



Bratenahl Imagery 2018 TerraMetrics, Google | Map Data 2018 Google  
Village Hall

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- Framework Alternatives + Considerations

# CLEVELAND LAKEFRONT



## INTRODUCTION

A charrette, or design brainstorming session, was held February 20th 2018 at the Cleveland Lakefront Management Center. Spurred by changes at the former power plant site (First Energy), over 30 participants from 20 organizations participated in animated conversations with ideas for improvements to the Lake Erie waterfront along Cleveland's east side.

The session was organized by St. Clair Superior Development Corporation and supported by Cleveland Neighborhood Progress, along with funding from the Rockefeller Family Foundation's Just Transition Fund. Examples of successful redevelopment from across the county were provided by Delta Institute, a nonprofit with national experience leading sustainable environmental solutions. Human Nature, a landscape architecture and planning firm, guided the day's conversations with a focus on the special qualities of place.

The group's consensus was that a new vision and coordinated approach to development can transform the underappreciated lakefront into a first rate asset for the adjacent neighborhoods, the city of Cleveland, and the region. The First Energy site provides an opportunity to connect the community to the water. Redevelopment can provide a vibrant lakefront with public amenities, attractions, and a spectrum of options for working and living along Lake Erie.

## PARTICIPANTS

### **MetroParks**

Sean McDermott  
Kelly Coffman

### **CNP**

Wayne Mortensen  
Linda Warren

### **SCSDC**

Michael Fleming

### **CNVDC**

Jamar Doyle

### **UCI**

Chris Ronayne  
Debbie Berry

### **City Planning Commission**

Marka Fields  
Sharonda Whatley

### **NEORS**

David Ritter  
Jenita McGowan

### **NOACA**

Randy Lane  
Marvin Hayes

### **Office of Sustainability**

Matt Gray

### **SCSDC Board Member**

Jennifer Chandler  
Hasaan Niles

### **SCSDC Business Leader**

David Tabor (Dominion)

### **Quay 55 Tenant Leader**

Julia Ann Kurgila

### **InterCity Yacht Club Leader**

James Thompson  
Michael Blankenship, Commodore

### **Cultural Garden Leader**

Dr. Wael Khoury

### **Asian Community Rep**

Joyce Huang (MidTown)

### **Famicos Foundation**

John Anoliefo  
Krhrys Shefton

### **UMADAOP**

Janice Chambers

### **My Com Youth Council Rep**

Emmanuel Floyd  
Malik Burpo

### **Senior Rep**

Patricia Antoine

### **LAND Studio**

Greg Peckham  
David Wilson

### **Human Nature**

Ryan Geismar  
Christopher Manning  
Gary Wolnitzek

### **CDI**

Bobbi Reichtell  
Mark Lammon

### **Delta Institute**

Emily Rhodes



## INTRODUCTION CLEVELAND LAKEFRONT



## STAKEHOLDER INPUT

Guided by a series of questions, the group identified opportunities, constraints, aspirations, and cautions, which were documented, summarized, and then distilled into a guiding vision statement, goals, and objectives. Questions included:

- *What is (the essence, special/unique, the potential) of:*
  - Downtown Cleveland
  - University Circle
  - the Study Area
  - Doan Brook Corridor
  - the adjacent neighborhood/community
- *What could or should the relationship be between each of these areas?*
- *What could or should the study area be?*
- *What should the study area NOT be?*
- *What should its relationship be to the water?*



At the end of the charrette, participants were asked:

- *What's missing?*
- *What are the common threads among the ideas generated?*



Representative sample of responses to “What could the study area be?” and “What should its relationship to the water be?”

## CHARRETTE SUMMARY | STAKEHOLDER INPUT CLEVELAND LAKEFRONT

# DOWNTOWN CLEVELAND

## UNIVERSITY CIRCLE

INTERNATIONAL COMMUNITY  
 CULTURAL CENTER  
 LIVING  
 INSTITUTIONAL  
 EMPLOYMENT  
 HISTORY  
 HEALTHCARE  
 EDUCATION

HEALTH-TECH CORRIDOR  
 HEALTH LINE  
 DOWNTOWN - U CIRCLE CONNECTION

BUSINESS DISTRICT  
 METROPOLITAN AREA  
 REVITALIZATION  
 ENTERTAINMENT  
 MILLENNIALS  
 ECONOMIC ACTIVITY

CULTURAL GARDENS  
 BIKING / WALKING PATHS

ROCKEFELLER PARK CORRIDOR

NEIGHBORHOOD PARKS

INDUSTRY

MIDWAY BIKE PATH

MARGINAL ROAD  
 I-90

LAKE FRONT CORRIDOR

LAKEFRONT BIKEWAY

BURKE AIRPORT

MARINAS +  
 YACHT CLUBS

HABITAT

WATERFRONT

CULTURAL ARTS

MARINE AQUATIC

RECREATION

WATERFRONT

NATURAL ECOSYSTEMS

REFUGE

CLEVELAND LAKEFRONT  
 NATURE PRESERVE

LAKE  
 ERIE

## STUDY AREA

### OVERVIEW

*Downtown Cleveland, University Circle, and the study area create a triangle of activity centers. Each center offers a unique character and collection of economic, cultural, and natural assets. The connective corridors have the potential to strengthen synergies among the activity centers in addition to enhancing the vitality of the region.*

## STAKEHOLDER INPUT | ACTIVITY CENTERS CLEVELAND LAKEFRONT



## VISION

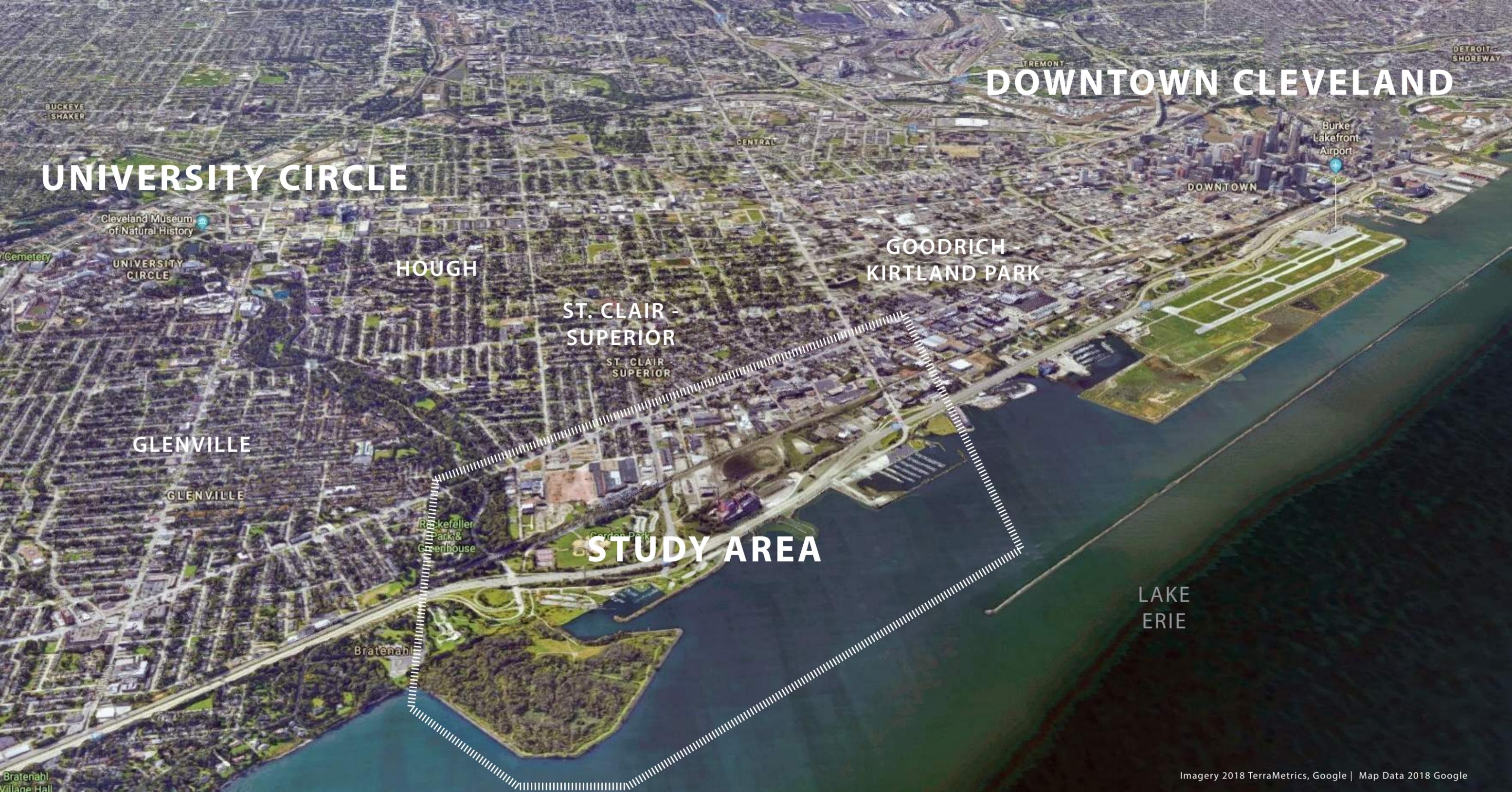
To create a **regional lakefront destination**, focused upon **nature and recreation**, that complements and connects with the regional economic hub of Downtown and the regional cultural hub of University Circle.

## GOALS + OBJECTIVES

1. Leverage the availability of the former First Energy site to catalyze a district-wide revitalization strategy
2. Explore modifications to I-90 (realign, go over, go under, buffer) to improve connectivity and resolve problems with the lake edge
3. Improve lakeshore natural areas, recreational opportunities, and trails by expanding and linking greenspaces
4. Create bold and inspiring connections with Doan Brook, the Cleveland Cultural Gardens, and Cleveland Lakefront Bikeway and future Lakefront Greenway
5. Improve connections with adjacent neighborhoods, celebrate local history, and leverage existing building stock to catalyze community revitalization

## VISION, GOALS + OBJECTIVES CLEVELAND LAKEFRONT





# UNIVERSITY CIRCLE

# DOWNTOWN CLEVELAND

## HOUGH

## GOODRICH - KIRTLAND PARK

## ST. CLAIR - SUPERIOR

## GLENVILLE

## STUDY AREA

LAKE ERIE

Imagery 2018 TerraMetrics, Google | Map Data 2018 Google

### OVERVIEW

The study area is located along the Lake Erie waterfront near the confluence of Doan Brook, Gordon Park at the Cleveland Lakefront Nature Preserve, and Cleveland Metroparks Lakefront Resavaton. The boundary is intentionally nebulous as this study is intended to explore broader community connections to enhance regional vitality.

## AERIAL CLEVELAND LAKEFRONT





**MAJOR TAKEAWAYS**

Arterial corridors, such as Superior, Euclid, and St. Clair avenues, radiate outward from Downtown Cleveland. Transversely, E 55th, E 72nd, and E 79th align north-south. The railroad tracks along the lakefront has effectively created a physical barrier except for a few crossings, including the MLK crossing where Rockefeller Park Corridor connects with the lake.

**NEIGHBORHOOD FABRIC**  
CLEVELAND LAKEFRONT





**MAJOR TAKEAWAYS**

*The proposed Midway Protected Bike Lanes further enhance regional and local vitality, particularly along St. Clair Avenue, Superior Avenue, and E 55th Street. This relationship creates a unique opportunity to strengthen economic, cultural, and recreational vitality along these corridors.*

**BIKE & PEDESTRIAN CONNECTIVITY**  
CLEVELAND LAKEFRONT





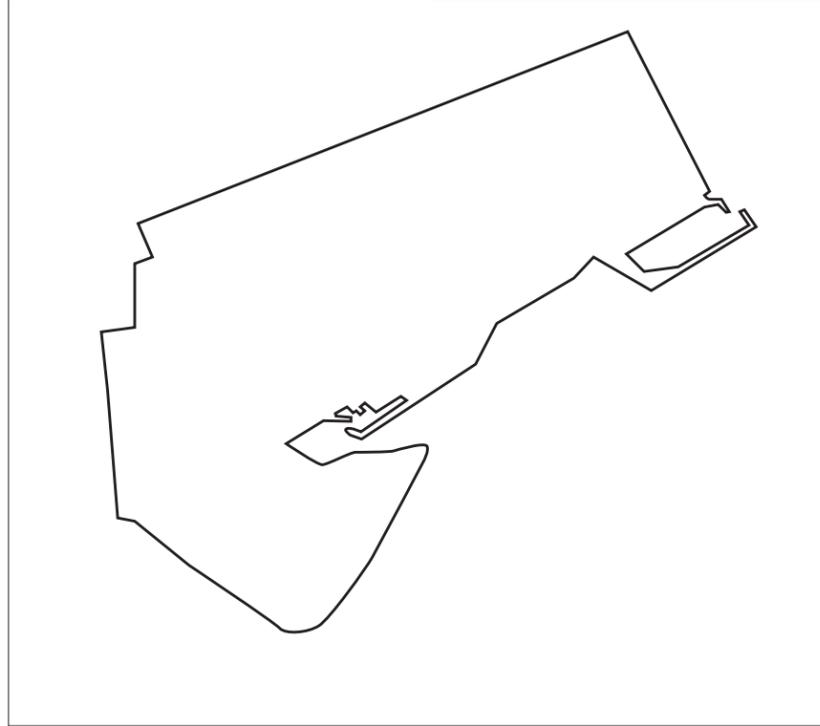
**OVERVIEW**

*This diagram summarizes major opportunities and constraints impacting the potential of the site to meet the project goals and objectives.*

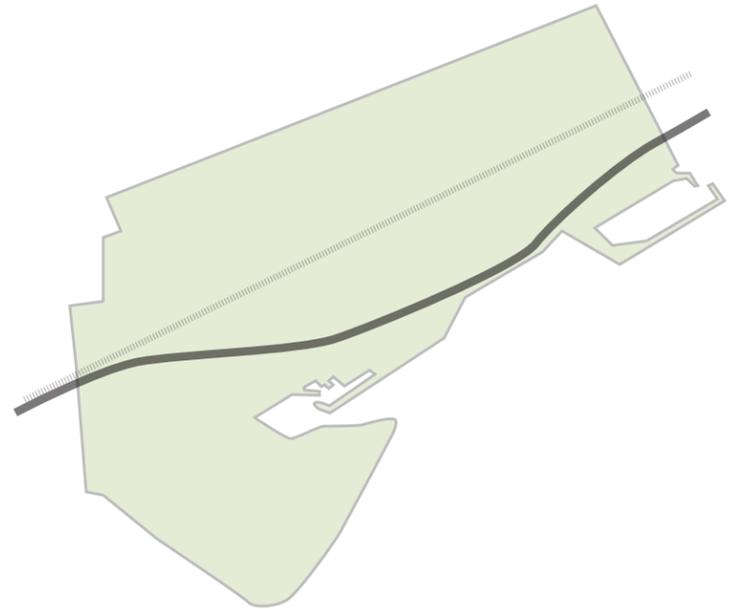
**OPPORTUNITIES + CONSTRAINTS**  
CLEVELAND LAKEFRONT



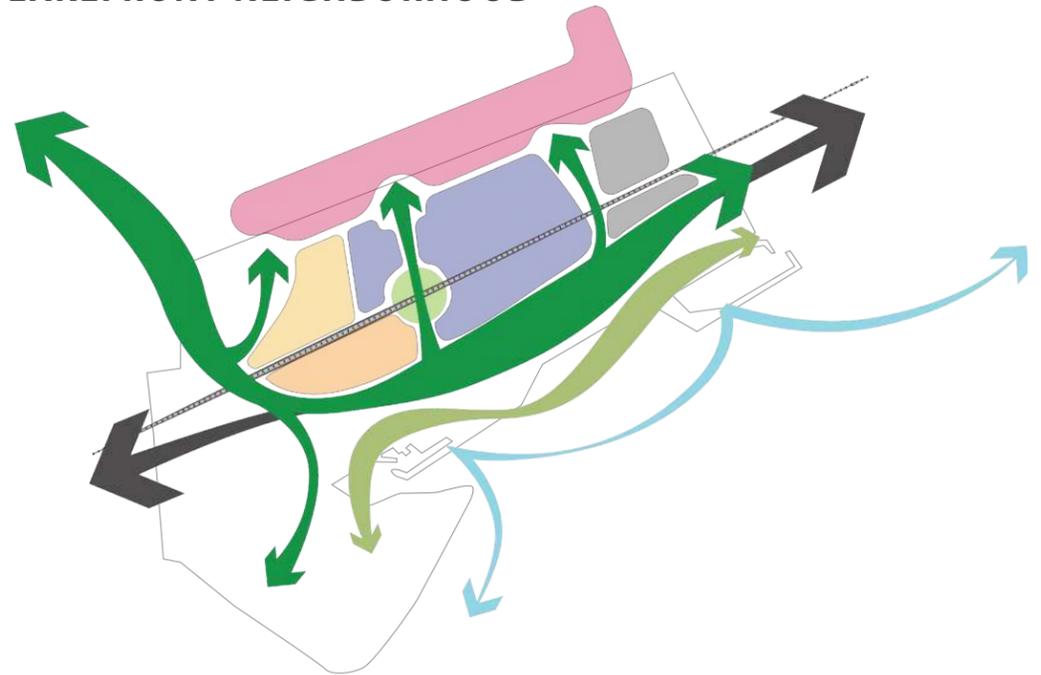
**STUDY AREA**



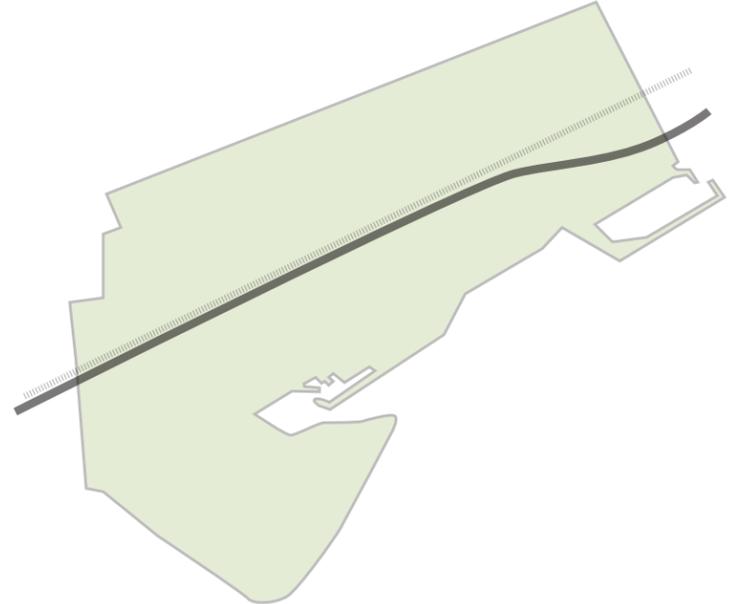
**LEAVE INTERSTATE**



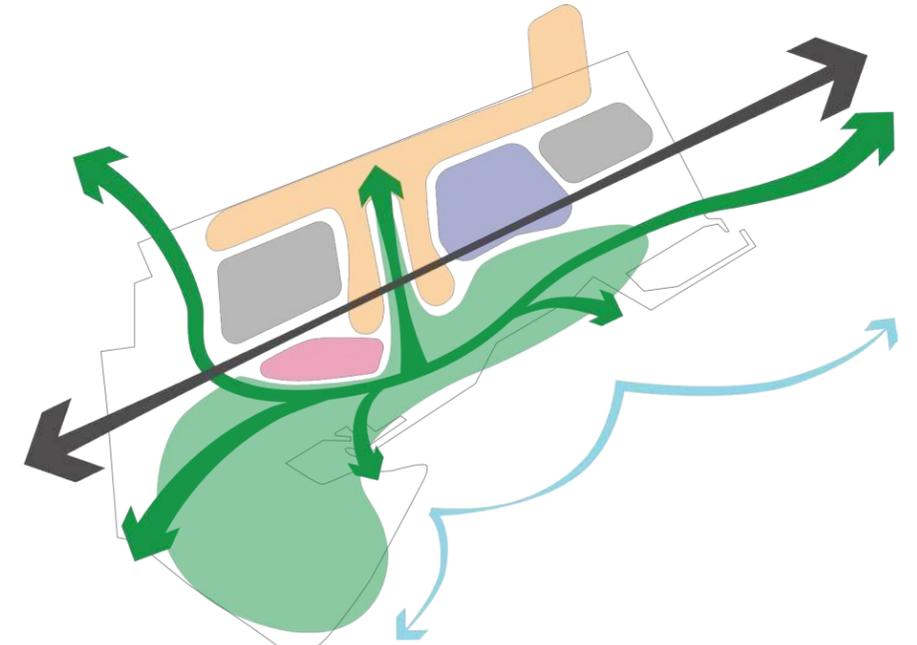
**LAKEFRONT NEIGHBORHOOD**



**MOVE INTERSTATE**



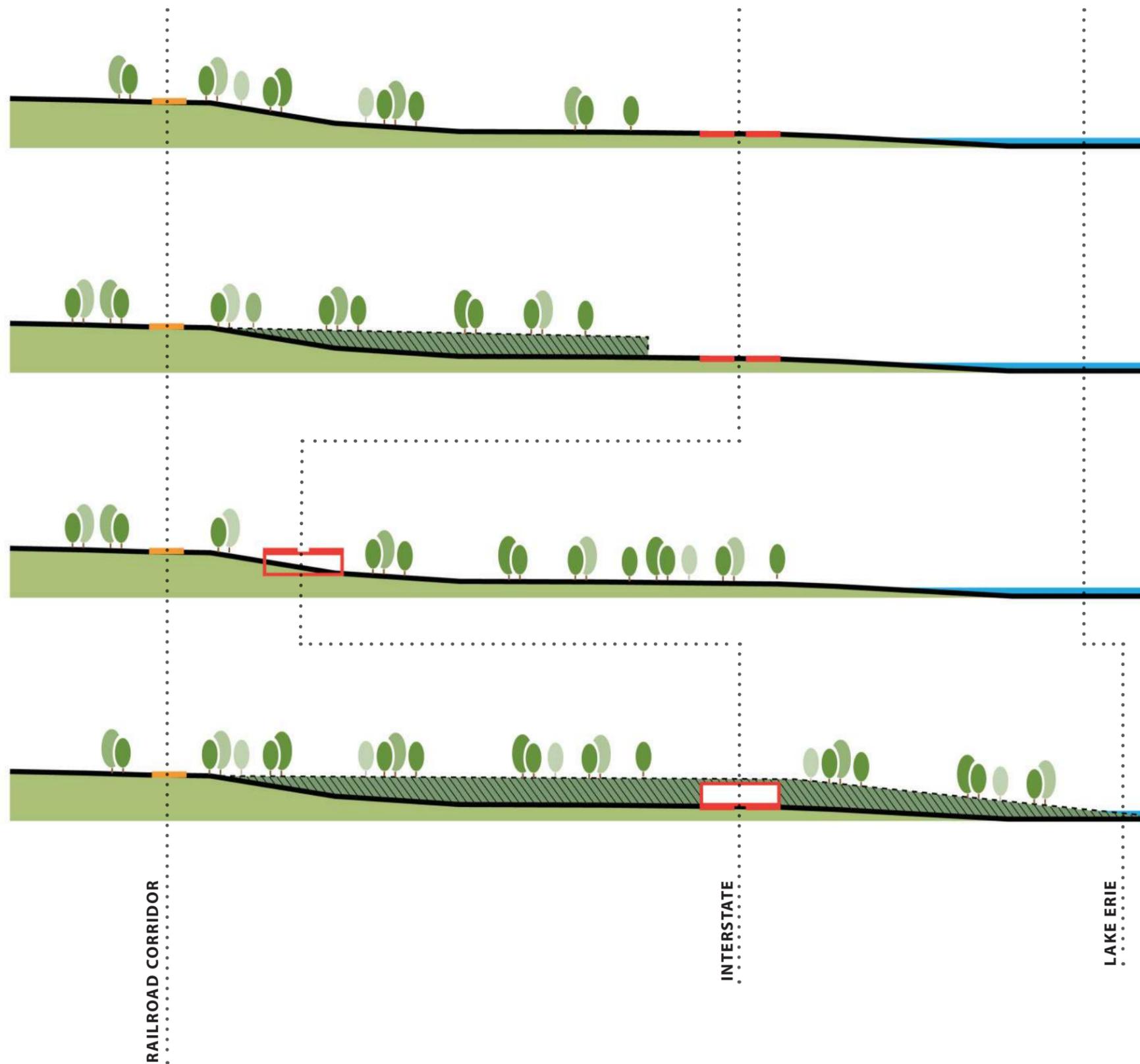
**DESTINATION PARK**



**CONCEPTUAL EXPLORATION**  
CLEVELAND LAKEFRONT

**OVERVIEW**

*Two concepts were generated based on the location of the interstate as an organizing factor. What is the site's potential if... the interstate stays? ... the interstate moves?*



**LEAVE IT | SAFETY MODIFICATIONS**

**\$\$**

*As is, the interstate is a major barrier to accessing and enjoying the lakefront. The interstate experiences flooding issues during storms and adds noise and visual “pollution” to an otherwise natural setting. Existing ramps do not meet current design standards and should be reconfigured in the future.*

**BUFFER IT**

**\$\$**

*Buffering the interstate could include a variety of strategies, including using vegetation and topography to visually obscure it from use areas. This would not ameliorate the flooding conditions and the interstate is still a physical barrier between the city and the lakefront.*

**MOVE IT**

**\$\$\$**

*Moving the interstate to align parallel with the railroad corridor would maximize use of the lakefront for a variety of uses. Elevating the interstate would facilitate access at the ground level while mitigating some of the perception of the interstate as a barrier to accessing the lake. Doubling the rail and road corridor would still be a significant impact to accessing the lake.*

**CAP IT**

**\$\$ - \$\$\$\$**

*Capping the interstate would maximize use of the lakefront for a variety of recreation, natural, and development uses. It would likely require filling in part of the lake to accommodate the transition from the highpoint to the lakefront.*

**INTERSTATE CONSIDERATIONS**  
CLEVELAND LAKEFRONT



- DISTRICTS**
- A** St. Clair Commercial District
  - B** 72nd Street Local Commerce District
  - C** Parkside Residential Infill & Stabilization
  - D** Adaptive Reuse Arts District (Pedestrian Area)
  - E** Mixed-Income Housing
  - F** Green Industry
  - G** Gordon Park Village (Boundaries TBD)

- LEGEND**
- School
  - Views
  - E. 55th Street Midway
  - St. Clair Avenue Midway
  - Superior Avenue Midway
  - Existing Bikeways
  - Critical Intersection
  - Water Access Network
  - Neighborhood Connector
  - Arterial Corridor
  - Interstate
  - Interstate Treatment
  - Park (existing | proposed)

**CONCEPT A | LAKEFRONT NEIGHBORHOOD**  
CLEVELAND LAKEFRONT

- OVERVIEW**
- Focus commercial / mixed-use activity along E. 55th and St. Clair Avenue
  - Re-imagine industrial area as an adaptive reuse innovation and arts district
  - Improve lakefront gateways to promote connectivity along E. 72nd
  - Evaluate Lakefront "village" at Gordon Park, mixed-income housing and parkside residential infill



### CONCEPT A | LAKEFRONT NEIGHBORHOOD

- A** ST. CLAIR COMMERCIAL DISTRICT
- B** 72nd STREET LOCAL COMMERCE DISTRICT
- C** PARKSIDE RESIDENTIAL INFILL & STABILIZATION
- D** ADAPTIVE REUSE ARTS DISTRICT (pedestrian area)
- E** MIXED-USE HOUSING
- F** GREEN INDUSTRY
- G** GORDON PARK VILLAGE (boundaries tbd)



**DISTRICTS**

- A** Adaptive Reuse District
- B** High-Amenity Residential District
- C** Green Industry
- D** Gordon Park Village (Boundaries TBD)
- E** First Energy (Set Aside)
- F** Mixed-Use Corridor

**LEGEND**

- School
- Views
- E. 55th Street Midway
- St. Clair Avenue Midway
- Superior Avenue Midway
- Existing Bikeways
- Critical Intersection
- Water Access Network
- Neighborhood Connector
- Arterial Corridor
- Interstate
- Interstate Treatment
- Park (existing | proposed)

**OVERVIEW**

- Create a gateway arts district along E. 72nd Street
- Explore green industry to the west
- Focus mixed-use activity along St. Clair Avenue
- Evaluate a mixed-use “village” at Gordon Park

**CONCEPT B | DESTINATION PARK**  
CLEVELAND LAKEFRONT





UNIVERSITY CIRCLE  
 DOWNTOWN CLEVELAND  
 BURKE AIRPORT  
 I-90  
 SAINT CLAIR AVENUE  
 RAILROAD  
 ADDISON  
 E. 79th  
 E. 72nd  
 E. 55th  
 MLK JR. DRIVE  
 ROCKEFELLER PARK  
 ST. CLAIR MIDWAY  
 MOVE AND ELEVATE I-90  
 EXPANDED CULTURAL GARDENS  
 INTERCITY YACHT CLUB  
 PIER  
 LAKEFRONT OBSERVATION DECK  
 REMOVE FIRST ENERGY INFRASTRUCTURE  
 BREAKWATER EXPANSION  
 WETLAND AND SHORE RESTORATION  
 ACTIVE RECREATION DESTINATION  
 E. 55th STREET MARINA  
 WATER TRANSIT / RECREATION  
 VIEWS  
 CLEVELAND LAKEFRONT NATURE PRESERVE  
 LAKE ERIE

CONCEPT B | DESTINATION PARK

- A** ADAPTIVE REUSE DISTRICT
- B** HIGH-AMENITY RESIDENTIAL
- C** GREEN INDUSTRY
- D** GORDON PARK VILLAGE (boundaries tbd)
- E** FIRST ENERGY (set aside)
- F** MIXED USE



## CONCEPT A | LAKEFRONT NEIGHBORHOOD

### CONNECTIVITY

- A** *Promote connectivity to St. Clair Avenue Midway*
- B** *Strengthen pedestrian connectivity through Adaptive Reuse Arts District by completing street grid at neighborhood connectors*
- C** *Consider future RTA station to stimulate transit-oriented development*
- D** *Explore restoration of historic bridge/tunnel into Gordon Park Village*
- E** *Mitigate the intersate as a barrier to the lake*
- F** *Improve waterfront connectivity with a variety of water-based recreation and transit options*



## CONCEPT B | DESTINATION PARK

### CONNECTIVITY

- A** *Promote connectivity to St. Clair Avenue Midway*
- B** *Strengthen connectivity by completing street grid at neighborhood connectors*
- C** *Move and elevate I-90 along the rail corridor to maximize usable lakefront*
- D** *Explore restoration of historic bridge / tunnel into Gordon Park Village*
- E** *Improve waterfront connectivity with a variety of water-based recreation and transit options*



## CONCEPT A | LAKEFRONT NEIGHBORHOOD

### NATURAL SYSTEMS

- A** *Expand green space along lakefront for improved recreation and nature opportunities, including capping the interstate*
- B** *Connect to existing bikeways and extend the Cultural Gardens to the lakefront*
- C** *Consider lake infill strategies to maximize recreation opportunities and mitigate I-90 as a barrier to the lake*
- D** *Promote lake access for recreation, boating, kayaking, fishing, etc.*
- E** *Daylight Doan Brook and enhance wetland habitat around the nature preserve and outfall*
- F** *Expand the breakwater to minimize the lake's impacts to the shore*



## CONCEPT B | DESTINATION PARK

### NATURAL SYSTEMS

- A** *Expand green space along lakefront for improved recreation and nature opportunities*
- B** *Connect to existing bikeways for continuous trail loop along the lakefront and into the community*
- C** *Promote lake access for recreation, boating, kayaking, fishing, etc.*
- D** *Daylight Doan Brook and enhance wetland habitat around the nature preserve and outfall*
- E** *Expand the breakwater to minimize the lake's impacts to the shore*