

Draft

Urban
Design
Center
of Northeast Ohio

Detroit Avenue East: Neighborhood Development Plan

Prepared for the Franklin - Clinton Block Club and the Detroit Avenue Business Association by the Urban Design Center of Northeast Ohio

Analysis

Reaching consensus on development, density, and height restrictions is difficult due to residents concerns that over-building might destroy the character of their small scale residential neighborhood. This concern drove an intense public debate around current and future zoning requirements along the Detroit Avenue corridor, although residents and business owners agreed that the corridor should continue to develop with a mix of uses, including new commercial, entertainment, light industry and residential development.

The diagram above shows the potential for redevelopment using current zoning regulations, with existing structures in grey and new in orange. The corridor has the capacity to hold an additional 300,000 square feet of development, the equivalent of 10 West Side Markets. This study shows there is plenty of development potential available under existing zoning.

The Neighborhood Development Plan recommends no change in height restrictions for the corridor, except for two areas on the north side of Detroit Avenue. No new restrictions on land use are proposed in order to encourage continued mixed-use development.



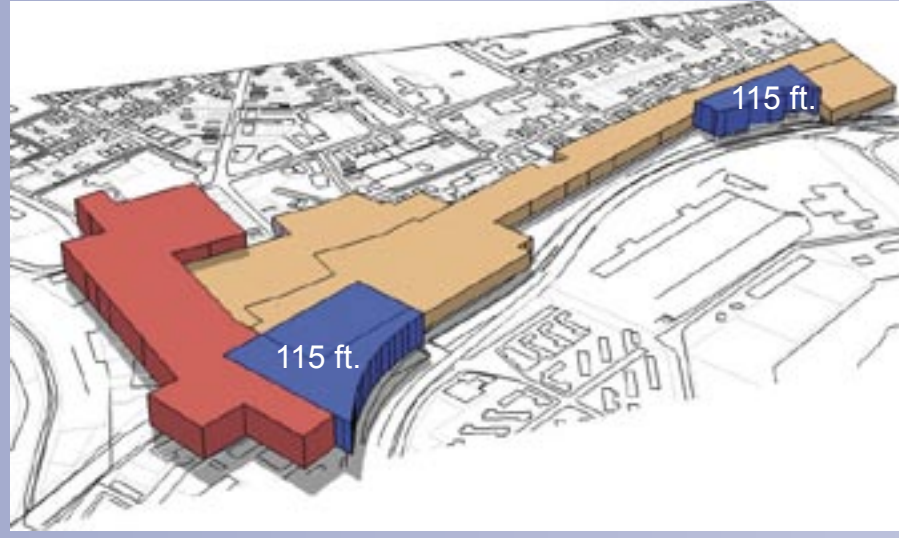
Existing FAR (Floor to Area Ratio) requirements



Proposed FAR (Floor to Area Ratio) requirements increase the capacity of the land along 25th Street South to create a lot and increase capacity on the North side of Detroit at the West 45th Street intersection



Existing height restrictions



Proposed height restrictions allow increased heights along the North side of Detroit Avenue in two locations: from West 28th Street to West 25th Street and at the West 45th Street intersection

Connections

Getting across and travelling along Detroit Avenue is not easy for pedestrians and cyclists. The Neighborhood Development plan calls for new amenities to remedy this.

Pedestrian crossings with special paving are suggested for the major intersections at West 25th, West 28th, West 32nd, West 38th and West 45th Streets. These crossings allow better and safer access to existing and proposed commercial development and Jim Mahon Park.

A bicycle lane should be formalized along the street, connecting into the pedestrian/bicycle lane currently being constructed on the Detroit-Superior Bridge.

Special consideration should be taken on the north-south streets that will be affected by the re-crafting of the West Shoreway. The proposed at-grade intersections at 28th and 45th Streets will increase traffic speed and volume on these streets.

The Neighborhood Development Plan calls for a traffic calming device where Franklin Circle once existed. The rotary shown would prevent traffic on the northern part of West 28th street from becoming too



Green Space

The Neighborhood Development plan calls for the preservation of existing green spaces and the introduction of a new public open space (Neighborhood Park) within the commercial area.

This new green space is designed to highlight existing historic, residential and commercial structures and act as a public gathering space for the community at large. A priority action for the neighborhood, the business community and the community development corporation should be formalizing the creation of Jim Mahon Park and working toward improvements to it.



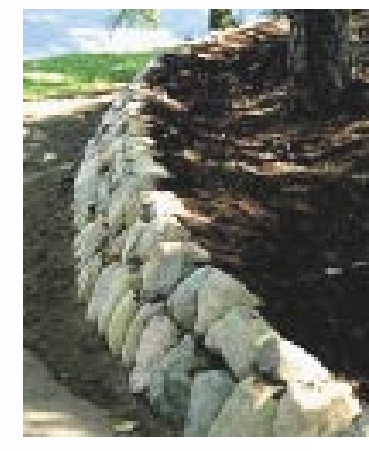
Public art in the park



Pavilion at the western edge of the park



Planters and landscaping help define entries to the park



Existing Structures

1 Mixed-use Development

A Larger (5-6 story) mixed-use development is recommended at the gateway to the district. A tightly integrated complex of mixed-use buildings and quality public spaces will add to the existing density at the intersection of West 25th Street and Detroit Avenue.

The development concept shows structured parking behind or below. Other mixed use development is shown throughout the plan, adhering to the 60-foot height limit imposed by zoning.

Mixed use development, should contain at least two different uses, (eg: retail and office or retail and housing) with the ground floor frontage of all buildings containing active commercial uses. Retail and restaurants should predominate, but limited service functions that attract walk-in traffic (copy center, travel agent or hotel lobby) are appropriate.



2 Live/Work Development

New Live/Work development is shown as a major new addition to the mix of uses in the Detroit Avenue East Corridor.

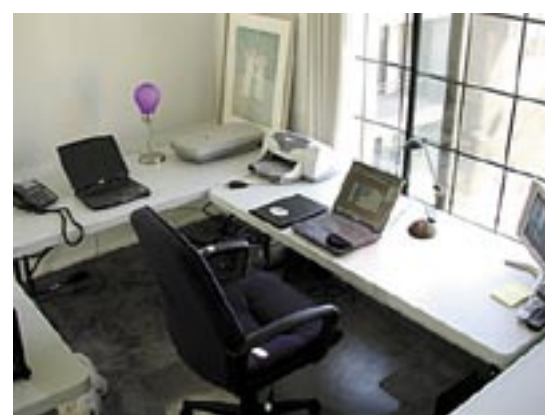
Each unit consists of a small commercial space (700-900 sf.) sharing the first floor with enclosed parking for a two-story residential structure above (2400 sf.). This unit type allows for additional commercial activity along the corridor and increases density. The first floor commercial unit could also be used as an efficiency apartment for rental income or an in-law suite for an aging parent.

The images at the right suggest two very different approaches to the character and form of these buildings, one being industrial in nature and the other quite traditional. The diversity of the existing buildings along Detroit Avenue suggests an opportunity for great creativity in design of these units.

Wherever possible, garage doors should be located at the rear of the town homes, not facing a major street such as Detroit Avenue.



Images from the internet



3 Townhouse Development

Townhouse development is already proposed for vacant sites throughout the neighborhood adjacent to the Detroit Avenue East Corridor.

These buildings should relate to surrounding structures in character and form with an emphasis on quality materials, as shown in these examples in Cleveland Heights, Chicago and EcoVillage.

Wherever possible garage doors should be located at the rear of the town homes, not facing a major street such as Detroit Avenue.



4 Consolidated Parking

Currently Lutheran Medical Center as well as the Cuyahoga Metropolitan Housing Authority (CMHA) park employee and visitor vehicles on large surface lots between their locations located along West 25th Street, with CMHA renting space ultimately needed for parking and redevelopment of the Detroit Avenue East Corridor.

The Neighborhood Development Plan recommends that these two institutions consolidate their parking into a series of structures that could be built in phases on the current Lutheran surface lot.

In order to function as part the urban fabric, these new structures should incorporate first floor commercial development where possible.



5 Hope VI

Riverview Hope VI - Redevelopment Plan: Goody Clancy Cuyahoga Metropolitan Housing Authority (CMHA) A master plan to guide development of 573 units of mixed-income housing and retail on a twenty-acre site.

Strategy: Significantly increase the density of new housing on the site to create a critical mass of market, moderate, and low-income family units.

Provide a wide range of housing types, from single family townhouses to lofts and mid-rise apartments that would accommodate a highly diverse community;

Identify strategies to redevelop the existing low-income housing towers, which have historically been fifty percent vacant; and

Narrow the arterial street that separates the site from the Ohio City neighborhood and locate retail at street level to break down the barrier and extend the adjacent pedestrian-friendly Main Street by two blocks.



Images: Goody Clancy

6 Boutique Hotel

With additional Night Life and Entertainment uses present on the Detroit Avenue East corridor, there is an opportunity for a small boutique hotel.

The images on the right show a well lit art deco structure with a ground level lounge and restaurant that would serve hotel guests as well as Clevelanders out for a night on the Detroit Avenue Strip.

A well designed object building in this location, or any site with similar visibility to the shoreway and the lakefront, would help identify this area of Detroit Avenue as a destination.

