries, the Flats were the medium of Cleveland's industrial growth – home to steel mills and forges, rail lines, and a host of supporting industries. Immigrants eventually called this place home, many of whom were of Irish descent. Thus, the large swath of green east of Ohio City along the Cuyahoga is known as Irishtown Bend due to the early Irish settlements in the area. In the late 20th century, the Flats emerged as an entertainment district that unfortunately was short lived due to crime and a waning population. Now, as the surrounding neighborhoods revive themselves, the West Bank is poised to do the same.

To the southwest, the Flats West Bank and Irishtown Bend (known here on as the Study Area) are bordered by the Ohio City neighborhood. To the east across the river is Downtown. North beyond the rail lines lies Whiskey Island and Lake Erie. It is in these three directions that the connections must be made in order to initiate the regrowth of the Study Area. With its proximity to the lake, potential connections to major transportation routes and the pre-eminent Lake Link Trail, an area that remains stuck in a slump has the potential to become the next attractive neighborhood in Cleveland. The Lake Link Trail as an idea has perhaps been around long enough for it to be described as having a history. As part of a larger trail network that includes the recognizable Towpath Trail and traverses terrain that includes the Cuyahoga Valley National Park, it also has an ability to attract attention from trail enthusiasts, public officials, concerned residents, and perhaps even those who may have never walked a Northeast Ohio trail before. What is not unique about trails in Northeast Ohio, and by their nature trails across the country is that they can always be said to exist in some context. Trails can be a part of national parks, a part of nature as a separate place, and a part of an urban fabric. While trails can be justified by their virtue alone, it is in their context that our clients, The Trust for Public Land, and we as planners see the exciting potential of the Lake Link Trail. It is the context of Cleveland's historic industrial past and promising renaissance. It is the context of one of the region's largest asset: Lake Erie. It is in the context of inequitable access to such assets and a vision of a more connected, alternative transportation network. It is in this context that we were tasked with developing a plan not just for the Lake Link Trail, but also for the neighborhood it exists in and the context it can create.

With this in mind, we began the various tasks of literature review, primary research, due diligence, interviews, surveys, making intuitive judgments and careful hypotheses. This plan concerns not just the Lake Link Trail, but also the area that we have dubbed the Irishtown Greenway. What follows is a plan that reviews existing plans, relevant academic literature and existing data from socioeconomic to physical attributes to create a plan to market, develop, and enhance an area that has potential for a greater use than what currently exists. We recommend programs that take advantage of the trail and the access it provides to the lake and Cleveland's neighborhoods. We also recommend trail design and greenway planning that best utilizes the space and existing assets while creating new ones that residents and visitors can enjoy. Finally, we propose a development plan that conforms to market trends while capitalizing on the trail as an amenity and community asset.

The impetus for this plan comes from the development of the Lake Link Trail – a vital connector that will allow Towpath users and Cleveland residents to connect with Lake Erie at Wendy Park. The following summary relates the highlights of a plan developed by the K2 Collaboration. The plan was developed with the following mission and objectives in mind:

EMBRACE

*the Historic Character of the Flats
the Future Potential of the Area
the Flat's Existing and New Stakeholders*

RESTORE

*and Unite a Diverse Local Community
the Vitality of the Neighborhood
use to the Old Corridors*

ENHANCE

*and Promote a Healthy Ecology and Healthy Lifestyles
and Educate on the Historic Significance of the Flats
and Develop a Distinct Experience*



CROSS SECTION OF TYPICAL LAKE LINK TRAIL AND AMENITIES



PROPOSED LAKE LINK TRAIL AND REDEVELOPED ARTISTS STUDIOS

Plan Summary and Recommendations

Greenway Improvements

The Greenway improvements focused on connections and access to the proposed Lake Link Trail route. This trail is the first connecting Cleveland to the lakefront. So every effort was made to give the local neighborhood residents and greater Cleveland community easy and direct access to the trail and ultimately the lakefront. To achieve these goals the team proposed better pedestrian links and bike trails, along with increased RTA access and the addition of a proposed water taxi service. Expanding connections was only part of the Greenway teams overall goals. Enhancing, the existing open-space system, natural environment, as well as improved riverfront access along with green infrastructure methods were also proposed to increase the areas resiliency and promote long term sustainable growth. Finally the greenway team wanted to embrace the history of the area, connecting past uses with the current uses highlighting the transformation the Flats area has undergone in the last two centuries. The greenway design also emphasizes diversity through its acknowledgment of the many different types of users who will frequent the trail. From diversity in modes of transportation, to income backgrounds and physical ability, we wanted everyone to feel safe as if the Lake Link Trail belongs to and can be used at all times by the entire Cleveland community.



VIEW OF LAKE LINK TRAIL AND IMPROVEMENTS



PROPOSED LOGO FOR LAKE LINK TRAIL



MARKETING FLYER FOR CONCERTS AT LANDSLIDE AMPHITHEATER



SITE PLAN OF REDEVELOPMENT SITES ALONG LAKE LINK TRAIL

Development Proposals

The K2 Collaboration was tasked with conducting a highest and best use analysis of the physical space within the study area with the goal of creating a vision for redevelopment in the flats along the Lake Link Trail route. In the 86 acres of the study area, 15 are directly adjacent to the trail right-of-way. The development team analyzed the market conditions of the area and Cleveland as a whole, and found potential demand for housing units in the study area adjacent to Downtown and Ohio City. Five sites were selected with immediate and specific recommendations, while seven were reserved for future potential if demand in the area were to take off. The immediate proposals recommend a total of 223 residential units ranging in size from affordable studios to luxury multi-bedroom units. Recommendations also include the adaptive reuse of several industrial buildings that engage trail users as they connect to the lake. Future phase 2 envisions the redevelopment of the many parking lots that constitute a majority of the land use in the Flats West Bank into uses that complement the growing neighborhood – apartments, retail, and recreational amenities that leverage the trail.

Marketing Recommendations

The goal of the marketing team was to create a dynamic that melds inclusivity, equal involvement, and benefit across all walks of life, including all social and economic barriers. The team’s plan deliberately highlights access, involvement, and engagement in its forefront. Phase 1 of the marketing plan calls for rallying stakeholders to collaborate on the future programming plans in the Irishtown greenway, including how to market the area to developers. Phase 2 focuses on restoring an identity to the area. This includes a logo and creating a social media presence. Phase 3 calls for enhancing the development of the area by tying in existing businesses and connecting to the surrounding areas, particularly Downtown and Ohio City. Furthermore, the goal is to program for the area that takes advantage of the greenway and development proposals. Programs include bike rides, concerts, fairs, and other events that draw in residents and visitors to the Irishtown Greenway.

Data Gathering and Principal Findings

Historical Background

The Flats of Cleveland, both East and West Bank, have been settled and developing since the beginning of Cleveland's history. Cleveland changed its name by 1831 to Cleveland, and by now was seeing growth that was fueled by the ability to run a vast amount of trade through the Flats. The Cuyahoga River was a barrier to goods coming to the city from the West, and so Cleveland City Council erected a "floating" bridge at Center Street. Because of this, goods from the west were funneled through Ohio City, which began to rival Cleveland for prominence. This prompted the building of the first permanent bridge at Columbus Street in 1836. The Flats continued to develop, despite being marshy, humid and mosquito-infested in the summer and bitterly cold and exposed to the winds off Lake Erie in the winter. Eventually the Flats would become synonymous with the Steel Industry, and as that industry waxed and waned, so did the fortunes of the flats.

By the 1970's, with the decline of steel and the loss of economic revenue from the Flats, attempts were made to revive the area as an entertainment district. Centered mostly on bars that appealed to a young crowd and with an "anything goes" mentality, the Flats saw resurgence in the time from the late 70's to the 90's. Several drownings in 2000, plus a series of police raids of establishment on the East Bank coupled with renewed security concerns for the entire area eventually brought the demise of the "bar scene" in the Flats. There remain on the West Bank a few establishments, particularly Christy's Cabaret, The Powerhouse complex, the Nautica Entertainment Complex and Shooters, along with some heavy industrial and light industry, also some residential housing. But, the Flats as an economic, social and cultural engine that drove the city of Cleveland to prominence no longer exists.

Academic Review & Existing Plans

The main objectives of the academic review & existing plan team included collecting, collating and reviewing a wide variety of reference sources and relevant planning documents and assembling them to be used as a reference material throughout the development of the project. The data gathered in this effort reflect important considerations when conducting a rail to trail revitalization. The literature provided information on types of users of trails, particularly that they tend to be older and educated. Public housing did not appear to have a significant impact on property values, and trails are neutral to positive. We also found research that lent insight to trail users feeling of safety and security, and what users tend to prefer aesthetically.

Existing Land Regulatory Conditions

An analysis of the existing regulatory conditions found that there are 12 different land use types: Retail, Vacant Land, Commercial Parking, Light Industry, Retail, Single Family, Multi-Family, Office, Institutional, Recreation/Open Space, Heavy Industry, and Commercial Services. The area is divided into 6 different zoning codes, from multi-family to general industry.

Socioeconomic/Demographic Information

There are 3,291 people in the study area as of 2012. Median household income is approximately \$13,000 a year. Crime statistics reflect about 20 incidents in the study area in the past 90 days. Interestingly, about 30% of the population does not have a vehicle; however driving is the dominant commuting style. Only 6% of the population uses public transportation and 2% walk to work. This suggests poor vehicular availability to the poorer population and a lack of adequate access to suitable public transit in the area.

Existing Physical Infrastructure

The Lake Link Trail Corridor begins at Scranton Road, where it merges with the recently built Towpath Trail. Using a bridge the pathway will cross Scranton Road and continue along the base of Scranton Peninsula. The trail then passes through the EPIC Steel property, running alongside Carter Road until it reaches the intersection of Columbus Road, just south of the Columbus Peninsula. From Columbus Road the Lake Link Trail continues along the vacated Riverbed street at the base of Irishtown bend, the least urban section of the trail, with large amounts of overgrown and invasive species covering the steep and unstable slope that leads up to west 25th Street. The deterioration of Franklin Road running up the Irishtown Bend hillside, demonstrates how unstable the slope in this area is. The slope continues to slide into the Cuyahoga making this area in need of some major bulkhead repairs and slope stabilization measures. The next section along the proposed Lake Link Trail Corridor is the most urban section near Center Street. This section starts at an elevation of 15 to 20 feet below the existing grade of the Main Peninsula, otherwise known as the flats west bank. The old railroad pathway for the trail in this area tunnels underneath four different roadways, Detroit, Washington, Winslow, and Main Avenue. In this section the trail has a deep trench like feel with overgrown vegetation, and high walls inhibiting views while limiting the appearance of safety. After passing underneath Main Street the trail corridor transitions back to existing grade as it runs path Spruce and Hemlock Streets near the Lakeview Terrace complex. The trail then passes an existing cell tower at the corner of Hemlock and Mulberry Streets. Before it turns right heading down Old River Road as it makes its way to Willow Street Bridge. In this final stage the path travels along the roadway having to deal with sidewalks in poor condition and high volumes of truck traffic due to the industrialized nature of the area, as it is mainly home to the storage of industrial/construction materials. Across the Willow Lift Bridge, lies more industrial material storage and a large number of active train tracks preventing easy and direct access to the trail's final destination, Wendy Park and Lake Erie. Similar to the start of the trail at Scranton Road, a bridge will be needed in this location to allow users access across these existing tracks and Whiskey Island.

Stakeholder Interviews

Our stakeholder interviews suggest many were very aware of the trail proposal and believe it provides a great recreational opportunity. Many believe it will serve as an asset to nearby public housing residents. The potential benefits of the trail described by our stakeholders include the increase of foot traffic in the area and its ability to connect disparate parts of the Flats. Stakeholders believe the trail creates potential for new housing in the area and will bring in more people from outside of Cleveland. They stressed the need for infrastructure improvements in and around the study area. Signage was an important feature they felt needed to be incorporated into the trail. Overall, the perceived economic benefits centered around the trail as a transformative project that can provide the necessary traffic for retail and the desired amenities for housing.

Survey Results

Our survey had 222 respondents, of which 171 were familiar with the Towpath Trail. 166 were familiar with Whiskey Island and 123 were familiar with Wendy Park. 66% of respondents accessed regional trails by car. Overall, respondents were willing to travel about 11 miles to trails. The most important benefits selected by respondents include the promotion of health and wellness through exercise, and the potential to spur waterfront restoration and clean-up. The two most important trail amenities were restrooms/water fountains and lighting. Fitness stations and kiosks were ranked the lowest. The most important land uses were parks and entertainment uses. Overall, male and female users felt somewhat safe in the Flats West Bank. The most important safety measures respondent's selected included lighting, signage, and emergency phones. 51% of respondents had a bachelor's degree or higher. 51% were between the ages of 18-39. 67% identified as White/Caucasian, 9% as Black/African American, and 15% declined to answer. Overall, the demographics are more comparable to the Cleveland Metropolitan Statistical area than Cleveland City Proper, suggesting that further surveying is necessary to fully represent the Cleveland residents, particularly those in the flats.

Conclusion

The K2 Collaboration has major conclusions stemming from our three focus areas: greenway, development, and marketing. The greenway plans for the Irishtown Greenway are extensive and offer a design perspective and design values to The Trust for Public Land and any partners that may undertake the trail revitalization, such as the Metroparks. The greenway plan also calls for adjusting the trail path to run up Hemlock Avenue instead of continuing to the previously proposed River Road. Development plans propose an extensive redevelopment of the land and buildings adjacent to the trail right-of-way as it cuts through the flats. A total of over 200 residential units and trail-oriented retail development is central to the neighborhood revitalization. The proposal also calls for a concerned eye on the adjacent lots and empty buildings further from the trail. As market conditions change, these too may become viable options for redevelopment. Finally, the marketing proposals include a comprehensive plan to engage stakeholders and residents around an array of new programming ideas that take advantage of the trail and the proposed elements, creating a year round amenity for the entire community.

The Flats West Bank and the Irishtown Greenway study area can be said to be stuck in a rut – with the significant elevation changes to the west and the river/east bank to the east, the Irishtown Greenway is juxtaposed to some of the most appealing and developing areas in Cleveland. With the potential to not only provide equitable and innovative access to the Lake in an area that has lacked such access for so long but also be transformed into another premier and healthy neighborhood in Cleveland, the West Bank of the Flats and the Irishtown Greenway is ripe for revival. What is needed is a rally of stakeholders, neighbors (both institutional and individual), and political officials to prioritize this project as one that does not just benefit the immediate area and urbanites but also the greater Cleveland area and all users of the Metroparks and Towpath Trails. The opportunities here are exciting but will take time to grow and must be nurtured properly develop. What has been missing are connections through Cleveland's neighborhoods, and the Irishtown Greenway is a crucial one in the connection it can provide us to our largest asset: Lake Erie.



DETAILED MASTERPLAN OF IRISHTOWN GREENWAY AND FLATS WEST BANK



PART I: BACKGROUND



• *Connecting the region to its waterfront using the Lake Link Trail* •

History

BACKGROUND



FIGURE I.1 - C&P ORE DOCK



FIGURE I.2 - VIEW OF IRISHTOWN BEND

The Flats have been a vibrant part of Cleveland's Historic, Cultural and Socio-Economic fabric from the mapping of the City by Moses Cleaveland in 1796, its incorporation in 1814 through to today. The Flats have not always enjoyed great economic success, but continue to be of great cultural importance and, to a lesser extent, a continued economic engine. The history of the study area is intertwined with, and actually predates the city itself. First mapped in 1796, Moses Cleaveland saw the importance of the location as a potential economic center in the developing Northwest Territory, and as a hub for shipping due to its location at the mouth of the Cuyahoga River and on the shore of Lake Erie. The first European of Cleveland was Lorenzo Carter, and understanding the importance of its location to trade, located his home in the Flats on the East bank, at the site now known as Settler's Landing.

Cleveland changed its name by 1831 to Cleveland, and by now was seeing growth that was fueled by the ability to run a vast amount of trade through the Flats. The Cuyahoga River was a barrier to goods coming to the city from the West, and so Cleveland City Council erected a "floating" bridge at Center Street. Because of this, goods from the west were funneled through Ohio City, which began to rival Cleveland for prominence. This prompted the building of the first permanent bridge at Columbus Street in 1836. Goods could then move directly up the Medina and Wooster Turnpike (Pearl Road) to the Central Market and bypass Ohio City and the West Side Market. Furthermore, Cleveland City Council removed their "half" of the floating bridge at Center Street further forcing trade south of Ohio City to the Columbus Street Bridge. Several Ohio City residents were injured in an attempt to destroy the Columbus Street Bridge, but their efforts were thwarted by local law enforcement. Even though a court eventually decreed that more than one bridge should span the Cuyahoga, Ohio City never saw a return to prominence.

The Flats continued to develop, despite being marshy, humid and mosquito-infested in the summer and bitterly cold and exposed to the winds off Lake Erie in the winter. As it developed as a hub of shipping, the area to the west (West Bank) became the center for industrial growth and the east side of the river (East Bank) became an area known for its seedy establishments, frequented by sailors, dockworkers and the blue collar factory working immigrants that populated the area. The flats became known as a center of shipping, and had many varied industries along its West Bank including steel mills, lumberyards, flour mills, shipyards, oil refineries, paint and chemical factories, and iron furnaces. Eventually the Flats would become synonymous with the Steel Industry, and as that industry waxed and waned, so did the fortunes of the flats.

By the 1970's, with the decline of steel and the loss of economic revenue from the Flats, attempts were made to revive the area as an entertainment district. Centered mostly on bars that appealed to a young crowd and with an "anything goes" mentality, the Flats saw a resurgence in the time from the late 70's to the 90's. Several drownings in 2000, plus a series of police raids of establishment on the East Bank coupled with renewed security concerns for the entire area eventually brought the demise of the "bar scene" in the Flats. There remains on the West Bank a few establishments, particularly Christy's Cabaret, The Powerhouse complex, the Nautica Entertainment Complex and Shooters, along with some heavy industrial and light industry, also some residential housing. But, the Flats as an economic, social and cultural engine that drove the city of Cleveland to prominence no longer exists.

Culturally, the study area is important to the city of Cleveland. It represents the area that was responsible for the astounding economic growth of the city. It was one of the portals for immigration, and has the oldest Irish community in the region associated with it. St. Malachi Church is a substantial cultural anchor that was founded in 1865 to serve the burgeoning Irish population. It continues to serve in that role, and serves the growing residential community of Stonebridge just to the east, and the greater Ohio City population as well. Not located within the primary study area, but cultural anchors of the study area non-the-less are the West Side Market and St. Emeric Catholic Church. The West Side Market has served the residents of the surrounding area for well over 150 years. It has gained national prominence as a destination for visitors to the city, and is a much beloved cultural icon as well. St. Emeric was founded in 1904 to serve the Hungarian population of the area. It continues to do so to this day, not just Hungarians, but all nationalities that practice the Catholic faith. Another cultural "icon" of the area is Lakeview Terrace, a public housing development completed in the late 1930's that was renowned at the time for its innovative use of difficult terrain, inclusion of a community center and its use of decorative arts. There are several sites within the study area that are included in the Historic Register, and several sites in close proximity that are also placed within. This notice of historic places gives weight to the feeling of cultural continuity that pervades the study area. This continues with the inclusion of the southern portion of Irishtown Bend being included as a National Archaeological Heritage Site.

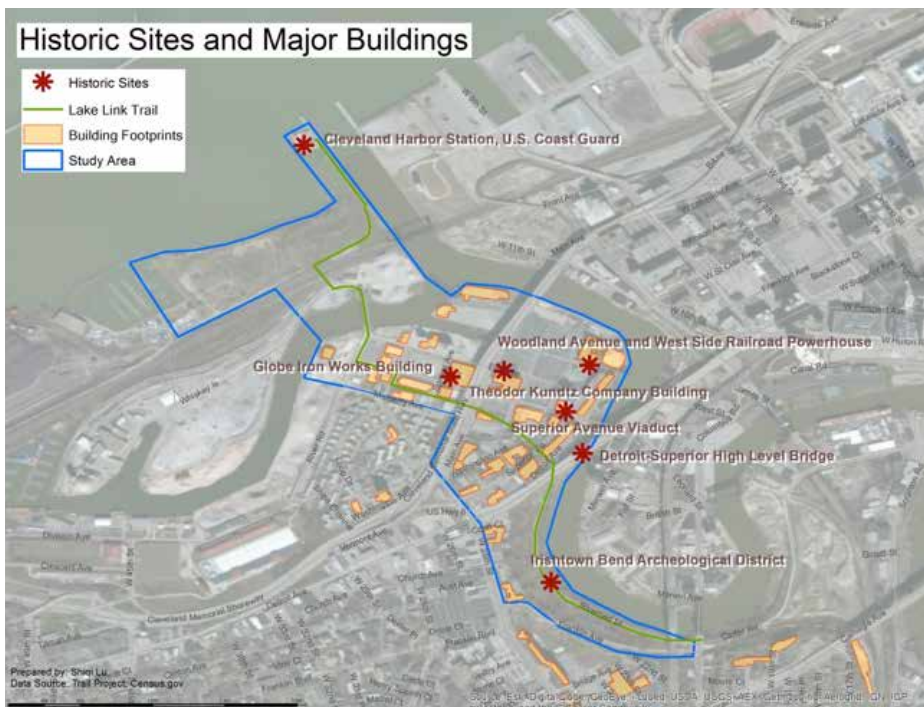


FIGURE I.3 - MAP OF HISTORIC SITES IN PROJECT AREA



PART I: RESEARCH



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Review of Academic Literature

RESEARCH

Major Findings

The main objectives of the academic review & existing plan team included collecting, collating and reviewing a wide variety of reference sources and relevant planning documents and assembling them into an easy to use format available to the class for use throughout the project. Information includes:

A wide variety of peer reviewed articles appropriate to this project

- Brief overviews of key articles
- Abstracts of each article collated into a single document with (potentially) links to the actual articles
- Appropriately formatted citation and bibliographic information for use in the final report

A number of local, regional, national and international plans

- An outline of the planning documents including relevance to the Lake Link Trail project
- Links to the actual plans, organized as follows:
 - The Towpath Trail
 - Immediate Connections to Lake Link Trail
 - Immediate Connections to Lake Link/Towpath Trail(s)
 - Plans in Other Cities

The articles can be found in the appendix, with the applicable citations including abstracts. Team members have provided synopses of several key articles as indicated below. The articles are organized into the following five major categories:

Trails and Economic Development

The major findings from the papers that fell into this category can be summarized in the perspectives to take when reviewing railroad revitalization into a multi-purpose trail. A stretch of the Lake Link Trail runs on an old railroad right-of-way, so we focused our research on papers that dealt with such a situation. The literature stressed the various results from one's perspective in analyzing trail development as a means to revitalization when approached from various economic theories – a “flat” world via Thomas Friedman, A “spiky” world or one that values the creative class via Richard Florida, and a “local” world where the local economic interactions are most valued via Michael Shuman. The second perspective explored is the effects trails have on the economic behavior of consumers. One of the most heavily studied trail networks are those found in the Minneapolis-St. Paul area, a place that has extensive trail connections and trail usage in a climate that is often viewed as unfavorable compared to other parts of the United States. Of note are the results from research surveys conducted in the area. Researchers found subjects living close to a bike facility were more likely to be:

- 40 or older
- have a college degree
- live in a household with no children

Furthermore, 86 out of 1,653 (5.2%) completed at least 1 bike trip in the 24-hour period, with the national average being 2%. 205 out of 1,653 (12.4%) completed at least 1 walking trip in the 24-hour period.

Public Housing and Property Values

A prominent feature in the study area is the public housing development: Lakeview Terrace. In the studies we looked that regarding public housing and property values, the common goal was to determine under what conditions and circumstances affordable housing decreases the property values in the surrounding area. In the studies that do discover depressed property values, the impacts are generally slight and often temporary. It is not the affordable housing development *per se* but conditions or characteristics of the affordable housing or neighborhood – and how they interact -- that mediate the impact on property values. Undependable factors that are often purported to have an impact but which have not been sufficiently examined by research include design quality and tenant characteristics. Conditions that are well supported by research studies include:

- Host neighborhood context and compatibility of affordable housing with that context
- Degree of concentration of affordable housing units
- Replacement
- Management

Many architects, developers and policy makers indicate that there are factors that are not mentioned in previous research reports. A number of reports indicate that the quality and design of the structure actually strengthen property values. Other factors left out of previous studies are tenant characteristics such as race, ethnicity, and household size. General improvements may be a thought of the CMHA housing facility going forward near the area of where the path would be located. This has actually shown to stabilize property values in other areas where research was conducted.

Another study, referenced in the appendix, found that public housing built since 1980 may lower surrounding property values more than public housing built before then as a result of the institution of federal “preferences” spread in 1980, which gave higher priority to poorer tenants for public housing vacancies, and Section 8 certificates. Public housing preferences since 1980 also appear to have worsened the impact of public housing on surrounding areas. To the extent that neighborhood impacts are important for producing positive outcomes for residents, this finding would lend support to recent proposals intended to diversify the population of public housing residents. This is important to our project as the Lakeview CMHA properties dated to the 1970’s and may not have the impact that is perceived. This study should be applied loosely to other cities, specifically Cleveland, when making assumptions regarding these types of correlations. It is important to incorporate data and statistical tools to verify assumptions.



FIGURE I.4 - LAKEVIEW ESTATES NEXT TO PROJECT SITE (PHOTO COURTESY OF CMHA)

The Impact of Greenways and Multi-Use Trails on Property Values

There is an existing and ever growing body of literature that indicates the positive relationship between the presence of Greenways and Multi-Use Trails on surrounding property values. While it may be a common perception that trails will always bring some type of economic benefit to the surrounding area, what type of trail and how much it affects property values varies greatly by location, timing, and the available information for academics to study. There are a multitude of techniques that can be used to measure this increase; the most common begins with a perception based approach. This approach utilizes primary survey and interview work to categorize and quantify stakeholder perceptions on the impact of greenways and trails. Another method commonly used for analysis involves the travel-cost method. This method seeks to understand the spending habits of consumers as they make their way through or around a certain trail or greenway. One of the most common and perhaps most widely written about method is hedonic price modeling. This method attempts to capture any changes in “proximate properties” and compare them to previous findings (Crompton J. L., 2005). Finally, one of the newest ways to understand the impact of trails and greenways is the spatial auto-correlation approach. This method goes one step further in the hedonic price model by mapping and accounting for “spatial lag” when it comes to spatially auto-correlated properties (Conway, Christina, Wolch, Kahle, & Jerrett, 2008). With all these various models and methods the literature consistently points to a positive impact on property values by the nearby presence of trails and greenways. Even in the cases where no correlation is found, it is very difficult to find any evidence of a negative impact on property values, however as practitioners and public officials have found, getting the hard numbers can make a difference in planning for and paying for Greenways and Multi-use Trails.

The literature on the study of property value impacts is dominated by author John L. Crompton, a professor at Texas A&M University. His multiple papers help create an exciting and easily accessible review of the current literature surrounding the topic. Beginning in 2001 and with several papers from 2005, Crompton repeats his common refrain that property values are indeed positively impacted by the presence of adjacent, park, trail, and recreation amenities (Crompton J. L., 2001) (Crompton J. L., 2001) (Crompton J. L., 2005) (Nicholls & Crompton, 2005) . Throughout his research and collaborations, Crompton discusses three important ideas; the proximate principle, which seeks to approximate the economic impact of said amenities, as well as the impact of distance, and the exact magnitude of the effect (Crompton J. L., 2001). Perhaps this idea is summarized best in the collaborative article by Sarah Nichols and Crompton, *The Impact of Greenways on Property Values: Evidence from Austin, Texas*;

“- the proximate principle suggests that the value of a specified amenity is at least partially captured in the price of residential properties proximate to it. Assuming that home locations adjacent or near to an open space such as a greenway are considered desirable, the extra dollars that home buyers are willing to pay to acquire such a residence represent a capitalization of the land into proximate property values. As a result of this rise in value, the owners of such homes typically are required to pay increased property taxes. If the yearly increment of value attributable to the greenway of all additional taxes paid for all proximate properties is calculated, this sum may be sufficient to cover the annual cost of acquiring, developing, and even maintaining the land.” (Nicholls & Crompton, 2005) While there is conflicting views as to the efficacy of using these increased home values as a source of future or current funding for the development of green amenities, it is still an alluring and interesting concept core to the idea of hedonic modeling. This modeling structure seeks to understand and infer the impact of a non-market resource, in this case a park, or greenway, from the prices of items physically traded in the market place, i.e. adjacent residential properties (Crompton J. L., 2005).

While there have been studies involving hedonic price modeling to understand the proximate principle dating back to the mid 1970’s, it wasn’t until the advent and utilization of Geographic Information Systems in the mid 90’s that researchers were able to compare and adequately organize all the spatial information required to develop a robust model of the phenomena (Lindsey, Man, Payton, & Dickson, 2004). Before these researchers had to painstakingly organize and interview multiple actors in varying fields in order to quantify greenway impacts. Most often this involved perception based methods as well as tracking home sales and property taxes over a period of time. Of these older studies, Crompton noted in his 2001 article *The Impact of Parks on Property Values: A Review of the Empirical Evidence* that only 5 of the 30 studies he examined were not supportive of the general proximate principle.

In addition these atypical results could be the result of methodological deficiencies; specifically the relation to urban, suburban, and rural settings on the proximate principal being unique to each locale (Crompton J. L., 2001). Even in our modern connected and digitized world, the existing literature is still somewhat sparse in terms of completely quantifying the effects of greenways on property values, while accounting for various other factors. This apparent lack of a robust multiple regression modeling technique has been duly noted by Crompton and will hopefully be addressed by future literature (Nicholls & Crompton, 2005).

Moving forward there are two interesting additions to literature written in 2008 and 2013 respectively, that attempt to utilize spatial autocorrelation to “clean-up” the hedonic model, as well as attempting to understand the impact of specific trail and park amenities on proximate property values. The first *A Spatial Autocorrelation Approach for Examining the Effects of Urban Greenspace*, attempted to “fill this research gap by using a geographic information system (GIS) to create coverage variables for neighborhood greenspace that serve as explanatory variables in a hedonic pricing model.” (Conway, Christina, Wolch, Kahle, & Jerrett, 2008). This is one example that Crompton pointed to in attempting to quantify the specific aspects of greenspace on an urban setting, and doesn’t necessarily limit itself specifically to rail-trails, greenways, or multi-use trails, but the whole extent of the various forms of greenspace in general. The GIS methodology also attempted to correct for and control the effects of spatial autocorrelation through spatial regression techniques. This method helps to identify possible inefficient coefficient estimates, which can basically obscure the level of the relationship between one variable to the next, (greenspace – property values). This new innovative study concluded that while accounting for the age of housing, the size of the house, income, and proximity to freeways; there was still a positive effect on the sales price of homes by the presence of greenspace amenities (Conway, Christina, Wolch, Kahle, & Jerrett, 2008).

In addition to this 2008 study, a newer study from 2013 attempts to apply the hedonic model in order to understand the unique impact various different park amenities have on the proximate property values. In *Examining the economic impact of park facilities on neighboring residential property values*, Lin and colleagues attempt to separate the various amenities based not only on their use, but also their distance to various properties (Lin, Changshan, & De Sousa, 2013). While it is not surprising that their findings echo Tobler’s first law of geography, that items further away from the source have a smaller effect than items closer to it, some of their specific amenity results are a little more counter-intuitive. Their review of past literature and their own evidence suggests that a threshold of around 600 ft. indicates a positive relationship to property values, while passive recreational uses usually have a higher positive relationship to property values than do active recreational amenities (Lin, Changshan, & De Sousa, 2013). While their specific findings do breakup the passive and

active amenities into various items, water features, gardens, skate parks, general open-space etc... it is sufficient to note the difference between passive and active results with general passive greenspace having the most positive impact and skate parks and children’s facilities having the least, and in some cases negative impact. They explain various hypotheses as to why this may be, with the idea of noise and congestion topping the list of negative impacts associated with active space (Lin, Changshan, & De Sousa, 2013).

While there exists an ever-growing body of work on the impact of trails and greenways on proximate properties there is still a need to continually update this literature with new and exciting studies like the 2013 study by Lin and colleagues. In the end planners and public officials would do well to heed the various recommendations and results that these studies indicate, specifically that certain amenities are more suited to different levels of population density, and that stakeholder perception of these attributes will often contradict common sense. It is an encouraging thought however, that most if not all of the literature does still point to a positive, and sometimes strong positive relationship between trails and property values, a fact that we can certainly back up with the existing literature on the subject.

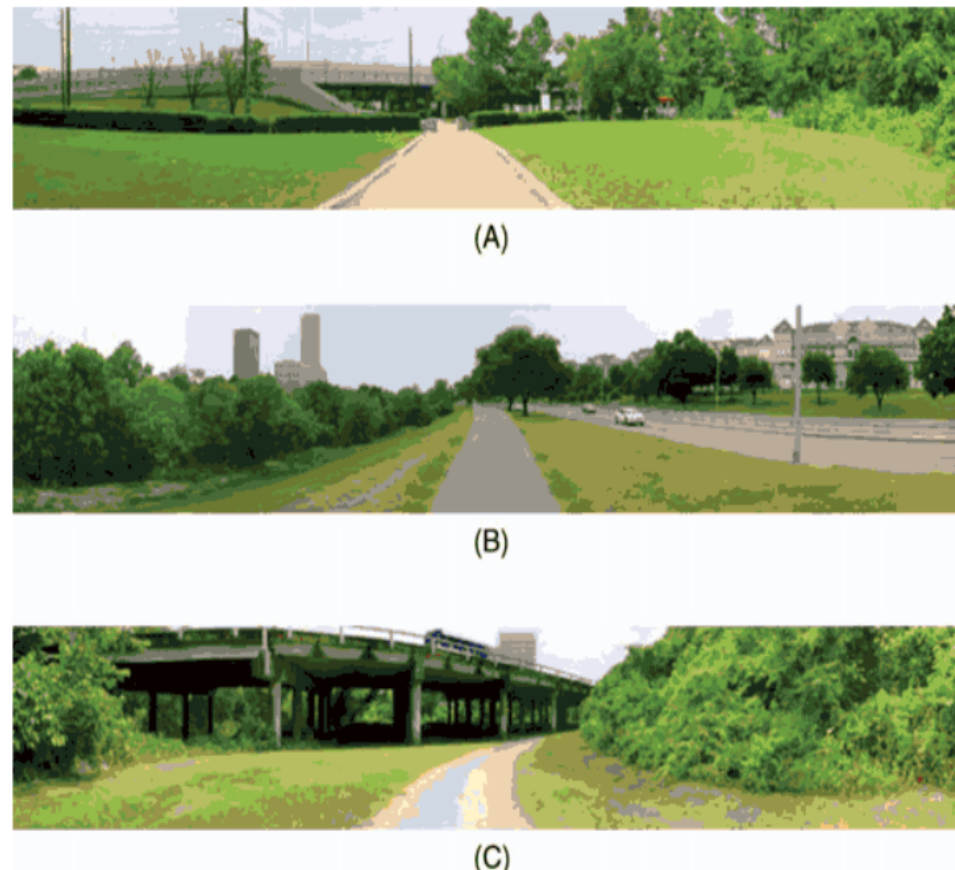


FIGURE I.5 - IMAGES USED TO MEASURE “LIKABILITY” (SOURCE: CHON & SHAFER, 2009)

Trail Users—Safety, Security and Aesthetics

Several peer reviewed articles on the reading list consider trail users and their preferences specific to the aesthetics of trails, their preferences for using trails with or without other people and dogs, and their preferences for the types of programs that are offered in conjunction with trails. Following are brief synopses of three articles and their relevance to the Lake Link Trail project.

Aesthetic Responses to Urban Greenway Trail Environments (Chon & Shafer, 2009)

In this 2009 study undergraduate students, in a controlled computer laboratory, were asked to respond to scenes from urban greenway environments in Austin and Houston, Texas. The stated goal of the researchers was “to examine the relative influence of aesthetic response dimensions on the likeability of greenway trail scenes in an urban environment.”

The researchers drew upon previous research and theories regarding likeability of urban spaces, including aspects such as orderliness and maintenance, natural versus built environments, and proximity to roadways and water features. They intended to determine whether the research developed for evaluating larger urban environments can be applied more specifically to greenways and trails. They also intended to investigate the relationship between aesthetic responses to urban greenways and “likeability” of those environments.

They concluded that there are five dimensions of aesthetic responses to these scenes: maintenance, distinctiveness, and naturalness, which they classify as cognitive dimensions (knowing, perceiving, remembering, understanding visual cues); and pleasantness and arousal, which they classify as affective dimensions (emotional reactions to a scene). They found that scenes of trails near roadways were low on the “likeability scale,” as were scenes of trails near bridges; scenes of trails near waterways were high on the “likeability” scale; and scenes with urban skylines in the background received mixed reviews. The researchers summarized their work as follows:

One person's perceptions of a pleasant environment (e.g. safe and friendly) may clash with another's perception of an environment with desirable levels of naturalness (e.g. good for wildlife). Understanding the dimensions that make up facets in the perceptual lens of trail users can help develop further understanding of the different characteristics in these environments that need to be considered in their layout, design and maintenance.

The actual findings of this study, specific to the scenes from trails in Austin and Houston, Texas, may have no relevance to the Lake Link Trail project. What is important, however, is an understanding of the type of research that could be undertaken for the Lake Link Trail, if time and funding permits, to consider aesthetic issues associated with trail design. The findings suggest, for example, that trails adjacent to bridges and roadways are low on the theoretical “likeability” scale and those adjacent to waterways are high on the scale. Since each of these conditions is most certainly applicable to the route of the Lake Link Trail, careful design consideration should be given to these relationships to either counter the negative perceptions of roads and bridges or to enhance or play upon the positives of the adjacent Cuyahoga River.

Modeling Visitor Groups Intentions to displace from an urban trail (Arnberger, Haider, Eder, & Muhar, 2010)

Visitors to an urban forest near Vienna were surveyed to better understand what factors influenced their decisions to use or not use the trail. The researchers hypothesized that there is an optimal point at which trail user find neither too much nor too little activity on a trail to feel safe and stimulated and to find the experience enjoyable. They understood that certain conditions on the trail will lead trail users to leave the trail.

Trail users in four groups—males alone, females alone, males alone with a dog and females alone with a dog—were surveyed in 2002 and in 2006 to ascertain their attitudes about safety and security and the use of the trail. They were asked to respond to a series of questions as well as to express their feelings about various trail conditions as depicted on several photographs (samples shown below). The results of the surveys were compared with actual video monitoring of trail conditions over a one year period.

Results indicated that females would probably leave the trail when there was no one else on the trail as well as when there were more than nine people on the trail. On the other hand, if they were walking with a dog they preferred to be the only ones using the trail. For male walkers, they preferred two other people on the trail but would probably leave if there were a high number of trail users. If they were walking with a dog, the number of other people on the trail did not matter.

When the stated use preferences were compared to actual conditions of use based on video monitoring the researchers were able to predict how frequently trail conditions would be either intolerable or ideal for each user group. They were also able to determine that males, more often than women, would allow their dogs to walk without a leash, suggesting that they were less concerned about other trail users than were females.

The researchers concluded that trail managers must acknowledge that different users have different preferences for using trails. Allowing dogs on trails encourages more trail use by their companions, although dogs should be kept on leashes. Also, allowing dogs on leashes encourages females to use trails at low use times when they might otherwise stay away. Female user without dogs can be encouraged to use trails with the “elimination of insensitive designs and use traces such as vandalism and presence of [park] personnel.”

Once again, if time and funds are available, this research paper provides some guidance on additional study that may be undertaken for the Lake Link Trail project. At the very least, it reminds us that consideration must be given to different types of users who will have differing preferences and expectations when deciding if and when to use the trail.

Understanding Place Meanings in Planning and Managing the Wild-land-Urban Interface: The case of Florida trail hikers. (Kil et al., 2012)

Users of the Florida National Scenic Trail were surveyed to determine their attitudes towards Researchers utilized data from on-site exit interviews conducted over a two year period between 2008 and 2010. The survey tool was designed to “measure visitors’ levels of place meaning and attachment to the trail, recreation benefits sought, landscape attribute and trail setting preferences, and demographic and visitor characteristics.” The findings are, by design, very specific to this particular trail:

Most participants in this study preferred landscape attributes such as natural features and historic/interesting sites, preferred traveling on natural soil, linear trails, and accepted a moderate number of encounters with other hikers more strongly than lower attached hiking groups. ...[I]t shows that managers must be protective of some of these more sensitive characteristics.

Overall, this study demonstrated that the degree of meanings ascribed by trail users of the WUI is related to the types of personal benefits they hope to attain in that area. ...[B]oth personal benefits achieved through recreation and place meanings not limited to recreation experiences are deemed to be desirable outcomes posited by OFM. This research identified personal benefits sought by WUI-trail user groups who perceived various tangible and intangible meanings.

The article does not clearly define specific actions that will be taken by the park, but presumably the managers will be able to tailor their programs and operational procedures to better meet the needs of their users. It does give us an idea, once again, of the type of research that could be undertaken, time and funding permitting, to determine programs and operations that would best meet the needs of Lake Link Trail users

Case Studies & Existing Plans

RESEARCH

Trail Development and the Environment

While any planning approach will invariably introduce a unique set of design interventions tailored for the specific area in question, it is a best practice and basic requirement to review similar past and present plans in order to fully understand and acknowledge the successful, and sometimes unsuccessful, plans of others. To this extent we have chosen several similar plans from various cities similar in history, geography, and economies to Cleveland. These plans vary from fully realized development proposals, to specific multi-use trail projects that reflect the type of design intervention that the Lake Link Trail represents.



FIGURE I.6 - ALLEGHENY RIVERFRONT PLAN (IMAGE COURTESY OF PERKINS EASTMAN DESIGN ASSOCIATES)

Allegheny Riverfront Plan

To begin with the City of Pittsburgh came up with a fully developed master plan titled: The Allegheny Riverfront Plan. This 2010 plan calls for a total assessment and reconfiguration of the urban section of the Allegheny River as it passes through Pittsburgh. The design principles involved included: connectivity, sustainability, economic vitality, waterfront restoration, community uses, as well as various activities and programming. This ambitious plan encompasses around 2,000 acres of Pittsburgh city land involving two prominent neighborhoods: the Strip District and Lawrenceville. The plan is a full-blown civic endeavor utilizing community involvement in the form of charrettes and “community-building” meetings taking place over a 12 month period prior to the final proposal. The Allegheny Riverfront Plan acknowledged and incorporated no less than 5 previous studies dating back to 2002 in order to inform and define the foundation for the new plan. A poor street grid as well as industrial-use, barriers similar to those experienced at the later end of the Lake Link Trail, were identified as major issues in the Allegheny Plan. The poor mobility and fractured access to the river became key points in the new plan, as well as the break in the natural green infrastructure and overall fragmented greenspace and lack of natural riparian corridors. The plan calls for a spatial assessment created by a Zonal Approach corresponding to the various economic, environmental, and social areas comprising the planning locale. The goal was to direct economic development into various appropriately identified areas with linkages dictated by a reclaimed ecological “green” street network. These economic considerations entailed: identifying regional and emerging market areas, designation of potential development areas, transit oriented development, a tax-credit program, as well areas to “leave alone”, (existing high functioning infrastructure and businesses.) While the Allegheny Plan certainly eclipses the scope of the Lake Link Trail plan, similarities can be found in its vision of incorporating a holistic planning process involving the community, with a focus on connecting said community to the river through a revamped green-infrastructure including, parks, open-space, trails, and riparian buffer zones.

Cincinnati's Riverfront Master Plan

Another plan with implications for the Lake Link Trail can be found in Cincinnati's Central Riverfront Urban Design Master Plan. This plan from April, 2000 was again a fully realized riverfront master plan incorporating numerous development proposals, a new park and urban trail, as well as two new sports facilities and a museum. This ambitious plan incorporates elements we see here in Cleveland with the current development of the East-Bank of the Flats, as well as the Lake Link Trail and its final destination at Wendy Park. While this plan is certainly heavily development oriented it was still executed with various best practices in mind, including a diverse steering committee as well as the appropriate community involvement and green infrastructure incorporation. The major planning and design principles stressed: access to the Ohio River, the use of traditional architecture appropriate to the existing urban fabric, natural building materials, and mixed-use transit oriented development. As of 2007, the plan had achieved an impressive \$91 million dollar investment with an ultimate goal of over \$600 million in private investment dollars. Of most interest to the Lake Link Plan was the development of a \$120 million dollar Riverfront Park. This bold vision called for the connecting of three existing parks into a continuous riverfront park that could be incorporated into a new transportation grid, reflecting a multi-modal approach. Approximately 50 acres of parking lots and warehouses were remade in a bid to increase the amount of parks and greenspace within the new development area. While the Cincinnati Plan was certainly extremely ambitious and greatly exceeded the scope of the Lake Link Trail, we can take cues from its success at connecting the people to their river, while also incorporating new development and landmark city facilities.

Dequindre Cut

In order to fully understand the extent of our project we also looked at plans that mirrored the Lake Link Trail in scope and size. To this end, Detroit's Dequindre Cut serves as a primary example. The Cut is part of an overall vision by the Detroit Riverfront Conservancy to completely change the nature and way in which Detroiters interact with their river resource. The Cut is mentioned in several planning documents including the overall Detroit 2020 plan as well as a document from 2012 entitled *A Vision of Greenways for the Greater Riverfront East District of Detroit*. This plan, like so many others, quantifies existing plans and seeks to unify Detroit's riverfront into a continuous 5 ½ mile park amenity. As part of this exciting plan, the Dequindre Cut's 1.35 mile section was included in the planning endeavor as an existing amenity funded through extensive public, non-profit, and private partnerships. The Cut, which officially opened to the public in May of 2009, is a below-street level multi-use pathway that incorporates a former Grand Trunk Railroad line. In this way the experience in Detroit quite closely mirrors many of the major planning

concerns experienced with the Lake Link Trail, specifically the narrow below-grade corridors. While the Dequindre Cut had the benefit of a surplus of usable space, the Lake Link Trail will probably not be able to mirror the 20-foot-wide pathway found in the Cut. Even without this generous amount of space, there are still similar concerns when it comes to access, safety, and more specifically lighting and amenities. While the appropriate design interventions were utilized in the Dequindre Cut: extensive lighting, emergency phones, benches, etc... the interesting aspects of the trail include public art installations and programming during the summer that aims to bring together the community through art, music, and food while benefiting the Detroit Riverfront Conservancy. If there is any one thing we can take away from Detroit's experience, it is that a successful trail must reach-out to its surrounding community by engaging them in ways besides the static creation of a multi-use trail. These community "extras" have gone a long way in creating visibility for the Cut as well as the Riverwalk in general.



FIGURE I.8 - IMAGES OF THE DEQUINDRE CUT, DETROIT (PHOTOS COURTESY OF DETROIT RIVERFRONT CONSERVANCY)



Brooklyn Waterfront Greenway

Yet another plan that corresponds specifically to the Lake Link Trail is the Brooklyn Waterfront Greenway. This project began in the early 2000's with multiple site assessments and public workshops aimed at organizing the visions and goals of the community into a usable framework for the final proposal in 2008. The waterfront greenway is actually a 14 mile waterfront section of Brooklyn that includes various types of trails designated into different classes by the plan's authors. These pathways range from road sharrows, to separated bikeways and walkways, as well as trails that intersect with existing parks and greenways. The plan is ambitious in that it aims to connect this waterfront through multiple on-street and off-street pathways as well as providing for the use of common signage and way-finding devices. The Brooklyn plan offers us a very usable blue-print for the kind of connections that the Lake Link Trail is attempting to make.

Corktown Common

Finally, Toronto's large scale waterfront revitalization efforts, specifically their redevelopment of Corktown Common in the West Don Lands, can also offer some insights. Corktown Common has many similarities with the Lake Link Trail, having similar land uses, issues of access, and geographical assets. The land that now makes up West Don Lands and Corktown Common was formerly the site of heavy industrial uses and extensive environmental remediation was needed. The park is also connected to the Don River Valley, which has trails/bike paths that connect the valley to the park and the lakefront. Getting to the lake was a challenge as the area was once cut off by rail lines and port land. After confronting those issues, 18 acres of the site were reserved for Corktown Common, which became a park that features a playground, restrooms, a retention pond/wetland preserve, open greenspace, and connections to the trail system. The rest of the land that 80 acres that make up the West Don Lands is now part of a mixed-use development with 6,000 residential units, 20% of which will be affordable housing units .

Despite the similarities with the Lake Link Trail, the waterfront development efforts in Toronto benefit greatly from having a cohesive government body leading the redevelopment efforts. Along with that, the city of Toronto is growing, so development that is sparked by these public investments is easier to finance and build. Also, instead of embracing the industrial uses, Corktown Common and other Toronto waterfront efforts remove industrial and port uses entirely, something the Lake Link Trail does not aim to do. Still, much can be learned from Toronto and their waterfront redevelopment.

Local Plans and Connections

While drawing inspiration and information from projects in other cities, it is also important to do the same from local plans and connections. The path of the Lake Link Trail, shown earlier in this report, will branch off of the Towpath Trail on Scranton Peninsula, go along Irishtown Bend, then run through the West Bank of the Flats, and eventually terminate at Wendy Park on Whiskey Island. The full extent of the Towpath Trail has yet to be realized, ending at Harvard Rd. with disconnected segments at Steelyard Commons and along Scranton Peninsula, with an eventual end point at Canal Basin Park, which will effectively linking downtown Cleveland, the Flats, Ohio City, Duck Island, and Tremont to the trail and the Cuyahoga Valley National Park. Beyond that regional connection, the Lake Link Trail has the possibility to make connections to its immediate area, namely Wendy Park and the West Bank. Grand plans for mixed-use and residential development were once envisioned for the West Bank, but they did not materialize due to the economic downturn in 2007. However, those plans can offer lessons for any future redevelopment efforts that may arise. More recently, a 2012 management plan for Wendy Park was released detailing the possibilities of yet another immediate connection.



FIGURE I.9 - WENDY PARK MASTER PLAN (IMAGE COURTESY OF LAND STUDIO & CMG)

Wendy Park Master Plan

The result of collaboration between the Cuyahoga County Planning Commission, LAND Studio, and the CMG Landscape architecture firm, the management plan created for Wendy Park looked at the existing conditions, strengths, weaknesses, and opportunities of the park. The report acknowledges the great views the park offers as well as its unique assets, like the nature preserve and the former Coast Guard Station. The success of existing amenities and programming, like the wildly popular Burning Riverfest, were also taken into consideration. The site constraints, issues with auto, pedestrian, and bicycle access were major themes as well. From that information, and with public input, a multi-phased redevelopment proposal for the park was created. Blending programming and event space needs with natural and environmental resources, the plan calls for the creation of a large lawn with staging for events, maintaining and expanding the volleyball courts, providing more boating and fishing access, creating educational opportunities, the creation of a new amenity at the former Coast Guard Station, and providing seasonal uses for all seasons, like an ice skating rink. The parking areas were also reorganized so that more parking could be provided and a new access bridge for pedestrians and cyclists was proposed, the same bridge that would connect to the Lake Link Trail. Further, the plan calls for the creation of a wetland and nature preserve as well as the restoration of the natural beach. Not only are physical improvements recommended, but the team also suggests the ownership and management of the park transfer to the Cleveland Metroparks.

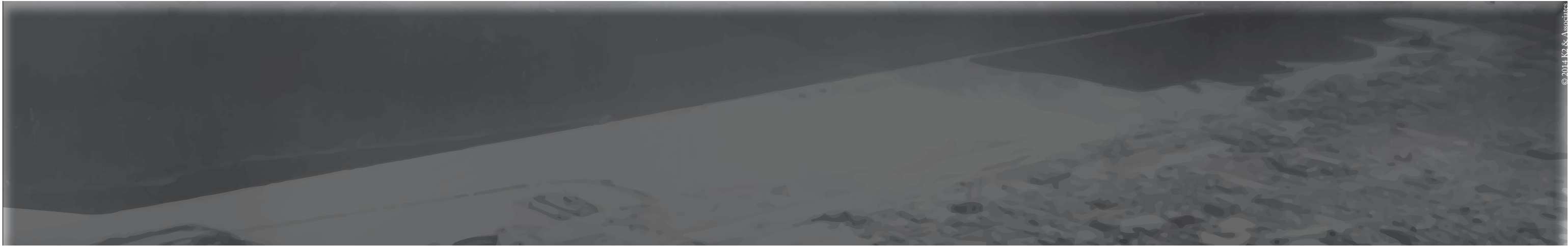
Ohio City Master Plan

The proposed Lake Link Trail also has the ability to make other connections to neighborhoods surrounding the trail, like Ohio City, Duck Island, and other near west side communities. In the 2011, Ohio City Inc. released its Ohio City Vision plan that outlined inter-modal, urban design, and wayfinding goals for Ohio City’s Market District. Many aspects of this plan are of importance to the Lake Link Trail, as possible connections and adjacent amenities to the trail are mentioned. Suggested connections include hillside paths that connect to various parts of Ohio City; to the West Side Market, the top of Irishtown Bend via Franklin Boulevard, and other connections to 25th Street. Links to the Redline Greenway, a proposed multi-purpose trail that follows the RTA Redline from Ohio City to the Zone Recreation Center at W. 65th St. and Lorain Ave. in the Detroit Shoreway neighborhood, are also recommended. The expansion of the Ohio City Farm at the top of Irishtown Bend, overlooks, and a path along the top of the hill are also suggested. In collaboration with the

Cleveland Urban Design Collaborative (CUDC), Duck Island, a neighborhood adjacent to Ohio City, released a draft plan in December 2013. Like the Ohio City plan, hillside connections to the Lake Link Trail, overlooks, bike lanes, and hillside, storm water management solutions are also proposed. We have acknowledged that it is no longer enough to just “put-in” a trail, instead any urban trail must make a significant contribution to the existing street and transportation network. This can be accomplished by accentuating existing positives, such as green infrastructure and natural topography changes, while also incorporating and paying attention to the “messy” areas; where the street-grid and the trail intersect, using these junctions as possible connections between various transportation modes. By acknowledging existing connections and strategically placing trailheads the Lake Link Trail can bridge the gap between the Towpath Trail and Lake Erie, while providing a backbone to build further bicycle and multi-modal infrastructure in the surrounding area.



FIGURE I.10 - OHIO CITY MASTER PLAN (IMAGE COURTESY OF OHIO CITY INC.)



PART I: ANALYSIS

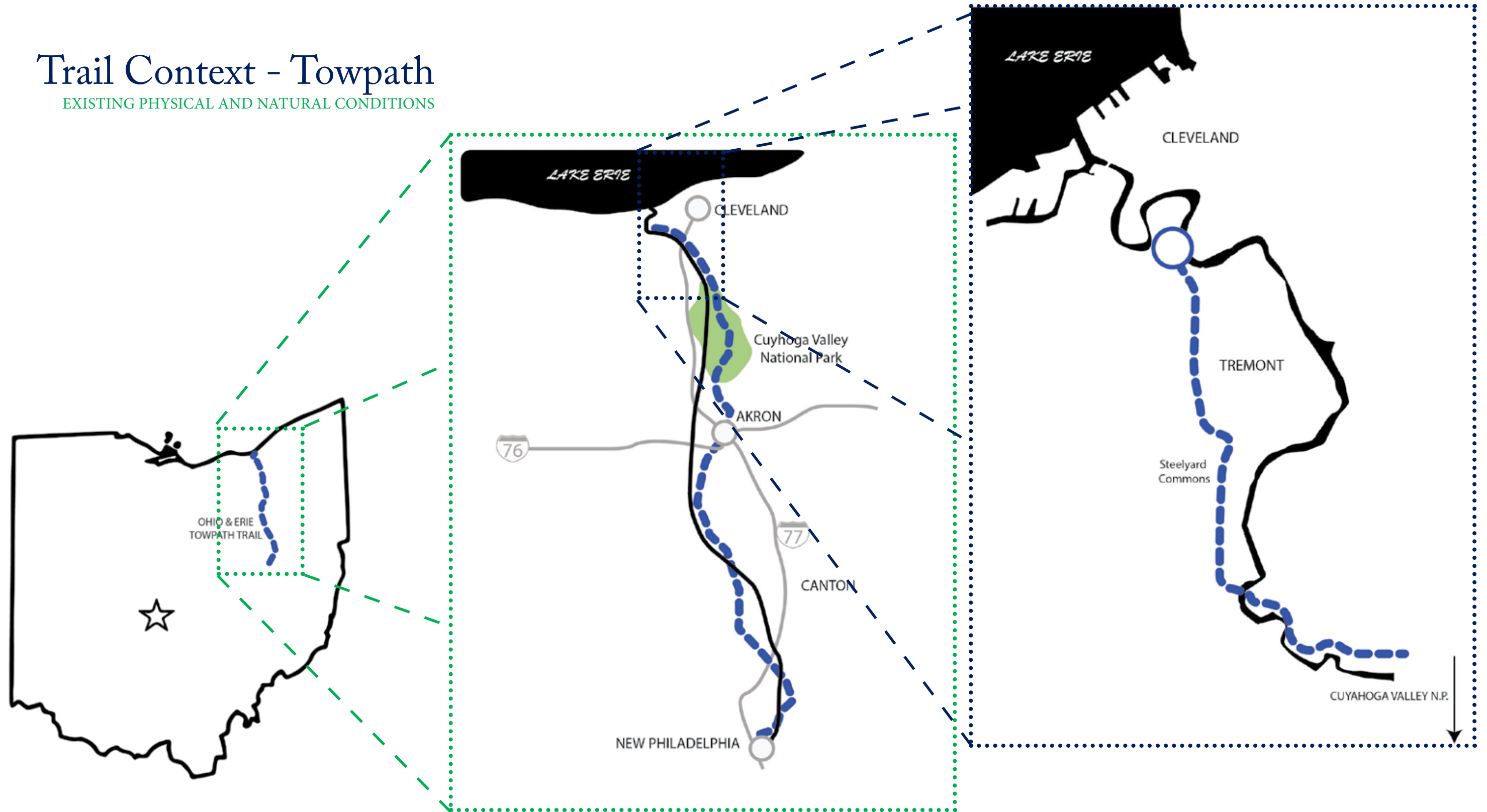
Existing Physical and Natural Conditions



• *Connecting the region to its waterfront using the Lake Link Trail* •

Trail Context - Towpath

EXISTING PHYSICAL AND NATURAL CONDITIONS



Trail Location

EXISTING PHYSICAL AND NATURAL CONDITIONS

The corridor dedicated for the proposed Lake Link Trail Section of the Ohio and Erie Canal Towpath Trail is located on the west side of the Cuyahoga River near downtown Cleveland. Winding for approximately 9,000 feet, (1.7 miles,) the proposed trail corridor will connect the Towpath Trail system along Scranton Road with Wendy Park and Lake Erie.

The Lake Link Trail Corridor begins at Scranton Road, where it merges with the recently built Towpath Trail. Using a bridge the pathway will cross Scranton Road and continue along the base of Scranton Peninsula. The trail then passes through the EPIC Steel property, running alongside Carter Road until it reaches the intersection of Columbus Road, just south of the Columbus Peninsula. From Columbus Road the Lake Link Trail continues along the vacated Riverbed street at the base of Irishtown bend, the least urban section of the trail, with large amounts of overgrown and invasive species covering the steep and unstable slope that leads up to west 25th Street. The deterioration of Franklin Road running up the Irishtown Bend hillside, demonstrates how unstable the slope in this area is. The slope continues to slide into the Cuyahoga making this area in need of some major bulkhead repairs and slope stabilization measures. The next section along the proposed Lake Link Trail Corridor is the most urban section near Center Street. This section starts at an elevation of 15 to 20 feet below the existing grade of the Main Peninsula, otherwise know as the flats west bank. The old railroad pathway for the trail in this area tunnels underneath four different roadways, Detroit, Washington, Winslow, and Main Avenue. In this section the trail has a deep trench like feel with overgrown vegetation, and high walls inhibiting views while limiting the appearance of safety. After passing underneath Main Street the trail corridor transitions back to existing grade as it runs path Spruce and Hemlock Streets near the Lakeview Terrace complex. The train then passes an existing cell tower at the corner of Hemlock and Mulberry Streets. Before it turns right heading down Old River Road as it makes its way to Willow Street Bridge. In this final stage the path travels along the roadway having to deal with sidewalks in poor condition and high volumes of truck traffic due to the industrialized nature of the area, as it is mainly home to the storage of industrial/construction materials. Across the Willow Lift Bridge, lies more industrial material storage and a large number of active train tracks preventing easy and direct access to the trails final destination, Wendy Park and Lake Erie. Similar to the start of the trail at Scranton Road, a bridge will be needed in this location to allow users access across these existing tracks and Whiskey Island.

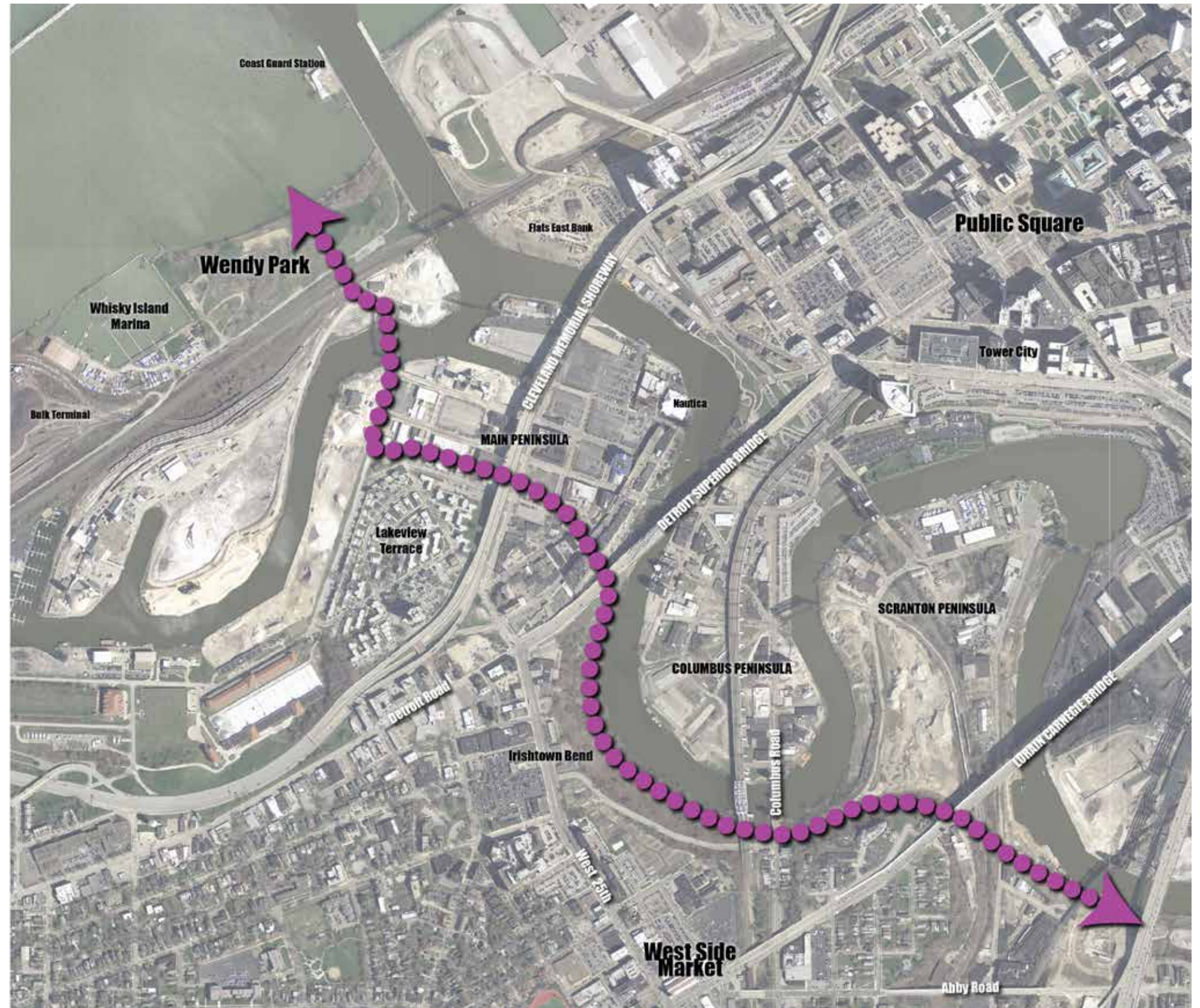


FIGURE I.11 - ROUTE, LOCATION, AND SURROUNDING CONTEXT OF PROPOSED LAKE LINK TRAIL

Topography

EXISTING PHYSICAL AND NATURAL CONDITIONS

When examining the existing topography in the area, one can see the significant elevation changes in the area surrounding the proposed Lake Link Trail. Over many centuries the Cuyahoga River has carved a deep valley in this area separating the corridor from both the river's edge and surrounding neighborhoods. At the beginning of the proposed Lake Link Trail at Columbus Road, there is an approximate elevation change of +/- 70 feet from this point to the surrounding duck island neighborhood along Abbey Road. Near the Center Street Section of the trail, along Main Street from West 25th Street to the Cuyahoga River, there exists an elevation change of approximately +/- 80 feet. The significant grade change creates quite a barrier to entry and makes it difficult to try and connect not only the Lake Link Trail but also the Cuyahoga River to the surrounding neighborhoods/amenities. The elevation at Wendy Park along the proposed path also prevents any views to the lake until you cross over the train tracks near the edge of Wendy Park. Beyond the proposed bridges/overpasses, at the beginning and end of the trail, the grade change along the pathway is mild, making travel by bike and foot easy for most visitors, along with helping the trail maintain an ability to be fully handicap accessible.

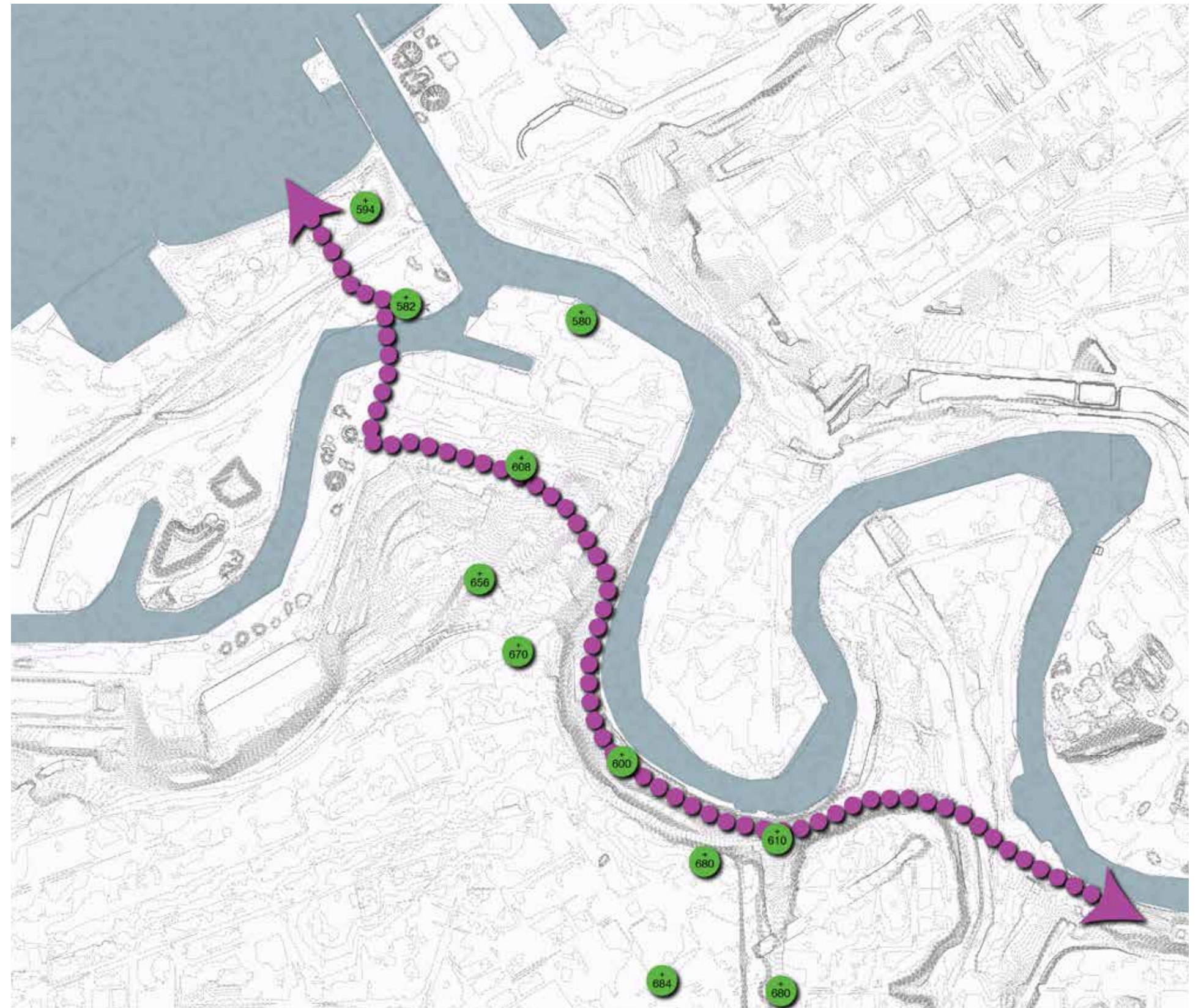


FIGURE I.12 - TOPOGRAPHY OF PROJECT AREA

Impervious Cover

EXISTING PHYSICAL AND NATURAL CONDITIONS

The majority of the site surrounding the Lake Link Trail is covered in Impervious Surfaces. Most of these surfaces are in the form of parking lots (Orange) or some type of industrial use (Teal). This creates an area with very limited open space or vegetation cover. In fact if you include the buildings, and roadways, impervious surfaces cover almost 85-90% of the project area. The open space areas (Green) that do exist on site are either in poor condition (Irishtown Bend) or inaccessible (Wendy Park) making the neighborhood and project area feel even more and more like a concrete jungle. This large impervious cover leads to poor drainage and possibly pollution since all rain water runoff makes it direct into the sewer system for discharge and not back into the soil through infiltration. The lack of green space and tree cover also leads to poor air quality in this area and increase heat island effect during the hot summer months. Not to mention the lack of open space, or access to decent open space prevents any local residents like those living in Stonebridge or Lakeview the ability to live and active and healthy life style through recreation activities near their homes.

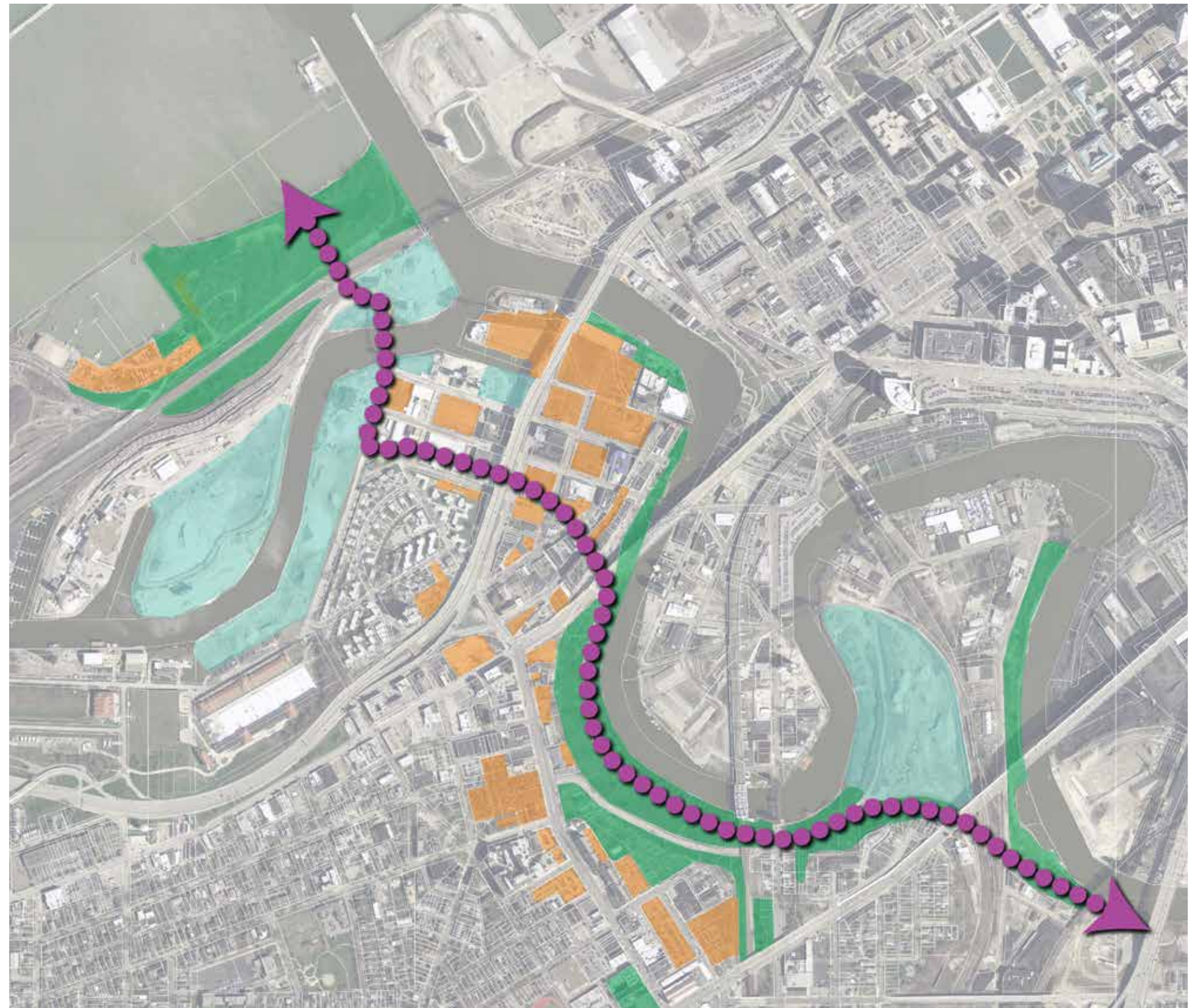


FIGURE I.13 - IMPERVIOUS COVER SURROUNDING THE LAKE LINK TRAIL

Urban Form

EXISTING PHYSICAL AND NATURAL CONDITIONS

The K2 Collaboration examined the proposed Lake Link Trail corridor and its relationship between building and open spaces within the current street grid. The West Bank of the Flats and the area adjacent to the Lake Link Trail has a very low density building layout. There are very few areas where the corridor is directly adjacent to existing buildings. This low density building layout generally creates corridors along the roadways with poor urban edges and generally gaps in the urban fabric. The blocks are in a generally grid like form, with existing right of ways at approximately 60 feet wide. The grid block and street layout is interrupted by the numerous bridges that pass through the site (Shoreway and Superior Viaduct) However, there are many uniform blocks with good depth and width that provide good development opportunities.

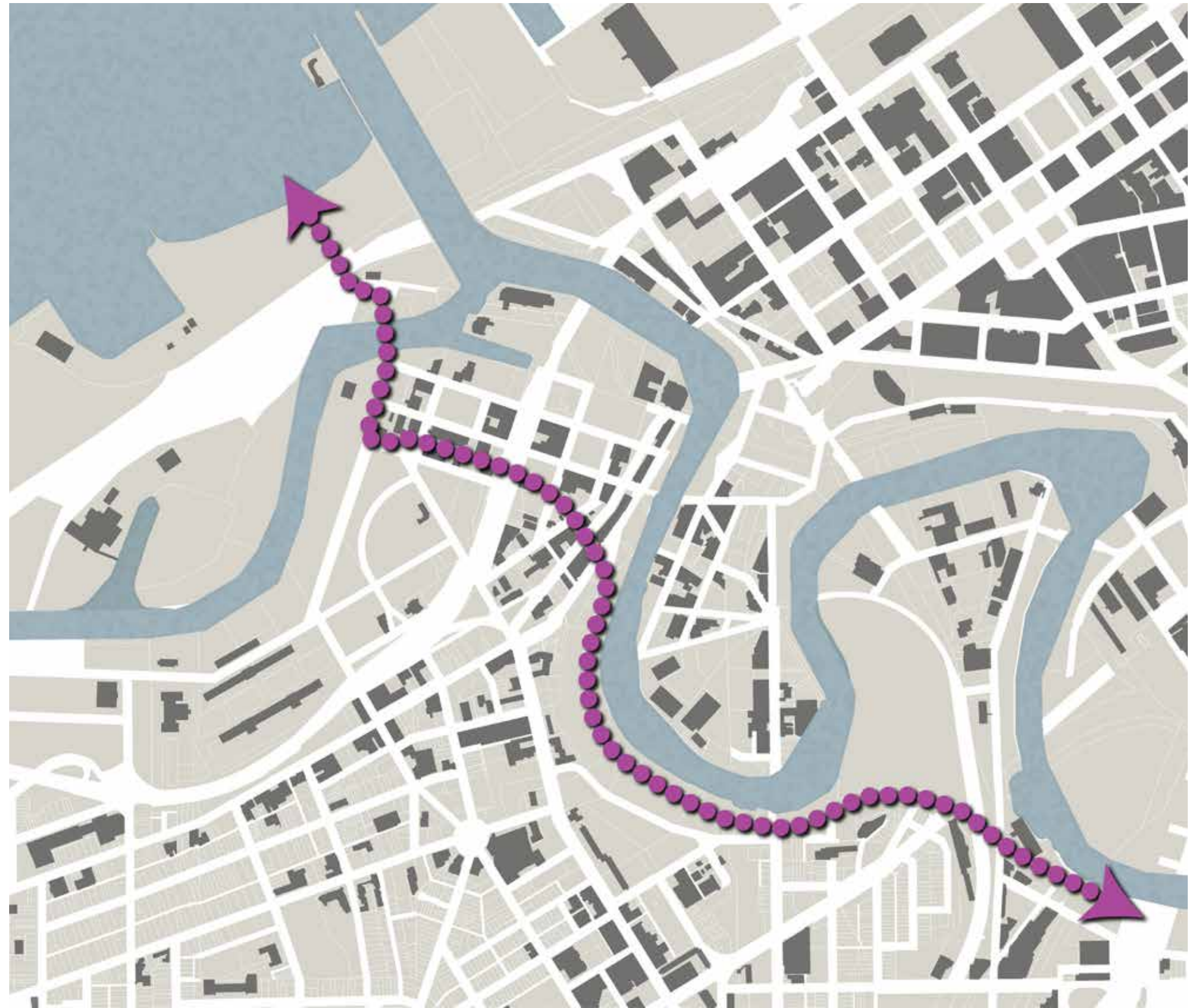


FIGURE I.14 - FIGURE GROUND AND BLOCK DIAGRAM FOR PROJECT AREA

Infrastructure

EXISTING PHYSICAL AND NATURAL CONDITIONS

The maps here outline the numerous bridges and rail lines that inhabit the Lake Link Trail site. There are a couple of rail lines that run perpendicular to the proposed trail corridor restricting both bike and pedestrian access. The two main rail corridors do not allow access at both the Scranton Peninsula and Wendy Park after the trail crosses Willow Street Bridge. The proposed pedestrian bridge at Scranton Road will allow access to the Lake Link Trail, and a new pedestrian bridge is needed to cross the rail lines at Wendy Park. Several bridges pass through and over the project site. Only the only existing bridge that the Lake Link Trail Corridor needs for access is the Willow Street Lift Bridge at the trails northern end. The remaining bridges on site provide access across the Cuyahoga River for cars, bikes, and pedestrian. The Columbus Road bridge is an important connector to the trail from the east bank, as is the Center Street swing bridge. The Veterans Memorial Bridge gives the trail and the surrounding neighborhood the best access to downtown Cleveland.

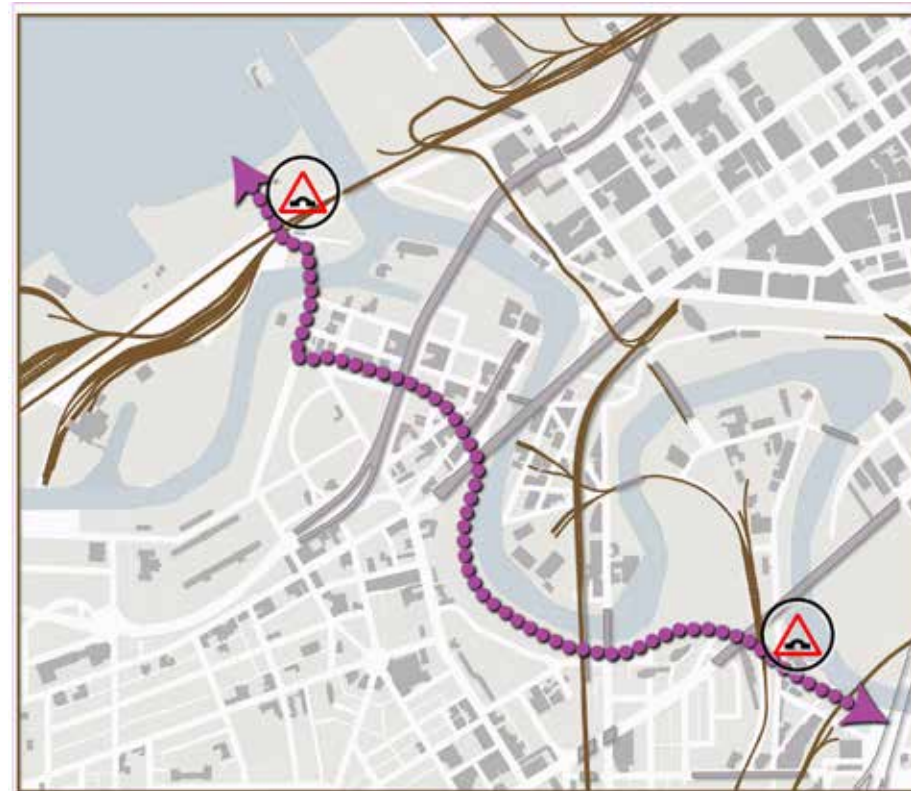


FIGURE I.15 - EXISTING RAIL LINES AND WHERE THEY IMPEDE TRAIL PATHWAY

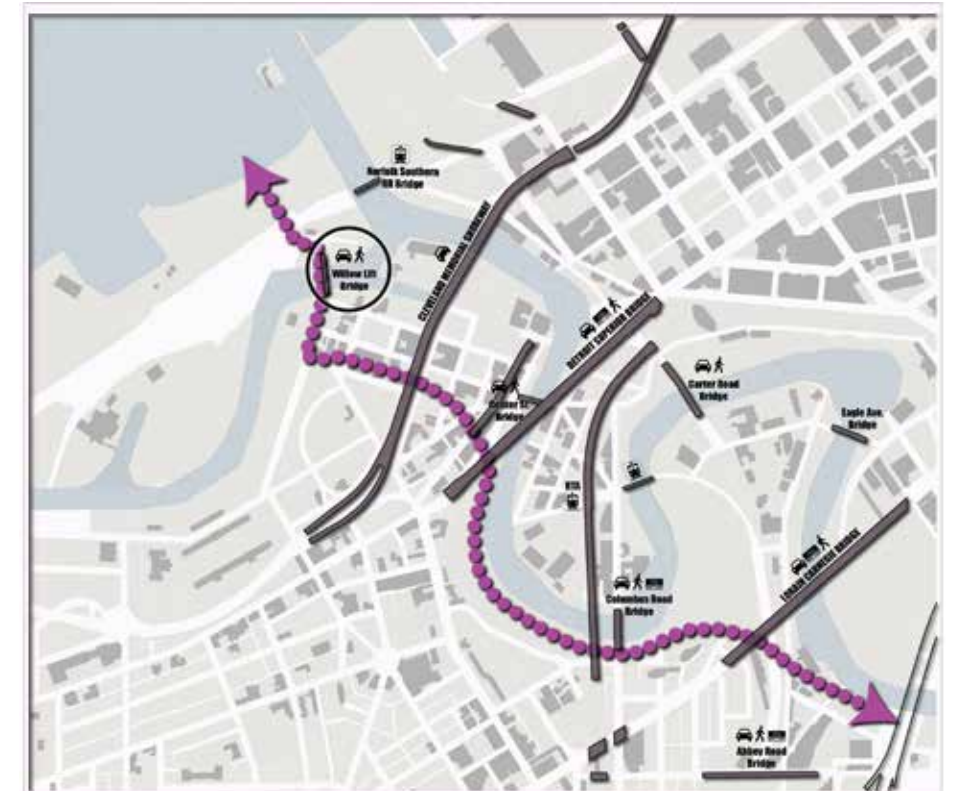


FIGURE I.16 - EXISTING BRIDGES WITHIN THE PROJECT'S LOCATION



FIGURE I.17 - IMAGES OF EXISTING RAIL AND BRIDGES WITHIN THE PROJECT AREA

Road Types, Condition, & Use

EXISTING PHYSICAL AND NATURAL CONDITIONS

Since the trail runs along the vacated Riverbend Street and parallel to most of the existing roadways on site, vehicular and pedestrian conflicts can be minimized. In the section of the trail that passes through the Flats West Bank, the trail corridor is below grade further limiting the pedestrian vehicular conflicts as it passes beneath three different tunnels (Washington, Winslow, & Main) before returning to grade after it passes below Main Street. These existing roadways provide good vehicular accessibility to the project area, however most of the pedestrian circulation along these roadways is limited and in very poor condition. The traffic counts for these roadways were analyzed and resulted in a very high volume area with highly accessible and varying road types through the project area. Principal Arterial, Minor Arterial, Highway, and Connector Streets all exist within the neighborhood. This variety of road types demonstrates the great accessibility this neighborhood has. However, these large volume roads can also create congestion, pollution, noise, and possibly limit design interventions. There also exists a fairly significant amount of truck traffic with the Flats West Bank area. Most of this truck traffic stems from the Willow Street Life Bridge, the final destination of the Lake Link Trail. Minimizing conflicts between trucks in this area and trail users will be important, creating a designated truck route is one potential solution to this problem.

The road typologies in this area were cataloged according to style, character, and condition to help determine what areas were in need of improvement and what potential solutions could be developed to improve the pedestrian space.

- A. 2 Lanes (Bad Condition - Bad Pedestrian Space)
- B. 2 Lanes (Good Condition - Good Pedestrian Space)
- C. 4 Lanes w/ on Street Parking (Bad Condition - Bad Pedestrian Space)
- D. 4 Lanes w/ on Street Parking (Good Condition - Good Ped/Bike Space)
- E. 4 Lanes no on Street Parking (Good Condition - Good Ped/Bike Space)
- F. 4 or more Lanes (Bad Condition - Bad Ped/Bike Space)

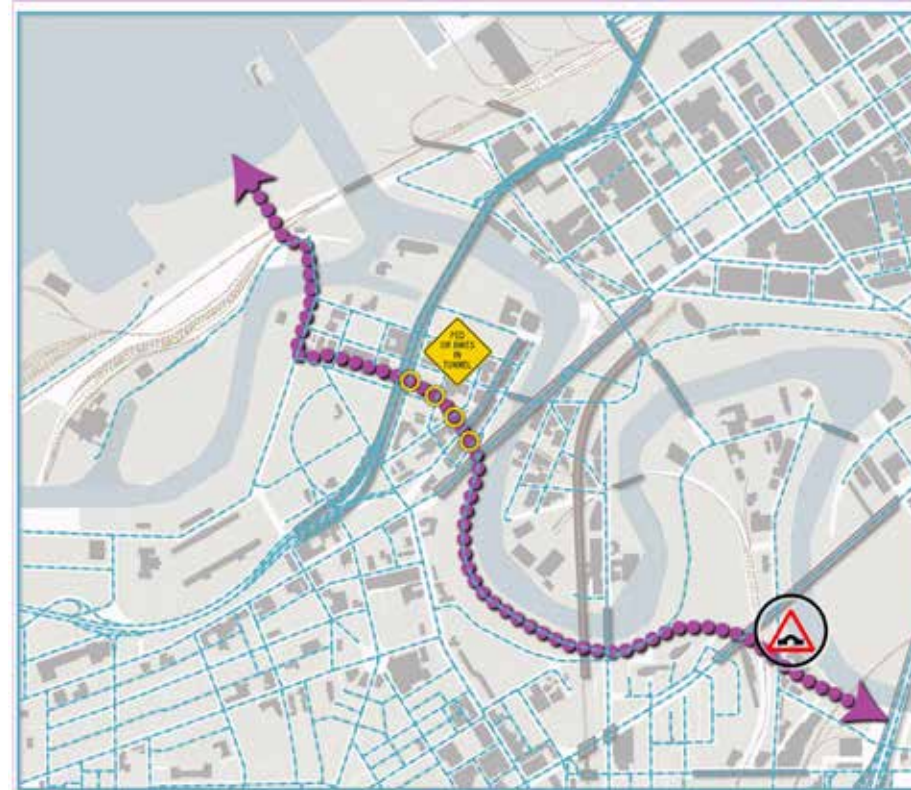


FIGURE I.18 - EXISTING ROADWAYS AND SITES WHERE PATH TRAVELS UNDERNEATH ROAD

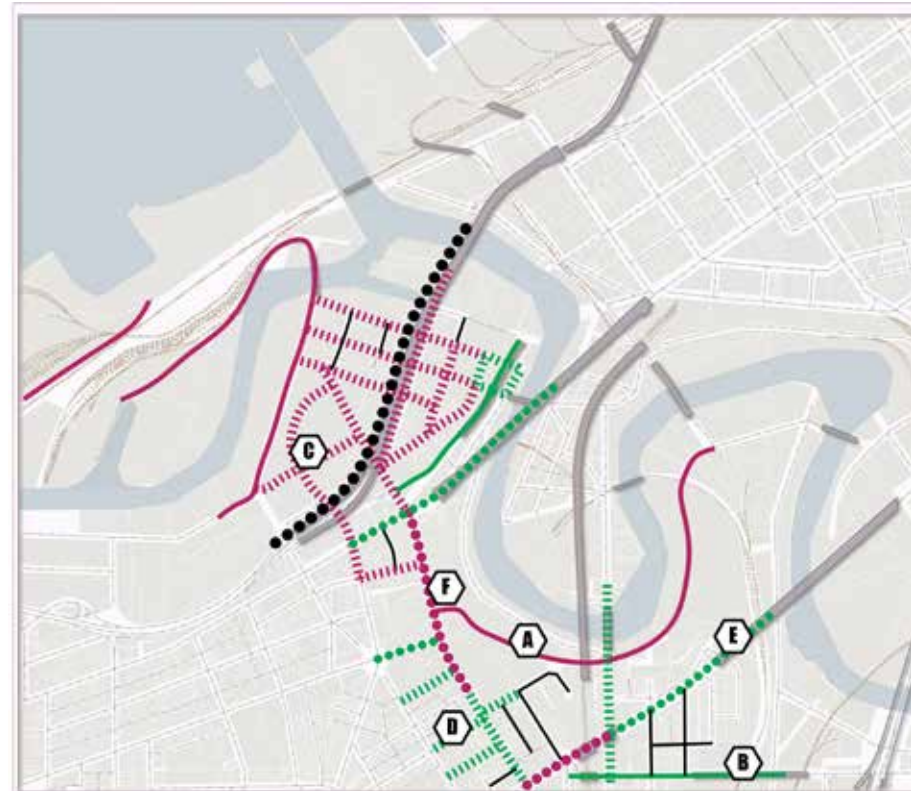


FIGURE I.20 - ROAD TYPOLOGIES, CONDITIONS AND SECTIONS OF EACH



FIGURE I.19 - TRAFFIC COUNTS FOR ROADWAYS IN AREA (SOURCE NOACA)



FIGURE I.21 - IMAGES OF EXISTING ROADWAYS (MAIN & COLUMBUS)

Bike Pathways

EXISTING PHYSICAL AND NATURAL CONDITIONS

As Cleveland's bike community continues to grow bike routes throughout the city and the project area continue to increase. A few roads with access to the project site have dedicated bike lanes (A). These roadways, Detroit and Lorain are major connectors to downtown Cleveland, while Abbey Road provides great access to Tremont. The remaining bike facilities of site range from, Bike Routes with Sharrows (B) to on road neighborhood connectors with no lane or sharrows (C). As demand increases more proposed bike lanes (D) will continue to show up on plans for this area. These are the current City of Cleveland proposed bike pathways, both on and off street. Although there are some decent connections to the neighborhood via bicycle, there are however no good direct bike access ways to the Lake Link Trail.

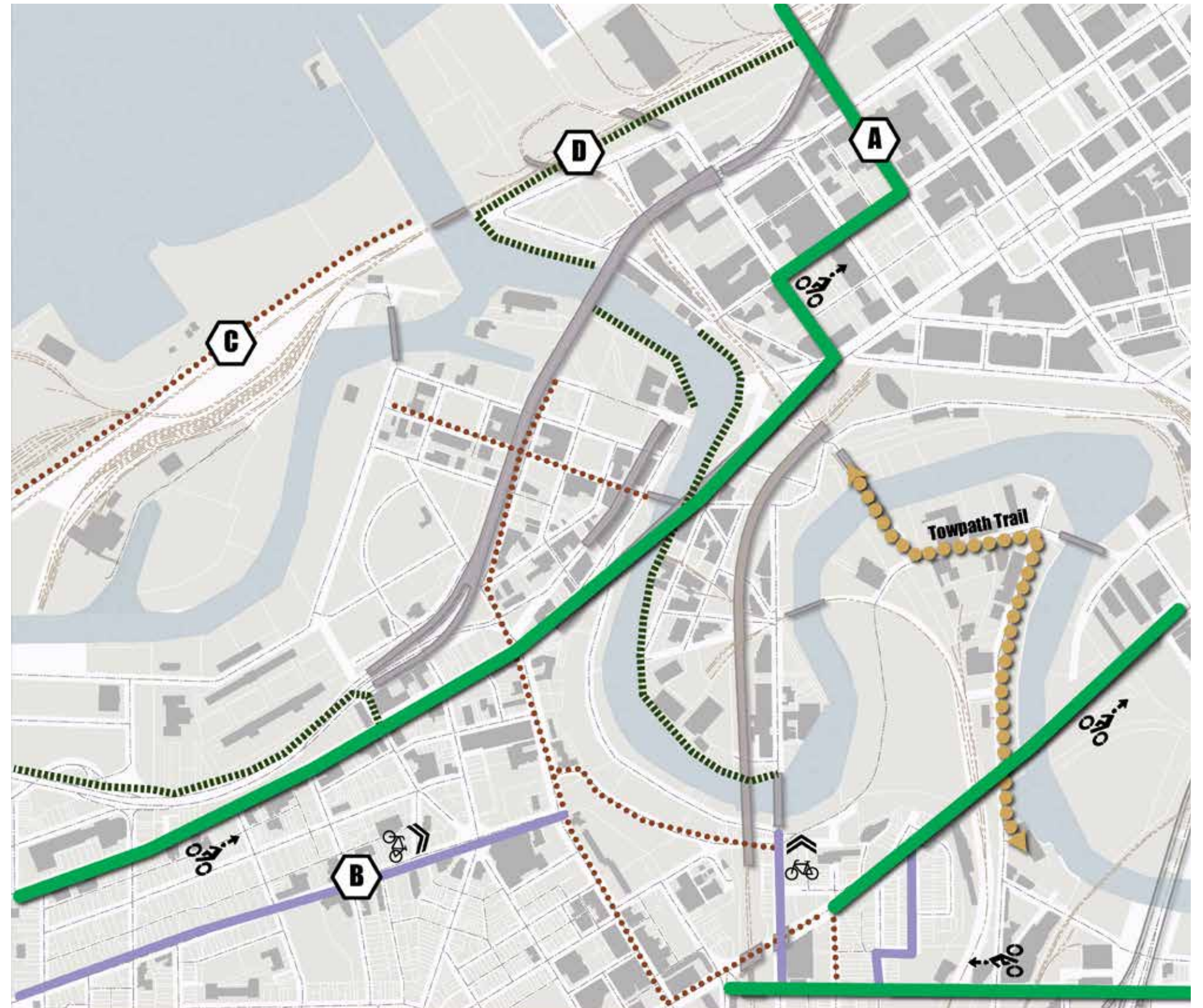


FIGURE I.22 - EXISTING AND PROPOSED BIKE PATHS SURROUNDING THE LAKE LINK TRAIL

Transit Routes

EXISTING PHYSICAL AND NATURAL CONDITIONS

The current RTA bus and train routes indicate that there is zero direct access of limited access to the trail location and the Flats West Bank area via public transportation. Several bus routes exist along West 25th and Detroit Avenues, but none stop directly adjacent to the project site. The closest bus route is the 81, which makes a stop at the CMHA property located at Lakeview Estates. The other best access point for the Lake Link Trail by bus is the corner of West 25th and Lorain. This is also the nearest light rail transit stop, with the RTA Redline stopping at the West 25th station. There are two Green/Blue Line stops directly across from the project site on the RTA's waterfront line, indicating how the East Bank is much better served by public transit than this west bank location. Nowhere is the west side of Cleveland accessible by the new free trolley service, while access to the BRT Healthline requires a trip to and transfer at Public Square.

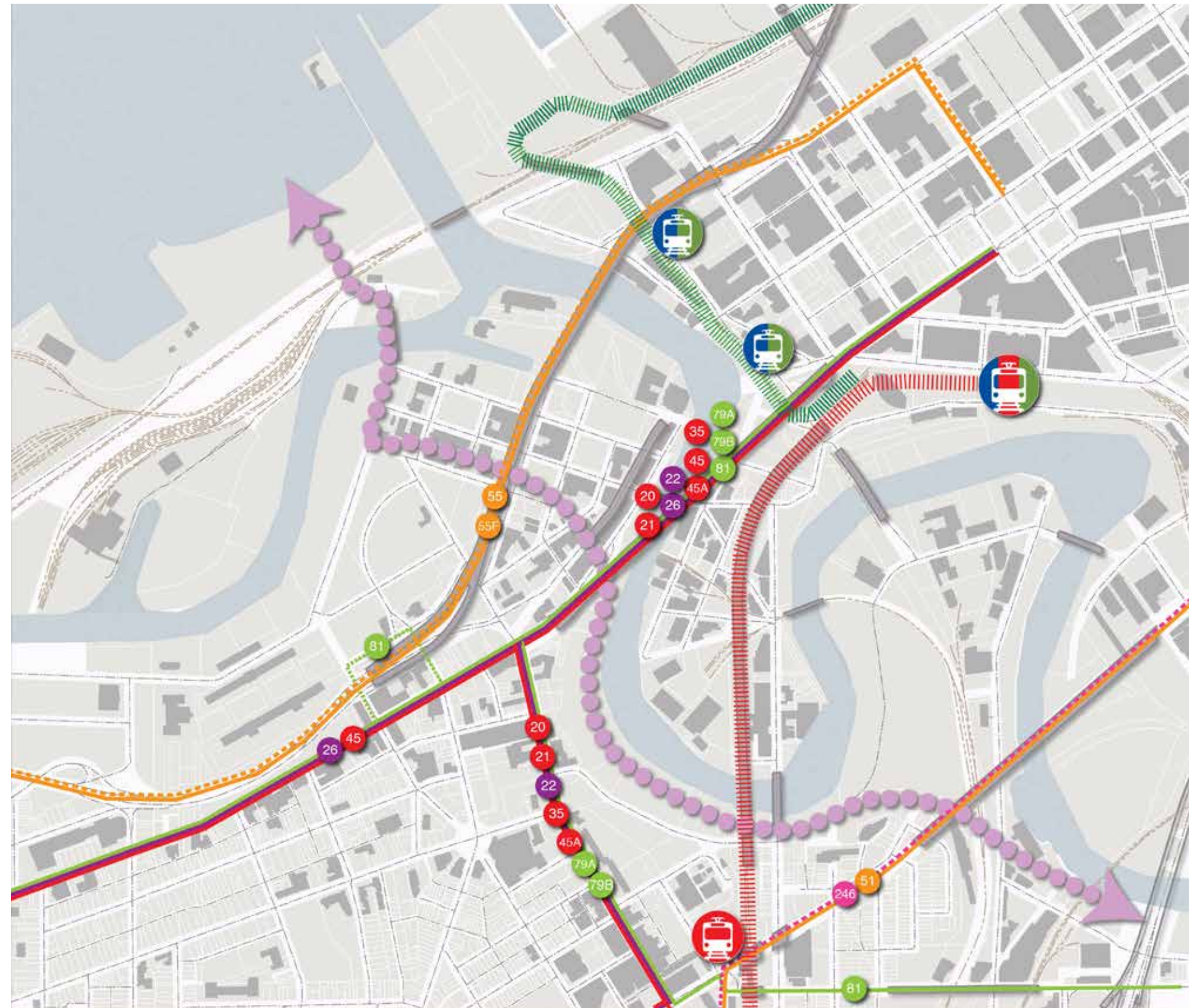


FIGURE L23 - EXISTING RTA BUS ROUTES AND STOPS ALONG WITH LIGHT RAIL LINES AND STATION LOCATIONS

Environmental Concerns

EXISTING PHYSICAL AND NATURAL CONDITIONS

As for the environmental conditions, it is important to focus on the current state of the water, air, soil, and the contamination of those elements. There is a wide array of opinions and ideas as to the level ecological interference humans have on the area. In addition to electronic research, the Ohio EPA was able to highlight 10 discrete parcels that they had recorded as designated brownfield parcels. Interestingly, all of the parcels they listed touched the trail at one point or another. They also stated that although it is not designated brownfield per se, it would be assumable that any soils within 50 feet of the river itself should be considered hazardous, and an 'associate brownfield'. Other problems cited were water quality, notably low oxygen levels, and high fecal chloroform levels. Additionally, outside of the stench of dead fish, the research showed that the air quality was equivalent to that of downtown. During periods of heavy rainfall, the storm sewers are overloaded and cause waste water and storm water facilities to combine in order to handle the load. The result is a mixture of sanitary and storm water waste flowing into the Cuyahoga River. This is referred to as combined sewer overflow (CSO). This combined overflow empties into to the Cuyahoga River. There are 7 combined sewer outfalls near the area along the Cuyahoga River bank. Two of these overflow zones, lie along the proposed Lake Link Trail corridor, one at the Columbus Road Bridge (11 times/year avg.) and one at the Willow Lift Bridge (8 times/year avg.) on River Road. Human contact with this water can cause serious illness. The cell phone tower on Mulberry and Hemlock Avenues impede on the access for the proposed corridor for the Lake Link Trail. Cell towers can emit high frequency microwaves that destroy chemical and molecular bonds, disrupting basic biochemical structures, and potentially causing.

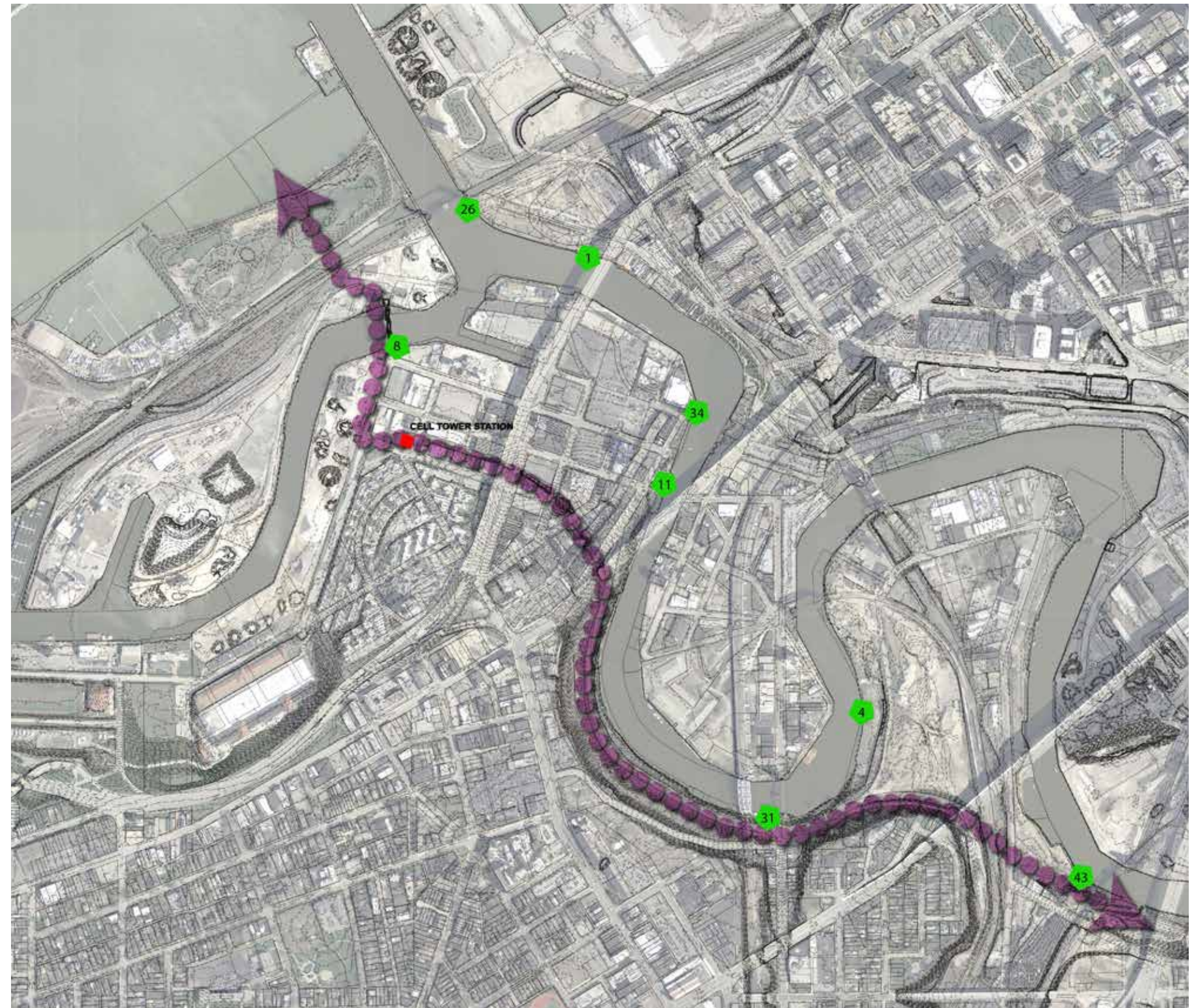


FIGURE I.24 - ENVIRONMENTAL CONCERNS MAP INCLUDING LOCATION OF CSO'S AND EXISTING CELL TOWER

SWOT

EXISTING PHYSICAL AND NATURAL CONDITIONS

STRENGTHS:

- Relatively Intact Urban Fabric
- Unique Architecture
- History of use as Industrial, Residential and Entertainment
- River and Lake Proximity
- Anchored by Cultural “Icons”

OPPORTUNITIES:

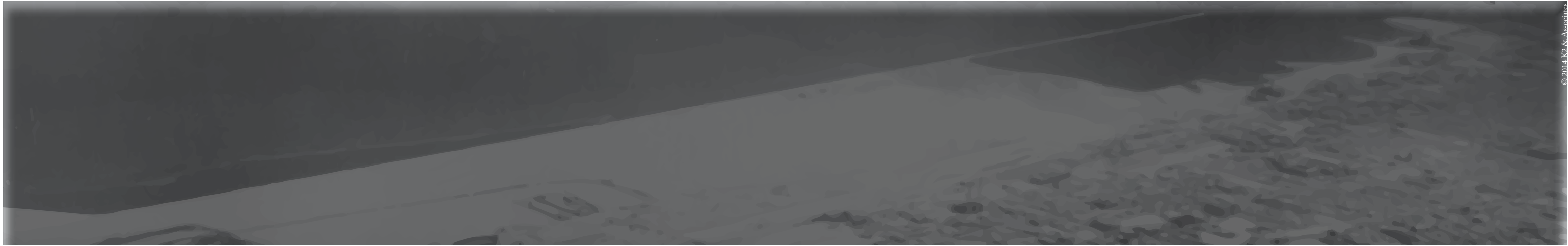
- Vacant Buildings (Redevelopment)
- Vacant Land (Parks & Open Space)
- River and Lakefront Connections
- Potential Alternative Transit Connections
- Recreation Opportunities

WEAKNESSES:

- Old and in Disrepair
- No Easy Access (Elevation Change Barrier)
- Vacant Land but no Green Space
- Large Industrial Tenants with Sense of Ownership
- Poor or Decaying Infrastructure

THREATS:

- Infrastructure Decay
- Safety & Security
- Irishtown Bend Hillside Instability
- Loss of Buildings due to Age/Neglect
- Brownfields & Contamination



PART I: ANALYSIS

Regulatory Conditions

















• *Connecting the region to its waterfront using the Lake Link Trail* •

Existing Zoning & Land Use

REGULATORY CONDITIONS

Land Use

Within the study area there are 12 different land use types: Retail, Vacant Land, Commercial Parking, Light Industry, Retail, Single Family, Multi-Family, Office, Institutional, Recreation/Open Space, Heavy Industry, Commercial Services

-  One- and Two-Family Residential: low-density residential areas characterized by single-family and two-family houses.
-  Townhouse: medium density residential areas characterized by townhouse, row-house, or single-family attached units.
-  Multi-Family Residential: medium-to high-density residential areas characterized by townhouses, low-rise apartments or high-rise apartments.
-  Office: commercial areas characterized by general, medical and professional office buildings.
-  Retail: commercial areas characterized by businesses serving frequent shopping and entertainment needs.
-  Commercial Service: commercial areas characterized by businesses primarily serving other businesses (such as contractors, wholesalers, machine repair shops, etc.) and by businesses serving infrequent shopping needs (such as auto sales and auto repair).*
-  Light Industry: areas characterized by warehouses, distributors and light manufacturing uses which do not produce high levels of noise, vibration, dust, smoke or pollution and do not include outdoor storage.
-  Heavy Industry: areas characterized by manufacturing and processing operations which produce relatively high levels of noise, vibration, dust, smoke or pollution or which include outdoor storage.
-  Recreation/Open Space: parks, playgrounds, recreation centers, stadiums, and land reserved for outdoor open space.
-  Institutional: areas occupied by schools, churches, hospitals, museums, governmental buildings, community facilities, etc.
-  Transportation/Utilities: areas devoted to railroads, transit lines, freeways, airports, electric sub-stations, water and sewage treatment plants, etc.
-  Vacant Land: areas not occupied by buildings or active land uses and not reserved for recreation or open space.
-  Mixed-Use/ Residential-Retail-Office: areas characterized by residential uses mixed with retail or office uses, arranged in a complementary manner.
-  Mixed-Use/ "Live-Work": areas characterized by housing and complementary business or industrial uses in shared spaces.

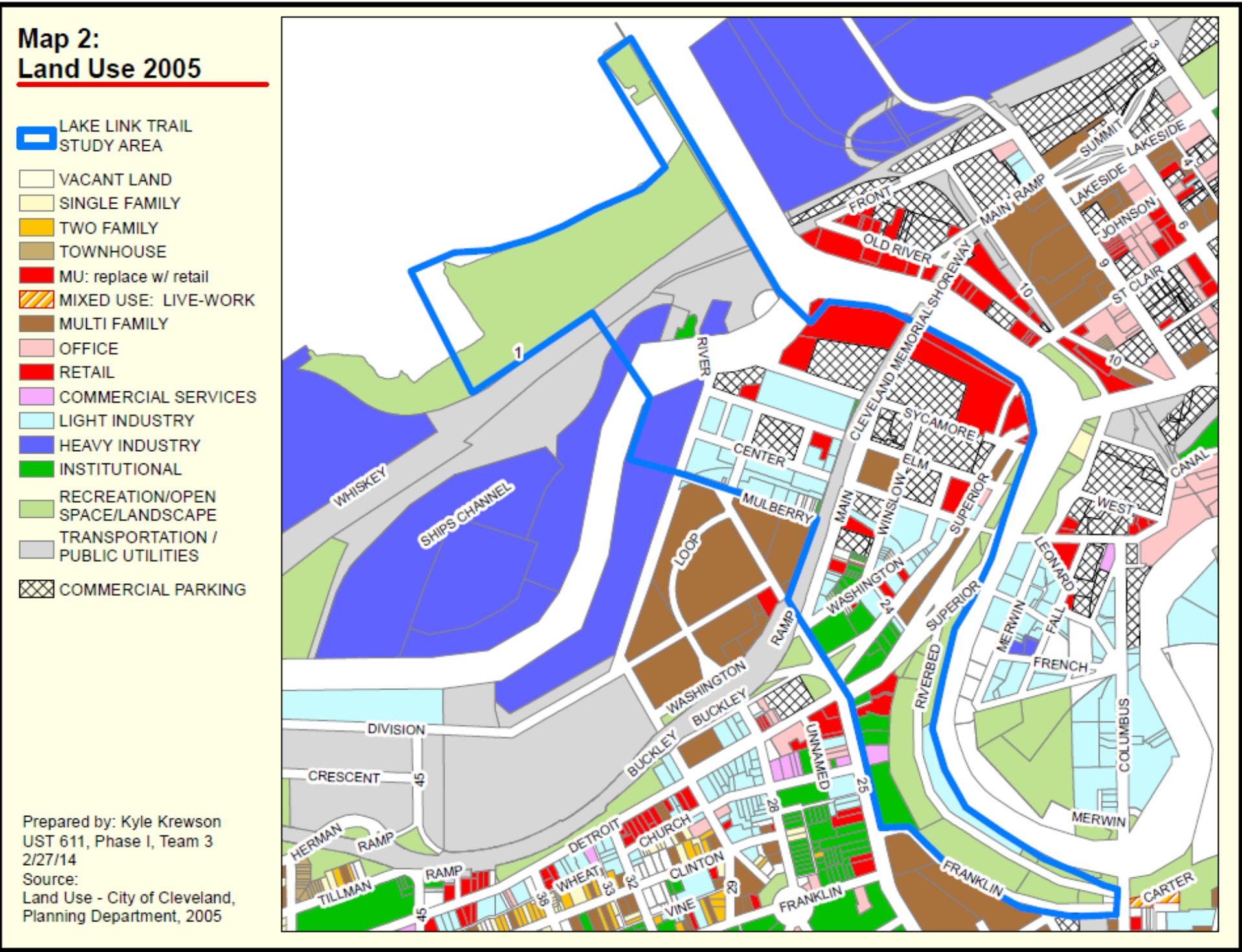


FIGURE I.25 - LAND USE MAP (SOURCE: CITY OF CLEVELAND PLANNING DEPARTMENT)

Zoning

The Lake Link Trail study area, as it pertains to this project, is comprised of six different zoning codes. Each zoning code is divided into use, height, and area districts, which have been established by the City of Cleveland

The City of Cleveland’s Use Districts are categorized on a hierarchical scale, starting with most restrictive. When looking at a specific Use District, permitted uses include all restrictive uses precluding it.

City of Cleveland Use Districts, by Restriction Hierarchy

Use District Code	Description
L1F	Limited One-Family Districts
1F	One-Family Districts
2F	Two-Family Districts
RA	Townhouse (RA) Districts
LMF	Limited Multi-Family Districts
MF	Multi-Family Districts
DR	Downtown Residential (DR) Districts
RO	Residence-Office Districts
P	Parking Districts
LR	Local Retail Business Districts
SC	Shopping Center Districts
UR	University (College) Retail Districts
GR	General Retail Business Districts
RI	Residence-Industry Districts
SI	Semi-Industry Districts
GI	General Industry Districts
UI	Unrestricted Industry Districts

Study Area Current Zoning

Zoning Code	Use District	Area District	Height District
MF-E5	Multi-Family	E	5
GR-B3	General Retail Business	B	3
GR-C3	General Retail Business	C	3
GR-K5	General Retail Business	K	5
SI-B3	Semi-Industry	B	3
GI-B3	General Industry	B	3

Source: Zoning-City of Cleveland Planning Department

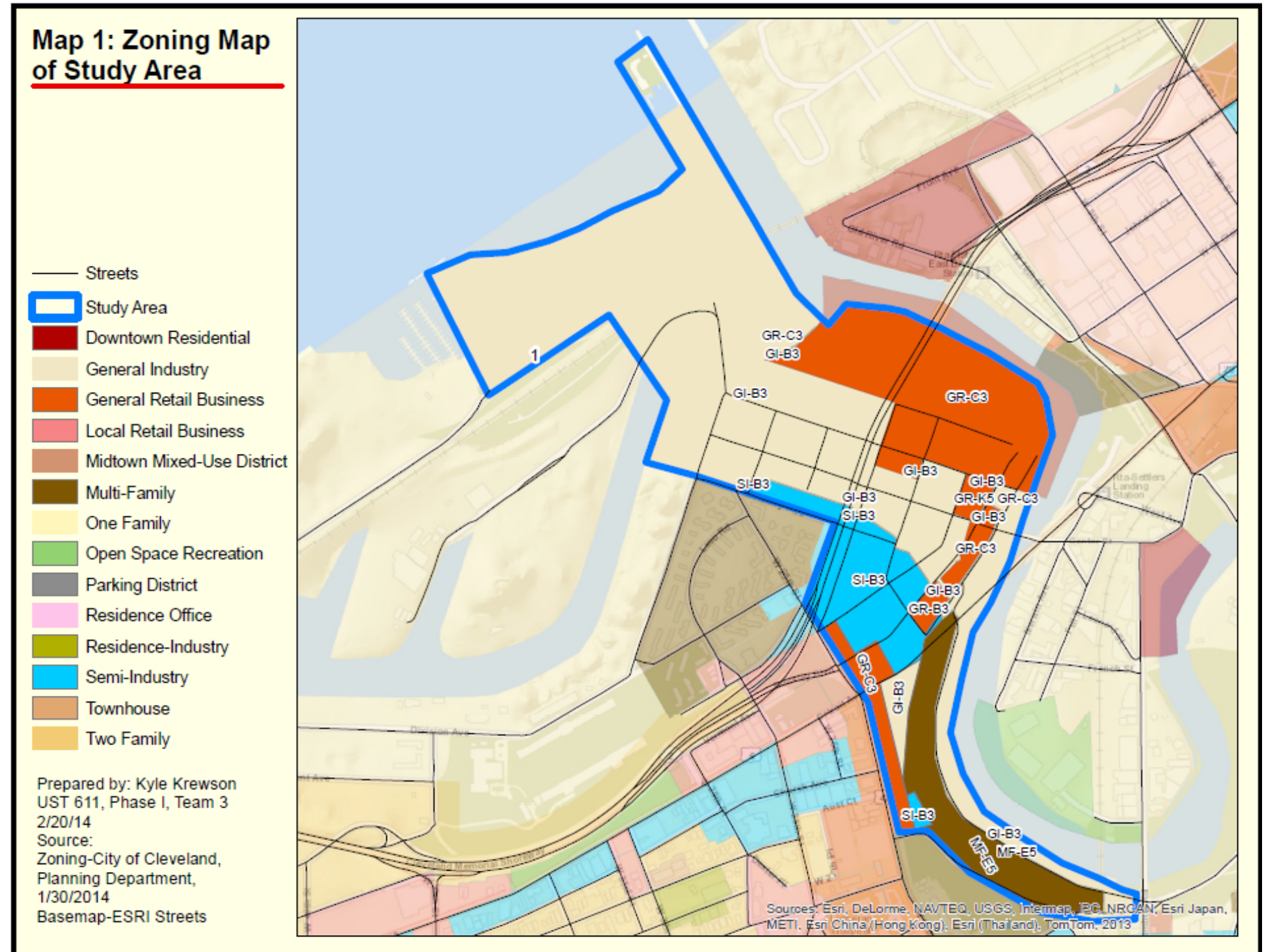


FIGURE I.26 - EXISTING ZONING MAP (SOURCE: CITY OF CLEVELAND PLANNING DEPARTMENT)

MF-E5

The area around Irishtown Bend has been zoned as MF-E5, a Multi-Family Residential District. Here, all permitted uses of a Two-Family District, along with apartments, row houses, tourist homes, and boarding houses, can be built. Also, as long as they are at least 10 feet away from a different Residential District, dormitories, social buildings, police and fire stations, and other public buildings are permitted uses.

The Area District “E” indicates that any main building in a Residence District can have a maximum gross floor area of 1.5 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2100 ft² per row house dwelling unit.

The Height District “5” specifies that no new construction can be built that exceeds 250 ft above grade level.

City of Cleveland Height Districts

Height District Number	Height Limit (above grade level)
1	Not to exceed 35 ft.
2	Not to exceed 60 ft.
3	Not to exceed 115 ft.
4	Not to exceed 175 ft.
5	Not to exceed 250 ft.
6	Not to exceed 600 ft.
7	Not to exceed 700 ft.
8	Not to exceed 800 ft.
9	Not to exceed 900 ft.

Source: City of Cleveland Zoning Code

GR-B3/GR-C3/GR-K5

In the study area, there are three different zoning codes that fall under the General Retail Business¹ Use District, with the Area and Height Districts varying slightly. Most of the General Retail Business zoning is found along the West Bank of the Cuyahoga River. Permitted uses in General Retail include all permitted uses of Local Retail Business Districts, buildings to provide for food and beverage sales, general merchandise, all kinds of apparel, furniture and household goods, eating places, service establishments, business offices and services, automotive services, retail poultry business, tattooing, and kennels.

The Area District “B” indicates that any main building in a Residence District can have a maximum gross floor area of 0.5 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2400 ft² per row house dwelling unit.

The Area District “C” indicates that any main building in a Residence District can have a maximum gross floor area of 0.5 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2400 ft² per row house dwelling unit.

The Area District “K” indicates that any main building in a Residence District can have a maximum gross floor area of 6 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2100 ft² per row house dwelling unit.

The Height District “3” specifies that no new construction can be built that exceeds 115 ft. The Height District “5” specifies that no new construction can be built that exceeds 250 ft above grade level.

SI-B3

SI-B3 zoning is found on the western part of the study area, sandwiched mostly between General Industry Districts and the Lakeview Terraces. Semi-Industry Districts are defined as areas adjacent (usually) to either a Retail Business District or more restricted. The Semi-Industry Use District allows for all permitted uses of the General Retail Business District, except for no dwelling, row house, or institutional “H” Occupancy Classification can be located within 200 ft of a boundary line of General or Unrestricted Industry Districts.²

The Area District “B” indicates that any main building in a Residence District can have a maximum gross floor area of 0.5 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2400 ft² per row house dwelling unit.

The Height District “3” specifies that no new construction can be built that exceeds 115 ft.

GI-B3

A large majority of the study area is zoned as GI-B3. All permitted uses in Semi-Industry Districts are allowed in General Industry Districts. Also included is any industrial, manufacturing, commercial, or other nonresidential use, except for prohibited uses. No new building can be constructed with any usage of acid, ammonia, metallic powder, cement, gelatin, pyrotechnical, phosphate fertilizer, or rayon manufacturing, bone, coal, or wood distillation, fat, grease, or lard rendering, animal stockyards or slaughtering, or any other hazardous, noxious, or offensive industry. (345.04) The Area District “B” indicates that any main building in a Residence District can have a maximum gross floor area of 0.5 lot area. Lot widths must be at least 40 ft for a one family dwelling or 50 ft for a two family dwelling. The minimum street frontage is 25 ft. The minimum lot area is 4800 ft² for a one family, 6000 ft² for a two family, or 2400 ft² per row house dwelling unit. The Height District “3” specifies that no new construction can be built that exceeds 115 ft.

¹ “General Retail Business” is defined by the City of Cleveland zoning code as “an enterprise for profit for the convenience and service of, and dealing directly with, and accessible to, the ultimate consumer” (343.11)

² There are instances where the Board of Zoning Appeals will issue permits, depending on the residential character with the area. (345.03)

Windshield Survey

REGULATORY CONDITIONS

Windshield Survey & Land Ownership

A numbering system was developed to label each block (or block-like area) on the Property Ownership map that follows. These blocks were formed by the surface area of streets and the location of railroads within the identified study area. Due to the large amount of parcels within the study this numbering system was developed to create a more legible format for those analyzing this data.

Each block number displayed on the Property Ownership map is referenced in both the Property ownership and Windshield Survey tables. The Property Ownership table provides each parcel number located within these identified blocks, as well as all the available land owner information from the Cuyahoga County Auditor. Lastly, the Windshield Survey table, which also uses the same block numbering system, documents the apparent occupant of buildings within each block along with a personal judgment of the level of utilization each property appears to have.

After completing the Windshield survey, an Existing Functional Use Index was used as a way of identifying the state of the land based on its current use. As an example, while a commercial parking lot might not be the highest and best use for the land, if the site was functionally in good shape and appeared to be used well, it would be given an index of thriving. However, if the parking lot attendant box was in bad shape, cracks all over the parking lot and a lack of vegetation, it would be categorized as underutilized. Underutilized blocks have been circled on the following page. Each piece of land was categorized based on the following criteria:

- i. Underutilized - Building is obvious state of disrepair. Land might be vacant.
- ii. Stable - Land is being used well. Building worn, weeds, broken windows.
- iii. Thriving - Trucks at loading docks, parking lots cleared of snow, building in good shape

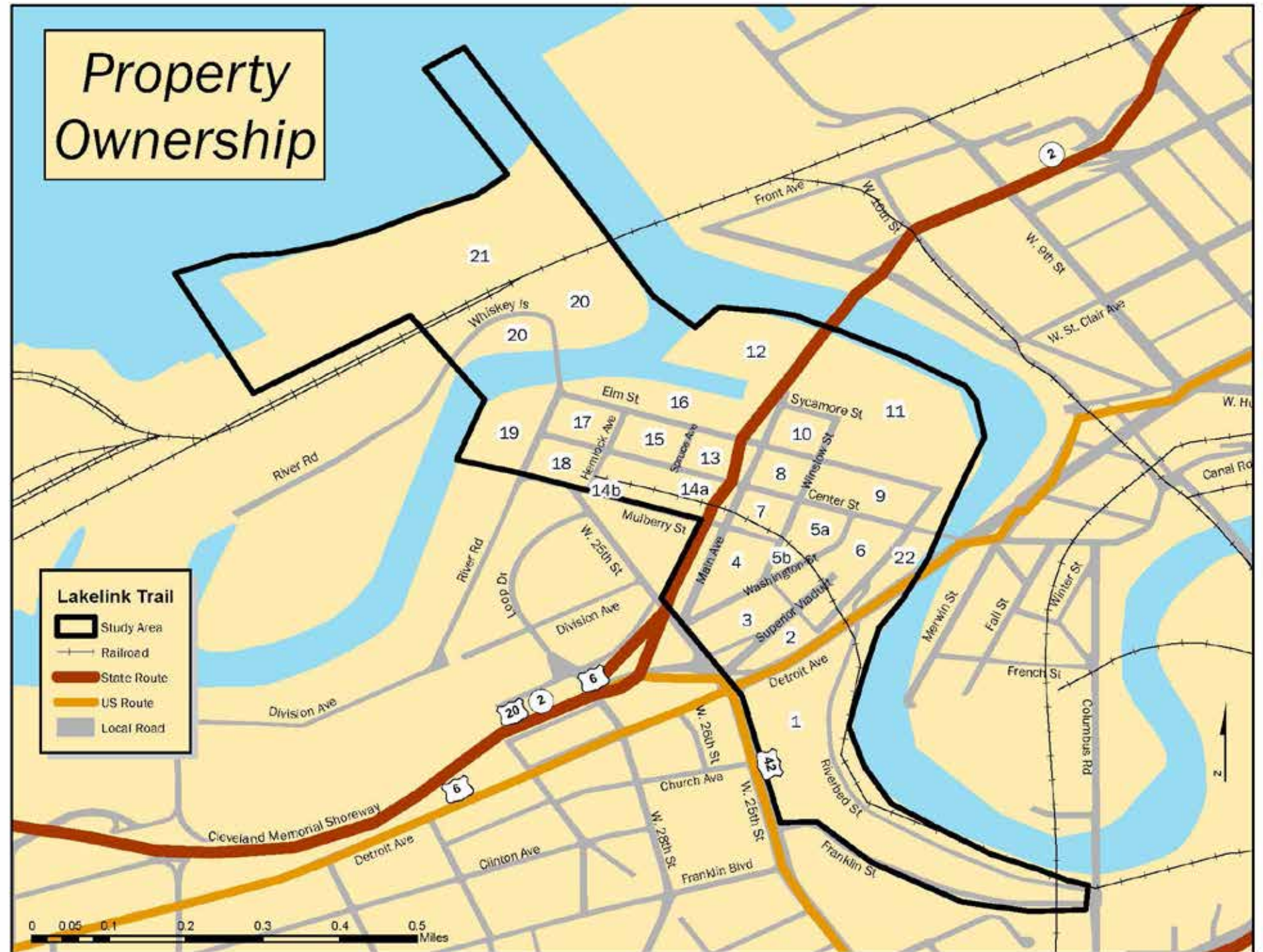


FIGURE I.27 - BLOCK MAP AND PROPERTY OWNERSHIP MAP FOR STUDY AREA

Top 5 Owners in Study Area

Owner Name	Area	% Of Area
WHISKEY ISLAND PARTNERS	1,388,117	25%
NAUTICA ENTERTAINMENT, LLC	743,387	14%
CLEVELAND METRO HOUSING AUTH	476,288	9%
ONTARIO STONE CORP	458,829	8%
PENNSYLVANIA LINES LLC	163,875	3%
Total Area	5,466,090	100%

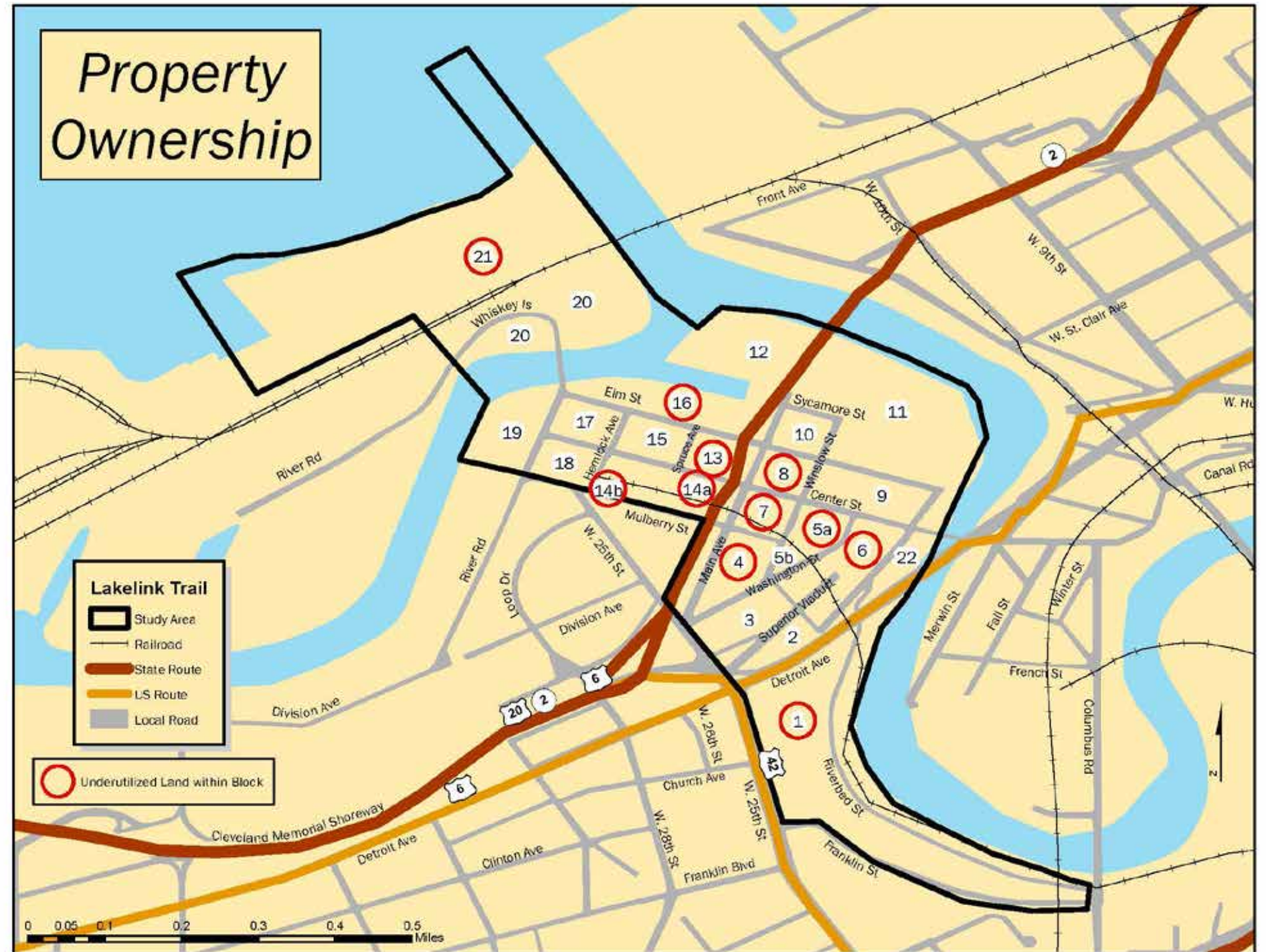


FIGURE I.28 - UNDERUTILIZED BLOCKS WITHIN THE STUDY AREA



PART I: ANALYSIS

Socio-Economic Conditions



• *Connecting the region to its waterfront using the Lake Link Trail* •

Demographics

SOCIO-ECONOMIC CONDITIONS

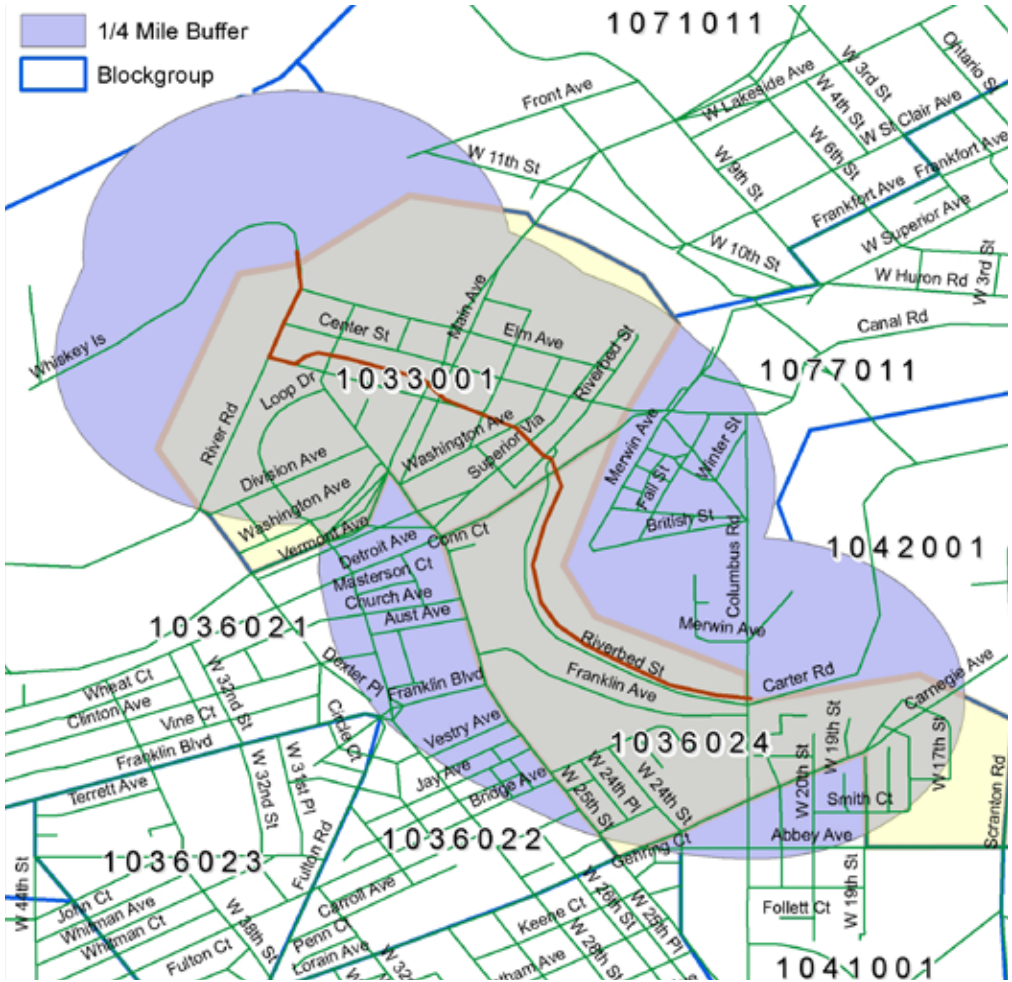


FIGURE I.29 - BLOCKS GROUPS WITHIN WALKING DISTANCE TO TRAIL

The trail links Tremont to the lakefront, intersected with mainly two block groups -- 1033.00-1 and 1036.02-4. Block group is the smallest unit of census data with geographic information and our further socioeconomic data will be based on these two block groups. The 1/4 mile buffer from the trail, which is generally equal to 5 minutes' walk, is the distance of a walkable neighborhood according to definition of APA. From the map, we can easily see that the trail lies within walkable distance from important places like Downtown, West Side Market, lakefront, etc. Thus, it prepares good ground for designing connectors to the trail and planning neighborhood business and other activities.

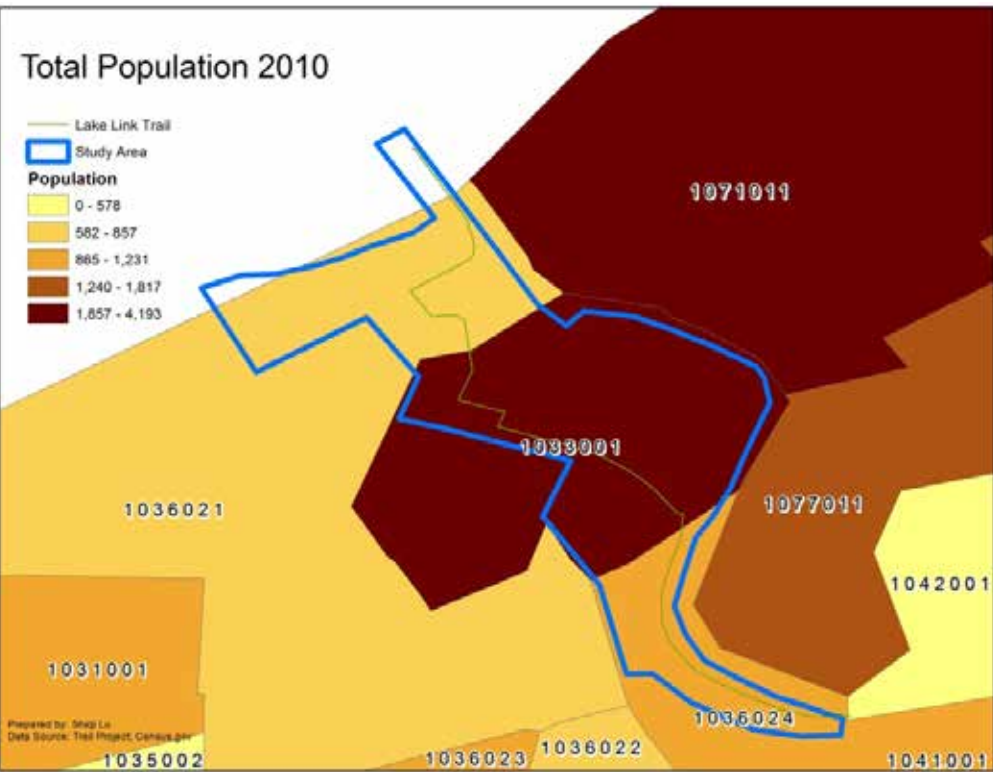


FIGURE I.30 - TOTAL POPULATION WITHIN TWO ADJACENT BLOCK GROUPS

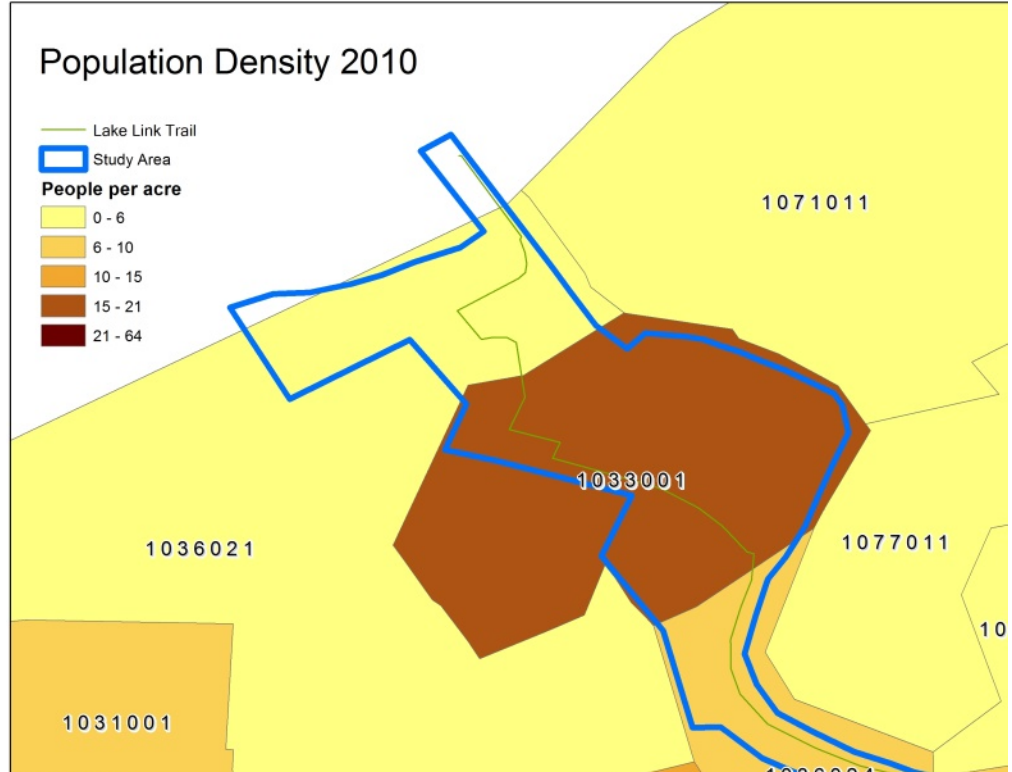
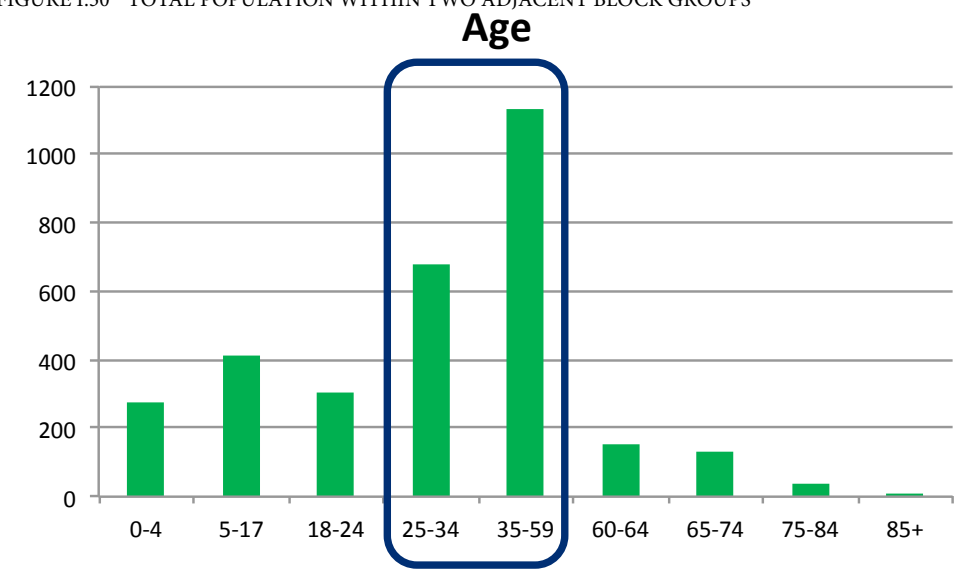
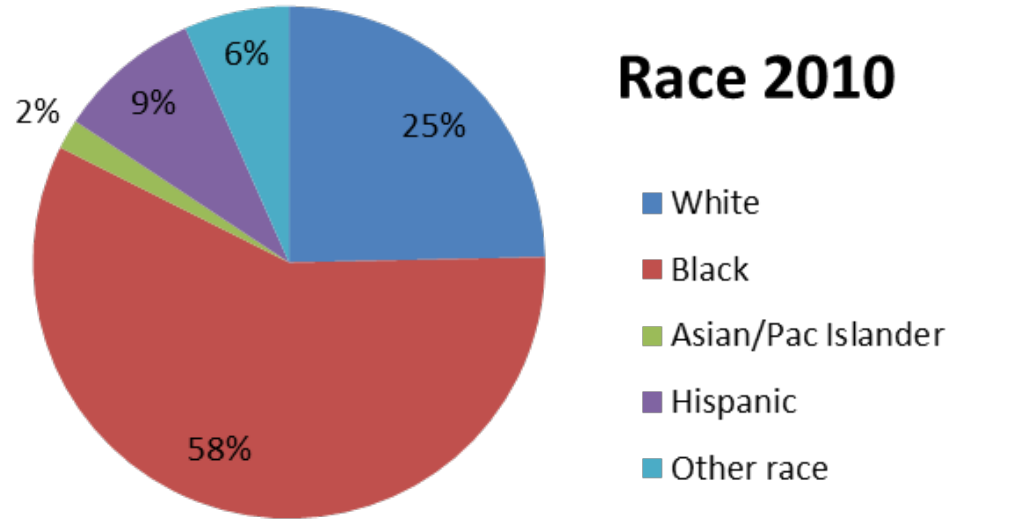


FIGURE I.31 - POPULATION DENSITY WITHIN TWO ADJACENT BLOCK GROUPS



GRAPH I.1 - AGE DISTRIBUTION



GRAPH I.2- RACE DISTRIBUTION

Income & Employment

SOCIO-ECONOMIC CONDITIONS

Block Group	Persons aged 16 + worked	Full-time/full year	Full-time/part year	Part-time/full year	Part-time/part year
1033.00-1	668	343	112	116	97
1036.02-4	298	156	57	20	65
Total	966	499	169	136	162
Percent	31%	16%	5%	4%	5%

TABLE I.1 - LEVELS OF EMPLOYMENT

The median household income for the two blocks groups surrounding the project is around \$13,000 a year. With the three largest occupations being

- Health care & social assistance
- Executive, admin. & manager
- Service

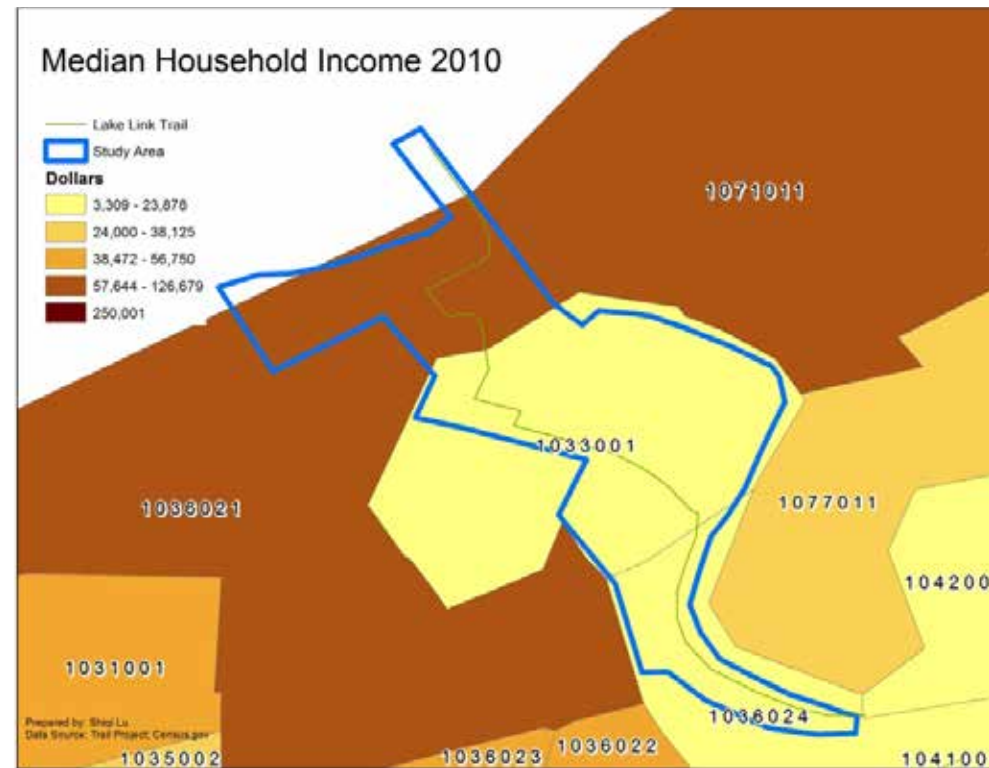
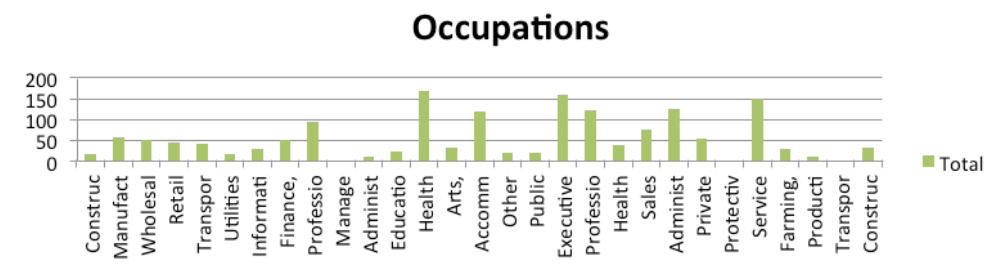
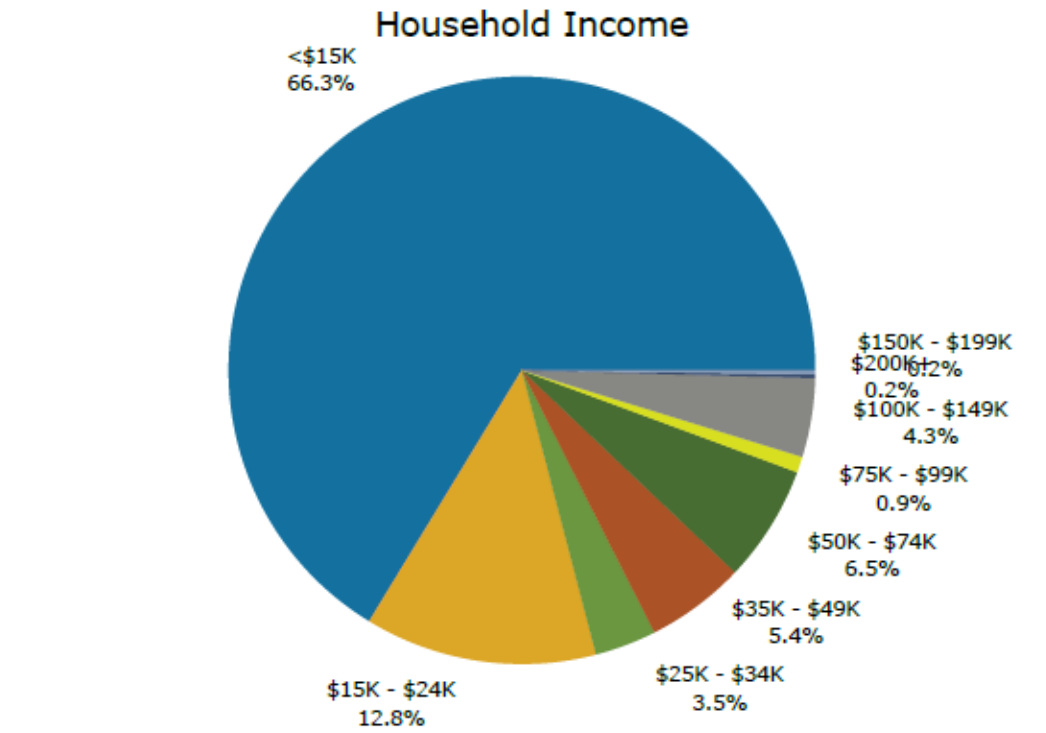
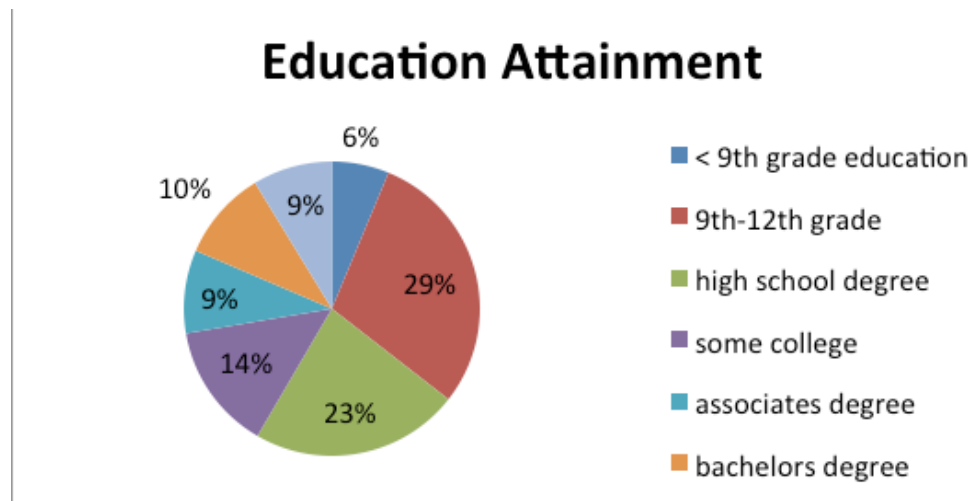
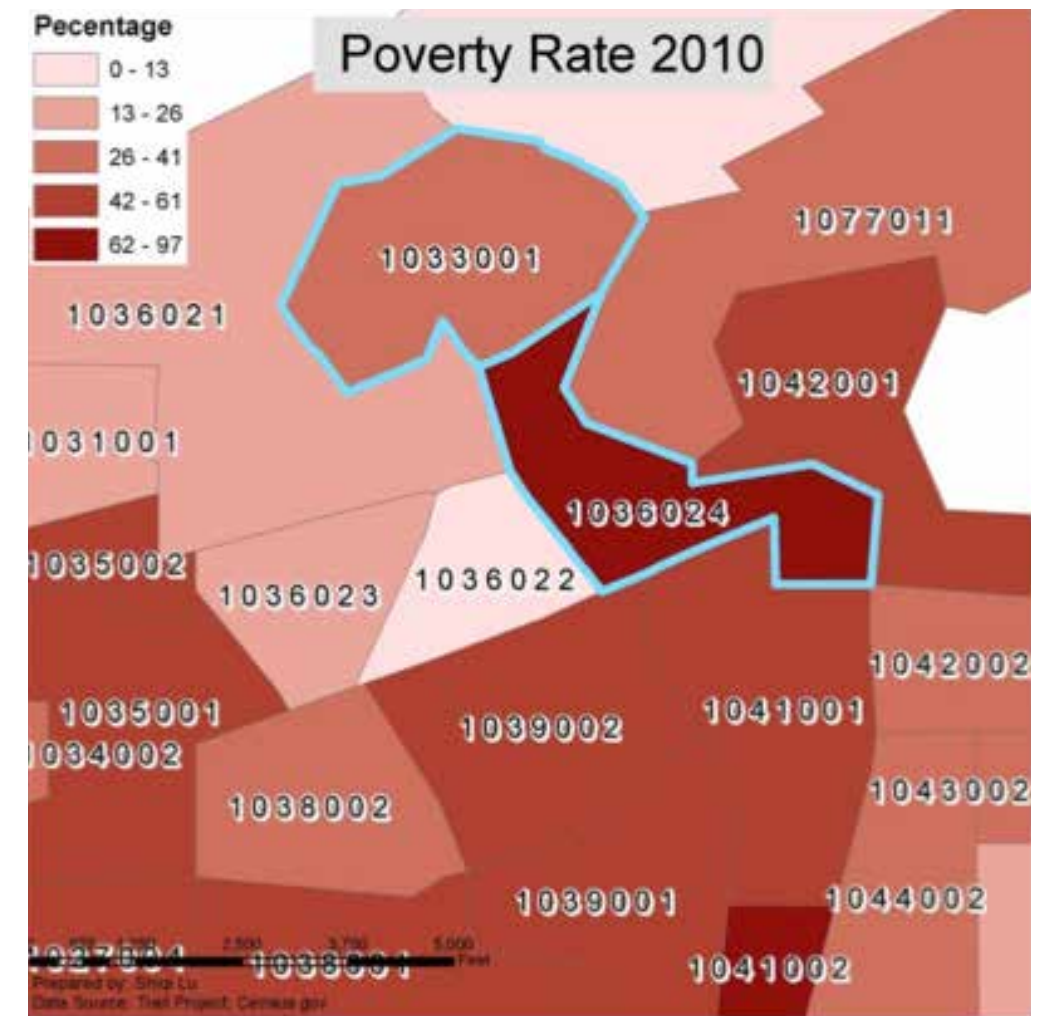


FIGURE I.32 - MEDIAN HOUSEHOLD INCOMES



GRAPH I.3 - DISTRIBUTION OF HOUSEHOLD INCOME



Crime & Mobility

SOCIO-ECONOMIC CONDITIONS

Block Group	Drove to work	Public transportation	Other means to work	Walked to work	Work at home	No vehicle available
1033.00-1	373	114	0	54	25	375
1036.02-4	166	32	0	0	11	485
Total	539	146	0	54	36	860
Percent	24%	6%	0%	2%	2%	27%

TABLE I.2 - MOBILITY WITHIN PROJECT AREA

- About 30% people don't have a vehicle
- Driving is the dominant commuting type
- Only 6% use public transportation and 2% walk

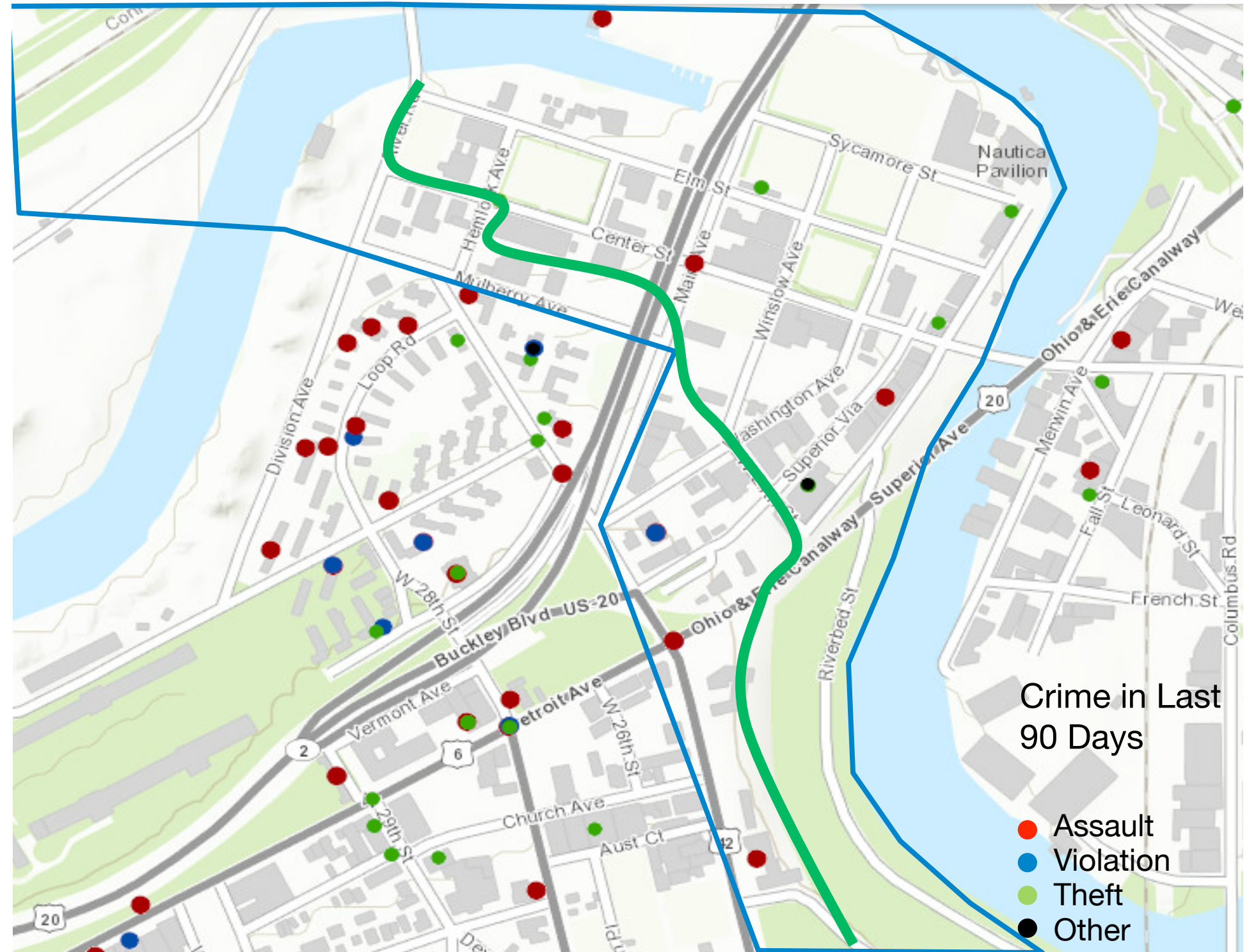


FIGURE I.33 - CRIME WITHIN THE LAST 90 DAYS BY TYPE



PART I: OUTREACH



• *Connecting the region to its waterfront using the Lake Link Trail* •

Stakeholder Survey

OUTREACH

Stakeholder Survey Overview

Surveys were conducted in order to determine current perceptions and needs around the Lake Link Trail. The surveys were given at the West Side Market, in the Ohio City neighborhood of Cleveland. They were submitted and given approval by the Institutional Review Board (IRB), then were conducted from March through April, 2014. Each student signed up for different times during hours of operation, Monday, Wednesday, Friday, or Saturday, from 7:00 am – 6:00 pm. All respondents were offered an informational packet at the time of the survey, if they were curious about more details on the Lake Link Trail (see appendix). All time slots and days were surveyed, to ensure all types of people who frequented the market were surveyed.

There were 222 total respondents that completed the survey. Of these 222 respondents, each person had the option to decline to answer any question they felt uncomfortable answering. The first half of the survey consisted of questions of familiarity with the area surrounding the Lake Link Trail, and current transportation uses. The second half of the survey asked questions about benefits and amenities surrounding the Lake Link Trail. Most questions were asked with a 3-point Likert scale option to answer, such as “not important”, “somewhat important”, and “very important”. For an example of the survey template, please reference the Appendix.

Of the 222 respondents, 171 were familiar with the Towpath Trail. Of those 171 respondents, 62% said they have visited the Towpath Trail in the last 12 months. Although Wendy Park and Whiskey Island represent nearly the same areas, respondents were more familiar with the term Whiskey Island (166 respondents) than Wendy Park (123). This may be useful information when marketing the Lake Link Trail.

TABLE I.3 - RESPONDENT FAMILIARITY WITH TOWPATH TRAIL AND OTHER SURROUNDING OPEN SPACE AMENITIES

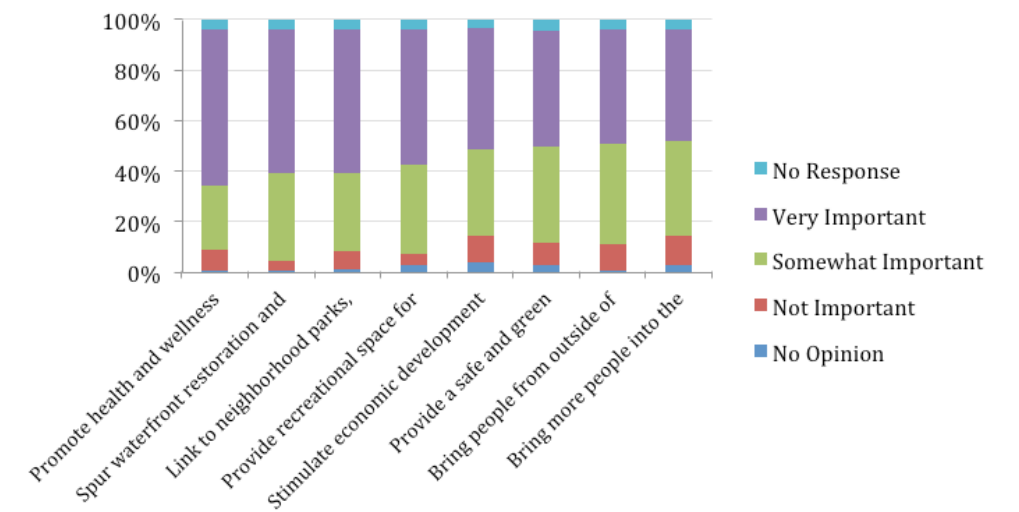
Number of Times	Towpath Trail		Wendy Park		Edgewater Park		The Flats		Whiskey Island		The Metroparks	
	#	%	#	%	#	%	#	%	#	%	#	%
0	59	35%	45	37%	55	27%	53	26%	72	43%	23	11%
1-5	64	37%	54	44%	93	46%	99	49%	65	39%	79	37%
6-10	16	9%	7	6%	21	10%	24	12%	11	7%	32	15%
>10	26	15%	9	7%	22	11%	18	9%	9	5%	74	35%
No Response	6	4%	8	7%	11	5%	10	5%	9	5%	5	2%
Total	171	100%	123	100%	202	100%	204	100%	166	100%	213	100%

On average, respondents travel 8.8 miles to reach a section of Metroparks/ Towpath Trail. A majority of the respondents said they primarily get to the trails by car (66%), while 22% access the trails by bike. The remainder accesses the trails either by walking or using public transit (11%). Of the respondents who were unfamiliar with the Towpath Trail or Metroparks, the average commute one would be willing to travel to access the trails is 11.1 miles.

We asked respondents how often they currently run, bike, or walk, in order to determine potential usage demand for the trail. 85% of respondents claimed they walked as an extracurricular activity, followed by 59% of respondents biking, and 43% of respondents walking.

205 of the 222 respondents stated that they would use a trail that connected the Towpath Trail/Metroparks to Lake Erie. In addition, 78% of the respondents (173 persons) claimed that they would use the trail at least monthly, indicating a high demand for this connection.

When asked “how important are the following potential benefits of the Lak Link Trail to you”, respondents felt that promoting health and wellness through exercise was the most important of the eight options (62%). Spurring waterfront restoration and cleanup, and linking to neighborhood parks, Metroparks, and Cuyahoga Valley National Park both had 126 respondents (57%) stating it was very important.

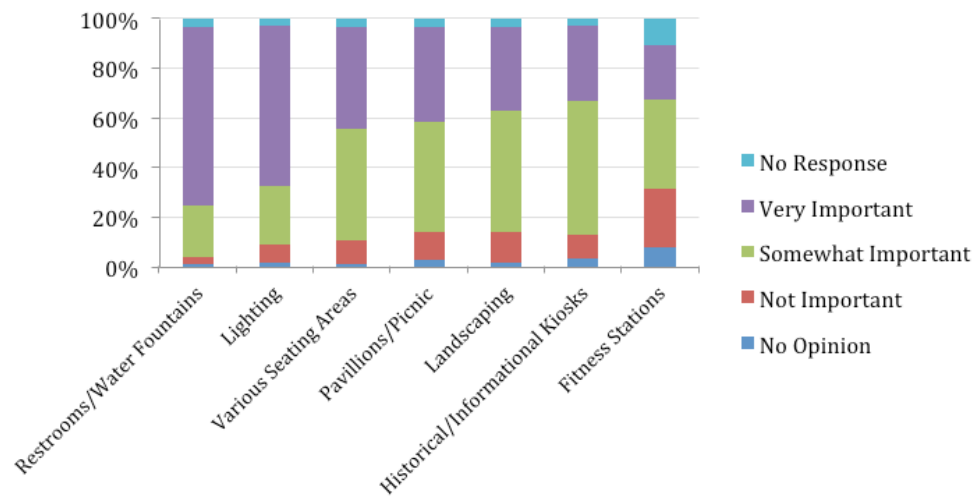


GRAPH I.4 - SURVEY RESULTS OF POTENTIAL BENEFITS OF THE LAKE LINK TRAIL

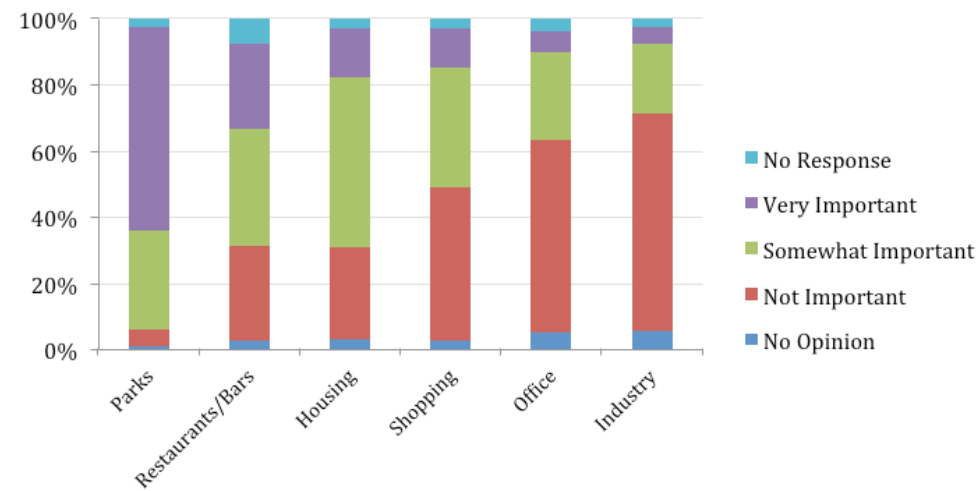
One survey question asked “which of the following amenities do you feel is important to incorporate into the trail system, 72% of respondents found that restrooms and water fountains were very important. Many respondents also felt that lighting was very important (64%). Fitness stations were not seen as very important to our respondents. Only 48 people of the 222 total respondents answered that fitness stations were very important, and 53 people (24%) felt fitness stations were unimportant.

In order to determine what citizens may want to see in terms of development on parcels surrounding the trail, the survey asked respondents to rank how important different land uses were near the trail. Unsurprisingly, the majority of respondents viewed parks as at least somewhat important to have near the trail (91%). This indicates that, even in urban settings, green space is highly desirable near the trail. Housing and restaurants/bars were also commonly viewed as at least somewhat important (66% and 61% of respondents, respectively). Office and Industry were the least popular responses, with 145 respondents stating that industry is not important in the area, and 129 respondents stating that office is not important.

When asking respondents how safe they would feel using a trail in the flats currently, 61% of respondents said they would feel somewhat safe using the trail. This number varies slightly when looking at all male respondents (107 total) or all female respondents (92 total). While only 11% of males specified they would feel not safe using a trail system in the Flats, 20% of females stated they would feel not safe



GRAPH I.5 - SURVEY RESULTS OF AMENITIES DEEMED IMPORTANT

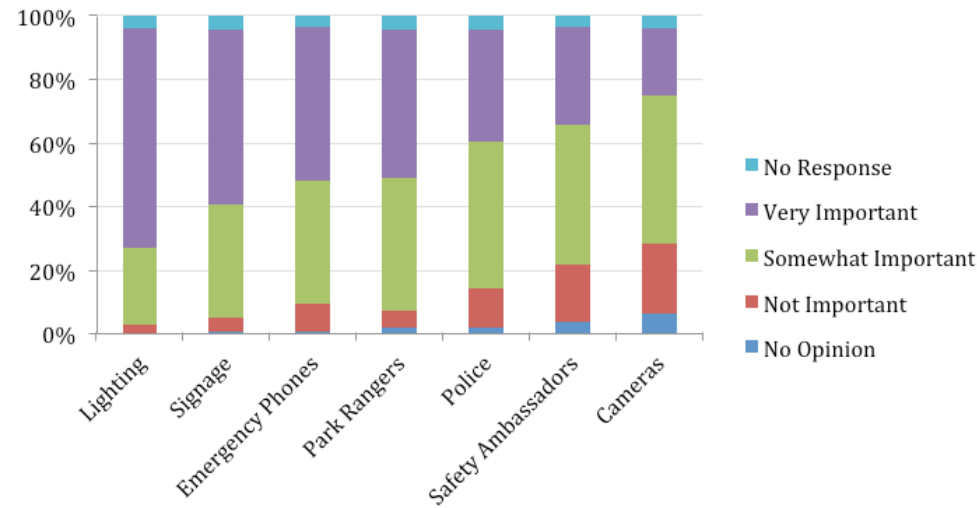


GRAPH I.6 - SURVEY RESULTS OF IMPORTANT LAND USES ADJACENT TO TRAIL

Selection	Male		Female	
	#	%	#	%
No Opinion	6	6%	3	3%
Not Safe	12	11%	18	20%
Somewhat Safe	69	64%	57	62%
Very Safe	20	19%	14	15%
Total	107	100%	92	100%

TABLE I.4 - RESPONDENTS FEELING OF SAFETY

When designing this trail, it is essential that people feel as safe as possible. A follow-up question “which of the following safety precautions are important to you” was asked to more specifically determine what safety amenities would have a larger impact on perceptions of safety in the area. 93% of respondents said that lighting was at least a somewhat important safety precaution. In addition, wayfinding signs and emergency phones were also highly desired, at 91% and 87% of at least somewhat importance, respectively. Cameras were the least popular option, with 22% of respondents saying they were not important at all.



GRAPH I.7 - IMPORTANT SAFETY PRECAUTIONS

One section of the survey was left open-ended, and asked respondents to specify what types of businesses or amenities they wanted to see along the trail. Eleven respondents specified a desire for a snack shop, ice cream stand, or food cart near the trail. Nine respondents discussed having a bike shop, bike rentals, or a similar athletic-type store near the trail.

The survey concluded with demographics questions of income, gender, race, age, educational attainment, and residence. This is useful to determine who the survey was given to, and how comprehensive it was to distribute the survey at the selected site. 66 respondents specified they were from Cleveland, or a neighborhood within Cleveland, 100 respondents were from outside of Cleveland, and 56 respondents declined to specify their residence. 148 respondents identified as White/Caucasian (67%), 20 respondents identified as Black or African American (9%), 10 respondents identified as Hispanic or Latino, and 3% of respondents identified as Asian or Pacific Islander. 33 respondents did not specify their race. A majority of respondents (51%) claimed to have at least a Bachelor’s degree. 14% of respondents claimed to have a high school education level, 27% reported having some college or an Associate degree, and 9% of respondents declined to answer the question. A majority of those surveyed were under the age of 40 (51%). 32 respondents were between the ages of 40-49. 44 respondents were between the ages of 50-64. Only 7% of respondents (15) were over the age of 65 (Survey 9). 28% of respondents (62 people) claimed to earn between \$25,000 - \$50,000 a year. Of all of the demographics questions, people were the least comfortable with answering this question. 22% of respondents declined to answer their annual income for the survey.

In analyzing the demographics of the survey respondents, one must question if the results accurately represent the study area. In comparing the results of the West Side Market survey with demographic characteristics of the City of Cleveland and the Cleveland-Elyria- Mentor MSA, it is clear that the survey represents one spatial area more than another. Although the West Side Market is located in Cleveland, many of the people that frequent it are visiting from outside of the city. Therefore, it would make sense that survey demographics are more similar to MSA demographics, and not city demographics. This particularly stands out in terms of race, income, and educational attainment (See appendix). Since the Lake Link Trail aims to draw people from outside of the city, this is not a negative thing. With that said, it is strongly suggested that more work is done in the study area to determine what the immediate area population would like to see near the trail, such as citizens at Lakeview Terraces.

TABLE I.5 - SURVEY RESPONDENTS DEMOGRAPHICS, EDUCATION, AGE, & INCOME

Race	#	%
American Indian of Alaskan Native	0	0%
Asian or Pacific Islander	6	3%
Black/African American	20	9%
Hispanic/Latino	10	5%
White/Caucasian	148	67%
Other	5	2%
No Response	33	15%
Total	222	100%

Educational Attainment	#	%
Less than High School	0	0%
High School Degree	30	14%
Some College or Associates	59	27%
Bachelor's Degree	71	32%
Post - Bachelor Degree	42	19%
No Response	20	9%
Total	222	100%

Age	#	%
18 - 29	63	28%
30 - 39	51	23%
40 - 49	32	14%
50 - 64	44	20%
65 +	15	7%
No Response	17	8%
Total	222	100%

Income	#	%
Less than \$5,000	6	3%
\$5k - \$10k	6	3%
\$10k - \$25k	34	15%
\$25k - \$50k	62	28%
\$50k - \$100k	45	20%
> \$100k	21	9%
No Response	48	22%
Total	222	100%

Stakeholder Interviews

OUTREACH

“Yes, I am aware of the plan and proposed route. I think it will be a nice asset for the area and I believe it will have a positive influence on surrounding businesses. I also do not see safety as being an issue for trail users.”

-Local Business Owner

“It will serve as a commercial for tourism throughout the area and it will turn around the negative connotations of the area. It will be a fun place where people can see how industry works – unloading fish, the oldest grain elevator – and see nature, such as the black heron rookery. It will be a blend of nature, industry and commerce, with positive energy and economic benefits.”

-Non-Profit Leader

Stakeholder Interview Overview

In any planning endeavor there are bound to be differing opinions on how to best approach a given project. While a consensus must eventually be reached, the road to this end point is filled with a diverse amount of opinions and suggestions on how to accomplish the end product. This has also been the case in regards to our approach to the Lake Link Trail project. For this phase of the project our planning team identified a myriad of local stakeholders, including public officials, businesses owners, non-profit and advocacy groups as well as planning professionals. While it may be impossible to fit in the viewpoints of every available stakeholder, we have done our best to reach out to and conduct primary interviews with a number of actors whose influence reaches beyond this singular project. To that end over 20 stakeholders were contacted with a total of 17 interviewees agreeing to take part in our project. This phase of the plan was conducted under the stringent guidelines of Cleveland State University’s Internal Review Board which directed us to provide for the dissemination, collection, and information received in a manner consistent with IRB protocols. To this end, signed release forms were given and collected from each interviewee detailing our various retention and dissemination methods as well as the scope and detail of the project.

In order to organize and understand the various opinions and viewpoints that relate to our project the Phase III survey team developed a set of 5 comprehensive questions that would hopefully illicit a meaningful and telling response from our interviews. These questions encompassed the various aspects of trail development including: perceptions, amenities, connectivity, economic benefit as well as infrastructure improvements needed in the area. The responses varied in their attitude and awareness of the project, however there was a general consensus that a trail such as this could be a great benefit to the area by connecting the various neighborhoods around it as well as attracting additional foot traffic and perhaps future development.

To begin with, we wanted to see how many people were aware of the Lake Link Trail as well as what their overall perception of the trail was:

-Prior to receiving the information and questionnaire packet, were you aware of the current Towpath Trail / Lake Link Trail plan and its proposed route through the Flats? What are your perceptions of this trail?

The overwhelming majority of people interviewed were all aware of the proposed project with some having more knowledge due to their various positions as public officials and planning professionals. Besides a generally positive attitude toward the project there was also a re-occurring theme of connectivity that echoed throughout this opening question. People were anxious to see this trail not only as a recreational amenity, but also as a vital connection that would tie together the often-disjointed West Bank of the Flats. Several respondents also mentioned their perception of the proposed trail as a vital artery for access to the Lakefront via Wendy Park and that they were excited by the proposed alignment that would allow direct access for the existing CMHA residents in the area.

Following our question about perception and awareness of the project, respondents were directly asked about their opinions regarding the future of development in the Flats, and specifically if they thought the project would encourage economic development in general:

-In what ways do you see the current Lake Link Trail plan as being beneficial to Flats development? If not, why not? Do you believe this proposal will bring economic benefit to the Flats?

The majority of those interviewed expressed their opinion that the proposed trail would invariably create more foot-traffic for the area and could only benefit the businesses and overall development of the Flats. While some were more reserved in their outlook, the general consensus was of a positive externality for the Flats in general. Again, the ideas of connectivity and access to the Lake echoed throughout the stakeholder responses with a specific lean toward looking at the housing opportunities that the trail might create. Another theme throughout the responses was that any economic development should be allowed to occur organically through the real-estate and development sector while highlighting the need for awareness of the current East Bank development project; people didn’t want to see this as a competing project while the city was still revitalizing, more of a companion and extension of the currently developing East Bank project.

For any plan to be successful there must be recognition of the surrounding area and its role as a stage for the planning intervention. This fact is of the utmost importance when it comes to designing and understanding the spatial fabric of the existing, and future urban landscape as it pertains to the Lake Link Trail and the surrounding West Bank Flats neighborhood. With this in mind we asked our stakeholders:

-Do you think there is a need for infrastructure improvements secondary to a multi-use trail along the proposed route? Would improvements be needed further into the Flats?

As might be expected the overwhelming answer was yes! Yes there needs to be further improvements surrounding the trail as well as vital engineering interventions specifically around the Irishtown Bend. Additionally there seemed to be an emphasis on understanding the relationship of the perception of the Flats in the past to that of what people wanted to see in the future. Specifically that the Flats have been seen as a car-oriented entertainment destination, with little room for pedestrians and bicyclists to navigate safely. The future should hold opportunities for families and a multi-modal transportation scheme. To this end it was repeatedly mentioned in this and the next question that signage and way finding needed to be a priority in the vicinity surrounding the trail, as well as a cohesive system of navigation for the Flats in general. Issues regarding the current impact on the surrounding roadways by various industrial enterprises were again reiterated as anyone visiting the area would also easily pick up on.

Building on the last question we wanted to know what additional redevelopment amenities were of importance to our stakeholders and how they saw those amenities fitting into the vision of what the Lake Link Trail could mean for the area:

-What additional redevelopment amenities would you like to see as part of the proposed trail area? Why?

This question elicited an array of responses which reflected the variety of different stakeholders from which we were to take our cues as a planning team. Again the theme of transition was highlighted as we see the perception of the

Flats morphing into a family-oriented residential and business district. With this in mind the theme of way-finding and signage were consistently brought up as the maze of streets and alleyways could sometimes be a nightmare to navigate; especially if you were just visiting, new to the area, or perhaps just wanted to explore and discover things on your own. Additional ideas included: Water-taxis, green-space, historical interpretations, parks and picnic areas, amenities for kids and families, as well as an emphasis on the growing bike culture of Cleveland and the eventual heavy bicycle use imminent in the future design of the trail. Again there was mention of the current and future housing demand in the area, with a focus on amenities and interventions that would be accessible to all income groups.

To wrap-up our interviews and gain further insight into the specific needs and interactions of our stakeholders to the area and the Lake Link project we wanted to know how they thought the plan would impact their specific organization or business:

-More specifically, what economic or other benefits do you anticipate this proposal will bring to the Flats? How would your organization benefit from this proposal?

It seems that we cannot ignore or get away from the reoccurring theme of this project as a vital connector and “link” for the City of Cleveland. Stakeholders expressed a renewed attitude of positivity toward the future of Downtown and the Flats when it came to discussing the proposed Trail; not only as an amenity for Downtown residents, but also as an end point on the larger Towpath trail and a destination in its own right. Even with this renewed optimism there is still a sense of guarded opportunity when it comes to the specific economic benefits of the trail. It seems as though a “wait and see” attitude was prevalent towards immediate economic development, while understanding that this trail could serve as a vital catalyst for future investment. This idea is expressed in the notion that the Trail would bring increased foot-traffic to the area, which could in turn provide for increased put-through for existing businesses and interest in further developing the area.

While everyone agreed that the plan is an amazing opportunity and most couldn’t wait to see it come to fruition, there is an understanding that future development hinges on an established residential community in the vicinity,

not just an influx of day-visitors, tourists, and trail-users. There was also a general consensus that a well-designed and maintained trail had the potential to raise property values, invite development, and eventually lead to a greater tax windfall for the city and surrounding area in general. In the end Clevelanders are beginning to understand the mistakes of our past when it comes to Downtown planning and development proposals. Yes, they want new and exciting recreational opportunities, but not enough to see the current spatial and social fabric ripped to pieces as too many previous plans have done. They have seen the success that urban trails can bring to other cities such as Detroit’s Dequindre Cut and Cincinnati’s Riverfront Plan. They understand that when it comes to attracting new residents and entrepreneurs to the area, a connected and well planned urban trail system can often be the deciding factor. Leading stakeholders seem to have a coherent vision for Cleveland’s future; one that embraces, connects, and emphasizes Cleveland’s natural resources as well as our dynamic industrial and historical heritage, serving as a blueprint for our future.

“All of the area needs new infrastructure. The roads need to be completely redone. The streetscapes need work. Most of the roads are overbuilt and currently too wide for basic traffic. Bike lanes can be added to these very wide roads. The Irish Bend hillside has always been an issue and needs to be fixed.”

-Non-Profit Organizer

“We are a riverfront and lakefront community, this trail helps get that across. It would create a seamless connection. The project is just another layer to the network. The sooner it happens the better...”

-Public Official

“Food trucks, small areas for activities, stop off points, amenities for kids, and lighting is very important.”

-Public Official



PART II: VISION AND GOALS



• *Connecting the region to its waterfront using the Lake Link Trail* •

Vision Statement & Goals

The K2 Collaboration envisions an Irishtown Greenway that connects the region to its Lake Erie waterfront using the Lake Link Trail.

The mission of this strategic plan is to embrace, restore and enhance the Irishtown Bend and Flats West Bank area.

The plan will embrace the historic character of the Flats, the future potential of the area, and the area's existing and new stakeholders. The National Register listed properties will play a key role in the redevelopment of the area, will be priority sites for restoration, and will serve as featured sites along the trail. Existing residents, new residents and community activists will be encouraged to participate in next phases of the planning process for redevelopment.

The plan will restore and unite a diverse local community; restore the vitality of the neighborhood and restore use to the underutilized corridors of the neighborhood, including the abandoned rail lines and abandoned and deteriorating streets. Activities centered around the trail will encourage new visitors, promote public and private investment and bring new energy into the neighborhood.

Ultimately, the plan will enhance and promote a healthy ecology and healthy lifestyles. It will also enhance those elements of historic significance within the neighborhood and education the public about the area's rich and vibrant history. The new and enhanced greenway areas will serve to filter and reduce runoff into the river, the trail will attract walkers, joggers and cyclists, and signage and events will emphasize the historic significance of the area.

By 2019, many of the concepts presented in this strategic plan will be realized and the Irishtown Greenway will be one more success story among others now under development as part of the city's Connecting Cleveland Citywide 2020 Plan

IRISHTOWN GREENWAY A Strategic Plan For The Flats West Bank

EMBRACE

*the Historic Character of the Flats
the Future Potential of the Area
the Flat's Existing and New Stakeholders*

RESTORE

*and Unite a Diverse Local Community
the Vitality of the Neighborhood
use to the Old Corridors*

ENHANCE

*and Promote a Healthy Ecology and Healthy Lifestyles
and Educate on the Historic Significance of the Flats*

• *Connecting the region to its waterfront using the Lake Link Trail* •



PART III: RECOMMENDATIONS

Greenways & Open Space



• *Connecting the region to its waterfront using the Lake Link Trail* •

Greenways & Open Space

Goals & Objectives

The Irishtown Greenway design mirrors the goals with that of the project as a whole. To that end the group has chosen to follow the key elements outlined in the Irishtown Greenway executive summary; Restore, Enhance, and Embrace, with an additional goal of Connections. Our aim is to connect not only the Ohio Erie Canal Towpath Trail to Lake Erie via Wendy Park, but also to connect the various neighborhoods, transportation routes, and people around the Lake Link Trail with one another. The aim of any successful plan is to leave the area better off than before the plan went into effect. To that end our goal of enhancing the pedestrian environment, the open-space and natural environment, as well as storm water management and green infrastructure should go far in striving to achieve this goal. Finally the Lake Link Trail should embrace the area through its association with the unique and interesting history of the area, connecting past uses with the current uses highlighting the transformation the Flats area has undergone in the last two centuries. The greenway design will also emphasize diversity through its acknowledgment of the many different types of users who will frequent the trail. From diversity in modes of transportation, to income backgrounds and physical ability, we want everyone to feel as if the Lake Link Trail belongs to them.

Design Intent & Design Diagrams

As part of our first goal to connect the area together, the greenway design team looked at the Lake Link Trail from various spatial extents to understand the overall impact the trail would have on, not only the Flats West Bank, but all of North-East Ohio. The Lake Link Trail presents to us in its ability to act as the last cog in a machine that takes us from disparate parts of Ohio all the way to the original canal-way terminus at the mouth of the Cuyahoga River. Next we wanted to understand the various connections that the Lake Link Trail would make in the area including: neighborhood connections, current and potential links, bicycle access, various modes of transit access, as well as the overall linkages. The trail will connect the various neighborhoods in the area and serve as a sort of “spine” running through the middle of the Flats West Bank. Continuing the theme of connections, the team examined both current and potential links, neighborhood gateways and trail access, bicycle access, as well as mass transit connections, to improve neighborhood access to the trail. Currently there are no bus routes that provide access to the west-bank of the flats. We propose a possible bus-route extension that would extend all the way down to the Cuyahoga River, which would provide connections for future water-taxi service, as well as provide linkages to other neighborhoods adjacent to the proposed trail. Hopefully, implementing all of these various transportation strategies will allow us to create a linked neighborhood network where residents have convenient access and increased mobility, not only to utilize the lakefront, but also their workplaces and community amenities as well. This is extremely important considering that Phase I demographic data indicates that 30% of area residents do not have access to a car, and only 6% currently use public transit.

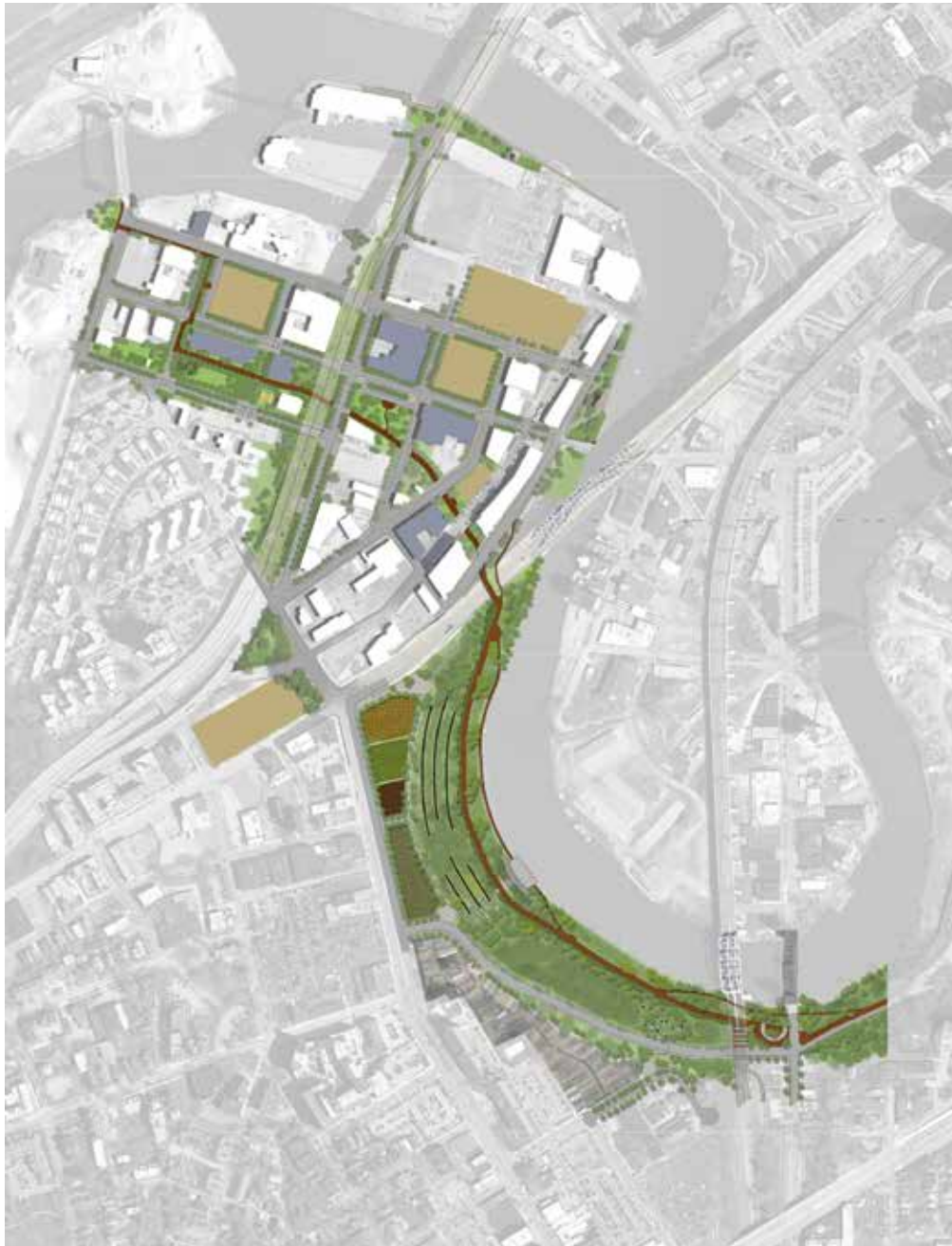


FIGURE III.1 - CONCEPTUAL MASTER PLAN FOR IRISHTOWN GREENWAY

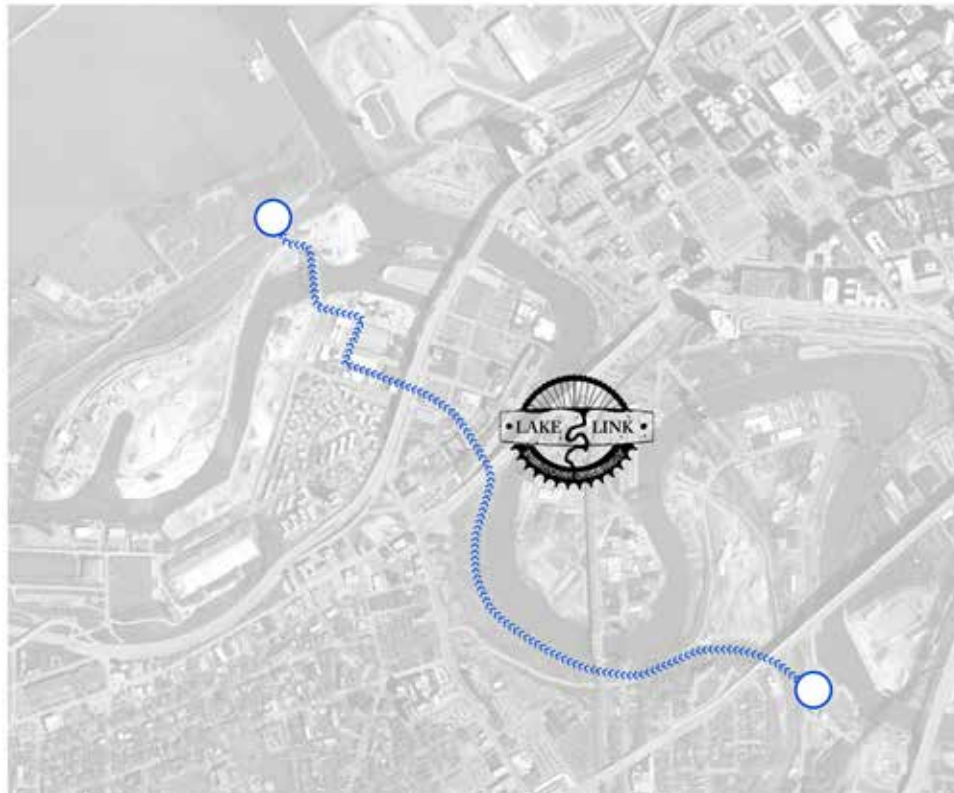


FIGURE III.2 - LOCATION OF LAKE LINK TRAIL

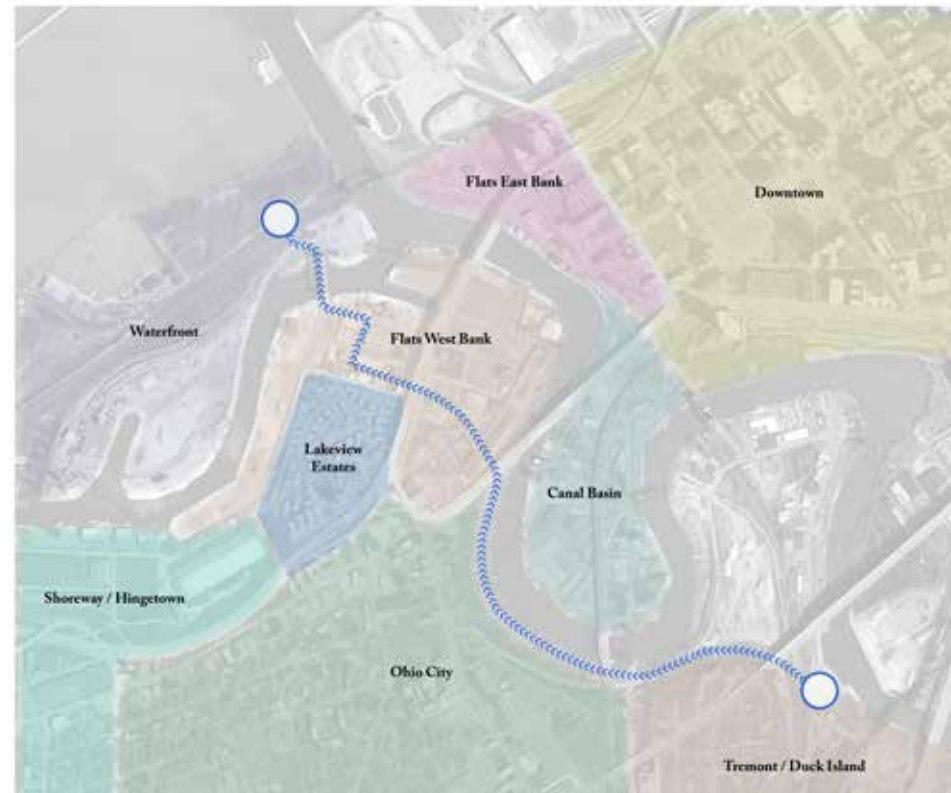


FIGURE III.3 - NEIGHBORHOODS ADJACENT TO TRAIL



FIGURE III.4 - EXISTING AND POTENTIAL NEIGHBORHOOD LINKS TO TRAIL

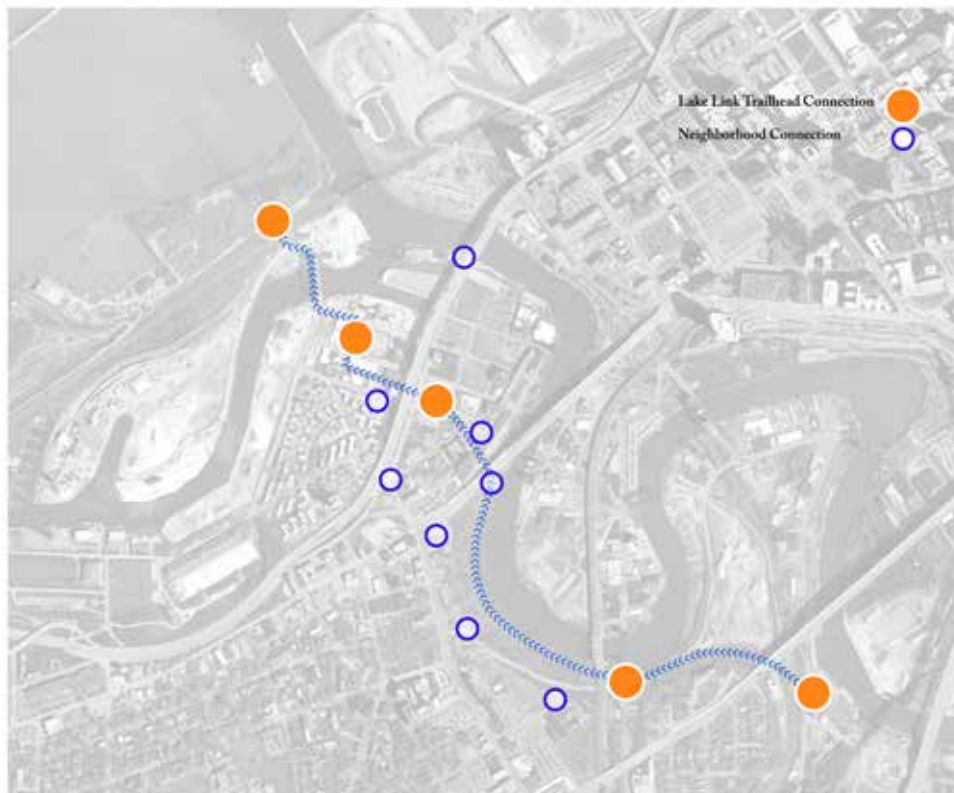


FIGURE III.5 - LAKE LINK TRAILHEAD LOCATIONS AND NEIGHBORHOOD GATEWAYS

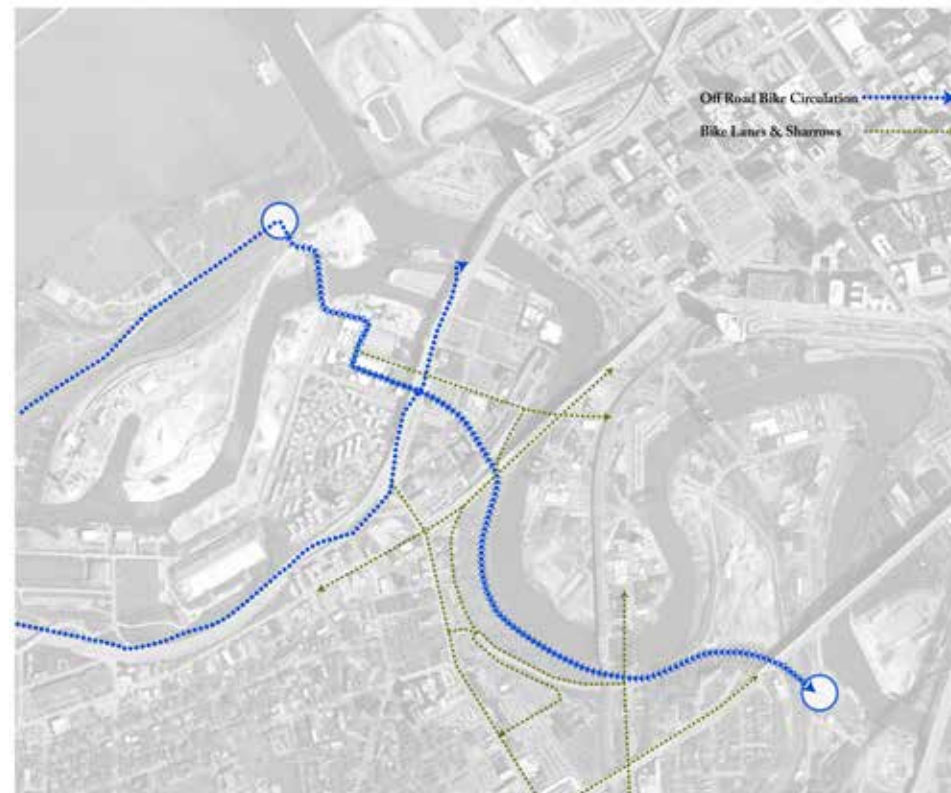


FIGURE III.6 - PROPOSED OFF ROAD BIKE PATHS AND ON ROAD BIKE LANES

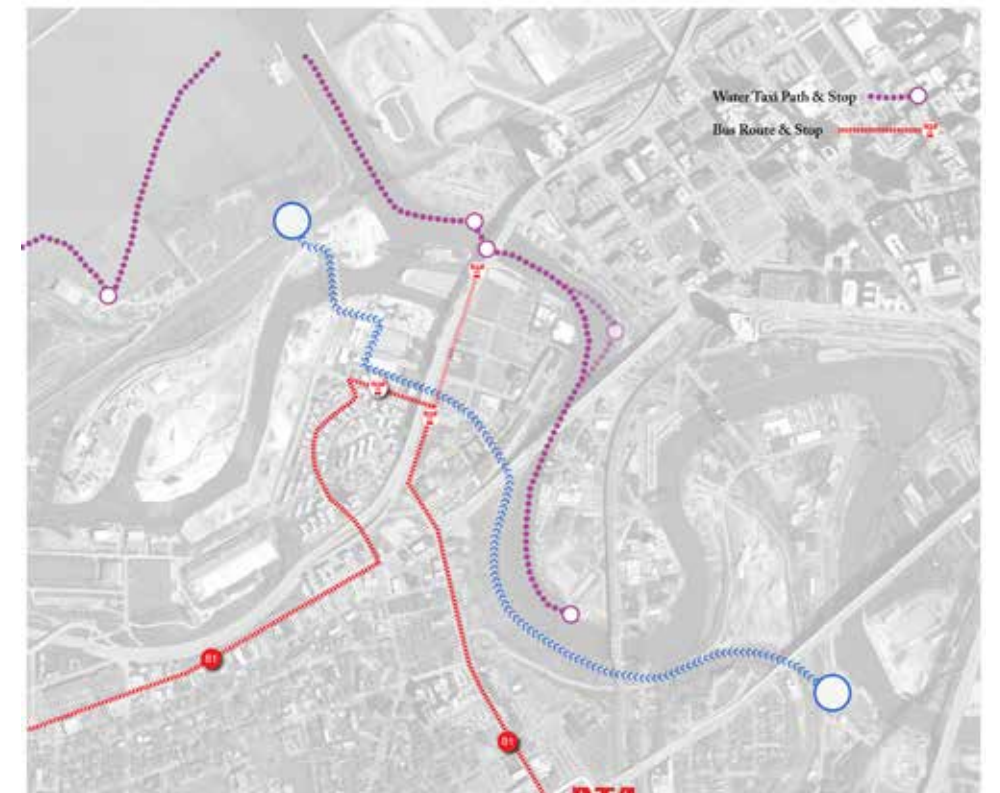


FIGURE III.7 - PROPOSED RTA BUS EXTENSION AND WATER SERVICE WITH WEST BANK STOP

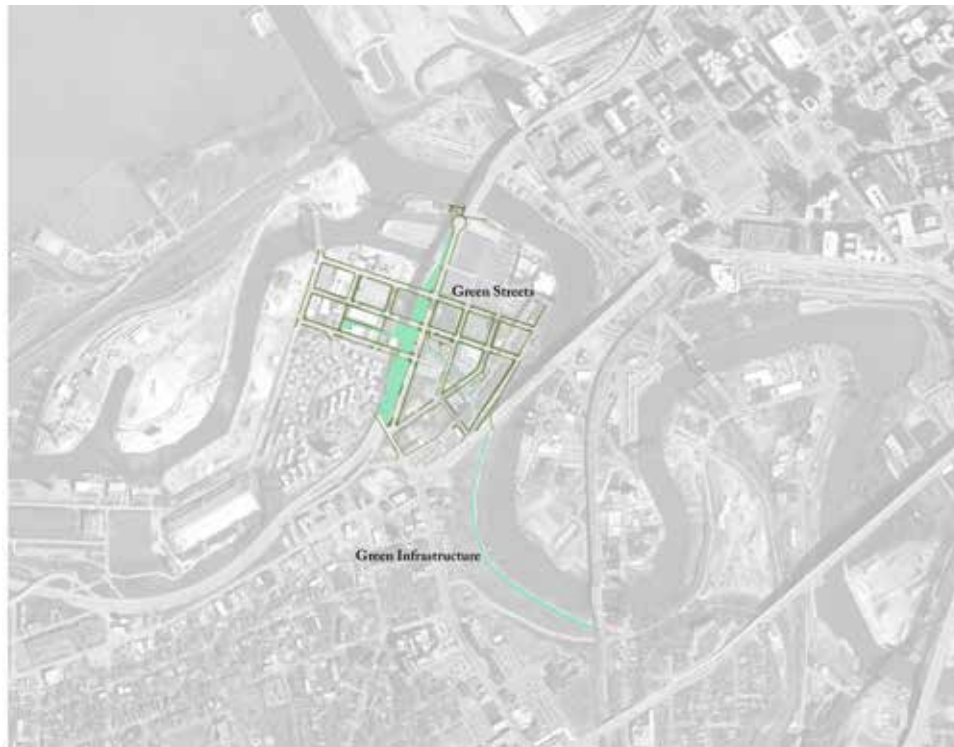


FIGURE III.8 - LOCATION OF GREEN INFRASTRUCTURE INITIATIVES INCLUDING GREEN STREETS

As you can see in the master plan the trail will bring about major changes to the area and serve as a “backbone” to the ever changing and evolving landscape of the Flats West Bank. Continuing on with our theme of enhancement we wanted to enhance the pedestrian connections, enhance the open-space and tree canopy coverage as well as the way in which our trail will affect the storm water management of the area. To this extent here we are proposing the addition of street tree plantings as well as possible curb bump-outs at crosswalks in order to increase safety and add to the area’s tree canopy. We believe improving the overall amount of tree canopy, while reducing the amount of impervious surfaces by converting parking lots to open space when possible. These measures will help to mitigate some of the storm water run-off effects currently felt in the area, which contribute heavily to the issue of combined sewer overflows identified as a safety and environmental concern by several of our stakeholders.

The general infrastructure of the trail and surrounding area was a concern for many stakeholders interviewed in this report, with many survey respondents echoing those concerns. Specifically, the status of the sidewalks and roadways were mentioned quite frequently, many of which are in very poor condition or almost unusable. Irishtown Bend and its instability was also a major concern for survey respondents, area stakeholders, our client (The Trust for Public Land), and for the students working on this report. The existing conditions of the path way and surrounding area are documented within this report. It is recommended that the client, The Ohio Chapter of The Trust for Public Land advocate for investments in the area for infrastructure projects, most

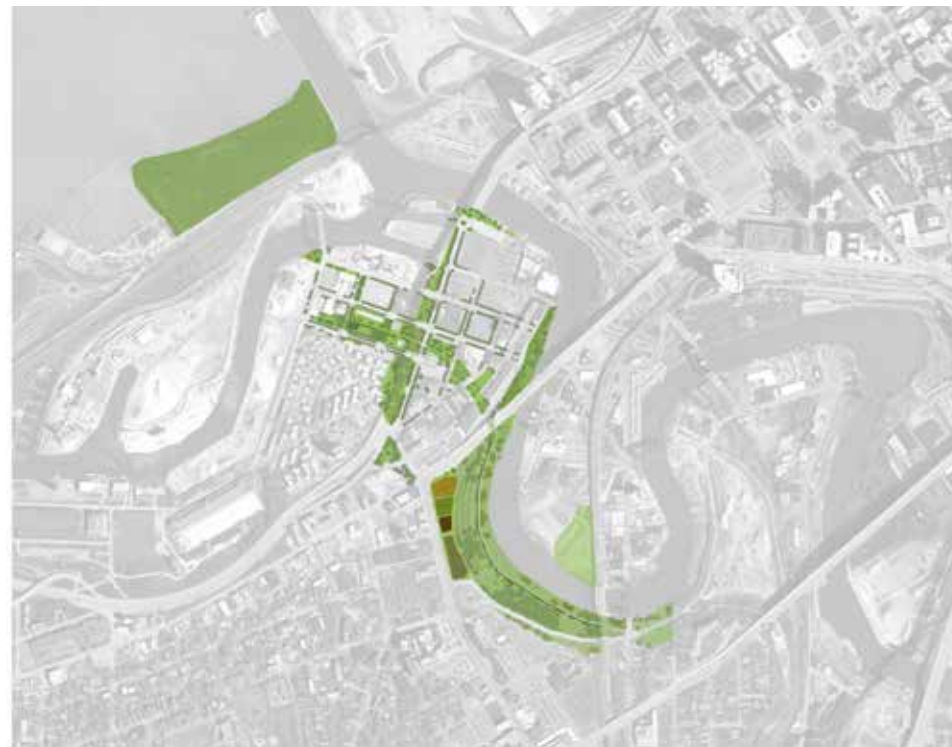


FIGURE III.9 - ENHANCED OPENSOURCE AREAS AND TREE CANOPY COVERAGE

importantly the stabilization of Irishtown Bend. These improvements should be proposed in conjunction with green infrastructure as well as the incorporation of Cleveland’s green streets design. These enhancements include not only natural environmental efforts to help water run-off but also blend in with our emphasis on safe and accessible streets with curb-bump outs, new sidewalks, improved signage, and up-to date safety features. When you combine all the various amenities, improvements, and activities along the trail we begin to get an idea of the extent to which the Lake Link Trail can really embrace its surrounding community and the city as a whole.

So far we have given a lot of attention to the various design elements in the area concerning the human and natural environment, but what about our connection to the past? The design team and area stakeholders agreed that recognizing the historical elements along the trail was an important thing to incorporate, with 54% of survey respondents saying historical/educational information was somewhat important. Playing off of the history outlined earlier in this report, several key points were highlighted. Markers will be placed along the trail to identify key historical features such as the Columbus Road Bridge War and the location of the Irishtown Archaeological District. These elements will embrace the industrial culture of the Flats, from its shipbuilding and brewing past, to current uses. The river will also be emphasized, displaying its competing uses of commerce, recreation, and ecology.

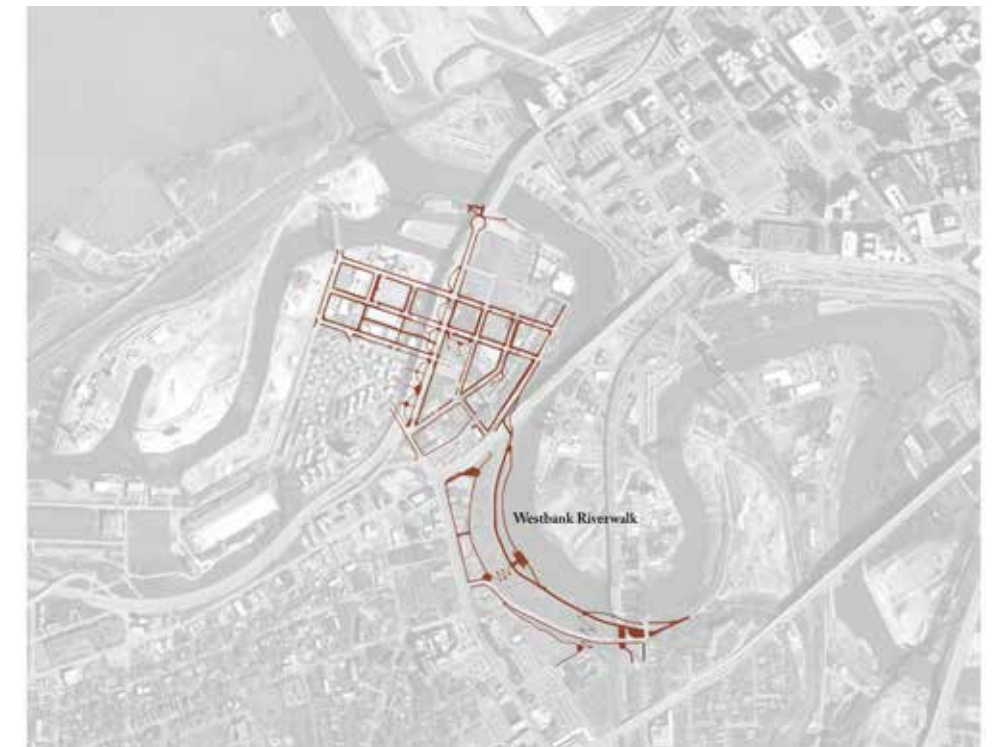


FIGURE III.10 - ENHANCED PEDESTRIAN SPACE INCLUDING RIVERWALK ACCESS

One of the biggest issues facing the proposed trail, and one that was brought up many times during discussions and interviews with stakeholders, is the issue surrounding the hill at Irishtown Bend. Although the Army Corps of Engineers must complete new bulk heads and other interventions for stabilizing Irishtown Bend, the Irishtown Greenway project can also create features that help aid in that endeavor. The terracing would be a storm water capture element that helps slow the flow of storm water before it flows into the river, helping to limit erosion and other strains on the watershed. This will not only help to stabilize the hillside, but can also provide access down to the trail, at least in certain sections. Other elements to be incorporated into the design include bio swales. This landscape feature helps with storm water runoff as well as with water filtration. Additional landscaping can be utilized in both the terrace and bio swale features, helping to reduce runoff and increase hillside stability. It’s recommended that natural plantings be used to not only lower maintenance needs, but also to support the native ecology. Also, permeable surfaces should be created where ever possible, using pavers and other materials that allows water to pass through.

Design Detail

The Towpath Trail transitions its course from the Scranton Peninsula to the beginning of the Lake Link Project at Columbus Road. The Lake Link project is split into three sections that are uniquely defined by their physical environment as it moves along an old railroad corridor. In the corresponding master plan we can see three distinct environments the River, Urban, and Lake Sections. The corridor for the River section of the trail is mainly a vacant steep greenway that hugs the crescent bend along the Cuyahoga River. Moving north along the trail, the Urban Grid section begins at the overpass of the Detroit-Superior Bridge, through the abandoned train tunnel. It is characterized by its urban grid and hardscape infrastructure that is home to a variety of uses such as, residential, retail, industrial, office, and entertainment. The third section, called the Lake section, continues over the Willow Street Lift Bridge across to Whiskey Island, through Wendy Park and retiring at the shore of Lake Erie. The design intent along the three trail sections is to embrace the landscape, people, and history of the corridor. This existing infrastructure sets the pallet for developing opportunities to restore the environment, health, and sense of place to this area. The culture, history, and uses of the corridor, juxtaposed with the current adjacent neighborhoods and uses, create a theme that integrates interpretive elements, which carried throughout, enhance the corridor with a new sense of purpose.

River Section

Characterized by its steep sloping landscape and views of the Cuyahoga River and Downtown East, the Irishtown Bend section emphasizes the natural environment while embracing the history and culture of the Cuyahoga River and all its various uses. To that end, we have incorporated a myriad of design elements for the River section.

The intersection of Columbus Road and Franklin Avenue serves as the entrance and main trailhead of the River section of the Lake Link Trail. This important intersection serves as one of the main hubs and entrance points onto the trail by providing access to West 25th Street and its adjacent RTA Red-Line station. Users will be able to hop down from the station, the West-Side Market, the Abbey Road Bikeway, and the proposed Red-Line Greenway right onto the Lake Link Trail. In addition, the Columbus Road Trailhead also serves as a connection to the proposed water taxi stop at the Metroparks Rivergate Park, currently under construction directly across the river. Finally this key trail head could also incorporate a bike-share station for users who wish temporarily rent a bicycle and travel within the neighborhood, or along the Lake Link and Towpath Trail.

The proposed Franklin Ave. Bike Connection allows users to access Ohio City and West 25th, along with the West-Side Market. This vital connection is seen as more of a transportation rather than recreation route as it will also provide easier bike access further North to Detroit Road, the Veteran's Memorial Bridge, and into Downtown Cleveland. The Franklin Ave. connection's importance is further highlighted when you take into account the renewed interest and programming taking place in and around the Detroit Bridge's lower level "trolley-way" section. What many visitors and nearby residents already know is that the area around the top of Irishtown Bend provides for amazing views of the Flats as well as Cleveland's ever-changing skyline. To highlight this we propose to develop Downtown Overlooks at the end of Bridge Avenue and West 22 St, as well as West 25th and Franklin Avenue. These new overlooks will not only provide amazing views of Downtown but hopefully provide both pedestrian and bicycle access to the trail. Adjacent to these overlooks and incorporating ideas proposed by the 2011 Ohio City Master Plan,, we see this area as an excellent site for the proposed extension of the Ohio City Farm currently operating at the top of Irishtown Bend. Not only will this benefit the community greatly, but also serve as a double-edged sword to help combat soil erosion and reduce the stress incurred throughout the slope of Irishtown Bend. This could be one example where the potential environmental benefits might possible out-weigh the economic potential of this area. We are also proposing the use of landscaping and structural terracing that would provide not only additional support for the hill, but could also be utilized by the aforementioned Ohio City Farm extension.

What would our trail be without an emphasis on the namesake from which the Irishtown Greenway project derives its name? With this in mind, we have created a proposal to build an Irishtown archaeological walk and exhibit. This important cultural element would allow users to explore the history and character of the area as they make their way down the hill to the main trail. This historical element also provides users access to the trail from the Bridge Avenue overlook and the nearby West-Side Market.

The actual Lake Link Trail, the heart of our project will align with the crumbling remains of Riverbed Street and will serve as the main transportation and recreation route for this section of the project.. Considering the importance of this section we wanted to highlight some key points; after examining previous studies and examples we feel the trail at this point will demand multiple lanes to deal with the anticipated high-usage of this section, (two lanes for bike travel and one lane for pedestrian traffic). We feel that the way the urban and natural environments coincide in this section will bring about an extremely high influx of users, and quite frankly we have the space here, so let's use it!

Additionally, the large width will also allow for easier access by park rangers and emergency vehicles in the area anticipating the myriad of events, both cultural and sports related, that could be programmed within this section of the trail. Finally, one of the key elements in our trail design is the bio swale. If this important environmental feature were to be incorporated, we could introduce over 2,000 linear feet of green infrastructure to the overall project area. One of the key features of the whole Lake Link Trail project is of course its proximity to the Cuyahoga River. With this in mind the team has developed what we are calling the West Bank Riverwalk. At the moment, due to slope and elevation differences between the Lake Link Trail corridor and the edge of the river, we felt it might be difficult to incorporate this busy section of the trail as part of a River-Walk concept along the water's edge. Therefore we are proposing that the main part of the trail stay along the vacated Riverbed Street, while at a later date or during future phases of the project as bulkhead repair work is completed, a river-walk pathway could be built adjacent to the river. Our renderings show how this board-walk like pathway will provide users access to the water's edge, but is also dependent on studies done by the US Army Corp of Engineers and the Cleveland Port Authority to determine the safety, environmental, and commerce issues relating to this turn, or bend in the river in conjunction with additional construction and trail use. Lastly we come to the tongue-in-cheek Landslide Amphitheater. This unique design element will be placed below the Lake Link Trail on the existing slope down to the river in an area directly across from the Cleveland Rowing Foundation and will be an amazing place to watch annual races, such as Cleveland's Dragon-boat race, along with providing unimpeded views of the Downtown skyline and the Flats in general.

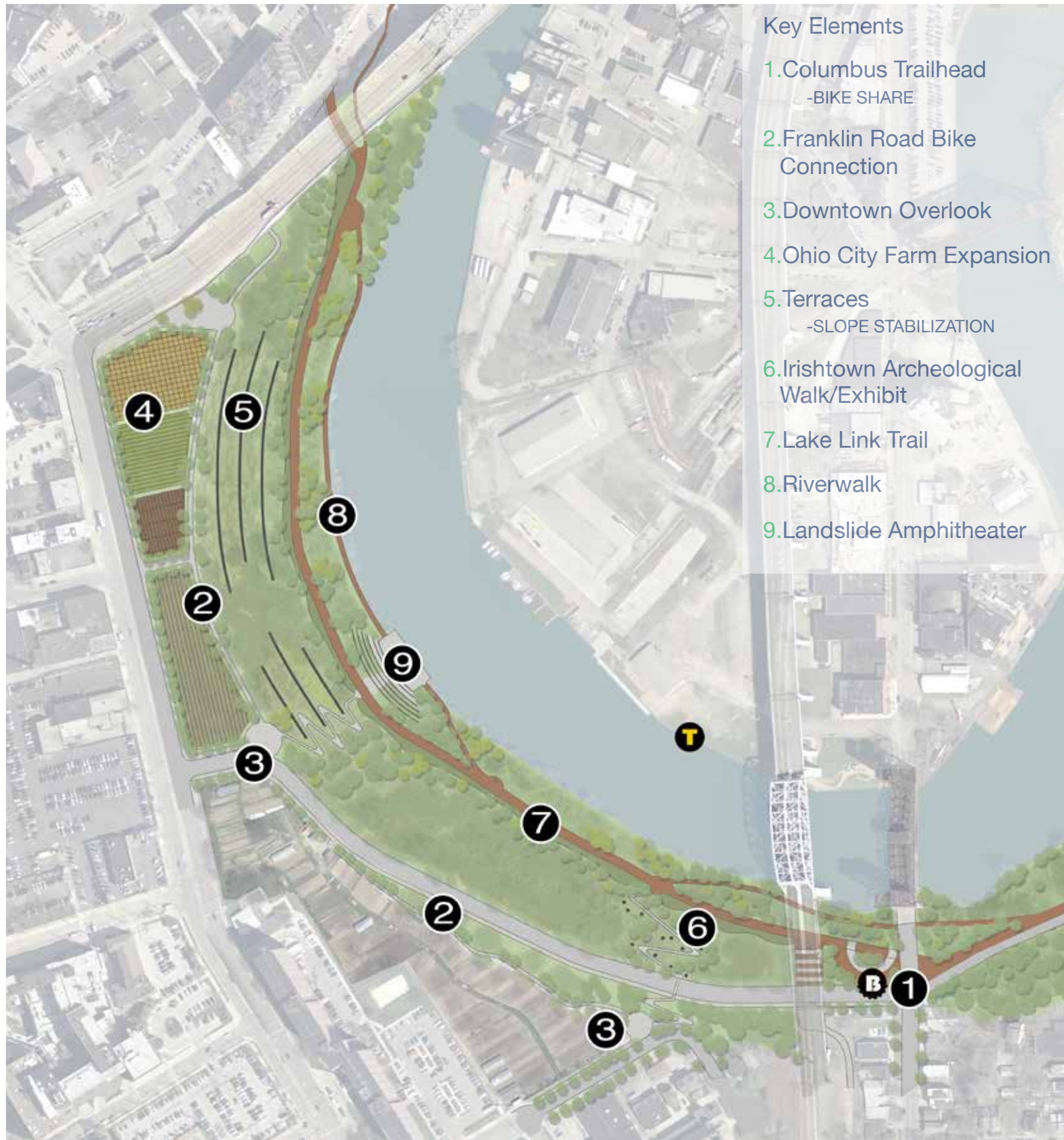


FIGURE III.11 - DETAIL MASTER PLAN OF RIVER SECTION

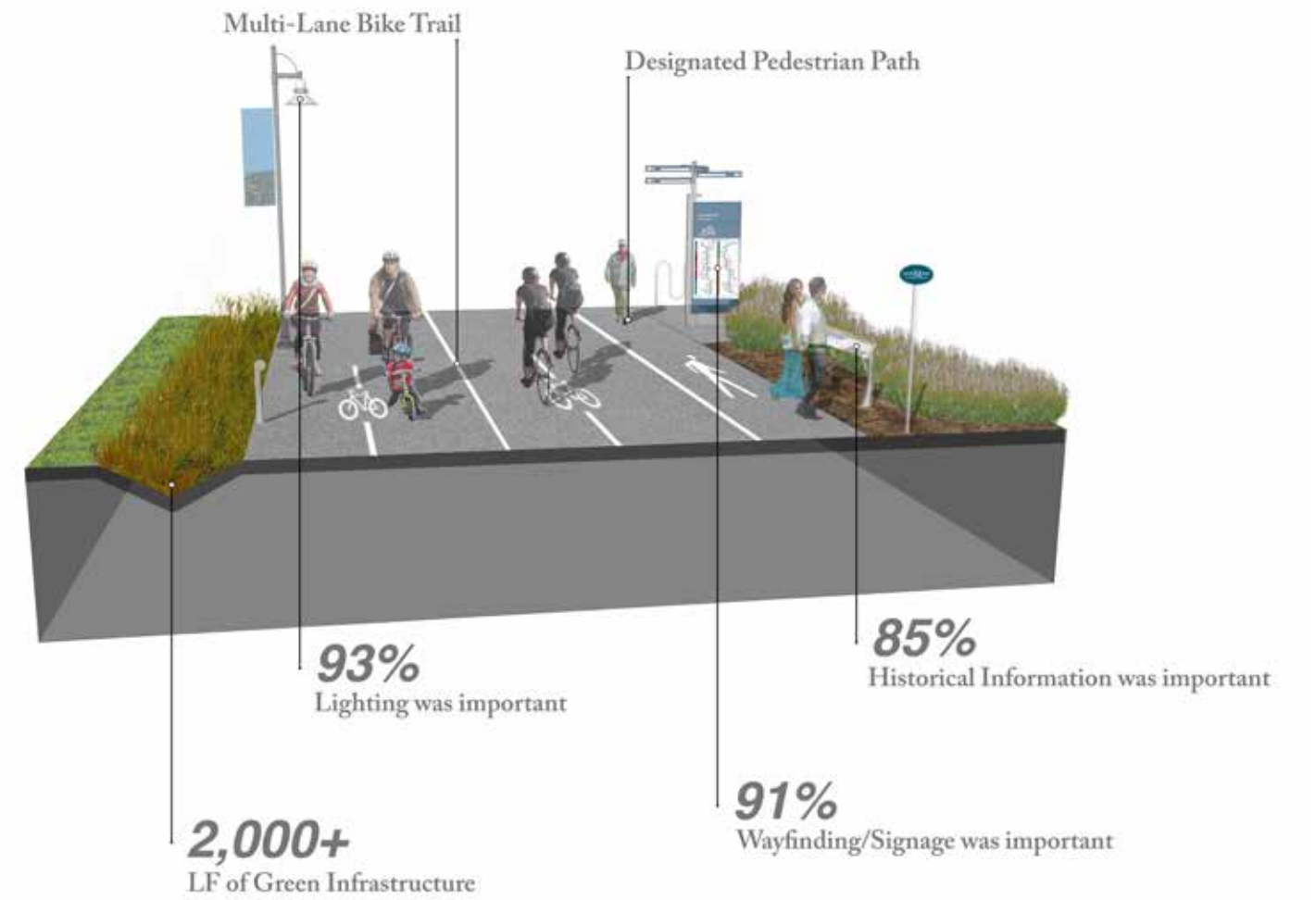


FIGURE III.12 - SECTION OF PROPOSED LAKE LINK TRAIL ON IRISHTOWN BEND WITH LEVELS OF IMPORTANCE FROM SURVEY RESPONDENTS

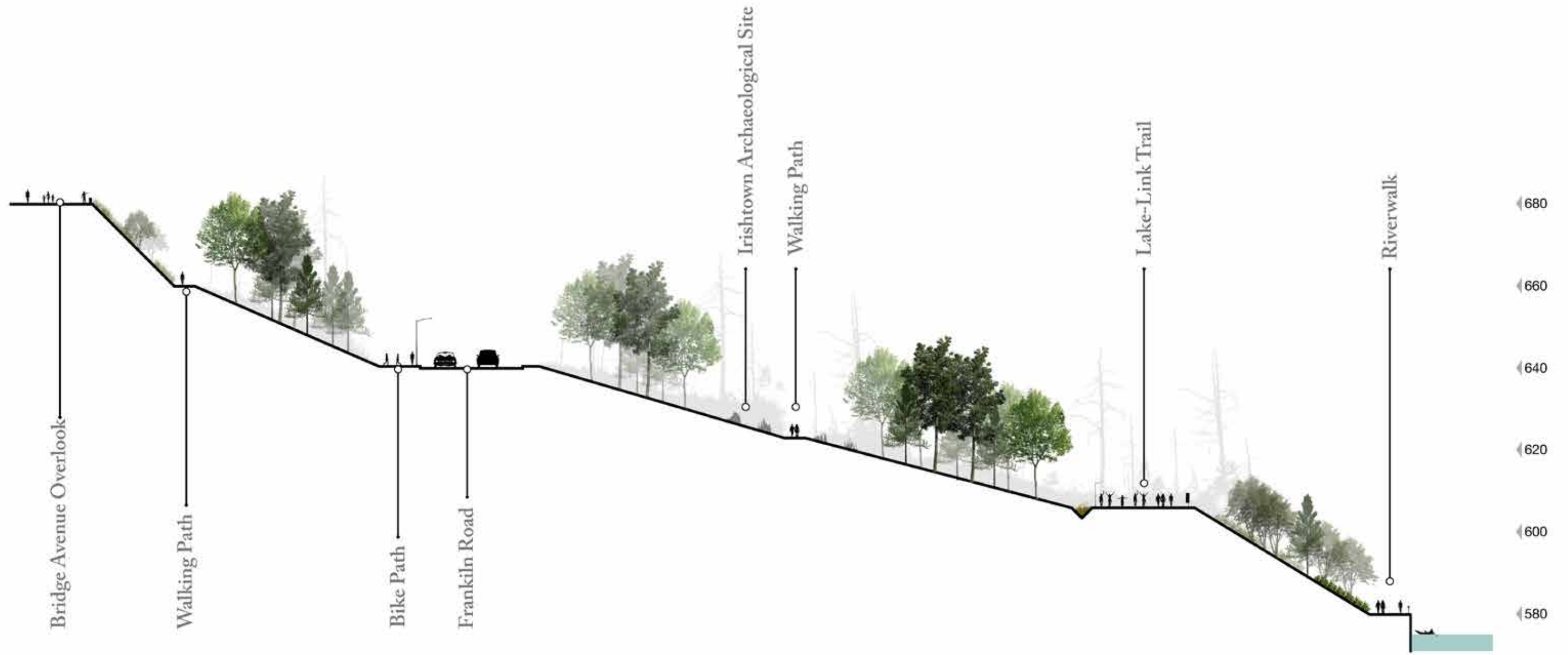


FIGURE III.13 - SECTION THROUGH IRISHTOWN BEND



FIGURE III.14 - SECTION THROUGH IRISHTOWN BEND & LANDSLIDE AMPHITHEATER

Urban Section

The Urban Section of the trail is focused on the existing sunken railroad corridor with links to the West Bank Flats street grid and open spaces above. The Urban Grid section begins at the north end opening of the hopefully redeveloped railroad tunnels in between the Stonebridge Waterfront Apartments. This important design feature calls for the re-use and re-opening of the old rail tunnel under Detroit Road. Not only will this allow for a seamless continuation of the trail, and serve as distinct entry point to the urban section, but it also serves to highlight the unique urban framework of the area. As users enter the urban section they can see the past and present industrial fabric of the area illustrated by the three bridges that cross over the trail; the Detroit Rail Tunnel, the Old Superior Viaduct, and the towering Veteran's Memorial Bridge. Not only will this entryway highlight this interesting architectural feature, but it will also keep access to the street level for residents of the adjacent neighborhood, while allowing the trail to not have to jump up to grade at Detroit and then back down below grade underneath Washington Street. Not only would this transition be awkward for trail users, but could also raise concerns over access under current ADA slope restrictions for multi-use trails. Heading out of the railroad tunnel, users will be treated to a highly developed sub-grade urban trail section, incorporating trail amenities such as signage and lighting, while also allowing for the incorporation of public art installations and our important bio swale feature.

The greenway team also proposes a trailhead and pocket park at the intersection of Main and Center Streets. The current use of this area as a parking lot could be radically transformed into a major destination and serve as a focal point for redevelopment efforts in the surrounding neighborhood. Additionally, the grade of the trail at this point and the current parking lot could be reconfigured to provide for much closer access to street level functions, allowing users easier access into and out of the trail, while also increasing the number of eyes on the trail. This idea of letting people see into and out of the trail is illustrated in our adjacent renderings and represents our response to stakeholder and trail user concerns over safety and access to the trail. The team has also proposed another major green infrastructure element incorporated into a passive park underneath the current Route 2/Shoreway Bridge that will allow users physical and visual access from West 25th all the way down to the edge of the Cuyahoga River and the teams location for a proposed water taxi stop. Not only would this be a passive park, allowing bicycle and pedestrian users off-street access to and from the river from the Lake Link Trail, but it would also serve as an important environmental feature filtering run-off from the shoreway above before it reaches the sewer system.

Continuing with our theme of linking the various parts of the Flats to one another, this water-taxi stop would increase neighborhood access on this new transportation network. This strategic location would serve to connect the West Bank of the Flats to other Cleveland landmarks like the Rock and Roll Hall of Fame along with increasing direct access to the developing Flats East Bank project.

Incorporating the community and nearby residents into the design of the Lake Link Trail has been a priority of the planning team from the very beginning. The overall team has only proposed demolition of a few buildings on the project. These buildings were removed to provide a neighborhood park directly adjacent to the trail and the existing Lakeview Estates community. This new open space will not only serve as a neighborhood park, but it will also open up the trail to nearby residents giving them a clear and direct link to the trail and nearby Wendy Park. To do this we are proposing the strategic demolition of underutilized buildings in the area, with the appropriate re-location and real-estate transitioning services incorporated into the process. The residents of this area have had amazing views of Downtown and the Lakefront but for years have not had an easy way to access Wendy or Edgewater Parks. By opening up the trail to these users, physically and visually, the trail would go a long way in fostering a sense of community and encouraging physical exercise and creating recreational opportunities for residents of the surrounding neighborhood. Finally, the park would also serve double duty as the end point and collection basin of our bio swale feature and green infrastructure proposed for the area.

Directly adjacent to this park when looking at the proposed rendering you can get a glimpse of what the K2 team is calling the Lake Link 'Street'. Since the trail at this point is fully back up to meet the existing street-grade, we want to highlight the current business, industrial, and commercial use of the area. To do this we are proposing the redevelopment of key buildings adjacent to the trail as potential studio space for artisans and craft-workers. This would give business owners not only the luxury of an open and refurbished studio space, but also allow them to open up their shops to the trail, inviting interaction between the business and potential trail users.

The current trail alignment has already been determined through a series of land acquisitions that transferred the old railway corridor over the a local Cleveland Non-Profit dedicated to increasing the open space and park system within the area. K2 saw this project as an opportunity to propose new alternatives to the trail route. With this exploration in mind the greenway team is proposing a change to the current alignment of the trail, one that would allow easier access to the trail and help to incorporate the future use of Wendy Park into our trail design. The current trail plan heads south towards River

Road via a very tight corridor in between a cellular tower and an industrial building with only a 10 foot right of way. Not only would this conflict with business operations for the adjacent building, but could also be a safety issue with users passing so close to an active cellular tower. In addition, crossing River Rd. with its high volume of truck traffic could pose a significant safety risk. Instead, we propose that the trail head north along Hemlock Avenue to Elm Avenue before heading left to the Willow Street Lift Bridge. While the issue of current street-use and the potential for vacating Hemlock should be addressed through an on-going dialogue between the various planning partners of the Lake Link Trail and area business owners, we still see this as better option for the trail alignment. Additionally this could allow for the incorporation of the current vacant parking lot to be turned into a trailhead and potential overflow parking for Wendy Park and any neighborhood events. With parking being a key issue in any future plans for Wendy Park, we believe this new alignment will allow visitors another parking option when events such as the Burning-River Fest and the Tall Ships event bring an influx of visitors to the area. Finally we come to perhaps the most important and perhaps actual impetus for the creation of the Lake Link Trail, allowing people access to Wendy Park and the Lakefront via the West Bank and the conclusion of the hundreds of miles of Towpath trails. While this section will be challenging, incorporating design proposals over the Willow Street Lift Bridge and then over the Norfolk-Southern Railway, it will serve as the crown jewel and visual representation of all the connections, linkages, and pathways discussed via the Irishtown Greenway Plan.

FIGURE III.15 - DETAIL MASTERPLAN OF URBAN SECTION

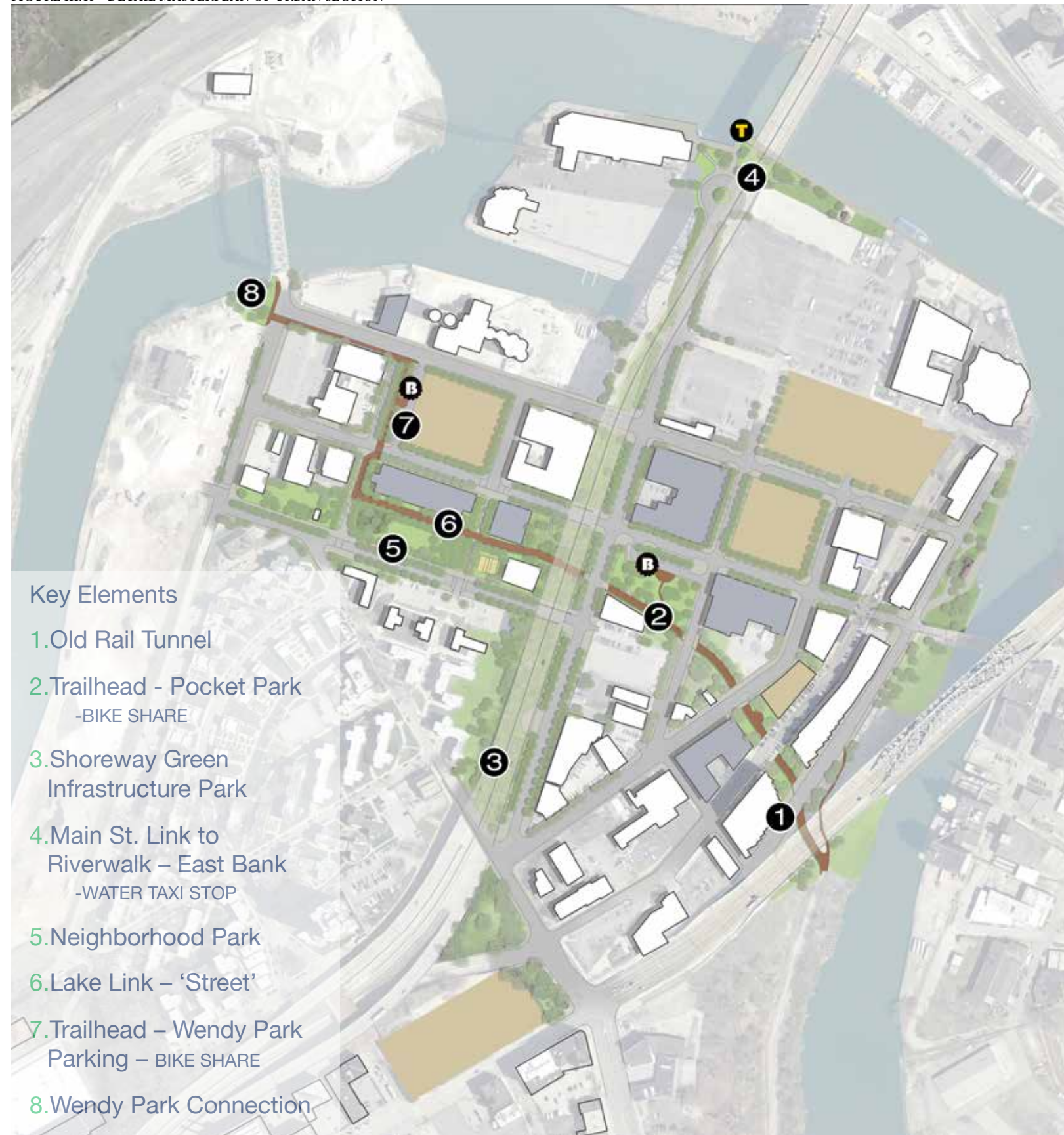


FIGURE III.16 - LAKE LINK TRAIL CORRIDOR BEFORE



FIGURE III.17 - LAKE LINK TRAIL AFTER

FIGURE III.18 - SECTION THROUGH TRAILHEAD AT CORNER OF CENTER AND MAIN STREETS

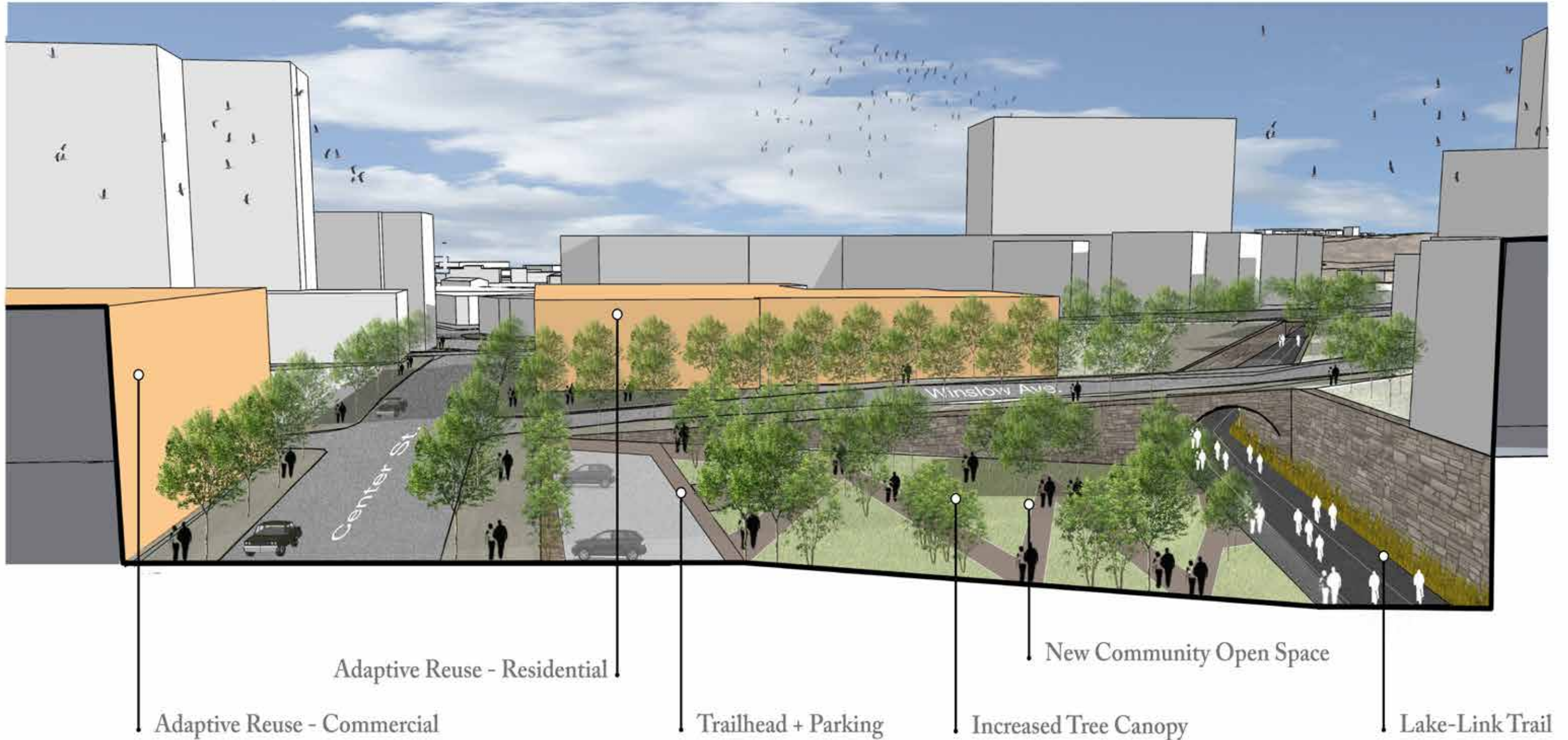




FIGURE III.19 - PERSPECTIVE OF LAKE LINK 'STREET' WITH NEW ADJACENT OPEN SPACE AND REDEVELOPED ARTIST STUDIOS DIRECTLY ADJACENT TO TRAIL

Lake Section

The terminus of the Lake Link Trail and indeed that of the journey of the crooked Cuyahoga River ends at the 23-acre Wendy Park at Whiskey Island. This man-made island became an attached feature of the Lake Erie shoreline around 1840 when the old Cuyahoga river channel became closed due to natural sediment build-up. The land mass we see today came about over a century of use including the creation of the harbor at Whiskey Island and its use as a dumping ground for dredged materials. In Image 6 we see the iconic U.S. Coast Guard Station found on the site was built in 1940 and which

served our city until 1976 when the Coast Guard moved to facilities near North Coast Harbor. Another important historical feature of the "island", seen in Image 7, are the iconic Hulett ore unloaders, which currently sit dismantled and have been the topic of restoration discussions since their demise in the year 2000. It is with this rich history that we find our impetus for design in the terminus of the Lake Link Trail at Wendy Park. We have taken our design cues from a comprehensive 2012 planning document entitled the Whiskey Island Management Plan, designed by CMG Landscape Architecture in conjunction with LAND Studio.

The design theme for the trail section at and around Wendy Park should mirror the various design elements found throughout the Lake Link Trail. This includes lighting, signage and way-finding devices, as well as the historical and cultural interpretations found along the trail. In order to achieve our goal of ending the Lake Link Trail on Whiskey Island two important obstacles must be overcome, including the Willow Street Lift Bridge and the Norfolk Southern Railroad. To this end a pedestrian section must be added to the Willow Street Lift Bridge while a separate and unique design element will be added in a free-standing pedestrian bridge over the railroad line. While Cuyahoga County began negotiations in 2010 with architect Miguel Rosales to develop said pedestrian bridge, the site has yet to see this grand design come to fruition. While these two sections could be seen as obstacles, like most of the Lake Link Trail, these two sections must be seen as opportunities to express a coherent design theme highlighting the rich industrial heritage of Cleveland. It is with this rich heritage that we propose the old coast guard station be turned into an important gathering place with historical, environmental, and social functions mirroring the needs and desires of our park users. This amazing Cleveland landmark has sat abandoned for too long and the opportunity to create a narrative weaving together the history of Cleveland and its unique watershed should not be ignored. Continuing with the theme of connectivity, the Greenway Design team has identified the need to create a trail that would link Wendy and Edgewater Parks. This unique feature could also serve as a historical timeline with the incorporation of the dismantled Hulett ore unloaders serving as unique interpretive markers along such a trail.

The many challenges that face any planning endeavor are certainly evident in Wendy Park at Whiskey Island, but we must remember that challenges are really just opportunities. In the case of Wendy Park, we have an amazing opportunity to create a meaningful destination, or capstone to the hundreds of miles of Towpath Trails, as well as the years and years of planning, construction, and volunteer work that it has taken to get to this point.

Strategic Design Elements

Lighting is another major design element identified by, not only our client, but also stakeholders and survey participants, 64% of which said lighting was very important as a trail amenity and 69% saying lighting was also a very important safety feature. The entire route will feature various lighting options, not only providing light for the trail but also acting as a distinguishing feature. The general trail lighting will feature light poles, possibly with banners, as well as low path lighting along the side of the trail. Since a large amount of the trail consists of underpasses, tunnels, and trenches, interesting lighting installations can be used to help create an identity for those elements and enhance the feeling of safety. Lighting elements can also act as art installations or as highlighting features; the lighting of the lower portions of bridges, like the Main Ave. Bridge, the Detroit-Superior Bridge, the Columbus Rd. Bridge, and the Lorain-Carnegie Bridge, can draw attention to the bridges and, perhaps, to the trail itself.

Many more details go into the creation of a greenway and park system; however, those elements do not always elicit the greatest amount of attention. Specifics of seating options, bathrooms, water fountains, and other necessities are not always thought about by individuals. All of those details, for the most part, were mentioned in some capacity in stakeholder interviews and in the survey results. Of survey respondents 54% thought recreation space for children, families and adults was very important, 72% thought restrooms and water fountains were very important, and 61% thought that, in general, parks were important.

As integral parts of parks, seating options will need to be included in the design. The main seating type that could be found along the trail and in connected parks would take the form of benches and seating walls. Specific sections of the trails, like the trail heads, pocket parks, or other distinctive areas, will have their own, unique seating options that will help define those spaces and differentiate them from the rest of the trail. These seating elements could be more interactive, allowing for people to move the position of chairs or tables, sunbathe on lounge chairs, or possibly swing on benches on top of the overlooks of Irishtown Bend. Water fountains could be found at trail heads and key locations, most likely those that are highly traveled. No matter their location, it is recommended that these water fountains have spigots for both humans and canines helping the trail to be animal friendly and encouraging more uses. Bathrooms, also an important element, will be located at the trailheads.



FIGURE III.20 - EXAMPLE OF SIGNAGE/KIOSK AND TUNNEL LIGHTING IDEAS



Navigating through the Flats can be a challenge, which may be the reason 91% of survey respondents, as well as the stakeholder interviews, highlighted signage and wayfinding as somewhat, or very important elements that should be implemented along the Irishtown Greenway. The trailheads would have main kiosks that would display information and wayfinding/directional signs would be located at various points along the trail. Both could use QR codes that can be scanned by trail users with smart phones, allowing them access to digital information that could be more up to date or extensive. Additionally, public art installations could serve as interpretive screens, in and around industrial sections, not only to enhance and beautify the trail, but also to educate the public about past and present industrial and commercial usages. This information could be communicated through text and both historical and artistic images interwoven into the screening element.

Next Steps and Conclusion

So what will it take to get the Lake Link Trail actually built? Well as every planning endeavor has shown us in the past it will take a huge amount of commitment, collaboration, and vision from the multitude of state and local planning agencies as well as private and non-profit firms. In addition we recommend that planning best-practice be followed with the incorporation of design charrettes and community meetings that will help garner public support and better determine the actual design of the trail. We also recognize that creating a dialogue between all members of the adjacent community, including the industrial business owners, public-housing residents, and government stakeholders will be essential for this project to move forward in an equitable way.

We propose that the trail be completed in a phased approach with the first action to be the construction and installation of the proposed pedestrian bridge over the Norfolk-Southern Railway at the terminus of the Lake Link Trail. This would go a long way in solidifying the connections and the plan in general in the public's eye as well as making a bold statement about the future of this area. Not only would this connect Wendy Park with the Flats West-Bank, but it would also serve as motivation to complete the project once people see what an amazing and needed amenity this would be for the city. Next comes the actual design and implementation of the actual Irishtown Greenway. This is the heart and soul of the project and would serve to make the connection between the Scranton Rd beginning and the newly constructed pedestrian bridge near Wendy Park. Following the actual construction of the trail, filling in the gaps would be accomplished by the addition of various parks and trailheads throughout the area as well as the addition of way finding and signage solutions to tie the whole project together. Finally, the creation of a boardwalk, or river walk as we are calling it along Irishtown Bend would serve as a fun and important amenity to the trail, connecting users with the river's edge and the myriad of river uses and activities that can be viewed from this important location.

While it is hard to say that the Flat's West Bank lacks character, it is indeed with the unique history, environment, and current uses that we aim to restore a sense of place back to the area. With the implementation of the Lake Link Trail project a new back-bone will be inserted into the community, connecting it not only physically, but socially and culturally as well. This was once and continues to be an important residential and industrial area of Cleveland and the Lake Link Trail will go a long way in restoring this sense of character and vitality to the Flats West Bank.



PART III: RECOMMENDATIONS

Development



• *Connecting the region to its waterfront using the Lake Link Trail* •

Development

To begin our development analysis, it is important to first take into account the development trends and market conditions of Cleveland in general and then analyze the study area with that perspective in mind. Our process and results below are meant to be built off of the data and knowledge that exists on the real estate development markets of Cleveland today in order to anticipate future conditions and extrapolate current trends into how they would best leverage the greenway, trail and access to the lake. This section will outline an overview of the study area; relate the Cleveland market conditions to our study area; discuss the demand for the best land uses in Cleveland as they are now and what they may trend towards to in the future; tie in existing plans for area land use, and finally provide development recommendations that fit into the comprehensive vision of the overall plan. Ultimately, our development recommendations are a combination of historic reuse and strategic new-build development that leverages the planned lake access and trail connections to the overall greenway and Metroparks trail network.

Our study area is approximately 86 acres, with approximately 15 acres directly adjacent to the trail right-of-way. It is situated on the west bank of the Cuyahoga River, immediately west of Downtown Cleveland in an area known as the Flats, a name derived from the low features of the land immediately adjacent to the river. The earlier maps from the existing regulatory conditions showed the current zoning layout of the area, and an analysis of the existing land use. Local retail zoning and multi-family appears to branch off from the northern edge of the Ohio City neighborhood and the existing residential areas known as Stonebridge. A majority of the land appears to be zoned as semi to general industry, including most of the trail right-of-way as it cuts through the study area.

The current zoning map hints at the much more industrial past of the Flats, with spots of retail zoning appear to be recent changes. This is also reflected in a visual evaluation of the study area, where one can observe properties whose uses have visibly changed or have become underutilized over the years. Historic maps of the area support this observation, particularly the Sanborn Fire Insurance Maps from the 1950s. These maps reveal an area crossed with more rail lines and industrial/manufacturing uses than we currently find today. In fact, the trail right-of-way through the study area is itself an old rail line. These facts provide valuable insight into moving forward with any development proposals and inform efforts to explore redevelopment opportunities.

Besides the currently allowed and historic land uses, the demographics of the area are worth restating in the context of how they are relevant to development along the trail. In total, there are approximately 1,690 households in the study area across two Census block groups. Two key questions in profiling an area are: what can people currently afford and what type of living are they likely in now? A profile of the area's income data is a good starting point to gauge affordability, while commuting style is useful for profiling some of the living amenities current residents have or are accustomed to. As stated in our first phase, the following data derived from the Census are restated here for their relevance:

Block Group	Households	Families	Non-family households	Families with own children aged < 18	Persons never married
1033.00-1	1,049	392	657	227	823
1036.02-4	641	76	565	30	432

Block Group	Median HH income	Median family income	Poverty rate (%)	Persons living below poverty	Families with children < 18 living below poverty
1033.00-1	\$16,841	\$15,833	35.99	528	101
1036.02-4	\$8,277	\$7,614	75.64	801	30

Block Group	Drove to work	Public transportation	Other means to work	Walked to work	Worked at home	No vehicle available
1033.00-1	373	114	0	54	25	375
1036.02-4	166	32	0	0	11	485
Total	539	146	0	54	36	860
Percent	24%	6%	0%	2%	2%	27%

TABLE III.1 - CENSUS DATA ON HOUSEHOLDS (INCOME AND MOBILITY) DIRECTLY ADJACENT TO LAKE LINK TRAIL

Market Conditions/Demand

The academic research in the previous sections suggested residential/retail land use is best to leverage amenities such as trails and greenways. Given this, the best step to take is to consider the existing market conditions, market trends, and apply them to the study area to see if the encouraged uses make sense for the area.

The most immediate areas of comparison for the study area’s potential are Ohio City and Downtown. With the Flats East Bank project underway and due to be complete before the trail would tentatively be finished, it could serve as an exemplar of new construction housing for the Cleveland market. To determine relevant market conditions, our research revealed three relevant sources of data: the Downtown Cleveland Alliance quarterly market reports, the West 25th Transit Oriented Development (TOD) study plan from the Cleveland Planning Commission, and a study of comparable rental properties in the area.

The most appealing fact from the 2013 quarter 4 report of the Downtown Cleveland Alliance is the rental occupancy of 95%. It has remained above 94% for the past 11 quarters (DCA 2013). Given the study area’s proximity to downtown and the planned amenities it can access, demand this close is compelling for development. On the west side (and slightly south) of the study area, Ohio City and the near west side of Cleveland continues to be a demand-saturated area for housing, retail, and neighborhood amenities. It is important to keep in mind, however, the number of planned and developing units downtown. According to the report, there are 1,133 units expected in the next 24 months.

In regards to near west side residential demand, the Cleveland City Planning Commission’s TOD study plan concludes that the Ohio City Primary Market Area (PMA) can support and will demand 14,000 to 18,000 new residential dwelling units in the next ten years (City of Cleveland 2013). The TOD area around the W. 25th transit stop, if it captured 10% of that demand, could see 1,400 – 1,800 units, or 140 – 180 a year given the 10-year timeframe. Given the current and expected rental demand in the area, how do current rental rates compare? Development 5 shown below lists the results of a survey of comparable properties in and around the study area:

Mariner’s Watch is an interesting comparable, as it is one of the few recent new construction housing developments in the area. However, the fact that the Residences at Stonebridge appear to be renting so low does not reflect the study area’s ability to support new development. The other properties listed above are renovations/redevelopments of existing buildings, which typically are cheaper to complete, resulting in lower rental rates. The problem with a rental comparison analysis is there are few comparable properties within the study area that can accurately reflect the market relationships that currently exist between the properties that are considered in the flats and outside the flats in Ohio City/the near west side. From our analysis, Stonebridge appears to be the only suitable comparison within the site’s PMA. The difference in rental rates between Stonebridge and new-build developments such as Mariner’s Watch within the PMA and those outside the PMA but in Cleveland proper is not encouraging. However, this does not mean development/redevelopment cannot happen within the study area, particularly when considering the appealing nature of the greenway proposal. To that effect, there are several redevelopment opportunities that are only made more feasible and marketable with the advent of the Lake Link Trail and Irishtown Greenway.



Comparable Rents Near the Irishtown Greenway Study Area			
Project	1BR/1BA (Sq. Ft.)	Monthly Rent	Price per Sq.Ft.
Mariner’s Watch	633	\$1,160	\$1.83
Residences at Stonebridge	1,000	\$1,100	\$1.11
Westside Community House	750	\$1,185	\$1.58
Federal Knitting Mills	950	\$1,387	\$1.46
West 58th Lofts	850	\$1,207	\$1.42
Project Rent/Size Potential	837	\$1,208	1.48

TABLE III.2 - COMPARABLE RENT MATRIX

Site Conditions

Based on our analysis and research conducted in phase 1, we developed a clear understanding of the existing physical and property conditions that exist in the study area. The relevant details from that analysis include those that identified the infrastructure, building, and environmental conditions. In terms of transport infrastructure, the area is very accessible by car, however road conditions are deteriorating and reflect a time of heavier motor traffic – roads appear wider than they currently need to be and lack adequate facilities for bikes and pedestrians. Also, storm sewers appear to be easily overwhelmed during heavy rain events. Buildings that still exist are in questionable condition – as industrial use has declined in sections of the study area, building maintenance has declined as well. This may be viewed as an opportunity – in fact several strategically located buildings may be ripe for redevelopment. Finally, two distinct environmental concerns have revealed themselves throughout our research and analysis. The first would be some of the many historic land uses the study area has been home to, specifically the light to heavy industrial uses. Without more detailed site analysis including soil testing, it is difficult to identify specific sites of concern, but as is stated earlier the Sanborn maps reveal general areas to be aware of. There is one area of initial concern beyond the rail lines would be the former Brown Fuel Co. site, shown on map number 12. However that site lies along the old river channel, is not immediate adjacent to the trail and other key sites. Rail lines are common indicators of soil contamination, so additional testing of areas directly adjacent and north of former and existing rail lines may be warranted before future development takes place. Second, the Ontario Stone property usually has piles of sand and other materials that can cause clouds of dust to blow through the area. While we have identified this as a potential issue, it is not clear how much of an impact this could make. A more detailed study would be called for, but at this time we find it appropriate to identify the potential detriment to living in the study area.

The last major input into our development analysis and recommendations would be the Connecting Cleveland 2020 Citywide Plan, the attempt by the City to envision land use that would be more beneficial to the City by 2020 than some of the historic and current uses. The Cleveland City Planning Commission envisions the study area as a combination of multi-family, mixed use residential/retail and primarily retail along the river to the north east. It is interesting, and perhaps expected, that the only major zoning changes in the study area constitute the currently-zoned light and semi-industrial portions in the middle of the west bank. It is with this information and the data gathered and analyzed above that we move forward in selecting our immediate sites for development and redevelopment along with the areas we think have potential in the future, perhaps by 2020, to be radically altered in their form and current use in the study area.

Highest and Best Use Analysis

For the Highest and Best Use (HBU) analysis, 11 different site uses were ranked, using 23 different attributes on a 5-point scale (-2 to 2). Since many of the sites under analysis for development are adjacent to each other, one HBU has been done which can be applied to each site. The HBU analysis determined that a mixed-use development would be most suitable for the land, with Rental Housing, Condos, and Retail/Bar/Entertainment following. Depending on the height of the new structures, there are potential views of both Lake Erie and the Cuyahoga River in addition to views of the Cleveland skyline.

In terms of access, the site ranking varies depending on the use. There is highway access less than a half mile from the site, which is close enough to be convenient for housing and retail, yet far enough to be undesirable for certain commercial spaces that capitalize on freeway proximity (such as gas stations or supermarkets). There are no bus stops closer than 5 minutes walking distance from the site, which is surprising, considering the location near the city center. Sidewalks exist on most of the roads, but many have lacked maintenance for several years. Freight and water access are not immediately adjacent to the property, but are very close. Depending on the proposed use, this may or may not be an issue. Yet, because of the relative closeness of the rail, river, and highway, along with the high traffic counts, the area near the site may be noisier than expected.

Currently the site is zoned semi- and general- industry, where most uses would be permitted. The infrastructure is interesting, with the Tenk Building featuring high potential for rehab (possibly housing or retail, or both). The overall site is underutilized, and in many places unkempt. The property size has the potential for many uses, as well as room for expansion (housing, retail, green space, entertainment). One major disadvantage is that it is highly likely that the entire site is a brownfield, which may limit some potential uses. Ultimately, after taking into consideration all potential uses, and considering variables such as land value, visibility, competition, and zoning, mixed-use properties would be the most optimal use for the development sites under consideration currently.

Site Attributes	Super-market	Conve-nience Store	Retail/Bar/Entertainment	Rental Housing	Condo	Ware-house/Light industrial	Public Space	Office	Parking (Open Lot)	Hotel	Mixed-Use
Visibility/Views	1	1	1	1	1	0	1	1	-1	1	1
Auto Traffic	1	1	1	1	1	1	1	1	1	1	2
Adequate Parking	0	2	2	2	2	2	2	2	2	2	2
Pedestrian Access	1	1	1	1	1	1	1	1	1	1	1
Highway Access	1	1	1	2	2	1	2	2	1	1	2
Rapid/Bus	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Freight Rail	0	0	0	0	0	1	0	0	0	0	0
River Access	0	0	0	2	2	2	2	0	0	0	2
Under Bridge	0	0	0	0	0	0	0	0	0	0	0
Noise level	0	0	0	-1	-1	0	0	-2	0	-1	-1
Resident Base	1	1	1	1	1	0	1	1	0	0	1
Day time use	2	2	1	1	1	2	1	2	1	1	2
Brownfield	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Infrastructure	-2	-1	1	2	2	2	-1	1	1	1	2
Zoning	2	2	2	2	2	2	2	2	2	2	2
Condition of Parcel	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Size of Parcel	-2	1	2	2	2	2	2	2	2	2	2
Compatibility to Structure	-2	-2	1	2	2	2	-1	1	1	1	1
Future Expansion	-2	0	2	2	2	1	1	1	0	1	2
Competition	-2	1	1	1	1	-1	1	-1	-2	1	1
Market Window	0	0	2	2	2	0	2	-2	-2	1	2
Value of Land	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Building Tax Base	2	1	2	2	2	2	0	2	0	2	2
Totals	-4	6	16	20	20	15	12	9	2	12	21

TABLE III.3 - HIGHEST AND BEST USE TABLE

Site Selection Criteria

While there are some residential and entertainment uses in the West Bank of the flats, the critical mass needed that would spur widespread development of the underutilized land throughout the area does not presently exist. However, the trail will certainly spur economic development as has been the case in hundreds of other cities throughout America. This can be measured by comparing property values before and after a greenway or park is developed. As an example, Central Park in New York costing only \$13 million to build in 1873, increased the property values of surrounding land by \$209 million over 17 years (American Planning Association, 2002).

However the impact of the trail on development, at least initially, will likely be greatest with land that is immediately adjacent to the trail. It is for this reason that we have chosen to explore development in two phases. The following section will explore the first phase in greater detail than that of the second phase due to the unknown market conditions that would exist in the years following the phase one proposed development. The sites that were selected for Phase One development are primarily those that are immediately adjacent to the trail for two reasons: trail oriented amenities, and the potential for creating vibrancy that will make the trail safer. First, by leveraging the value that people will likely place on being adjacent to the greenway, all of the proposed residential, commercial, and industrial development should incorporate elements that embrace the access and connectivity to public green space that the trail brings. Retail spaces with amenities that will appeal to trail users are optimal uses. A bike shop, juice bar, ice cream shop and coffee shop are all prime examples of retail that would thrive along the trail.

Residential spaces with indoor bicycle parking facilities for tenants that open up directly onto the trail will allow individuals to go to the trail level floor of their building, jump on their bike, and be at the lake, downtown, or Tremont in a matter of minutes. Residential buildings should have shared community rooms that blur the lines between outdoor and indoor space allowing residents to host parties that take advantage of the greenway. Additionally, many of the units should have outdoor balconies that overlook the greenway. These trail oriented tenant amenities all would add a desirable unique character to the apartments and condos.

Second, careful consideration has gone into ensuring trail users feel safe. It is for this reason, that applying principles of Crime Prevention Through Environmental Design (CPTED) is a priority for this area that traditionally has a perception that it is unsafe. The Westside Market survey found that, of those surveyed, 77% would feel “somewhat safe”, or “unsafe” using this trail. According to Officer Pettrey of the Cleveland State University Police Depart-

ment, “CPTED is based on the idea that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement to the quality of life. A well-designed environment will reduce the likelihood of it being targeted for a crime.” (Pettrey, 2012) The three main components of CPTED include Natural Access Control, Natural Surveillance, and Territorial Reinforcement. One of the key components to Natural Surveillance is to intentionally design spaces that encourage people to look out into area that would otherwise be prone to crime. A concern with building a trail in a 23-foot deep trench through the west bank of the flats is that people would feel unsafe being below grade without able to see or be seen.

When walking through a commercial neighborhood late at night, even with the best lighting, an individual will likely still feel unsafe if there is no activity on the street. For instance even in a busy city walking by a car dealership late at night, despite good lighting and open views, will generally feel less safe than walking by a lively street with restaurants at grade and residential units with windows above.

While good lighting and site access is essential to ensure a safe environment is created, intentionally placing uses along the trail that will encourage casual observations of the trail is also key to preventing crime. Placement of retail at trail level, along with community rooms, and activities that would encourage people to linger down in the trail all would lead to more “eyes on the trail” that will make it safer. Additionally, residential units with large windows and balconies overlooking the trail will improve the perception of safety by trail users. In addition to a focus on trail oriented amenities that require development of space in close proximity to the trail, the idea that natural surveillance will make the trails more safe is a driving force behind the selection of parcels to develop that are immediately adjacent to the trail for Phase I. The following section goes into greater detail behind the proposed potential development in Phase I and Phase II.



FIGURE III.22 - SITE PLAN FOR PROPOSED DEVELOPMENT SITES NEXT TO TRAIL

Design Guidelines

Virtually all of the Flats West Bank area under consideration for redevelopment as part of the Irishtown Greenway project falls within the Downtown Design Review Committee Region. (Cleveland City Planning Commission, g.i.s. interactive map) More specifically, the area is part of the Flats Oxbow Design Review District and subject to the design review guidelines of Cleveland, OH Code of Ordinances Chapter 341 – Design Review:

341.01 Purpose. Design Review requirements and districts are established to ensure appropriate design of buildings and properties in furtherance of the following objectives: (a) to protect property values and to preserve and enhance the character of existing neighborhoods and development, (b) to promote economic activity and increase municipal revenues, (c) to enhance the visual image of Cleveland and its neighborhoods and downtown, (d) to preserve the community’s architectural assets, and (e) to protect the environment and facilitate healthy living.

The guidelines go on to discuss compatibility “in scale, material, color, placement and character with the design of the subject property as well as the design of properties that are representative of the area’s most valued architectural and environmental qualities. In evaluating compatibility, consideration shall also be given to the value of diversity and individuality in design.” (Ibid.)

Flats/Oxbow is also a designated Business Revitalization District as authorized by Cleveland, OH Code of Ordinances Chapter 303—The BRD Ordinance.

303.01 Statement of Purpose. The City hereby authorizes the establishment of Business Revitalization Districts to ensure appropriate design of buildings, signage and property in business areas targeted for concentrated improvements. More specifically, it is the purpose of this chapter to achieve, among others, the following objectives: a) To preserve jobs, tax revenues and local services through the upgrading of business districts; b) To safeguard the public, investment in revitalization through prevention of inappropriate signage and property design in business areas targeted for concentrated public improvements and rehabilitation financing; and c) To protect residential and commercial property values, particularly for businesses and residents committing private funds to rehabilitation in designated revitalization areas. (Ord. No. 1664-88. Passed 10-3-88, eff. 10-6-88)

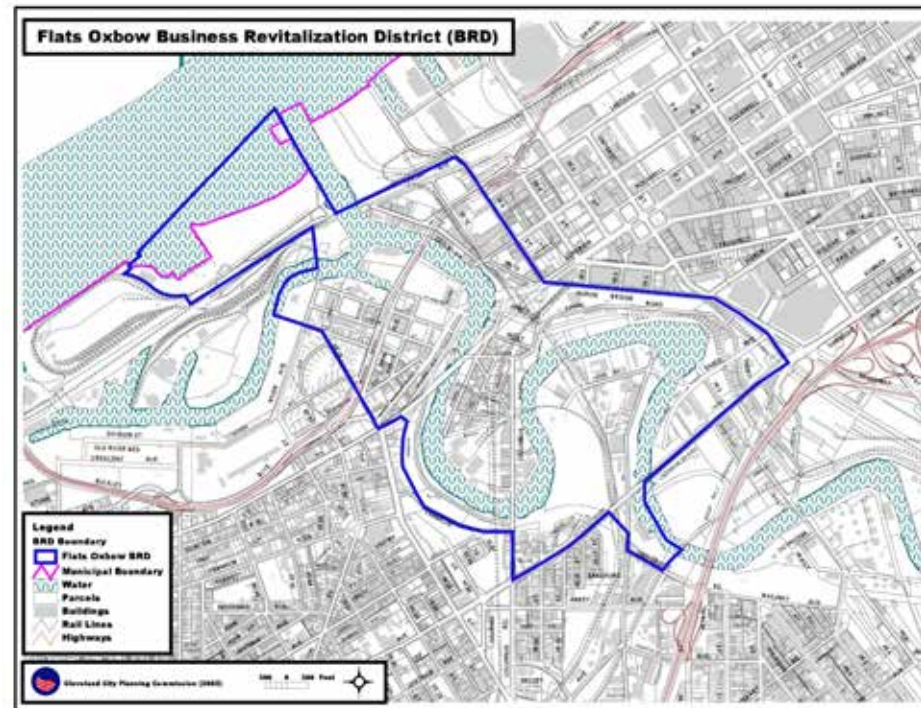


FIGURE III.23 - THE FLATS OXBOW BUSINESS REVITALIZATION DISTRICT (CLEVELAND CITY PLANNING COMMISSION, THE FLATS OXBOW BRD).

The design guidelines specific to the Flats Oxbow District were first defined in the Flats/Oxbow Urban Design Guidelines, prepared by the Cleveland City Planning Commission in draft form 1985 (Cleveland City Planning Commission, 1985). Any project contemplated in the area should take into account Chapter 341, Chapter 303, and any specific guidelines that may be in use by the local design review committee.

A walk through the neighborhood, however, helps us to define several of the most prominent themes in architectural character and scale. The stonework of the Superior Viaduct, a National Register listed structure, sets the stage for the character of the neighborhood, and the adjacent Stonebridge properties take some of their design cues from this structure.

The neighborhood has a strong industrial character evident in the few remaining red brick structures from the 1800s. The Theodor Kundtz Company building, now the Harbor Inn, is one of the last of several remaining structures belonging to this company, and we see the red brick, arched windows and the small scale. This building is also listed in the National Register. The scale of the buildings in the neighborhood ranges from 1 to 2 stories to several stories, as in the Tenk Building, the Krill Building and the Spaces Building. Each of these buildings, along with Stonebridge, define the southeastern boundary of the neighborhood. Other predominant features include gable roofs and brickwork with simple ornamentation. Several of the gable roofs include clerestory



FIGURE III.24 - STONEBRIDGE AT CENTER STREET AND WASHINGTON AVENUE, WITH THE HISTORIC STONE SUPERIOR VIADUCT BEYOND.



FIGURE III.25 - THE THEODOR KUNTZ COMPANY BUILDING AT 2249 ELM STREET, LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES.



FIGURE III.26 - THE TENK BUILDING AT THE SOUTHEAST CORNER OF WINSLOW AND CENTER.

lighting set in monitors at the peaks of the roofs. These gable roofs could serve to hold solar panels, and as they did historically, the clerestories can and should be used to bring daylight into new and renovated buildings. An emerging theme is the juxtaposition of old and new, evident in the Stonebridge towers, which combine stonework from the viaduct and contemporary steel and glass. Another prominent feature of the area is the juxtaposition of these small-scale brick buildings against a backdrop of towering bridges that span the skyline, including the arches of the older stone piers of Superior Viaduct and the steel piers supporting the newer structures

The city's design guidelines allow for structures up to 115 feet tall in the area—about 7 to 8 stories (Cleveland City Planning Commission, g.i.s. interactive map). The planning team is proposing that smaller scale buildings are more appropriate for most areas of the neighborhood, with the taller heights reserved for the southern and eastern edges of the area. Stonebridge and some of the other taller buildings serve as an effective edge to define the area and we recommend continuing with the higher limit on these neighborhood borders

The Woodland Avenue and West Side Railroad Powerhouse, now referred to as Nautica, and home to the Greater Cleveland Aquarium, is a prominent landmark on the West Bank. Listed in the National Register, it exhibits many of the characteristics we see in the area—historic, industrial, red brick, arched windows with simple detailing, gable roofs, roof monitors and clerestory windows. We see the juxtaposition of old and new, and while there are no towering bridges in this view, the historic smokestacks and the verticality of the high rises on the skyline contrast with the horizontal, low-rise character of the building. The contemporary buildings on the east side of the site, the 5 to 7 story Stonebridge townhouses, are a simple blend of contemporary industrial with historic masonry. The rusticated stone bases of these buildings recalls the stonework on the Superior Viaduct, which runs through the middle of the complex. Stainless steel and glass on the upper floors adds a contemporary feel to these buildings, and the corrugated metal used on some facades recalls the industrial character of the area

Any building renovation project should be sympathetic with the design characteristics of each specific building. Any building addition or new construction project in the neighborhood should take its design cues from the adjacent structures as well as from the contemporary elements of the Stonebridge project. In general, buildings within the Flats should maintain the low scale of the adjoining buildings, while taller building heights may be appropriate on the hillsides surrounding the Flats, subject to other zoning and building regulations.



FIGURE III.27 - SOUTHWEST CORNER OF CENTER AND HEMLOCK; BRICK STRUCTURE WITH GABLE ROOF, ROOF MONITOR AND CLERESTORY LIGHTING.



FIGURE III.30 - LOOKING EAST TOWARD STONEBRIDGE, SUPERIOR VIADUCT AND THE DETROIT SUPERIOR BRIDGE IN THE BACKGROUND.



FIGURE III.28 - LOOKING NORTHWEST ALONG CENTER; BRICK STRUCTURE WITH GABLE ROOF, ROOF MONITOR AND CLERESTORY LIGHTING



FIGURE III.31 - STONEBRIDGE FORMS A CONTEMPORARY BACKDROP FOR THE HISTORIC AREA TO THE WEST.



FIGURE III.32 - STONEBRIDGE, WITH STONE BASE AND BRICK, METAL AND GLASS FACADES



FIGURE III.29 - LOOKING NORTHEAST TOWARD NAUTICA, IN THE FORMER WEST SIDE POWERHOUSE, WITH THE DOWNTOWN CLEVELAND SKYLINE IN THE BACKGROUND.

Also, the existing vistas from south to north along Hemlock Avenue and River Road, and potentially along Spruce should be respected, enhanced and maintained as important features that tie the neighborhood together.

General aesthetics of the area: Some concern has been expressed about problems of dust and heavy traffic in the area, and while this project team's intent is not to disrupt the activities of the industries in the area, future project planning should consider whether existing laws and ordinances are being enforced in the area. Dust settlement on River Road suggests either that dust is accumulating from neighboring activities or from trucks traveling along this route with uncovered loads. The Ohio EPA restricts the emission of fugitive dust as described in Ohio Admin. Code 3745:17-08. In particular, Ohio Admin. Code 3745:17-08 (B) states the following:

No person shall cause or permit any fugitive dust source to be operated; or any materials to be handled, transported, or stored; or a building or its appurtenances or a road to be used, constructed, altered, repaired, or demolished without taking or installing reasonably available control measures to prevent fugitive dust from becoming airborne ...

A final point: The industrial character and heritage of the area should be embraced and enhanced as one of the great assets of the neighborhood. According to Paul Shackel and Matthew Palus, writing in the *International Journal of Historical Archaeology*, "The celebration and interpretation of [abandoned industrial factories] become important in a region's heritage." (Paul Shackel & Matthew Palus, 2006, p. 49) In their article, they discuss the interpretive efforts under way at Virginus Island in West Virginia, once a "privately owned town [that] became the center for craft, industry, and service that supported the armory complex" (Paul Shackel & Matthew Palus, 2006, p. 54). They also describe efforts to interpret the stories of workers in former industrial centers. Two examples from Europe, The Industrial Heritage Trail in Germany, and the Industrial Monuments Route of the Silesian Voivodeship in Poland, have taken advantage of unused industrial facilities for tourist sites (Chmielewska & Lamparska, 2011, p. 67). Even though most of the industrial structures from the Flats West Bank's history are gone, planners should consider reviewing some exemplars on post-industrial tourist trails and how those lessons might apply here, as they work to embrace, restore and enhance the neighborhood.



FIGURE III.33 - VISTA DOWN RIVER ROAD TOWARDS WILLOW STREET BRIDGE



FIGURE III.34 - LOOKING NORTH DOWN HEMLOCK AVE.

Tenk Building

Our first proposed development site is situated at 2111 Center St., between Winslow Ave. and Washington Ave, known as the Tenk Building. Currently it is owned by “Cleveland 2111 LLC”, with a total market value of \$521, 500, according to the Cuyahoga County Auditor. Currently, the land is zoned General Industry, but the 2020 citywide plan has a proposed land use of Mixed-Use: Residential. We propose redevelopment that fits with the 2020 plan, focusing on a mixed-use development, including residential units and commercial space.

The Tenk building is situated adjacent to the Lake Link Trail, and we want to leverage this asset. We propose to excavate out a portion of the Tenk property in order to create a more open atmosphere, and more green space, surrounding the trail. In addition to green space, we propose a dog park in a portion of the excavated area, in order to further activate the space. The interior of the building will be fully remodeled, keeping existing brick and industrial infrastructure for character. The exterior of the building will not be drastically altered; the original paint and signage on the brick will be restored to its original look.

In terms of commercial space, a two-story restaurant will be on site along Winslow Ave., which will have an entrance both at street level and below grade, at trail level. This restaurant (“Underpass Pub”) strives to activate the neighborhood by having two patios, one at street-level and one at trail-level, and glass garage-door style windows that slide open during warmer months to create a more open layout.

Above the commercial space will be approximately 55 loft-style apartments (“Lofts at Tenk”) which will be fully modern and renovated, with industrial accents and décor. There will be temporary parking spots on site for both residents and visitors, with a drop-off driveway for residents. Overnight/resident long-term parking will be arranged in a lot across Center St. Residents will also have direct access to the trail by using the exit at trail-level, which will also feature secured bike racks. Apartments will be market rate, with both one- and two-bedroom options.

This site arrangement will complement the emerging residential character of the Flats, while embracing the industrial past. In addition, both visitors and residents will have the amenity of the Lake Link Trail at their doorstep.



FIGURE III.35 - SITE PLAN FOR TENK BUILDING

Spaces Building

Proposed for rehabilitation is the series of loft buildings at the corner of W.24th and Washington Street, bordering the Superior Viaduct and the former home of the Spaces Art Gallery. The row of three buildings is comprised of a two story building bookended by a four story building to the south, and five story building to the north totaling approximately 94,000 gross square feet. The building would be rehabilitated to mixed use, including retail and residential units. The majority of the ground floor off of Washington Avenue would consist of covered parking for the tenants of the building, leaving room for approximately 56 residential units in the floors above.

A new tower is proposed to be built at the northern portion of the building along Washington that would extend from the fifth floor, down to the greenway trail below. This new tower would house a small two story retail shop ideal for an ice cream parlor. Patrons would be able to access the shop from both the ground level at Washington Avenue, as well as the trail below. Ample indoor seating in this two story space would be present with views of the trail, as well outdoor seating along the trail. The land would be excavated to the north of the building to open up the trail to allow access to the outdoor seating.

In addition to providing retail space, this tower would provide vertical circulation for the tenants of the building, allowing them to gain direct access to the trail via an elevator. In order for the tenants at the four story building at the southern portion of the complex to have access to the trail, a covered walkway would be built at the third level above the central two story portion. As an amenity to the residents, a courtyard would be created out of the existing parking lot at the second story, Superior Viaduct level. This cozy urban space could contain an outdoor gas fire pit to allow for year round use.



FIGURE III.36 - SITE PLAN FOR SPACE REDEVELOPMENT

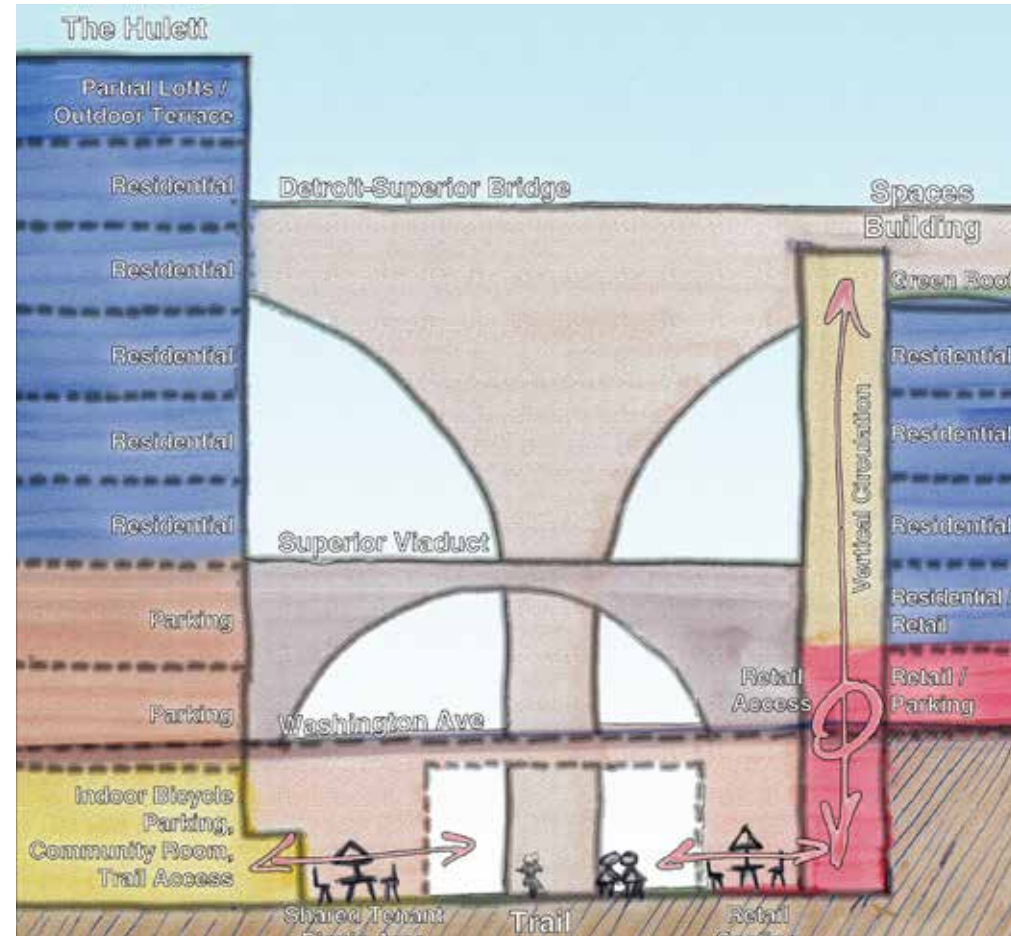


FIGURE III.38 - SECTION THROUGH HULETT, TRAIL AND SPACES BUILDING

The Hulett

Lying to the west of the Superior Viaduct and bordering the Irishtown Greenway is a sliver of land along Washington Avenue. Currently, the site is home to two small single story buildings. Removal of these small unremarkable buildings would make way for a new residential development that would mirror the existing Stonebridge Waterfront Apartments to the south of the Superior Viaduct.

This trail oriented apartment building would be a nine story building containing 55 one and two bedroom units. The first two levels off of Washington would be indoor parking, while the upper five floors would be residential. The fifth floor units would be two story lofts, with the upper floor being the sixth floor partial penthouse. The sixth floor would also spill out to roof level terraces offering phenomenal views of Downtown Cleveland. All residential floors would have partial views of Lake Erie to the north. Most units would have balconies that would take advantage of these views, including those facing the trail.

The Building Section, illustrates the breakdown of the levels. The site would be excavated so that one level would be below grade, but open up directly to the multi-purpose trail. This level would contain a series of amenities that would leverage access to the trail. In addition to storage cages, there would be ample indoor bicycle parking that would allow the residents to securely store their bikes out of the elements while affording direct access to the trail. Individuals would be able to leave their apartment, jump on the elevator to the sub-level where they could grab their bike and go directly out on to the trail. Additionally on the lower level, there would be a community room that would spill out on to the trail. This community room would be able to be reserved by residents for parties and private events. There would be large retractable glass doors leading to a patio directly off of the trail. Out on the patio, there would be several gas grills as well as picnic tables so that residents could grill up a meal to be enjoyed in this pocket oasis surrounded by bridges, buildings, and the trail.



FIGURE III.37 - SITE PLAN FOR THE HULETT NEW DEVELOPMENT

West 25th Site

The proposed site for development is located in the Ohio City neighborhood of Cleveland, Ohio. The address is 2516-2600 Detroit Avenue at the corner of West 25th Street. According to the Northeast Ohio Agency Coordinating Agency (NOACA), there are 18,650 cars that pass through this intersection daily¹. The parcels are currently being used as a parking lot with a small park owned by the City of Cleveland connected on the Northeast corner. This site is a .25 mile away from the Flats West Bank and is also considered to be part of the growing “Hingetown” area of Ohio City. The area falls under the auspices of the Ohio City Inc. Community Development Corporation (CDC)².

The site is in a growing area of the Ohio City neighborhood of Cleveland, Ohio. Detroit Avenue from W. 25th Street to W. 65th Street in the Gordon Square Arts District is expected to see new development projects take place to meet the demand for rental units. According to Crain’s Cleveland Business, real estate developers are enjoying the 3-4% vacancy rates near downtown and many buildings that could be rehabbed for residential living has already been completed³. This has caused many potential tenants to look to other neighborhoods near downtown such as Ohio City, Tremont and the Detroit-Shoreway. Developers are beginning to see the stock of buildings that could be rehabilitated running dry so building new in growing areas will likely be the next option. This section of the Ohio City is becoming known as the increasingly popular “Hingetown” area and is thought to be the next hot spot in Cleveland. This growing attractiveness, combined with the proximity to the Towpath Trail, makes this site the ideal location for a future mixed-use development project.

The parcels contained within the Detroit Avenue and W. 25th Street site have the same owner, Diiorio Property Corporation LTD LLC, based on data collected from the Cuyahoga County Auditor⁴. Parcel numbers 00314009, 00314008, 00314010, 00314011, and 00314012 total 1.21 acres after site preparation and assembly. Site assembly in real estate is when multiple parcels are joined or pieced together to form a larger development project. Approaches to identifying a site may vary based on the location, size, value and total building on the parcels. After completing research, it was found that the parcels contained in the site are manageable and have a clean financial history. There are no liens/mortgages on the properties and taxes on record are currently paid. There is no need to believe a Phase 1 remediation will be needed based on the previous site use and history of the surrounding area.

Highest and Best Use (HBU) is evaluated using a rating system of -2 (highly unsuitable) to 2 (highly suitable) of different uses and attributes for a property. Scores are then added which allows for the higher scores to require additional attention and the opposite for lower scores. The use with the highest sum score is most suitable, and some uses with near-high sums are also potentially viable. Low-ranked uses are generally unsuitable for the building and/or area that are being studied. Estimating the highest and best use of the development

site is an important component in the research process that provides valuation background for the vicinity. The HBU table provides context within this area of Ohio City by selecting comparable market information when looking at potential site uses. The data analyzed from the US Census Bureau in the Market Area study provides a good gauge of future retail growth as well as current demographic information. An alternative layout could be to develop the empty lot in the middle parcels, where the fence line splits the site, as townhomes with the garage underneath. This design may help solve an issue with displaced and unsecure parking. Overall, based on the HBU table above, the focus for development on the study sight will be residential (apartments, lofts, townhouses) and a restaurant/bar that would tie into the urban fabric.

The Detroit Avenue and W. 25th site is considered to be a prime location for residential housing units. The proximity to Downtown and to other local amenities makes it a desirable location for a assorted tenant mix. The Highest-and-Best Use Analysis was important in that it helped to inform what should be developed on this site. Therefore, in accordance with the results of that analysis, we propose that the site be redeveloped into a market-rate, high density apartment building catering primarily to young professionals and those who appreciate urban living. Building market-rate units will allow the developer to meet a market demand for rents that will likely be met based on vacancy rates and comparable rents. Demand will be likely be generated by younger professionals, but the goal is to form a strategy will help to create a more diverse tenant base. This will help ensure that Ohio City is home to not only younger professionals, but also students, empty nesters, and others looking for a new, upscale city location to call home. As for market-generated demand, the assumption is that the location of the site, closer to the closer to Downtown, Ohio City, and Detroit Shoreway, will attract various ages and backgrounds who seek an urban lifestyle.

Because of high land acquisition costs, the project will likely have to be dense. The new build-out of this project would be 80,000 square feet of mixed-use development. Each of the four residential floors would be 16,000 square feet with usable space of 12,800 square feet (20% common area). Specifically, based on the size of each floor, the 57 total units will be in three different sizes. The units proposed for this site are on the smaller size when compared to other apartment projects in Cleveland, but the smaller unit sizes will appeal to the target demographic of younger professionals in the Ohio City neighborhood. This site will include 26 studio units at 500 square feet, 20 one-bedroom units at 650 square feet, and 12 two-bedroom units at 1,100 square feet. Smaller units have become increasingly popular throughout the country and are a popular solution to high-priced, urban land that is expensive to acquire, thus requiring high density development. Units of this size allow individuals to live in a location that they otherwise would not be able to afford as developers can charge a greater price per-square-foot since the units are significantly smaller than other units in the market, keeping monthly rents more affordable.

Price point for these units will be towards the upper end of the market. For the 500 square foot units, we anticipate rents of \$1.75/square foot. Units of 650 square feet should command rents of \$1.70/square foot while the largest units, 1,100 square feet, will be rented at \$1.65/square foot. On a per-month basis, this translates to \$875, \$1,105, and \$1,815, respectively. These rents are likely achievable as the building will feature a number of amenities and units will be built-out using high quality finishes and efficient floor plans. Upscale finishes and buildings including a lot of amenities that are common features of smaller projects as they compensate for the lack of space in the units. Based on comparable units in the area, the amenities in the building will include washer/dryer, free Wi-Fi, front desk security, gated parking, rooftop deck, and workout facility. All beds would be offered a surface parking space for free in additional to rent. Once reconstructed, the units should reach 90% occupancy within one year, and 95% within the following year.

Using data from the survey results conducted at the West Side Market, a number of respondents indicated they would be interested in living near the Towpath Trail. As with other urban areas, individuals’ time spent in their units is typically only for showering and sleeping and much of their time is spent utilizing the amenities that the urban environment provides. Creating a setting that fosters interaction on and around the neighborhood, in the various cafes and restaurants, also helps the neighborhood’s vitality and increases walkability.

Along with the residential component to the proposed development project at the corner of Detroit Avenue and W. 25th Street, the project would also have a new 12,800 square foot retail build-out. This would go along with the 56 units above, creating a positive mix for this area of the Ohio City neighborhood. Ideally, these businesses would cater to a both pedestrian friendly neighborhood as well as drive-up patrons from the 18,650 cars that pass through the intersection of Detroit Avenue and W. 25th Street on a daily basis. The ground floor retail would allow for 4-5 tenants, averaging about 2,500-3,000 square feet with rents being \$12-14/ square foot a year. There would be parking in the front for retail customers in the lot behind the building would be utilized for tenant parking. According the data collected from Pitney Bowes/AnySite, the top three retail businesses in this area expected to see the most growth by 2018 are Automotive Dealerships, Supermarkets and Gas Stations⁵. Based on the data, in this area there are younger, single, middle-income renters that make up a decent sized percentage of the local population.

The Bike Shack

Located at 2220 Center St, Cleveland, OH 44113, north to the Tenk building and half block away from the trail, this narrow part of the building that borders Center Street would be carved up into a series of smaller shops, including a bike shop, Juice Bar, Coffee Shop, etc. The building is about 13,480 sq. feet, one story, and has brick-built exterior in average condition. According to our survey, a number participants mentioned bike rental and bike stations as desirable amenities around the trail; this is the foundation of our proposed design. Plus, we will redesign the part of the Center Street bordering this new shop with green barriers in the center and food track on street.

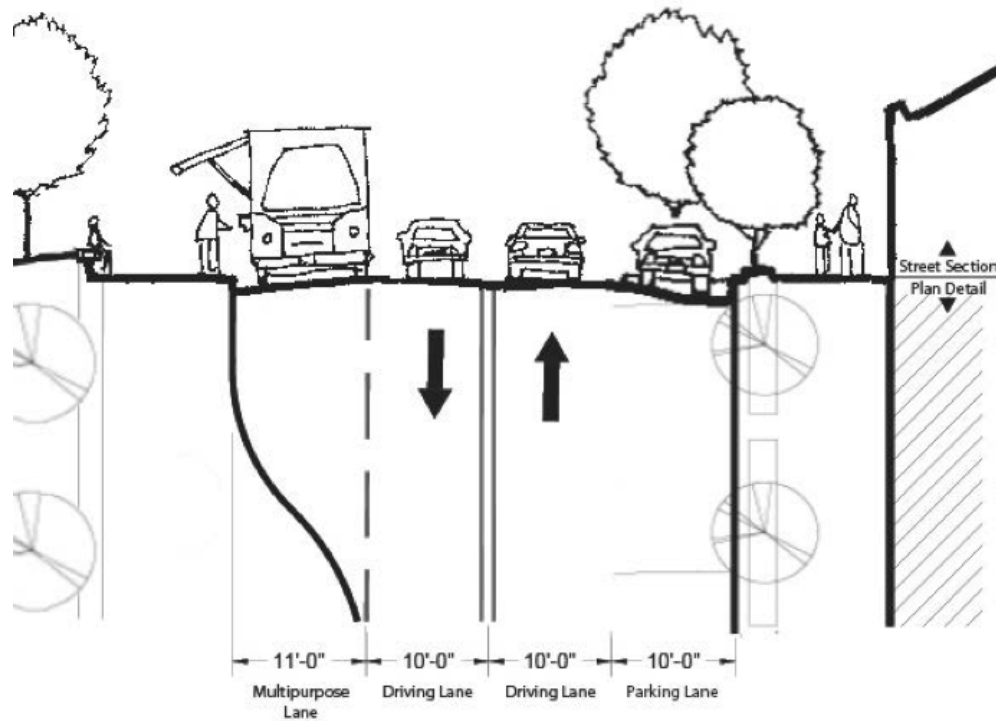


FIGURE III.40 - SECTION THROUGH TRAILHEAD - CENTER STREET - AND BIKE SHACK



FIGURE III.39 - SITE PLAN FOR BIKE SHACK

Future Phases

As shaded by orange color in Map 1, there are mainly five sites that will be included in the phase 2 revitalization developments. The proposed use will be discussed one by one in following paragraphs.

Site 1: Open space for Tenk Building

This site is designed to open space that serves the mixed-used residential Tenk building, while there are some existing buildings on it. For Phase 1 we won't tear down the buildings, but for phase 2, we will probably demolish the buildings since they are in extremely poor condition, disjointed with each other and can't be applied to uses that cooperate with our design for the site.

Site 2: Nautica parking lot

From observation, we've found that this 44,740 sq. feet parking lot is lowly used. After the Tenk building being renovated, we may apply a different use to this area that doesn't only consist of parking and better serve the surrounding area.

Site 3: Building behind the new bike shack

The 2-story building in the middle is the one we will renovate. Currently it's not in any use. The building to the west of it is the new bike shack and retail building that will be implemented in phase 1. The exact use will be determined on the outcome of phase 1.

Site 4: The space next to Mulberry

This space currently is piled with waste industrial material. Because of its proximity to the trail, we plan to clean it up and convert to possible use that benefits both the trail and Mulberry.

Site 5: Parking lot next to trailhead

This large 69,000 sq. feet parking lot is not in use at all. It's next to one of the designated trail heads, thus we are considering future use that relates to the trail.



FIGURE III.41 - PHASING MAP FOR REDEVELOPMENT PARCELS



FIGURE III.42 - NAUTICA PARKING LOT SITE



FIGURE III.43 - PARKING LOT NEXT TO TRAILHEAD



FIGURE III.44 - RESTAURANT SPACE NEXT TO RIVER

PART III: RECOMMENDATIONS

Marketing



• *Connecting the region to its waterfront using the Lake Link Trail* •

Marketing

Introduction

In recent history, the City of Cleveland has had an ambiguous relationship with its waterfront. It has been plagued with issues of access, safety, feasibility, water quality concerns, and hyper industrialization, just to name a few. Marketing Cleveland on a waterfront that is safe, accessible, fun, and exciting has historically been a challenge for the city. As part of a comprehensive plan to deliver the abovementioned amenities to the people of Cleveland, we have chosen to focus our efforts on the implementation, and success of a project we are calling “The Irishtown Greenway.” The Irishtown Greenway sets out to provide our residents (and visitors,) a clearly unique experience. Through vibrant programming, activities, and a newfound sense of completeness, we strive to offer a space where all Clevelanders can experience a fun, healthy lifestyle dichotomously, together. Part of our goal, is to erase the invisible boundaries that have plagued our city for generations. We hope to create a dynamic that melds inclusivity, equal involvement, and benefit across all walks of life, including all social and economic barriers. Our plan deliberately highlights access, involvement, and engagement in its forefront.

Looking Back, Moving Forward

Due to our industrialized past and the geographical layout of our city, the vast portion of our aquatic resources have been left hidden, or debatably inaccessible. It is arguable that these very resources are our crown jewels, and our golden ticket to a renaissance in Cleveland. If we choose to embrace our landscape, and rise to the challenge, we have the opportunity to start a new era of Cleveland, and forever change the social landscape as we know it. The Irishtown Greenway, in association with the Lake Link Trail, will not only provide unhindered access to the lake but will also change the way we travel, commute, and exercise.

Streamlining Sense of Place, and Navigability

The biggest asset of our park is its unparalleled navigability and streamlined accessibility for all users. Tasteful way finding signage will be placed frequently and strategically throughout the course of the trail. All adjoining tributary pathways will also receive a signage overhaul, assimilating all adjacent connecting pathways to the standard used for the trail. This will not only help new users navigate their way, but it creates a sense of identity and a sense of place.

As a new connector to the lake, our trail will be an economic multiplier for the area. As economic theory would indicate, where there is a gap in a market, (or a new market) enterprise will follow to fill the need. With local community stakeholders already on board, our variety of programming and utilization of space will be the new standard in public parks, and green infrastructure.

Phase 1 - Pre-development Vanguard

The Convergent Mobilization of Community Stakeholders, and the Administrative Rendering of Marketing

Community partnerships, both public and private, are the cornerstones of the project. Although most of the committed funding for the project is public, our programmed creative use is the brainchild of citizens, corporations, nonprofits, and other stakeholders. The beauty of the prospective programming is that it is not our responsibility and that it comes to us free of charge. Inherently, this enables unrestricted capital to flow into the area, without any effort from the city, or the trail’s organizers. As part of an effort to utilize all available funds, we are creating an initiative that enables companies, funds, and organizations to be highlighted sponsors of the trail.

Development surrounding the trail is an important part of helping the trail succeed. As part of a pre-development push to market to developers, our plan includes marketing of the trail and incentives to developers who work on projects that benefit the trail, improve amenities surrounding the trail, or relocate their business to an adjacent parcel or location to the trail. The main goal in offering these incentives is to spur positive development near the trail and to help trail oriented development gain steam. Additional incentives that we will market to the developers are increased traffic and the ability to be involved in the newest project. Both of those aspects translate to the ability to rent or sell their projects for a higher amount. An additional proposal would be put in front of the city administration and legislators. We would propose that for all development within the trail there would be tax incentives or perhaps tax abatements for all new development within a certain proximity to the trail. In the case of this project, the benefit to the public will be proportional to the effort invested. The process of obtaining commitments and engaging stakeholders starts from day one. In fundraising, it is often difficult to gain steam and momentum. In efforts to combat that, we plan on engaging our prospective partners from the inception of the project. This not only allows specific stakeholder needs and ideas to be incorporated into the plan, it allows them to better publicize and promote their amenities.

Demand Creation: a Hotspot in the Making

Initially, our daily programming will have limited openings. The unfortunate reality of marketing is that creating demand is an integral part of the process. Often demand creation can be viewed as being exclusive. Creating the psychological semblance of a desired place delves into the human psyche, and the reality of desirability. The goal is to create a sense of urgency on the part of the contributing organizations, and to entice them to rapidly grow their trail oriented programming. In a similar fashion to economics, the delicate balance of demand and desirability are very similar. We want the opportunity of involvement to be desired, sought after privilege. The intent of this strategy is clearly not to exclude anyone or anything. In reality, everyone who wants to hold an event can and any stakeholder, group, or individual who wants to contribute programming to the trail can. The idea is to gain initial attention by only having a few slots. As the success and support of sanctioned programming increases, availabilities will follow suit. Although we will initially throttle sanctioned events, any impromptu gatherings or events will be allowed and will be encouraged.



FIGURE III.45 - PROPOSED LAKE LINK LOGO

Phase 2 – Development of Identity

Introduction

As part of our branding initiatives, we are implementing a stylized modern logo that will be the cornerstone of our brand. Having an identifiable brand will create place awareness and positive association wherever our logo is placed. We plan to display our logo on all trail signage and all publications.

Digital Integration

The hallmark of our place identification is our interaction with the digital world. In an attempt to stay relevant with our current century and beyond our digital initiatives integrate technologies such as GPS, QR codes, landmark tracking, calorie counters, and interactive checklists. Patrons will use their cell phones and other relevant technology to enhance and supplement their journey. All of this content is managed through our one of a kind smartphone application. Other cities such as Minnesota have made similar attempts at digital integration, which can be looked at as case studies for successful examples. Highlighting the latest technologies we propose to create a dynamic interactive experience that can be enjoyed differently each time a user participates. Although recommended for maximum utility, one does not need a smartphone to enjoy the trail. The technology is simply an enhancement. Users are encouraged to enjoy the trail in whatever fashion they prefer.

Today, the vast majority of our society communicates, organizes, and plans using Social Media. As part of our digital strategy, we heavily utilize social networking sites such as Facebook, Instagram, Twitter and Foursquare. Below we detail our plans for social integration through these interactive networking technologies.

Social Media, as a Direct to Consumer Marketing Strategy

Social media will be used to spread the word about events and activities taking place at the Flats West Bank and along the trail. Twitter, Instagram and Facebook can update users in an instant. Advertising can be found at local businesses around the trail, and information kiosks will be stationed throughout the area. Social media will be a valuable, inexpensive tool used to promote the trail itself as well as events taking place in the Irishtown Greenway neighborhood. This type of marketing and information sharing is a quick way to reach many potential trail users that are on the move. Twitter, Instagram, and Facebook all will be leveraged as ways to communicate important event info, as well as help market the trail as a destination worth visiting when one comes to Cleveland.

To assist in the distribution of information to potential trail users, a Calendar of Events will be developed to list every event that would take place within the Irishtown Greenway. The calendar will be available digitally on the Lake Link™ Trail's website, Facebook page, smartphone application and through associated links on other social media platforms (i.e. Twitter or Instagram). The calendar of events will also be found at local supporting businesses in Ohio City, Tremont, and Downtown neighborhoods, as well as posted on way finding fixtures and trail kiosks along the trail itself. As depicted in the adjacent image a stylized proposal of Irishtown Greenway's calendar highlights a sample of events taking place at destinations that can be reached along the Lake Link™ Trail.

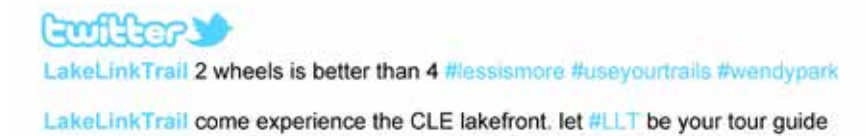


FIGURE III.46 - DIGITAL MEDIA INTERGRATION (TWITTER - INSTAGRAM)

Phase 3: Facilitating Active Business Investment

The next step in the marketing plan will be to share development initiatives with real estate professionals and developers in Cleveland. As part of this process area business owners and stakeholders will be engaged as well, encouraging their expansions into areas around/along the new trail.

Marketing Toward Future Businesses & Development

The Lake Link™ Trail is positioned in a location that is thriving in the Cleveland community, with direct proximity to four Cleveland neighborhoods: Detroit-Shoreway, Downtown, Ohio City, and Tremont. Upon the installation of this segment of trail, Cleveland residents and visitors will be granted direct access to the lakefront that has only been available in a limited capacity. This unique opportunity has tremendous potential to draw people to this location, leaving the door open for future businesses to thrive in an area that will see a high volume of foot traffic. The West Bank of the Flats is currently filled with a large amount of vacant or underutilized land. With the construction of the Lake Link™ Trail, a level of population density is predicted to grow as the trail develops. The new growth is expected to differ from the nightlife crowd that currently dominates this atmosphere. Restaurants, retail, housing, and art studios are just a few possible opportunities that could call the West Bank their home. As trail users look to make their trip here more than just a time of exercise, these deviations could prove to be a fulfilling excursion. In addition to the proximity to the thriving neighborhoods of Cleveland and the short distance to the lakefront, trails also provide an added amenity for housing developers as the Lake Link Trail directly feeds into the much larger Towpath Trail. Opportunities abound for development in a growing city center that will have a direct lakefront connection to be introduced by the year 2019, pushing Cleveland forward and showcasing the city's world class features.

Marketing Toward Local Businesses (Partnerships)

Neighborhoods adjacent to the trail will benefit greatly from their location and will be positioned to continue to build upon the success that they have already realized. The communities of Detroit-Shoreway, Downtown, Ohio City, and Tremont will benefit from their geography as they all gain a connection to Lake Erie that was not available before. Each of these communities has unique offerings and amenities to offer both local and non-local trail users. These currently present businesses the opportunity to create partnerships with Lake Link™ Trail's management team. All parties will benefit from this type of partnership, as both the trail and businesses 'market one another' through specific events with local sponsors. Advertisement of the trail and events in local establishments deliver an attractive amenity to the businesses within proximity to this unique destination.

Community Development Corporations (CDCs) and other local groups such as Flats Forward and Bike CLE, all play a strong role in the promotion of this destination. The sponsorship and support by CDC's such as Detroit Shoreway Community Development Corp., Ohio City Near West Development Corp., Tremont West Development Corp., the Downtown Cleveland Alliance, and the Historic Warehouse District Development Corp., help the project quickly gain momentum and give it distinct credibility. Through events held on the trail, use of amenities, their presence on the trail and in their respective bordering neighborhoods, the secondary effects these organizations on the overall Cleveland community are of tremendous value when marketing. To capitalize on the connection these local groups have to the Lake Link™ Trail, a digital location of the names, locations, contact information of these amenities, as well as historical elements, will be made available through the Lake Link™ Trail's abovementioned digital strategy.

Lake Link™ Trail location holds a significant place in American history, as it falls within a federally designated National Heritage Area and also crosses one of America's Byways, nationally designated by the U.S. Secretary of Transportation. These historical elements are features that are not only unique within the City of Cleveland, but they carry significance at the national level. The wide variety of features present in and around the West Bank of the Flats, allows for this trail to become a destination for a diverse population within the Northeast Ohio region and beyond.



FIGURE III.47 - CDC'S ADJACENT TO IRISHTOWN GREENWAY



FIGURE III.48 - AMENITIES ADJACENT TO TRAIL AND GREENWAY

Phase 4: Programming, Activities and More

Ongoing Repeated, Dynamic use of the Trail:

After the trail is established, marketing to prospective users (bicyclists, hikers, volunteer groups, hotel guests, event promoters, etc.) will be highlighted using both our digital strategy, along with kiosks and local businesses. Although there is a limited amount of current programming happening on the west bank, the addition of the trail precipitates need for additional programming. With the addition of many more people being in the area, their programming can expand to a greater market.

Concerts in The Park – An example of a way to get the community involved is by having sanctioned organized concerts that can benefit a charity or a community stakeholder. The concerts could happen in a variety of locations, but would most likely happen on the circular greens that are being established. Also, with talks of an amphitheater, a lawn style concert at night would be fun, and engaging, while bringing benefit to adjacent stakeholders, member organizations, and non-profit charities.

The Ohio Main Street Program – This program is administered by Heritage Ohio and is based on the Main street approach developed by the National Trust for Historic Preservation. It has become a powerful economic development tool for communities, not only helping to save historic architecture but to improve all aspects of a business district. The Main Street approach encourages entrepreneurship, downtown cooperation and civic concern. Local Main Street programs have a clear application in the Flats West Bank area. At the heart of this program, freestanding nonprofits such as CDCs partner with Business Improvement Districts as an action committee. The program establishes a broad-based governing board that includes a variety of representatives from the community. Currently, Cleveland Warehouse District and Cleveland Gateway District are using the Main Street Program. Typically it is a fee-based program, but the resources provided have been instrumental to communities across the country.

Irishtown Farmer’s Market – A farmers market would be great summertime addition to this area. There are currently seven farmer’s markets held all over Cleveland. The North Union Farmer’s Market has seven markets opened during the summer around town, with Playhouse Square being the closest to the Greenway. In our plans, we have a vibrant farmers market being implemented. Since one of our stakeholders (West Side Market) is under a quarter mile from the greenway, we are selecting them as our food partner. Since our food will be mainly sourced from the West Side market, it will essentially be more of a seasonal campus extension of the West Side Market. In our plan, it will be only open to current vendors at the Market. They will be able to transfer their booth to the Greenway, at no additional charge or fee.



FIGURE III.49 - PROMOTION MARKETING MATERIAL FOR CONCERTS AT LANDSLIDE AMPHITHEATER



FIGURE III.50 - FARMERS MARKET



FIGURE III.51 - RAIN BARREL PAINTING



FIGURE III.52 - BIKE SHARE STATION

Sustainable Weekends - As part of the growing sustainability movement, we are offering enrichment activities for both children and adults. Our planned activities aim to both educate and instill the importance of sustainability and environmentalism into our cities culture. Our main stakeholder partner for this activity is Cuyahoga Soil and Water. Cuyahoga Soil and Water will offer insight to our industrial backstory and teach younger trail goers why we have been working so hard in Cleveland to manage our pollution. Also, as an expansion of the Cuyahoga Soil and Water's Rail Barrel Workshop program, they will be offering this workshop for children. We hope to see as much success with this program as has been the case in their other implementations. This allows children the chance to not only be artistic as they paint a rain barrel but also engages them fosters expletory learning. It allows them to learn firsthand about saving rain water for use in gardening instead of it disappearing down storm drains.

Learn to Fish Program - As part of "Sustainable Weekends" we are offering an opportunity to teach both children and adults the art of fishing. This program also has available funding from the partner CDCs to purchase fishing equipment for needy or low-income individuals or families. This could not only be a life skill, but for some, a means of sustenance. As they say, "Teach a man to fish, and he eats for a lifetime."

Segway Tours - In association with our partner organization Segway of Cleveland, we are offering comprehensive historical tours of the trail, and its surrounding tributaries trails. The intention is for the Segway vehicles to be used around the Irishtown Bend area. Although this is the intent, there will be tours that contain information about all of Cleveland, and the trail in general. A Segway is a two wheeled self-balancing transport system that is used to move people. Segway of Cleveland has been gracious enough to offer these services at a donation only basis. For safety reasons, a rider's proficiency test is given prior to admittance to the historical tour. Ideally, the tours would start at the base of the new trail, and end up in Wendy Park.

Bike Share Programs are currently scattered throughout the world. As of April, 2013, there were around 535 bike-sharing programs with an estimated fleet of 517,000 bicycles. Smartphone mapping apps allow riders to locate nearby stations and see how many bikes are available. They can also use GPS-based smartphone apps with bike-share station information overlaid on a city map to see where all the bikes are located throughout the city. Some of the bike-share stations can rest in the Irishtown Greenway area and allow riders who do not own bikes to experience the trail.



FIGURE III.53 - SEGWAY TOURS



FIGURE III.54 - GLOWNIGHT BIKE RIDES

Irishtown Greenway Glnight Bike Ride - is a great way to use the trail at night. Bike Cleveland is a bike advocacy organization serving the greater Cleveland community. They have events scheduled throughout Cleveland throughout the year. According to their 2014 Annual Meeting Recap, they attracted 1,700 people to cycling events in 2013. Bike Cleveland will be strong research and advocacy group to help bring attendance to the trails.

Tour De Flats is another marketing idea for bringing national attention to Cleveland. It can be a race or a touring venue that gets people moving around the downtown area, either on bicycles or walking. OhioCycling.org is a resource that posts events and can be one way to market it, along with Bike Cleveland and Metroparks.

Biking and Reading on the Riverfront can be a great way to bring another target market to the area. There are currently many book clubs in Cleveland, including Booker T. Cleveland Society for the Learned and The Cleveland Museum of Art Book Club, which can schedule meetings in the green space along the Irishtown Bend Greenways. Restaurants, parks and book stores can be open for the event.

Safety Town - is a program run by local schools and police departments that teaches children safety lessons about traffic, walking, bicycling, fire, guns and drugs. A replica town is set up on a big parking lot and the children are instructed on safety measures. Flats West Bank can be used to educate the children living in that immediate area and bring the community together. It usually lasts a few days and can be culminated with a party for everyone involved that can work towards bringing the community together.

Flats Flair is an annual art show that can be housed inside old warehouse space while spilling out into the greenway. It can be opened only to Ohio artists, supporting the local markets across the state. Children can have a section where their artwork is shown and can be purchased. Other areas of art, whether it is drama, dance or performing, can be stationed throughout the grounds. This event could lead to using the Flats Flair weekend to offer bike tours around the area for newcomers.

Bicycle and Brew Festival will be a big draw for the Flats West Bank. Market Garden Brewery and Great Lake's Brewing Company and Nano Brew are just a few of the local breweries located on W. 25th Street. They could all converge to the heart of the area and offer beer tastings along with local food samplings.

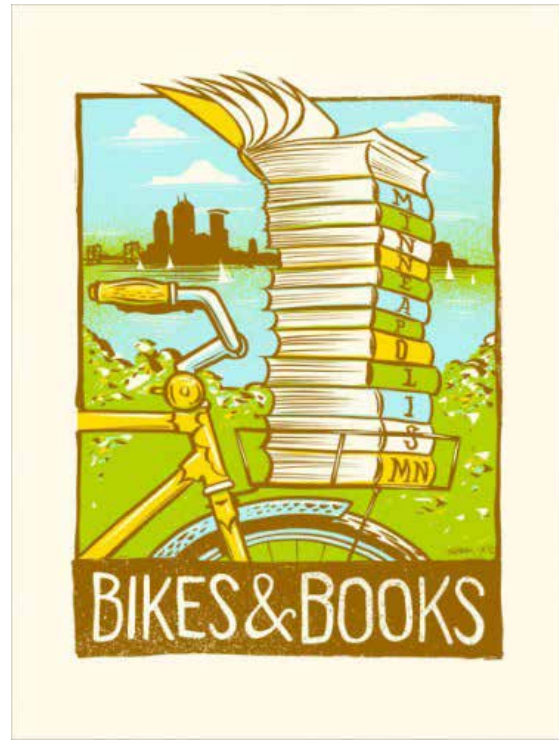


FIGURE III.55 - READING AND RIDING ON THE TOWPATH



FIGURE III.57 - FLATS BIKE AND BREW FEST



FIGURE III.56 - FLATS FAIR ART SHOW



FIGURE III.58 - LAKE LINK TRAIL & TOWPATH GPS APP

Cleveland Rowing Foundation is located at Rivergate Park and is comprised of member organizations. It currently has 1321 members, made up of school teams and adult rowing leagues located in the Cleveland Area. They do not have programming open to the public but are a great resource for local schools, and are open for new members.

Whiskey Island Marina and Wendy Park are packed full of events. One of the biggest each year is The Burning River Fest, which takes place in July. This festival brings in thousands of people to the lake; embracing the environment and showing off what a true gem Lake Erie is to Cleveland. Wendy Park has 4 bands playing every summer weekend starting at the beginning of May. The park is used for big corporate events that are sometimes open to the public. In August 2014, every weekend will have a Tribute to Cleveland with bands playing and honoring different aspects of Cleveland. The airshow can be seen from Wendy Park and programming for that will take place.

Historic Tours – Guided tours of Whiskey Island, a Native American homeland. Irishtown Bend has a rich history of Irish settlers and tales with some primitive artifacts left behind. The area is full of historic buildings, with history markers on the trail.

The Marina and Park are also used for athletic events. Starting summer 2014, Nalu SUP and Surf in Rocky River will bring paddleboards to the park for paddling and yoga events. Kayak rentals will take place and will be used in the lake so they will not be in the way of the canal. Sand volleyball tournaments are also held here.

Lake LinkApp - would be a great addition to a smart phone. It could use GPS technology and alert an app on a phone when it passes through different locations on the Ohio Erie Canal Towpath. Discounts can be given to users who have many points, whether it be discounts at bike stores, restaurants along the way, or a free meal on Whiskey Island.



PART IV: NEXT STEPS



• *Connecting the region to its waterfront using the Lake Link Trail* •

IRISHTOWN GREENWAY

A Strategic Plan For The Flats West Bank

Conclusion

The K2 Collaboration has major conclusions stemming from our three focus areas: greenway, development, and marketing. The greenway plans for the Irishtown Greenway are extensive and offer a design perspective and design values to The Trust for Public Land and any partners that may undertake the trail revitalization, such as the Metroparks. The greenway plan also calls for adjusting the trail path to run up Hemlock Avenue instead of continuing to the previously proposed River Road. Development plans propose an extensive redevelopment of the land and buildings adjacent to the trail right-of-way as it cuts through the flats. A total of over 200 residential units and trail-oriented retail development is central to the neighborhood revitalization. The proposal also calls for a concerned eye on the adjacent lots and empty buildings further from the trail. As market conditions change, these too may become viable options for redevelopment. Finally, the marketing proposals include a comprehensive plan to engage stakeholders and residents around an array of new programming ideas that take advantage of the trail and the proposed elements, particularly the Landslide Amphitheater.

The Irishtown Greenway plan is phased across all of its elements. The greenway team urges trail implementation from the Lake end as being crucial, as the Lake Link Trail can only link to the lake if the necessary connector – the bridge – is constructed. Development phasing is in two parts. Part 1 calls for the redevelopment of the buildings and parcels directly adjacent to the trail and at major intersections in the area. Phase 2 is specific in targeting a few likely properties for development but less specific in what should go there – the market at this stage will dictate what is in demand. The marketing proposals are phased from stakeholder engagement to actual event planning.

The Flats West Bank and the Irishtown Greenway study area can be said to be stuck in a rut – with the significant elevation changes to the west and the river/east bank to the east, the Irishtown Greenway is juxtaposed to some of the most appealing and developing areas in Cleveland. With the potential to not only provide equitable and innovative access to the Lake in an area that has lacked such access for so long but also be transformed into another premier and healthy neighborhood in Cleveland, the West Bank of the Flats and the Irishtown Greenway is ripe for revival. What is needed is a rally of stakeholders, neighbors (both institutional and individual), and political officials to prioritize this project as one that does not just benefit the immediate area and urbanites but also the greater Cleveland area and all users of the Metroparks and Towpath Trails. The opportunities here are exciting but will take time to grow and must be nurtured properly develop. What has been missing are connections through Cleveland's neighborhoods, and the Irishtown Greenway is a crucial one in the connection it can provide us to our largest asset: Lake Erie.





PART V: DESIGN TEAM



• *Connecting the region to its waterfront using the Lake Link Trail* •

IRISHTOWN GREENWAY

A Strategic Plan For The Flats West Bank

DESIGN TEAM

STEERING COMMITTEE

Nikki Glazer, Dean Ibsen, Andrew Lang, Darrick Matthews, Michael Mears, Matthew Moss,

PRODUCTION

Survey / Interview Design: Nikki Glazer, Caylen Payne, Steve Sump

Final Presentation: Juleian Curtis, Dean Ibsen, Scott Schirg

Website Design & Development: Kyle Krewson, Darrick Matthews

Final Event Organization: Andrew Lang, Ann Thompson

GIS Mapping: Juleian Curtis, Shiqi Lu

Final Document: Michael Mears, Matthew Moss

PART I: DATA GATHERING AND ANALYSIS

Academic Literature Review and Case Studies/Plans: Dean Ibsen, Andrew Lang, Matthew Moss, Caylen Payne, Scott Schirg

Existing Land Regulatory Conditions: Juleian Curtis, Nikki Glazer, Kyle Krewson

Existing Physical & Natural Conditions: Dion Harris, Darrick Mathews, Michael Mears, Ann Thompson

Existing Social, Historical, and Economic Conditions: Shiqi Lu, Steve Sump

PART III: RECOMMENDATIONS & PROPOSED PLANS

Greenways & Openspace: Dion Harris, Andrew Lang, Michael Mears, Caylen Payne, Steve Sump

Development: Nikki Glazer, Dean Ibsen, Kyle Krewson, Shiqi Lu, Matthew Moss, Scott Schirg

Marketing: Juleian Curtis, Darrick Matthews, Ann Thompson

ADVISORS

Dr. Wendy Kellogg

James Kastelic



PART VI: WORKS CITED



• *Connecting the region to its waterfront using the Lake Link Trail* •

IRISHTOWN GREENWAY

A Strategic Plan For The Flats West Bank

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Ohio Admin. Code 3745:17-08

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PART VII: APPENDIX



• *Connecting the region to its waterfront using the Lake Link Trail* •

IRISHTOWN GREENWAY

A Strategic Plan For The Flats West Bank

APPENDIX

Historic Sites and Building Information

Building Usage & Condition

Property Info & Capital Improvements

Windshield Survey of Occupants

Parcel Information in Study Area

Study Area Block Groups - Demographics - Income - Employment - Mobility - Crime

Survey Instrument

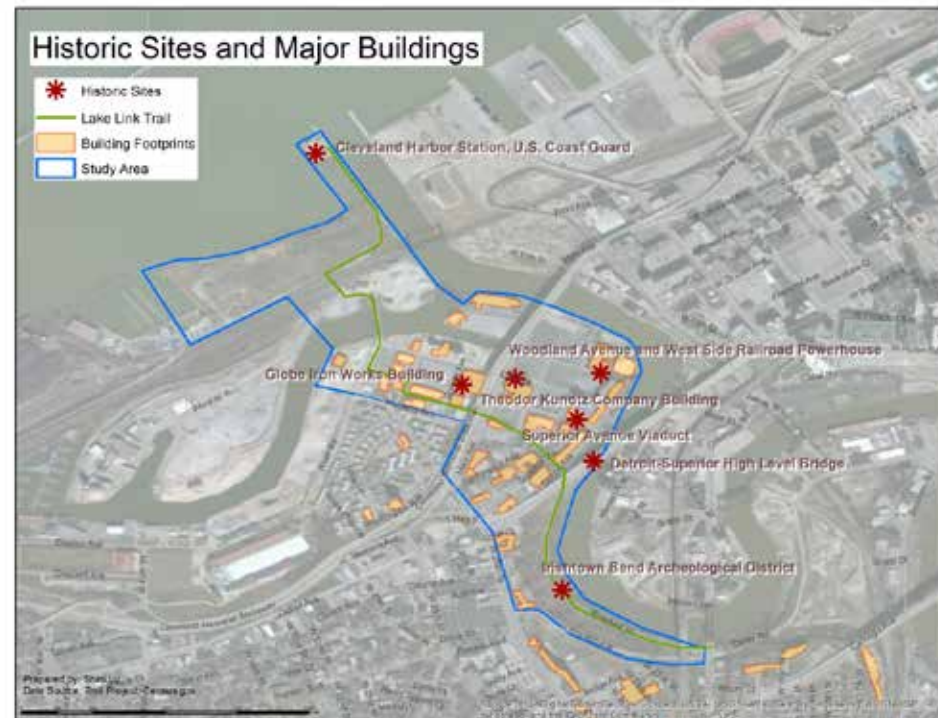
Stakeholder Interview Instrument

City of Cleveland and Cleveland MSA Survey Comparison Data

Residential Niche Analysis

Retail Marketplace Profile

Housing Market Profile



Currently, there are about 30 major buildings in the study area. There are 7 national registered landmarks within or intersect the area. The names of the historic sites are shown in the map above. Information of the historic sites is listed below.

Name: Cleveland Harbor Station, U.S. Coast Guard
Address: 1000 Cuyahoga River Road
Date Listed with National Register: 1/1/1976



Name: Globe Iron Works Building
Address: 2320 Center Street
Date Listed with National Register: 1994/3/16



Name: Theodor Kundtz Company Building
Current Name/Owner: Harbor Inn
Address: 2249 Elm Street
Date Listed with National Register: 2001/2/1



Information:
 The Kundtz building is also known as the The White Sewing Machine Co. acquired the company from Kundtz in 1925. The company grew into an industrial giant, manufacturing sewing machine cabinets, bicycle wheels, church and school furniture, and auto and truck bodies. By 1915 5 huge factories took up several city blocks near the Superior viaduct in the FLats. The company was Cleveland's largest employer in the early 1900s, with 2,500 workers on the payroll, nearly all Hungarian in ancestry.

Name: Woodland Avenue and West Side Railroad Powerhouse
Address: 2000 Sycamore Street
Date Listed with National Register: 1979/6/3



Information:
 The Woodland Avenue and West Side Railroad Powerhouse was the last large railway system to abandon the use of horses on its line. At the time, the line was owned by Marcus Hanna, one of the city's leading industrialists. It was his intention to develop an electrical line which would be serviced by a powerhouse that was both modern and efficient. It was built in 1892 and housed engines originally designed for marine service made for the street railway line.

Name: Superior Avenue Viaduct
Address: Superior Avenue
Date Listed with National Register: 1978/6/8



Information:
 Prior to the Viaduct's opening, low-level bridges were the only way for vehicles to cross the Cuyahoga River. To approach these bridges, commuters had to navigate steep valley walls. Moreover, bridge traffic would come to a halt with the passing of each and every boat. While the Viaduct's central span still had to swing open several times a day to let taller ships through it was a vast improvement over the older bridges. It became outdated

with the opening of the Detroit-Superior Bridge in 1917.



Name: Detroit-Superior High Level Bridge

Address: Over the Cuyahoga River valley between Detroit Ave. and Superior Ave.

Date Listed with National Register: 1974/1/18

Information:

Construction by the King Bridge Company began in 1914 and completed in 1918, at a cost of \$5.4 million. It was the first fixed high level bridge in Cleveland, and the third high level bridge above the Cuyahoga (the first was the Old Superior Viaduct and the second the Central Viaduct, also built by the King Company). At its completion, the bridge was the largest steel and concrete reinforced bridge in the world.



Name: Irishtown Bend Archeological District

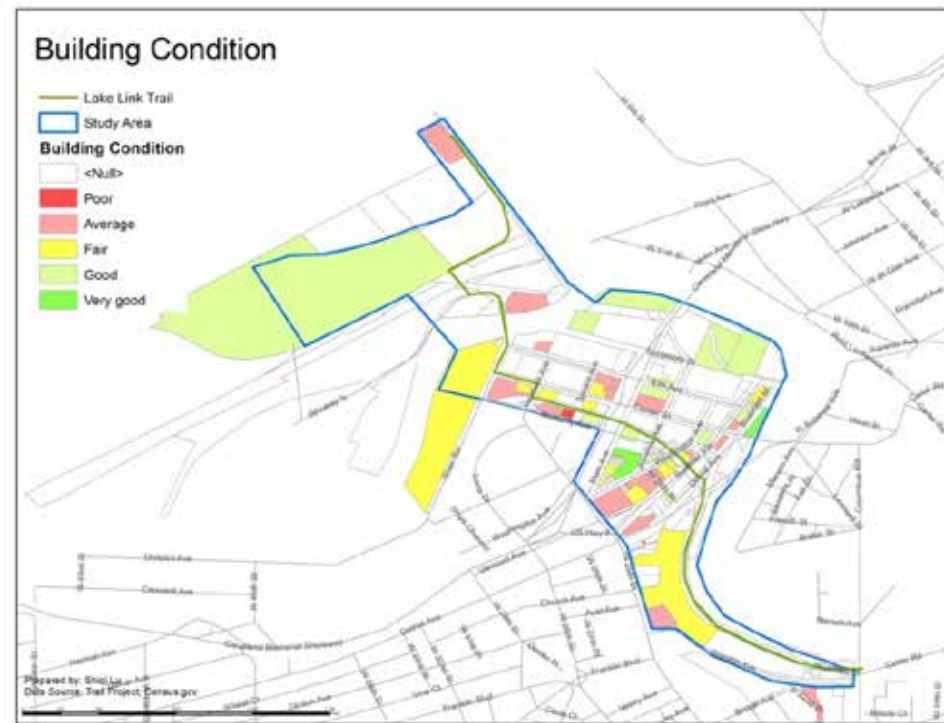
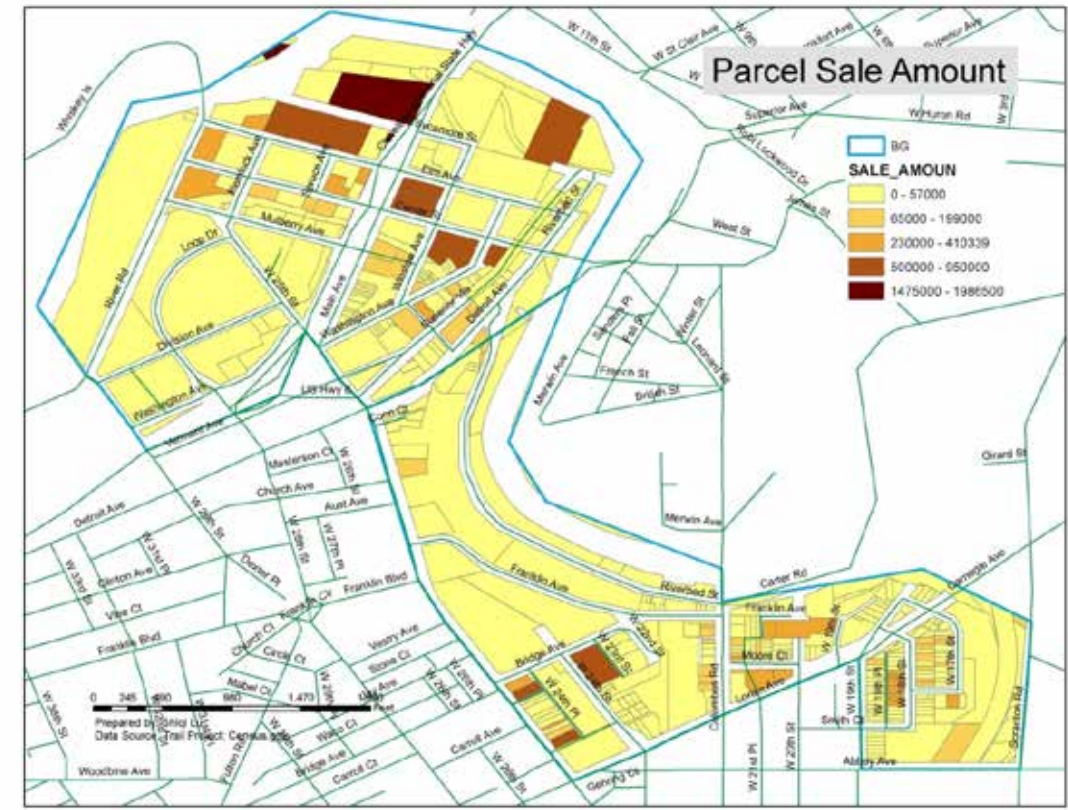
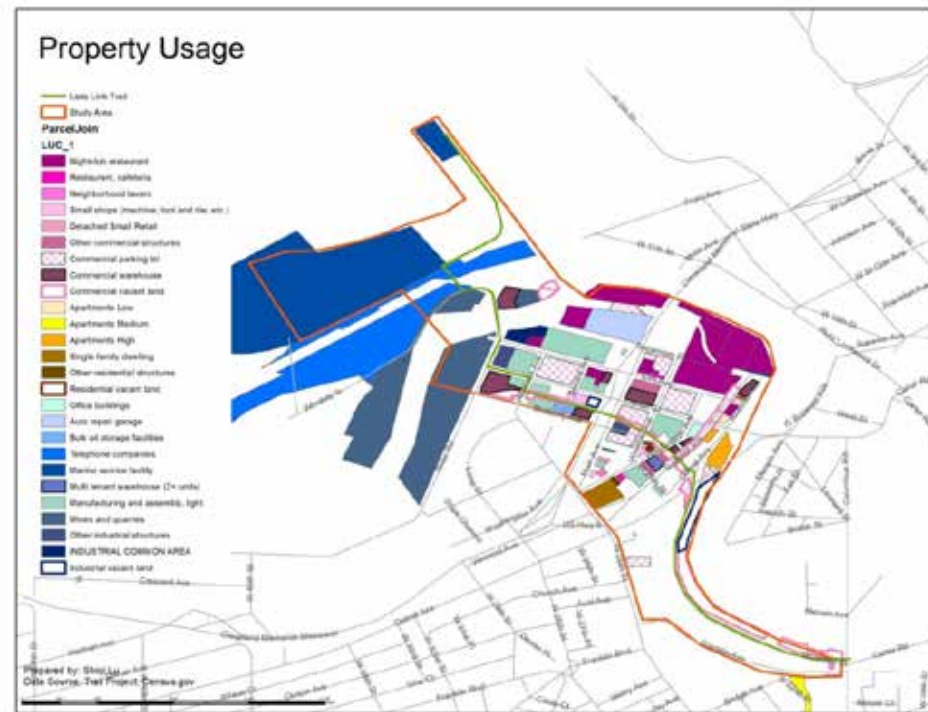
Address: Western bank of the Cuyahoga River, along Riverbed Rd.

Date Listed with National Register: 1990/5/25

Information:

Irishtown Bend is the area along the Cuyahoga River, south of Detroit and east of W. 25th, where Irish immigrants once lived in small homes and shacks. Part of a larger area known as the Angle, Irishtown is centered around St. Malachi Church at W. 25th and Washington. When the first Irish came to Cleveland in the early 1830s, mostly diggers and dockworkers, they lived near their work in what became 22 streets of tiny hovels. They were characterized by extreme poverty and were ripe for diseases.







OID	Project	Lead	Scope
1	Morgan New Entrance Roadway	Public Utilities-Water	
2	Shoreway West	MOCAP- Engineering & Construction	
3	Fulton Road Rehab (Clark-Detroit)	Public Service-Engineering & Construction	Mill & Fill, minor curb, sidewalk replacement....city match \$400,000 total cost \$2,000,000
4	Columbus Road (W 25-Center Street)	Public Service-Engineering & Construction	New Curbs, sidewalks and street surface....City match: \$400,000
5	River Valley-Towpath Trail	City Planning	Connecting the existing Towpath Trail to Canal Basin Park in Downtown Cleveland
6	Bike Trail-Scranton Rd	City Planning	
7	Bike Trail-Train Ave Greenway	City Planning	
8	Cemeteries-Monroe	Parks, Recreation & Properties	Fence & Gate Repair....Repair, replace fences & gates
9	West 28 Street (Lorain to Chatham)	Public Utilities-Water Pollution Control	Sewer repair and replacement
10	West Side Market	Parks, Recreation & Properties	
11	Woodbine Avenue (Fulton to West 44 Street)	Public Utilities-Water Pollution Control	Sewer repair and replacement
12	McCafferty HC Renovations	Public Health	
13	Streetscape - Lorain Avenue (W 20 to W 52)	City Planning	

Block #	Apparent Occupant	Current Function	Existing Functional Use Index
1	Unknown	Overgrown Hillside	
	CMHA	Residential	Stable
	CMHA Headquarters	Vacant	Underutilized
	LMM Parking	Vacant	Underutilized
	THI	Residential	Stable
2	County - Department of Public Works	Utility	Thriving
	Law Offices	Offices	Thriving
3	Tech Industries	Light Industrial	Thriving
	Carney's	Restaurant	Thriving
	Unknown	Residential (Single Family)	Thriving
	St. Malachi	Institutional	Thriving
4	Krill Professional Builders	Office	Thriving
	Unknown	Single Family Residential	Stable
	Unknown	Light industrial	Underutilized
	General Sheave Co	Light Industrial	Thriving
	Ferbert-Updegraff	Light Industrial	Thriving
	Stella Maris	Office	Thriving
	Stella Maris	Residential	Thriving
	Flats Parking	Commercial Parking	Underutilized
	Atwood Industries	Warehouse	Thriving
5a	Tenk Machine & Tool Co	Warehouse	Underutilized
5b	Unknown	Single Family Residential	Thriving
	Flats Industrial Services	Light industrial	Thriving
6	Stonebridge	Apartments/Condos	Thriving
	Luca	Restaurant	Thriving
	Unknown	Retail/Office: vacant	Underutilized
	Formerly Spaces	Retail/Office: vacant	Underutilized
	Unknown	Single Family Residential: vacant	Underutilized
	Unknown	Light Industrial	Stable
7	Unknown	Non-Commercial Parking	Underutilized
8	Apartments at Nautica	Residential	Thriving
	McCarthy's	Restaurant	Thriving
	The Trebing Manufacturing Co.	Light Industrial	Thriving
	Jacobs Investments Management Co	Office	Thriving
	Nautica Entertainment Complex	Office	Thriving
9	Chartwell Group	Vacant Commercial	Underutilized
	Stonebridge	Apartments/Condos	Thriving
	Hattzel	Office	Thriving
10	Unknown	Commercial Parking	Thriving
	Harbor Inn	Restaurant	Thriving
11	Center St. Bridge Support	Utility	Thriving
	Unknown	Park	Thriving
	Unknown	Commercial/Residential	Stable
	Nautica	Entertainment	Thriving
	Powerhouse	Entertainment	Thriving
12	Unknown	Commercial Parking	Thriving
	Boat & Jet Ski	Entertainment	Thriving
	Christies	Entertainment	Thriving
	Shooters	Restaurant	Thriving
	County	Parking	Underutilized
13	Commercial	Vacant	Underutilized
	Downtown Self Storage	Self Storage	Thriving
	Carefree Cartage	Warehouse	Thriving
	Deck Crafter	Light Industrial	Stable

Block #	Apparent Occupant	Current Function	Existing Functional Use Index
14a	Unknown (1252 Spruce)	Vacant	Underutilized
	Mulberry's	Volleyball Court	Stable
	Unused Space under bridge	vacant	Underutilized
	Unknown (2319 Center)	Vacant	Underutilized
14b	Mulberry's	Restaurant	Thriving
	Dubro Oil	Vacant	Underutilized
	North Coast Alloys, Inc.	Light industrial	Stable
15	Unknown	Junk Storage	Underutilized
	Unknown	Commercial Parking	Stable
16	County	Vacant	Underutilized
	Partners Bulk Logistics	Transshipment	Thriving
	Mirage	Unknown	Stable
	Lafarge	Material Processing	Thriving
17	Ontario Stone Corp	Light Industrial	Thriving
	Plotz Machine	Light Industrial	Thriving
18	North Shore Pump and Equipment	Warehouse	Thriving
	North Point Fiberglass	Light Industrial	Thriving
	Cell Phone Tower	Utility	Thriving
19	Bardons & Oliver	Light Industrial	Thriving
	Ontario Stone Corp	Material Processing	Thriving
20	Cargill	Mine	Thriving
	Ontario Stone Corp	Material Processing	Thriving
21	Sunset Grill	Restaurant	Thriving
	Wendy Park	Park	Thriving
	Abandoned Coast Guard Station	Vacant	Underutilized
22	Whiskey Island Marina?	Marina	Thriving
	Stonebridge	Private Parking	Thriving

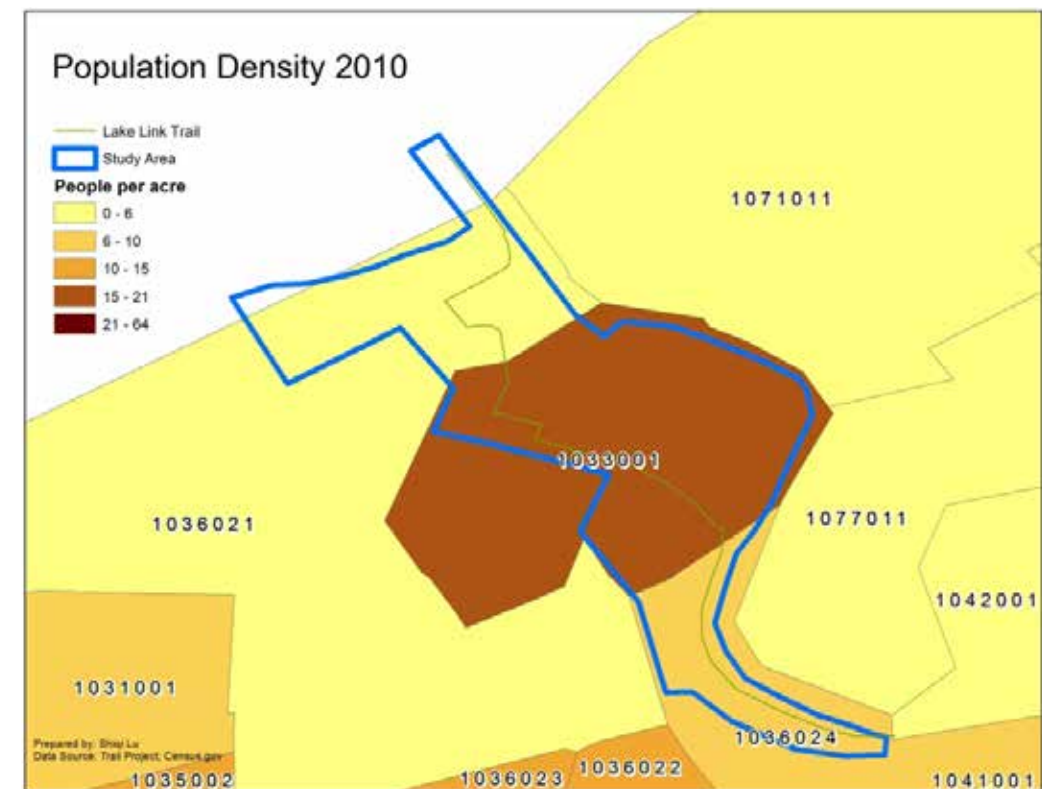
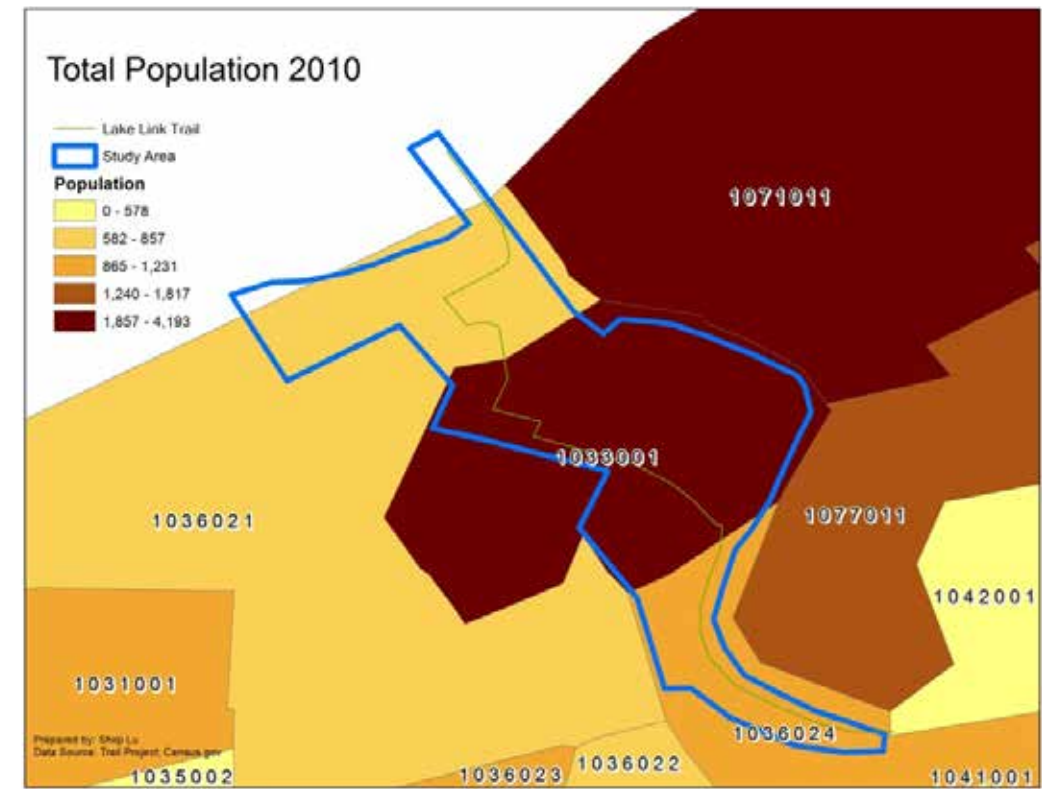
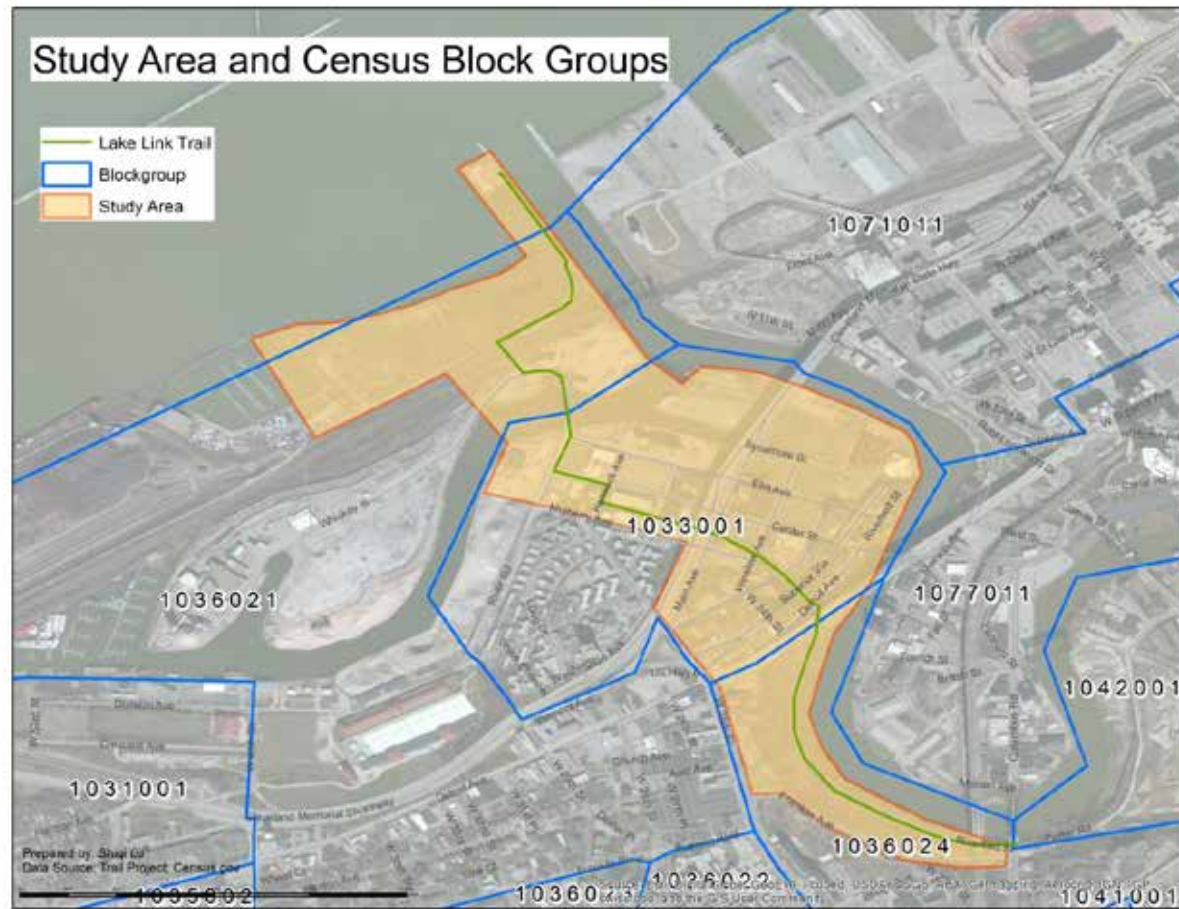
Note: Yellow highlight indicates areas of underutilization.

Block #	Parcel Number	Land Owner	Area (SQFT)	Street Number	Street Name	Suffix	City	Zip Co
1	003-20-002	K & D ENTERPRISES, INC.	11,757		DETROIT	AVE	CLEVELAND	4411
1	003-20-003	CLEVELAND METRO HOUSING AUTH	1,747		RIVERBED	ST	CLEVELAND	4411
1	003-20-004	CUYAHOGA COUNTY BOARD OF COM	35,110		DETROIT	AVE	CLEVELAND	4411
1	003-20-005	CLEVELAND METRO HOUSING AUTH	16,173		RIVERBED	ST	CLEVELAND	4411
1	003-20-007	RIVERBED AARQUE, LLC	54,865		RIVERBED	ST	CLEVELAND	4410
1	003-20-008	STONEBRIDGE WATERFRONT LLC	14,246		RIVERBED	ST	CLEVELAND	4411
1	003-21-001	CUYAHOGA COUNTY BOARD OF COM	12,921		DETROIT & W 25	ST	CLEVELAND	4411
1	003-21-002	INTERSTATE DEVELOP LTD PART.	697	1435	W 25TH	ST	CLEVELAND	4411
1	003-21-003	ANGIO CO.,	18,934	1457	W 25TH	ST	CLEVELAND	4411
1	003-21-004	CLEVELAND METRO HOUSING AUTH	19,277	1477	W 25TH	ST	CLEVELAND	4411
1	003-21-005	CLEVELAND METRO HOUSING AUTH	284,679	1441-01505	W 25TH	ST	CLEVELAND	4411
1	003-21-007	WOMENS WEST HOUSING CORP	38,205	1545	W 25TH	ST	CLEVELAND	4411
1	003-21-008	INTERSTATE DEVELOP LTD PART.	12,023				CLEVELAND	4411
1	003-21-009	INTERSTATE DEVELOP LTD PART.	5,785				CLEVELAND	4411
1	003-21-010	CLEVELAND METRO HOUSING AUTH	1,268		CONN	CT	CLEVELAND	4410
1	003-22-002	CLEVELAND METRO HOUSING AUTH	5,251	1500	FRANKLIN	BLVD	CLEVELAND	4411
1	003-22-003	CLEVELAND METRO HOUSING AUTH	146,437	1702	FRANKLIN	AVE	CLEVELAND	4411
1	003-23-001	CLEVELAND METRO HOUSING AUTH	1,456		RIVERBED	AVE	CLEVELAND	4411
1	003-23-002		1,141					
1	003-23-003		253					
1	003-23-004		3,258					
1	003-23-005		1,292					
1	003-23-006		4,950					
1	003-23-007		1,113					
1	003-23-008	CLEVELAND UNION TERMINALS	12,065		RIVERBED & FRANKLIN		CLEVELAND	4411
1	003-23-009	THE NORTHEAST REGIONAL SEWER D	1,248		RIVER BED	ST	CLEVELAND	4411
1	003-23-010	THE NORTHEAST REGIONAL SEWER D	1,104				CLEVELAND	4411
1	003-23-011	FALSTONE, JOHN	1,567				CLEVELAND	4411
1	003-23-012	HOOPLES LIABILITY CO	2,325	1930	COLUMBUS	RD	CLEVELAND	4411
1	003-23-023	GREATER CLEVE TRANS AUTH.	3,137		COLUMBUS	RD	CLEVELAND	4411
1	003-23-047	WARMELING, JOAN L.	1,291	1865-01869	W 22ND	ST	CLEVELAND	4411
1	003-23-076	GREATER CLEVE TRANS AUTH.	515		FRANKLIN	ST	CLEVELAND	4411
1	003-24-001A	WESTBANK DEVELOPMENT CORP	119,859		RIVERBED	AVE	CLEVELAND	4411
1	003-24-003		6,421					
2	003-15-047	CUYAHOGA COUNTY BOARD OF COM	26,055	2429	WEST SUPERIOR	AVE	CLEVELAND	4411
2	003-15-048	CUYAHOGA COUNTY BOARD OF COM	4,925		W 24TH	ST	CLEVELAND	4410
2	003-15-049	CUYAHOGA COUNTY BOARD OF COM	346		WEST SUPERIOR	AVE	CLEVELAND	4411
2	003-15-050	CUYAHOGA COUNTY OHIO	7,173		WEST SUPERIOR	AVE	CLEVELAND	4411
2	003-15-051	CUYAHOGA COUNTY BOARD OF COM	8,792		WEST SUPERIOR	AVE	CLEVELAND	4411

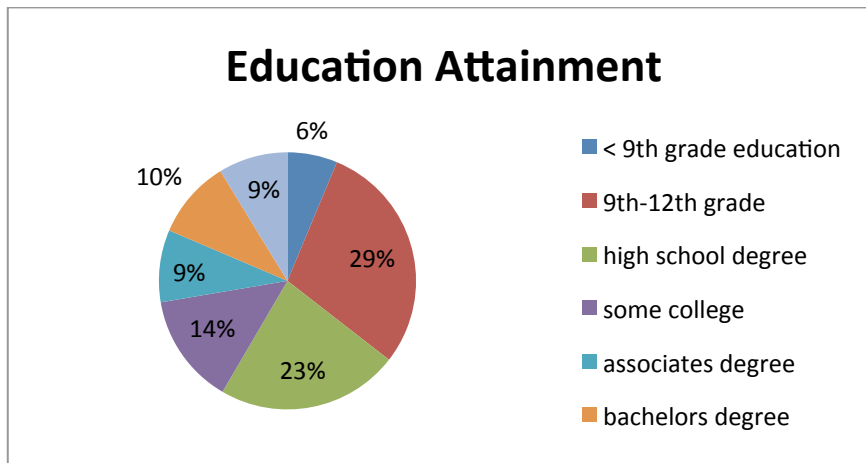
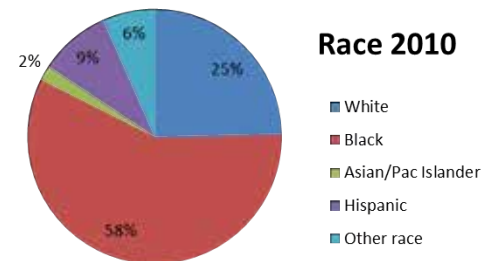
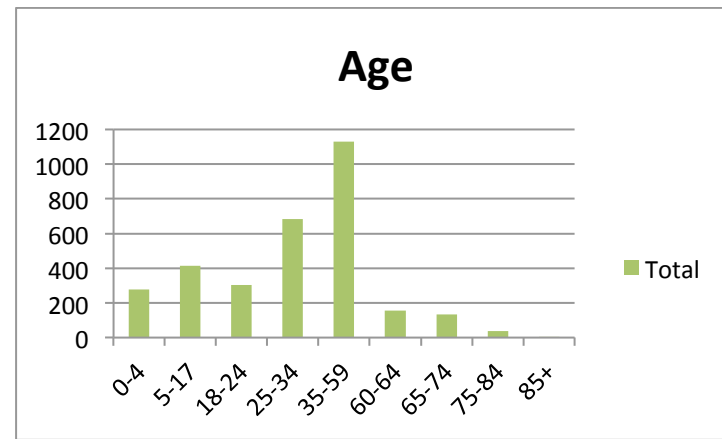
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2	003-15-052	F & G BUILDING CO	4,112	2401	WEST SUPERIOR	AVE	CLEVELAND	4411
2	003-15-076	CUYAHOGA COUNTY OHIO	3,844		WEST SUPERIOR	AVE	CLEVELAND	4411
3	003-15-038	A.L.W. INC.	22,383	1313	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-039	FLATS INDUSTRIAL SERVICES INC	1,333	1325	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-040	HESER, KIM	3,095	1329	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-041	HESER, KIM	1,494	1331	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-042	Most Rev. Anthony M Pila of th	1,535	1333	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-043	PAOLI ENRIQUE & MARIA	1,722	1335	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-044	PILLA ANTHONY M BISHOP	21,820	2416	SUPERIOR	AVE	CLEVELAND	4411
3	003-15-045	HOBAN EDWARD F BISHOP OF CLE	57,045	2459	WASHINGTON	AVE	CLEVELAND	4411
3	003-15-046	CUYAHOGA COUNTY BOARD OF COM	13,694	9503	DETROIT	AVE	CLEVELAND	4410
4	003-15-003	1287MAIN, LLC	28,407		MAIN	AVE	CLEVELAND	4411
4	003-15-007	STELLA MARIS	42,045	1320	MAIN	AVE	CLEVELAND	4411
4	003-15-011	ROSE ELAINE DONNA	2,299	1305	MAIN	AVE	CLEVELAND	4411
4	003-15-012		2,300					
4	003-15-013		2,301					
4	003-15-014		2,309					
4	003-15-015	ROSE ELAINE DONNA	2,166				CLEVELAND	
4	003-15-016	SCHWELIK, FRANK & JENNIFER	4,173	1311	MAIN	AVE	CLEVELAND	4411
4	003-15-017	MEISINGER, DONNA R.	4,798	1315	MAIN	AVE	CLEVELAND	4411
4	003-15-018		1,322					
4	003-15-019		1,723					
4	003-15-020	BUNJEVAC, ANTUN	2,811	1335	MAIN	AVE	CLEVELAND	4411
4	003-15-021	BUNJEVAC, ANTUN	489				CLEVELAND	4411
4	003-15-022	BUNJEVAC, ANTUN	1,353				CLEVELAND	4411
4	003-15-023	BUNJEVAC, ANTUN	1,844				CLEVELAND	4411
4	003-15-024	BUNJEVAC, ANTUN	868				CLEVELAND	4411
4	003-15-025	MEISINGER, DONNA R.	1,034	1340	WASHINGTON	AVE	CLEVELAND	4411
4	003-15-026	MEISINGER, DONNA R.	1,134	1338	WASHINGTON	AVE	CLEVELAND	4411
4	003-15-027	MEISINGER, DONNA R.	1,263		WASHINGTON	AVE	CLEVELAND	4411
4	003-15-068	SCHWELIK, FRANK & JENNIFER	2,913	2201	MULBERRY	AVE	CLEVELAND	4411
4	003-18-024	KOG HOLDINGS LLC	16,720	1275	MAIN	AVE	CLEVELAND	4411
5a	003-15-056	PARKWORKS INC.	1,476		MULBERRY	ST	CLEVELAND	4411
5a	003-15-998		9,892					
5a	003-18-020	CLEVELAND 2111 LLC	46,802	2111	CENTER	ST	CLEVELAND	4411
5a	003-18-021		1,987					
5a	003-18-022		1,828					
5a	003-18-023		1,686					
5b	003-15-033	GILLESPIE, PATRICK T	3,937	1291	WINSLOW	AVE	CLEVELAND	4411
5b	003-15-034	GILLESPIE, PATRICK T	727		WASHINGTON	AVE	CLEVELAND	4411
5b	003-15-035	GILLESPIE, PATRICK T	860		WASHINGTON	AVE	CLEVELAND	4411
5b	003-15-036	GILLESPIE, PATRICK T	994	1290	WASHINGTON	AVE	CLEVELAND	4411
5b	003-15-055	GILLESPIE, PATRICK T	1,128		WASHINGTON	ST	CLEVELAND	4411
5b	003-15-057	KAPP, STEVE	1,239	1281	WINSLOW	AVE	CLEVELAND	4411

Block #	Parcel Number	Land Owner	Area (SQFT)	Street Number	Street Name
5b	003-15-058	GILLESPIE, PATRICK T	1,108		WINSLOW
5b	003-15-059	GILLESPIE, PATRICK T	978		WINSLOW
5b	003-15-060	GILLESPIE, PATRICK T	848		WINSLOW
6	003-15-037	LEFT SIDE DEVELOPMENTS LLC	9,062	1305	WASHINGTON
6	003-15-053	CONDOMINIUMS AT STONEBRIDGE	21,271	2222	DETROIT
6	003-15-054	PARKWORKS INC.	11,287		MULBERRY
6	003-15-077	VIADUCT WEST CORP	12,113	2208	SUPERIOR VIADUCT
6	003-15-078	JAMES A HAGGERTY INC	5,223	1285	WASHINGTON
6	003-15-079	K & D ENTERPRISES, INC.	975		WASHINGTON
6	003-15-080	K & D ENTERPRISES, INC.	750		WASHINGTON
6	003-15-999		1,446		
6	003-18-010	STONEBRIDGE WATERFRONT LLC	8,444	1500	DETROIT
6	003-18-011		2,740		
6	003-18-012		2,730		
6	003-18-013		1,412		
6	003-18-014		11,674		
6	003-18-015	STONEBRIDGE VIADUCT LLC	4,170	1221	WASHINGTON
6	003-18-016	STONEBRIDGE VIADUCT LLC	2,865	1221	WASHINGTON
6	003-18-017	STONEBRIDGE VIADUCT LLC	1,258		WASHINGTON
6	003-18-018	STONEBRIDGE VIADUCT LLC	4,037		WASHINGTON
6	003-18-019	STONEBRIDGE CENTER, LLC	12,474	2019	CENTER
6	003-18-025	CITY OF CLEVELAND	8,363		RIVERBED
6	003-18-026	CITY OF CLEVELAND	4,594		RIVERBED
6	003-18-027	CITY OF CLEVELAND	52,434		SUPERIOR VIADUCT
7	003-18-001	WESTBANK DEVELOPMENT CORP	10,882		MULBERRY
7	003-18-002	NAUTICA ENTERTAINMENT, LLC	31,864	2241	CENTER AKA WINSLOW
8	003-18-003	ZPT INC	29,098	2220	MAIN
8	003-18-004	NAUTICA PENINSULA LAND	23,194	1231	MAIN
9	003-18-005	NAUTICA ENTERTAINMENT, LLC	52,389	1280	ELM
9	003-18-006	STONEBRIDGE PLAZA CONDO ASSN	28,514		WASHINGTON
9	003-18-007	RIVERSIDE CONST INC	8,995	1284	RIVERBED
9	003-18-008	STONEBRIDGE WATERFRONT LLC	7,017	2018	CENTER
10	003-19-001	NAUTICA ENTERTAINMENT, LLC	16,595	1217	MAIN
10	003-19-016	PERSOLJA, ANNE & PISORN, VLADO	6,581	1219	MAIN
10	003-19-017	NAUTICA ENTERTAINMENT, LLC	22,573		SYCAMORE
10	003-19-018	NAUTICA ENTERTAINMENT, LLC	6,328	1193	MAIN
11	003-18-009	CITY OF CLEVELAND	19,551	1283	RIVERBED
11	003-19-002	NAUTICA ENTERTAINMENT, LLC	108,115	2120	WINSLOW
11	003-19-005	NAUTICA ENTERTAINMENT, LLC	13,994		ELM
11	003-19-006	LALLI RICHARD	2,107	1272	RIVERBED
11	003-19-007	Newman-Scully Inc	12,242	1250	RIVERBED
11	003-19-008	CITY OF CLEVELAND	13,786		RIVERBED
11	003-19-009	JACOBS INVESTMENTS MANAGEMENT	52,312	2014	SYCAMORE
11	003-19-010	NAUTICA PHASE 2 LTD	97,996	2000	SYCAMORE

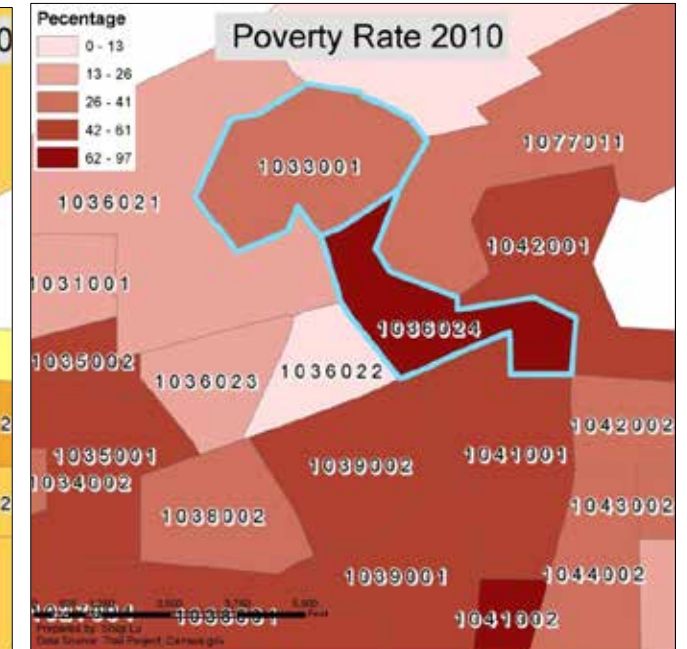
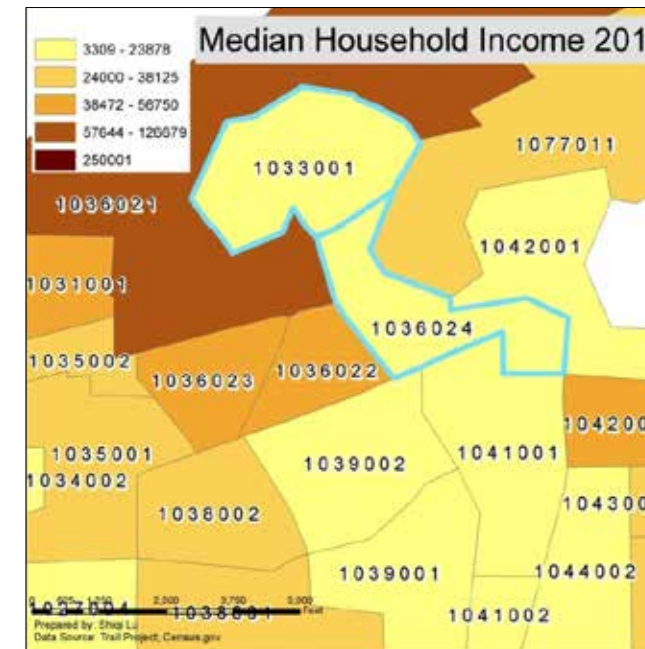
Block #	Parcel Number	Land Owner	Area (SQFT)	Street Number	Street Name	Suffix	City	Zip Co
11	003-19-011	NAUTICA ENTERTAINMENT, LLC	98,775	1154	SYCAMORE		CLEVELAND	4411
11	003-19-012	NAUTICA ENTERTAINMENT, LLC	14,171				CLEVELAND	4411
11	003-19-013	NAUTICA ENTERTAINMENT, LLC	117,185				CLEVELAND	4411
11	003-19-014	NAUTICA ENTERTAINMENT, LLC	12,958				CLEVELAND	4411
11	003-19-015	NAUTICA ENTERTAINMENT, LLC	30,293		RIVERBED	ST	CLEVELAND	4411
11	003-19-019	BALTIMORE & OHIO RR CO	4,950		RIVERBED	ST	CLEVELAND	4411
11	003-19-020	TEXTORIS JR., JOHN L.	1,473	1268	RIVERBED	ST	CLEVELAND	4411
12	003-17-006	NAUTICA ENTERTAINMENT, LLC	21,273	1181	MAIN	AVE	CLEVELAND	4411
12	003-17-007	NAUTICA ENTERTAINMENT, LLC	7,386				CLEVELAND	4411
12	003-17-008	NAUTICA ENTERTAINMENT, LLC	6,054				CLEVELAND	4411
12	003-17-009	NAUTICA ENTERTAINMENT, LLC	92,631	1148-01150	MAIN	AVE	CLEVELAND	4411
12	003-17-010	NAUTICA ENTERTAINMENT, LLC	22,237				CLEVELAND	4411
12	003-17-012	SYCAMORE SLIP PARKING LLC.	130,633	1180	MAIN	AVE	CLEVELAND	4411
12	003-17-013	1180 MAIN AVENUE, LLC	43,354	1180	MAIN	AVE	CLEVELAND	4411
13	003-16-030	CUYAHOGA COUNTY BOARD OF COM	754		CENTER	ST	CLEVELAND	4411
13	003-16-031	COLTON, KEITH	6,897	2313	ELM	ST	CLEVELAND	4411
13	003-16-032	LAKEVIEW RLTY CORP	16,912	2325	ELM	ST	CLEVELAND	4411
13	003-16-038	MURRAY, TIMOTHY	6,797	2316	CENTER	ST	CLEVELAND	4411
13	003-16-039	DOWNTOWN SELF STORAGE LLC	15,019	2320	CENTER	ST	CLEVELAND	4411
14a	003-16-006	PARKWORKS INC.	18,985		MULBERRY	ST	CLEVELAND	4411
14a	003-16-008	PARKWORKS INC.	9,441					4411
14a	003-16-025	SCMH, LLC	13,500	1200	SPRUCE	AVE	CLEVELAND	4411
14a	003-16-026		13,618					
14a	003-16-027	SCMH, LLC	10,921	2319	CENTER	ST	CLEVELAND	4411
14a	003-16-028	MAIN AVE INC	8,157		CENTER	ST	CLEVELAND	4411
14a	003-16-029	CUYAHOGA COUNTY BOARD OF COM	741		CENTER	ST	CLEVELAND	4411
14a	003-16-040	SCMH, LLC	6,229		CENTER	ST	CLEVELAND	4411
14b	003-16-009	CUYAHOGA COUNTY BOARD OF COM	1,798		MULBERRY	ST	CLEVELAND	4411
14b	003-16-010	GILLESPIE, PATRICK T	13,518	2312	MULBERRY	ST	CLEVELAND	4411
14b	003-16-015	FLATS INDUSTRIAL SERVICES INC	6,448	2400	MULBERRY	ST	CLEVELAND	4411
14b	003-16-016	FLATS INDUSTRIAL SERVICES INC	8,806	2400	MULBERRY	ST	CLEVELAND	4411
14b	003-16-017	AERO II INC	17,998	2424	MULBERRY	ST	CLEVELAND	4411
14b	003-16-023		1,506					
15	003-16-033	NAUTICA ENTERTAINMENT, LLC	68,566	1245	HEMLOCK	AVE	CLEVELAND	4411
16	003-17-001	PENNSYLVANIA LINES LLC	39,819		HEMLOCK	AVE	CLEVELAND	4411
16	003-17-002	GENERAL PORTLAND INC	120,972	2500	ELM	AVE	CLEVELAND	4411
16	003-17-003		22,737					
16	003-17-004	CUYAHOGA COUNTY BOARD OF COM	2,110		SYCAMORE	ST	CLEVELAND	4411
16	003-17-005	SYCAMORE SLIP PARKING LLC.	1,788		SYCAMORE	ST	CLEVELAND	4411
16	003-17-011	SALIVARAS DEAN	12,138	2510	ELM	AVE	CLEVELAND	4411
17	003-16-034	WPM-JKT, LTD	41,102	2514	CENTER	ST	CLEVELAND	4411
17	003-16-036	ONTARIO STONE CORP	27,325		RIVER	RD	CLEVELAND	4411
18	003-16-002	WPM LTD	41,959	2531	CENTER	ST	CLEVELAND	4411
18	003-16-003	WESTBANK DEVELOPMENT CORP	14,904		MULBERRY	ST	CLEVELAND	4411
18	003-16-004	WESTBANK DEVELOPMENT CORP	800		MULBERRY	ST	CLEVELAND	4411
18	003-16-005	WESTBANK DEVELOPMENT CORP	1,200					
18	003-16-024	2505 CENTER STREET, LLC	10,792	2505	CENTER	ST	CLEVELAND	4411
19	003-06-001	ONTARIO STONE CORP	173,322	1246	RIVER	RD	CLEVELAND	4411
19	003-06-002	ONTARIO STONE CORP	3,055				CLEVELAND	4411
20	003-03-002	NORFOLK & SOUTHERN RR	55,897		RIVERBED	ST	CLEVELAND	4411
20	003-03-006	ONTARIO STONE CORP	72,417		RIVERBED (REAR)	ST	CLEVELAND	4411
20	003-05-008	NORFOLK & SOUTHERN RR	13,546				CLEVELAND	4411
20	003-05-010		11,298					
20	003-05-011	CITY OF CLEVELAND	16,746		RIVERBED	ST	CLEVELAND	4411
20	003-05-013	ONTARIO STONE CORP	30,383	2550	RIVER BED	ST	CLEVELAND	4411
20	003-05-014	ONTARIO STONE CORP	29,190		WHISKEY ISLAND	DR	CLEVELAND	4411
20	003-05-015	FLATS DEVELOPMENT INC	11,343		RIVERBED	ST	CLEVELAND	4411
20	003-05-016	FLATS DEVELOPMENT INC	8,550		RIVERBED	ST	CLEVELAND	4411
20	003-05-020	ONTARIO STONE CORP	123,137				CLEVELAND	4411
21	003-02-005	NORFOLK & SOUTHERN RR	33,944				CLEVELAND	0
21	003-04-001	WHISKEY ISLAND PARTNERS	948,692	2800	WHISKEY ISLAND	DR	CLEVELAND	4410
21	003-04-002	NORFOLK & SOUTHERN RR	17,046		WHISKEY ISLAND	DR	CLEVELAND	4410
21	003-04-003	WHISKEY ISLAND PARTNERS	7,254				CLEVELAND	4410
21	003-05-001	WHISKEY ISLAND PARTNERS	5,277				CLEVELAND	4410
21	003-05-003	WHISKEY ISLAND PARTNERS	89,875				CLEVELAND	4410
21	003-05-006	WHISKEY ISLAND PARTNERS	337,019				CLEVELAND	4410
21	003-05-007	PENNSYLVANIA LINES LLC	124,055		WHISKEY ISLAND	DR	CLEVELAND	4410
21	003-05-017	U S OF AMERICA	40,826		CUYAHOGA RIVER		CLEVELAND	4410
21	003-05-018	CUYAHOGA COUNTY OHIO	40,780		WHISKEY ISLAND	DR	CLEVELAND	4410
21	003-05-019	CITY OF CLEVELAND LAND REUTILI	72,388	1000	WHISKEY ISLAND	DR	CLEVELAND	4410
22	003-20-001	CITY OF CLEVELAND	6,254		DETROIT	AVE	CLEVELAND	4411



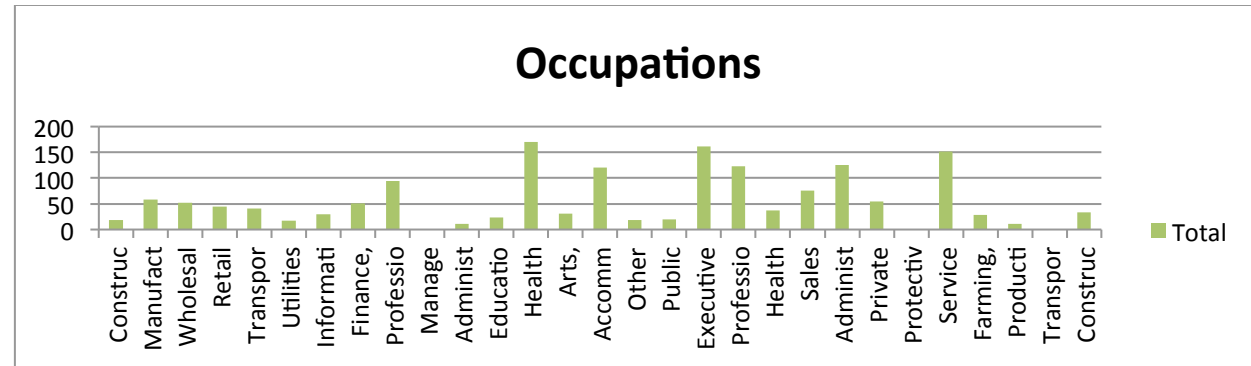
Year	2010	2012	2017
Population	3138	3291	3382
Households	1690	1764	1844
Families	468	490	504
Average Household Size	1.68	1.7	1.67
Median Age	33.2	33	33



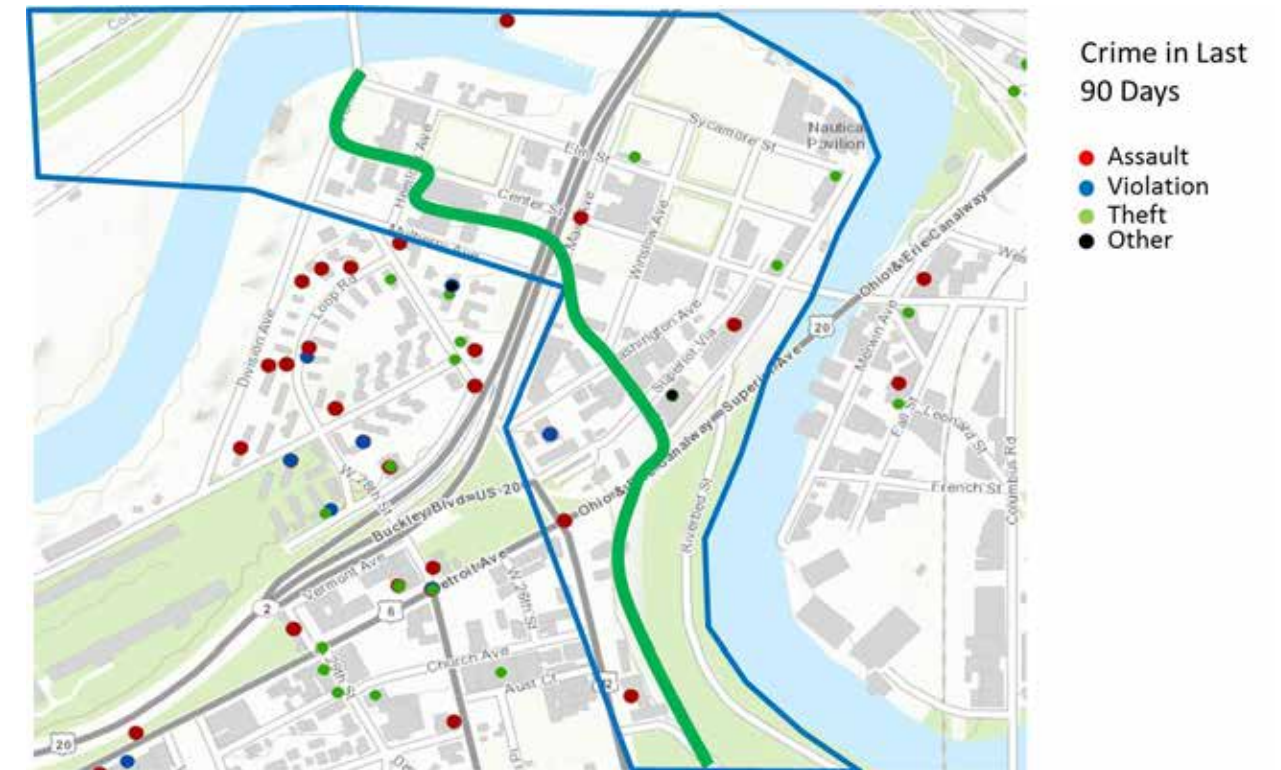
Block Group	Median household income	Median family income	Poverty rate (%)	Persons living below poverty	Families with children < 18 living below poverty
1033.00-1	16841	15833	35.99	528	101
1036.02-4	8277	7614	75.64	801	30



Block Group	Persons aged 16 + worked	full-time/full year	full-time/part year	part-time/full year	part-time/part year
1033.00-1	668	343	112	116	97
1036.02-4	298	156	57	20	65
Total	966	499	169	136	162
Percent	31%	16%	5%	4%	5%



Block Group	Drove to work	Public transportation	Other means to work	Walked to work	Work at home	No vehicle available
1033.00-1	373	114	0	54	25	375
1036.02-4	166	32	0	0	11	485
Total	539	146	0	54	36	860
Percent	24%	6%	0%	2%	2%	27%



Date: _____

Cleveland State University
UST 611 Planning Studio: Lake Link Trail Resident

Name of Surveyor: _____

Intro

Hi, my name is _____ and I am a student at Cleveland State University. As part of our class we are conducting a survey of shoppers about connecting this neighborhood to the Cuyahoga River and Lake Erie by a multi-purpose trail and a neighborhood redevelopment plan. The purpose of our class is to provide input to the Trust for Public Land and City of Cleveland to improve neighborhoods around the trails. Would you consider answering a few questions for 5 minutes?

Thanks! First, are you 18 years old or over? ____ Yes ____ No (end)
I have more detailed information for you about our research project when we finish, but I want to make sure that you understand that we *will not be asking you for your name*, your participation in our project is voluntary, you may refuse to answer any question, and you may stop answering questions at any time. *Participation in our survey poses no risks beyond those of everyday living.*

Do you wish to continue? ____ Yes ____ Refused (Thanks and have a good day!)

Are you familiar with:	Yes	No	N/A	(If yes) How many times have you visited the location in the last 12 months?	0	1 - 5	6 - 10	More than 10
The Towpath Trail								
Wendy Park								
Edgewater Park								
The Flats / Entertainment Venues								
Whiskey Island								
The Metro parks								

(If yes to Towpath/ Metroparks) How far do you travel to access the trails? (Ask for Miles)

(If yes to Towpath/ Metroparks) How do you primarily get to the trails? Car Bike Walk Public Transit

(If no) How far, or how long of a commute would you be willing to travel to access trails and other amenities?

What types of Recreational Activities do you engage in?	Yes	No	N/A	(If yes) How often?	Daily	Weekly	Monthly
Bike							
Run							
Walk							
Other <input type="text"/>							

Do you think you would use a trail that would connect the Towpath to Lake Erie? Yes No

Please refer to the Lake-Link Proposed Trail Map for further information

How often do you think you would use such a trail? Every Week Bi-Weekly Monthly Yearly

How important are the following potential benefits of the Lake Link Trail to you?	No Opinion	Not Important	Somewhat Important	Very Important
	0	1	2	3
a) Provide recreational space for children, families, and adults.				
b) Bring more people into the neighborhood.				
c) Bring people from outside of Cleveland into the city.				
d) Spur waterfront restoration and cleanup.				
e) Promote health and wellness through exercise.				
f) Stimulate economic development along the industrial corridors and neighborhoods				
g) Provide a safe and green alternative route to commute to work.				
h) Link to neighborhood parks, Metroparks, and Cuyahoga Valley National Park				

Which of the following amenities do you feel is important to incorporate into the trail system?

	No Opinion	Not Important	Somewhat Important	Very Important
Fitness Stations				
Historical / Informational Kiosks				
Various Seating Areas				
Lighting				
Landscaping				
Pavillions/Picnic				
Restrooms / Water Fountains				

How safe would you feel using a trail system in the flats?

No Opinion	Not Safe	Somewhat Safe	Very Safe

Which of the following safety precautions are important to you?

	No Opinion	Not Important	Somewhat Important	Very Important
Cameras				
Lighting				
Emergency Phones				
Signage				
Safety Ambassador				
Park Rangers				
Police				

Which of the following would you like to see near the trail?

	No Opinion	Not Important	Somewhat Important	Very Important
Restaurants /Bars				
Shopping				
Office				
Industry				
Parks				
Housing				

Are there any other types of businesses or amenities that you would like to see or that you think would be successful along the trail?

Demographics		Race		Education:		
Annual Income	Male	Race	American Indian or Alaskan Native	Less than High School		
	Female		Asian or Pacific Islander	High School Degree		
< \$5,000 \$5k - \$10k \$10k - \$25k \$25k - \$50k \$50k-\$100k > \$100k	Age		Black / African American	Some College or Associates		
	a) 18-29			Bachelor's Degree		
	b) 30-39		Hispanic / Latino	Post - Bachelor Degree		
	c) 40 -49			What neighborhood or city do you reside in?		
	d) 50 - 64			Home Zip Code:		
e) 65 +		White / Caucasian				
Additional Questions and Comments?			Other	Walk	Bike	
			How did you get to the West-Side Market Today?		Public Transit	Drove

Information for Survey Respondents (to be given to them to take with them)

Name of Class

UST Planning Studio, Levin College of Urban Affairs; this is a class of graduate students in the Masters program in Urban Planning.

Class Project

We are asking shoppers at the West Side Market about their perceptions about the neighborhood area from the market north to Lake Erie and the neighborhood amenities and connections associated with development of multi-purpose trails. These trails will connect this neighborhood with the Cuyahoga River, Lake Erie and the Towpath Trail, which is almost completed to down town Cleveland from the Cuyahoga Valley National Park. Our class project will provide input to planners from the City of Cleveland and the Trust for Public Land about how best to improve neighborhood amenities from the trail projects.

How we will ensure your anonymity in our project

- We have not asked you for your name. Nothing linking you as a respondent to the piece of paper containing your responses is included.
- No one will be able to see these surveys once the class is completed this May. Dr. Wendy Kellogg, our class instructor, will store the completed surveys in in her office at Cleveland State University (UR 308).
- Your responses will be entered into a spreadsheet with everyone else's and stored in that same office on a pass-word protected computer.
- All files (hard copy and electronic) will be stored for three years as required by the university under federal law and then destroyed.

To get more information about our research process

- If you want more information about our survey process or class, please contact Dr. Kellogg our class instructor [REDACTED]
- If you have any questions about your rights as a research participant you may contact the Cleveland State University Institutional Review Board at [REDACTED]

Thank you very much for helping us in our class project!!



Consent Form For Participation in Interview
for CSU UST 611 (Levin College of Urban Affairs) Research Project

Dear Participant:

To follow up on our email/telephone conversation, we request that you participate in an interview to assist with our class project, taught by Dr. Wendy Kellogg and Mr. Jim Kastelic. For our class project, we are developing plans for neighborhood amenities for the area surrounding the proposed Lake Link Trail, an extension of the Towpath Trail that would connect to Wendy Park on Lake Erie, in Cleveland, Ohio. The purpose of the interview is to gain insight into stakeholder perceptions of the trail connection. We will be presenting our final report to the Trust for Public Land and others at a public meeting at the end of the semester.

Participation is completely voluntary and you may withdraw at any time without penalty. There is no reward for participating or consequence for not participating. Please let us know where you would feel comfortable for us to conduct the interview (your office, on campus, other public venue). Participation in our study poses no risk beyond that associated with everyday life.

This interview will take approximately 30-45 minutes to complete. I will ask the questions and record your responses on paper. Your responses to the questions will be confidential. *We will not report data attributed to an individual to anyone outside the class or in our class report.* Your name will not be collected or appear anywhere on the interview notes. The number code on the interview questionnaire is assigned to me, the student. Our class instructor, Dr. Wendy Kellogg, will hold the list of which students interview which people, the signed consent form with your signature, and the interview responses in her office, room in UR 308 at the College of Urban Affairs. This office is locked at all times. The hard copy documents from the study will be stored for three years as required by the university under federal law and then destroyed. Any electronic files generated with individual data for our analysis will be stored on Dr. Kellogg's computer which is password protected and in her office, for three years and then deleted.

For further information regarding this research please contact Dr. Wendy Kellogg. If you have any questions about your rights as a research participant you may contact the Cleveland State University Institutional Review Board. Please print two copies of this letter. Please sign them both and keep one copy for your records and return the other one to me at our interview or by email. Thank you in advance for your cooperation and support.

Please indicate your agreement to participate by signing below.

I am 18 years or older and have read and understood this consent form and agree to participate. I understand that if I have any questions about my rights as a research subject I can contact the CSU Institutional Review board at

Signature: _____

Name: _____ (Please Print)

Date: _____

Student Interviewer: _____ Date: _____

UST 611 PLANNING STUDIO

STAKEHOLDER INTERVIEW QUESTIONS

1. Prior to receiving the information and questionnaire packet, were you aware of the current Towpath Trail/ Lake Erie Link Trail plan and its proposed route through the Flats? What are your perceptions of this trail?
2. In what ways do you see the current Lake Link Trail plan as being beneficial to Flats development? If not, why not? Do you believe this proposal will bring economic benefit to the Flats?
3. Do you think there is a need for infrastructure improvements secondary to a multi-use trail along the proposed route? Would improvements be needed further into the Flats?
4. What additional redevelopment amenities would you like to see as part of the proposed trail area? Why?
5. More specifically, what economic or other benefits do you anticipate this proposal will bring to the Flats? How would your organization benefit from this proposal?

Appendix Survey 1

INCOME AND BENEFITS (IN 2012 INFLATION- ADJUSTED DOLLARS)	Cleveland-Elyria- Mentor MSA		Cleveland City	
	Estimate	Percent	Estimate	Percent
Total households	839,838	839,838	162,717	162,717
Less than \$10,000	79,473	9.50%	35,275	21.70%
\$10,000 to \$14,999	53,656	6.40%	17,931	11.00%
\$15,000 to \$24,999	100,679	12.00%	29,738	18.30%
\$25,000 to \$34,999	92,758	11.00%	21,350	13.10%
\$35,000 to \$49,999	113,446	13.50%	21,457	13.20%
\$50,000 to \$74,999	147,929	17.60%	19,597	12.00%
\$75,000 to \$99,999	95,744	11.40%	8,910	5.50%
\$100,000 to \$149,999	96,250	11.50%	5,376	3.30%
\$150,000 to \$199,999	29,070	3.50%	1,053	0.60%
\$200,000 or more	30,833	3.70%	2,030	1.20%
Median household income (dollars)	46,944	(X)	24,257	(X)

Source: US Census Bureau American Community Survey 2012 1-year estimates

Appendix Survey 2

EDUCATIONAL ATTAINMENT	Cleveland-Elyria- Mentor MSA		Cleveland City	
	Estimate	Percent	Estimate	Percent
Population 25 years and over	1,425,156	1,425,156	253,103	253,103
Less than 9th grade	43,379	3.00%	14,192	5.60%
9th to 12th grade, no diploma	120,776	8.50%	43,487	17.20%
High school graduate (includes equivalency)	426,155	29.90%	82,809	32.70%
Some college, no degree	317,641	22.30%	59,515	23.50%
Associate's degree	111,474	7.80%	14,731	5.80%
Bachelor's degree	248,016	17.40%	24,977	9.90%
Graduate or professional degree	157,715	11.10%	13,392	5.30%

Source: US Census Bureau American Community Survey 2012 1-year estimates

Appendix Survey 3

Race	Cleveland-Elyria- Mentor MSA		Cleveland City	
	Estimate	Percent	Estimate	Percent
White alone	1,537,400	74.50%	150,263	38.44%
Black or African American alone	420,010	20.35%	210,520	53.85%
American Indian and Alaska Native alone	3,930	0.19%	1,180	0.30%
Asian alone	41,664	2.02%	7,403	1.89%
Native Hawaiian and Other Pacific Islander alone	847	0.04%	95	0.02%
Some other race alone	20,614	1.00%	9,354	2.39%
Two or more races:	39,070	1.89%	12,108	3.10%
Two races including Some other race	5,173	0.25%	1,850	0.47%
Two races excluding Some other race, and three or more races	33,897	1.64%	10,258	2.62%
Total:	2,063,535	100.00%	390,923	100.00%

Source: US Census Bureau American Community Survey 2012 1-year estimates

Income Range (Inflated to 2013)		Total Households (.25 mile of Flats West Bank)	Total Households (.50 mile of Flats West Bank)	Total Households (1 mile of Flats West Bank)	Potential Housing Demand	Home Purchasing Power (based on income)		Owner Occupied (existing)	Rental Range (based on income)		Rental Units (existing)	Total Supply (owner occupied + rental)	Net Demand	Number of Proposed New Housing Units (25% absorption rate)	Recommended Housing Types
FROM	TO					FROM	TO		FROM	TO					
\$0	\$15,522	696	226	970	717	\$0	\$46,567	2	\$0	\$342	465	467	250	63	Affordable
\$15,523	\$25,870	127	116	405	137	\$46,568	\$77,609	0	\$343	\$571	66	66	71	18	Affordable
\$25,871	\$36,218	27	125	291	36	\$77,610	\$108,654	0	\$572	\$799	221	221	(185)	(46)	Market Rate Apt.
\$36,219	\$51,740	43	140	413	54	\$108,655	\$155,221	22	\$800	\$1,141	168	190	(136)	(34)	Market Rate Apt.
\$51,741	\$77,611	76	222	355	91	\$155,222	\$232,833	44	\$1,142	\$1,712	15	59	32	8	Market Rate Apt.
\$77,612	\$103,482	2	119	185	10	\$232,834	\$310,445	34	\$1,713	\$2,283	0	34	(24)	(6)	High End Loft Apt.
\$103,483	\$155,223	66	95	145	72	\$310,446	\$465,669	6	\$2,284		0	6	66	16	High End Loft Apt.
\$155,224	\$206,964	3	34	54	5	\$465,670	\$620,893	0				0	5	1	Condo
\$206,965		3	83	72	8	\$620,894		0				0	8	2	Condo
No Response															
Totals		1,043	1,161	2,890	1,130			108			935	1043	87	(108)*	

Retail MarketPlace Profile

390351033001
Geography: Block Group

Summary Demographics						
2012 Population						2,353
2012 Households						1,111
2012 Median Disposable Income						\$10,949
2012 Per Capita Income						\$13,636
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surpl Factor	Number Businesses
Total Retail Trade and Food & Drink	44-	\$10,899,939	\$4,015,644	\$6,884,295	46.2	9
Total Retail Trade	44-45	\$9,756,794	\$242,812	\$9,513,982	95.1	2
Total Food & Drink	722	\$1,143,145	\$3,772,832	-\$2,629,687	-53.5	7
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surpl Factor	Number Businesses
Motor Vehicle & Parts Dealers	441	\$1,690,048	\$0	\$1,690,048	100.0	0
Automobile Dealers	4411	\$1,441,722	\$0	\$1,441,722	100.0	0
Other Motor Vehicle Dealers	4412	\$92,874	\$0	\$92,874	100.0	0
Auto Parts, Accessories & Tire Stores	4413	\$155,452	\$0	\$155,452	100.0	0
Furniture & Home Furnishings Stores	442	\$182,125	\$120,304	\$61,821	20.4	1
Furniture Stores	4421	\$115,034	\$0	\$115,034	100.0	0
Home Furnishings Stores	4422	\$67,091	\$120,304	-\$53,213	-28.4	1
Electronics & Appliance Stores	4431	\$296,874	\$0	\$296,874	100.0	0
Bldg Materials, Garden Equip. & Supply	444	\$236,487	\$0	\$236,487	100.0	0
Bldg Material & Supplies Dealers	4441	\$197,834	\$0	\$197,834	100.0	0
Lawn & Garden Equip & Supply Stores	4442	\$38,653	\$0	\$38,653	100.0	0
Food & Beverage Stores	445	\$1,700,647	\$0	\$1,700,647	100.0	0
Grocery Stores	4451	\$1,564,221	\$0	\$1,564,221	100.0	0
Specialty Food Stores	4452	\$58,659	\$0	\$58,659	100.0	0
Beer, Wine & Liquor Stores	4453	\$77,767	\$0	\$77,767	100.0	0
Health & Personal Care Stores	446,4461	\$941,941	\$0	\$941,941	100.0	0
Gasoline Stations	447,4471	\$1,098,526	\$0	\$1,098,526	100.0	0
Clothing & Clothing Accessories Stores	448	\$540,211	\$122,508	\$417,703	63.0	1
Clothing Stores	4481	\$392,397	\$122,508	\$269,889	52.4	1
Shoe Stores	4482	\$71,679	\$0	\$71,679	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$76,135	\$0	\$76,135	100.0	0
Sporting Goods, Hobby, Book & Music	451	\$250,517	\$0	\$250,517	100.0	0
Sporting Goods/Hobby/Musical Instr	4511	\$188,487	\$0	\$188,487	100.0	0
Book, Periodical & Music Stores	4512	\$62,030	\$0	\$62,030	100.0	0
General Merchandise Stores	452	\$1,974,274	\$0	\$1,974,274	100.0	0
Department Stores Excluding Leased	4521	\$741,629	\$0	\$741,629	100.0	0
Other General Merchandise Stores	4529	\$1,232,645	\$0	\$1,232,645	100.0	0
Miscellaneous Store Retailers	453	\$249,894	\$0	\$249,894	100.0	0
Florists	4531	\$10,567	\$0	\$10,567	100.0	0
Office Supplies, Stationery & Gift Stores	4532	\$57,632	\$0	\$57,632	100.0	0
Used Merchandise Stores	4533	\$42,369	\$0	\$42,369	100.0	0
Other Miscellaneous Store Retailers	4539	\$139,326	\$0	\$139,326	100.0	0
Nonstore Retailers	454	\$595,250	\$0	\$595,250	100.0	0
Electronic Shopping & Mail-Order Houses	4541	\$471,013	\$0	\$471,013	100.0	0
Vending Machine Operators	4542	\$47,654	\$0	\$47,654	100.0	0
Direct Selling Establishments	4543	\$76,583	\$0	\$76,583	100.0	0
Food Services & Drinking Places	722	\$1,143,145	\$3,772,832	-\$2,629,687	-53.5	7
Full-Service Restaurants	7221	\$488,252	\$1,460,800	-\$972,548	-49.9	1
Limited-Service Eating Places	7222	\$556,783	\$0	\$556,783	100.0	0
Special Food Services	7223	\$56,427	\$381,515	-\$325,088	-74.2	1
Drinking Places - Alcoholic Beverages	7224	\$41,683	\$1,930,517	-\$1,888,834	-95.8	5

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

Source: Esri and Dun & Bradstreet. Copyright 2012 Dun & Bradstreet, Inc. All rights reserved.

Housing Market Profile

Housing Units by Occupancy Status and Tenure	Census 2010		2012		2017	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	1,152	100.0%	1,206	100.0%	1,259	100.0%
Occupied	984	85.4%	1,042	86.4%	1,102	87.5%
Owner	108	9.4%	107	8.9%	116	9.2%
Renter	876	76.0%	935	77.5%	986	78.3%
Vacant	168	14.6%	164	13.6%	157	12.5%

Niche Analysis

Income Range (Inflated to 2013)	Potential Housing Demand	Total Supply (owner occupied + rental)	Net Demand	Number of Proposed New Housing Units (25% absorption rate)	Recommended Housing Types	
FROM	TO					
\$0	\$15,522	717	467	250	63	Affordable
\$15,523	\$25,870	137	66	71	18	Affordable
\$25,871	\$36,218	36	221	(185)	(46)	Market Rate Apt.
\$36,219	\$51,740	54	190	(136)	(34)	Market Rate Apt.
\$51,741	\$77,611	91	59	32	8	Market Rate Apt.
\$77,612	\$103,482	10	34	(24)	(6)	High End Loft Apt.
\$103,483	\$155,223	72	6	66	16	High End Loft Apt.
\$155,224	\$206,964	5	0	5	1	Condo
\$206,965		8	0	8	2	Condo
Total		1,130	1043	87		



• Connecting the region to its waterfront using the Lake Link Trail •

