
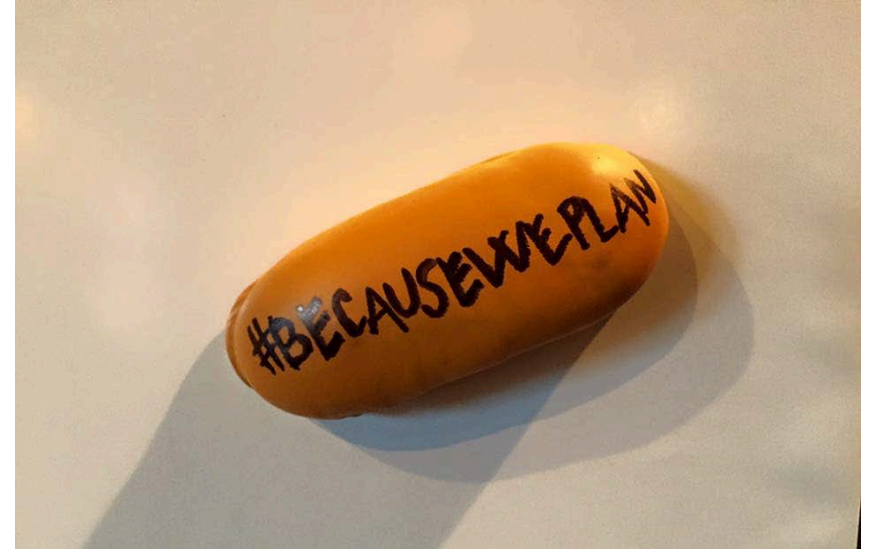


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Planning for Greater Akron

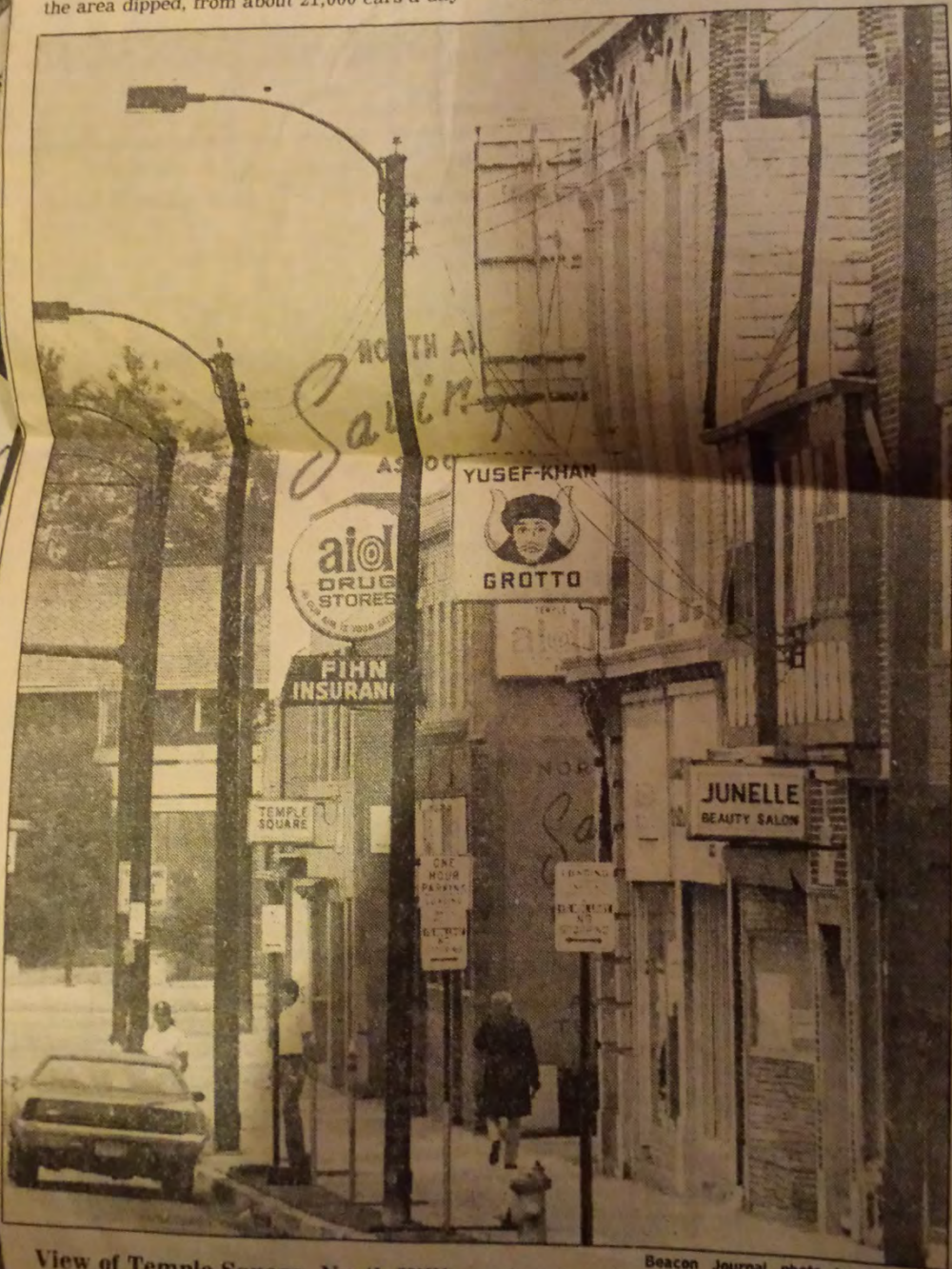
Building a Better Block in Akron's North Hill

Photos: Tim Fitzwater



When the bridge closed in 1977, traffic to the area dipped, from about 21,000 cars a day with Deiningering is one of many North Hill resi-

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North Hill
ward public



View of Temple Square, North Hill's major shopping area, on Main Street
Beacon Journal photo by Ott Gangl

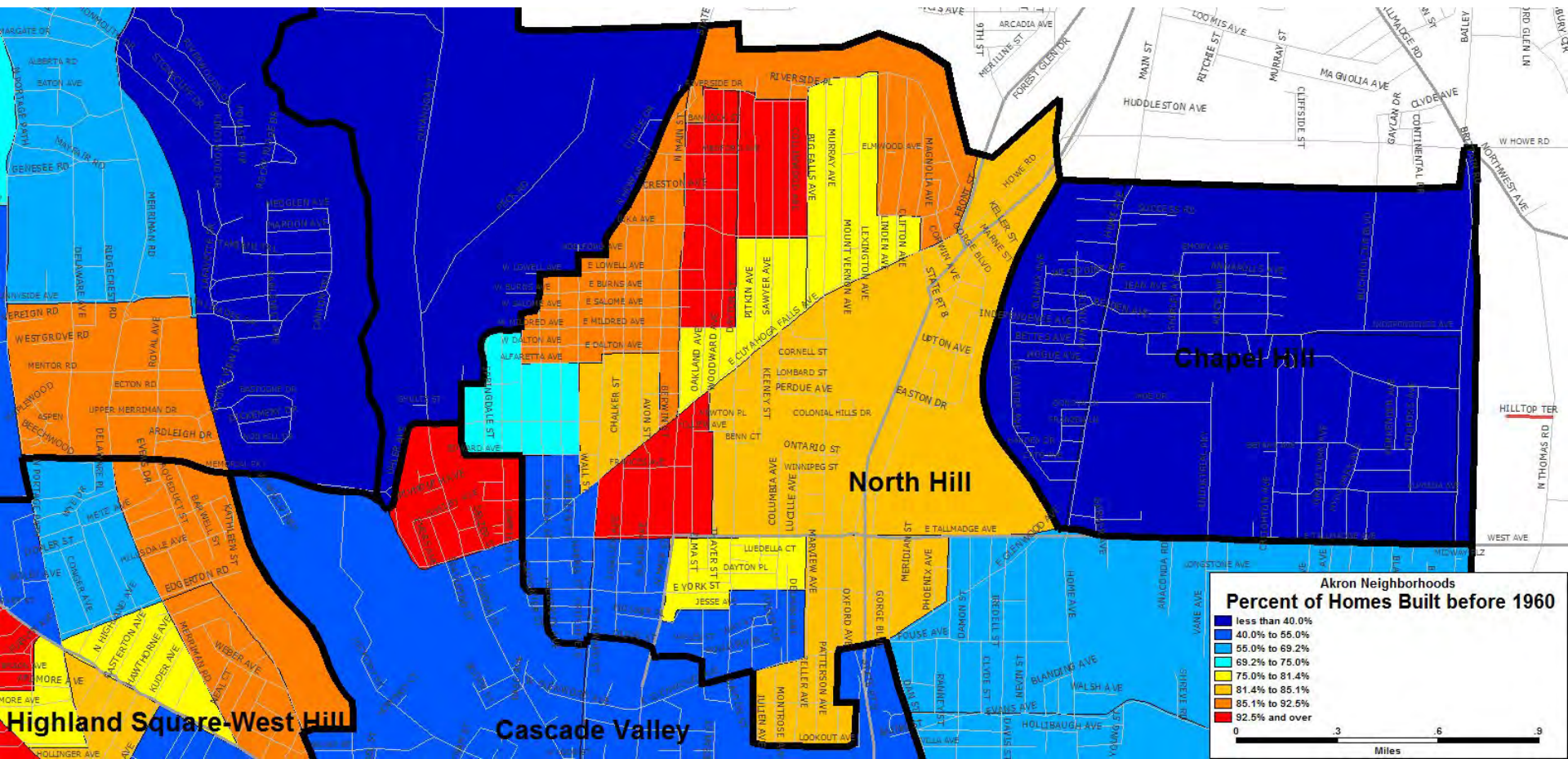












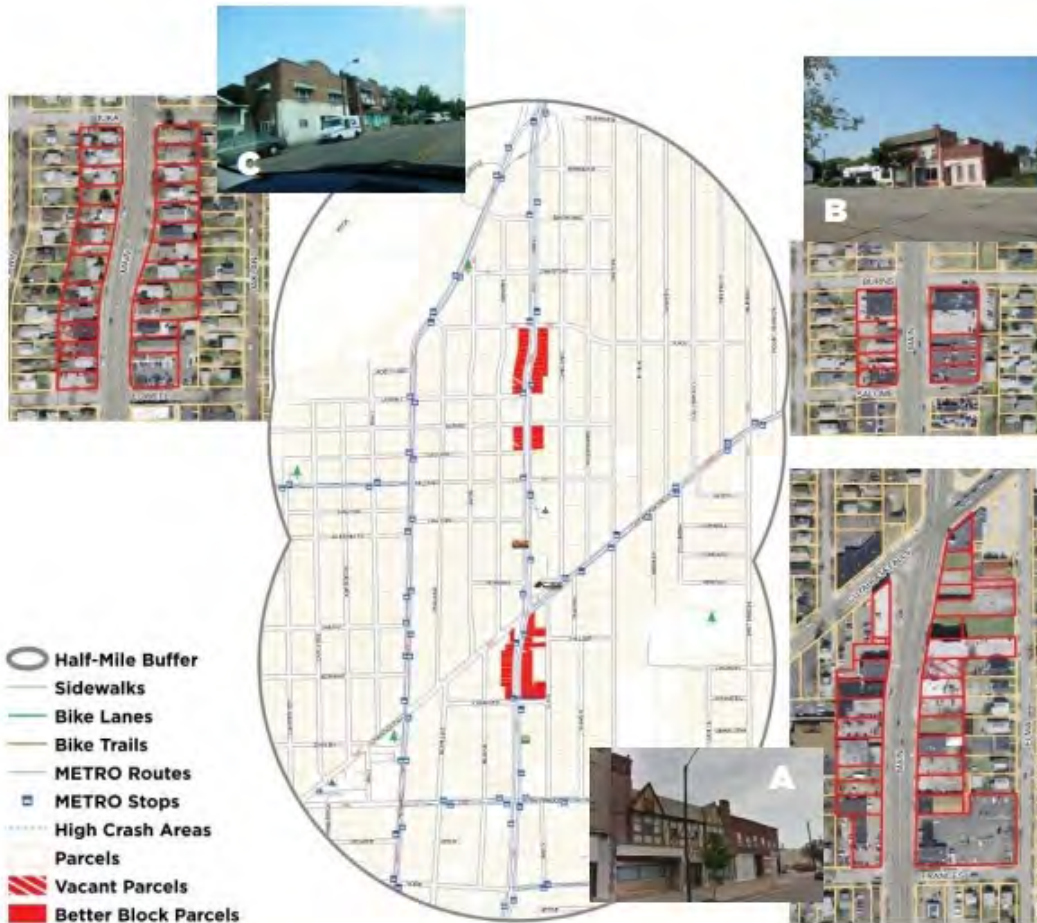
N MAIN ST

A. Between Frances Ave & E Cuyahoga Falls Ave

B. Between E Salome Ave & E Burns Ave

C. Between E Lowell Ave & Iuka Ave

- Ward 2
- A Properties: 771 N Main St (demo list)
- B Properties: 976, 980, 982 N Main St
- C Properties: 1044, 1050 N Main St
- 11,417 people w/in 1/2 mile (combined)
 - 30% Black or African American
 - 5% Asian
- Traffic crashes (2011-2013)
 - A. 35 crashes - 13 at Main/Cuyahoga Falls; 11 at Main/Frances
 - B. No crashes
 - C. 6 crashes - 5 near Iuka Ave







SAGE

STREET





Let's Get Creative
with your garden
Akron

PAVE
330.355

Akron
Community Garden
This site was prepared & planted
by Keep Akron Beautiful



Better Block Concept

Team Better Block plans to narrow the roadway to one lane of traffic in each direction. The extra space freed up from the narrowing will be dedicated to cycle lanes and extended sidewalks. The narrowing of the street will slow traffic speeds and make the area safer for all users. Several techniques will be employed to bring increased safety and vibrancy to Temple Square.



Street Alignment



Landscaping



Pop-up Shops



Plazas



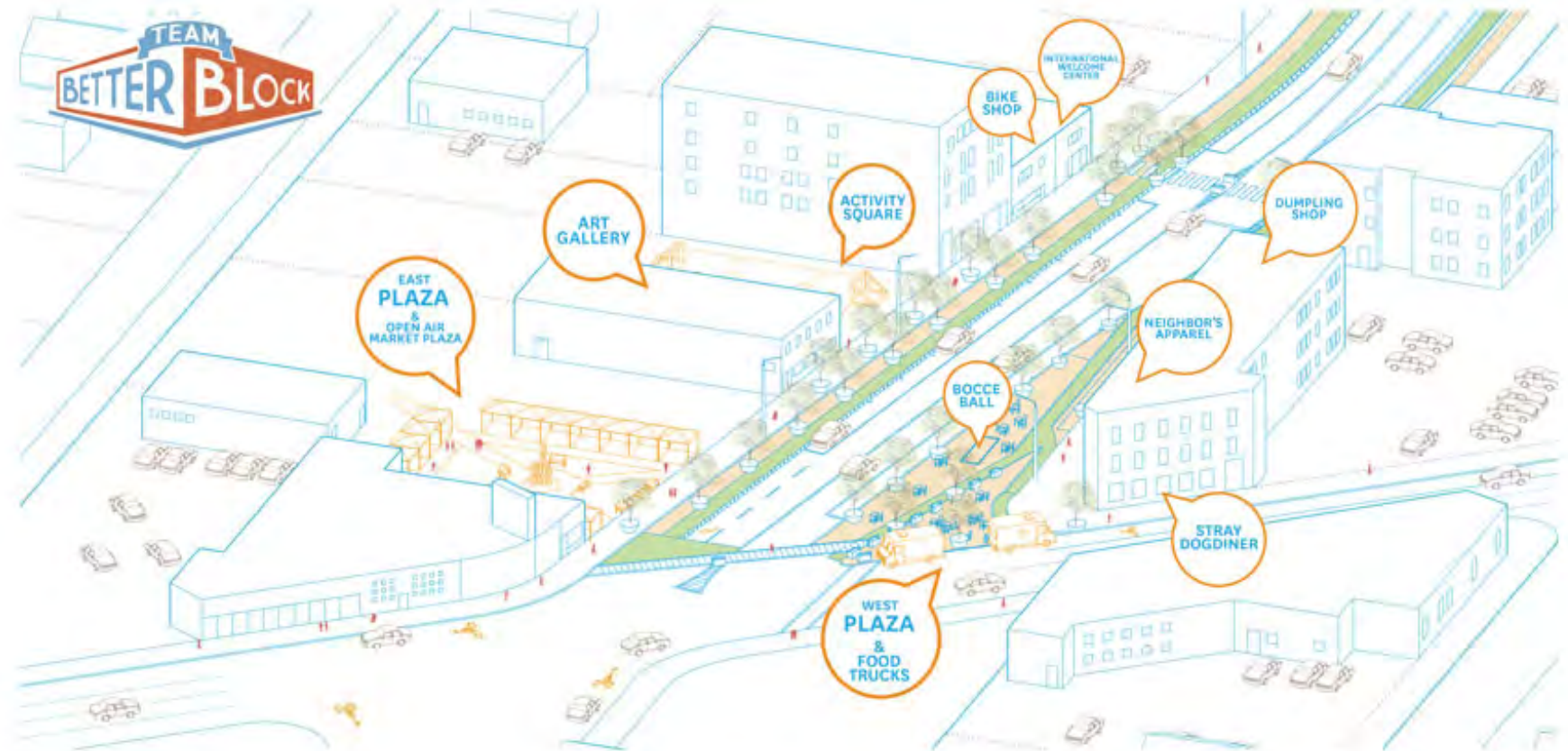
Programming



Workshops



Art














Activating Cleveland's Waterfront Through Public Sector Actions

“The nine
most **terrifying**
words in the
English
language
are: **I'm
from the
government
and I'm here
to help.**”

—Ronald Reagan







**According to
company rules
there can be no:**

- * Innovation**
- * Fun**
- * Creativity**
- * Change**

Now run along.

However, Once Upon a Time...

GL4 - BIRD'S-EYE VIEW OF THE GREAT LAKES EXPOSITION, CLEVELAND, OHIO



Comprehensive Master Plans



The plan includes improving Edgewater Park, on the right in this artists rendering, and moving the Cuyahoga County-Cleveland Port Authority to part of a man-made island, left.

LAKEFRONT DEVELOPMENT

Connecting Cleveland: Plans for the lakefront

TOM BRECKENRIDGE | PLAIN DEALER REPORTER

A lakeshore shrouded by highways, private boat clubs and decades of indifference would re-emerge with a tree-lined boulevard, hiking paths and expanded parks, not to mention dozens of new amenities, under a master plan that's almost finished.

The largest land-use plan in the city's history covers eight miles and 3,000 acres from Edgewater to Gordon parks.

After 2 1/2 years of work by city planners and consultants, Mayor Jane Campbell's administration will present its 50-year

development plan for a final round of public hearings this week.

There's no money in place to finance all of the multimillion-dollar improvements envisioned here, but city leaders hope that the blueprint will attract substantial private and public investment over time.

The work has been controversial. Here is a map showing proposed land uses, highlights and points of contention as the plan moves toward a decisive vote from the Cleveland Planning Commission, possibly by year's end.

Highlights

- 500 acres of new public space.
- 5 new marinas.
- 14 new intersections linking neighborhoods to the lakefront: Detroit Shoreway; Ohio City; downtown Cleveland; Glenville; and St. Clair-Superior.
- 7,400 new housing units.
- 2.5 million square feet of new office space.
- 1.4 million of new commercial space.
- 9.2 miles of lakefront. That's up from eight miles, due to expanded parks and port operations. Only two miles of the lakefront are accessible now, but up to eight miles would open to the public with full build-out of the master plan.
- Eight miles of hike-and-bike trail along the lakefront.

A. West Shoreway becomes Lakefront Boulevard

The plan: Demolish the West Shoreway, a 50-mph roadway, and replace it with a 35-mph boulevard. The Ohio Department of Transportation is "fairly confident" a six-lane boulevard will work but is still studying the concept.

Cost: \$50 million in state money is available.
Schedule: Construction to begin by 2008. Extending the boulevard through downtown and eastward could unfold over 20 to 30 years.

Issues: The pedestrian-friendly boulevard would mean a longer commute for West Siders, but is crucial to the plan because five intersections along the way would open access to the lake.

B. Moving the Port / Transforming Whiskey Island

The plan: Relocate the Cleveland-Cuyahoga County Port Authority operations from east of the river to the west.

- Use dredgings from the Cuyahoga River to build an island north of the breakwall for port operations.
- Fill in Whiskey Island Marina and build a new marina just to the east.

Cost: Estimated at \$650 million.

Schedule: Unfolds over the next 25 years.

Issues:

- Allows downtown housing to push north and create a neighborhood from Cleveland Browns Stadium to the river.
- Critics say moving the port is too costly and too destructive of Whiskey Island habitat. They want a study of the port's land needs.

C. Old River Channel

The plan: Build park and recreational space along the channel's south bank. No firm costs or schedule.

Issues:

- The plan ran headlong into business interests.
- Great Lakes Towing, in the midst of expanding along the south bank, complained bitterly of moving to make way for a park. Plans now show Great Lakes remaining, but other businesses are anxious.

D. Burke Lakefront Airport

The plan: Early talk of converting the airport's 382 acres into housing and commerce eventually died. The airport will remain indefinitely, with trails and greenways planned for its edges. Plan calls for a study of the airport's value to the region.

Issues:

- One big hurdle is the Federal Aviation Administration, which wouldn't agree to losing an airport without extensive study. And the federal agency could demand reimbursement
- Lakefront enthusiasts who believe the airport is a white elephant are disappointed.

E. Interstate 90, east of Dead Man's Curve

The first plan: Early drawings showed the East Shoreway shifting south, parallel to the railroad tracks. The move would open up hundreds of acres near the lakeshore, but the idea eventually died.

The new plan:

• A concrete barrier along I-90's northern border would be built to squeeze more green space out of the buffer between the highway and North Marginal Road.

• North Marginal eventually becomes part of the Lakefront Boulevard.
Issues: The new plan frustrates observers who say the interstate is an ugly impediment to the lakefront. But moving the Shoreway would be hugely expensive.

Marinas and Boat Clubs

The plan: Eight marinas and boat clubs along the lakeshore would tear down their fences and open their gates to the public (the clubs and marinas operate under leases with the city and state).

The schedule: City Planner Chris Ronayne will seek to open up the shoreline as the leases expire, or under a new marina zoning code that he wants to introduce next year.

Issues: Boaters, angry with the plan, say they need the security to protect significant investments of money and sweat equity.

Final round of hearings on "Connecting Cleveland: The Lakefront Plan"

The proposed master plan that would direct lakefront development for the next 50 years will be on display 3 nights this week. City planners want to hear your comments. Meetings are from 6:30 to 8:30 p.m.

TUESDAY

- St. Philip Neri Community Center, 799 East 82nd Street

WEDNESDAY

- Our Lady of Mount Carmel School, 1355 West 70th Street

THURSDAY

- Cleveland Public Library, Louis Stokes Auditorium, 325 Superior Avenue

- For more information, call the Cleveland City Planning Commission at 216-664-2210





City Planning Design Review

Design Review Applicant Guide

Final
March 2015

Downtown Flats Design Review Committee

- Advisory committee to Planning Commission
- 13 members/volunteers
- Architects, landscape architects, graphic designers
- Meet twice monthly



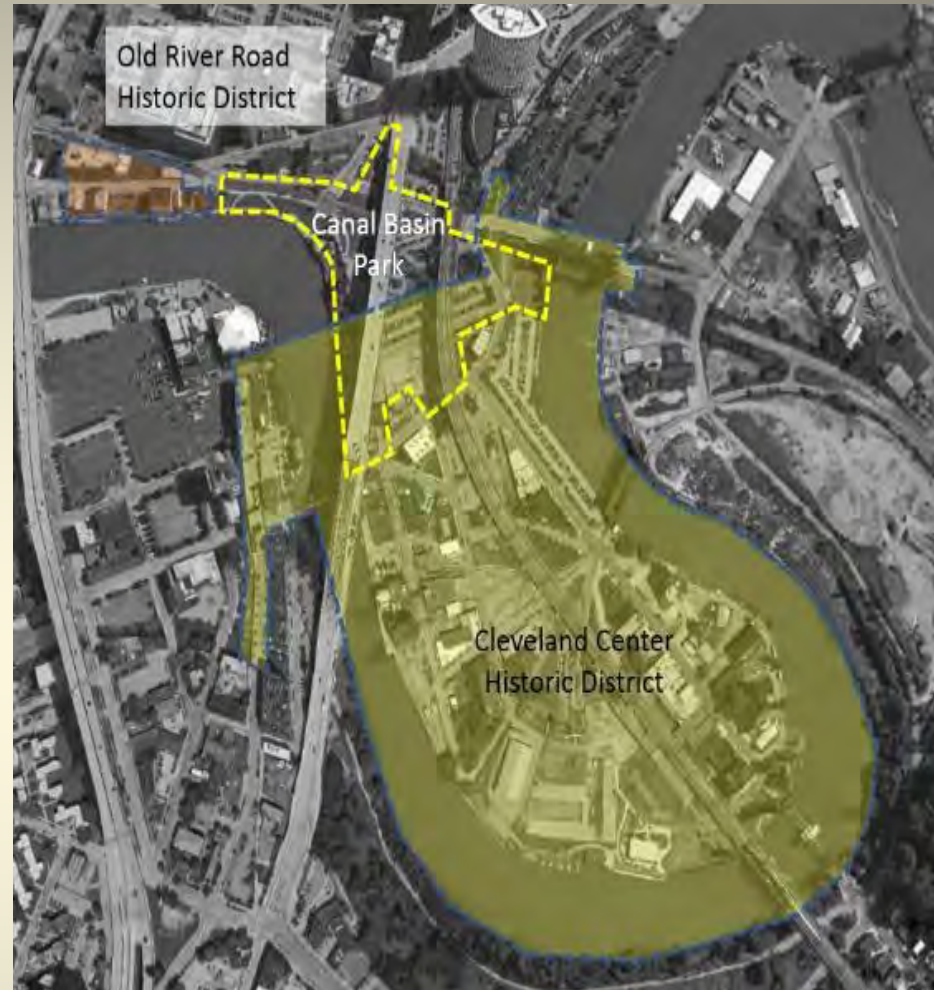
National Register Historic Districts

Old River Road Historic District

- 9 contributing structures

Cleveland Centre Historic District

- 46 contributing structures
- 1 already received state historic tax credits
- Important developments include the B&O Terminal Building and “The Foundry” youth rowing center





Connecting Cleveland to its Waterfront

The Planner's Role in Creating Public Access



Existing and Proposed Flats Area Trails



Wendy Park

Lakefront Connector

Main Ave. Connector

West Shoreway Trail

Cleveland Foundation Centennial Trail

Red Line Greenway

Flats East Bank Boardwalk

Nautica Boardwalk

Settlers Landing Trail

Canal Basin Park

River Walk

Rivergate Park

Towpath Trail





Towpath Trail



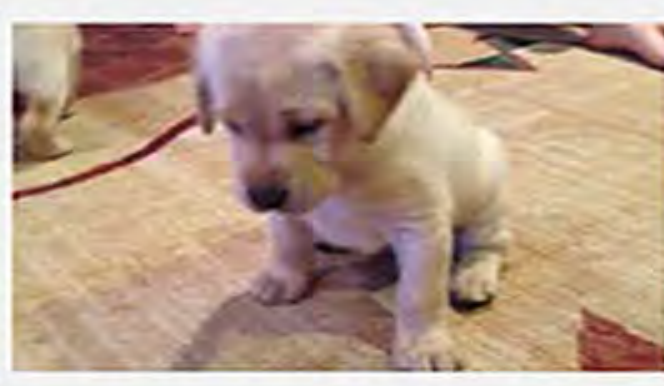
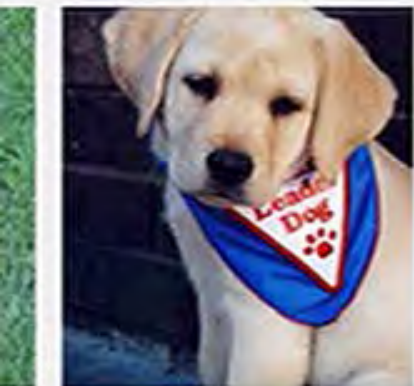


**Cleveland
Foundation
Centennial Trail**



**Bridge to
Wendy Park**



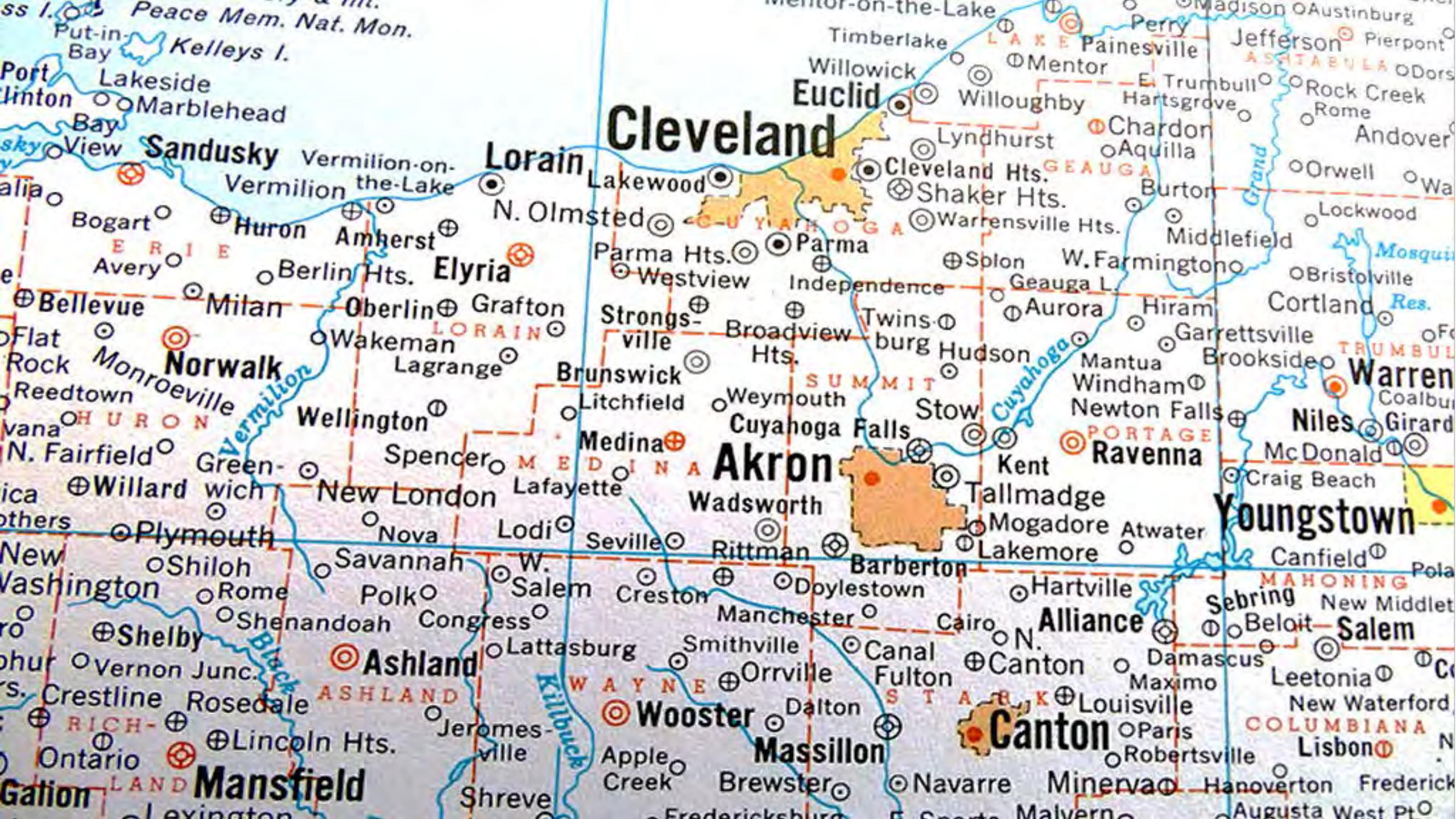




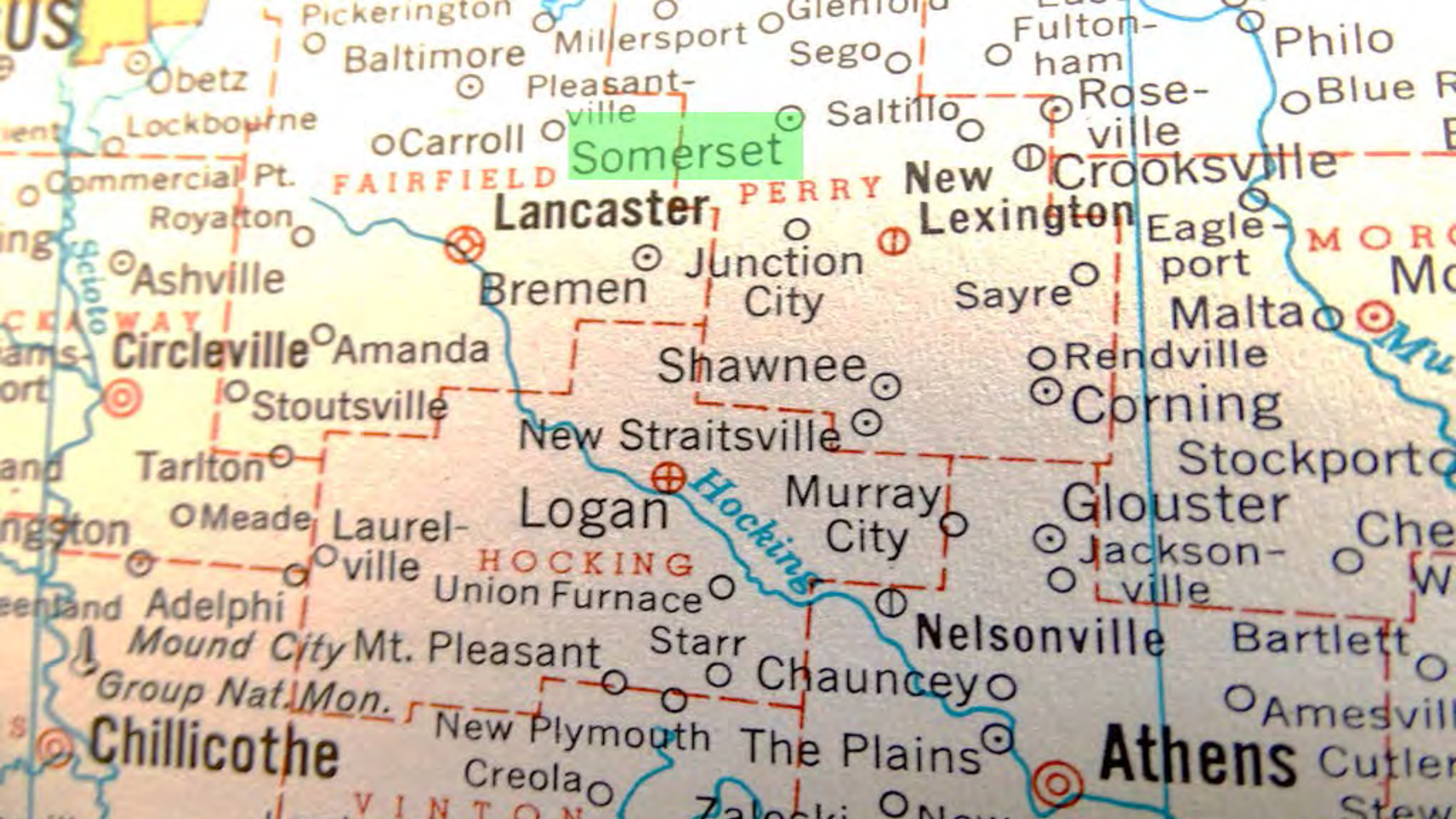












Somerset

Lancaster

Lexington

Circleville

Chillicothe

Athens

HOCKING

Hocking

FAIRFIELDS

PERRY

MOROCCO

VINTON









~~New allamp~~
~~Granville~~
~~Lancaster~~
Columbus ^{is} the hub
the City State
Cool places

McConnelville

Nelsonville

Hogan

secondary -
Zanesville

ZANESVILLE

Newark

New Lexington

Granville

Nelsonville

McConnelville

New Lexington

Zanesville

Lancaster

HEATH

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Shens

Columbus

NEWARK
LANCASTER
ZANESVILLE



Milwaukee

LANSING

Detroit

Windsor

LAKE ERIE

Cleveland

Chicago

Toledo

Lorain

Akron

Fort Wayne

Findlay

Mansfield

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INDIANAPOLIS

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